

141087

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1878-9,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN SEVEN VOLUMES.

VOL. V.

SYDNEY :

THOMAS RICHARDS, GOVERNMENT PRINTER, PHILLIP-STREET.

1879.

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1878-9.

(IN SEVEN VOLUMES.)

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1878.

NEW SOUTH WALES.

RAILWAYS OF NEW SOUTH WALES.

REPORT

BY

THE COMMISSIONER FOR RAILWAYS

FOR THE YEAR

1877.

Presented to Parliament by Command.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1878.

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1878.

NEW SOUTH WALES.

RAILWAYS OF NEW SOUTH WALES.

(REPORT FOR 1877)

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

Department of Public Works,
Railway Branch,

Sydney, 12 June, 1878.

SIR,

I have the honor to submit the following statement of Railway transactions during the year 1877. The information contained in the Appendix has been prepared with great care, and I am much indebted to the officers of the Department for the aid they have afforded me in compiling the various tables and returns which illustrate and explain our operations.

1.—RAILWAY CAPITAL AUTHORIZED.

The amount authorized to be raised by loan for Railway purposes is £12,298,161. Of this amount there had been issued at the close of 1877 debentures to the value of £9,087,300,* of which the sum of £7,110,800 bore interest at the rate of 5 per cent., and £1,976,500 at the rate of 4 per cent., giving an average interest of 4.78. The sum of £3,483,352 remains to be raised at 4 per cent., which will make the average interest on the whole Railway capital 4.56 per cent. If, as is probable, future loans for Railway purposes be negotiated at 4 per cent., the average interest will be still further reduced.

Railway debt
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2.—RAILWAY CAPITAL EXPENDED.

At the close of 1877 there had been expended on lines open for traffic £8,883,177, and on lines in course of construction £431,323, in all £9,314,500, of which amount the sum of £744,440 was expended during the year 1877, as under:—

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54-55.

Construction	£577,924
Rolling Stock and Machinery	154,963
Trial Surveys	11,553
						<u>£744,440</u>

3.—

* In this amount is included the sum of £272,401, the balance of sales of Debentures above and below par.

3.—LINES OPEN AND IN PROGRESS.

Of the £577,924 expended in 1877 for construction, the sum of £460,592 was expended on lines open for traffic, and the balance £117,332 invested in unproductive Lines in course of construction.

Southern Line.

See Appendix No. 2, page 89.	In operation—At the close of 1876—Sydney to Binalong... ..	Miles. 210
	Opened on the 12th March, 1877—Binalong to Murrumburrah	20
	Opened on the 1st November, 1877—Murrumburrah to Cootamundra	25
	Total opened on 31st December, 1877	255
	Average for the year	230

Western Line.

In operation—At the close of 1876—Parramatta Junction to Blayney, including Richmond Branch	Miles. 175
Opened on the 19th April, 1877—Blayney to Orange	20
Total opened on 31st December, 1877	195
Average for the year	189

Northern Line.

In operation—At the close of 1876—Newcastle to Murrurundi, including Morpeth Branch	Miles. 124
Opened on the 13th August, 1877—Murrurundi to Quirindi	24
Total opened on 31st December, 1877	148
Average for the year	133

Lines open.

From the foregoing it will be seen that in the year 1877 the Southern Line was extended to Cootamundra (45 miles), the Western to Blayney (20 miles), and the Northern to Quirindi (24 miles). These additions, amounting to 89 miles, made a total of 598 miles open for traffic at the end of 1877. As, however, the openings took place at various times in the year the average mileage opened did not exceed 552.

Lines in
progress.

On the 31st December, 1877, the following extensions were in progress:—

South—Cootamundra to Wagga Wagga	51 miles 42 chains.
West—Orange to Wellington and Dubbo	85 „ 18 „
North—Quirindi to Tamworth	38 „ 25 „
North-western—Werris Creek to Gunnedah	41 „ 14 „
Bullock Island Branch	1 „ 45 „

making a total of 217 miles 64 chains.

The extension from Cootamundra to Wagga Wagga should have been opened for traffic on the 31st December, 1876, in accordance with the

the terms of the contract. This time was extended to 31st December, 1877, since which date the penalty of £200 per week for non-completion has been enforced. The portion to Bethungra (15 miles) was however, handed over by the contractors, Messrs. Amos & Co., and opened for traffic on the 15th April last, and arrangements have been made for opening a further extension of 18 miles to Junce in the early part of July next, while the remaining portion to Wagga Wagga (18 miles) will, it is anticipated, be ready for opening in September next.

Cootamundra
to Wagga
Wagga,
contract time
extended.

The time originally fixed for the completion of the extension to Tamworth was 31st March, 1876, but this time was extended to the 30th September, 1877, on condition that the length to Quirindi should be completed on the 31st August, 1876. As this condition was not fulfilled, the penalty of £200 per week was enforced. The line to Quirindi was, as before stated, opened on the 13th August, 1877, nearly twelve months after the extended time. The works on the length between Quirindi and Tamworth are in an advanced state, and will, the Engineer-in-Chief believes, be sufficiently completed to admit of the line being opened in August next.

Murrumbidgee
to Tamworth
contract time
extended.

The contract for the extension from Orange to Wellington and Dubbo was let to Mr. Wm. Watkins, the lowest tenderer, on the 11th July, 1877. The works are progressing satisfactorily, and, if the same rate of progress be maintained, the line will be opened for traffic within the contract time, viz. :—

Orange to
Wellington
and Dubbo.

To Wellington on the 31st January, and
To Dubbo on the 31st July, 1880.

The North-western Railway, which branches from the Great Northern Railway at Werris Creek, 155 miles from Newcastle, and runs in a north-westerly direction for 41 miles to Gunnedah, was also let to Mr. William Watkins, the lowest tenderer, on the 6th September, 1877. The time fixed for its completion was twenty months, and there is every reason to believe, from the progress made, that the line will be ready for traffic at the expiration of the contract time, viz., the 30th June, 1879.

Werris Creek
to Gunnedah.

Since the close of 1877, contracts have been entered into for the extension of the Southern Railway from the end of section No. 3, at North Wagga Wagga, to the town of Albury (81 miles 50 chains). This length is divided into two sections, Nos. 4 and 5. Section No. 4 extends 4 miles and 30 chains from North Wagga Wagga, and includes the viaduct over the Murrumbidgee at that town. Of four tenders received for the contract for this section that of Messrs. Amos & Co. which was the lowest, was accepted on the 14th January, 1878. The time fixed for the completion of the work, is 31st December, 1880.

Wagga
Wagga to
Albury.

Amos Bros.
contract.

Section No. 5 is 77 miles 20 chains in length, and extends from the termination of section No. 4 into the town of Albury. The contract for this section (for which five tenders were received) was let to Messrs. Cornwell, Mixner, & Co., the lowest tenderers, on the 1st February, 1878, to be completed by the 31st December, 1880.

Cornwell,
Mixner, and
Co.'s contract

On

Plans of railway Tamworth to Tenterfield approved by Parliament.

On the 16th May, 1878, Parliament approved of the plans of a line of railway from Tamworth to Tenterfield. A sum of £600,000 had been voted in August, 1876, for 75 miles of railway from Tamworth to the district of Armidale; but the question whether the line should be taken in the direction of Inverell or by way of Armidale was not decided. The line now approved will be 203 miles in length, and will pass through Uralla, running 5 miles west of Armidale, and thence, by Stonehenge, Glen Innes, and Bolivia, to Tenterfield.

Estimated cost of line Tamworth to Tenterfield.

The estimated cost of the line is £2,211,208, towards which the sum of £600,000 only has been voted. A balance of £1,611,208 is thus left to be provided, which will increase the railway capital from £12,298,161 to £13,909,369.

Extent of lines authorized, North, South, and West.

With this extension, the railways in the Northern District exceed those made or authorized to be made in the Southern or Western District, as hereunder shown:—

Northern District	..	..	..	..	431½ miles.
Southern District	..	..	..	..	388 „
Western District	..	..	..	..	280 „
In all	..	..	..	..	1,099½ „

Following is a tabulated statement of the railways authorized, the mileage opened during 1877, the total mileage opened on the 31st December of that year, the extent of double line, and the lengths remaining to be constructed.

Railway.	Length of Line sanctioned.	Length opened during 1877.	Total length opened.	Portion laid with double rail.	Length remaining to be finished.
	Miles.	Miles.	Miles.	Miles.	Miles.
Great Southern	386	45	253	13½	133
Great Western	264	20	179	.....	85
Windsor and Richmond	16	.....	16	.....	.....
Great Northern	426	24	144	4½	282
Branch—Morpeth	4	.....	4	.....	.....
Do. Bullock Island	1½	.....	.....	.....	1½
Do. Collingwood, Haslem's Creek, Darling Harbour	2	.....	2	1½	.....
	1,099½	89	598	19	501½

Line from Junee to Narrandera.

In addition to the above there is a length of 64 miles from Junee to Narrandera, for which Parliament in 1876 voted £384,000. The plans, however, have not yet been approved by the Legislature as required by the 9th section of the Railway Act.

Area of country and population to railway mileage in Australian Colonies and United Kingdom.

The area of a country, its population, and public debt are important considerations in determining the question, as to how far railways can be advantageously extended. The following table shows the respective proportions of railway mileage to area of country and population, the ratio of railway

railway capital outlay to population, and the ratio of total public debt to population in the Australian Colonies and the United Kingdom.

	New South Wales.	Victoria.	Queensland.	South Australia.	New Zealand.	United Kingdom.	
Area of country—per average mile of line.	sq. miles. 588*	sq. miles. 112	sq. miles. 2,101	sq. miles. 3,029	sq. miles. 116	sq. miles. 7	Area of country and population to railway mileage.
Proportion of population—per average mile of line.	1,199	1,094	629	750	482	1,961	
Ratio of railway capital outlay to population per head.	£ s. d. 13 8 3½	£ s. d. 16 18 4½	£ s. d. 19 11 6½	£ s. d. 11 18 2¾	£ s. d. 14 15 10½	£ s. d. 19 17 10	Railway capital to population.
Ratio of public debt to population per head.	17 14 1½	19 15 5	37 16 10	19 18 6½	46 9 3½	23 8 10¾	Public debt to population.

* Exclusive of 45 miles private Company's line, Moama and Deniliquin.

It will be seen from the above that, with the exception of South Australia, the proportion of railway capital outlay to population is less in New South Wales than in any of the Australian Colonies or the United Kingdom, and that, without any exception, the proportion of public debt to population is in favour of this Colony.

4.—RAILWAY SURVEYS.

While additional lengths of railway have been opened for traffic, works on existing contracts pushed on, and fresh extensions contracted for, the surveyors in the field have been kept well employed in making trial surveys of new lines, to aid in determining the direction which future railways should take. The Engineer-in-Chief, in his Report upon Railways in course of construction and trial surveys for proposed extensions, has furnished a statement of the different routes examined, and the progress made with the survey of new lines. In addition to the trial lines referred to in the Railway Report for 1876, the following surveys have been undertaken:—

See Appendix A. Engineer-in-Chief's report. Progress made with trial surveys.

City and Suburban Railway... ..	20 miles.	New lines surveyed.
Dubbo to Bourke	227 "	
Jerilderie to Hay	77 "	
Gunnedah to Narrabri and Mungindi	161 "	
Mulgrave towards Singleton	50 "	
Southern Railway to Monaro	20 "	
Southern Railway to Berrima, including deviations	14 "	

The following amounts were expended for Trial Surveys during 1877:—

Survey.	Amount.	
	£	
Extension into Sydney	511	Amount expended in 1877 for trial surveys.
Suburban Lines	1,360	
North Shore to Manly Beach	196	
Moss Vale to Berrima	163	
Wallerawang to Mudgee	955	
Dubbo to Bourke	1,821	
Orange to Wilcannia	3,374	
Tamworth to Tenterfield	2,705	
Windsor to Singleton	385	
Expenses—Inspecting line, Moama to Deniliquin...	83	
	<u>£11,553</u>	

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

The expenditure on Trial Surveys for lines for which no appropriations have been made by Parliament has been—

	£	s.	d.
To 31st December, 1876	46,143	5	0
During 1877	11,553	0	1
	<u>£57,696</u>	<u>5</u>	<u>1</u>

5.—LAND TAKEN FOR RAILWAY PURPOSES.

Land taken
for railway.

Appendix
No. 3, page
40.

Discrepancy
between
yearly
Returns
accounted for.

In the Appendix No. 3 is furnished a return showing the total quantity and cost of land taken for railway purposes to the 31 December, 1877. These totals are necessarily approximations only, as, while claims for land taken for the various extensions are unadjusted, it is impossible to furnish them accurately, and they must be corrected from time to time as the settlements of such unadjusted claims take place. Thus there is a discrepancy between the totals as given in the appendix hereto and those furnished in the Report for 1876. But it may be added that such discrepancy is further increased through the different mode of calculation which has been on this occasion adopted to show the amount paid per acre for the land taken. It has been usual, in framing previous returns, to calculate the average rate per acre on the whole area taken, whether Crown or private land; as, however, no payment was made for the Crown lands taken, the average cost of the private land resumed, was of course greater than stated in such returns. This matter was alluded to by Mr. Rae in his Report for 1876, but the correction was not made in the detailed abstract given in the appendix to that Report.

Price paid per
acre.

The area taken from private owners is 7,466 acres 3 roods 35 $\frac{1}{2}$ perches, and the purchase money, ascertained and estimated, £345,473 1s. 6d. It is clear therefore that the cost per acre is £46 5s. 4d., and not £26 1s. 4 $\frac{1}{2}$ d., as it would be made to appear, if, as formerly, the area of Crown land taken were added to the divisor.

Claims
outstanding.

The claims outstanding on the 31st December, 1876, were 275, to which were added 111 new claims received during 1877 in consequence of the proclamation of fresh extensions. Of these 386 claims, 92 were settled in 1877, leaving, at the close of that year, 294, in various stages of adjustment.

6.—IMPORTATION OF RAILWAY MATERIALS.

Appendix No.
4, page 41.

In the appendix will be found a return of the permanent-way materials, locomotives, and miscellaneous articles imported during the year under review.

The following is an abstract of the Return:—

Supply and
cost of
railway
material.

Number of Ships employed.	Numbers of tons of Goods shipped.	Value of Goods shipped.	Amount paid for freight and insurance.			Average rate of freight and insurance per ton.		
			£	s.	d.	£	s.	d.
	Tons.	£	*26,641	7	4	*1	1	5
92	24,808	375,341	†4,527	18	0	†0	8	8
			31,169	5	4	1	5	1

* Freight.

† Insurance.

In

In the above are included—		Weight in tons.	Value.
Permanent way materials for authorized extension	...	19,422	£175,134
Do. do. for renewals on existing lines	...	1,180	11,135
37 locomotives	...	4,206	107,827
Miscellaneous articles	...		
Totals		24,808	375,341
Add amount paid for freight and insurance		...	31,169
			<u>£406,510</u>

7.—ROLLING STOCK AND MACHINERY.

Considerable additions were made to the rolling stock during 1877, and although, owing to the development of new sources of traffic and the extension of lines further into the interior, the supply is now found to be insufficient, the department was able towards the close of that year fairly to meet the requirements of the then existing traffic. At the close of 1876 there were 101 locomotives in use on the railway. At various periods of the past year 37 were imported and placed on the line, making the actual number in use, on the 31st December last, 138. The average number available for the whole year was however only 116. The passenger stock, which, at the end of 1876, numbered 344 vehicles, was increased by 8 carriages, and the goods stock, which numbered 2,215, was increased by 591 vehicles; but the average extra supply for the whole year amounted to 3 passenger vehicles, and 404 goods vehicles.

Insufficiency of rolling stock.

Particulars of supply. Appendix No. 5, page 48.

The following is an abstract of the rolling stock which was on hand on 31st December, 1876, the orders unsatisfied at the close of 1876, the quantity supplied in 1877, and the orders in hand at the end of that year:—

Engines.				Passenger.										Goods.										Total.					
Tank.	Passenger.	Goods.	Consolidated.	Total.	Sleeping	1st Class.	Composites.	Do. Smoking.	Do. R. R. Vans.	2nd Class.	Mail Vans.	Prison Vans.	Hearers.	Horse-boxes.	Car-Trucks.	Brake Vans.	Total.	Brake Vans.	Waggons.						Vans.			Total.	
																			A.	B.	C.	D.	E.		Powder.	Sheep.	Cattle.		Ment.	Empty Waggons.
Rolling Stock on hand on 31st December, 1876.																													
18	42	41	...	101	34	27	6	20	117	8	1	2	70	38	21	344	42	112	145	143	1,895	130	2	72	84	10	80	2,215	2,660
Rolling Stock ordered in 1876, but not completed until 1877.																													
...	2	405	76	483	639
Rolling Stock received during 1877 in addition to above.																													
...	22	18	...	40*	1	2	2	...	3	8	8	100	108		
Rolling Stock ordered but not completed on 31st December, 1877.																													
3	13	12	2	30	3	13	16	7	6	...	100	113	...	

* 3 engines, Nos. 1, 3, and 4, worn out in 1877

The total expenditure on rolling stock has been £980,713, and the proportion it bears to the total capital expended on lines opened for traffic is 11.04 per cent. The expenditure for new stock during 1877 was £153,675, which was charged to capital account. A sum of £73,507 was expended in repairing and renewing the existing stock, and charged to the revenue vote for the year.

Expenditure for rolling stock.

ROLLING STOCK Expenditure during the year 1877.

Lines.	Total capital expended on lines opened for traffic.	Capital cost of rolling stock.	Proportion of capital cost of rolling stock to total capital.	Amount added to capital for rolling stock during the year.	Amount expended on repairs and renewals of rolling stock during the year.	Proportion of additional cost of rolling stock charged to capital during the year.	Proportion of cost of repairs and renewals to capital cost of rolling stock.
	£	£	per cent.	£	£	per cent.	per cent.
South and West.	6,889,416	734,340	10.66	93,771	52,987	1.36	7.21
North	1,993,761	246,373	12.36	59,904	20,520	3.00	8.33
South, West, and North ..	3,883,177	980,713	11.04	153,675	73,507	1.73	7.49

Rolling stock imported from America.

The passenger carriages (two ordinary, 1st and 2nd class and one sleeping) ordered from America, arrived during 1877, and commenced running on the 10th October. The 1st and 2nd class carriages are now in use on the Suburban Lines and appear to give satisfaction. The sleeping carriage is run on the Southern Line between Sydney and the Southern terminus, leaving Sydney attached to the mail train on the nights of Monday, Wednesday, and Friday, and returning on the intervening nights with the up mail train.

Use made of sleeping carriage.

Additional sleeping carriages to be provided.

It is proposed to construct in the Colony without delay, six additional sleeping carriages, so that one may be attached to each of the through night trains on the Southern, Western, and Northern Lines.

Trial of American locomotive.

The locomotive imported from America (made at the Baldwin Locomotive Works, Philadelphia), commenced running between Sydney and Picton in October, 1877. On 8th December, 1877, a trial trip of this engine was made on the Great Western line with a train of passenger carriages, the total weight of which, including engine and tender, was 106 tons (the weight of an ordinary train.) A fair test of the engine was thus made over the steep grades and sharp curves on the Mountain line. The distance to Lithgow (96 miles) was run in five hours, including stoppages, and the return journey to Sydney in 4½ hours, the engine behaving well, and taking all the grades and curves with perfect ease, whether ascending or descending. The Westing-house break, which was fitted to the tender and carriages, placed the train under perfect control. To the end of May last this engine had run 17,153 miles.

Mileage run.

Additional engines ordered from America.

On the 12th December, 1877, Mr. Secretary Combes gave directions that orders should be sent to America for another of these engines and also for two locomotives, known as the "Consolidation Goods Engines." These orders have been sent and the engines may be expected to arrive before the close of the year.

Rolling stock requirements for five years.

The requirements for the next five years are estimated as under, viz. :—
100 locomotives, 230 passenger vehicles, and 2,271 goods vehicles, tenders for the construction of which in the Colony will be invited at an early date.

It

It has been usual to furnish with the annual reports on railways, comparative statements of the number of vehicles of transport to the mile of line open in use in the several Colonies and the United Kingdom, and from these data to seek to determine the adequacy of such rolling stock. A moment's consideration will, however, convince statisticians that an estimate arrived at in this way cannot be depended upon as indicating the requirements of the different lines. For example, supposing that in England there are run daily 200 trains over a railway 100 miles in length, and that each engine runs 200 miles (a high estimate) with 20 vehicles to each train, the quantity of stock required would be, at the lowest computation, 200 engines and 4,000 vehicles, while over the same length of line in the Colony, if 20 trains a day were run, the stock required, on a like computation, would be 20 engines and 400 vehicles. A comparison made on the basis of the train miles run would give perhaps some approximation to the requirements, but any deduction based on such calculations would have to be qualified by considerations of the character of the lines and the nature of the freight. If, for instance, 600 tons of coal had to be taken from Melbourne to Wodonga within a given time, the haulage power of three engines would be required, each to take a load of 200 tons net; whereas the same freight from Sydney to Orange, to be delivered in the same time, would require the haulage power of at least five engines (probably six) on account of the difference in working heavy graded, as compared with comparatively level lines; and if, instead of coal, the freight should consist of light and bulky goods, the number of engines and vehicles required in both cases would have to be proportionately increased, to compensate for the additional tare of the trains, as compared with the pay weight.

Adequacy of rolling stock not to be ascertained by comparison with equipments on other railway lines.

Any such comparisons, therefore, between the equipments on the lines of Victoria and New South Wales, professing to show the relative requirements of each, either per mile of line open, or per train mile run, must necessarily be fallacious; and as no useful purpose can be served by making them, the usual practice in this respect has not been followed.

8.—COST OF LINES OPEN FOR TRAFFIC.

In dealing with the capital account in the first section of this Report, it was incidentally stated that the expenditure for lines open for traffic had been to the close of last year, £8,883,177. Of this amount, £7,867,682 had been expended in the construction of 598 miles of railway, equal to £13,157 per mile, and the balance, £1,015,495, was invested as under:—

Expenditure on lines open. Appendix No. 9, page 55.

Pitt-street Tramway	...	...	...	...	...	£4,878
Rolling-stock	...	...	...	...	...	980,713
Machinery	...	...	...	...	...	29,904
						£1,015,495

making the average cost, including all charges, £14,855 per mile. This average will, as the lines are extended, considerably diminish; it is swelled by the exceptionally heavy expenditure on the Darling Harbour Branch and the line to Parramatta (the former of which cost £104,108 per mile, and the latter £58,655 per mile), absorbing for 14 miles £872,571, or £62,326 per mile. The

Average cost per mile.

Expenditure
per mile on
different
sections.

The following has been the expenditure per mile on the different sections :—

1 Mile.	Darling Harbour Branch	£104,108
$\frac{1}{2}$ „	Haslem Creek Branch	11,902
13 „	Sydney to Parramatta Junction	58,655
240 $\frac{1}{2}$ „	Parramatta Junction to Cootamundra	10,892
179 „	Parramatta Junction to Orange	14,210
16 „	Blacktown to Richmond.....	5,766
144 „	Newcastle to Quirindi	11,694
4 „	East Maitland to Morpeth.....	13,949

While the expenditure per mile, to Cootamundra in the South, Orange in the West (excluding that for Darling Harbour and the line to Parramatta) and Quirindi in the North, has been respectively £10,892, £14,210, and £11,694 per mile, it is proper to point out that the cost per mile of the extensions beyond Goulburn, Bathurst, and Murrurundi, from which points lines of cheaper design were professedly to be made, have in this calculation been weighted with the higher cost of the lines to those places.

Appendix A.
pages 6, 7, 9.

The Engineer-in-Chief states in his Report, dated 1st June, 1878, that the total cost of the lines from Yass to Cootamundra, Cootamundra to Wagga Wagga, and Murrurundi to Tamworth, cannot be given, as the measurements have not been finally completed; but sufficient information has been obtained to warrant the statement that the cost will certainly not exceed the ascertained cost of the line from Goulburn to Yass (the first completed section of the cheaper lines of railway). The following is the detailed statement of the cost of the line from Goulburn to Yass :—

Cost of sec-
tion, Goul-
burn to Yass.

	£	s.	d.
Ironwork for Permanent Way ..	100,286	18	7
Laying do.	11,964	10	10
Ballasting do.	34,879	9	8
Sleepers	32,722	16	0
Station Buildings	18,720	7	8
Platforms	582	2	11
Sidings	3,380	0	0
Signals	340	13	7
Water Supply	6,379	3	10
Gate-houses	1,275	5	5
Gates, Level Crossings, &c. ...	5,100	1	1
Fencing	13,642	8	2
Bridges	26,214	16	4
Culverts, Drain Pipes, and Box Culverts	13,913	11	11
Earthworks	95,020	15	7
Road Deviations	1,195	9	11
Stock Yards	76	17	9
Conveyance of material	20,571	7	5
Engineering expenses ..	7,637	2	4
Miscellaneous	322	6	1
Compensation for Land ..	20,271	7	7
Total	414,497	12	8

or, at the rate of £7,676 per mile.

Policy of con-
structing
cheap rail-
ways.

The question, however, whether this reduction in the cost of construction is an advantage to the country, has yet to be answered. As a rule works which are intended to be of a durable character are not made so, except by an adequate and substantial outlay. Perfection of design and sound work

work are required to secure stability, and if either be departed from, time will reveal the error.

The Engineer-in-Chief in his Report of 4th November, 1872, said :—

“I propose to adopt for the extensions to Yass, Tamworth, and Orange, for the gauge of 4' 8½", a formation width of 15 feet for both cuttings and embankments; * * * to dispense, in a great measure, with brickwork in culverts and bridges, using timber only, if obtainable; to dispense with all gate-houses and gates at public road level crossings; to use 9 inches of ballast only; and to box up the road after the line has been opened for traffic, and charge the cost to working expenses.

Engineer-in-Chief's Report for 1872, that work imperfectly done by capital in first instance must ultimately be made good out of revenue.

“The sleepers to be 8 feet long instead of 9 feet, to be cut out of saplings, or any other timber which may be found in the district.

“These alterations I propose with a view to greater economy in the first cost of construction, not because I believe the alterations to be judicious, but solely to meet the almost universal call for cheap railways, which simply means that what has been left undone by capital in the first instance must be paid for hereafter out of revenue.”

This clear intimation of the probable result was made before the works were undertaken, and it is proper that it should be quoted now in connection with the Report of the Engineer for Existing Lines, who states therein that the permanent way beyond Goulburn in the south, Bathurst in the west, and Murrurundi in the north, is more expensive to keep in repair than the lines up to these respective places, owing to the different design and character of construction of the former to those of the latter.

Report of Engineer for Existing Lines for 1877 confirms this.

Appendix No. 1, page 38.

The less durable material used for the bridges, fencing, ballast and sleepers, will not only necessitate earlier renewals, but the increased cost of their maintenance will form an appreciable item in the annual working expenditure. As an illustration of this the following comparisons are made :—

Consequent increase in the revenue expenditure.

The number of men engaged in the maintenance of the permanent way between Parramatta and Goulburn is at the rate of 0.77 per mile, while the number between Goulburn and Cootamundra is 1.13 per mile, an increase of 0.36, equal to 46½ per cent.

More men employed to keep line in working order.

The number engaged between Parramatta Junction and Bathurst is at the rate of 0.79 per mile, and from Bathurst to Orange 1.04 per mile, an increase of nearly 32 per cent.

The number engaged between Newcastle and Murrurundi is at the rate of 0.84 and between Murrurundi and Quirindi 1.11, an increase of a fraction over 32 per cent.

A great loss to the country, however, was timely averted by your decision to substitute a 70-lb. for a 40-lb. rail, for which latter, provision had been made for the extensions beyond Bathurst and Murrurundi. The reasons for the change effected are very conclusively pointed out in your Minute to Cabinet of 14th July, 1873, which is appended to this Report. It only remains to be stated that had rails, weighing 40 lbs. to the yard, been used, the employment of locomotives of 18 tons weight, instead of the present locomotives weighing 52 tons, would have been necessitated. These lighter engines could have taken half the load only of the heavier engines, and higher charges must have been made to compensate for the increased cost of the additional mileage necessarily run. As the revenue derived under the existing tariff realizes £1,478 per mile of line open, it follows, that, on the extensions

Saving effected by decision of Mr. Secretary Sutherland to substitute a 70-lb. for a 40-lb rail for extensions beyond Bathurst and Murrurundi. See Appendix B, page 13.

extensions alluded to, increased charges for carriage would have been required to realize a compensating sum of £2,237 per mile. This difference of £759 per mile represents on the 110 miles of railway from Bathurst to Orange and Murrurundi to Tamworth, a saving to the general community of £83,490 per annum, for which sum 298 miles of railway could be constructed.

9.—REVENUE AND EXPENDITURE.

The gross earnings, the working expenditure, and the net earnings.

The gross earnings in 1877 were £815,920, the working expenses £418,985, and the net earnings £396,935.

Of the gross earnings the sum of £271,588 was derived from coaching traffic and £544,332 from goods traffic; the proportion of the latter to the former was 66·71 to 33·29.

The following table shows the particulars of the coaching traffic for 1877 compared with 1876. The increase of earnings over those of 1876 amounted to £37,718.

COACHING TRAFFIC.

			1877.			1876.		
			S. & W.	North.	Total.	S. & W.	North.	Total.
Number of passengers	First-class .. No.		351,779	56,889	408,668	249,417	52,140	301,557
	Second-class .. "		1,344,587	336,271	1,680,858	1,082,749	343,394	1,426,143
	Total .. "		1,696,366	393,160	2,089,526	1,332,196	395,534	1,727,730
	Season tickets— No. of journeys .. "		821,986	45,632	867,618	717,724	33,492	751,216
	Gross .. "		2,518,352	438,792	2,957,144	2,049,920	429,026	2,478,946
Receipts from Coaching traffic	First-class .. £		70,663	15,191	85,854	53,722	13,896	67,618
	Second-class .. "		104,810	33,921	138,731	91,228	32,695	123,923
	Season tickets .. "		8,166	489	8,655	6,447	303	6,750
	Total .. "		183,639	49,601	233,240	151,397	46,894	198,291
	Excess luggage, parcels, &c. .. "		20,601	8,130	28,731	17,495	7,468	24,963
	Mails .. "		4,900	1,535	6,435	3,839	1,426	5,265
	Miscellaneous .. "		2,117	1,065	3,182	3,009	2,342	5,351
Gross .. "		211,257	60,331	271,588	175,740	58,130	233,870	
Average fare per head	First-class .. s. d.		4 0 $\frac{1}{2}$	5 4	4 2 $\frac{1}{2}$	4 3 $\frac{1}{2}$	5 4	4 5 $\frac{3}{4}$
	Second-class .. "		1 6 $\frac{1}{4}$	2 0 $\frac{1}{4}$	1 7 $\frac{1}{4}$	1 8 $\frac{1}{4}$	1 10 $\frac{3}{4}$	1 8 $\frac{3}{4}$
	Season tickets .. "		0 2 $\frac{1}{4}$	0 2 $\frac{1}{2}$	0 2 $\frac{3}{8}$	0 2 $\frac{1}{4}$	0 2 $\frac{1}{4}$	0 2 $\frac{1}{2}$
	Mean .. "		1 5 $\frac{1}{2}$	2 3	1 6 $\frac{3}{8}$	1 5 $\frac{1}{4}$	2 2 $\frac{1}{4}$	1 7 $\frac{1}{4}$
Average receipts from Coaching traffic per average mile of line	First-class .. £ s. d.		168 13 0	114 4 5	155 10 7	159 17 7	112 1 5	147 0 0
	Second-class .. "		250 2 10	255 0 10	251 6 7	271 10 5	263 13 5	269 7 9
	Season tickets .. "		19 9 9	3 13 7	15 13 7	19 3 9	2 8 9	14 13 5
	Total .. "		438 5 7	372 18 10	422 10 9	450 11 9	378 3 7	431 1 2
	Excess luggage, parcels, &c. .. "		49 3 5	61 2 7	52 1 0	52 1 5	60 4 7	54 5 5
	Mails .. "		11 13 10	11 10 10	11 13 3	11 8 5	11 10 0	11 9 0
	Miscellaneous .. "		5 1 2	8 0 2	5 15 2	8 19 0	18 17 7	11 12 7
Gross .. "		504 4 0	453 12 5	492 0 2	523 0 7	468 15 9	508 8 2	

COACHING

COACHING TRAFFIC--continued.

			1877.			1876.		
			S. & W.	North.	Total.	S. & W.	North.	Total.
Average receipts per passenger train mile	First-class ...	d.	21.04	19.18	20.69	18.98	18.32	18.84
	Second-class ...	"	31.21	42.83	33.42	32.25	43.10	34.54
	Season tickets...	"	2.43	0.62	2.09	2.28	0.40	1.88
	Total ...	"	54.68	62.63	56.20	53.51	61.82	55.26
	Excess luggage, parcels, &c. ...	"	6.14	10.26	6.92	6.18	9.84	6.96
	Mails ...	"	1.46	1.94	1.55	1.36	1.88	1.47
	Miscellaneous...	"	0.63	1.34	0.77	1.07	3.09	1.49
Gross ...	"	62.91	76.17	65.44	62.12	76.63	65.18	
Proportion of classes	First-class ...	%	18.97	12.97	13.82	12.17	12.15	12.17
	Second-class ...	"	53.39	76.63	56.84	52.82	80.04	57.53
	Season tickets...	"	32.64	10.40	29.34	35.01	7.81	30.30
			100.00	100.00	100.00	100.00	100.00	100.00
Proportion of receipts	First-class ...	%	38.48	30.63	36.81	35.48	29.63	34.10
	Second-class ...	"	57.07	68.39	59.48	60.26	69.72	62.50
	Season tickets...	"	4.45	0.98	3.71	4.26	0.65	3.40
			100.00	100.00	100.00	100.00	100.00	100.00

The number of passengers (first-class) carried shows an increase of—

102,332 for South and West lines.

4,749 „ North line.

107,081 „ all lines.

Increase in number of passengers.

The number of second-class shows an—

Increase of... 261,838 for South and West lines.

A decrease of ... 7,123 for North line.

An increase of ... 254,715 for all lines.

The number of season tickets (journeys) increased—

104,262 South and West lines.

12,140 North line.

116,402 all lines.

The total increase in the number of passengers carried on all lines was 478,198.

The receipts for coaching traffic increased—

£35,517 South and West lines.

2,201 North line.

£37,718 all lines.

Increase in receipts.

The average receipts per head show as follows:—

A decrease of... ¼d. South and West lines.

An increase of ... ¾d. North line.

A decrease of... ½d. all lines.

Decrease in receipts per head.

The receipts from coaching traffic per average mile of line decreased—

£ s. d.

18 16 7 South and West lines.

15 3 4 North line.

16 8 0 all Lines.

Decrease in receipts per mile of line.

Increase in receipts per train mile.

The receipts per train mile show—

- An increase of 79d. South and West lines.
- A decrease of 46d. North line.
- An increase of 26d. all lines.

Increases and decreases per centage of classes, numbers, and revenue.

The proportion of percentage of classes of passengers shows as follows:—

- An increase of... .. 1.65 for First-class.
- A decrease of 0.69 for Second-class.
- A decrease of 0.96 for Season Tickets.

The proportion of percentage of receipts—

- Increased 2.71 for First-class.
- Decreased 3.02 for Second-class.
- Increased 0.31 for Season Tickets.

Particulars of goods traffic.

The goods traffic, compared in the same way, is shown as under. The increase over the earnings of 1876 was £84,977.

GOODS TRAFFIC.

		1877.			1876.		
		S. & W.	North.	Total.	S. & W.	North.	Total.
Tons carried	Merchandise ... Tons	280,397	80,535	360,932	240,455	83,071	323,526
	Minerals	122,233	902,178	1,024,411	102,852	825,109	927,961
	Wool	15,757	9,510	25,267	13,548	6,519	20,067
	Live Stock	12,150	7,281	19,431	11,197	4,126	15,323
	Total	430,537	999,504	1,430,041	368,052	918,825	1,286,877
Receipts from Goods Traffic	Merchandise ... £	309,502	79,457	388,959	262,926	61,309	324,235
	Minerals	34,048	46,263	80,316	29,643	45,392	75,035
	Wool	29,827	16,509	46,336	27,300	12,953	40,253
	Live Stock	16,206	10,099	26,305	14,223	5,609	19,832
	Miscellaneous	389,593	152,333	541,916	not kept separately.		
Total	1,271	1,145	2,416	334,092	125,263	459,355	
Average rate per ton.	Merchandise ... s.	22.07	19.73	21.55	21.87	14.76	20.04
	Minerals	5.57	1.03	1.57	5.76	1.10	1.61
	Wool	37.86	34.72	36.67	40.80	39.74	40.11
	Live Stock	26.67	27.77	27.07	25.40	27.19	25.88
	Mean	20.00	3.05	10.84	18.15	2.72	7.14
Average No. of tons per mile of line.	Merchandise ... Tons	669	606	654	716	670	703
	Minerals	292	6,783	1,856	306	6,654	2,017
	Wool	37	71	45	40	52	44
	Live Stock	29	55	35	33	33	33
	Total	1,027	7,515	2,590	1,095	7,409	2,797
Average receipts per mile of line.	Merchandise ... £ s. d.	788 13 5	597 8 7	704 12 9	782 10 4	494 8 7	704 17 2
	Minerals	81 5 2	347 17 7	145 10 0	88 4 5	366 1 3	163 2 5
	Wool	71 3 7	124 2 5	83 18 9	81 5 0	104 9 2	87 10 3
	Live Stock	38 13 7	75 18 7	47 13 1	42 6 7	45 4 7	43 2 2
	Miscellaneous	3 0 9	8 12 2	4 7 7	not kept separately.		
Total	932 16 6	1153 19 4	986 2 2	994 6 4	1010 3 7	998 12 0	
Average receipts per train mile.	Merchandise ... d.	94.36	58.94	84.05	109.81	58.10	93.99
	Minerals	10.38	34.32	17.36	12.38	43.02	21.75
	Wool	9.09	12.25	10.01	11.40	12.28	11.67
	Live Stock	4.95	7.49	5.68	5.94	5.31	5.75
	Miscellaneous	0.39	0.85	0.52	not kept separately.		
Total	119.17	113.85	117.62	139.53	118.71	133.16	

Increase of tonnage.

In the tonnage carried there was a gross increase of—

- 37,406 in merchandise.
- 96,450 in minerals.
- 4,108 in live stock.
- 5,200 in wool.

143,164 total increase.

Per

Per average mile of line open, the result shows—	Tonnage decrease per mile of line.
A decrease of 49 tons in merchandise.	
" 161 " minerals.	
An increase of 2 " wool.	
" 1 " live stock.	
<u>207 tons total decrease.</u>	

The receipts show an increase of—	Increase of receipts.
£64,724 in merchandise.	
5,281 in minerals.	
6,473 in live stock.	
6,083 in wool.	
2,416 for miscellaneous (not shown separately in 1876).	
<u>£84,977 total increase.</u>	

Per average mile of line open, the receipts show—		Decrease in receipts per mile of line.
£ s. d.		
A decrease of 0 4 5 for merchandise.		
" 17 12 5 for minerals.		
" 3 11 6 for wool.		
An increase of 4 10 11 for live stock.		
" 4 7 7 for miscellaneous (not shown separately in 1876).		
<u>£12 9 10 total decrease</u>		

The average receipts per train mile, show—		Decrease in receipts per train mile.
d.		
A decrease of 9·94 for merchandise.		
" 4·89 for minerals.		
" 1·66 for live stock.		
" 0·07 for wool.		
An increase of 0·15 for miscellaneous (not shown separately in 1876).		
<u>15·91 total decrease.</u>		

WORKING EXPENDITURE.

The amount expended for working the traffic in 1877 shows an actual increase over 1876 of £79,579, and per mile of line open, an increase of £21, but, per train mile run, there is a decrease from 48·22 to 47·73. Working expenditure. Appendix, No. 13, p. 58.

The two items in the working expenditure, which call for special remark, are those for the permanent way and the locomotive charges. The permanent way expenditure shows an increase of ·87d. per train mile over that of 1876, having increased from 10·43d. to 11·30d. The greater cost incurred in maintaining the new lines beyond Bathurst, Goulburn, and Murrumbidgee, has largely contributed to this result. Increase of permanent way expenses.

The increased cost of the maintenance of the permanent way per train mile is however more than compensated for by the decrease in the cost of the locomotive power. This has fallen, per train mile, from 17·92 to 16·73, and is attributable to greater economy in the use of material. There is room however for a still larger reduction in the cost of working this branch. The locomotive expenses of Victoria, weighted as they are with the high price of coal, are nevertheless considerably lower than those of New South Wales—the former being 15·59 and the latter 16·73 per train mile. In Victoria the price of coal for locomotive purposes is 31s. 3d. per ton. In New South Wales the average price paid is 10s. 7d. If the price of coal were as high in New South Wales as Decrease of locomotive expenses. Room for further decrease. Price of coal in Victoria and New South Wales.

Victoria

Insufficiency of workshop accommodation causes increased cost.

Remedial measures.

Benefits derived from economical management.

Particulars of working expenditure.

Victoria the locomotive expenses would be 22·17d. as against 15·59d. in Victoria, the difference, representing on the train mileage run, no less a sum than £57,761. The Engineer for Existing Lines, in his report for 1877, points to the inadequacy of the workshop accommodation as the cause, *inter alia*, of the large expenditure of the Locomotive Branch, and it must be admitted, that the absence of proper facilities for conducting the work is detrimental to the exercise of economy and explains in part the excessive cost incurred. The erection of the new workshops, which are in contemplation, and the services of the Locomotive Engineer, who, in accordance with your directions, has been selected in England by the Agent General to take charge of the Locomotive Branch of our railways, will no doubt result in a large reduction being made under this head of the expenditure.

It has been truly said that the prosperity of a railway commences with economical management; for the smaller the expenses, the lower can be the rates and the greater will be the traffic and general success.

In the following table are given the particulars of the whole of the expenditure:—

		1877.			1876.		
		S. & W.	North	Total.	S & W	North	Total.
Gross working expenditure.	Maintenance of way, &c.	£ 76,159	23,017	99,176	55,480	17,952	73,432
	Locomotive power, &c.	109,727	37,118	146,845	92,289	33,826	126,115
	Repairs of carriages & waggons	17,567	7,206	24,773	17,138	6,405	23,543
	Traffic charges	88,473	37,710	126,183	69,995	31,077	101,072
	Compensation—Personal	480	100	580	502	12	514
	Do. Goods	227	196	423	518	169	687
	Miscellaneous	16,371	4,634	21,005	10,714	3,329	14,043
	Total	309,004	100,981	418,985	246,636	92,770	339,406
Expenditure per average mile of line		737	827	759	734	748	738
Expenditure per train mile.	Maintenance of way, &c.	d. 11·47	10·76	11·30	10·62	9·90	10·43
	Locomotive power, &c.	16·53	17·34	16·73	17·66	18·65	17·92
	Repairs of carriages & waggons	2·65	3·37	2·82	3·28	3·53	3·35
	Traffic charges	13·33	17·62	14·37	13·40	17·13	14·36
	Compensation—Personal	0·07	0·05	0·07	0·10	0·01	0·07
	Do. Goods	0·03	0·09	0·05	0·10	0·09	0·10
	Miscellaneous	2·47	2·16	2·39	2·05	1·83	1·99
	Total	46·55	51·39	47·73	47·21	51·14	48·22
Proportion of expenditure to gross receipts	Maintenance of way, &c.	% 12·65	10·77	12·15	10·89	9·79	10·60
	Locomotive power, &c.	18·22	17·36	18·00	18·10	18·44	18·20
	Repairs of carriages & waggons	2·92	3·37	3·04	3·36	3·49	3·40
	Traffic charges	14·69	17·63	15·47	13·73	16·94	14·58
	Compensation—Personal	0·08	0·05	0·07	0·10	0·01	0·07
	Do. Goods	0·04	0·09	0·05	0·10	0·09	0·09
	Miscellaneous	2·72	2·17	2·57	2·10	1·82	2·02
	Total	51·32	51·44	51·35	48·38	50·58	48·96

Increase in cost.

The total working expenditure compared with 1876, increased—
 £62,868 or 25·29 per cent. for South and West lines.
 17,211 or 18·55 „ North line.
 79,579 or 23·44 „ all lines.

Increase in cost per mile of line.

The expenditure per average mile of line open increased—
 £3 for South and West lines.
 79 for North line.
 21 for all lines.

Decrease in cost per train mile.

The expenditure per train mile shows as follows:—
 A decrease of 0·66d. for South and West lines.
 An increase of 0·25d. for North line.
 A decrease of 0·49d. for all lines.

The

The proportion of expenditure to gross receipts from all sources shows—

51·32 per cent. for South and West lines.
51·44 „ for North line.
51·35 „ for all lines.

Cause of increase of proportion of expenditure to receipts explained.

For the year 1876, the proportion of expenditure, to gross receipts was 48·96. The increased expenditure of 2·39 per cent. for 1877 was mainly due to the additional work which it was necessary to undertake, in order to make up the loss sustained through a reduction in the rates of carriage, as explained in page 31. Although the total earnings in 1877 largely increased, the earnings per train mile, through the reduction in the rates of carriage, fell from 8s. 2½d. to 7s. 9d.

NET EARNINGS.

The net earnings for 1877 show an increase over those for 1876 of £43,116, which amount is equivalent to 4·83 per cent. interest upon the additional capital invested in lines open for traffic during the year. Distributed, however, over the whole capital the percentage increase is ·04, which makes the interest 4·47 as against 4·43. Favourable as this result is, it must be borne in mind that 89 miles of line, which are debited with the capital cost of their construction for the whole year, were only in operation for an average of 6 months, and that if such mileage were so debited for that period only, the per centage, which the net earnings would bear to the whole capital invested, would be 4·70.

The percentage of net earnings to capital invested in 1877 as against 1876 was as under :—

	1877.			1876.		
	No. of Miles.	Capital invested.	Percentage of interest.	No. of Miles.	Capital invested.	Percentage of interest.
South and West ...	450	6,889,416	4·26	385	6,212,444	4·24
North ...	148	1,993,761	5·21	124	1,778,157	5·09
All Lines	598	8,883,177	4·47	509	7,990,601	4·43

The subjoined abstract furnishes the per centages which the gross earnings, the working expenditure, and the net earnings bear to the capital expended on lines in operation for 1877 as compared with 1876.

		1877.			1876.		
		S. & W.	North.	Total.	S. & W.	North.	Total.
Net receipts from all sources..	£	293,107	103,828	396,935	263,196	90,623	353,819
Do. per average mile	£	699	781	719	783	731	769
Do. per train mile...	d.	44·15	48·52	45·22	50·39	49·97	50·28
Proportion of gross receipts to capital	%	8·74	10·72	9·18	8·21	10·31	8·68
Do. of expenditure to capital	„	4·48	5·51	4·71	3·97	5·22	4·25
Do. of net receipts to capital	„	4·26	5·21	4·47	4·24	5·09	4·43

Per centages of gross earnings, expenditure, and net earnings to capital.

The

REPORT OF THE COMMISSIONER FOR RAILWAYS—1877.

Increase of net earnings.	The net earnings from all sources were increased during the year as follows :— £29,910 or 11·36 per cent. for South and West lines. 13,206 or 14·57 „ North line. <u>£43,116</u> or 12·18 „ all lines.
Decrease of net earnings per mile of line.	The net earnings, per average mile of line open, show as follows :— Decrease of £84 for South and West lines. Increase of £50 for North line. Decrease of £50 for all lines.
Percentage increase of gross earnings to capital.	The proportion of gross earnings to capital increased— 0·53 per cent. for South and West lines. 0·41 „ North line. 0·50 „ all lines.
Expenditure to capital.	The proportion of expenditure to capital increased— 0·51 per cent. for South and West lines. 0·29 „ North line. 0·46 „ all lines.
Net earnings to capital.	The proportion of net earnings to capital increased— 0·02 per cent. for South and West lines. 0·12 „ North line. 0·04 „ all lines.

Summary of gross earnings, expenditure, and net earnings 1877, compared with 1876.

The following is a summary of the gross earnings, working expenditure, and net earnings of the railways for 1877, as against 1876 :—

	South and West.	North.	Total.
	£	£	£
Gross earnings, 1877	602,111	213,800	815,920
Do. 1876	509,832	183,393	693,225
Increase for 1877	92,279	30,416	122,695
Working expenditure, 1877	309,004	109,981	418,985
Do. 1876	246,636	92,770	339,406
Increase for 1877	62,368	17,211	79,579
Net earnings, 1877	293,107	103,828	396,935
Do. 1876	263,196	90,623	353,819
Increase for 1877	29,911	13,205	43,116

Returns for Northern Lines contrasted with South and West lines.

It will be seen that, while the percentage of increased expenditure to gross increased earnings was for South and West Lines, 67·58 per cent., it was only 56·58 per cent. for the Northern Line, and this suggests an inquiry into the causes generally of the greater prosperity of the latter line, the transactions of which show a percentage of net earnings to capital invested of 5·21, as against 4·26 for the South and West Lines.

Superiority of Northern returns.

With the same tariff of charges, and with working expenses per train mile considerably higher than they are on the South and West Lines (the former being 51·39 and the latter 46·55), the result obtained is the more surprising.

surprising. It will be found, however, to be attributable to various causes, one of which is, of course, the smaller capital expended per mile in the construction of the line. This, however, though an important unit in explanation of the result, is not the only cause of the difference, for if the Northern Line had cost per mile the same as the South and West the percentage of net earnings to capital invested would still be 4·58, as against 4·26. A reference to the analysis of the total earnings will show that the superior prosperity of the Northern Railway is due chiefly to the fact that the trains on that line, though they cost more to run, earn more per train mile than those run on the South and West Lines.

Causes of same.

Appendix No. 40, page 85.

In 1877 the passenger trains earned on the Northern Line 6s. 4½d. per mile, while on the South and West the earnings were only 5s. 3d. per mile. The number carried per train was smaller, but this was more than compensated for by the greater distance they travelled, the receipts per head being 2s. 3d. on the North, as against 1s. 5½d. on the South and West. The short journeys taken on the Suburban Line largely contribute to this result; while the cheap rate, at which season ticket-holders are carried, partly explains the lower earnings per train mile. The number of journeys taken by season ticket-holders on the South and West was 821,986, as against 45,632 on the Northern Line.

Proportion shown.

See Analysis on page 16.

Lower earnings on South and West Line due to Suburban traffic.

Although the working expenses on the Northern Line absorbed the gross earnings to a larger extent than they did on the South and West, the result, from the causes stated, shows that the net earnings, per train mile, of all descriptions of traffic were a fraction over 4s. 0½d., while on the South and West they were a larger fraction under 3s. 8½d. Had the net earnings per train mile been the same on the North as they were on the South and West, a loss of revenue of £9,095 would have been sustained, but, as it is, the larger earnings account for the higher rate which the percentage of net receipts bears to the capital invested.

Result.

10.—TON MILEAGE.

In the following tabulated statement are shown the average distance each passenger travelled, and each ton of goods was conveyed, and the amount received per passenger and per ton for every mile carried :—

Gross ton mileage—new method of ascertaining sources of net earnings.

		South and West.	North.	Total.
Average mileage per passenger	Miles.	11·78	16·29	12·45
Average mileage per ton—Goods and live stock ...	„	79·78	*14·37	34·07
Average receipts per mile per passenger	d.	1·49	1·67	1·52
Average receipts per ton per mile—Coaching traffic ..	„	20·48	22·11	20·82
Average receipts per ton per mile—Goods traffic ...	„	2·73	2·56	2·68
Average receipts for coaching traffic per ton per mile, including tare.....	„	·592	·706	·614
Average receipts for goods traffic per ton per mile, including tare	„	·625	·620	·624

* Due to short distance coal is carried on the Northern Line.

In

Complaints of incompleteness of railway returns in England and America.

In England and America considerable discussion has recently taken place on the subject of the deficient information supplied by the Railway Companies as to the cost of working the various descriptions of traffic. In the Report of the Railroad Commission of Illinois for 1877, complaint is made that not only have the Companies been tardy in making their reports, but that the incompleteness of the returns has rendered nugatory every effort to make a correct analysis of the operations. In England the case appears to be even worse. Railway statisticians, who have attempted from the data furnished them to ascertain the cost of working the mineral traffic on the railways of the United Kingdom, have found themselves completely foiled. Mr. Conder, C.E., whose paper "On the Money Cost of the Mineral Traffic on Railways," published in "Fraser's Magazine," is recognized as a very able contribution to the subject of railway economics says:—

Cost of working mineral traffic cannot be ascertained.

"This simple and pertinent question is as yet wholly unanswered. The managers and directors of our railway maintain a discreet silence on the subject. The Board of Trade returns shed but little light upon it. The latest and most elaborate analyst of our Railway returns says, 'It is rather humiliating that after fifty years experience of railways, we have no data of, or hardly even the means of approximating the intrinsic loss and gain per passenger and per ton of goods or minerals per mile.'

On this point Mr. Conder, in his Paper, proceeds to say:—

The "train mile" method too indefinite.

"It has been unfortunately the practice in the Board of Trade returns to make use of the indefinite unit of a 'train mile' as a means of indicating the results of railway working. Foreign Railway accountants have followed suit in this respect. But the goods and mineral trains weigh from two to four times as much as the passenger trains; and therefore the assumption that they are the same per mile to work is entirely unjustifiable. In the English returns no means whatever are provided for remedying this grave defect; but in the fuller details of the other railway accounts there are to be found, for the most part by analysis, the means of ascertaining the cost of conveying a definite load for a definite distance. The unit of railway expenditure is the cost of conveying an ascertained weight of train and load for an ascertained distance. The most convenient expression will be that of the ton-mile-gross, or the cost of the conveyance of a ton of train and load (including return of empty waggons and all expenses) for a mile. When this is once known we begin to ascertain something as to railway cost and railway profit. And when this is accurately known we shall be on the track of the discovery of that distribution of profitable and unprofitable business which is at present so sedulously concealed."

The ton-mile-gross when ascertained will afford the data.

Mr. William Fleming, already alluded to as "the latest and most elaborate analyst of our railway returns," says:—

"The proportion of gross expenditure per mile of line, as a set-off to the gross income per mile of line, the proportion of expenditure per train mile, as a set-off to the mean earnings per train mile, and the proportion of gross expenditure to gross receipts, are all well enough for *rough tallies* of the external results of railway working, but they cannot by any means be taken as true statistical data of any definite value or practical importance leading to any real insight into the internal parts of the organization. They are worthless to the investigator who wants to look beneath the surface. The gross mileage of passenger journeys, the ton mileage of merchandize traffic and of mineral traffic respectively, the separation of working expenses coincident to the three main elements, at the very least of passenger, merchandise, and mineral traffic,—these are what are required before any real knowledge can be gained of the interior economy."

Mr. Rae, in report for 1876, first supplied the gross-ton-mileage.

In the report of our railway transactions for 1876, Mr. Rae, for the first time, furnished returns of the mileage and the gross ton weight of the engines, and the vehicles of transport empty and loaded, and from these data was compiled

compiled the information which the writers quoted above maintain is essential to the proper understanding of railway working. Mr. Conder, in his article on the "Cost of working Railway Traffic," published in the *Engineer*, acknowledges the importance of this contribution, and says—"Mr. Rac has the credit of being the first official who has presented the public with a true distribution not only of railway income but also of railway earnings."

Testimony of English Railway authorities to the value of Mr. Rac's contribution.

Mr. William Fleming, the other writer quoted, says—"From the Colony of New South Wales a report has been issued by Mr. Rac, the Commissioner for Railways, that equals anything yet produced, and for the first time in any official paper he has tabulated the ton-mile-gross, thus adding another important factor to assist in the analysis of railway working, namely, the proportion of dead weight to paying weight—in other words, the tare."

In the Appendix to this Report will be found similar returns for the year 1877. It is desirable, however, that the particulars given should be extended beyond the division to which they have been limited, viz., the passenger and goods traffic. To realize most effectively the object in view, details of the net earning of the different descriptions of goods traffic should be afforded, and accordingly in the following table, coal, shale, firewood, road metal, wool, hay and live stock carried on the Southern and Western Railway, have been distinguished from the general merchandise and dealt with separately.

Similar Returns furnished for 1877. Necessity for distinguishing the operations of different descriptions of traffic from the general traffic.

Description of Goods.	Weight carried.	Miles carried.	Average miles per ton.	Freight.	Gross earnings.		Working expenses per ton per mile.	Net earnings per ton per mile.
					Average amount per mile per ton.	Per ton per mile net and tare.		
Coal	Tons. 49,172	No. 4,426,312	No. 90.02	£ 18,297	d. .99	d. .270	d. .244	d. .026
Shale	15,056	1,201,471	79.80	5,347	1.07	.290	.244	.046
Firewood	89,168	2,431,133	27.26	14,173	1.40	.379	.244	.135
Road metal	10,257	278,539	27.16	1,486	1.28	.359	.244	.115
Wool	15,757	2,447,534	155.33	29,827	2.92	.549	.244	.305
Trucks of hay	17,703	607,383	34.31	8,679	3.43	.537	.244	.293
Live stock	12,150	1,260,427	103.74	16,206	3.09	.416	.244	.172
All other goods..	221,274	21,693,183	98.06	296,839	3.28	.765	.244	.521
Total.....	430,537	34,347,982	79.78	390,854	2.73	.625	.244	.381

The large items of traffic distinguished accordingly.

The above figures show that there is no large item of our traffic which does not contribute to the net earnings. Doubts have been expressed, here, as in England, whether the coal traction is not undertaken at a loss. It will be seen, that on the South and West lines it produces the smallest net return per ton per mile, but, in the aggregate, contributes more largely to the net revenue than shale or road metal.

All the items dealt with contribute towards net earnings.

Doubts dispelled.

The amount, which each item contributes to the net earnings, is shown as under :—

The proportion which each item contributes to net earnings.

Description of Goods.	Ton mileage.	Freight received.	Net earnings per ton per mile.	Proportion of net earnings.
	No.	£	d.	£
Coal	16,268,054	18,297	026	1,758
Shale	4,417,568	5,347	046	856
Firewood	8,983,015	14,173	135	5,040
Road Metal	993,214	1,486	115	476
Wool	13,081,410	29,827	305	16,579
Trucks of Hay	3,881,387	8,679	293	4,733
Live Stock	9,355,273	16,206	172	6,695
All other Goods	93,018,131	296,839	521	202,041
Total	149,948,052	390,854	381	238,178

The gross ton mileage on the Southern and Western Railway for 1877 was 149,948,052—of this 209,263 tons of the goods specified have to be debited with 56,929,921, and they have contributed to the net earnings £36,137, while 221,274 tons of “all other goods” have to be debited with 93,018,131 tons mileage, and have contributed £202,041 to the net earnings.

Probable effect of adoption of proposal to proportion charges to cost of earning on all traffic alike.

It is manifest that if the charges for the carriage of all items of traffic are to be proportioned to the cost of their conveyance, the rates for the traction of coal, shale, road metal, &c., must be largely increased. The effect of this would of course be, in many cases, to paralyze production. The traffic would cease altogether, and though the loss would be inconsiderable as regards the railway profits, the effect upon the general prosperity of the country could not be otherwise than injurious.

Investigation proposed as to the charges each item will bear without limiting production.

Without then giving effect to the proposition that the charges should be proportioned to the cost, the question is: Do the present charges represent the full amount which each special line of traffic alluded to can bear without diminishing the quantity produced? This question can only be decided by a close investigation into the circumstances of each case. In the meantime, it is gratifying to know, that though in one or two instances the earnings only slightly exceed the cost, the charges in every case more than cover the working expenses.

11.—WOOL TRAFFIC.

Importance of the wool traffic.

There is no item of traffic on our railways deserving of greater encouragement than that of wool, for, while it contributes to the interest upon capital invested more largely than any other special line of traffic, the great benefit it indirectly confers in securing for the railways the carriage of the return supplies makes it the most valuable of all items of traffic.

Quantity carried by our railways increased.

It is therefore gratifying to observe that, notwithstanding there has been, owing to the protracted drought, a decrease in the total yield of wool, the

the quantity carried on the railways for 1877 shewed a material increase, proving conclusively, that as railways are extended into the border territory of this Colony the tide of traffic is turned slowly but surely towards the capital.

The following is a summary of a return, showing the respective number of sheep in the Colony, at the close of the years 1876 and 1877:—

Districts.	Number of Sheep, 1 January, 1877.	Number of Sheep, 1 January, 1878.	Decrease on 1 January, 1878.	Percentage of Decrease.	Decrease in number of sheep in con- sequence of drought.
Border... ..	11,801,865	10,046,662	1,755,203	14.87	
Northern	5,902,168	4,623,005	1,279,163	21.67	
Southern	3,047,760	2,950,313	97,447	3.20	
Western	4,517,962	3,901,702	616,260	13.64	
Total	25,269,755	21,521,682	3,748,073	14.83	

The percentage of decrease in our flocks of 14.83, as shewn above, though unfortunately very large, does not indicate the total loss sustained by the Country in this respect. Under ordinary circumstances the natural increase of the sheep would have swelled the number from 25,269,755 to 28,428,474, so that the devastation caused by the protracted drought represented in one year a decrease of nearly 7,000,000 sheep. It will be seen that the heaviest percentage decrease was in the Northern Districts and the lightest in the Southern; the former being 21.67, and the latter 3.20.

The effect of this disaster will be felt to a much greater extent in 1878 than it was in 1877, as much of the wool of the dead sheep was secured and sent to market in the latter year.

The respective quantity and freight of wool carried on the railways for 1876 and 1877 and the increase in 1877 are shown in the following abstract:—

	South and West.	North	Total.	Returns for 1877 compared with 1876. See Appendix No. 20, p. 70.
No. of bales in 1877	87,382	46,215	133,597	
Do. 1876	81,283	39,114	120,397	
Increase in 1877	6,099	7,101	13,200	
Revenue in 1877 £	29,827	16,509	46,336	
Revenue in 1876 £	27,300	12,953	40,253	
Increase in 1877 £	2,527	3,556	6,083	

12.—COAL TRAFFIC.

The variations in the export trade of our coal have given rise to considerable speculation as to their causes. The reduction in the quantity shipped to foreign ports in 1876 was due, some aver, to the high price for coal charged at Newcastle, while others contend that these shipments are governed solely by

by considerations of freight requirements, owners being unwilling to lay on ships for ports, at which there is no prospect of speedily obtaining freight for the homeward voyage.

It is more than probable that the latter is the true cause of the variations, for, if the former were the cause, it would be only reasonable to expect, that, so long as the price of coal remained unaltered at Newcastle, the decrease in the quantity shipped to foreign ports would continue. The returns, however, for 1877 show that instead of a decrease there has been an increase in the shipments, and to ports which, in the previous year, displayed the greatest falling off, as will be seen by the following table of shipments of coal during the three last years:—

Increase to foreign ports in 1877.

	1875.	1876.	1877.
	Tons.	Tons.	Tons.
Hongkong.....	58,122	35,273	69,595
China.....	13,658	11,704	23,053
Japan	7,495	3,656	14,166
Manilla.....	19,866	4,166	12,831
Java	20,190	7,204	11,454
Total	119,331	62,003	131,104

Exports to San Francisco.

Competition of trade.

There was a slight falling off in the exports of coal to San Francisco, to which port the largest quantity sent to foreign places is shipped. For the years 1875-76-77 the exports were respectively 96,336 tons, 88,522 tons, and 83,557 tons. The surprise is, however, not that there should be a falling off, but that coal should be taken from Newcastle to San Francisco, considering the number of ships from English ports, which arrive there bringing coal as ballast, or at a merely nominal charge for freight for the purpose of obtaining a return loading of breadstuffs so largely exported from the State of California to Great Britain.

Cause of shipments continuing.

14s. per ton.

The fact that, in the face of these adverse circumstances this Colony still exports large quantities of coal to San Francisco, may be accepted as evidence, that, within certain limits, the high price (if it be a high price), charged at Newcastle for coal influences but slightly the trade, and that the shipments are taken not to obtain a profit from the freight *per se*, but in order to secure at San Francisco a profitable cargo for the homeward voyage.

Justification for discussing subject in Railway Report.

The output of coal at the mines will be increased or diminished in proportion to the exports to foreign ports; and as the prosperity of the railway which carries the coal is dependent to some extent upon the quantity hauled, the discussion in the Railway Report of any question affecting this result will not probably be considered inappropriate.

The

The total quantity and value of coal shipped from the port of Newcastle during the last two years, and the increase in 1877, were as under :—

Increase in coal shipped at Newcastle.

	Coasters.		Foreign and Intercolonial.	
	No.	£	No.	£
1877	258,938	175,862	781,502	540,560
1876	246,110	167,355	719,050	495,502
Increase in 1877	12,828	8,507	62,452	45,058

The decrease in the value of coal shipped in 1876, as compared with 1875, was £72,457; but the transactions of 1877, though they did not altogether recover this loss, reduced it to £18,892.

Greater part of loss sustained in 1876 recouped in 1877.

The decrease in the exports of coal to South Australia, which was pointed out in the Report of 1876, and attributed to the reduced operations of the Copper-smelting Companies, not only continued, but was further reduced by 7,355 tons, as under :—

Decrease in the exports to South Australia explained.

Shipped to South Australia	1875	1876.	1877.
Tons	98,185	87,686	80,331

In the Appendix will be found monthly and yearly details of the quantity of coal carried, and the amount of freight received from each of the Collieries during 1876 and 1877. The following is a summary of the return of the Northern Collieries :—

Appendix Nos. 29, p. 77.

Year.	Tonnage.	Freight.	Per Ton.
	No.	£	s. d.
1876	812,350	41,956	1 0½
1877	848,999	41,948	0 11¾

Increase in quantity carried on Great Northern Railway.

The decrease in the rate per ton was due to the shorter distance some of the coal was carried.

For the Southern and Western Lines the returns give the following :—

Year.	Tonnage.	Freight.	Per Ton.
	No.	£	s. d.
1877	45,288	16,989	7 6
1876	37,057	13,476	7 3¼
Increase in 1877	8,231	3,513	0 2¾

Increase on Southern and Western Railway.

In addition to the above there were 32,470 tons conveyed on the Southern and Western and 3,591 on the Northern Line, the total freight on which amounted to £11,820. This sum has not been included in the revenue return of traffic, as the coal was used for railway purposes.

Appendix No. 17, p. 65.

The

Increased facilities for shipment.

The increased facilities now afforded at Newcastle for the shipment of coal and the earlier despatch of ships are very appreciable. In addition to the steam cranes and staiths, provision has been made for eight hydraulic cranes at Bullock Island (of which four are now in operation), each capable of shipping 600 tons of coal per diem. With the present appliances at Newcastle and Bullock Island fifteen ships can be loaded at the same time. The difficulty of affording mooring room to loaded ships waiting their departure has been removed, and in that part of the harbour, known as the Horse-shoe Bend, where a short time ago, only one loaded vessel could ride with safety, sixteen loaded vessels can be accommodated. The existing appliances, if fully worked, are equal to the shipment of 3,000,000 tons of coal per annum.

13.—TARIFF.

Passenger Fares.

No alterations made in 1877. Effect of reduction in passenger fares made at the close of 1876.

No alterations were made in the fares for passengers during the past year, but the effect of the reductions, made on the 1st November, 1876, was of course not fully realised till the close of 1877. On the date named the fares for distances beyond Goulburn, Bathurst, and Murrurundi were reduced from 3 $\frac{3}{4}$ d. to 3d. first class, and from 3d. to 2d. second class, and the fare per mile for distances over 200 miles was reduced 50 per cent. The scale of fares for suburban passengers was extended to places between Parramatta Junction and Cabramatta on the Southern, and between Parramatta and Seven Hills on the Western line, by which the fares for these 13 miles were reduced from 3 $\frac{1}{4}$ d. to 1 $\frac{1}{2}$ d. first class, and from 2d. to 1 $\frac{1}{4}$ d. second class. On the whole these reductions did not result unsatisfactorily; for, although the rate per head and the rate per mile of line slightly diminished, the return per train mile run was greater, owing to the increase in the number of passengers.

Increase in No. of Passengers.	Increase of Revenue.	Decrease per Head.	Decrease per Mile of Line.	Increase per Train Mile.
478,198	£ 34,949	d. $\frac{1}{2}$	d. 8.52	.94

Goods Rates.

Reduction in rates for goods. See Appendix No. 43, page 98.

The reductions made in September, 1876, in the goods charges did not have their full influence till the following year. In that year also (1877), viz. on the 17th September, and again on the 7th December, considerable reductions were made in the charges for the carriage of the produce of the Colony, the effect of which, however, will be more fully realized in the present year. The returns for 1877 do not show that these reductions have resulted so favourably as the reductions in the passenger fares, for although there has been an increase of goods to the extent of 143,164 tons and of gross revenue to the amount of £84,977 there has been a decrease in the tons carried per mile of line, and in the receipts per mile of line and also per train mile.

Increase in Tonnage of Goods.	Increased Revenue received.	Decrease in Tons per Mile of Line.	Decrease in Receipts per Mile of Line.	Decrease per Train Mile.
143,164	£ 84,977	207	£ s. d. 12 9 10	d. 15.54

This,

This, however, must not be accepted as proving conclusively that it was unwise to make the reductions, as their effect cannot be ascertained for some considerable time. The object sought was to stimulate production, and if this result should follow to an appreciable extent, the increased traffic over the line will compensate for the lesser rates charged.

Full effect of reductions not yet ascertained.

Although there was a decrease in the receipts per train mile, this was more than made good by the number of additional train miles profitably run, the result showing that while 827,887 miles were run in 1876 at an expense of 4s. 0 $\frac{1}{4}$ d. per mile to earn 11s. 1 $\frac{1}{4}$ d., realizing with the net earnings of the coaching traffic, a net revenue of £353,819, yielding 4.43 per cent. to the capital invested, there were 1,110,713 miles run in 1877, at an expense of 3s. 11 $\frac{3}{4}$ d. to earn 9s. 9 $\frac{3}{4}$ d. per mile, realizing £396,935, which contributed 4.47 per cent. to the capital.

Decrease in earnings per train mile, but increase in total earnings.

Percentage of net revenue to capital increases.

As the railway is extended towards Riverina, it may be necessary to further reduce the rates in order to secure the traffic, which, owing to the great expense of carriage from that district to the capital of this Colony, has hitherto been diverted to South Australia and Victoria. The contest for this trade has so far been confined to those two Colonies. Victoria for some years past has been offering a large reduction in the rates of carriage for New South Wales wool, river-borne to Echuca on the Murray, and also for the carriage of the return station supplies. South Australia has pushed her railways towards the borders of New South Wales and contemplates deepening the river Murray at its mouth so as to admit of large vessels lying there to take the lading of the river boats.

Means to be adopted to secure portion of Riverina traffic.

Measures taken by Victoria to secure it.

Also by South Australia.

The opening of the railway to Wagga Wagga, which, it is expected, will take place in time for the approaching wool season, will be the first step towards obtaining the traffic of the country watered by the Murrumbidgee. The same extension will influence the Lachlan River traffic, and the extensions into the South-western Districts (as indicated in the attached sketch map) will secure, for this Colony, a large portion of the trade, which now finds its way to the markets of Melbourne and Adelaide.

Railway extension will divert the traffic to Sydney.

See end of Appendix.

14.—RAILWAY ACCIDENTS.

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

Return of Railway accidents.

	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.....	...	7	...	2	...	1	1	3	...	1
Southern.....	1	1	...	...	2	2	...
Western.....	1	...	2	4	...	...
Northern.....	1	...	..	1	3	...	2
	...	7	...	4	2	1	4	12	2	3

See Appendix, No. 45, page 115.

The

Accidents to passengers from causes beyond their own control.

The number of accidents, though larger in 1877 than in previous years, bears favourable comparison with the casualties on other railways. The injuries to passengers from causes beyond their own control were due to two accidents at the Redfern station; the first accident, which took place on the 30th July, 1877, arose from a train while drawing up at the platform, coming into slight contact with some carriages at rest on the main line, in consequence of the driver miscalculating the distance. Two passengers were slightly injured, and the damage they sustained was met by the payment of a sum of £66 as compensation. The second accident, which occurred on the 5th November, was also caused by a train, when slowly approaching the station, coming into contact with some carriages standing in a siding, into which, by the carelessness or ignorance of a porter who was being taught the duties of a shunter, the train was turned. Five passengers were injured by this collision, to whom compensation amounting to £4,500 has been awarded. As the amounts due were not ascertained till after the books of 1877 were closed, they must form a charge against the working expenses of the present year, although properly chargeable to the votes for the year in which the accident occurred.

Within their own control.

Of the accidents to four passengers arising from their want of caution, one was occasioned by a passenger falling out of a carriage at the Petersham viaduct, two by passengers jumping from trains while in motion, and the fourth by a passenger falling out of a carriage, the door of which had been left unlocked.

Accidents to railway officials.

To railway officials, the casualties have been comparatively numerous—two were killed and one injured from causes beyond their own control, and four were killed and twelve injured through their own carelessness. Two trespassers were killed and three injured. The railway officials, however, cannot be held responsible for casualties arising from persons trespassing on the line.

15.—COMPENSATION FOR ACCIDENTS TO RAILWAY SERVANTS WHILE IN THE EXECUTION OF THEIR DUTY.

Liberality of Parliament in providing for sufferers or their families.

The position of railway servants in England contrasted.

The general law gives no redress to servants injured by carelessness of fellow-servants.

As to the matter of compensation for accidents, the Railway servants in this colony have great reason to be satisfied. In cases of permanent disablement or loss of life, it has hitherto been the practice for Parliament to authorize payment of a sufficient sum of money to make reasonable provision for the sufferers or their families; and when the injuries have been only of a temporary nature, full or part pay, according to circumstances, has been allowed until duty could be resumed. In England the practice is very different. There the legal relationship between the Railway Companies and their employés, as between master and servant, appears to be strictly observed, rendering it very difficult to obtain compensation in case of injury or death, even though the accident may arise through the neglect of the Companies, in not adopting proper means for the protection of their servants. Under the general law, which applies to railway service in common with all other spheres of employment, a servant can only claim compensation for injuries sustained in the execution of his duty, when such injuries are due to the *personal* fault or negligence

negligence of his master, but not when caused by a fellow-servant; and, as the administration of railway affairs is invariably delegated to managers and superintendents, who are regarded in law as fellow-servants with those holding the lowest positions, it is almost impossible to prove the complicity of the recognized legal employer in the wrong from which the servant suffers.

The operation of the law in this respect is undoubtedly harsh, especially in the case of railway servants, a large number of whom are unavoidably exposed to dangers inseparable from their duties, to which employes in other services are not subject. The matter has been receiving considerable attention in England; and, while the Royal Commission on Railway Accidents were holding their investigations, they were presented with a petition, largely signed by railway servants of all classes, praying that the Commission would recommend to Parliament such an alteration in the existing law as would place upon Railway Companies a due responsibility for the safety of their servants, and enable the servants or their families to obtain compensation in cases of accidents against the occurrence of which the Companies had not taken due precautionary measures.

Petition for redress from English railway servants to Royal Commission on Railway Accident.

The Royal Commission go very fully into the subject in their Report, and express the opinion that railway servants have just ground for seeking that exceptional measures should be adopted for their protection, and with the view of preventing Railway Companies from avoiding the liability, which it was the intention of the law to impose upon them, they made the following recommendations:—

Views of Royal Commission.

We would, therefore, propose such an amendment in the law as will both test and remedy this grievance complained of by the servants, while it can in no respect prejudice the Companies, save in so far as the position they assume in this matter is untenable. We recommend that in any action against a Railway Company for compensation for the death or injury of a servant through the defendants' negligence, the officials whom the Company entrust with executive authority shall no longer be deemed to be merely the fellow-servants of their subordinates; or, in other words, that where a railway servant can establish against any official of the Company, empowered to direct the act or control the matter complained of, such proof of negligence as would make him liable if he were himself the master, his negligence shall be deemed to be negligence on the part of the Company. We do not intend, moreover, that this should apply only where the injured servant is the subordinate of the official in default, and in the same department of work, but that the Company should in every case be liable to its servants for the negligence of those to whom it delegates its authority as master.

Proposed amendment of the law.

The Commission, however, do not propose that the responsibility of the Companies should extend to cases in which accidents occur through the negligence or misconduct of *bonâ fide* fellow servants. They fully recognise the difficulty that may arise in drawing the line between officials holding Executive authority and servants, but consider that the distinction is so clearly marked in practice, as to offer no obstacle to the administration of the law in such cases.

Compensation to be limited to cases where accidents are caused by acts of Executive Officers.

The following three members of the Commission—Mr. T. E. Harrison, Mr. Wm. Galt, and Earl de la Warr—did not fully concur in all the recommendations made in the General Report, and each submitted a separate Report giving his own particular views on the points respecting which they held different opinions. In the matter of compensation to railway servants, Mr. T. E. Harrison objects to exceptional legislation, holding that the position of railway servants in no respect differs from that of the servants of any other

Demur made to conclusion by three Members of the Commission.

Mr. Harrison's opinion.

other employer who does not personally superintend his own business. Mr. William Galt, while of opinion that as railway servants are bound to obey the instructions of those who represent their employers, and that it is only fair that the Companies should be responsible for injuries to their servants which do not occur through the fault of the servants themselves, yet considers that it would be preferable to give the Board of Trade power to enforce the adoption of every possible means to prevent accidents. The Earl de la Warr regards the matter as one involving great difficulties, and is doubtful as to the expediency of making exception in the law in favour of railway servants.

Mr. Galt's opinion.

The Earl de la Warr's opinion.

Question under the consideration of Committee of House of Commons. Proposed to introduce Bill to give compensation in certain cases.

The question of the liability of employers, generally, for injuries to their servants has also been recently under the consideration of a Committee of the House of Commons, and an endeavour is to be made to remedy the grievance of railway employes in regard to accidents, by the introduction of a Bill into the Imperial Parliament providing that in cases of serious injury from causes beyond their own control, and due to negligence on the part of their employers, they will be entitled to pecuniary compensation.

In every case of accident men injured should be liberally treated.

There can be little doubt that the majority of accidents occurring to railway servants are due to their own misconduct or want of caution, and most of the remainder to the risks incidental to the service in which they are employed; but notwithstanding this, and the fact that the men when taking railway employment are fully aware of the dangerous nature of the duties they will be required to perform, it is worthy of consideration whether in every case of accident, irrespective of the cause, the sufferers should not be liberally treated.

Accidents to men often caused by zeal in the execution of their duty.

The men are sometimes not sufficiently cautious, and unnecessarily expose themselves to danger; but this frequently arises from zeal in the interests of their employers, and their desire to expedite the work.

16.—PREVENTION OF ACCIDENTS.

Introduction of the staff and ticket system.

During the year under notice considerable attention was devoted to providing more effectual means for the prevention of accidents in working trains on the single lines—resulting, after some delay, caused by the advocacy of other systems, in the adoption at an early period of the present year of the “staff and ticket system.” This system, in common with all others, has disadvantages, the greatest of which consists in its being somewhat cumbersome when additional trains are run at short notice or the ordinary trains fail to keep time; but these drawbacks are more than compensated for by the absolute security it affords against collisions between trains running in opposite directions—the chief danger to be guarded against in single line working. It has been more highly commended than any other system by the best railway authorities in England, and experience has proved it to be the most reliable.

Merits of absolute block system discussed

The adoption of the “absolute block system,” worked by means of special block instruments, was strongly recommended by the Superintendent of Telegraphs in this Colony. This system, while almost perfect in securing immunity from accidents to trains *following* each other, is defective in the most important requirement for single line working, viz., the prevention of trains

trains *meeting* each other. The advantages, moreover, which it affords on lines where the necessities of the traffic do not require the quick succession of trains are not commensurate with the great expense its adoption would involve. As, however, a number of block instruments have been ordered from England they will be brought into use, in conjunction with the staff and ticket system, on portions of the single lines where the nature of the traffic will admit of their being used to advantage.

Its advantages when traffic is light not commensurate with cost of introduction and working.

The value of the absolute block system on railways where a large number of trains follow each other in rapid succession, as on the suburban line, cannot be over-estimated. Some time ago Mr. Vernon, when Traffic Manager, obtained permission to introduce the system between Sydney and Parramatta, and on the arrival of the instruments last year the rules and regulations for working it were prepared. This system will be brought into operation on the line between these two places as soon as the necessary signal boxes, now being made, are completed, and will also be extended to the double line between Newcastle and Hexham as early as possible.

Value of system for lines when a large number of trains follow each other cannot be over-estimated.

Arrangements made for its introduction on the suburban lines, &c.

17.—MISCELLANEOUS.

In addition to the Returns referred to in the Report, the following will be found in the Appendix :—

- | | |
|--|---------------------------------------|
| 1. Table of mileage opened annually. | Appendix No. 10, page 55. |
| 2. The rolling stock manufactured during 1877, with names of contractors, &c. | Appendix No. 14, page 59. |
| 3. The particulars of the various classes of merchandise carried, its tonnage, and freight value. | Appendix No. 17, page 62. |
| 4. The revenue and expenditure at each of the Stations. | Appendix No. 18, page 66. |
| 5. Particulars of the suburban passenger traffic. | Appendix Nos. 33 & 34, pages 79 & 80. |
| 6. Statement of the value of the live stock and wool, &c., exported over the Border. | Appendix No. 21, page 71. |
| 7. Comparative statement of the rates of railway carriage in each of the Australian Colonies. | Appendix No. 44, page 104. |
| 8. Number and classification of railway employés and the scales of, and total amount paid for, salaries and wages. | Appendix Nos. 47 & 48, pages 117-122. |
| 9. Table of the progress and financial position of the railways, from 1855 to the end of 1877. | Appendix No. 46, page 116. |

Attached to the Appendix is a contoured map of the country (from the Nepean River to Bowenfels) traversed by the Great Western Railway. This map has been compiled with great care by Mr. E. Du Faur, of the Crown Lands Department, to form portion of a Guide Book for the use of tourists travelling upon the railways of the Colony, more especially that section passing over the Blue Mountains, the rugged scenery of which has elicited the unbounded admiration of thousands of tourists from all lands. The Guide Book (now being prepared for the Press) will supply a deficiency long felt—it will contain an itinerary of the various railway routes and places

places of interest in the vicinity of the lines, and will be illustrated by scenic views, printed by the Woodbury or other photo-mechanical processes, the introduction of which, for the first time in the Colony, was recently effected by Mr. Richards, the Government Printer, upon his return from England. Specimens of these illustrations will be found at the end of the Appendix.

18.—RECAPITULATION.

The transactions during the year are thus summarized :—

The expenditure for construction was £9,314,500 upon which the interest was £443,688, or 4·76 per cent.

The capital expended on lines open for traffic, was £8,883,177, upon which the interest was 4·81 per cent.

The net earnings were £396,935, yielding 4·26 per cent. to the total capital expenditure, and 4·47 per cent. to the capital expended on lines open for traffic. The interest paid by Government was therefore only ·50 and ·34 per cent. in excess of the percentage of net earnings to total capital, and to capital reproductively employed respectively.

At the close of the year, 598 miles of line were open for traffic, and 217½ miles were in course of construction, to be completed by 31st December, 1880.

The rolling stock consisted of 138 locomotives, 352 coaching and 2,806 goods vehicles.

The number of employes was 3,289, and the wages paid £305,581 16s. 8d. being an increase of £68,404 17s. 10d. over 1876.

The cost of the railway materials, in the conveyance of which 92 vessels were employed, amounted to £375,341, and the freight and insurance to £31,169, making a total of £406,510.

During the year, 33,707 passenger trains and 23,532 goods trains were run a distance of 2,106,802 miles. The earnings amounted to £815,920, and the working expenditure to £418,985, or 51·35 per cent. of the earnings. The number of passengers who travelled was 2,957,144, of whom 703,325 were first class, and 2,253,819 were second class; included in these figures are 6,749 season-ticket holders, representing 867,618 journeys. The proportion percentage of these classes is for first class passengers 13·82, second class 56·84, and for season-ticket-holders 29·34.

The merchandise traffic consisted of 580,657 live stock, 133,597 bales of wool, 1,024,411 tons of minerals, and 360,932 tons of general goods.

The average earnings per mile open were £1,478, the average expenditure was £759, the net earnings were £719.

The average earnings per train mile were 92·95d., the expenses 47·73d., and the net earnings 45·22d.

There was an increase of 107,081 in the number of first class passengers, of 254,715 second class, and 116,402 in the journeys made by season-ticket holders, an increase in the receipts of £37,718 from coaching traffic, and of £84,977 from goods traffic—making a total increase of £122,695.

The

The working expenses were increased by £79,579, and the net earnings by £43,116.

On the South and West Lines there was an increase in interest on capital of .02 per cent., on the North of .12, and on all lines combined an increase of .04 per cent.

It must be satisfactory to all who are interested in the welfare of New South Wales to find that the results arrived at in this review of the transactions of the Railways during the past year show a steady increase in the prosperity of this large and important portion of the public works. Not only have the lines of Railway been considerably extended, so as ultimately to assist in developing the resources of comparatively remote districts, but in their immediate results have proved to be highly successful. This condition of affairs, showing as it does, that the greater portion of the public loans is invested in works returning a high rate of interest, cannot fail to increase confidence in the financial stability of the Colony, and enhance the value of its securities.

I have the honor to be,

Sir,

Your most obedient Servant,

CHAS. A. GOODCHAP.

THE HONORABLE JOHN SUTHERLAND,

Secretary for Public Works,

&c., &c.

APPENDIX

TO THE

REPORT ON THE RAILWAYS OF NEW SOUTH WALES,

1877.

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- Map showing Railways open, in progress, and projected.*
- Map of Great Western Line, crossing the Blue Mountains.*
- Scenic Views.*

APPENDIX TO REPORT ON RAILWAYS—1877.

A.

The Engineer-in-Chief to The Hon. the Secretary for Public Works.

Department of Public Works, Railway Branch,
Engineer's Office, Sydney. 1 June, 1878.

Sir,

I have the honor to submit, for the information of the Government, the following Report on the Railways in course of construction in this Colony, and the Trial Surveys for proposed extensions.

I have, &c.,

JOHN WHITTON.

GREAT SOUTHERN RAILWAY.

Extension—Goulburn to Wagga Wagga.

SECTION NO. 1—54 MILES 21 CHAINS.

GOULBURN TO YASS.

Since the date of my last report, 5th April, 1876, this contract has been satisfactorily completed by Mr. Williams, and the length, south of Gunning, was opened for public traffic on the 3rd July, 1876.

The total quantity of excavation on this section, including station arrangements, has been 894,618 cubic yards.

Sixteen timber bridges have been erected of an aggregate length of 1,983 feet 6 inches, and consist of—

Fourteen	...	...	...	...	...	...	...	10 feet spans.
Seven	...	...	...	...	...	...	...	12 do.
Thirteen	...	...	...	...	...	...	...	15 do.
Five	...	...	...	...	...	...	...	18 do.
Thirteen	...	...	...	...	...	...	...	26 do.
Seven	...	...	...	...	...	...	...	39 do.

Two hundred and seventy-five culverts have been constructed, of a total length of 9,308 feet 3 inches, and of the following dimensions:—

Sixty-four	...	...	...	...	...	...	...	3 feet.
Fifteen	...	...	...	...	...	...	...	4 do.
Fourteen	...	...	...	...	...	...	...	5 do.
Three	...	...	...	...	...	...	...	8 do.
Two	...	...	...	...	...	...	...	10 do.
Three earthenware pipe culverts	...	...	...	...	...	...	...	9 inches.
Thirty-nine	do.	...	...	...	...	...	...	12 do.
Eighty-eight	do.	...	...	...	...	...	...	18 do.
								Ft. in.
Thirty-three timber box culverts	...	...	...	...	...	...	...	2 0 × 1 0
Five	do.	...	...	...	...	...	...	2 0 × 0 9
Five	do.	...	...	...	...	...	...	1 6 × 0 9
Four	do.	...	...	...	...	...	...	1 6 × 0 6

Cost

Cost of Construction (exclusive of Land).

	£	s.	d.
Ironwork for Permanent Way..	100,286	18	7
Laying do.	11,964	10	10
Ballasting do.	34,879	9	8
Sleepers	32,722	16	0
Station Buildings	18,720	7	8
Platforms...	582	2	11
Sidings	3,380	0	0
Signals	340	13	7
Water Supply	6,379	3	10
Gate-houses	1,275	5	5
Gates, Level Crossings, &c.	5,100	1	1
Fencing	13,642	8	2
Bridges	26,214	16	4
Culverts, Drain Pipes, and Box Culverts	13,913	11	11
Earthworks	95,020	15	7
Road Deviations..	1,195	9	11
Stock-yards	76	17	9
Conveyance of material..	20,571	7	5
Engineering expenses	7,637	2	4
Miscellaneous	322	6	1
	£394,226	5	1

Or, at the rate of £7,265 3s. 4d. per mile.

SECTION No. 2—LENGTH, 64 MILES 47 CHAINS.

YASS TO COOTAMUNDRA.

This contract was let to Messrs. Amos & Co. on the 20th May, 1874, and sections of the line were opened as follows, namely:—A length of 5 miles 24 chains, from the commencement of the contract to Bowning, on 3rd July, 1876. From Bowning to Binalong, 14 miles 42 chains, on the 1st November, 1876. From Binalong to Murrumburrah, 19 miles 46 chains, on the 12th March, 1877, and from Murrumburrah to Cootamundra, 25 miles, on the 1st November, 1877.

The total quantity of excavation on this section, including station arrangements, has been 820,730 cubic yards.

Nineteen timber bridges have been erected of an aggregate length of 1,624 feet, and consist of:—

Fifteen	10 feet spans.
Four	12 „
Fifty-one	26 „

Three hundred and thirty-three culverts or waterways have been constructed of a total length of 9,211 feet, and of the following dimensions:—

Seventy-eight	2 feet.
Forty-nine	3 „
Twelve	4 „
„	5 „
Nine	8 „
Seven earthenware pipes	12 inches.
Sixty-seven do.	16 „
Eight do.	18 „
Thirty-two open drains.	

The total cost cannot be given, as the final certificate is not yet complete.

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

SECTION No. 3—LENGTH, 51 MILES 42 CHAINS.

COOTAMUNDRA TO WAGGA WAGGA.

The works on this contract, which were also undertaken by Messrs. Amos & Co., are in a forward state; one portion, from Cootamundra to Bethungra, 15 miles 19 chains in length, having been opened for public traffic on the 15th April, 1878.

It has been decided to open a further length of 18 miles 19 chains from Bethungra to Junee on the 2nd July, 1878, and the remaining distance to Wagga Wagga, 17 miles 38 chains, will, I have no doubt, be ready for opening in September next.

The works on this section have not been finally measured, and the particular items of cost cannot therefore be given.

The extended dates for the completion of Contracts Nos. 2 and 3 were:—

To Bowning	...	...	...	...	31st March, 1876.
„ Murrumburrah	...	...	...	...	30th November, 1876.
„ Cootamundra	...	...	...	...	30th April, 1877.

The opening to Bowning was therefore three months beyond the extended contract time.

To Murrumburrah	three and a half months	do.
To Cootamundra	six months	do.

Extension from the end of Section No. 3 to Albury—Contracts No. 4 and No. 5.

CONTRACT No. 4—LENGTH, 4 MILES 30 CHAINS.

This contract was let to Messrs. Amos & Co. in January, 1878, the time for completion being the 31st December, 1880.

The principal work on this length is the viaduct over the Murrumbidgee at Wagga Wagga. The approaches on both sides of the river will be of timber, and comprise on the north side 215 spans of 29 feet 6 inches each for the escape of flood-waters, and 51 spans of 29 feet 6 inches each on the south side; the heights of the timber approaches vary from 24 feet to 9 feet. The total length of timber framing is 7,900 feet.

The main channel of the river will be crossed by a bridge having two continuous wrought-iron lattice girders of 636 feet each in total length, 12 feet 1 inch deep, and placed 14 feet apart. It is divided into four spans of 150 feet, each span being supported on two cast-iron cylinders 9 feet in diameter, sunk to an average depth of 34 feet below the ordinary level of the water in the river. These cylinders will be filled up to the water level with concrete composed of gravel and cement, mixed in the proportion of six parts of gravel or broken stone to one of cement; above the water level, to the underside of the girders, the concrete will be prepared with lime and broken stone, and mixed in the proportion of two parts of broken stone to one of lime.

The cross girders carrying the roadway are 14 inches in depth, placed at a distance of 3 feet from centre to centre, and rest upon the bottom boom of the main girders.

The roadway will be carried on the cross girders by four longitudinal timber bearers, those under each rail to be 15 inches × 7 inches, and the side bearers 7 inches × 6 inches. Upon these bearers will be laid sleepers 4 inches in thickness, placed 2 feet 9 inches apart from centre to centre, to which the rails will be spiked, the intervening spaces being filled in with 3-inch planking.

The whole of the ironwork for this bridge has been ordered from England, but Messrs. A. & R. Amos's contract includes sinking the cylinders and fixing the superstructure on its delivery to them at the temporary station at Wagga Wagga.

The steepest gradient is 1 in 40, and the smallest radius of a curve is 30 chains.

CONTRACT No. 5—LENGTH, 77 MILES 20 CHAINS.

WAGGA WAGGA TO ALBURY.

This contract was let to Messrs. Cornwell, Mixner, & Co., on the 1st February, 1878, the date named for completion being the 31st December, 1880.

There are no works on this contract requiring special notice, the country being throughout most favourable for railway construction.

The steepest gradient is 1 in 60, and the smallest radius of a curve is 30 chains.

Extension

Extension—June to Narrandera.

LENGTH, 64 MILES.

In 1876 the sum of £384,000 was voted by Parliament for the construction of this line.

The plans, however, have not yet been approved by the Legislature.

The working plans and sections have been made, and the line permanently staked.

The permanent-way materials, rails, and fastenings, were ordered from England in October, 1876, and are now in the Colony.

GREAT WESTERN RAILWAY.

Extension from Bathurst to Orange.

LENGTH, 47 MILES 64 CHAINS.

Since the date of my report, the 5th April, 1876, this extension has been completed.

A length of 27 miles from Bathurst to Blayney was opened for public traffic on the 1st November, 1876, and the remainder of the distance, Blayney to Orange, was opened on the 19th April, 1877.

The contract time for the opening of this length expired on the 1st August, 1876, but the works not being then finished the time was extended to the 31st January, 1877.

The total quantity of excavation has been 953,155 cubic yards.

There are four timber bridges on this length, consisting of—

Eighteen	...	...	...	...	...	...	10 feet spans.
Six	...	...	...	...	...	...	26 do.

One hundred and eighty-eight culverts have been constructed of an aggregate length of 3,902 feet, and consist of—

Thirty-three	...	...	...	...	...	...	1 foot earthenware pipes.
One hundred and twenty-five	...	...	...	...	...	...	1 foot 6 inches do.
Two	...	...	...	...	...	...	Open drains.
Three	...	...	...	...	...	...	3 feet culverts.
Three	...	...	...	...	...	...	4 „ do.
Thirteen	...	...	...	...	...	...	5 „ do.
Three	...	...	...	...	...	...	8 „ do.
Three	...	...	...	...	...	...	10 „ do.
Three	...	...	...	...	...	...	20 „ do.

The total cost of this extension has not yet been ascertained.

Extension from Orange to Wellington and Dubbo.

LENGTH, 85 MILES 18 CHAINS 70 LINKS.

The amount appropriated by Parliament for this extension (exclusive of the cost of land) was £610,000.

The Loan Act was assented to on the 22nd August, 1876, and the plans, &c., by way of Ironbarks, were approved by the Legislative Assembly on the 26th April, and by the Legislative Council on the 9th May, 1877.

Tenders were invited on the 28th May, and the offer of Mr. Wm. Watkins was accepted on the 11th July, 1877. The time for completion being,—

To Wellington, on the 31st January, 1880.

To Dubbo, on the 31st July, 1880.

The works are proceeding satisfactorily, and will I trust be completed within the contract time.

The most important work on this length is the bridge over the river Macquarie, at Wellington.

This bridge will be constructed for a single line with two continuous wrought-iron lattice girders, of 477 feet each in total length, 12 feet 1 inch in depth, and placed 14 feet apart.

It will be divided into 3 spans of 150 feet, each span being supported upon two cast-iron cylinders 9 feet in diameter above the ordinary water level of the river, and below that level the cylinders will be 11 feet in diameter.

These

APPENDIX TO REPORT ON RAILWAYS—1877.

These cylinders will be filled with concrete similar to that described for the bridge over the Murrumbidgee, at Wagga Wagga.

There will also be two spans of 61 feet each (one on each side of the river) of wrought-iron plate girders, 6 feet in depth, supported at one end upon the cast-iron cylinders, and at the other end upon abutments of masonry. The total length of this bridge, including abutments, will be 648 feet 9 inches.

The cross girders carrying the roadway are to be 14 inches in depth, 3 feet apart, and rest upon the bottom boom of the main girders.

The roadway will be carried on the cross girders in a similar manner to that described for the bridge over the Murrumbidgee, at Wagga Wagga.

The ironwork for this Bridge was ordered from England in May, 1877.

The rails, 70 lbs. to the yard, are of steel, and were ordered from England by telegram in October, 1876. These are now in the Colony.

The steepest gradient is one in 40, and the smallest radius of a curve is 20 chains.

GREAT NORTHERN RAILWAY.

Extension—Murrurundi to Tamworth.

LENGTH, 62 MILES 25 CHAINS.

My last report on this contract is dated 5th April, 1876.

On the 13th August, 1877, the first portion of this extension, from Murrurundi to Quirindi, 24 miles in length, was opened for public traffic.

The works on the length between Quirindi and Tamworth are in an advanced state, and will, I believe, be sufficiently completed to admit of the opening of the line to Tamworth in August next.

The tender of Mr. Wakeford was accepted for this Extension on the 4th March, 1874, the time named for completion being the 31st March, 1876, which was extended to the 30th September, 1877, on the condition that the length to Quirindi should be opened the 31st August, 1876.

This portion was not opened, however, until the time named above, 13th August, 1877.

The cost of the works cannot be given until the final measurements have been made.

TAMWORTH TO TENTERFIELD.

In August, 1876, a sum of £600,000 was voted by Parliament for a Railway from Tamworth to the District of Armidale, a distance of 75 miles; but no positive direction was decided upon.

The plans, sections, and book of reference of this line were approved by Parliament on the 16th May, 1878, the length being about 209 miles.

The direction, after leaving Tamworth, is through Uralla; and five miles west of Armidale to Ben Lomond, Stonebenge, Glen Innes, Bolivia, and thence to Tenterfield.

The estimate of the line passed by Parliament, from Tamworth to Tenterfield, is £2,211,208, and the amount voted was £600,000 only—the balance required to complete the line to Tenterfield is therefore £1,611,208, exclusive of the cost of land.

Surveyors have been sent to Tamworth to commence staking out this line and to prepare the necessary working plans and sections as far as Uralla, no money being available for permanent surveys beyond this point.

As soon as this work has been completed, tenders may be invited for the construction of the line.

NORTH-WESTERN RAILWAY.

Extension from Werris Creek, on the Great Northern Railway, 155 miles 10 chains from Newcastle to Gunnedah.

LENGTH, 41 MILES 14 CHAINS 4 LINKS.

The tender of Mr. Wm. Watkins was accepted for this section on the 6th September, 1877; the time for completion being the 30th June, 1879.

The works are proceeding satisfactorily, and will, I believe, be completed within the contract time.

There are no works on this length requiring special notice.

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

SUMMARY of Lines in course of construction.

	No. of miles.	Probable date of opening		No. of miles
SOUTHERN LINE.				
Bethungra to Albury	117½	To June	— July, 1878	18
		.. Wagga	— Sept., 1878	18
		.. Albury	31 Dec., 1880	81½
WESTERN LINE.				
Orange to Wellington and Dubbo	85½	To Wellington	31 Jan., 1881	5½
		.. Dubbo	31 July, 1881	30½
NORTHERN LINE.				
Quirindi to Tamworth	38	To Tamworth	— Aug., 1878	38
NORTH-WESTERN LINE.				
Werris Creek to Gundedah	41	To Gundedah	30 June, 1879	41
Total	281½			281½

TRIAL SURVEYS.

CITY AND SUBURBAN.

From Redfern to proposed passenger station at the corner of Castlereagh and Hunter streets; also to another proposed site for station in the north-west corner of Hyde Park, with a line for goods traffic leaving the City Extension at the southern end of Hyde Park, thence through the north-east corner of the Park and through the Domain to Fort Macquarie.

Trial surveys for Suburban Railways have been made from a point on the Southern Railway, about ½ of a mile south of the Redfern Terminus; thence through Waterloo to the Randwick Racecourse to Randwick, Coogee, Waverley, Woollahra, Paddington, Glenmore Road, Darlinghurst, and Woolloomooloo, to proposed Terminus at Hunter-street.

From a point on the above line near the Botany Road a line has been surveyed past the Kerosene Works; thence in the direction of the Botany Road to the Waterworks, crossing Cook's River near its confluence with Botany Bay, and thence to Sandringham and Sans Souci.

A branch line from this survey passes through the village of Botany, and is continued to La Perouse.

Another trial line has been surveyed from Redfern to the junction of the Parramatta and Glebe Roads; thence to Glebe Point and North Annandale, passing near to Callan Park, and across the sites of the bridges about to be erected over Iron Cove Creek and the Parramatta River.

DUBBO TO BOURKE.

Trial surveys have been completed in continuation of the Western Railway at Dubbo, 278 miles from Sydney, crossing the Bogan, 378½ miles from Sydney, and thence in an almost straight line across level country to Bourke, 505 miles distant from Sydney.

ORANGE TO WILCANNIA.

Trial surveys are now completed between Orange, Parkes, and Forbes to Condobolin, 318 miles from Sydney, and to a point about 50 miles to the west of that town.

This survey is now being carried on in the direction of the Willandra Billabong to Wilcannia, about 220 miles having yet to be surveyed.

The distance from Wilcannia to Sydney will, I expect, be found to be about 588 miles.

WALLERAWANG TO MUDGEES.

Trial surveys are completed from Wallerawang (104 miles from Sydney), *via* Cherry-tree Hill and Queen's Pinch to Mudgee, 187 miles from Sydney; also *via* Rylstone to a point on the north side of the Cudgegong River, and about a mile from the centre of the town of Mudgee.

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A trial survey has also been made between Muswellbrook and Mudgee, 119½ miles in length, making Mudgee 198 miles from Newcastle.

HANGING ROCK TO DENILIQUIN.

Trial surveys have been completed from the Hanging Rock, about 18 miles south of Wagga Wagga, and 326 miles from Sydney; through Urana 375 miles from Sydney, and Jerilderie 405 miles; thence to Deniliquin, 450 miles from Sydney.

JERILDERIE TO HAY.

A trial survey is now being made from Jerilderie to Hay.

The length of this survey will be about 77 miles, making the distance from Sydney to Hay 482 miles.

JUNEE TO NARRANDERA.

This line has been permanently staked, leaving the Southern Railway at Junee, 286 miles from Sydney, and thence in a straight direction to Narrandera, 350 miles from Sydney.

TAMWORTH TO TENTERFIELD.

Trial Surveys are completed between Tamworth, 182 miles from Newcastle to Uralla, Armidale, and Glen Innes to Tenterfield, 385 miles from Newcastle; also between Tamworth, Manilla, Barraba, Bundarrab, Inverell, and thence to a junction with the line between Glen Innes and Tenterfield, near Wellington Vale; and a trial line, about 12 miles in length, is now being surveyed between Tenterfield and the Queensland border, to join the trial surveys made by the Queensland Government from Stanthorpe to the southern boundary of their Colony.

GUNNEDAH TO NARRABRI AND MUNGINDI.

A trial survey is now being made in continuation of the line from Werris Creek to Gunnedah, 195 miles from Newcastle to Boggabri and Narrabri, and thence to the Queensland Border at Mungindi, on the Barwon River.

This point will be reached in about 356 miles, in a very straight north-westerly direction from Newcastle.

CLARENCE AND NEW ENGLAND.

Trial surveys are completed from Moleville and South Grafton to Glen Innes; also from Lawrence to Tenterfield, with a branch from Wyon to Casino.

A trial survey, connecting the Clarence and Richmond Rivers, has also been made from Huka to Woodburn.

Amended surveys are now to be made from South Grafton to Glen Innes.

SYDNEY AND ILLAWARRA.

Trial surveys have been completed from Balmain to Wollongong; also from Liverpool, and from Campbelltown to Wollongong, and from Wollongong to Kiama.

PARRAMATTA TO NEWCASTLE.

A trial survey has been made from Parramatta to the Hawkesbury River, which is crossed a few miles below Wiseman's Ferry, and thence towards the Wollombi Road; but this survey was abandoned in consequence of its extremely heavy section.

MULGRAVE TO SINGLETON.

Trial surveys are now being made from Mulgrave (near Windsor) to the Hawkesbury River, immediately below its junction with the Colo River, and thence generally in the direction of the Bulga Road to Singleton.

The works on this line would be very heavy, and on the completion of the survey to Singleton other routes will be examined for survey.

COOTAMUNDRA TO GUNDAGAI.

A trial survey has been made to Gundagai from the Southern Railway, passing through Muttama and Coolac.

SOUTHERN

SOUTHERN RAILWAY TO MONARO.

A trial survey is now being made from Breadalbane through Collector, and *via* Lake George to Bungendore, thence, if practicable, to Queanbeyan, and from thence to Cooma and Bombala.

SOUTHERN RAILWAY TO BERRIMA.

Trial surveys have been made from a point on the Southern Railway, 1½ mile north of the Moss Vale Station, and 84 miles from Sydney, into Berrima.

The length of this branch would be about 4½ miles.

A deviation from this line was also surveyed, which terminates at a point about 1 mile to the south of the bridge over the Wingecaribee on the Southern Road.

A traverse was also staked, and levels taken, for the continuation of this deviation to the coal mines on Cataract Creek.

The following table shows approximately the lengths of the trial surveys made in the various districts :—

	Miles.
Dubbo to Bourke	227
Orange to Wilcannia	191
Wallerawang to Mudgee	148
Muswellbrook to Mudgee	120
Hanging Rock to Deniliquin	124
Junee to Narrandera (Trial and Permanent)	150
Tamworth to Tenterfield	443
Clarence and New England	326
Sydney and Illawarra	206
Cootamundra to Gundagai	57
Southern Railway to Monaro	20
City and Suburban	20
Parramatta towards Newcastle	41
Mulgrave towards Singleton	50
Southern Railway to Berrima, including deviations	14
Total	<u>2,137</u>

See end of Appendix.

A map is appended to this report showing the lines opened for traffic, the lines in course of construction, and the trial surveys completed and authorized.

JOHN WHITTON,
Engineer-in-Chief.

B.

Minute of Secretary for Public Works.

Minute for Cabinet.

WHEN Parliament passed the Estimates for the Extension of Railways I consulted with and requested the Engineer-in-Chief to prepare a plan and specification for constructing the line from Goulburn to Yass, in accordance with the recommendation made in that gentleman's report of 4th November, 1872, on which the Estimates were founded. I received, on the 11th instant, Mr. Whitton's report of the 5th May, in which he states, "The recommendation in my report, dated 4th November, 1872, was that no rail should be used of a less weight than 70 lbs. per yard. This rail would be *single-headed*, and fixed to the sleepers without chairs—thus effecting a considerable saving in first cost as compared with a 75lb double-headed rail with chairs such as are now used on the existing lines."

It will be seen by the plan which Mr. Whitton now submits that the rail is to be embedded in the sleepers, and to have a large bearing thereon, and securely fixed thereto with screws. This compares favourably with the small bearing in the chairs, and the constant breakage of chairs and keys—the loosening of keys by their contraction and expansion with the change of weather requiring constant and careful attention and costly labour to keep them safe. The noise of the present rail in the chairs when the train is in motion will be obviated by the proposed one, which, when properly fixed in and screwed to the sleepers, may remain so while the rail lasts. This class of rail is very largely used on the Continent and in America, and many of the English Companies are taking up the 75lb double-headed rail, and replacing it with a similar pattern single-headed rail. This to me is very strong evidence in favour of this class of rail; their traffic is as 100 to 1 to ours where these rails are proposed to be used, and their speed by express trains is double that of ours. Our neighbours in Victoria also are going to complete their line to Albury (and this is where our Southern line is proposed to connect with the lines of that Colony) with the same pattern rail; by this we have the opinion both of the engineering and ministerial ability of our neighbours.

Take our own past experience, from the returns up to the 31st December, 1872, of rails broken, turned, and renewed since the opening of our lines from the Parramatta Junction.* These returns are compiled from the reports of the Assistant Engineer, who has the constant supervision of the lines referred to. Taking the first length in that return—it has been run over for sixteen years and three months, and shows two rails broken, one only renewed, and 214 turned end for end or over. The next length has been run over for fourteen years and seven and a-half months, with two broken, five renewed, and sixty-two rails turned end for end or over. The next length has been run over for ten years and four months, with six broken rails, one renewed, and three turned end for end or over.

* See Mr. Whitton's report of 5th May, 1872

Take next the Western line, from Parramatta Junction to Blacktown, including both Junctions and the Parramatta Station—the Windsor and Richmond traffic is also run over this portion of line. In twelve years and six months there are only one broken rail, seventeen renewed, and forty-two turned either end for end or over.

After carefully considering these returns with the Engineer-in-Chief, it was considered that a fair lifetime for the proposed single-headed rails—comparing the traffic on the lines referred to in return with what may be expected on the proposed extensions—would be fifteen years. Some of these rails may not last fifteen years, but others may last twenty years; this will depend entirely upon the quality of the iron used and the amount of traffic on the line, which will equally apply to double or single headed rails. I have therefore taken the saving as shown by Mr. Whitton on first cost between a double and single headed rail as prepared for use on the Southern line by that gentleman, with value of relaying; I have allowed £3 per ton for re-rolling, which in England is only £2. The saving per mile by Mr. Whitton's report is £669, with £25 for keys, not included, making £694. As the plan and specification refer only to the extension to Yass, I wish to bring before my colleagues the whole of the extensions for which Parliament has voted the money, with the view of having their opinion as to the weight of rails to be used, in order that they may be at once sent for. I will therefore include in these calculations the whole of the extensions, for reasons which I will explain hereafter.

I have to commence with a saving of £694 per mile, which upon 283 miles,	
with compound interest for fifteen years, at 5 per cent., make a total	
saving of	£108,309
Deduct for labour of re-laying new rails	99,616
Do. for cost of re-rolling old rails	93,390
	<u>193,006</u>
Saving	£215,303

The value of the old rails is not included in the above, as they will still remain the property of the Government. We have then a new and sound road, with a saving of £215,303. Apply of this, £15,303 to the purchase of new rails for the purpose of renewing as the old ones wear out, and having a stock to commence re-rolling with to supply the gradual wants of the line, we would have a clear saving of

£200,000, which would supply the permanent way of same weight and cost for $102\frac{1}{2}$ miles of further extension. The £193,000 proposed to be spent in this way for renewals would be almost entirely expended in labour, and through the producer and the Treasury would become a reproductive investment, and if not sooner through this, the encouragement given to re-rolling, we would have our rails made in the Colony, have direct competition, which is the great cheapener of first cost, and would have direct control and supervision as to quality, which I think is of far more importance than first cost.

Mr. Whitton's estimate for the Southern line extensions with this class of rail was £7,000 per mile. I am now reminded by that gentleman that there is only £6,500 voted—£500 per mile, or £87,000 short of the sum required to complete to Wagga Wagga. This matter was explained by me to the Cabinet when the reduction was made; it was then "cheap railways, or no railways at all."

The estimates of the Engineer-in-Chief for the Western and Northern extensions were prepared, as stated, for a second-class line, to satisfy the parliamentary demand for "cheap railways, or no railways at all." These Estimates have been passed as prepared at £6,000 per mile—providing for a 40lb rail and partially ballasted. If this be adopted, we shall have a first-class line on the South to sustain a speed of thirty or forty miles per hour, and on the West and North a line upon which a speed of fifteen miles an hour is the greatest that could be obtained with safety. Thus we would have double time in the transit of goods and passengers, and nearly double cost in working—this I could never approve of. To obviate it, and give the same class line to all our extensions, we would, in the opinion of the Engineer-in-Chief, require £7,000 per mile, or £107,000 more than that voted by Parliament for the West and North.

In the face of an apparent deficiency in amount voted of £194,000, I have no hesitation in asking my colleagues to approve of the application to all our extensions of the plans and specification submitted for the extension to Yass. I feel so strongly on this subject that I would sooner leave Parliament tomorrow than be the means of inflicting such a lasting injury on this Country as the placing of 40lb. rail on the main trunk of our Western and Northern extensions would involve.

A word or two on the apparent deficiency, which I have no doubt in the ordinary state of things would become real. My anxiety on this subject has led me to make careful inquiries in Tasmania, where railways will soon be completed. In Victoria and Queensland there is a lull or no signs of large extensions. I judge by this that there will be a large number of men of railway experience in the market, both contractors and subs.; money seems plentiful, and the large fortunes made by previous contractors will draw our moneyed men in to support the second class, or men of experience with little money. If my opinion is correct in this, our present extensions will be carried out cheaper than ever they have been in the Colony before, and in proportion the difference which we have to answer for will melt away, and we shall have a 70 instead of a 40lb. rail for the whole of the extensions, without exceeding the vote of Parliament.

Another point of great anxiety to me is the unsettled state of the iron market in England. If all our rails are to be alike, I would divide them into four or five sections, giving careful instructions to the Agent General to place one section on the market at first, and then take advantage of the fluctuation in the market to get our full supply at the cheapest rate. If all these fail to extinguish the difference, I would advise that we leave off the top ballast or boxing up, &c.; this can be done without affecting the stability of the line, and the work may be afterwards carried out at any time from capital or revenue, say to the amount of 5s. per yard, or £124,520. There is also a charge for railway carriage, &c., from the ship to the extension, which might stand over for future adjustment, amounting to about £2 per ton, or £62,260, making in these two items £186,780 against the difference of £194,000.

I have thus explained as briefly as I could how the matter stands and my opinions on the whole subject so that I cannot be misunderstood, and now leave it for the careful consideration and, I hope, the approval of my colleagues.

JOHN SUTHERLAND,
14 July, 1873.

The Cabinet having agreed to this class of rail, they may now be ordered—J.S., 28/7/73.

* These views have been realized, as the following figures will show:—

BATHURST TO ORANGE.		Per mile.	Per mile.
<i>The Engineer-in-Chief estimated the Contract price at...</i>	£4,612	<i>it was tendered for at...</i>	£3,497
<i>Do.</i>	<i>permanent way material at</i>	<i>£1,455</i>	<i>it was obtained for</i>
		.....	£1,172
<i>Total</i>	.....	£6,067	£4,669
MURRUMBUNDI TO TAMWORTH.		Per mile.	Per mile.
<i>The Engineer-in-Chief estimated the Contract price at...</i>	£3,783	<i>it was tendered for at...</i>	£3,236
<i>Do.</i>	<i>permanent way material at</i>	<i>£1,454</i>	<i>it was obtained for</i>
		.....	£1,216
<i>Total</i>	.....	£5,237	£4,452

JOHN SUTHERLAND,
25/1/78.

No. 1.

The Engineer for Existing Lines to The Commissioner for Railways.

Department of Public Works, Railway Branch, Engineer's Office.

Sir,

Sydney, 10 April, 1878.

In accordance with your request to report upon the condition of the Existing Lines of Railway and Locomotive Branch, for the year ending 31st December, 1877, I have the honor to report as follows:—

PERMANENT WAY AND WORKS BRANCH, GREAT SOUTHERN LINE.

Sydney to Parramatta Junction—Suburban line—Length, 13 miles 16 chains, double line.

The whole of the works and permanent way on this length, including the Darling Harbour, Haslem's Creek Cemetery, and Collingwood branches, are in a good state of repair; some portions of old fencing will shortly require renewing.

Parramatta Junction to Binalong—Single line—Length, 195 miles 11 chains.

The whole of the permanent way and works, excepting those hereinafter particularized, on this length, are in a good state of repair.

The greater portion of the fencing between Parramatta Junction and Campbelltown will shortly require renewing. I purpose to call for tenders for this work very soon.

A large number of sleepers have been renewed in the permanent way between Liverpool and Picton during the year, and this work is still in progress; some difficulty has been experienced in obtaining sleepers in sufficient quantities for this purpose.

Fourteen additional culverts, &c., have been put in between Goulburn and Murrumburrah, to provide for the flood-waters where the water-way was found insufficient; several more are still required, and one now on hand.

Binalong to Murrumburrah—Single line—Length, 19 miles 48 chains.

This section of the line was opened for public traffic on the 12th March, 1877, and the whole of the permanent way and works are now in good order.

Murrumburrah to Cootamundra—Single line—Length, 24 miles 77 chains.

This section was opened for public traffic on the 1st November, 1877, and the whole of the permanent way and works are now in good order.

The following works have been completed during the year, viz.:—

At Sydney, watch-box erected.

New engine pits constructed

Additional forges for Locomotive Department erected.

Up and down platforms connected.

Box erected for shunters.

New office for Inspector erected.

At Darling Harbour, cart weigh-bridge fixed and office erected.

At Macdonaldtown, up and down platforms erected.

At Newtown, new station erected.

At Croydon, disc signal erected.

At Redmyre, booking office erected.

At Homebush, additional room for a Telegraph Office erected.

At Rookwood, water-closet and urinal erected.

At Auburn Siding, two distance signals erected.

At Parramatta Junction, level crossing fixed.

Weigh-bridge removed and refixed.
At Fairfield, Professor Pell's crossing removed.
At Liverpool, new carriage dock laid in.
 Additions made to platform.
At Campbell Fields, platform and waiting shed erected.
At Campbelltown, hay gauge removed and re-erected.
At Menangle, waiting shed erected.
At Douglas Park, two distance signals erected.
 Goods shed erected.
At Picton, cattle yard erected.
 House for Station-master erected.
 Buffer stops at end of carriage road; new sidings erected.
At Wingecarribee, a 4-roomed house erected for pumper.
 Tank erected.
At Jordan's Crossing, waiting-shed erected.
 Tank fixed.
At Marulan, tank fixed.
At Goulburn, water-closet erected.
 Three ashpits constructed.
 Turnstiles fixed at Monday-street.
 New gate-house erected.
At Breadalbane, Booking Office lined.
 New gate-house erected.
At Gunning, counter fixed in gentlemen's waiting-room.
Between Gunning and Murrumburrah, additional flood-openings put in.
At Yass, ash-pit constructed.
At Bowring, top cap rail put on fence enclosing stock-yard.
 Sand-house erected.
At Binalong, gate-house erected at main road crossing.
 Stock-yard erected.
 Portable house erected for carriage examiner.
 Partition in booking office removed.
 Wicket gate erected.
At Rocky Ponds, a 3-roomed house erected.
 Two distance signals erected.
At Cunningham, gate-house erected.
At Murrumburrah, new house erected for drivers and firemen.
 House removed from Binalong and re-erected for cleaners.
 House removed from Yass and re-erected as a permanent Booking Office.
 Semaphore and distance signal erected.
 Sheep and cattle yards erected.
 New house for carriage examiner erected.
 Two water-closets erected.
At Cootamundra, semaphore and distance signals erected.
 Enginemen and cleaners' house removed from Murrumburrah and re-erected.
 Coal stage erected.

The following Sidings have been laid in during the year:—

	feet.
Through road Sydney yard	237
Sidings to engine-shed, Sydney	994
Siding at Auburn	300
Loop road at Parramatta Junction	1,855
Loop road at Picton	903
Carriage road at Picton	474
Engine-shed road, Goulburn	1,152
Sidings at Galong	1,101
Total... ..	7,016

Permanent Way relaid with Steel Rails during the year :—

	feet.
Main "up" line, 1st mile	1,387
Main "down" line, 1st mile	1,173
Main line, at 68 miles... ..	952
Total... ..	3,512

The following sleepers have been used for renewals during the year :—

	feet.
Sydney to Parramatta Junction	115
Parramatta Junction to Campbelltown	2,518
Campbelltown to Picton	7,212
Goulburn to Cootamundra	280
Total... ..	10,155

GREAT WESTERN RAILWAY.

Parramatta Junction to Blayney—Single line—Length, 158 miles 53 chains.

The whole of the works on this section are in good sound repair.

Blayney to Orange—Single line—Length, 19 miles 76 chains.

This section was opened for public traffic on the 19th April, 1877, and is now in good sound repair.

The following works have been completed during the year :—

- At Parramatta*, additional closet accommodation provided.
- Gates erected on approach road.
- Partition erected in Booking Office.
- Booking Office in goods shed enlarged, and shelves fixed in.
- Seven Hills*, store for oil. &c., made in goods shed.
- At Blacktown*, telegraph office erected.
- Rooty Hill*, station fenced and additions made to Post Office.
- Separate closet for Station-master's family erected.
- Parkes' Platform*, watch-box erected
- Penrith*, distance signals erected at Cross roads siding.
- Wharf wall erected.
- New house for Station-master erected.
- At Breakfast Point, Lapstone Hill, Zig Zag*, platform and table erected.
- At Wascoe's Siding*, platform erected.
- Waiting-shed erected.
- At The Valley*, waiting-shed erected.
- At Springwood*, waiting-shed erected.
- Culvert lengthened.
- At Falconbridge*, platform erected.
- Two 12-foot gates and posts put in.
- At Numantia*, gate placed in fence, for convenience of foot-passengers.
- At Woodford*, platform removed, and re-erected.
- Waiting-shed erected and gate fixed.
- At Weatherboard*, gate-house erected.
- At Katoomba*, platform erected.
- Waiting-shed erected.
- Turn-table erected.
- Between 50 and 51 miles*, four 12-foot gates and posts put in.
- At Mount Wilson*, a 4-roomed house erected for a Telegraph Office.
- Wicket gate erected.
- Waiting-shed erected.
- At Clarence Siding*, waiting-shed erected.
- At 93 miles 48 chains*, two 15-foot gates put in.

At Lithgow, platform 100 feet long erected.
 Ash-pits constructed.
At Wallerawang, cattle yards enlarged, and provision made for loading double-deck sheep-vans.
 House made available for the use of the Traffic Inspector.
At Locke's Platform, a 15-feet gate erected and approach road made.
At Macquarie Plains, carriage dock laid in.
At Kelso, cottage residence erected for Station-master.
 Sentry-box erected.
At Bathurst, additional well excavated.
 Truck weigh-bridge constructed.
 Cart weigh-bridge constructed.
 Engine-pit constructed.
At Bathurst, coal stage removed from Raglan and re-erected.
 Road made under bridge at Russel-street.
At George's Plains, sentry box erected for gate-keeper.
 New parcels and lamp room erected.
At Back Creek, Station-master's house erected.
 Signals erected.
 Office removed from Blayney and re-erected.
 Goods shed erected.
 Carriage dock laid in.
At Blayney, cattle and sheep yards and loading stage erected.
 Small wicket gate put in fence at rear of station, and Station-master's residence fenced.
 Sand-house erected.
 New parcels and lamp room erected.
At Spring Grove, gentlemen's waiting-room boarded in front, floored, and stove fixed.
At Spring Hill, urinal erected.
At Spring Dale, platform erected.
At Orange, a 4-roomed dwelling-house for carriage examiner erected.
 House for enginemen erected.
 Coal stage erected.
 Crane erected.
 Wool platform removed from Raglan and re-erected.

The following Sidings have been laid in during the year:—

	feet.
Siding at Parramatta	585
Siding at Seven Hills	272
Loop siding at Blacktown	1,469
Loop siding at Springwood lengthened	263
Siding to turntable, Katoomba	200
Loop siding at Bowenfels	1,380
Block siding at Bowenfels	739
Block siding at Wallerawang.. . . .	528
Siding to turntable, Rydal	42
Carriage dock siding, Macquarie Plains	244
Engine shed road at Bathurst lengthened	90
Turn-table road, Bathurst lengthened	48
Block siding at Perth...	367
Block siding at Back Creek	240
Carriage dock siding at do.	326
Loop siding, Blayney	678
Through road, Orange	164
Block siding, Orange	454
Total...	8,089

Permanent Way relaid with Steel Rails :—	1875. feet.	1876. feet.	1877. feet.	Total. feet.
Between 14 and 15 miles	Nil.	Nil.	1,082	1,082
Between 38 and 39 miles	Nil.	Nil.	2,204	2,204
Between 51 and 53 miles	5,325	3,644	10,560	19,529
Total	5,325	3,644	13,846	22,815

The following sleepers have been used for renewals during the year :—

Parramatta to Penrith	4,950
Penrith to Weatherboard	92
Total... ..	5,042

Branch Line, Blacktown to Richmond. Single line; length, 16 miles 11 chains.

The whole of the permanent way and works on this branch are in good order.

The work of improving the gradients, strengthening bridges, &c., &c. on this line is being proceeded with as rapidly as possible. The following work has already been done :—

- Two bridges have been lowered, and four have been raised and made to carry heavy traffic.
- One new 10-foot flood opening has been built.
- Two open culverts have been taken out and rebuilt.
- Two level crossing have been shifted and remade.
- 143 chains of cuttings, embankments, and road have been lifted.
- 117 chains of cuttings, embankments, and road have been lowered.
- 260 chains of road have been ballasted with stone ballast.
- 1,550 cubic yards of stone ballast have been put on the line.

The following works have been completed during the year :—

- At Riverstone*, cattle-pen enlarged and approaches metalled.
- Stock-yard made sheep-proof.
- Platform lengthened.
- At Mulgrave*, separate closet for Station-master's family erected.
- Weigh-bridge constructed.
- Approach road metalled.
- Yard fenced in.
- At Windsor*, cart weigh-bridge put down.

The following Sidings have been laid in during the year :—

Siding at Blacktown	feet.
Siding at Riverstone	762
Siding at Mulgrave	274
Through Road at Windsor	238
Total	306
Total	1,580

The following Sleepers have been used for renewals during the year :—

Blacktown to Richmond	No.
Total	2,416

ACCOUNT of Permanent Way Rails turned, renewed, and broken, from the Opening of the various Extensions, Gt. Southern, Western, and Richmond Lines, to the 31st December, 1877. *

Extensions.	Length.		Date when opened for Traffic	Time opened for Traffic up to 31st Decem-ber, 1877.	Rails.			
					Number turned.	Number renewed	Number broken	
	m.	ch.		yrs.	ms.			
Sydney yard and up to 1st mile-post						975	1,034	6
1st mile-post to Parramatta Junction	13	16	26 Sept., 1855	22	3	782	156	6
Parramatta Junction to Liverpool	8	68	26 Sept., 1856	21	3	565	38	3
Liverpool to Campbelltown	11	65	17 May, 1858	19	7½	177	42	7
Campbelltown to Menangle	6	50	1 Sept., 1862	15	4	28	14	11
Menangle to Picton	12	28	1 July, 1863	14	6	203	56	1
Picton to Mittagong	23	75	1 Mar., 1867	10	10	266	17	5
Mittagong to Sutton Forest	8	62	2 Dec., "	10	0	29	3	2
Sutton Forest to Marulan	28	57	6 Aug., 1868	9	4	110	22	20
Marulan to Goulburn	19	73	27 May, 1869	8	7	67	16	12
Goulburn to Gunning	30	20	9 Nov., 1875	2	2	96	69	63
Gunning to Bowning	29	26	3 July, 1876	1	6	26	9	8
Bowing to Binalong	14	42	1 Nov., 1876	1	2	5	2	1
Binalong to Murrumburrah	19	48	12 Mar., 1877	0	9½	3	.....	.....
Murrumburrah to Cootamundra	25	13	1 Nov., "	0	2	.....	.....	.....
Sydney to Cootamundra	253	3	.....	.....	.....	3,332	1,478	145
Parramatta Junction to Blacktown	8	24	4 July, 1860	17	6	341	136	14
Blacktown to Rooty Hill	3	66	12 Dec., 1861	16	0½	43	10	5
Rooty Hill to South Creek	3	75	1 May, 1862	15	8	37	7	1
South Creek to Penrith	4	66	7 July, "	15	6	330	145	1
Penrith to Weatherboard	27	70	11 July, 1867	10	5½	4,679	613	1
Weatherboard to Mount Victoria	14	70	1 May, 1868	9	8	1,461	159	4
Mount Victoria to Bowenfels	19	49	18 Oct., 1869	8	2½	1,111	143	10
Bowenfels to Wallerawang	7	46	1 Mar., 1870	7	10	263	33	.....
Wallerawang to Rydal	6	11	1 July, "	7	6	107	6	3
Rydal to Locke's Platform	19	11	20 April, 1872	5	8	244	8	4
Locke's Platform to Macquarie Plains	5	31	1 July, 1872	5	6	62	2	.....
Macquarie Plains to Raglan	5	3	4 Mar., 1873	4	10	44	1	.....
Raglan to Kelso	3	.....	1 May, 1875	2	8	5	.....	.....
Kelso to Bathurst	1	35	4 April, 1876	1	9	25	5	3
Bathurst to Blayney	27	69	1 Nov., "	1	2	37	45	.....
Blayney to Orange	19	75	19 April, 1877	.....	8½	4	19	1
Parramatta Junction to Orange	178	61	.....	.....	.....	8,793	1,332	47
Blacktown to Richmond	16	11	1 Dec., 1864	12	10	460	37	.....

* NOTE :—This statement does not include the relaying of the line from Sydney to Parramatta Junction, laid originally with Barlow rails and renewed with double-headed rails; nor those portions of the Southern and Western lines which have been relaid with steel rails.

GREAT NORTHERN RAILWAY.

ACCOUNT of Permanent Way Rails turned, renewed, and broken, during the year 1877.

Extensions.	Length.		Date when opened for traffic.	Time opened for Traffic up to 31st Dec., 1877.	Rails.			
					Number turned.	Number renewed	Number broken	
	m.	ch.		yrs.	mos.			
Newcastle to Murrurundi, including Morpeth and Bullock Island Branches	124	69	.....	.....	.....	477	248	1
Murrurundi to Quirindi	24	78	13 Aug., 1877	0	4½	3	.....	.....
Newcastle to Quirindi, including Morpeth Branch	149	67	.....	.....	.....	480	248	1

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	1.26
Parramatta Junction to Goulburn, including Collingwood Branch	0.77
Goulburn to Cootamundra	1.13
Parramatta Junction to Bathurst	0.79
Bathurst to Orange	1.04
Richmond Branch	0.99

GREAT NORTHERN RAILWAY.

Newcastle to Murrurundi, including Morpeth Branch	0.84
Murrurundi to Quirindi	1.11

PERMANENT WAY AND WORKS BRANCH.

GREAT NORTHERN RAILWAY.

Newcastle to Wallsend Junction—Double line—4 miles 54 chains.

Wallsend Junction to Murrurundi—Single line—114 miles 50 chains.

Morpeth Branch—Single line, 4 miles.

Bullock Island Branch—Double line, 1 mile, 45 chains.

The whole of the permanent way and works on the above lines are in good repair; a considerable portion of the old fencing between Newcastle and West Maitland has been renewed, and this work is still in progress.

Works are now in progress for laying in another line of rails between Wallsend Junction and Hexham Station, a distance of 5 miles 26 chains when this is completed it will greatly facilitate the working of the Coal traffic.

Considerable alterations and additions to the East Maitland (Morpeth Junction) Station, are now in hand.

Murrurundi to Quirindi—Single line—Length, 24 miles 78 chains.

This section was opened for public traffic on the 13th August, 1877, and the whole of the works are now in good order.

The following additional works have been carried out during the year,

At Newcastle a temporary sheep wharf and yard has been constructed.

At the Market-street Junction a new signal stage and signal box have been erected, and the signal arrangements very much improved.

A workshop for the use of the Locomotive Branch has been erected.

The goods yard has been very much improved by draining and metalling.

A shed measuring 100 feet \times 30 feet and 18 feet high, has been erected for the purpose of making and repairing tarpaulins.

At Honeysuckle Point the whole of the running shed has been floored with asphalt.

A temporary shed for the use of the boiler-makers has been erected.

A sand furnace has been erected.

The whole of the signal wires passing through the yard have been covered in.

A brass foundry has been erected.

For the accommodation of the inhabitants of Wickham a level crossing and gate-house have been constructed at Railway-street.

At Hamilton a booking office and waiting-room have been erected, and each platform extended 50 feet.

At Waratah Junction a junction and sidings have been laid in for Messrs. Bingle White & Co., owners of the Ferndale Colliery.

At Waratah the public level crossing has been removed further away from the Station.

At Victoria-street East Maitland a passenger platform has been made.

At the goods yard, East Maitland a wharf has been constructed for the purpose of discharging and loading sheep, the siding accommodation extended, and the yard accommodation extended and improved.

At Morpeth an engine-shed and coal stage have been erected. A new siding capable of accommodating about twenty-five waggons has been laid in, and existing sidings extended and improved.

At High-street the main road crossing has been widened by 12 feet, and the passenger platform widened 6 feet and lengthened 60 feet.

At the Elgin-street station a lamp-room has been added to the station buildings. A hay-stage, 150 feet \times 10 feet has been constructed. A new siding capable of holding 30 waggons has been laid in and the existing siding accommodation extended and improved.

At 20 miles 25 chains a timber bridge has been removed and a 12-foot brick arch substituted.

At Wollombi Road a new booking-office and waiting-room have been erected.

At Lochinvar a kitchen has been added to the Station-master's residence.

At Greta a passenger platform has been constructed, a goods shed erected, and a yard and approaches formed, metalled and fenced.

At Branston a siding has been laid in, and a small yard formed and metalled for the accommodation of the timber traffic.

At Whittingham a siding capable of accommodating five trucks has been laid in.

At Singleton the engine-shed has been floored with asphaltic. A sheep-stage has been erected, and the yard accommodation extended and improved. A new siding capable of holding about thirty-five waggons has been laid in.

At the main road crossing north of Singleton—A kitchen has been added to the gate-house.

At Liddell a passenger platform 100 feet long has been constructed.

At Muswellbrook a timber bridge has been erected over Rose's Cutting.

At Murrurundi a sand-furnace has been erected, and an additional coal-stage erected.

At Doughboy Hollow a passenger platform 100 feet long has been constructed, and siding capable of holding twelve waggons laid in.

At Warrah a stable for the accommodation of the horse used for shunting has been built.

At Quirindi the siding accommodation has been extended to the extent of about twenty waggons.

A room has been fitted up beneath the tank to afford sleeping accommodation for engine-men, &c.

A parcels' room, porters' room, and lamp room have been built.

A traverser for the purpose of lifting heavy weights has been erected.

The closets have been converted into water-closets, and a stable for the accommodation of the horse used for shunting has been erected.

LOCOMOTIVE BRANCH.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

The whole of the locomotives, stationary and pumping engines, machinery, &c., including the whole of the rolling stock, excepting such as are hereafter particularized, have been maintained in good repair.

Thirty new engines have been added during the year, namely, twenty-six manufactured by Messrs. Beyers & Peacock, England, three in the Redfern workshops, and one by the Baldwin Company, America. Twelve passenger and twelve goods engines of the same class as those last received from Messrs. Beyers & Peacock, are now being manufactured by that firm, some of which it is expected will be landed in the Colony about next June. Tenders have also been invited in England for three small tank engines, same class as those used on the Richmond Line.

The following detailed account will show the nature of repairs to all Engines, Carriages, &c., &c.

LOCOMOTIVE ENGINES.

No. 1 Engine and Tender.—Now worn out, broken up, and written off register in 1877. Replaced by No. 75.

No. 2 Engine and Tender.—Is kept in constant use, shunting only in Sydney yard, and may last some time yet.

No. 3 Engine and Tender.—Now worn out and broken up, written off register in 1877. The boiler has been brought into use for driving the principal stationary engine at the Redfern workshops, replaced by No. 77.

No. 4 Engine and Tender.—Worn out and broken up, written off register in 1877. Replaced by No. 78.

No. 5 Engine and Tender.—In good working condition, having received a thorough repair in July, 1877, running suburban trains.

No. 6 Engine and Tender.—Engine in working order, but not in use, it not being suited to the present requirements of the traffic. It could be used for Darling Harbour coal trains if required. The tender is running attached to No. 2 engine.

No. 7 Engine and Tender.—In working order; running Darling Harbour coal trains. This engine is of the same class as No. 6, and is too light for ordinary traffic.

No. 8 Tank Engine.—In working order; but having only single 5' 6" driving-wheels, with single break-blocks, is too light for existing requirements, and is not in use.

No. 9 Engine and Tender.—This engine is laid up, requiring new cylinders and other extensive repairs.

No. 10 Engine and Tender (Passenger).—Running goods and passenger trains. In fair working order. Received a general repair in November, 1876, since which nothing material has been done.

No. 11 Engine and Tender.—Has for some time past been running Darling Harbour coal trains, but has recently been laid up for the turning up of wheels, &c. The cylinders are nearly worn out. This engine is of the same class as No. 9, and not suitable for ordinary work.

No. 12 Tank Engine.—In working order. Is of the same class as No. 8; of little use for our present traffic. Kept at Bathurst, as an emergency engine.

No. 13 Engine and Tender.—Used for ballasting. In fair working order. Received a general repair in May, 1877.

No. 14 Engine and Tender (Passenger).—In good working order. Received a general repair in August, 1877.

No. 15 Engine and Tender (Passenger).—Laid up for new crank-axle and other repairs, including new cylinders.

No. 16 Engine and Tender (Passenger).—In working condition. No extensive repairs were done during 1877.

No. 17 Engine and Tender (Goods).—In working condition. Received a general repair in June, 1877.

No. 18 Engine and Tender (Goods).—In good working order. On October 1st, 1877, this engine again commenced running after receiving very extensive repairs and being painted. The boiler, the copper fire-box of which was very defective, was taken out and replaced with that taken previously from No. 22 engine; the latter boiler and fire-box having been in the meantime extensively renewed.

No. 19 Engine and Tender (Goods).—In good working order, having received a general repair in November, 1877.

No. 20 Engine and Tender (Goods).—In working order, but the tubes are in some cases slightly leaky. Received a general repair in July, 1877.

No. 21 Engine and Tender (Goods).—In the shop, undergoing a general repair.

No. 22 Engine and Tender (Goods).—In working condition; received a general repair in March, 1877.

The above six goods engines have all received new copper fire-boxes since 1874, or had the old ones renewed, making them equal to new, except No. 17, which was fitted with new duplicate boiler and fire-box. The old spare boiler will be thoroughly renewed where necessary, and kept ready for use when required.

No. 23 Engine and Tender (Bogie).—In good working condition. No extensive repairs have been done to this engine during 1877. The patch on corner of copper fire-box answers well in keeping the same tight.

No. 24 Engine and Tender (Bogie).—In safe working condition; received a general repair in August, 1877. The fire-box is so defective that the engine will be used only for ballast trains, pending an opportunity of taking it in for renewal of fire-box.

No. 25 Engine and Tender (Bogie).—In working condition; received a general repair in December, 1876, since which no material repairs have been effected.

No. 26 Engine and Tender (Bogie).—This engine is now in the shop, undergoing a general repair, and having a screw patch placed on outside of fire-box.

No. 27 Engine and Tender (Bogie).—In good working order, having just left the shop after a general repair.

No. 28 Engine and Tender (Bogie).—In good working condition, having recently received a general repair.

With the exception of Nos. 27 and 28, the foregoing Bogie Engines have defective fire-boxes. They are all, however, rendered safe for ordinary traffic by the application of patches, &c., except No. 24, which will be taken in shortly for renewal of fire-box.

No. 29 Tank Engine.—In fair working order. Received a general repair in September, 1877, when the spare duplicate coupling rods and new brake shaft were fitted; the crutch plate of boiler was patched on both sides in December, 1876.

No. 30 Tank Engine.—In fair working condition, having received a general repair in November, 1877. The tires will soon have to be renewed, as will also the coupling rods and link motion.

No. 31 Tank Engine.—In fair working order. Received a general repair in April and November, 1877.

The boilers of the above three tank engines are more or less defective near the fire-boxes.

No. 32 Engine and Tender (Bogie).—About to be taken in for a thorough repair, and to have the boiler, which has a defective fire-box, removed and replaced with the old one taken out of No. 33; the fire-box of the latter boiler having in the meantime been renewed.

No. 33 Engine and Tender (Bogie).—In good running order; the engine and tender were thoroughly repaired and painted in July last, when a new imported duplicate boiler was put in, the old one being defective in the fire-box.

No. 34 Engine and Tender (Bogie).—In fair working condition. Received a general repair in March, 1877.

No. 35 Engine and Tender (Bogie).—In good condition, engine and tender were thoroughly repaired and painted in October last, when a new imported duplicate boiler was put in, the fire-box of the old boiler having become too defective to be repaired in the frames.

No. 36 Engine and Tender (Mixed Traffic).—In fair working order, but will shortly require to come in for turning up of wheels and a general repair. Received a general repair in February, 1877.

No. 37 Engine and Tender (Mixed Traffic).—In working condition, but will soon require to come in for turning up of tires and general repair. This engine was not in the shop for a general repair during 1877.

No. 38 Engine and Tender (Mixed Traffic).—In fair working order, but will require shortly to come in for new tires and general repairs. Received a general repair in May, 1877.

No. 39 Engine and Tender (Mixed Traffic).—Just stopped from running, preparatory to being taken in the shop for a general repair. No extensive repairs were done to this engine during 1877.

No. 40 Goods Engine and Tender.—In working condition, but requires to come in for general repairs and new boiler. No extensive repairs were done to this engine during 1877. This engine is now used only for shunting, as, until the defective boiler has been replaced, it is not safe to be used for general traffic.

No. 41 Goods Engine and Tender.—In fair working order. Received a general repair in November, 1877, when the copper fire-box was replaced and a large number of copper stays and tubes renewed.

No. 42 Goods Engine and Tender.—In working order, but will before long have to be fitted with new boiler. Received a general repair in May, 1877, when the fire-box and boiler were lifted out of frames and repaired.

No. 43 Goods Engine and Tender.—In the shop, undergoing a general repair and rather extensive repairs to boiler and fire-box, a number of new stays and tubes being required. The boilers and fire-boxes of the above four goods engines are all defective, and are incapable of being satisfactorily repaired. Four duplicate boilers have been ordered from England for these engines. These engines commenced to run in 1871. The boilers of these engines have been the least satisfactory of any of those made in the Colony.

No. 44 Goods Engine and Tender.—In safe running order, but must very shortly be taken in for a general repair and renewal of a number of stays and tubes in boiler. Received a general repair in May, 1877.

No. 45 Goods Engine and Tender.—In safe working condition, but will soon have to come in for a general repair. Nothing of importance has been done to this engine during 1877.

No. 46 Goods Engine and Tender.—In safe working order. Received a general repair in February, 1877. Top row of tubes was then removed and tube-plate repaired.

No. 47 Goods Engine and Tender.—In first-class condition, having just left the shop after a thorough repair. The old boiler was replaced with new duplicate imported one, the fire-box of old boiler being very defective.

As previously reported, the above four goods engines, supplied by Mort & Co., from Stephenson & Co., were provided with a very imperfect description of stays in the crown of fire-box. It will be necessary, as early as practicable, to renew these fire-boxes and adopt a proper system of crown stays. No. 47, the worst of them, has been fitted with new duplicate boiler; the fire-box of the old one is being renewed, ready to be used in one of the other engines. The other three engines are still being used, with the top row of tubes taken out and tube-plate repaired, the pressure in boilers being reduced to 110 lbs. per square inch.

No. 48 Goods Engine and Tender.—About to be taken in for a general repair. Received a general repair in March, 1877.

No. 49 Goods Engine and Tender.—In good working order. Received a general repair in October, 1877.

No. 50 Goods Engine and Tender.—In fair working order. Received a general repair in August, 1877.

No. 51 Goods Engine and Tender.—Stopped from running, preparatory to being taken in for general repairs. Received a general repair in August, 1877.

No. 52 Goods Engine and Tender.—In the shop, undergoing a general repair. Was previously in for a general repair in March, 1877.

No. 53 Engine and Tender (Goods).—Undergoing a general repair. Received a general repair previously in June, 1877.

No. 54 Engine and Tender (Goods).—In good working order, having just received a general repair.

No. 55 Engine and Tender (Goods).—In fair working order. Received a general repair in September, 1877.

No. 56 Engine and Tender (Goods).—In safe working condition, but will have to be taken in for a general repair very early. Was previously in for a general repair in June, 1877.

No. 57 Engine and Tender (Goods).—In the shop, undergoing a general repair. Was previously in for a general repair in March, 1877.

No. 58 Engine and Tender (Goods).—In good working condition, having recently been in for a general repair.

No. 59 Engine and Tender (Goods).—In fair working order. Received a general repair in June, 1877.

The foregoing twelve Engines, imported from Stephenson & Co. in 1875, answer very well with respect to the boilers and fire-boxes, no flaws or defects of any importance having yet manifested themselves; the Engine draw-frames, however, have not proved quite so substantial as could be desired, and I am intending to fit one of the engines with a new cast-iron draw-frame to see whether it will not answer better than the present method.

No. 60 Engine and Tender (Passenger).—In working order, running goods trains between Sydney and Penrith. Has received no extensive repairs since May, 1876.

No. 61 Engine and Tender (Passenger).—In fair working order. Received a general repair in April, 1877. Will require before long to come in for sundry repairs.

No. 62 Engine and Tender (Passenger).—In good working condition. Received a general repair in July, 1877.

No. 63 Engine and Tender (Passenger).—Undergoing a general repair. Was previously in for a general repair in January, 1877.

No. 64 Engine and Tender (Passenger).—In safe working order, but will soon have to be taken in for a general repair. Was previously in for a general repair in May, 1877.

No. 65 Engine and Tender (Passenger).—In good running order. Received a general repair in March, 1877, and was in the shop for a new crank-axle in July, 1877.

The foregoing six passenger engines, imported from Stephenson & Co. in 1874, have exhibited no flaws or defects of any importance in the fire-boxes or boilers. The draw-frames of engines do not give entire satisfaction, being of similar construction to those in Nos. 48 to 59 engines.

No. 66 Tank Engine (small).—In fair working order. Has recently received a general repair. One of the cylinders was found to be defective, and, pending the opportunity of putting in the new cylinders which are in hand, the engine has been made available for traffic by the insertion of a trap-bush inside the defective cylinder, reducing its diameter from 12" to 11". This engine could not conveniently be spared from the traffic long enough to fit new cylinders at present.

No. 67 Tank Engine.—In fair running order. Received a general repair in July, 1877.

No. 68 Tank Engine.—Undergoing a general repair. This engine has not previously been in the shop for a general repair.

No. 69 Tank Engine.—In good running order. Received a general repair in July, 1877.

No. 70 Tank Engine.—In fair running order. Received a general repair in September, 1877.

No. 71 Tank Engine.—In fair working condition. Received a general repair in October, 1877.

No. 72 Tank Engine.—In first-rate condition, having just left the shop after a general repair.

No. 73 Tank Engine.—In good running order, having received a general repair in October, 1877.

No. 74 Tank Engine.—In fair running condition. This engine has not yet been in for a general repair.

The boilers and fire-boxes of the above eight tank suburban engines, made by Messrs. Mort and Messrs. Vale & Lacy, have not exhibited any flaws or defects of any importance.

No. 75 Engine and Tender.—Now in the shop for the turning up of wheels and sundry small repairs.

No. 76 Engine and Tender.—In fair working condition ; will shortly require tires turned up.

No. 77 Engine and Tender.—In good condition.

No. 78 Engine and Tender.—In first-rate order.

The above four engines are for mixed traffic, having recently been built at the works to replace Nos. 1 to 4 engines, worn out.

No. 79 Bogie Engine and Tender.—In good working order.

No. 80 Bogie Engine and Tender.—In good working order.

No. 81 Bogie Engine and Tender.—In good working order.

No. 82 Bogie Engine and Tender.—In good condition.

No. 83 Bogie Engine and Tender.—In good condition.

No. 84 Bogie Engine and Tender.—In good condition.

No. 85 Bogie Engine and Tender.—In good condition.

No. 86 Bogie Engine and Tender.—In good condition.

No. 87 Bogie Engine and Tender.—In good condition.

No. 88 Bogie Engine and Tender.—In good condition.

No. 89 Bogie Engine and Tender.—In good condition.

No. 90 Bogie Engine and Tender.—In good condition.

No. 91 Bogie Engine and Tender.—In good condition.

No. 92 Bogie Engine and Tender.—In good condition.

The tubes and stays of some of the fireboxes of the above fourteen engines, imported in 1877 from Beyer, Peacock, & Co., have proved somewhat leaky, more particularly in engines Nos. 80 and 81.

No. 93 Goods Engine and Tender.—In good condition.

No. 94 Goods Engine and Tender.—In good condition.

No. 95 Goods Engine and Tender.—In fair running order, but the tires will soon require turning up.

No. 96 Goods Engine and Tender.—In fair running order, but the turning up of the tires will shortly have to be effected, also a few small repairs.

No. 97 Goods Engine and Tender.—In good order.

No. 98 Goods Engine and Tender.—In good order.

No. 99 Goods Engine and Tender.—In fair running order, but the leading tires are becoming thin, and some of the boiler tubes will soon require caulking, &c.

No. 100 Goods Engine and Tender.—In good order.

No. 101 Goods Engine and Tender.—In good order.

No. 102 Goods Engine and Tender.—In good order.

No. 103 Goods Engine and Tender.—In good order.

No. 104 Goods Engine and Tender.—In good order.

The above twelve Goods Engines, imported in 1877 from Beyer, Peacock, & Co., have been slightly leaky in some cases in the fire-box stays and tubes.

No. 105 Bogie Engine and Tender, American.—In good running order.

This engine runs very well so far. The pistons have given the most trouble, having required to be let up several times.

In the Suburban Engines, 67 to 74, new spring buckles have been fitted to each spring, so as to hang with an adjusting joint instead of being rigid in the springs, which has been found to be a great improvement.

GREAT NORTHERN RAILWAY.

LOCOMOTIVE BRANCH.

The whole of the locomotives, stationary and pumping engines, machinery, &c., including the whole of the rolling stock, excepting such as are particularized below, have been maintained in good safe repair.

Four new passenger and six new goods engines, manufactured by Messrs. Beyer & Peacock England, have been received, the former in July and the latter in September last.

The following detailed account will show the nature of repairs, &c., to all engines, carriages, &c., &c.

LOCOMOTIVE ENGINES.

No. 1 Engine and Tender.—In good working order.

No. 2 Engine and Tender.—In good working order.

No. 3 Engine and Tender.—Requires to lay up for a thorough repair.

No. 4 Engine and Tender.—Is in first-class working order. This engine has had a new boiler put in and a thorough overhaul.

No. 5 Engine and Tender.—In good working order.

No. 6 Tank Engine.—Laid up for a thorough repair to engine and boiler. The boiler requires a new barrel, the fire-box to be sheathed on the inside on the places where the plates are thin, the tubes all require brazing, the coal bunker and tanks require extensive repairs.

No. 7 Tank Engine.—In fair working order.

No. 8 Engine and Tender.—In good working order, with the exception of the boiler. A new boiler, ordered for this engine in August, 1877, may be expected shortly.

No. 9 Tank Engine.—In good working order, with the exception of its cylinders. A new pair of cylinders is now being fitted up for it, and will be put in as early as practicable.

No. 10 Engine and Tender.—In fair working order, with the exception of the fire-box. The outside shell of fire-box requires sheathing in places where the plates are thin.

No. 11 Engine and Tender.—In good working order.

No. 12 Engine and Tender.—This engine is laid up for a thorough repair to engine and boiler; it will require new axle-box, brasses to both engine and tender, connecting and coupling rods will require new brasses, new eccentric lines, new pins in link-motion, new motion bar-blocks, new slide-valves, piston-rods, &c. The valve faces in steam-chest are worn down, and cannot be faced up again; a new pair of cylinders will be required in place of them. The old boiler is taken out of frame, and requires extensive repairs to barrel and fire-boxes. A new boiler was ordered from England in August, 1876; it was received in October, 1877, and used for No. 22 engine. The boiler ordered in January, 1877, will be used for No. 12 engine when it arrives.

No. 13 Engine and Tender.—In first-class working order.

No. 14 Engine and Tender.—Require to lay up, as early as practicable, for a thorough repair to engine and boiler. A new boiler was ordered for this class of engines (Nos. 14, 15, and 16) in August, 1876, and received in October, 1877. This new boiler will be put into No. 14 frame when it is laid up, and the old one taken out and repaired for No. 15 or 16, whichever requires it.

No. 15 Engine and Tender.—In fair working order.

No. 16 Engine and Tender.—Require laying-up for repairs as early as practicable—principally for repairs to boiler and fire-box.

No. 17 Engine and Tender.—In fair working order.

No. 18 Engine and Tender.—In good working order. The valve-faces in steam-chest are worn down level with the cast iron that divides the steam-front from steam-chest in cylinder. A new pair of cylinders will be required for this engine when she is laid up again.

No. 19 Engine and Tender.—Have been laid up for about two months for repairs to boiler and fire-box; will be finished in January, 1878; then will be in good working order.

No. 20 Tank Engine.—In first-class working order.

No. 21 Engine and Tender.—Laid up for thorough repairs to engine and boiler, and will be finished in about two months.

No. 22 Engine and Tender.—Laid up through explosion of boiler. This engine has had the new boiler that came out from Messrs. Stephenson & Co. for No. 12, and was finished in January, 1878.

No. 23 Engine and Tender.—Require to be laid up for thorough repairs as early as practicable; are in safe running order.

No. 24 Engine and Tender.—Require to be laid up for thorough repairs, as early as practicable, and are in safe running order.

No. 25 Engine and Tender.—Require to be laid up for thorough repairs, as early as practicable; are in safe running order.

No. 26 Engine and Tender.—Require to be laid up for thorough repairs, as early as practicable; are in safe running order.

No. 27 Bogie Passenger Engine and Tender.—New engine received from Messrs. Beyer & Peacock in July, 1877; in good working order.

No. 28 Bogie Passenger Engine and Tender.—New engine received from Messrs. Beyer & Peacock in July, 1877; in good working order.

No. 29 Bogie Passenger Engine and Tender.—New engine received from Messrs. Beyer & Peacock in July, 1877; in good working order.

No. 30 Bogie Passenger Engine and Tender.—New engine received from Messrs. Beyer & Peacock in July, 1877; in good working order.

No. 31 Goods Engine and Tender.—New engine received from Messrs. Beyer & Peacock in September, 1877; in good working order.

No. 32 Goods Engine and Tender.—New engine received from Messrs. Beyer & Peacock in September, 1877; in good working order.

No. 33 Goods Engine and Tender.—New engine received from Messrs. Beyer & Peacock in September, 1877; in good working order.

No. 34 Goods Engine and Tender.—New engine received from Messrs. Beyer & Peacock in September, 1877; in good working order.

No. 35 Goods Engine and Tender.—New engine received from Messrs. Beyer & Peacock in September, 1877; in good working order.

No. 36 Goods Engine and Tender.—New engine received from Messrs. Beyer & Peacock in September, 1877; in good working order.

List of Locomotive Engines on the Railways of New South Wales added to the Stock during the year 1877.

No	Description of Engine	Diameter and position of Cylinders.	Diameter of Wheels			Coupled or Single.	Length of Stroke	Maker's Name	Commenced to run	Remarks.
			Leading	Driving	Trailing					
GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS!										
76 to 78	Tender Mixed Traffic	16" inside.	5 6	5 6	3 9	Coupled	2 0	Railway Works, Sydney.	No 76, April, 1877 No 77, Sept. " No 78, Dec. "	
79 to 92	Tender Bogie Passenger.	18" outside	3 0	5 6	5 6	"	2 0	Beyer & Peacock	No 82, April, " Nos 79 to 81, May, " Nos 83 to 90, June, " Nos 91 to 92, Sept. "	
93 to 104	Tender Goods.	18" inside.	4 0	4 0	4 0	"	2 0	"	Nos 93 to 100, July, " Nos 93 to 96, Aug. " Nos 97 to 104, Nov. "	
105	Tender Bogie Passenger.	18" outside	2 6	5 3	5 3	"	2 0	Baldwin Loco. Works Philadelphia, U.S.	Oct., 1877	
GREAT NORTHERN RAILWAY										
27	Passenger Bogie	18" outside	3 0	5 6	5 6	Coupled	2 0	Beyer & Peacock.	July, 1877	These engines were received from Messrs. Beyer & Peacock, in the year 1877.
28	"	"	3 0	5 6	5 6	"	2 0	"	Aug., "	
29	"	"	3 0	5 6	5 6	"	2 0	"	"	
30	"	"	3 0	5 6	5 6	"	2 0	"	"	
31	Goods Engine.	18" inside.	4 0	4 0	4 0	"	2 0	"	Oct., "	
32	"	"	4 0	4 0	4 0	"	2 0	"	"	
33	"	"	4 0	4 0	4 0	"	2 0	"	"	
34	"	"	4 0	4 0	4 0	"	2 0	"	"	
35	"	"	4 0	4 0	4 0	"	2 0	"	Sept., "	
36	"	"	4 0	4 0	4 0	"	2 0	"	"	

WEIGHT of Locomotive Engines and Tenders empty and loaded added to our Stock during 1877.

No. of Engine.	Engines.								Tenders.							
	Empty.				In Steam.				Empty.				Full.			
	Leading	Driving	Trailing	Total	Leading	Driving	Trailing	Total	Leading	Driving	Trailing	Total	Leading	Driving	Trailing	Total
GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.																
76 to 78	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
79 to 92	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
93 to 104	9 1 3	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	32 6 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
105	11 1 2	8 11 0	10 7 2	30 0 0	12 8 0	10 12 3	10 16 1	33 17 0	3 16 0	2 4 0	4 9 2	10 9 2	5 17 0	6 14 0	7 17 0	20 8 0
GREAT NORTHERN RAILWAY.																
27 to 30	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
31 to 36	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 2	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0

RETURN OF PASSENGER AND GOODS VEHICLES, GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.

CARRIAGES, &c.

First-class—

- 2 in the shop being repaired and painted.
- 6 require new inside linings and painting.
- 20 in good condition.

- 28 Total.

Composite—

- 2 in the shop undergoing repairs.
- 3 require painting, re-trimming, and slight repairs.
- 20 in good condition.

- 25 Total.

Second-class compartments of composite carriages were ordered to be converted into first-class, but through press of other work three only were so converted, and of course the work is now stopped, since new carriages are being made.

Composite Smoking—

- 6. The whole of these are in good order.

Composite Brake Vans—

- 20. The whole of these are in good order.

Sleeping Carriage—

- 1 in good order.

Second-class—

- 4 under repairs and being painted.
- 6 require slight repairs and painting.
- 58 generally in good condition.

- 68 Total.

Mail Vans—

- 1 being repaired and painted.
- 4 in good condition.

- 5 Total.

Prison Van—

- In good condition.

Hearses—

- 1 in good order.
- 1 requires painting.

- 2 Total.

Horse Boxes—

- 2 being repaired and painted.
- 1 requires to be renewed.
- 5 require slight repairs and painting.
- 43 in good order.

- 51 Total.

Carriage Trucks—

- 3 being repaired and painted.
- 2 require renewing in the wood-work.
- 21 generally in good condition.

- 26 Total.

Passenger Brake Vans—

- 2 require the boarding of sides and roof renewed.
- 13 in fair condition.

- 15 Total.

Goods Brake Vans—

2 undergoing repairs.
 3 require repairs and painting.
 1 requires the wood-work renewing.
 28 in good order.
 —
 34 Total.

A Waggon—

2 undergoing repairs.
 4 require renewing.
 66 generally in good condition.
 —
 72 Total.

B Waggon—

3 undergoing repairs.
 6 require painting.
 96 generally in good order.
 —
 105 Total.

C Vans—

2 undergoing repairs.
 2 require renewing.
 94 generally in good repair.
 —
 98 Total.

D Waggon—

25 under repairs.
 4 require renewing.
 1,447 generally in good order.
 —
 1,476 Total.

E Waggon—

182. The whole of these are in good running order and fair condition.

Powder Vans—

1 undergoing repairs.
 5 in good order.
 —
 6 Total.

Sheep Vans—

1 undergoing repairs.
 37 in fair condition, but some require painting.
 —
 38 Total.

Cattle Waggon—

3 undergoing repairs.
 58 in fair condition.
 —
 61 Total.

Meat Vans—

2 require to be renewed.
 8 in very fair condition.
 —
 10 Total.

Ballast Waggon—

37. All in very fair running order and condition.

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

2 A waggon, numbered 26 and 47.
 1 D waggon, numbered 17.
 1 E waggon, numbered 20.

Besides the above, several vehicles have been almost entirely renewed.

RETURN OF PASSENGER AND GOODS VEHICLES ON GREAT NORTHERN RAILWAY.

CARRIAGES, &c.

Saloons—

- 6 are in good working order.
- 1 in working order, but requires painting.
- 3 in working order, but require the end compartments fitted up with venetian blinds and trimming.
- 3 in working order, but require the end compartments fitted up with venetian blinds, repairs to panels, new trimming and painting complete.

13 Total.

Second Class—

- 28 are in good working order.
- 3 are now undergoing thorough repairs and painting.
- 10 in working order, but require ordinary repairs and painting.
- 6 in working order, but require painting.
- 2 require new bodies, the old ones completely rotten. These carriages are not fit to run.

49 Total.

Mail Vans—

- 2 in good working order.
- 1 requires slight repairs.

3 Total.

Composite Carriage—

- 2 in good working order.

Brake Vans—

- 14 in good working order.
- 5 in working order, but require to be fitted up with dry sand pipes and boxes.
- 3 in working order, but require fitting with dry sand pipes and boxes, thorough repairs and painting.
- 1 undergoing thorough repair and painting.
- 1 now being renewed.

24 Total.

Horse Boxes—

- 15 in good working order.
- 2 in good working order, but require painting.
- 1 being renewed.
- 1 undergoing thorough repair and painting.

19 Total.

Carriage Trucks—

- 10 in good working order.
- 1 in good order, but requires painting.
- 1 undergoing a thorough repair and painting.

12 Total.

A Waggon—

- 34 in good working order.
- 5 will shortly require renewing.
- 1 undergoing repairs.

40 Total.

B Waggon—

- 37 in good working order.
- 3 require repairs to bodies and painting.

40 Total.

C Vans—

32 in good working order.
 5 in working order, but require slight repairs and painting.
 1 undergoing thorough repairs (damaged by collision, 26/11/77).
 1 requires renewing.
 —
 39 Total.

*D Waggon*s—

387 in good working order.
 20 in working order, require slight repairs and painting.
 12 require painting.
 1 undergoing thorough repairs (damaged by collision, 26/11/77).
 4 require renewing (damaged by collision, 26/11/77).
 —
 424 Total.

*E Waggon*s—

22 are in good working order.
 2 undergoing slight repairs.
 —
 24 Total.

Sheep Vans—

32 are in good working order.
 1 undergoing repairs and painting.
 1 requires a thorough repair and painting.
 —
 34 Total.

Cattle Vans—

15 are in good working order.
 7 in working order, will shortly require slight repairs and painting.
 —
 22 Total.

Powder Vans—

2 in good working order.

Meat Vans—

1 in fair working order.

*Ballast Waggon*s—

39 are in good working order.
 4 now under repairs.
 —
 43 Total.

GREAT SOUTHERN AND WESTERN RAILWAYS.

List of Machinery in work-shops, &c., on 31st December, 1877 :—

Turning and Machine Shop—

1 20-horse-power horizontal steam-engine.
 1 Cornish boiler for do., &c.
 1 old locomotive for do. (Brought into use to replace a Cornish boiler, worn out.)
 1 8-feet double-headed wheel-turning lathe.
 1 3-feet 6-in. do. do.
 1 5-feet 6-in. single-headed do.
 1 4-feet do. do.
 1 12-in. screw-cutting lathe.
 1 11½-in. do.
 1 11-in. do.
 2 10-in. do.
 2 9-in. do.
 1 8-in. do.
 1 6-in. do.
 1 9-in. common slide do.

- 1 12-foot planing machine.
- 1 6-foot do.
- 1 3-foot do.
- 1 double-headed shaping machine, 18-in. stroke.
- 1 single do. do.
- 2 bolt and nut do.
- 1 slotting machine, 12-in. stroke.
- 1 do. 6-in. do.
- 2 screwing machines.
- 1 cylinder boring-mill (attached to lathe).
- 3 radial drilling machines.
- 1 vertical do.
- 2 small do.
- 1 hydraulic press.
- 2 circular saw benches.
- 2 grindstones and troughs.
- 1 pillar-crane for lathes.
- 1 jib do. do.
- 2 overhead do. do.

Shafting, pulleys, bearings, &c., for the foregoing.

Boiler Shop—

- 1 10-horse-power portable engine.
- 1 large punching and shearing machine.
- 1 small do. do.
- 1 portable do. do.
- 1 pillar vertical drilling machine.
- 1 plate-bending do.
- 1 fly-punch.
- 1 circular saw for cutting tubes.
- 1 blast fan.
- 1 vertical saw for cutting break blocks.

Shafting, pulleys, &c., for the foregoing.

Blacksmiths' Shop—

- 1 tire bending machine.
- 1 do. stretching do.
- 2 iron cranes for wheels.
- 1 45-cwt. steam hammer.
- 1 3-ton crane for do.
- 1 vertical boiler for do.
- 1 15-cwt. steam hammer.
- 1 1-ton crane for do.
- 1 5-cwt. steam hammer.
- 1 blast fan.
- 1 1-ton crane for tires.

Pattern Shop—

- 1 14-in. pattern-maker's lathe.
- 1 small wood-turning do.

Carriage Shop—

- 1 14 horse-power portable engine.
- 1 vertical saw for break blocks.
- 1 band do.
- 1 general joiner.
- 1 vertical drilling machine.
- 1 screwing do.
- 1 grindstone and trough.

Shafting pulleys, &c., for the foregoing.

General at Sydney—

- 1 locomotive weighing machine.
- 2 travelling cranes.
- 1 oil-tester.
- 5 small turn-tables.
- 2 traversers.
- 2 crab winches for lifting engines.
- 2 crab winches.
- 1 5-ton jib crane.
- 1 hand fire-engine.
- 1 brass finisher's foot-lathe.

Pearith—

- 1 4-horse-power vertical engine and boiler.
- 1 10-inch screw-cutting lathe.
- 1 12-inch shaping machine.
- 1 do. do.
- 1 screwing do.
- 1 8½" screw-cutting lathe.

Bathurst—

- 1 large drilling machine
- 1 small do. do.
- 1 10-inch screw-cutting lathe.
- 1 small shaping machine.

Goulburn—

- 1 2-horse-power vertical engine and boiler.
- 1 10-inch screw-cutting lathe.
- 1 small drilling machine.

Engines and Pumps for supplying water—

- 1 6 horse-power engine, and two pairs 7" pumps with two tubular boilers, at Sydney.
- 1 3½" hand-pump, at Duck River.
- 1 4 horse-power engine and portable boiler and pair 5½" pumps, at Liverpool.
- 1 windmill 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 Wingecarribee.
- 1 4 horse-power engine and boiler and 4" double-acting pump, at Barber's Creek.
- 2 Tangye Bros. steam pumps and vertical boiler, at Mulwaree Ponds.
- 2 Tangye Bros. steam pumps, at Yass.
- 1 pair 4" hand-pumps, at Illalong Creek.
- 1 4 horse-power (Garrett and Marshall's) pumping engine and vertical boiler, at Fish River.
- 1 Tangye Bros. steam pump, at Rocky Ponds.
- 1 4 horse-power vertical engine and boiler and pair 5" pumps, at Cootamundra.
- 1 6 horse-power portable engine and boiler and two pairs 3½" pumps, at Pearith.
- 2 1 horse-power (Garrett & Marshall's) pumping engines, at Blue Mountains.
- 1 4 horse-power engine and boiler and 4" double-acting pump, at Blackheath.
- 1 pair 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 Tangye Bros. steam pump, at Bathurst.
- 1 Do. do. Reedy Creek.
- 1 Do. do. Blayney.
- 1 4 horse-power engine and boiler and 4" double-acting pump, at Orange (removed from Goulburn).
- 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.

List of machinery in Workshops and at Stations on Southern and Western Lines added to the stock during the year 1877 :—

Sydney Pattern Shop—

1 14-inch centre pattern-maker's lathe.

General—

1 oil tester.

Goulburn—

1 10" centre screw-cutting lathe.

1 2-h.p. vertical engine and boiler.

Penrith—

1 screwing machine.

1 shaping machine.

1 4-h.p. vertical engine and boiler.

Bathurst—

1 large drilling machine.

1 small drilling machine.

1 10" centre screw-cutting lathe.

1 small shaping machine.

The lathe in Sydney Pattern Shop may be said to have been made at the works. There being on hand some portions of an existing lathe, that had been replaced with similar portions made at the works, these were taken as the nucleus of a new lathe; the other portions required being made at the works.

The principal stationary engine for driving the machinery at Sydney is now scarcely powerful enough for the work that has been added to it from time to time. One of the boilers of this engine is worn out, and has been condemned; the old boiler taken from Locomotive No. 3 has been used in its place.

An additional wheel-turning lathe, a 15" centre screw-cutting lathe, and a large planing machine have arrived from England, but although urgently required for use, they cannot be erected until the additions to the workshops now in hand are completed.

Engines and Pumps for supplying Water.

1 Tangye Bros. & Holman's special steam-pump, at Rocky Ponds.

1 4-horse-power vertical engine and boiler and pair of 5" pumps, at Cootamundra.

1 additional Tangye Bros. & Holman's special steam-pump, at Yass.

1 additional Tangye Bros. & Holman's special steam-pump, at Mulwarree Ponds.

1 Tangye Bros. & Holman's special steam-pump, at Reedy Creek.

1 4-horse-power engine and boiler and 4" double-acting pump, at Orange.

In consequence of the unusually dry weather prevailing during 1877, a very great deal of difficulty and additional expense were incurred in securing a sufficient supply of water for the use of locomotives, more especially on the Western Line.

At Bathurst it has been found necessary to sink an additional well, near the Bridge, and a vertical engine and deep pump will be erected there.

At Blayney also it has been necessary to sink another well, and it is proposed to pump the water from it into the tank at the station yard.

At Reedy Creek a supply of water for Government engines was formerly obtained from the contractors' (Mason and Elkington) tank; and as this place could not be dispensed with as a watering station, it was arranged to purchase the tank and pump as they stood from the above firm when they were about to remove them, and a Tangye Bros. and Holman's steam-pump has been put down there, the hand-pump being insufficient during the very dry weather. An additional steam-pump has been put down at Yass, and also at Mulwarree Ponds, to meet the requirements for water at those places, that at Mulwarree Ponds being worked from the large boiler already there. The engine and pump put down at Orange were formerly in use at Goulburn, but dispensed with at the latter place when it was connected by gravitation with Mulwarree Ponds. Previous to being sent to Orange, the engine and pump were brought to Sydney and thoroughly repaired. A new boiler has been erected at Blue Mountains, the old one being worn out. An additional tank has been erected at Wingecarribee. An additional tank is being erected at Penrith.

Sundry extensive repairs have been done to the pumping machinery during the year 1877, and the whole of it is now in good condition, with the following exceptions:—

Liverpool.—The windmill requires repairs.

Menangle.—The engine requires repairs to slide-valves and piston.

GREAT NORTHERN RAILWAY.

List of Machinery and Pumping Engines on the 31st December, 1877,—

- 1 25 horse-power horizontal engine with two boilers 20 feet long 5 feet 6 inches diameter, for driving machinery in machine shop at Honeysuckle Point.
- 1 self-acting slide brake and surfacing lathe, movable bed 20 feet long, base plate 30 feet long.
- 1 self-acting screw-cutting lathe 12" centres, bed 15 feet long.
- 1 self-acting lathe 6" centres, bed 6 feet long.
- 1 lathe 10" centres, bed 12 feet long, not self-acting.
- 1 foot lathe 8" centres, bed 6 feet long, for turning patterns.
- 1 self-acting planing machine, to plane work 6 feet long 3 feet 6 inches wide.
- 1 self-acting slotting machine, 12" stroke.
- 1 self-acting vertical drilling machine, to drill holes 2" diameter in centre of work 2 feet 8 inches diameter.
- 1 self-acting double-headed shaping machine.
- 1 bolt and nut screwing machine to screw from $\frac{1}{2}$ " to 2" in diameter.
- 2 punching and shearing machines, arranged so that both operations can go on at once, to punch $\frac{3}{8}$ " holes in $\frac{3}{8}$ " plate.
- 1 small punching press for punching small holes in sheet iron.
- 1 small machine for making bolts and nuts.
- 1 hydraulic press for drawing wheels off and on their axles.
- 1 weighing machine for engine.
- 1 travelling crane.
- 1 grindstone and frame.
- 1 5-foot double-headed wheel lathe.
- 1 self-acting screw-cutting lathe, 17" centre, bed 25 feet long.
- 1 self-acting screw-cutting lathe, 9" centre, bed 10 feet long.
- 1 radial drilling machine.
- 1 plate-bending machine.
- 1 circular saw and bench.
- 1 self-acting planing machine, to plane 6 feet long and 3 feet 6 inches wide.
- 1 vertical drilling machine.
- 3 crab winches.
- 1 fan blast.
- 2 travelling cranes.
- 2 grindstones and frames.

Additions to Machinery received during 1877.

- 1 self-acting screw-cutting lathe, 9" centre, bed 10 feet long.
- 1 valve facing machine.
- 1 crab winch for Gauntree for lifting boilers and engines.
- 1 punching bear.

All the above machines are in good working order.

The 10 horse-power stationary engine and boiler that were used for driving machines in old shop is not in use.

The stationary engine and boiler at Honeysuckle Point, for driving the machinery, are in first-class working order. The $3\frac{1}{2}$ " hand-pump that was at Morpeth was worn out, and the pair of frame pumps that was at Throsby's Creek was repaired and fixed at Morpeth. Two travelling cranes are in good working order.

STATEMENT of the number and class of Rolling Stock, showing the number manufactured by different Contractors during the year 1877.

GREAT SOUTHERN AND WESTERN RAILWAYS.

Description.	From whom received	How numbered.	No. of each lot.
Sleeping Carriage	Jackson & Sharp Co., Wilmington, Delaware, U.S.	1	1
1st Class Carriage	Do	28	1
Do.	Hudson Bros.	27	1
Composite Carriage	Thos. Braid	28	1
2nd Class Carriage	Hudson Bros.	92 & 93	2
Do.	Jackson & Sharp Co., Wilmington, Delaware, U.S.	94	1
Goods Brake Vans	Thomas Braid	48 & 49	2
Do.	Hudson Bros.	50	1
Do.	A. Wright	51, 52, 53, 54, & 55	5
D Waggon.	Hudson Bros.	961 to 983	23
Do.	Do.	1,144 to 1,183	40
Do.	Do.	1,276 to 1,283	8
Do.	Do.	1,418 to 1,459	42
Do.	Kellaway & Wearne	1,026 to 1,083	58
Do.	Davy & Co.	1,111 to 1,143	33
Do.	Do.	1,392, 1,394, 1,395, 1,410, 1,413	5
Do.	Thomas Denny	1,206 to 1,233	28
Do.	Do.	1,494 to 1,537	44
Do.	John Robertson	1,266 to 1,275	10
Do.	Leahy & Brodie	1,394 to 1,343	50
Do.	R. A. Ritchie	1,383 to 1,391, 1,393	10
Do.	Do.	1,396 to 1,409, 1,411	15
Do.	Do.	1,412, 1,414, to 1,417	5
Do.	Do.	1,460 to 1,493	34
E Do.	A. Wright	117 to 192	76

GREAT NORTHERN RAILWAY.

Description	From whom received.	How numbered.	No. of each lot.
Composite carriage	Thomas Braid	1	1
Goods brake vans	Hudson, Bros.	23	1
Do.	A. Wright	24	1
D waggons	Hudson, Bros.	272 to 279, 286 to 288	10
Do.	Davy & Co.	256 to 271, 280 to 285, 308 to 312, 322, 324, 326, 328, 330, 331, 333, 344	35
Do.	John Robertson	248 to 255	8
Do.	R. A. Ritchie	287, 289 to 307	47
		313 to 321, 323, 325	
		327, 329, 332, 334 to 343	
		345 to 347	

RETURN of Rolling Stock converted during the year 1877.

Description since conversion.	From whom received.	When received	How numbered.	No	Description and number before conversion.
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GREAT SOUTHERN AND WESTERN RAILWAYS.

First class carriage	Wright & Son	1862	26	1	Composite, No. 15.
Do.	Do.	1855	24	1	Second class, No. 7.
Do.	Railway Works	1855	22	1	Do. No. 9.
Do.	Do.	1872	23	1	Composite, No. 19.
Do.	Do.	1873	25	1	Do. No 25.
Powder vans	Wright & Son	1855	1 to 4	4	Covered van, 1 to 4.
Do.	Do.	1857	5 & 6	2	Do. 5 and 6.

GREAT NORTHERN RAILWAY.

Composite	Wright & Son	1855	1	1	Second class, No. 2.
Meat van	New Zealand Government	1862	1	1	Cattle van, No. 6.

List of Rolling Stock transferred from the Great Southern and Western Railways to the Great Northern Railway during the year 1877.

Description.	From whom received	How numbered on Southern and Western Lines.	No. of each lot.	Remarks.
Composite carriage	Wright & Sons	No 2 second class..	1	Converted from second class when sent to G. N. Railway.
Goods break van	Thomas Brad	45	1	One made by Hudson, originally intended for G. N. Railway retained in lieu.
D waggons	Thomas Denny	45, 46, 49 and 50 ..	4	
E waggons	A. Wright	117, 122, 152, 155, } 161, 162, 187, 188 }	8	
Do.				
Sheep vans	Russell & Co.	10, 16, 28, 40, 43, 44	6	
Ballast waggons	Do.	14	1	
Do.	New Zealand Government ..	28, 30, 36, 42, 43 ..	5	

GENERAL REMARKS.

Every effort has been made to maintain the whole of the works under my charge in an efficient and safe state of repair at the least possible cost.

It will be seen from the greater percentage of men employed in the permanent way beyond Goulburn in the south, Bathurst in the west, and Murrurundi in the north, that it is more expensive to keep in repair than the lines up to those respective places, owing to the difference in design and character of construction. The lines beyond the above named places having been made at a much less cost than the lines up to those places, are consequently not of so substantial a character, and therefore more costly to keep in repair.

Taking this matter into consideration it will fully account for the extra expense of maintaining these lines beyond that at which the other lines are maintained.

The renewal of rails this year has been very heavy; in the Southern lines the rails *turned* have exceeded that of last year by 20 per cent. and those *renewed* by 40 per cent.; and on the Western line 37 per cent. of rails *turned* and 103 per cent. more *renewed*, showing that the rails are wearing out very fast where the gradients are very steep and the curves of small radii.

I cannot too strongly urge upon the Commissioner again the necessity that exists for extended shop and yard accommodation for the Locomotive Works; it has become almost an impossibility to get through the work of ordinary repairs, and even this has been done at a much greater expense than would otherwise have been the case if proper and convenient workshops and yards were provided; the men have now to work under tarpaulins, and exposed to the weather, which of course considerably increases the cost of repairs.

Besides this there is the deficiency in engine-power to be contended with, causing, in combination with the other things named, many repairs having to be done by "overtime," for which time and a quarter and time and a half is paid, thus increasing the cost of maintenance considerably, which might be entirely avoided by having all the necessary appliances for carrying on the work with economy and despatch; and as the lines become extended the difficulties in this respect will daily increase. I therefore trust that some steps will be at once taken to provide a remedy.

In conclusion, I wish to point out that in compliance with a petition to the Minister (Mr. Hoskins) from the workmen for an increase in wages a general revision and increase was granted by him, which amounted at the time to £10 1s. 11d. per day.

A new engine has also been built at a cost of £1,328 18s. 7d., and charged to revenue, although the engine, No. 2, which it is intended to replace, is still at work, and likely to be for some time yet. These are charges, I consider, which ought to be taken into consideration in dealing with the cost of maintenance.

I have, &c.,

WILLIAM MASON.

No. 2.

DATES OF OPENING, and the length in miles of the different sections of Railway Lines, from the commencement to 31 December, 1877.

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	Lochmivar			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	Pictou	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	Seone			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	Murrumbidgee			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	Rag'an		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
12 Mar., 1877	Murrumburrah	20			20
19 April, 1877	Orange		20		20
13 Aug., 1877	Quirindi			24	24
1 Nov., 1877	Cootamundra	25			25
	Total, 1877	255	195	148	598

No. 3.

ABSTRACT of the total Quantity and Cost of Land taken for Railway purposes, to the 31st December, 1877.

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 of line.	Per Acre	
	Miles chas.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GREAT WESTERN LINE.														
Parramatta Junction to Bathurst	131 30	1,317 0 20½	1,595 1 37½	2,912 2 18½	80,340 15 4	36,804 1 4	5,697 7 8	37 16 6	1,419 5 1	703 19 11	44,662 10 6	339 19 2½	33 18 2	
Bathurst to Orange	47 75	584 1 22½	141 3 7	726 0 29½	36,553 1 6	6,845 16 7	1,416 5 7	.....	168 17 4	4,790 18 7	13,221 18 1	275 16 3½	22 12 6
Orange to Wellington and Dubbo	85 25½	287 2 35½	900 2 28	1,188 1 23½	18,129 7 0	10 0 0	.....	.....	.....	20,175 0 0	20,185 0 0	236 11 8	70 3 1
Richmond Branch	16 11½	122 2 29½	17 1 29½	140 0 19½	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	43 17 0½
TOTAL, GREAT WESTERN	280 62	2,311 3 28½	2,655 1 22½	4,967 1 11½	142,381 0 6	46,665 1 8	8,858 6 4	37 16 6	1,860 17 0	26,027 5 4	83,449 6 10	297 4 2½	36 1 10½	
GREAT NORTHERN LINE.														
Newcastle to Murrumbundi	119 44	1,471 0 16½	376 3 2½	1,847 3 19	163,224 5 2	53,148 4 3	8,396 11 11	690 12 9	1,770 14 0	2,184 11 11	66,190 14 10	553 13 3½	44 19 10½	
Murrumbundi to Tamworth	62 36	501 3 36	351 2 16	853 2 12	12,509 10 10	3,178 16 0	1,176 16 8	.....	44 18 4	1,779 12 11	6,180 3 11	98 19 2½	12 6 2½
Werri's Creek to Gunnedah	41 22	365 2 31	385 2 0	751 0 31	6,873 17 8	.....	.....	.....	.....	18,655 0 0	18,655 0 0	451 19 4½	51 0 3
Morpeth Branch	3 35½	34 3 22½	1 2 28½	36 2 11	132,367 4 0	18,088 0 9	1,411 16 3	603 16 2	368 7 11	60 17 11	20,534 19 0	5,962 19 2½	588 11 6½	
Bullock Island Branch	1 25½	19 2 18½	6 2 32½	26 1 11½	14,680 2 0	3,046 0 3	.....	149 7 6	52 4 7	6,140 0 0	9,387 12 4	7,118 11 5½	478 10 6½
TOTAL, GREAT NORTHERN	228 3	2,393 1 41½	1,122 0 39½	3,515 2 4½	229,654 19 8	77,461 1 3	10,985 4 10	1,445 16 5	2,236 4 10	28,820 2 9	120,948 10 1	530 7 9½	50 10 8½	
GREAT SOUTHERN LINE.														
Sydney to Darling Harbour	1 11½	16 2 38	.....	16 2 38	52,930 0 0	44,399 0 0	.....	569 17 0	282 5 0	.....	45,251 2 0	39563 16 0½	2703 11 6
Sydney to Parramatta Junction	13 50	240 1 26½	28 0 3	268 1 29½	34,365 6 6	21,054 7 10	1,144 15 0	641 3 6	141 13 10	.....	22,982 0 2	1,686 15 0½	95 11 10
Parramatta Junction to Goulburn	120 51	1,316 2 32½	671 3 10½	1,988 2 3½	79,396 3 0	31,299 4 3	6,996 8 10	604 16 3	1,371 0 5	3,472 9 6	43,743 19 3	362 12 1½	33 4 5½	
Goulburn to Yass	54 21	549 3 23	229 0 21	779 0 4	41,29 3 9	14,555 16 4	2,280 0 3	288 5 6	401 12 11	2,009 18 7	19,535 13 7	360 0 5	35 10 6½	
Yass to Cootamundra	64 55	435 3 32	511 3 24	947 3 16	11,571 11 2	3,027 14 10	507 9 1	175 10 6	49 9 4	2,144 5 10	5,904 9 7	91 5 6½	13 10 10½	
Cootamundra to Wagga Wagga	55 35	202 0 10	566 3 37	769 0 7	1,144 13 4	158 15 0	41 5 0	.....	.....	3,458 0 0	3,658 0 0	65 19 8	18 2 0½
TOTAL, GREAT SOUTHERN	309 63½	2,761 3 2½	2,007 3 15½	4,769 2 18	221,235 17 9	114,494 18 3	10,969 18 2	2,279 12 9	2,246 1 6	11,084 13 11	141,075 4 7	455 7 8	51 1 7½	
TOTAL ON ALL LINES TO 31ST DECEMBER, 1877	818 48½	7,466 3 35½	5,785 1 37½	13,252 1 33½	593,271 17 11	238,621 1 2	30,813 9 4	3,763 5 8	6,343 3 4	65,932 2 0	345,473 1 6	422 0 6	46 5 4	

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 4.

RETURN OF PERMANENT WAY MATERIAL, RAILS FOR RENEWALS, AND MISCELLANEOUS ARTICLES IMPORTED DURING THE YEAR ENDING 31st DECEMBER, 1877.

Date of Invoice.	Name of Ship	Rails.		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per Ton	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date of Arrival.
		No.	Tonnage	No.	Tonnage.	No.	Tonnage	No.	Tonnage.	No.	Tonnage.									
Indent for 17,600 tons of Steel Single-headed Rails with fastenings, for the Great Southern and Western Extensions, 19th October, 1876.																				
1877.		T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1877.
30 Mar.	Holmsdale	678	150 0 3 12									Guest & Co	7 9 6	1121 11 5	112 14 0	26 3 1	15 0 1	1275 8 7	8 10 0	28 June.
16 "	Commonwealth	1360	300 1 3 16									"	7 9 6	2243 4 2	225 1 5	51 18 4	30 0 2	2550 4 1	8 10 0	26 "
30 "	Gilroy	911	200 7 2 23									"	7 9 6	1497 17 7	150 5 10	39 8 7	20 0 9	1707 12 9	8 10 5	17 July.
30 "	Silver Eagle	678	150 0 3 12									"	7 9 6	1121 11 5	112 12 8	26 9 5	15 0 1	1275 13 7	8 10 0	11 "
29 "	Serol Wyn	1130	248 17 2 5									"	7 8 6	1841 13 10	186 13 1	48 3 10	24 17 9	2096 8 6	8 8 6	11 "
6 April	Cholula	897	198 0 1 0									"	7 9 6	1480 2 10	150 0 6	35 0 10	19 16 0	1685 0 2	8 10 2	12 "
29 "	Salsbury					42276	28 8 0 0					Baylis, Jones, & Baylis.	17 5 0	403 13 0	22 16 0	9 3 7	2 12 2	438 4 9	18 14 0	2 Sept
26 "	Do.									109880	50 2 0 0	"	23 5 0	1164 16 6	48 19 6	26 3 4	5 11 11	1245 11 3	24 17 2	2 "
26 "	Do.							60198	26 11 0 0			"	15 16 0	418 3 3	25 9 8	9 10 3	456 1 5	17 3 6	2 "	
9 May	Do.	1362	300 0 0 16									Guest & Co	7 8 0	2320 1 1	225 0 1	52 0 2	29 19 11	2527 1 3	8 8 5	2 "
13 April	Hawkesbury	678	149 19 1 9									"	7 9 6	1120 19 11	112 9 8	26 15 5	15 0 0	1275 5 0	8 10 0	30 July.
18 "	Asealon	904	199 11 1 3									"	7 9 6	1491 14 9	140 13 5	35 1 1	20 0 0	1606 9 3	8 10 0	22 "
18 "	StrJam. Family	1360	299 7 0 17									"	7 9 6	2237 13 11	224 10 4	52 6 2	29 18 9	2544 9 2	8 10 0	30 Aug.
16 "	Margaret Heald	454	99 18 2 26									"	7 9 6	739 10 7	74 19 1	17 8 7	9 19 10	841 18 1	8 8 6	24 "
18 "	Corona	1366	290 0 2 8									"	7 9 6	2235 4 9	224 5 6	51 15 5	29 18 1	2541 3 9	8 10 0	23 July.
1 May	Ethiopian	906	199 12 3 25									"	7 9 6	1492 7 6	140 14 9	34 13 1	19 19 3	1696 14 7	8 10 0	30 "
30 "	Whampoa	1519	400 4 8 9									"	7 9 6	2991 16 1	77 19 6	300 3 8	40 0 6	3409 19 9	8 10 0	30 "
30 "	Amana	1362	300 1 2 18									"	7 9 6	2243 2 5	225 1 3	52 7 4	30 12 10	2551 8 10	8 10 0	3 Aug.
5 June	Patriarch	1359	299 8 2 6									"	7 9 6	2238 4 5	224 11 6	51 16 7	29 18 11	2544 11 5	8 9 10	15 Sept
10 May	Rydalmere	455	99 19 3 26									"	7 9 6	747 9 10	75 0 0	17 11 2	10 0 0	850 1 0	8 10 0	13 Aug.
25 April	Vancouver	1362	300 4 1 10									"	7 8 0	2321 12 6	225 3 3	52 5 1	30 0 5	2529 1 3	8 8 6	13 Sept
10 May	Wm. Duthie	455	99 19 3 26									"	7 9 6	747 9 10	75 0 0	17 11 2	9 16 0	849 17 0	8 10 0	21 Oct.
10 "	Harlaw	682	149 19 1 9									"	7 9 6	1120 19 11	112 9 5	26 3 11	14 19 11	1274 13 2	8 10 0	7 Aug.
16 "	Agnes Rose	455	100 0 3 25									"	7 9 6	747 17 3	75 0 9	17 11 3	10 0 1	850 9 4	8 10 0	10 Sept.
19 "	Birker	1136	250 0 3 21									"	7 9 6	1859 2 0	187 10 6	43 15 7	25 0 1	2125 3 2	8 10 0	11 "
15 "	John Duthie	455	100 0 3 25									"	7 9 6	747 17 3	75 0 9	17 11 3	10 0 1	850 9 4	8 10 0	19 "
19 "	County of Anglesea	1315	399 16 1 17									"	7 8 0	2958 13 4	299 17 3	60 3 5	39 19 8	2367 13 8	8 8 5	19 "
26 "	Carlisle	455	100 0 3 16									"	7 9 6	747 16 8	75 0 8	17 11 3	10 0 1	850 8 8	8 10 0	26 "
17 "	Nineveh					42120	23 8 0 0					Baylis, Jones, & Baylis.	17 10 0	409 10 0	19 9 11	9 6 0	2 12 0	440 17 11	18 16 10	22 "
17 "	Do.									110215	50 5 0 0	"	23 10 0	1180 17 6	42 3 7	26 11 5	5 12 6	1255 5 0	24 10 7	22 "
17 "	Do.							60352	26 11 0 0			"	16 0 0	424 16 0	21 15 8	9 13 11	2 18 1	459 3 8	17 5 11	22 "
26 "	Do.			20052	98 9 1 18							Ebbw Vale Co.	8 0 0	787 15 3	77 15 4	18 8 4	10 7 5	894 6 4	9 1 7	21 Oct.
19 June	Wm Duthie			9260	50 7 2 20							"	8 0 0	408 1 5	39 15 10	9 13 3	5 0 1	467 16 7	9 1 7	21 Oct.
23 "	Dunbar Castle	907	199 16 0 18									Guest & Co	7 9 6	1493 11 3	149 17 3	35 1 6	19 19 7	1693 9 7	8 10 0	18 "
27 "	Carnbulg			10250	50 7 2 20							Ebbw Vale Co.	8 0 0	408 1 5	39 15 10	9 13 3	5 0 1	467 16 7	9 1 7	18 "
5 July	Star of India			20520	100 15 1 12							"	8 0 0	806 2 9	79 11 8	18 10 3	10 12 2	915 3 3	9 1 7	5 Nov.
29 June	Kenyon					42276	23 8 0 0					Baylis, Jones, & Baylis.	17 5 0	403 13 0	19 0 0	8 15 6	2 11 6	434 6 0	18 11 2	17 Oct.
22 "	Do.									111222	50 2 0 0	"	23 5 0	1164 16 6	41 16 0	25 0 0	5 11 6	1237 4 0	24 13 10	17 "
22 "	Do.							63720	26 11 0 0			"	15 15 0	418 3 3	21 12 5	9 2 4	2 17 7	451 15 7	17 0 4	17 "
16 "	Montgomery Castle					84552	46 10 0 0					"	17 5 0	807 6 0	38 15 0	18 5 0	5 3 8	869 9 8	18 11 7	10 Nov.
16 "	Do.									221776	100 4 0 0	"	23 5 0	2829 13 0	33 18 5	51 16 0	11 4 6	2476 11 11	24 14 4	10 "
16 "	Do.							131157	53 2 0 0			"	15 15 0	836 6 6	48 8 10	5 15 19	904 10 9	17 0 8	10 "	
20 July	Star of India	772	170 0 2 25									Guest & Co	7 9 6	1271 0 5	127 10 6	30 5 11	17 0 1	1445 16 11	8 10 0	5 "
28 "	Cape Verde	772	170 0 2 25									"	7 9 6	1271 0 5	127 10 7	29 15 11	17 0 1	1445 16 0	8 10 0	17 "
14 "	Athelrod					48056	23 8 0 0					Baylis, Jones, & Baylis.	17 5 0	403 13 0	22 13 0	9 1 0	2 11 6	437 18 6	18 14 3	24 "
		20936	5934 15 3 6	60092	300 0 0 14	254280	140 8 0 0	327627	137 15 0 0	553099	250 13 0 0			57026 15 8	4919 16 2	1659 1 5	683 11 9	64189 3 0		

APPENDIX TO REPORT ON RAILWAYS--1877.

No. 4 continued—RETURN of PERMANENT WAY MATERIAL Imported during the year 1877—continued.

Date of Invoice	Name of Ship.	Rails		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per Ton.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date of [Arrival.
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.									
Indent for 17,600 tons of Steel Single-headed Rails for the Great Southern and Western Extensions, 19th October, 1876—continued.																				
1877.	Brought forward	20035	5034 15 3 6	60002	300 0 0 14	254230	140 8 0 0	327627	132 15 0 0	553009	250 13 0 0									
14 July	Ethelred							66375	26 11 0 0	110220	50 2 0 0	Dajlis, Jones, & Baylis	23 5 0	57026 16 8	4019 10 2	1550 1 5	633 11 0	64180 6 0	24 16 11	24 Nov.
10 Aug	Chimborazo			44820	220 1 3 24							Ebbw Vale Co.	8 0 0	1700 15 8	202 15 11	41 8 10	23 3 7	2028 4 0	9 4 3	3 Oct.
3 "	Sarco					87054	45 10 3 11					Baylis, Jones, & Baylis.	17 5 0	837 7 2	46 9 9	18 15 3	6 13 11	909 6 1	18 14 8	10 Dec.
3 "	"							90332	46 3 0 23	150015	60 0 2 0	"	23 5 0	1604 16 8	67 13 6	35 18 5	9 12 6	1718 1 1	24 17 10	10 "
29 "	Paramatta	1138	250 6 0 22									Guest & Co	15 15 0	432 10 6	38 8 8	14 3 4	5 9 7	690 12 1	17 3 11	10 "
20 Sept.	Cuzco	1136	250 0 1 15									"	7 0 6	1871 1 4	187 14 8	48 8 8	25 0 8	2131 19 11	8 10 4	6 "
14 "	Brilliant	909	200 1 0 22									"	7 9 6	1508 17 10	187 10 4	43 19 7	25 0 0	2125 7 9	8 10 0	14 Nov.
31 Aug.	Kirkwood	1364	300 4 0 3									"	7 9 6	1495 9 0	150 0 11	35 3 11	20 0 0	1700 13 10	8 10 0	22 Dec.
11 Sept.	Pericles	1137	250 4 3 11									"	7 9 6	2244 0 1	225 8 0	48 19 9	37 10 6	2355 13 4	8 10 3	20 "
28 "	Hankow	919	200 5 2 18									"	7 0 6	1870 11 3	187 13 8	43 18 0	27 11 0	2129 13 11	8 10 2	5 "
17 Oct.	Stad Amsterdam	1825	401 12 0 9									"	7 0 6	1497 2 3	350 4 3	35 3 8	20 0 7	1742 10 9	8 10 0	14 Nov.
19 "	City of Santiago.	634	150 1 3 2									"	7 5 0	2011 12 7	301 4 0	68 6 2	40 3 3	3321 6 0	8 5 5	24 Dec.
		36038	7937 11 3 24	104012	520 2 0 10	341334	188 18 3 11	408334	190 9 0 23	513334	369 15 2 0		£	78292 2 7	6861 3 8	2052 7 0	947 6 3	38142 19 11		
Indent for 8,800 Rails, with the necessary fastenings for Extension, Tamworth to Armidale, Great Northern Railway.																				
1877.	2 June	Brambley c	6939	2206 3 1 3	9000	41 3 2 18						Societe John Cockerill	6 19 4	15368 8 0	2835 19 5	525 1 7	140 4 5	18369 13 5	8 11 1	1877.
2 "	"	"										"	7 12 0	312 19 8	55 13 10	10 13 10	2 18 1	382 5 5	9 5 8	— Sept.
15 Aug.	"	Trowbridge	7322	1626 17 3 11	20900	99 8 3 7						"	7 0 0	13383 4 11	1816 15 0	355 7 5	83 16 0	13644 3 4	8 7 9	20 Nov.
5 Oct.	"	Bruckly Castle	714	194 11 3 20								"	7 12 0	753 16 11	109 12 4	23 10 5	5 10 6	892 10 2	8 19 11	20 "
5 Jan	"	Hankow	651	138 3 1 1								"	7 7 0	1130 5 8	157 16 6	26 16 11	7 10 0	1328 9 1	8 11 11	23 Sept.
			13629	4125 16 1 7	20900	140 7 1 25							£	20975 5 1	5118 11 8	966 0 4	342 4 0	36302 1 1		8 11 7
Extension, Werris Creek to Gunnedah, Great Northern Railway.																				
Indent for 5,000 tons of iron Rails, with the necessary fastenings.																				
1877.	15 Jan.	Earl Dalhousie	1151	250 4 3								Ebbw Vale Co.	6 0 3	1504 11 4	262 15 0	35 10 7	14 6 6	1817 3 5	7 5 3	1877.
15 "	"	Glenrosa	813	177 10 3 3								"	"	1067 9 3	187 6 3	25 10 9	5 17 6	1286 4 2	7 4 11	26 "
2 Feb.	"	Undine	768	165 7 0 12								"	"	904 3 11	173 10 3	24 1 6	6 0 0	1197 16 1	7 4 11	2 June.
2 "	"	Portia	1263	274 19 2 20								"	"	1653 6 9	206 4 9	39 19 8	23 17 6	1923 8 8	6 19 11	16 "
25 Jan.	"	Niobe	1151	249 11 1 12								"	"	1600 10 6	266 4 6	36 6 7	9 18 6	1818 0 1	7 5 4	15 May.
26 "	"	Coriolanus	978	147 2 1 24								"	"	884 11 6	162 13 0	21 6 9		1063 16 3	7 5 4	13 "
31 "	"	Prince Victor			19312	10 13 0 0						Phoenix B. & N. Co	18 0 0	191 14 0	10 7 10	5 4 8		207 6 6	10 9 5	30 June.
		"						28120	11 2 0 0	45920	21 0 0 0	"	23 10 0	493 10 0	20 9 10	13 9 6		527 9 4	25 2 5	30 "
28 Feb.	"	Min-v-don	1153	250 0 0 5								Ebbw Vale Co.	16 10 0	183 3 0	10 16 3	4 19 11		198 19 7	17 18 7	30 "
19 "	"	Lady Belhaven	492	150 1 1 20								"	6 0 3	1503 2 9	260 2 8	35 19 11	18 6 3	1757 11 7	7 0 7	14 "
12 "	"	Abergeldie			22356	109 15 2 20						"	6 6 9	902 6 1	161 14 2	21 13 7	5 11 6	1091 10 4	7 5 5	7 "
												"		695 15 1	135 16 10	16 12 5	5 5 0	853 9 4	7 15 6	14 "
			7674	1664 17 2 2	22356	109 15 2 20	19312	10 13 0 0	28120	11 2 0 0	45920	21 0 0 0		£	11574 4 2	5793 7 7	281 0 10	89 2 9	13742 15 4	

No. 4 continued—RETURN of PERMANENT WAY MATERIALS imported during the year 1877—continued.

Date of Invoice.	Name of Ship.	Rails.		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per Ton.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Per Ton.	Date of Arrival.	
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.										
Extension, Werris Creek to Gunnedah, Great Northern Railway—continued.																					
Indent for 5,000 tons of iron Rails, with the necessary fastenings—continued.																					
1877.	Brought forward.	7674	T. c. q. lbs. 1664 17 2 21	22356	T. c. q. lbs. 109 15 2 20	19312	T. c. q. lbs. 10 18 0 0	28120	T. c. q. lbs. 11 2 0 0	45920	T. c. q. lbs. 21 0 0 0	Ebbw Vale Co.	£ s. d. 6 6 9	£ s. d. 11574 4 2	£ s. d. 5793 7 7	£ s. d. 231 0 10	£ s. d. 59 2 9	£ s. d. 13742 15 4	£ s. d. 7 8 11	1877.	
2 Mar.	Prince Victor.			8424								"	6 0 3	202 3 5	73 2 4	7 14 5		308 0 2	7 8 11	30 June	
3 "	"	015	198 17 0 7									"		1105 12 1	173 0 0	34 7 1		1403 19 2	7 1 3	30 "	
9 "	Van Diemen.	1415	306 14 2 6									"		1844 4 0	276 1 1	52 15 4	11 0 0	2183 18 5	7 2 5	30 "	
6 "	Centurion	089	150 1 2 2									"		802 6 7	157 10 4	21 8 6	6 0 0	1687 5 5	7 4 11	20 "	
14 "	City of Agra.	478	103 11 3 0									"		622 16 4	89 12 10	13 15 3		732 4 10	7 1 4	1 Sept.	
22 "	"					38624	21 6 0 0					Phoenix B. & N. Co.	18 0 0	353 8 0	20 15 8	10 9 6		414 13 2	10 0 4	1 "	
22 "	"									56363	22 4 0 0	"		92104	42 0 0 0			1064 11 2	25 3 4	1 "	
18 April	Star of the Sea	1336	299 18 3 2									Ebbw Vale Co.	16 10 0	306 0 0	21 13 4	9 19 10		397 10 2	17 18 6	1 "	
18 "	"					21610	11 18 1 22					Baylis, Jones, & Baylis.	17 10 0	1891 17 7	224 15 3	51 14 2	5 17 0	2934 4 6	6 19 1	8 Aug.	
18 "	"											"		268 12 10	11 11 3	5 14 1		225 18 2	18 19 5	8 "	
18 "	"									24136	9 13 2 9	"		23 10 0	412 13 1	17 5 1		441 3 11	25 2 7	8 "	
18 "	"											"		154 17 3	0 4 9	4 4 10		168 6 10	17 7 11	8 "	
18 "	"					21438	11 17 0 0					"		17 10 0	297 7 6	5 15 3		224 13 6	19 10 3	8 "	
13 "	"											"		23 10 0	415 19 0	17 4 1		444 11 2	25 2 4	8 "	
13 "	"									28936	9 12 0 0	"		10 0 0	153 12 0	0 4 1	4 6 0		167 2 1	17 8 2	8 "
12 "	Ellis Nicholson					127563	70 7 0 0					"		17 5 0	1213 10 9	68 16 6	32 19 1		1316 6 4	18 13 11	30 July.
12 "	"									329329	150 3 0 0	"		23 5 0	3490 19 9	147 9 0	94 16 3		3738 5 0	24 17 3	30 "
12 "	"									193594	79 13 0 0	"		15 15 0	1254 9 9	75 13 3	34 1 5		1365 4 5	17 12 10	30 "
3 May	Nereus	6416	1375 19 3 15									Ebbw Vale Co.	5 8 6	7452 12 3	1720 0 0	244 8 2	57 9 0	9484 9 11	6 17 10	30 Aug.	
3 April	Star of the Sea			18226	89 9 1 24							"		5 14 7	612 10 3	117 14 10	5 2 6	9 6 9	644 14 4	7 4 1	30 "
16 June.	Raglan Castle	1849	400 0 1 4									Phoenix B. & N. Co.	18 0 0	181 14 0	10 8 1	5 4 8		207 6 9	19 0 5	8 "	
19 "	"			21240	105 3 3 0					28120	11 2 0 0	"		23 10 0	497 0 0	20 12 4		631 5 11	25 2 5	8 "	
5 "	Loch Fergus.	696	150 3 0 9									Ebbw Vale Co.	6 0 3	2406 1 8	300 0 3	68 12 8		2773 14 7	6 18 8	11 Sept.	
2 July	Kenyon	1627	350 8 2 1									"		8 0 0	841 10 0	24 0 9		948 12 3	9 0 4	11 "	
18 May	"											"		6 0 3	902 16 0	112 12 4	20 0 2		1041 8 6	6 18 8	11 "
18 "	"					19752	11 0 1 6					Phoenix B. & N. Co.	18 0 0	2106 18 8	262 16 4	34 13 7	2 16 0	2497 4 7	6 17 5	17 Oct.	
18 "	"									27397	10 17 1 26	"		198 5 6	0 5 11	5 4 4		212 15 9	19 6 6	17 "	
												"		23 10 0	508 13 7	15 1 11	13 7 10		640 3 4	24 10 0	17 "
												"		16 10 0	179 8 5	9 0 11	4 14 5		193 3 9	17 10 11	17 "
		23145	5000 3 0 11	70210	945 16 1 0	267666	147 14 3 0	356666	154 4 0 7	637702	291 10 0 13		£	43448 14 11	5885 14 0	1172 0 9	181 12 6	56030 2 2			
Indent for 2,368 D. H. steel Rails, for renewals, Existing Lines, Great Southern and Western Railway, 10th May, 1876.																					
1876.	Per Ardan.	359	89 15 3 27									Llandore Steel Co.	£ 4 8	820 5 0	19 16 2	8 10 7	33 13 6	891 14 3	9 18 7	18 Jan.	
4 Oct.	Cutty Sark	606	149 19 1 0									"	9 4 8	1384 15 10	32 15 4	14 10 11	56 4 9	1468 15 10	9 18 7	1 "	
30 Sept.	Bertram Kighy	997	250 2 2 8									"	9 4 8	2909 15 8	64 9 11	25 0 3	93 16 1	2433 1 11	9 18 7	25 "	
25 Oct.	Trafalgar	406	100 8 2 22									"	9 4 8	927 9 0	22 3 2	10 0 10	37 14 0	997 7 0	9 18 7	Feb.	
		2368	590 6 2 1										£	5451 5 6	129 4 7	59 0 7	221 8 4	5360 10 0			
Indent for 2,358 D. H. steel Rails, for renewals, 27th October, 1876.																					
1877.	St. Lawrence.	872	249 7 2 11									Llandore Steel Co.	7 18 0	1970 2 0	45 11 9	24 18 9	187 1 8	2227 14 2	8 18 8	June.	
31 Mar.	Saml. Plimsoll	988	236 11 1 25									"	7 18 0	1898 18 8	43 0 5	23 18 2	177 8 5	2113 0 8	8 18 7	27 Aug.	
12 "	"	403	104 7 2 12									"	7 18 0	824 12 1	19 16 7	10 8 9	78 5 8	933 8 1	8 18 10	27 "	
		2263	590 6 2 20										£	4693 12 9	108 3 9	59 0 8	442 15 9	5273 17 11			

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 4 continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines during the year 1877.

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.
1876.				T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1877.
27 July	Duke of Sutherland.	Beyer, Peacock, & Co.	3 pr. 4' Eng. wheels and axles	...	...	120 0 0	360 0 0	3 11 3	13 15 0	1 12 6	378 18 9	...	126 6 3	Jan.
27 "	"	"	2 pair tender wheels	...	...	45 0 0	90 0 0	0 18 5	3 16 4	0 4 0	94 18 9	...	47 9 5	"
26 June	"	Pontifx & Wood	14 copper plates	2 14 3 1 1/2	91 3 4	...	249 12 5	1 7 5	9 12 11	0 6 10	260 19 7	95 6 2	...	"
11 Sept.	Per Ardua	J. Perkins & Sons	300 yds. silk cord	...	...	0 0 3	3 15 0	0 10 0	0 4 7	0 0 1	4 9 8	...	0 0 3 1/2	"
30 Aug.	"	Pat. Woollen Cloth Co.	200 yards saddle felt	...	...	0 5 4 1/2	53 15 0	1 6 3	2 12 8	0 0 9	57 14 8	...	0 5 9 1/2	"
6 Sept.	"	Birmingham Battery and Metal Co.	Sheet brass	0 8 1 11	104 10 10	...	43 12 9	0 10 0	2 1 11	0 0 10	46 5 6	110 17 3	...	"
21 Sept.	Bertram Rigby	Cammell & Co.	1,000 w. bearing spgs.	...	...	0 12 10 1/2	643 11 8	18 8 5	24 11 10	18 5 11	704 17 10	...	0 14 1 1/2	"
21 "	"	Fried Krupp	36 C. S. tyres	...	...	7 7 1	264 14 3	4 19 4	10 0 9	1 0 0	280 14 4	...	7 15 11	"
20 "	"	T. Turton & Sons	12 engine springs	...	...	4 2 8	49 11 11	0 11 11	2 5 11	0 2 2	52 11 11	...	4 7 8	"
21 "	"	Cammell & Co.	999 W. buffers	...	...	1 17 6	1873 2 6	39 4 5	70 10 1	7 16 9	1990 13 9	...	1 19 10	"
25 Oct.	Trafalgar	R. Stephenson & Co.	2 sets coupling rods	...	...	53 0 0	106 0 0	1 0 6	4 6 7	0 7 9	111 14 10	...	55 17 5	Feb.
23 "	Alexander Duthie	P. Shaft and A.-tree Co.	100 prs wheels and axles	...	...	16 10 0	1650 0 0	56 5 0	62 3 8	37 10 0	1805 18 6	...	18 1 2	"
19 "	"	T. Jowett & Sons	Bars steel	0 9 0 13	46 15 10	...	21 6 7	0 10 0	1 4 8	0 1 0	23 2 3	50 14 1	...	"
26 "	"	Darlaston Steel & Iron Co.	charcoal sheet iron	1 17 3 23	21 4 1 1/2	...	40 4 6	0 19 0	1 19 0	0 3 9	43 6 3	22 16 5	...	"
26 "	"	Cammell & Co.	1,000 w. bearing spgs.	...	...	0 12 10 1/2	644 12 10	18 11 9	24 11 9	18 9 3	706 5 7	...	0 14 1 1/2	"
6 Nov.	Jubilee	P. Shaft and A.-tree Co.	50 pr. w. and axles	...	...	16 10 0	825 0 0	37 10 0	31 6 0	18 15 0	912 11 0	...	18 5 0	March.
17 "	British Monarch.	"	100	...	...	16 10 0	1650 0 0	65 12 6	61 5 1	24 15 0	1801 12 7	...	18 0 4	April.
10 "	"	Cammell & Co.	1,001 w. buffers	...	...	1 17 6	1876 17 6	58 7 9	70 10 10	7 17 1	2013 13 2	...	2 0 2 1/2	"
31 Oct.	Vellore	Vickers, Sons, & Co.	1 crank axle	...	...	56 10 0	56 10 0	0 10 0	2 8 10	0 0 8	59 9 6	...	59 9 6	March.
7 Nov.	"	Broughton Copper Co.	Copper rod	3 0 1 22	82 17 6	...	250 9 6	2 10 0	9 13 3	1 13 3	264 6 0	87 9 0	...	"
14 "	"	Beyer, Peacock, & Co.	4 loco. engines	...	...	2650 0 0	10600 0 0	650 0 0	131 10 3	122 16 5	11453 16 6	...	2863 9 2	"
15 "	"	P. Shaft and A.-tree Co.	150 pr. w. and axles	...	...	16 10 0	2475 0 0	112 10 0	93 1 1	54 0 0	2734 11 1	...	18 4 7	"
4 "	"	Brown, Bailey, & Dixon	2,000 C.S. volute spgs.	...	...	0 3 8 1/2	369 3 2	9 4 3	14 5 1	1 4 7	393 17 1	...	0 3 11 1/2	"
8 "	"	Hayward, Tyler, & Co.	1 pipe proving apparatus	...	...	18 11 0	18 11 0	1 1 0	1 3 4	0 1 0	20 16 4	...	20 16 4	"
24 "	British Monarch.	T. Turton & Sons	Key steel	1 18 3 3	23 8 0	...	45 7 5	1 10 11	2 1 7	0 4 0	49 3 11	25 7 6	...	April.
30 "	Centaur.	P. Shaft and A.-tree Co.	100 pr. w. and axles	...	...	16 10 0	1650 0 0	65 12 6	61 15 3	37 10 0	1814 17 9	...	18 3 0	June.
5 Dec.	"	Brown, Marshall, & Co.	500 Carr's A. boxes	...	...	1 5 3	631 5 0	18 2 2	23 12 5	2 8 3	675 7 10	...	1 7 0	"
9 Nov.	Dinapore	J. Millwraith & Co.	300 yds. wax cloth	...	...	0 3 2	47 10 0	0 14 0	1 12 3	0 1 2	49 17 5	...	0 3 4	April.
1877.														
6 Jan.	Earl Dalhousie	P. Shaft and A.-tree Co.	50 pr. w. and axles	...	...	16 10 0	825 0 0	37 10 0	31 5 5	9 15 0	903 10 5	...	18 1 5	May.
1876.														
27 Nov.	Bannockburn	Beyer, Peacock, & Co.	4 loco. engines	...	...	2650 0 0	10600 0 0	600 0 0	131 0 1	122 16 5	11453 16 6	...	2863 9 2	April.
4 Jan.	"	G. E. Illingworth	1 chuck	...	...	10 14 6	10 14 6	0 10 0	0 15 9	0 0 2	12 0 5	...	12 0 5	"
1876.														
7 Dec.	"	Tangye Bros.	6 special pumps	...	...	181 3 11	1087 3 5	52 13 7	40 10 1	4 10 11	1184 18 0	...	197 9 8	"
11 "	Chervell	P. Shaft and A.-tree Co.	100 pr. w. and axles	...	...	16 10 0	1650 0 0	65 12 6	61 15 3	37 10 0	1814 17 9	...	18 3 0	May.
14 "	Dinapore	Cammell & Co.	Diamond C. steel	1 1 2 20	95 0 0	...	102 19 6	1 4 4	4 3 10	0 2 1	108 9 9	100 1 9	...	April.
17 "	Westn. Monarch.	W. H. Bailey & Co.	Oil tester	...	...	25 0 0	25 0 0	0 10 0	1 6 4	0 0 2	26 16 6	...	26 16 6	May.
18 "	"	Allen, Everett, & Sons.	Brass B. tubes	2 7 1 7 1/2	79 12 6	...	188 7 5	2 15 0	7 6 2	0 5 11	198 14 6	84 0 1	...	"
							41078 17 10	1932 14 2	1016 5 8	532 8 8	44560 6 4			

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 4 continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines—continued.

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.
				T. c. q. lbs	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1877.
1877.							41078 17 10	1932 14 2	1016 5 8	532 8 8	44560 6 4			
3 Jan..	Kosciusko	Brown, Marshall, & Co.	500 Carr's axle-boxes			1 5 3	631 5 0	24 2 11	23 12 5	2 8 2	681 8 6		1 7 3	May.
30 "	Lady Belhaven..	"	500			1 5 3	631 5 0	24 2 11	23 19 6	2 8 3	681 15 8		1 7 3	June.
11 "	Westn. Monarch.	Turton & Sons	Steel ferrules	1 5 3 4			135 7 2	1 17 7	5 7 3	0 3 2	142 15 2			May.
9 "	"	Pontifex & Wood	Copper plates	0 16 3 23	90 3 4		76 9 2	0 14 10	3 4 3	0 2 2	80 10 5	94 19 7		"
6 "	Niobe.....	P. Shaft and A.-tree Co	50 pr. w. and axles				825 0 0	37 10 0	32 10 11	18 15 0	913 15 11		18 5 6	"
1876.														
19 Dec..	"	"	100				16 10 0		18 14 0	20 5 0	1763 19 0		17 12 9	"
30 "	"	R. Stephenson & Co....	1 copper plate				45 0 0	0 10 0	2 1 0	0 0 8	47 11 8		47 11 8	"
1877.														
4 Jan..	Glenrosa	Beyer, Peacock, & Co..	4 loco. engines			2650 0 0	10600 0 0	650 0 0	131 0 7	122 16 5	11503 17 0		2875 19 3	"
1876.														
21 Dec..	Coriolanus.....	R. Stephenson & Co....	2 boilers			990 0 0	1980 0 0	86 15 10	74 8 8	14 2 4	2155 6 10		1077 13 5	"
21 "	"	"	4 pr. Eng. w. and axles			174 15 4	699 1 6	10 1 7	26 5 4	4 0 6	739 8 11		184 17 3	"
1877.														
30 Jan..	Lady Belhaven..	P. Shaft and A.-tree Co.	100 pr. w. and axles			16 10 0	1650 0 0	75 0 0	61 4 7	37 10 0	1823 14 7		18 4 9	June.
2 Feb..	"	Vickers, Sons, & Co....	40 C.S. tyres			5 0 4	200 12 6	7 11 4	7 16 0	0 15 2	216 15 0		5 8 5	"
24 Jan..	"	J. Spencer & Sons	300 volute springs			0 13 4	200 0 0	3 15 6	7 15 3	0 7 7	211 18 4		0 14 11	"
21 Feb..	St Lawrence	G. Macintosh & Co....	1,000 I.R. draw springs			0 16 1	804 7 6	6 0 0	30 13 2	0 0 6	841 1 2		0 16 9	"
7 "	"	Ibbotson Bros. & Co....	72 block files			1 3 2	83 8 0	0 10 0	3 10 7	0 0 7	87 9 2		1 4 3	"
25 Jan..	"	Hendry Bros.	36 Bourdons S.P. gauges			1 14 5	61 19 0	0 10 0	2 16 9	0 0 6	65 6 3		1 16 3	"
5 Feb..	"	J. Brown & Co....	650 buffers			1 10 0	975 0 0	41 15 4	36 6 8	4 15 6	1057 17 6		1 12 6	"
7 "	"	Britannia Rubber Co....	500 I.R. springs			0 15 0	375 0 0	3 0 6	14 1 10	0 5 2	392 7 6		0 15 8	"
27 "	"	Staffordshire Wheel & Axle Co.	100 pr. w. and axles			16 14 9	1673 15 0	72 10 0	82 17 3	33 0 0	1862 2 3		18 12 5	"
7 Feb..	Portia	P. Shaft and A.-tree Co.	100			16 10 0	1650 0 0	75 0 0	61 4 7	37 10 0	1823 14 7		18 4 8	"
13 "	Abergeldie	Britannia Rubber Co....	500 I.R. springs			0 15 0	375 0 0	2 19 11	14 1 10	0 5 1	392 6 10		0 15 8	"
3 "	Portia	Beyer, Peacock, & Co..	4 loco. goods engines			2761 13 4	11046 13 4	600 0 0	133 13 6	112 2 7	11892 9 5		2973 2 4	"
3 "	"	"	4 loco. pass. engines			2650 0 0	5300 0 0	300 0 0	66 16 9	61 7 11	5728 4 8		2864 2 4	"
3 Mar..	Min-y. Don	Midland Waggon Co.	200 Carr's A boxes			0 17 5	174 13 9	9 12 7	6 17 3	0 19 3	192 2 10		0 19 2	"
24 Feb..	Min-y. Don	North B. Rubber & Co.	200 I.R. springs			0 16 8	167 0 0	1 5 6	6 12 1	0 1 5	174 19 0		0 17 6	"
28 "	"	Craven Bros.	1 loco. valve facing machine..			30 0 0	30 0 0	0 10 0	1 10 3	0 0 4	32 0 7		32 0 7	"
4 Mar..	"	Wm. Lee.....	18 Roscoe's lubricators			4 1 0	72 18 0	0 10 0	3 3 0	0 0 6	76 11 6		4 5 1	"
20 Feb..	"	Brit. Rubber Co....	200 I.R. springs			0 15 0	150 0 0	1 5 5	5 19 3	0 2 1	157 6 9		0 15 8	"
2 Mar..	"	Beyer, Peacock, & Co..	4 loco. goods engines			2761 13 4	11046 13 4	600 0 0	135 10 10	112 2 7	11894 6 9		2973 11 8	"
7 "	Centurion	Brown, Marshall, & Co.	500 Carr's axle-boxes			1 5 3	631 5 0	24 2 10	23 19 6	2 8 3	681 15 7		1 7 3	"
14 Feb..	Commonwealth...	T. Turton & Sons	200 C.S. volute springs			0 3 6	35 6 10	1 1 5	1 14 0	0 2 2	38 4 5		0 3 9	"
14 "	"	"	2,000			0 3 9	375 12 5	11 5 0	14 5 10	1 2 6	402 5 9		0 4 0	"
10 "	Holmsdale	Staffordshire W. & A. Co.	100 prs. w. and axles			16 14 9	1673 15 0	72 10 0	43 1 5	37 10 0	1826 16 5		18 5 4	"
7 Mar..	"	Tangye Bros.	6 special pumps			107 4 7	643 7 9	20 0 3	24 0 3	2 19 5	690 7 8		115 1 3	"
							97748 13 1	4774 5 5	2147 2 0	1162 19 5	105833 0 0			

No. 4 continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines—continued.

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.
				T. c. q. lbs	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1877.							97748 13 1	4774 5 5	2147 2 0	1162 19 5	105833 0 0			1877.
5 May	Gilroy	Staffordshire W. & A. Co.	200 prs. w. and axles			16 14 9	3347 10 0	145 0 0	123 15 0	75 0 0	3691 5 0		18 9 1½	July.
23 Mar	"	Ry. Spring Co.	2,200 bearing springs			0 13 1½	1444 14 4	74 15 10	54 12 5	7 11 7	1581 14 2		0 14 4½	"
28 "	"	J. Brown & Co.	500 buffers			1 10 0	750 0 0	32 2 7	28 9 3	3 13 5	814 5 3		1 12 6½	"
9 "	"	Staffordshire W. & A. Co.	100 prs. w. and axles			16 14 9	1673 15 0	72 10 0	62 19 6	37 10 0	1846 14 6		18 9 4	"
23 "	"	Craen Bros.	2 sets nut-cutting discs			6 0 0	12 0 0	0 10 0	0 16 10		13 6 10		6 13 5	"
23 "	Corona	J. Brown & Co.	500 buffers			1 10 0	750 0 0	32 2 7	28 9 3	3 13 5	814 5 3		1 12 6½	"
21 April	Star of Sea	Tangic Bros.	16 screw-jacks			16 9 11	263 19 8	1 7 11	10 4 4	0 3 8	275 15 7		17 4 9	Aug.
24 "	"	Midland Waggon Co.	504 Carr's axle-boxes			0 17 5½	440 4 3	20 15 5	16 17 5	2 7 6	480 4 7		0 19 0½	"
27 "	"	Ransomes & Rapier	40,000 elm keys			7 13 6	307 0 0	28 12 11	7 12 0	2 6 5	345 11 4		8 12 9	"
16 "	"	Staff. W. & Axle Co.	150 prs. w. and axles			16 14 9	2510 12 6	108 15 0	94 5 10	56 10 0	2770 3 4		18 9 44	"
9 "	"	J. Perkins & Son	1,600 yards lace			0 0 6	39 17 11	0 7 6	1 14 0	0 0 2	41 19 7		0 0 6½	"
9 "	"	"	100 G. daisy tufts			0 1 10	9 3 4	0 2 6	0 11 3		9 17 1		0 1 11½	"
26 "	Sir Jamsct Jee Family.	N. B. Rubber Co.	508 L.R. springs			0 16 9½	426 8 10	1 19 5	16 2 5	0 4 1	444 14 9		0 17 6	"
7 "	Hawkesbury	Midland Waggon Co.	504 Carr's A. boxes			0 17 5½	440 4 3	20 16 4	16 11 6	2 7 7	479 19 8		0 19 0	July.
29 Mar	"	Broughton Copper Co.	Copper rod	3	0 1 2	84 16 8	255 12 3	2 19 5	9 13 0	0 6 9	268 11 5	89 19 2		"
9 April	"	N. B. Rubber Co.	592 L.R. springs			0 16 7½	492 2 0	2 16 11	18 5 0	0 5 4	513 9 3		0 17 4½	"
2 "	"	W. H. Bailey & Co.	24 Roscoe's lubricators			2 14 0	64 16 0	0 10 0	2 16 7	0 0 4	68 2 11		2 16 9	"
27 Mar	Eliz Nicholson.	Staff. W. & Axle Co.	100 prs. w. and axles			16 11 6	1657 10 0	72 10 0	62 10 6	37 10 0	1830 0 6		18 6 0	"
14 "	Corona	"	100 do.			16 14 9	1673 15 0	72 10 0	62 19 7	37 10 0	1846 14 7		18 9 4	"
31 "	Rydalmere	Vickers, Sons, & Co.	100 engine tyres			10 0 0	1000 0 0	34 17 9	41 10 0	3 1 6	1079 9 3		10 15 10	Aug.
31 "	"	"	700 carriage do.			4 10 9	3176 5 0	95 19 0	114 2 6	8 9 1	3394 15 7		4 16 11	"
5 April	Annle H. Smith.	Jackson & Sharp	1 sleeping car			1573 19 5	1573 19 5	155 2 0	21 0 0	2 0 0	1752 1 5		1752 1 5	July.
5 "	"	"	1 1st class do.			924 16 8	924 16 8	91 5 0	12 18 6	2 0 0	1031 0 2		1031 0 2	"
5 "	"	"	1 2nd do. do.			649 2 6	649 2 6	65 6 0	9 12 8	2 0 7	726 1 9		726 1 9	"
4 May	Carlisle	H. Pooley & Son	6 12 t. w. machines			99 0 0	594 0 0	46 4 2	22 18 3	0 9 6	663 11 11		110 12 0	Sept.
12 "	Agnes Rose	J. H. Stewart & Co.	2,000 lubricators			0 1 2½	121 17 6	0 15 3	4 16 5	0 0 3	127 9 5		0 1 34	"
17 "	"	J. C. Dolan & Co.	214½ yards carriage cloth			0 7 3	77 15 1	0 10 0	3 6 7	0 0 4	81 12 0		0 7 74	"
1 "	Rydalmere	J. Brown & Co.	350 buffers			1 10 0	525 0 0	19 5 7	19 3 10	2 11 5	566 0 10		1 12 4	Aug.
7 "	"	"	200 do.			1 10 0	300 0 0	11 0 5	12 0 9	1 9 5	324 10 7		1 12 5	"
7 "	Carlisle	Midland Waggon Co.	400 car. axle-boxes			0 17 5½	349 7 6	16 10 7	13 9 9	1 18 7	381 6 5		0 19 0½	Sept.
16 "	John Duthie.	"	392 do.			0 17 5½	342 7 9	16 4 8	13 0 3	1 17 1	373 9 9		0 19 0½	"
7 "	County of Anglesa.	Beyer, Peacock, & Co.	4 loco. goods engines			2761 13 4	11046 13 4	600 0 0	135 8 4	112 2 7	11894 4 3		3973 11 1	Oct.
14 June	Wm. Duthie	Ransomes & Rapier	20,000 elm keys			7 13 6	153 10 0	14 6 6	3 18 0	1 3 0	172 17 6		8 12 10	Oct.
26 May	Agnes Rose	"	40,000 do.			7 13 6	307 0 0	25 10 5	7 10 9	2 7 9	342 8 11		8 11 2½	Sept.
18 "	Martha Bernie	Midland Waggon Co.	200 Carr's axle-boxes			0 17 5½	174 13 9	9 10 5	6 17 2	0 19 1	192 0 5		0 19 24	"
6 June	"	J. B. Edmonson	12 dating presses			2 0 104	24 10 4	0 10 0	0 19 9	0 0 2	26 0 3		2 3 44	"
1 "	Norman-Court	Staff. Wheel & Axle Co	50 prs. w. and axles			16 14 9	836 17 6	31 14 5	31 13 2	17 17 6	918 2 7		18 7 3	Oct.
19 "	Cairnbulg	"	100 do.			16 14 9	1673 15 0	63 8 9	62 15 5	36 5 0	1836 4 2		18 7 3	"
9 May	Raglan Castle	Beyer, Peacock, & Co.	24 Cliford's injectors			10 15 0	258 0 0	0 17 3	9 18 2	0 1 5	268 16 10		11 4 0½	Sept.
21 July	Wallace	Jas. Radley & Son	20 head lamps			11 11 0	231 0 8	35 2 6	3 6 6	0 6 0	269 15 8		13 9 9	Nov.
24 "	Cape Verde	T. Turton & Sons	Pin steel	1	0 0 0	18 10 6	18 10 6	1 1 4	1 2 6	0 2 0	20 16 4	20 16 4		"
							138667 0 11	6,800 11 0	3317 16 11	1627 1 11	150412 11 7			

No. 4 continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines—continued.

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.
				T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1877.
1877.							138667 0 11	6800 11 9	3317 16 11	1627 1 11	150412 11 7			
24 July...	Cape Verde	Tangye Bros.	300 pump buffers & valves cats			0 3 0	44 17 0	0 10 0	2 0 4	0 0 2	47 7 6		0 3 2	Nov.
30 "	La Hogue	Fried Krupp	48 C.S. tyres			7 17 5	377 14 6	16 16 10	13 16 3	1 13 9	410 1 4		8 10 10	"
8 Aug...	Parramatta	R. Dudgeon	12 tube expanders			8 1 8	97 0 0	0 7 6	3 14 6	0 0 1	101 2 1		8 8 6	Dec.
24 Sept...	Cuzco	Fairbanks & Co.	2 12-ton w. bridges			65 0 0	130 0 0			0 10 0	130 10 0		65 5 0	Nov.
27 Aug...	"	G. Bailey, Toms, & Co	Angle iron	2 19 1 26	18 10 6		55 1 9	2 12 1	2 7 10	0 6 0	60 7 8	20 6 1		"
20 Sept...	"	J. B. Edmonson	24 ticket dating presses			1 19 11	47 17 8	1 3 10	3 12 9	0 0 3	52 14 6		2 3 11	"
31 May...	Star of the West	Baldwin Loco. Co.	1 locomotive engine			2164 10 0	2164 10 0	250 0 0		61 15 10	2476 5 10		2476 5 10	Oct.
30 Aug...	Kirkwood	N. British Rubber Co.	650 I. R. springs			0 15 9	511 17 6	4 18 6	18 19 11	0 5 8	536 1 7		0 16 6	Dec.
31 "	"	Hyde, Archer, & Co.	3800 yards lace			0 0 4	65 12 1	0 14 0	2 12 0	0 0 1	68 18 2		0 0 4	"
31 "	"	"	200 gross daisy tufts			0 1 8	16 15 0	0 5 0	0 15 0	0 0 1	17 15 1		0 1 9	"
31 "	"	"	300 yards hat cord			0 0 2	3 5 5	0 1 0	0 3 10	0 0 1	3 10 4		0 0 2	"
23 "	"	J. McIlwraith & Co.	300 yards wax cloth			0 3 2	47 10 0	1 1 4	2 3 3	0 1 1	50 15 8		0 3 4	"
24 July...	Bruckley Castle	Hird, Dawson, & Hardy	Rivets	4 0 0 0	29 0 1		116 0 6	4 8 0	4 7 5	0 8 10	125 4 9	31 6 2		"
31 Aug...	Brilliant	Smith, Peacock, and Tannetl	2 lathes				770 0 0	42 0 0	28 0 0	12 0 0	852 0 0		426 0 0	"
31 "	"	"	1 planing machine			420 0 0	420 0 0	21 0 3	16 15 7	4 3 0	461 17 10		461 17 10	"
							£ 143535 2 4	7146 10 1	13417 5 7	1708 5 10	155807 3 10			

No. 4 continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Northern Line during the year 1877.

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.	1877.
1876.														
21 Sept...	Bertram Rigby	Fried Krupp	56 C. S. tyres			7 7 1	411 15 6	8 18 3	15 12 3	1 15 6	438 1 6		7 16 5	25 Jan.
18 Dec...	Hamlet	Beyer, Peacock, & Co.	4 loco. pass. engines			2650 0 0	10600 0 0	550 0 0	182 3 6	139 2 7	11471 6 1		2867 16 6	30 June.
18 "	"	"	3 pairs Eng. wheels			112 0 0	336 0 0	5 17 8	14 8 3		356 5 11		118 15 4	"
1877.														
3 Feb.	Prince Victor	Muntz Metal Co.	200 brass B. tubes	3 0 0 2	77 0 0	0 0 8	231 1 9	3 11 11	9 19 9		244 13 5		81 10 8	"
26 "	"	Manning, Wardle, & Co.	2 copper tube plates			47 0 0	94 0 0	0 14 10	4 7 5		99 2 3		49 11 2	"
23 "	"	Geo. Baker & Co.	100 yards C. wire gauze			0 7 6	37 10 0	0 10 0	1 19 4		39 19 4		0 8 0	"
31 Mar...	City of Agra	Fried Krupp	13 c. s. tyres			0 6 0	6 19 8	3 10 11	4 6 2		98 13 6		7 11 9	1 Sept.
5 April...	Star of the Sea	Beyer, Peacock, & Co.	6 loco. goods engines			2785 5 11	16711 15 6	750 0 0	285 14 6	260 3 2	18007 13 2		3001 5 6	8 Aug.
21 "	"	Tangye Bros.	4 traversing jacks			14 6 5	57 5 8	0 10 0	2 15 6		60 11 2		15 2 9	"
9 May...	Raglan Castle	Beyer, Peacock, & Co.	1 loco. boiler			1050 0 0	1050 0 0	30 13 1	44 12 9	20 0 0	1145 5 10		1145 5 10	11 Sept.
23 "	"	R. Stephenson & Co.	1 do.			990 0 0	990 0 0	40 3 7	42 7 8	20 0 0	1092 11 3		1092 11 3	"
11 July...	Vernon	Brit. Rubber Co.	110 I. R. springs			0 14 2	78 1 8	0 11 9	3 5 1		81 18 6		0 14 10	29 Nov.
28 "	Parramatta	Ry. Spring Co.	48 steel buffer springs			2 1 9	100 5 7	5 10 2	4 1 8		109 17 5		2 5 9	6 Dec.
1 Aug...	"	Rd. Dudgeon	4 tube expanders			4 8 10	17 15 6	0 2 6	0 17 8		18 15 8		4 13 11	"
							£ 30806 7 7	1400 14 8	616 11 6	441 1 3	33264 15 0			

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APPENDIX TO REPORT ON RAILWAYS—1877.

RETURN of Rolling Stock on hand on the Railways of New South Wales, 31st December, 1877.

Name of Railways.	Locomotives.				Passenger Stock.												Goods Stock										Grand Total of Passenger and Goods Stock, &c.			
	Tank Engines.	Passenger Engines.	Goods Engines.	Total.	Sleeping Carriages.	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 Waggon.	B—High-sided Waggon.	C—Covered Vans.	D—Medium-sided.	E—Timber Waggon.	Powder Vans.	Sheep Vans.	Cattle Vans.		Meat Vans.	Ballast Waggon.	Total Goods.
1877.																														
Southern and Western	14	50	38	102	1	28	25	6	20	68	5	1	2	51	26	15	248	34	72	105	98	1,476	182	6	38	61	10	37	2,119	2,469
Northern	4	11	21	36	...	13	2	..	..	49	3	...	...	19	12	6	104	18	40	40	39	424	24	2	34	22	1	43	687	827
Total, 31st December, 1877	18	61	59	138	1	41	27	6	20	117	8	1	2	70	38	21	352	52	112	145	137	1,900	206	8	72	83	11	80	2,806	3,296
1876.																														
Southern and Western.....	14	35	26	75	...	21	27	6	20	68	5	1	2	51	26	15	242	27	72	105	104	1,149	118	..	44	61	10	43	1,733	2,050
Northern	4	7	15	26	..	13	...	..	..	49	3	..	...	19	12	6	102	15	40	40	39	246	12	2	28	23	...	37	482	610
Total, 31st December, 1876	18	42	41	101	..	34	27	6	20	117	8	1	2	70	38	21	344	42	112	145	143	1,395	130	2	72	84	10	80	2,215	2,660
Increase .....	...	19	18	37	1	7	..	..	..	..	..	..	..	..	..	..	8	10	..	..	..	505	76	6	..	..	1	..	598	643
Decrease .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6*	..	..	..	..	1†	..	..	7	..

*Six Covered Vans converted into Powder Vans.

† One Cattle Van converted into Meat Van.

No. 6.

PUBLIC DEBT FOR RAILWAYS.

STATEMENT showing the Amounts appropriated for Railway Services to 31st December, 1877; 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, New- castle to Maitland	62,499 10 0	0 10 0	.....
50,000 0 0	Surveys, experiments, and preparations for the exten- sion of Railways.....	49,997 19 7	2 0 5	.....
112,500 0 0		112,497 9 7	2 10 5	.....
	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	4,578 19 3	421 0 9	.....
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		1,474,616 9 7	423 5 3	1,019 5 2
3,747,482 18 8	Carried forward	3,745,275 18 11	498 6 4	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.....	3,745,275 18 11	498 6 4	1,708 13 5
26 VICTORIA, No. 14.				
700 0 0	Valuation of Land	696 0 0		4 0 0
11,182 0 0	Works in progress—Authorized Extensions	10,523 3 5		658 16 7
1,000 0 0	Bridge over the Railway, near Newcastle	1,000 0 0		
16,000 0 0	Additional Line from Newcastle to Wallsend Junction	14,684 8 6	1,315 11 6	
350 0 0	Additional Telegraph Wire for Railway purposes from Parramatta to Penrith	336 5 6		13 14 6
675 0 0	Additional Telegraph Wire for Railway purposes from Campbelltown to Pictou	514 16 8	160 3 4	
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	Traverses 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, Pictou, 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 from 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	1,054 9 6	1,945 10 6	
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		31,054 9 6	1,945 10 6	
5,144,796 18 8	Carried forward	£ 5,119,871 1 7	22,540 10 7	2,385 6 6

APPENDIX TO REPORT ON RAILWAYS—1877.

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
5,144,796 18 8	Brought forward.....	5,119,871 1 7	22,540 10 7	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	11,540 10 4	1,459 9 8	.....
2,000 0 0	Additional Machinery	1,571 17 0	428 3 0	.....
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	30,268 18 3	231 1 9	.....
5,000 0 0	Excavating Station-yard, Redfern	4,337 13 3	662 6 9	.....
3,500 0 0	Additional Machinery	3,500 0 0	.....	.....
6,000 0 0	New Passenger Station and Platforms, Newcastle, including road approaches	2,122 18 0	3,877 2 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		164,596 13 6	14,403 6 6	.....
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	1,130,262 3 9	737 16 3	.....
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	279,000 0 0	.....	.....
361,500 0 0	Construction of a Line—Murrurundi to Tamworth.....	254,009 0 0	107,491 0 0	.....
1,901,500 0 0		1,793,242 3 5	108,257 16 7	.....
8,739,808 18 8	Carried forward	8,586,027 12 3	151,395 19 11	2,385 6 6

APPENDIX TO REPORT ON RAILWAYS—1877.

Appropriations	Particulars	Expended	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
8,739,808 18 8	Brought forward.....	8,586,027 12 3	151,395 19 11	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.....	21,675 16 1	3,324 3 11	.....
10,000 0 0	Engine-sheds	6,263 19 9	3,736 0 3	.....
8,000 0 0	Enlarging Machine-shop, Sydney	2,998 1 9	5,001 18 3	.....
2,000 0 0	Additional Machinery, Sydney	1,805 16 2	194 3 10	.....
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.	44,980 18 9	19 1 3	.....
1,000 0 0	Unadjusted Land Claims	110 10 8	889 9 4	.....
50,000 0 0	To connect Great Northern Railway with the New Wharfage Accommodation at Bullock Island	33,241 14 9	16,758 5 3	.....
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		286,697 0 9	30,302 19 3	.....
	39 VICTORIA, No. 18.			
20,000 0 0	Trial Surveys	20,000 0 0	.....	.....
50,000 0 0	Rolling Stock.....	49,599 17 2	400 2 10	.....
5,000 0 0	Additional Machinery	2,948 10 5	2,051 9 7	.....
75,000 0 0		72,548 7 7	2,451 12 5	.....
	40 VICTORIA, No. 12.			
350,000 0 0	Orange to Wellington	75,652 15 0	274,347 5 0	.....
260,000 0 0	Wellington to Dubbo	26,171 10 4	233,828 9 8	.....
384,000 0 0	Juncce to Narandera	51,577 13 5	332,422 6 7	.....
600,000 0 0	Tamworth to Armidale	65,000 0 0	535,000 0 0	.....
220,000 0 0	Wero's Creek to Gunnedah	39,117 12 9	180,882 7 3	.....
25,000 0 0	Trial Surveys	11,161 7 8	13,838 12 4	.....
150,000 0 0	Additional Rolling Stock	123,911 19 10	26,088 0 2	.....
10,000 0 0	For strengthening the Bridge and improving the gradients on the Windsor and Richmond Line	5,584 16 8	4,415 3 4	.....
1,999,000 0 0		398,177 15 8	1,600,822 4 4	.....
	41 VICTORIA, No. 4.			
30,000 0 0	To complete line from Goulburn to Wagga Wagga.....	29,996 12 0	3 8 0	.....
20,352 0 0	To complete the Extension into Bathurst.....	5,410 1 3	14,941 18 9	.....
77,000 0 0	To complete line from Bathurst to Orange	48,984 19 2	28,015 0 10	.....
80,000 0 0	To complete line from Murrurundi to Tamworth	27,220 14 2	52,779 5 10	.....
207,352 0 0		111,612 6 7	95,739 13 5	.....
	41 VICTORIA, No. 7.			
680,000 0 0	For the extension of the Great Southern Railway from the end of No. 3 Contract, near Wagga Wagga, to Albury, including the Viaduct over the Murrumbidgee River	90 12 4	679,909 7 8	.....
20,000 0 0	Trial Surveys.....	.....	20,000 0 0	.....
20,000 0 0	To double the line from Wallsend Junction to Hexham	76 13 0	19,923 7 0	.....
240,000 0 0	Rolling Stock, including Engines .....	.....	240,000 0 0	.....
960,000 0 0		167 5 4	959,832 14 8	.....
12,298,160 18 8	TOTAL	9,455,230 8 2	2,840,545 4 0	2,385 6 6

The Treasury, New South Wales,
10 June, 1878.

JAMES PEARSON,
Accountant.

STATEMENT showing the Amount authorized to be raised by LOAN for RAILWAY PURPOSES; the Amount of DEBENTURES sold, and the INTEREST to 31st December, 1877, 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, 1877, on Loans already negotiated.				
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Rate.	£	s.	d.	£	s.	d.
16 Victoria No. 39	217,500	0	0	217,500	0	0							5 per cent.	10,875	0	0	253,266	4	9*
18 " No. 40	624,733	18	8	666,800	0	0				42,066	1	4	"	33,340	0	0	740,422	6	5†
19 " Nos. 38 & 40	112,500	0	0	112,500	0	0							"	5,625	0	0	109,687	10	0
20 " No. 1	200,000	0	0	203,000	0	0				3,000	0	0	"	10,150	0	0	208,075	0	0
20 " No. 34	300,000	0	0	299,000	0	0	1,000	0	0				"	14,950	0	0	290,675	0	0
22 " No. 22	720,000	0	0	720,000	0	0							"	36,000	0	0	684,000	0	0
23 " No. 10	88,370	0	0	89,300	0	0	70	0	0				"	4,415	0	0	77,262	10	0
24 " No. 24	8,320	0	0	8,300	0	0	20	0	0				"	415	0	0	6,847	10	0
25 " No. 19	1,476,050	0	0	1,476,000	0	0	59	0	0				"	73,800	0	0	1,180,800	0	0
26 " No. 14	29,907	0	0	29,900	0	0	7	0	0				"	1,495	0	0	19,435	0	0
27 " No. 14	552,107	0	0	552,100	0	0	7	0	0				"	27,605	0	0	358,865	0	0
29 " No. 9	94,800	0	0	94,800	0	0							"	4,740	0	0	49,770	0	0
29 " No. 23	687,500	0	0	687,500	0	0							"	34,375	0	0	395,312	10	0
30 " No. 23	33,000	0	0	33,000	0	0							"	1,650	0	0	18,150	0	0
31 " No. 11	1,000,000	0	0	1,000,000	0	0							"	50,000	0	0	493,800	0	0†
31 " No. 27	7,131	0	0	7,100	0	0	31	0	0				"	355	0	0	3,372	10	0
32 " No. 13	70,000	0	0	70,000	0	0							"	3,500	0	0	31,500	0	0
34 " No. 2	179,000	0	0	179,000	0	0							"	8,950	0	0	64,887	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	85,762	10	0
35 Victoria No. 5	300,124	0	0	300,100	0	0	24	0	0				"	15,005	0	0	97,532	10	0
36 " No. 2	187,257	0	0	137,200	0	0	57	0	0				"	6,860	0	0	37,730	0	0
36 " No. 17	1,901,500	0	0	1,901,500	0	0							4 per cent.	76,060	0	0	192,120	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	6,000	0	0
40 " No. 12	1,999,000	0	0										"	79,960	0	0			
41 " No. 4	207,352	0	0										"	8,291	0	0			
41 " No. 7	960,000	0	0										"	38,400	0	0			
Total.....£	12,298,160	18	8	9,087,300	0	0	1,275	0	0	273,766	1	4		573,934	0	0	5,405,273	11	2

* 24d. and 31d. per diem were the rates of Interest of original Loan, but renewals were at rate of 5 per cent. per annum.
 † Some of these Debentures have been renewed as they fell due.
 ‡ The Interest on the original Loan is inserted in this column, notwithstanding the following Debentures have been finally paid off, viz. —

31 December, 1872	£20,000
31 " 1873	21,000
31 " 1874	22,000
31 " 1875	23,200
31 " 1876	24,300
Amounting to	£110,500

§ Advances have been made from the Consolidated Revenue Fund to meet payments for Services authorized under these Acts pending sale of the Debentures.

The total amount of the Debentures issued to 31st December, 1877, was	£9,087,300	0	0
Add the Debentures authorized but not then issued, amounting to	3,483,352	0	0
Making a total of	£12,570,652	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
	£12,298,160	18	8

The Treasury, New South Wales,
10 June, 1878.

JAMES PEARSON,
Accountant.

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 8.

RETURN showing the CAPITAL EXPENDITURE on the Railways of New South Wales to 31st December, 1876, and subsequent Expenditure to 31st December, 1877.

	Total Expenditure to 31 December, 1876.	Amount expended in 1877.	Total Expended to 31 December, 1877.
	£ s. d.	£ s. d.	£ s. d.
Great Trunk Line.			
Darling Harbour Branch	91,224 3 11	12,884 2 8	104,108 6 7
Sydney to Parramatta.....	755,021 16 9	13,440 10 6	768,462 7 3
Tramway	4,878 7 1	.....	4,878 7 1
Total, Trunk Line.....	£ 851,124 7 9	26,324 13 2	877,449 0 11
Great Southern Line.			
Parramatta to Liverpool	127,347 15 11	168 11 8	127,516 7 7
Liverpool to Campbelltown	132,824 2 4	168 19 4	132,993 1 8
Campbelltown to Menangle	81,046 14 5	42 1 7	81,088 16 0
Menangle to Picton	329,586 18 2	2,832 15 5	332,419 13 7
Picton to Goulburn	1,028,534 16 1	2,437 18 2	1,030,972 14 3
Goulburn to Yass	425,087 10 9	14,654 13 8	439,742 4 5
Yass to Cootamundra	394,937 17 4	169,784 17 0	474,724 13 9
Ditto, Balance Trial Surveys added	†1 19 5		
Cootamundra to Wagga	59,254 3 3	117,685 6 10	176,939 10 1
Junce to Narrandera	50 18 10	1,741 10 2	2,974 15 2
Ditto, Trial Surveys added	†1,182 6 2		
Wagga Wagga to Albury	5,846 13 9	723 12 4	6,570 6 1
Ditto, Trial Survey .....				†5,846 13 9
Total, Southern Line	£ 2,495,701 16 5	310,240 6 2	2,805,942 2 7
Great Western Line.			
Parramatta to Penrith	312,741 0 11	3,714 6 9	316,455 7 8
Blacktown to Richmond.....	85,269 2 9	6,985 16 10	92,254 19 7
Penrith to Bathurst	1,878,747 4 3	7,497 8 1	1,886,244 12 4
Bathurst to Orange.....	270,583 0 5	70,410 18 4	340,993 18 9
Orange to Wellington.....	945 4 0	31,162 19 3	34,604 16 4
Ditto, Trial Surveys added	†2,496 13 1		
Wellington to Dubbo	260 2 7	1,277 13 5	1,537 16 0
Ditto, Trial Survey .....				†260 2 7
Total, Western Line.....	£ 2,551,042 8 0	121,049 2 8	2,672,091 10 8
Great Northern Line.			
Newcastle to West Maitland	466,727 11 3	9,261 7 9	476,017 10 1
Ditto, Trial Surveys added	†28 10 11		
West Maitland to Singleton	337,382 13 9	1,293 7 7	338,676 1 4
Morpeth Branch	55,237 12 8	559 17 4	55,797 10 0
Singleton to Murrurundi	724,789 9 5	424 0 4	725,213 9 9
Murrurundi to Tamworth	184,585 13 8	105,052 19 4	289,638 13 0
Werris Creek to Gunnedah	485 1 2	3,717 19 11	5,361 0 3
Ditto, Trial Surveys added	†1,157 19 2		
Total, Northern Line	£ 1,770,394 12 2	120,309 12 3	1,890,704 4 5
Total Cost of Construction	£ 7,668,263 4 4	577,923 14 3	8,246,186 18 7
Rolling Stock.			
South and West	633,630 7 3	93,771 1 8	727,401 8 11
Richmond Branch	5,226 1 1	.....	5,226 1 1
North.....	186,469 3 2	59,903 16 5	246,372 19 7
Tramway	1,712 12 3	.....	1,712 12 3
Total, Rolling Stock	£ 827,038 3 9	153,674 18 1	980,713 1 10
Machinery.			
South and West	21,065 10 0	1,154 16 0	22,220 6 0
North.....	7,549 17 8	133 10 8	7,683 8 4
Total, Machinery	£ 28,615 7 8	1,288 6 8	29,903 14 4
Trial Surveys	£ *46,143 5 0	11,553 0 1	57,696 5 1
GROSS EXPENDITURE	£ 8,570,060 0 9	744,439 19 1	9,314,499 19 10

* This amount appears in return of 1876 as £57,117 10s. 1d. It is now reduced by £10,974 5s. 1d., the various items having been carried to authorized extensions and marked thus †.

No. 9.

STATEMENT showing the COST OF CONSTRUCTION and COST PER MILE on different Sections to the 31st December, 1877.

Lines opened for Traffic.	Length in Miles.	Total Cost.	Cost per Mile
Darling Harbour Branch	1	£ 104,108	£ 104,108
Haslem's Creek Branch	½	5,951	11,902
Sydney to Parramatta Junction	13	762,511	58,655
Parramatta Junction to Cootamundra	240½	2,619,458	10,892
Parramatta Junction to Orange	179	2,543,694	14,210
Blacktown to Richmond	16	92,255	5,766
Newcastle to Quirindi	144	1,683,907	11,694
East Maitland to Morpeth	4	55,798	13,949
Average cost construction of miles open	598	7,867,682	13,157
Pitt-street Tramway	4,878		
Rolling Stock	980,713		
Machinery	29,904		
		1,015,495	.....
Average cost per mile, including all charges	598	8,883,177	14,855

The above return shows the actual cost of construction on the mileage open 31st December, 1877. It should be remembered however that 89 miles of line were opened at different periods of the year, and in calculating the amount of capital invested on lines open (see Return) this has been taken into account, and therefore the totals will appear slightly different.

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, 1877.

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	991,139	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
1877	89	598	2,106,802	5,772

An average length of 26 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, 1877.

53

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 conveyed in Passenger Trains.	Dogs.	Horses conveyed in Goods Trains.	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.																		
1877.		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No.	No.	No.	No.	No.	No.	No.	No.	
South and West..	450	633,044	1,885,308	2,518,352	6,418	2,272	4,807	4,232	1,702	19,779	276,659	6,597	122,233	87,382	280,397	24,711	13,015	37,726	806,012	787,180	1,593,192	316,128	1,909,320
North	148	70,281	368,511	438,792	331	993	1,868	1,763	451	3,845	265,585	6,039	902,178	46,215	80,535	8,996	10,517	19,513	190,077	323,533	513,610	247,396	761,006
Total	598	703,325	2,253,819	2,957,144	6,749	3,265	6,675	5,995	2,153	23,624	542,244	12,636	1,024,411	133,597	360,932	33,707	23,532	57,239	996,089	1,110,713	2,106,802	563,524	2,670,326
1876.																							
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
Increase	89	*401,738	*827,676	*1,229,414	1,069	213	100	642	2,153	1,713	140,877	..	96,450	13,200	44,762	4,477	229	4,706	135,012	282,826	417,838	91,604	509,442
Decrease .....	..	.....	.....	.....	..	...	...	...	..	...	2,111	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Season Tickets not included for 1876.

No. 12.

RETURN of the EARNINGS from Traffic in Passengers and Goods during the year 1877.

Year and Name of Railway.	Miles open for Traffic, 31 Dec.	Gross Earnings from Coaching Traffic.							Gross Earnings from Goods ⁶ Traffic.						Gross Earnings from all sources.
		Passengers.			Excess-Luggage, Parcels, Cloak Room, Horses, Carriages, and Dogs	Mails.	Miscellaneous.	Total from Coaching.	Live Stock.	Minerals.	Wool.	General Merchandise.	Miscellaneous.	Total from Goods.	
		1st and 2nd Class Passengers.	Holders of Season Tickets.	Total from Passengers.											
1877.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South & West	450	175,472 17 4	8,165 11 2	183,638 8 6	20,501 5 7	4,900 4 2	2,117 3 7	211,257 1 10	16,205 18 9	34,048 3 5	29,827 1 5	309,501 18 7	1,270 14 7	390,853 16 9	602,110 18 7
North	148	49,111 18 6	489 6 8	49,601 5 2	8,130 0 5	1,534 12 11	1,064 14 2	60,330 12 8	10,098 19 11	46,258 9 6	16,508 11 10	79,457 6 0	1,145 6 8	153,478 13 11	213,809 6 7
Total, 1877	598	224,584 15 10	8,654 17 10	233,239 13 8	28,731 6 0	6,434 17 1	*3,181 17 9	271,587 14 6	26,304 18 8	80,316 12 11	46,335 13 3	388,959 4 7	*2,416 1 3	544,332 10 8	815,920 5 2
1876.															
South & 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
Increase, 1877	89	33,043 14 9	1,905 5 2	34,948 19 11	3,767 13 2	1,169 15 5	.....	37,717 14 8	6,472 11 8	5,281 13 1	6,082 11 6	64,724 4 9	2,416 1 3	84,977 2 3	122,694 16 11
Decrease, 1877 .....	...	.....	.....	.....	.....	.....	2,168 13 10	.....	.....	.....	.....	.....	.....	.....	.....

* In the amounts under "Miscellaneous," £2,528 7s. 2d. received from the Sale of Old Materials, Store Charges, Superintendence, &c., is included and proportionately divided under Coaching and Goods Traffic.

No. 13.

RETURN OF WORKING EXPENSES and ROLLING STOCK during the year 1877.

Year and Name of Railway.	Mile. open for Traffic, 31 Dec.	Locomotive Power	Repairs of Carriages and Waggon	Maintenance and Renewal of Way	Traffic Charges, Coaching, and Merchandise.	Compensation for Personal Injury	Compensation for Damage and Loss of Goods	Miscellaneous Working Expenditure, and Proportion of General 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.	
1877.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
South and West	450	109,726 15 10	17,567 10 0	76,158 10 0	88,472 9 11	479 12 1	227 8 6	16,371 14 1	309,004 0 5	602,110 18 7	293,106 18 2	51.32	102	248	2,119	2,469	
Northern	148	37,118 0 11	7,205 7 11	23,017 4 3	37,710 4 11	100 0 0	195 19 3	4,633 18 9	109,980 16 0	213,809 6 7	103,828 10 7	51.44	36	104	687	827	
Total, 1877	598	146,844 16 9	24,772 17 11	99,175 14 3	126,182 14 10	579 12 1	423 7 9	21,005 12 10	418,984 16 5	815,920 5 2	396,935 8 9	51.35	138	352	2,806	3,296	
1876.																	
South and West	385	92,289 11 0	17,137 18 7	55,479 9 8	69,994 19 10	302 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	1,733	2,050	
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	482	610	
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	2,215	2,660	
Increase, 1877	89	20,729 12 4	1,230 7 10	25,743 18 2	25,110 7 11	65 6 7	.....	6,962 15 10	79,578 17 8	122,694 16 11	43,115 19 3	2.39	37	8	591	636
Decrease, 1877 ....	.....	.....	.....	.....	.....	.....	263 11 0	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 15.

WORKING EXPENSES.

SCHEDULES of Expenditure in Revenue Account, for the twelve months ending 31st December, 1877.

Schedules.	South, West, and Richmond.	Great Northern Line.	Total.
A.—GENERALLY.			
1. Cost of supervision	£ s. d. 1,073 7 0	£ s. d. 644 16 3	£ s. d. 1,718 3 3
2. Holidays	1,979 9 5	672 16 5	2,652 5 10
3. Half-pay	80 2 4	49 13 9	129 16 1
LOCOMOTIVE POWER.			
a. Cost of supervision	1,403 5 11	227 14 0	1,630 19 11
1. Wages of enginemen and firemen	27,421 7 6	8,989 12 0	36,410 19 6
2. Wages of engine-cleaners and out-door labourers	9,226 0 4	2,499 2 11	11,725 3 3
3. Cost of fuel for engines and wages of fuelman	21,099 1 8	8,134 12 3	29,233 13 11
4. Water and repairs of engines for pumping	4,867 10 2	1,104 6 11	5,971 17 1
5. Oil, tallow, waste, and sundry stores	8,461 5 9	2,114 1 11	10,575 7 8
6. Clothing			
REPAIRING ENGINES.			
1. Cost of supervision	1,084 9 10	426 18 0	1,511 7 10
2. Wages for repairs and renewals of engines	19,185 4 1	5,956 14 5	25,141 18 6
3. Materials for do. do.	8,907 12 11	3,941 3 0	12,848 15 11
4. Repairs of machinery and workshops	1,115 2 5	965 13 7	2,080 16 0
5. Tools and implements	1,741 3 3	446 8 11	2,187 12 2
6. General charges	169 2 10	26 1 6	195 4 4
7. Fuel and lighting	1,220 16 5	19 17 9	1,240 14 2
8. Casualties	607 15 8	898 7 4	1,506 3 0
9. Additions and improvements to locomotive engines	83 18 4		83 18 4
	109,726 15 10	37,118 0 11	146,844 16 9
B.—GENERALLY.			
1. Cost of supervision	230 13 0	260 0 0	490 13 0
2. Holidays	462 6 9	238 17 6	701 4 3
3. Half-pay	26 10 10		26 10 10
4. Repairs of machinery and workshops	125 5 6	1 14 8	127 0 2
5. Tools and implements	376 18 11	2 3 2	379 2 1
6. General charges	194 18 6		194 18 6
CARRIAGE REPAIRS.			
1. Wages for repairs and renewals of carriages	5,054 1 9	2,593 19 1	7,648 0 10
2. Materials for do. do.	2,351 14 4	900 16 9	3,252 11 1
3. Casualties	163 4 0	0 15 0	163 19 0
WAGGON REPAIRS.			
1. Wages for repairs of waggons	5,462 9 5	1,936 4 2	7,398 13 7
2. Materials for do.	3,009 14 0	1,185 2 0	4,194 16 0
3. Casualties	109 13 0	85 15 7	195 8 7
	17,567 10 0	7,205 7 11	24,772 17 11
Total... ..	£ 127,294 5 10	44,323 8 10	171,617 14 8
C.—GENERALLY.			
1. Cost of supervision	3,931 11 0	833 0 6	4,764 11 6
2. Holidays	2,435 16 11	706 19 0	3,142 15 11
3. Half-pay	86 5 6	18 14 3	104 19 9
MAINTENANCE OF WAY.			
1. Cost of supervision	1,371 12 10	728 9 6	2,100 2 4
2. Repairs of permanent way	48,463 18 0	13,205 8 1	61,669 6 1
3. Tools and implements	1,578 12 8	1,120 3 4	2,698 16 0
4. Ballasting	2,271 10 11	1,020 1 1	3,291 12 0
5. Slips	23 16 10	164 17 3	188 14 1
6. Repairs of tunnels, viaducts, bridges, &c.	4,117 3 2	1,408 6 6	5,525 9 8
7. Repairs of sidings, turntables, &c.	324 19 9	23 5 9	348 5 6
8. Repairs of gates, fences, &c.	962 0 11	1,461 14 3	2,423 15 2
9. Re-laying line	6,902 5 7	89 14 4	6,991 19 11
10. Repairs of stations, platforms, and buildings	2,420 12 7	1,681 17 11	4,102 10 6
11. Repairs of signals, cranes, weighing machines, &c.	389 11 10	445 3 8	834 15 6
12. Repairs of approach roads	191 19 5	58 7 9	250 7 2
13. Casualties	440 14 11	47 6 1	488 1 0
14. General charges	245 17 2	3 15 0	249 12 2
	76,158 10 0	23,017 4 3	99,175 14 3
SUMMARY—ENGINEER'S BRANCH.			
Locomotive power and repairing engines	109,726 15 10	37,118 0 11	146,844 16 9
Carriage and waggon repairs	17,567 10 0	7,205 7 11	24,772 17 11
Maintenance of way	76,158 10 0	23,017 4 3	99,175 14 3
Total	£ 203,452 15 10	67,340 13 1	270,793 8 11

No. 15—continued.

Schedules.	South, West, and Richmond.	Great Northern Line.	Total
	£ s. d.	£ s. d.	£ s. d.
D.—COACHING CHARGES.			
1. Wages, clerks, inspectors, guards, &c.	49,483 5 8	12,193 12 3	61,676 17 11
2. Compensation	479 12 1	100 0 0	579 12 1
3. Travelling expenses.....	.....	.....	.....
4. Delivering parcels .....	.....	.....	.....
5. Horse and coach hire.....	.....	.....	.....
6. Advertising	12 12 3	0 15 0	13 7 3
7. Stationery and printing .....	.....	12 1 3	12 1 3
8. Fuel and stores	2,932 0 3	2,494 16 4	5,426 16 7
9. Clothing	699 17 3	73 18 7	773 15 10
10. General charges	28 10 10	5 13 0	34 3 10
11. Repairing station furniture, fittings, and implements	324 11 6	199 0 1	523 11 7
12. Making and repairing lamps	266 3 5	26 3 3	292 6 8
13. Mortuary	312 8 1	.....	312 8 1
	54,539 1 4	15,105 19 9	69,645 1 1
E.—GOODS CHARGES.			
1. Wages of clerks, inspectors, &c.	23,075 11 8	14,550 11 7	37,626 3 3
2. Compensation	227 8 6	195 19 3	423 7 9
3. Horse-hire	2,073 7 8	444 8 5	2,517 16 1
4. Travelling expenses.....	39 10 6	.....	39 10 6
5. Stationery and printing .....	.....	.....	.....
6. Fuel and stores	2,224 19 0	17 10 10	2,242 9 10
7. Sheet repairs	4,441 2 11	1,613 13 4	6,054 16 3
8. Greasing waggons	2,531 8 2	.....	2,531 8 2
9. Clothing	3 3 9	.....	3 3 9
10. General charges	23 17 0	0 5 0	24 2 0
11. Steam cranes, North .....	.....	6,077 16 0	6,077 16 0
	34,640 9 2	22,900 4 5	57,540 13 7
F.—GENERAL CHARGES			
1. Proportion of general establishment	1,254 5 1	627 2 6	1,881 7 7
2. Auditing	2,201 19 9	980 1 10	3,182 1 7
3. Advertising .....	.....	.....	.....
4. Stationery and printing .....	.....	.....	.....
5. Travelling expenses	372 10 6	39 14 6	412 5 0
6. Office expenses and contingencies	3,459 13 8	387 6 11	3,847 0 7
7. Repairs of store fittings	20 15 5	10 8 6	31 3 11
8. Store wages	2,918 18 5	1,011 10 10	3,930 9 3
9. Telegraphs	4,027 0 8	.....	4,027 0 8
10. Traction on private lines .....	.....	1,577 13 8	1,577 13 8
11. Compensation for fires caused by trains	2,116 10 7	.....	2,116 10 7
	£ 16,371 14 1	4,633 18 9	21,005 12 10
Total.....	£ 105,551 4 7	42,640 2 11	148,191 7 6
SUMMARY.			
Locomotive Branch	127,294 5 10	44,323 8 10	171,617 14 8
Permanent Way	76,158 10 0	23,017 4 3	99,175 14 3
Traffic	105,551 4 7	42,640 2 11	148,191 7 6
Grand Total.....	£ 309,004 0 5	109,980 16 0	418,984 16 5

No. 16.

ABSTRACT of the Amount of WORKING EXPENSES on the different Lines during 1876 and 1877, showing the Increase and Decrease in 1877.

Heads of Expenditure.	1876			1877.			Increase.			Decrease.		
	South and West	North.	Total.	South and West	North	Total.	South and West.	North.	Total.	South and West	North.	Total.
Locomotive	£ 92,289	£ 33,826	£ 126,115	£ 109,727	£ 37,118	£ 146,845	£ 17,458	£ 3,292	£ 20,730	£ ..	£ ..	£ ..
Repairs to carriages	17,138	6,405	23,543	17,567	7,206	24,773	429	801	1,230	.....	.....	.....
Maintenance	55,480	17,952	73,432	76,159	23,017	99,176	20,679	5,065	25,744	.....	.....	.....
Traffic charges	69,995	31,077	101,072	88,473	37,710	126,183	18,478	6,633	25,111	.....	.....	.....
Compensation, personal ..	502	12	514	480	100	580	.....	88	88	22	.....	22
Compensation, goods ...	518	169	687	227	196	423	.....	27	27	291	.....	291
Miscellaneous.....	10,714	3,329	14,043	16,371	4,634	21,005	5,657	1,395	6,962	.....	.....	.....
Total.....	246,636	92,770	339,406	309,004	109,981	418,985	62,681	17,211	79,892	313	.....	313

No. 17.

RETURN showing descriptions and quantities of GOODS, LIVE STOCK, &c., carried on Great Southern, Western, and Northern Railways, for the year 1877.

Description of Goods.	1876.				1877.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
A CLASS.								
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Antimony ore							19	16 0 3
*Artificial manure					211	75 3 3	16	5 19 2
Bark	1,834	778 12 8	134	49 2 6	2,294	746 13 10	118	63 9 0
Bones	322	248 1 10	111	51 10 1	503	410 13 6	123	61 4 3
Bran and pollard	1,234	745 9 11	680	179 12 0	1,896	1,415 18 7	604	176 1 3
Bricks	1,685	512 12 7	1,286	228 6 8	1,271	397 1 6	1,802	429 16 1
Clay					22	11 0 4	1	0 7 1
Coke (loose)	6	1 4 0			10	2 10 2		
†Coke, owners' trucks			7,455	535 16 10				
*Colonial wine (up)	78	66 3 5	296	128 6 8	23	17 9 9	352	131 14 11
Flour	5,699	2,803 12 9	5,385	2,250 4 8	10,520	7,802 15 3	4,447	1,627 17 6
Fruit	3,151	1,575 0 1	176	130 1 1	6,838	2,526 0 10	280	181 0 2
Garden produce	1,002	576 9 3	665	311 19 4	1,165	589 2 7	447	251 8 4
Grain	17,361	13,711 8 2	6,192	3,403 11 2	23,157	18,896 3 6	8,496	4,900 14 10
Green fodder	160	59 2 1	771	159 9 11	17	4 12 6	860	150 17 1
Hay	4,155	3,731 3 6	3,790	1,284 5 10	4,000	2,871 2 9	9,495	4,577 13 11
*Iron, pig and scrap (up)	2,512	1,089 12 2	170	44 9 8	245	174 5 5	159	53 0 1
Millet seed			4	3 1 7				
Ores	2,840	1,124 7 9	6,925	178 19 1	3,549	1,931 2 3	9,484	263 0 11
Palings (over 40 miles)	56	64 19 1	71	20 0 10	238	161 5 9	44	24 0 7
Paper material	875	179 14 0			457	84 2 2	4	0 12 3
Posts and rails (over 40 miles)	1,838	1,004 13 1	225	44 4 2	2,835	1,833 14 7	779	243 15 11
Potatoes	4,303	2,826 11 7	2,879	1,107 10 5	4,454	2,938 19 5	3,980	1,395 3 9
Preserved meat (up)		0 2 0						
Sand	See	B Class.	841	111 16 5	See	B Class.	694	90 6 4
Sawdust	9	3 5 0			11	3 4 8	1	0 8 1
Spokes, Stocks, Felloes, &c., (over 40 miles)	479	418 11 5	150	112 12 11	443	362 15 1	144	95 5 4
†Timber in log (do.)	See	C Class.			618	281 1 8		
† do undressed (do.)	do.	do.			998	570 5 4	289	198 16 1
*Tobacco (Colonial leaf)	15	18 2 7	25	13 5 8	8	9 0 11	55	20 3 4
Goods re-hooked		5 14 6				0 3 3		
Total	49,814	31,544 13 5	38,231	10,348 7 6	65,783	44,026 8 10	42,693	14,958 16 6
B CLASS.								
†Artificial manure					66	32 4 1	4	0 19 6
*Bottles, empty, in cases	163	257 19 10	112	97 4 1	102	169 2 2	65	63 18 10
†Bran					361	292 5 3	81	25 10 9
*Cases and casks, empty	90	67 5 11	162	95 16 1	76	70 13 3	90	51 16 8
*Clay	168	71 10 3	12	2 3 4	161	68 10 4		
†Coke, owners' trucks							354	50 3 7
†Colonial wine (up)					14	6 12 2	158	58 9 7
Hides, green and wet, salted	1,467	705 7 1			1,813	1,283 15 10		
*Iron, bar and plate (up)	5	2 7 0		0 1 0	64	55 3 6		
† Do. pig and scrap (up)					35	50 18 6	52	10 7 8
Lime	2,878	2,928 2 9	547	258 1 11	3,872	3,391 1 6	713	378 6 3
Manure (loose)	63	11 9 4	32	5 15 6				
Marble (undressed)	183	209 3 0						
Palings (under 40 miles)	722	210 9 8			612	146 5 11		
*Paper	287	79 5 0			337	91 8 3		
Posts (under 40 miles)	2,330	629 15 5			2,732	716 6 1		
*Potteryware	883	967 14 4	138	88 14 10	989	1,104 16 11	217	200 3 2
Preserved meat (up)							2	0 12 4
Sand	289	64 15 11			751	214 4 6	280	36 0 0
Shingles and laths	403	178 8 3	80	40 7 11	334	174 12 2	155	58 10 7
Stocks, felloes, spokes and shafts (under 40 miles).	785	256 15 10			866	268 7 2	57	31 9 5
*Stone, undressed	2,100	1,468 1 10	21,698	741 19 8	1,527	719 12 7	25,693	879 3 2
†Timber, in log (under 40 miles)	See	C Class.			75	14 6 5	194	35 15 3
† Do. undressed (do.)	do.	do.			558	122 16 10	279	53 18 0
*Tobacco, Colonial leaf					11	10 12 0	1	0 14 4
Goods re-booked		2 14 3				0 1 8		
Total	12,906	8,111 15 8	22,781	1,330 4 4	15,356	8,983 17 1	28,395	1,935 19 1

* From January to September, 1877.

† From October to December, 1877.

‡ Coke, owners' trucks, A rates, 1876; B rates to October, 1877; C rates to

December, 1877.

§ See Miscellaneous Class

¶ For October and November only.

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 17—continued.

Description of Goods.	1876.				1877.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
C CLASS.								
Artificial manure ...	204	95 7 1	14	6 7 3	See A and B Classes.	See A and B Classes.	See A and B Classes.	See A and B Classes.
^b Bottles, empty, in cases ...	98	170 10 4	35	40 6 4	98	170 10 4	35	40 6 4
^c Cases and casks, empty ...	25	43 11 10	30	18 19 6	25	43 11 10	30	18 19 6
^d Chaff ...	1,109	790 16 6	699	584 16 5	1,376	1,052 7 3	952	841 4 6
^e Charcoal and coke, in bags ...	58	78 17 2	5	4 14 0	53	65 16 1	2	0 19 5
^f Coke—Government trucks ...			438	97 6 11			144	36 19 8
^g Do.—owners trucks ...							1,072	158 11 5
^h Glue pieces ...	70	44 7 3			73	37 5 0		
ⁱ Greaves ...					1	0 12 7		
^j Iron, bar and plate (up) ...					65	50 7 11		
^k Lead, ingots (up) ...	13	20 1 4			13	21 4 4		
^l Oil-cake ...	23	15 2 8			9	8 16 8		
^m Paper ...					125	33 5 7		
ⁿ Pottery-ware ...					321	441 8 10	63	19 13 2
^o Regulus ...	252	378 2 3			261	395 15 4		
^p Salt, rock, lick blocks, &c. ...	1,144	1,415 3 11	533	508 5 1	466	648 8 4	259	286 0 8
^q Sheepskins ...	915	1,014 16 1	316	422 5 2	1,232	1,483 6 2	401	551 18 10
^r Slates ...					38	40 15 5	11	8 17 1
^s Sleepers ...	12,582	10,636 12 4	2,407	2,783 10 8	8,527	9,795 7 6	2,803	1,759 4 0
^t Timber, in log (under 40 miles) ...	2,332	1,517 6 0	385	138 10 9	1,976	1,408 1 1	554	213 1 6
^u Do. undressed (do.) ...	5,447	4,237 0 1	1,198	660 4 11	4,465	4,042 7 0	1,604	1,045 2 6
^v Tin ore ...			2,182	2,800 16 2			1,819	2,266 14 9
^w Whiting ...	135	218 19 10	81	82 3 9	89	141 7 10	56	54 10 8
^x Goods re-booked ...		2 8 4				0 2 2		
Total ...	24,284	20,465 0 10	8,258	8,089 1 1	19,413	19,850 17 3	9,805	7,302 4 0
D CLASS.								
^y Charcoal and coke in bags ...					14	16 1 9	1	0 9 11
^z Hides, dry ...					77	121 13 1	146	133 0 3
^{aa} Jams and candied fruits (up) ...					3	6 5 11		
^{ab} Oil-cake ...					9	6 6 7		
^{ac} Regulus ...					84	112 6 3		
^{ad} Salt, rock ...					682	733 16 4	363	290 11 10
^{ae} Sleepers ...					1,876	2,473 6 11	1,292	843 13 7
^{af} Soda, caustic ...					81	72 14 9	7	8 19 9
^{ag} Soda, crystals ...					38	71 14 10	21	31 16 10
^{ah} Stone (cut) and grindstones ...					51	43 0 5	6	9 6 11
^{ai} Terra Cotta ...					2	1 10 8		
^{aj} Timber, dressed ...					1,306	1,423 1 10	404	324 12 9
^{ak} Whiting ...					35	68 5 3	28	30 7 10
Total ...					4,258	5,153 4 7	2,271	1,672 19 8
1ST CLASS.								
^{al} Cement ...	969	1,857 0 5	625	1,041 9 1	1,225	2,769 5 2	502	491 8 8
^{am} Copper ingots ...	1,047	2,047 6 4	870	196 8 10	1,277	2,618 9 2	1,376	309 18 3
^{an} Glucose ...					4	1 7 3		
^{ao} Iron, pig and scrap (down) ...	77	143 1 7	26	8 10 4	49	47 1 10	36	10 19 1
^{ap} Kerosene oil (up) ...			16	8 6 7			11	4 15 3
^{aq} Leather (up) ...	1,042	1,176 13 10	1	1 3 5	966	1,044 3 5	3	2 6 10
^{ar} Malt ...					159	426 17 6	17	33 17 8
^{as} Measurement goods ...	298	656 19 1			269	685 8 6	4	1 4 0
^{at} Muriate of lime ...					6	3 6 0		
^{au} Offal ...						0 2 4		
^{av} Quicksilver ...						1 1 9		0 4 4
^{aw} Resin ...					22	44 3 5	6	12 12 5
^{ax} Salt, dairy ...	2,345	5,141 18 7	1,247	1,837 14 3	2,777	6,259 6 4	1,545	2,430 13 11
^{ay} Seed, lucerne ...	12	23 10 4	13	15 4 5	16	26 4 0	29	27 9 2
^{az} Slates ...	262	277 1 3	24	16 19 11	136	215 5 1	87	80 12 7
^{ba} Soda, caustic ...	208	185 17 0	21	39 8 9	205	169 12 7	23	23 11 3
^{bb} Soda, crystals ...	183	423 18 5	72	102 15 2	125	303 7 1	63	92 13 8
^{bc} Stone (cut), &c. ...	83	167 16 2	15	21 3 9	64	122 11 0	69	34 7 7
^{bd} Sulphuric acid ...					6	20 9 2		
^{be} Tallow ...					75	123 12 6	75	69 18 1
^{bf} Tar and pitch ...	102	283 18 11	73	117 15 5	101	266 18 10	84	124 15 10
^{bg} Tin, smelted ...				0 12 3				
^{bh} Woolpacks ...	103	257 0 6	80	162 3 2	658	1,723 4 10	244	455 6 2
^{bi} Goods re-booked ...		3 10 4				0 0 10		
Total ...	6,731	12,645 12 9	3,083	3,569 15 4	8,140	16,871 18 7	4,174	4,206 14 9

^a From January to September, 1877

^b From October to December, 1877.

^c See A and B rates.

^d From September to December, only South, 1876.

No. 17—continued.

Description of Goods	1876.				1877.			
	Great Southern and Western		Great Northern		Great Southern and Western.		Great Northern	
	Tons.	Freight	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
2ND CLASS.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Acrated waters					53	78 17 11	74	62 2 9
Boats	34	25 14 8	14	29 4 5	32	50 19 2	20	37 12 4
Boilers	53	117 12 4	84	62 1 1	73	206 10 6	109	132 9 9
Guttering	59	144 19 11			Charged with Ironmongery.			
Hides	946	2,139 8 6	582	802 1 8	202	416 13 9	539	599 13 0
Iron—Bar, rod, &c.	1,514	3,612 17 3	783	942 1 5	1,256	3,225 13 8	826	1,087 13 10
Do. Boiler-plate	40	93 14 4	40	25 7 6	26	65 6 10	29	19 0 10
Do. Castings	572	1,435 8 4	337	224 2 9	583	1,542 1 3	296	272 19 1
Do. Corrugated, in cases	1,348	3,814 4 1	634	1,086 4 1	1,664	4,937 6 9	861	1,640 7 10
Do. Girders	18	31 8 6	1	4 2 11	10	28 0 2	4	2 8 6
Do. Tanks	161	321 1 6	291	493 12 7	178	369 6 7	371	515 17 3
Do. Wheels and axles	49	141 17 0	304	153 2 2	217	362 3 3	106	41 18 10
Do. Wire in bundles	2,336	6,550 19 5	1,743	3,495 10 3	2,815	9,070 15 6	2,827	5,900 7 2
Lead—Pig and sheet	117	288 12 3	24	28 2 3	114	281 6 4	56	77 5 2
Malt	364	850 15 1	33	8 19 3	282	730 14 5	8	19 6 11
Paper	167	307 2 7	40	50 11 6	170	488 15 7	56	87 8 6
Railway material	14,441	36,389 12 8	2,535	2,064 10 9	12,155	35,269 7 0	2,864	2,298 11 2
Resin	86	198 8 10	10	15 7 3	83	195 10 2	20	43 3 5
Soap					188	482 17 10	113	165 10 0
Stone—Carved, &c.	76	99 3 4	27	45 11 0	100	209 2 0	40	53 17 1
Sugar	6,617	17,344 19 11	2,465	4,086 2 9	7,014	19,419 13 11	2,652	4,670 1 2
Tallow	385	760 7 11	401	462 2 4	246	423 4 9	320	343 3 1
Timber—Dressed	3,405	6,218 3 6	1,758	1,143 0 0	3,016	5,572 0 11	1,194	1,130 18 6
Zinc and tin plates	76	124 12 10	23	29 6 10	65	134 13 7	23	30 0 11
Goods re-booked...		20 2 8				0 2 0		
Total	32,864	81,031 7 5	12,129	15,161 4 9	30,542	83,561 3 10	13,408	19,231 17 1
3RD CLASS.								
Alc and beer	3,478	9,109 4 1	1,857	3,310 9 8	3,982	10,999 0 8	2,350	4,739 14 2
Bags, by weight...			229	608 17 3			98	223 19 2
Boots and shoes	293	1,015 7 10	118	289 2 9	392	1,474 0 1	148	401 19 8
Brushware	26	95 5 7	21	44 5 1	28	110 5 7	16	35 11 1
Butter, bacon, and eggs...	670	1,765 8 2	49	65 5 11	1,038	3,125 14 1	70	147 0 2
Carpentry and joinery	423	1,464 10 0	102	117 0 11	490	1,667 12 11	129	243 6 7
Cheese	104	294 13 6	47	92 6 11	261	790 16 0	62	142 19 0
Colonial wine (down)	22	82 3 2	125	236 4 9	29	107 12 4	121	228 12 9
Confectionery	406	1,524 12 10	196	439 19 9	428	1,703 15 6	245	596 12 1
Cordials	191	598 18 1			171	496 13 7		
Drapery	2,242	8,166 16 8	512	1,236 7 11	2,621	9,999 0 7	876	2,297 10 4
Drugs and chemicals	164	533 14 6	55	147 3 0	286	864 3 0	70	160 18 11
Flax			2	1 17 4			5	6 3 1
Furniture in cases	398	1,535 10 4	115	276 2 9	490	1,954 6 7	124	314 7 3
Glass and earthenware	574	1,961 19 1	203	448 6 1	818	3,083 8 6	291	730 9 1
Grease, antifriction			19	15 10 4			33	21 11 7
Groceries...	4,979	17,858 18 9	1,635	3,666 2 11	5,438	20,879 2 7	1,837	4,459 14 8
Hair	38	98 13 2	13	33 9 1	28	75 1 10	13	31 10 11
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	3,072	11,427 0 8	1,029	3,655 13 1
Kerosene oil	552	1,972 13 0			685	2,655 16 2		
Leather (down)	76	245 14 8	53	127 11 11	106	303 10 3	56	138 15 11
Machinery	740	2,290 5 0	394	487 8 1	1,172	4,152 11 7	367	774 3 2
Meat, salt...	65	81 10 8			91	113 3 5		
Do. fresh	87	172 10 9	12	8 2 1	139	141 0 0	11	9 1 9
Miscellaneous	3,259	10,270 14 1	2,203	5,013 7 3	1,997	5,727 2 3	1,580	4,549 7 6
Oils and colours	379	1,194 10 2	434	876 16 6	442	1,451 13 1	517	1,116 0 8
Pigs and poultry...	314	622 15 7	6	5 7 5	352	711 6 1	17	18 16 8
Plants	61	138 3 11	5	9 11 4	80	166 3 4	3	6 16 8
Preserved meat (down)			1	1 9 0			2	4 2 8
Rice	942	3,573 8 10	315	806 19 4	960	3,819 4 0	356	876 12 5
Rope	107	386 10 8	50	108 16 4	114	454 13 8	31	69 19 5
Saddlery	90	337 7 5	40	107 4 3	160	589 16 7	56	149 3 0
Skip waggons			2	1 11 5			49	17 13 11
Soap	435	1,310 13 7	365	641 19 5	410	1,336 12 0	335	575 19 9
Stationery	55	207 1 3	19	43 18 11	163	690 13 6	36	89 18 6
Tea	876	3,255 11 2	402	945 16 0	893	3,544 11 9	432	1,104 5 2
Tobacconists' goods	276	1,101 9 11	175	436 19 7	307	1,318 10 4	172	466 3 5
Upholstery			33	59 19 2			48	92 4 6
Waggon plant							284	87 8 9
Wines and spirits	2,866	10,915 1 7	1,355	3,256 9 4	2,962	11,965 3 4	1,449	3,717 5 11
Wool, by weight...							40	73 13 0
Woolpacks	410	1,581 13 8						
Goods re-booked...		32 17 1				0 5 5		
Total	27,879	93,854 8 0	12,372	26,238 2 4	30,605	107,899 11 3	14,037	32,494 16 0

* From January to September, 1877.

* From October to December, 1877.

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 17—continued.

Description of Goods	1876.				1877.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
4TH CLASS.								
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Acids	65	276 5 7	17	67 1 11	69	337 18 3	22	92 9 7
Ammunition	12	54 12 5	5	10 5 10	13	66 10 2	6	13 5 3
Fireworks	10	48 2 11	2	4 18 9	8	39 18 11	2	7 3 11
Furniture, loose	349	930 11 4	177	272 17 0	452	1 345 16 1	198	319 15 8
Hats	1	2 11 9	...	0 15 5	1	4 18 3	1	3 18 6
Millinery ... ..	...	0 1 0	...	0 0 8	...	0 4 6	...	...
Musical instruments	96	377 3 6	53	131 11 8	139	598 6 4	46	127 17 3
Paintings and engravings	4	19 12 11	1	4 10 8	10	45 17 6	2	6 4 0
Perambulators	3	13 2 2	2	5 18 3	5	28 1 5	2	8 6 6
Picture-frames ... ..	...	0 10 9	...	...	...	0 19 2	...	...
Pier glasses and mirrors	4	21 13 8	1	2 17 3	8	44 0 7	3	8 9 9
Plate glass	12	77 1 9	...	...	13	86 15 0	2	4 4 3
Quicksilver	3	15 3 0	...	0 5 3	1	6 8 3	...	...
Sewing machines	40	173 17 9	14	45 14 11	43	200 18 8	18	63 11 11
Slate slabs, for billiard tables ... ..	...	...	...	...	8	41 1 9	7	22 10 6
Not described	132	616 14 9	...	...	350	1,626 5 0	...	...
Goods re-booked ... ..	...	0 13 1	...	...	...	...	...	...
Total	731	2,627 18 4	272	546 17 7	1,120	4,473 19 10	309	677 17 1
MISCELLANEOUS.								
^d Bricks ... ..	...	...	...	...	1,055	232 15 7	...	...
Coal	45,839	16,290 8 0	22,130	**1,562 4 7	45,662	17,080 18 3	6,467	905 19 10
Do. Owners' trucks	1,470	455 4 11	782,323	39,756 8 5	3,510	1,216 3 9	842,532	41,042 5 7
Contractors' plant	53	37 12 11	125	80 11 9	233	624 14 11	184	284 11 8
Empty returns	8	531 0 8	4	244 19 6	374	694 18 3	625	298 17 11
Firewood	80,680	13,054 18 0	329	34 10 8	89,168	14,172 10 7	237	27 1 5
Fish—Fresh or shell	13	28 8 0	17	15 4 8	56	119 14 7	31	26 0 8
Gunpowder	100	767 15 0	43	140 12 4	113	981 9 5	49	133 16 7
Haule of stone ... ..	...	9 15 0	...	...	...	...	...	...
Do. water, &c. ... ..	...	...	...	...	1	1 8 0	...	...
Hay in trucks, 50 cwt. each	7,165	3,613 11 0	...	...	17,703	8,678 11 5	...	...
Ironstone ... ..	...	...	...	...	4	0 6 6	...	...
Limestone	3,604	1,312 2 11	...	0 7 2	3,997	1,988 4 6	...	...
Manure—Loose ... ..	...	...	...	...	72	25 16 4	...	...
Meat, fresh per carcass	11	13 6 8	...	...	...	...	...	...
Do. (50 cwt. each truck)—Mort & Co. ... ..	...	...	...	...	175	193 9 2	...	...
Milk do. do.	180	182 11 2	...	...	1,208	996 16 0	...	...
Mining props ... ..	...	...	2,173	255 12 1	...	...	1,499	166 7 1
Road-metal	9,139	1,457 2 2	14	1 8 7	10,257	1,486 6 7	...	...
Shale	16,435	5,697 12 11	...	...	15,056	5,347 2 5	...	...
Slate-stone	80	38 1 3	...	...	115	70 19 3	...	...
^b Stone—Undressed ... ..	...	...	...	...	1,052	185 8 4	10,663	390 5 4
Waggons on wheels ... ..	...	...	...	3 0 0	32	60 14 6	23	2 0 0
Wool, by bales	13,444	27,098 15 11	6,502	12,903 3 6	15,624	29,562 0 1	9,470	16,434 18 10
Do. by weight	104	201 8 7	17	49 13 9	133	265 1 4	...	...
Goods re-booked ... ..	...	3 17 5	...	...	...	4 6 9	...	...
Total	178,325	70,793 12 6	813,677	55,047 17 0	205,600	83,989 16 6	871,780	59,712 4 11
SUMMARY.								
A Class	49,814	31,544 13 5	38,231	10,348 7 6	65,783	44,026 8 10	42,693	14,958 16 6
B "	12,906	8,111 15 8	22,781	1,330 4 4	15,356	8,983 17 1	28,395	1,935 19 1
C "	24,284	20,465 0 10	8,258	8,089 1 1	19,413	19,880 17 3	9,805	7,302 4 0
D " ... ..	...	...	...	...	4,258	5,153 4 7	2,271	1,672 19 8
1st Class	6,731	12,645 12 9	3,083	3,569 15 4	8,140	16,871 18 7	4,174	4,266 14 9
2nd "	32,864	81,031 7 5	12,129	15,161 4 9	39,542	83,561 3 10	13,408	19,231 17 1
3rd "	27,879	93,854 8 0	12,372	26,238 2 4	39,605	107,899 11 3	14,937	32,494 16 0
4th "	731	2,627 18 4	272	546 17 7	1,120	4,473 19 10	309	677 17 1
Miscellaneous	178,325	70,793 12 6	813,677	55,047 17 0	205,600	83,989 16 6	871,780	59,712 4 11
Total	333,534	321,074 8 11	910,803	120,331 9 11	380,817	374,840 17 9	986,872	142,193 9 1
Less difference in over and under charges and credits. ... ..	...	1,670 9 9	...	1,632 2 4	...	1,792 6 1	...	81 2 10
Total	344,731	334,092 4 10	914,929	125,263 3 7	392,967	389,874 18 0	994,153	152,746 6 0
^c Live stock	11,197	319,403 19 2	4,126	118,699 7 7	12,150	373,048 11 8	7,281	142,112 6 3
Demurrage, storage, weighing, use of cranes, &c. ... ..	...	14,223 2 0	...	5,609 5 0	...	16,205 18 9	...	10,098 15 11
Total	344,731	334,092 4 10	914,929	125,263 3 7	392,967	389,874 18 0	994,153	152,746 6 0
^d Departmental—	...	...	...	...	...	...	...	...
Coal	20,395	5,964 18 9	2,209	755 9 11	32,470	10,511 17 7	3,591	1,308 12 6
General	2,926	2,194 7 8	1,687	615 15 11	5,100	4,253 17 9	1,760	349 17 10
Grand Total	368,032	342,251 11 3	918,825	126,634 9 5	430,537	404,640 13 4	999,504	154,904 16 4

^a From January to September, 1877. ^b From October to December, 1877. ^c Weight only of Empties carried by weight shown in 1876. ^d April to September, 1877. ^e Weight estimated—Cattle at 600 lbs. per head, sheep at 50 lbs. each, and pigs at 75 lbs. each. ^f 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, 1877.

Stations	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.		Other minerals		Hay.		Wool.		Earnings from Goods Traffic	Total Earnings
						Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
SUBURBAN RAILWAY, INCLUDING SYDNEY STATION.																	
			£ s. d.		£ s. d.											£ s. d.	£ s. d.
Sydney	10	187	20,109 17 0	408,757	68,847 19 0	87,000	22,147	3,386	7,678	1,017	27,299	47	3,791	4,875	80,833	96,840 12 1	163,688 11 1
Darling Harbour .....	..	11	1,207 5 3	.....	.....	835	78,652	194	2,610	4	1,869	82	3,122	.....	.....	21,220 8 3	21,220 8 3
Newtown	12	9	1,052 1 1	140,779	3,682 15 0	704	11,317	.....	10,976	.....	1,171	.....	2	173	91	4,419 2 7	8,101 17 7
Petersham	13	5	653 12 7	66,265	3,035 14 0	88	1,873	.....	3,251	1	335	3	5	.....	.....	1,048 16 7	4,084 10 7
Ashfield	12	6	886 0 5	66,805	4,363 9 4	222	2,105	.....	1,409	1	245	.....	104	.....	.....	1,310 3 2	5,673 12 6
Croydon .....	.....	.....	.....	11,569	921 5 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	921 5 1	921 5 1
Burwood and Platform	12	7	841 14 7	58,972	5,132 17 8	29	1,824	.....	635	.....	48	3	.....	.....	.....	555 9 0	5,688 6 8
Homebush	14	5	630 10 8	10,740	1,502 2 2	13	84	.....	53	.....	.....	.....	3	20	.....	11,020 5 11	12,522 8 1
Rookwood	15	2	295 13 6	13,266	851 16 8	34	545	.....	7	.....	155	.....	1	.....	.....	260 2 2	1,111 18 10
Parramatta Junction	15	10	1,501 14 8	12,468	1,958 8 8	530	1,044	.....	326	566	1,068	.....	1	444	445	1,450 15 0	3,409 3 8
.....	.....	244	27,178 9 9	789,621	90,296 7 7	89,455	119,891	3,580	26,945	1,589	32,190	135	7,029	5,512	81,369	138,125 14 9	228,422 2 4
1876.....	.....	187	21,732 8 10	611,680	79,687 5 2	88,735	101,888	9,950	22,007	1,003	29,173	29	2,801	5,932	75,747	126,909 1 9	206,486 6 11
GREAT SOUTHERN RAILWAY.																	
Fairfield	14	2	192 5 8	3,599	398 17 11	6,901	451	.....	16	77	22	21	3	.....	.....	166 6 0	565 3 11
Cabramatta	15	1	125 18 2	1,207	146 8 6	2,849	178	.....	.....	.....	.....	36	.....	3	.....	38 9 1	184 17 7
Liverpool and Platforms.....	13	8	898 2 8	12,311	2,363 4 3	9,996	3,418	.....	4,476	4	154	654	5	4,243	4,781	3,560 19 8	5,924 3 11
Campbelltown and Platforms...	13	9	938 18 1	12,255	3,864 3 4	3,431	2,689	.....	55	.....	35	1,951	.....	48	.....	1,703 2 5	5,567 5 9
Monagle	14	2	256 8 3	1,737	444 5 3	521	280	.....	.....	.....	2	829	.....	.....	.....	192 4 3	636 9 6
Douglas Park	11	1	130 0 0	946	376 7 11	51	181	.....	.....	.....	3	71	.....	2	30	143 16 6	520 4 5
Picton	12	8	907 4 0	2,693	1,395 1 11	542	866	.....	1	2	8	522	.....	55	.....	816 15 7	2,121 17 6
Mittagong	13	6	687 16 5	2,989	1,952 14 9	1,474	972	.....	2,388	435	264	.....	.....	67	.....	2,356 9 7	4,309 4 4
Bowral	15	2	288 17 1	1,709	1,002 13 4	866	935	.....	4	.....	28	.....	.....	1	.....	892 0 5	1,954 13 9
Moss Vale and Sidings.....	13	5	508 7 4	3,556	2,739 5 0	12,218	1,936	.....	22	.....	88	.....	.....	77	.....	2,346 7 0	5,085 12 0
Marulan and Sidings	14	5	523 7 6	2,404	1,387 6 7	1,221	1,118	.....	14	5,590	.....	.....	.....	246	.....	909 2 5	2,296 9 0
Goulburn	9	23	2,455 7 8	12,344	13,678 11 3	6,322	10,067	2	316	1,717	1,329	.....	.....	7,962	190	21,438 8 4	35,116 19 7
Gunning and Platforms	13	8	703 12 6	3,082	1,928 13 8	687	1,238	.....	10	.....	25	.....	.....	2,280	17	2,074 0 8	4,002 14 4
Yass and Platforms	14	5	527 18 3	4,406	3,499 6 7	635	1,716	.....	8	.....	2	.....	.....	1,560	1	4,761 14 6	8,261 1 1
Bowning	13	8	916 0 0	2,997	3,604 2 6	1,301	4,269	6	11	311	.....	.....	.....	3,498	.....	13,932 16 11	17,536 19 5
Binalong	10	6	620 12 0	3,155	2,821 14 0	698	6,040	110	321	12	22	.....	.....	2,617	.....	11,019 10 11	13,841 4 11
Murrumburrah.....	13	17	1,276 5 9	4,200	6,579 14 8	1,621	21,605	.....	623	.....	3	53	.....	5,563	.....	39,877 2 4	46,456 17 0
Cootamundra (opened 1 Nov.)..	14	16	328 19 11	1,074	1,653 5 0	126	1,577	.....	119	.....	8	.....	.....	2,644	.....	4,248 14 10	5,901 19 10
.....	.....	134	12,286 1 3	76,664	49,805 16 5	51,460	59,536	118	8,384	8,151	2,043	4,084	10	30,894	4,989	110,478 1 5	160,283 17 10
1876.....	.....	109	9,563 6 7	58,434	38,941 16 3	51,019	53,141	118	14,085	5,816	2,108	1,190	6	20,179	4,702	89,194 18 5	128,166 14 8

APPENDIX TO REPORT ON RAILWAYS—1877.

Stations.	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.		Other minerals.		Hay.		Wool.		Earnings from Goods Traffic.	Total Earnings.
						Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
GREAT WESTERN RAILWAY.																	
Parramatta	11	11	£ s. d. 1,433 4 9	73,124	£ s. d. 10,017 18 5	5,957	6,020	5	1,518	321	424	40	35	118	148	£ s. d. 2,810 11 10	£ s. d. 12,828 10 3
Seven Hills	11	2	142 19 0	3,455	372 6 11	1,888	182	.....	5	4,239	.....	66	.....	.....	.....	166 14 0	539 0 11
Blacktown and Platforms	13	6	699 18 4	5,222	1,124 11 4	5,550	286	.....	7	5	33	19	.....	19	.....	164 18 4	1,289 9 8
Rooty Hill	15	2	214 4 6	2,835	468 16 9	14,369	675	.....	.....	.....	15	23	3	4	.....	285 6 1	754 2 10
South Creek	12	5	506 5 0	4,810	991 15 7	16,582	2,582	.....	106	.....	371	173	2	15	.....	1,402 12 9	2,394 8 4
Penrith and Sidings	12	14	1,501 17 4	8,570	2,817 8 0	12,779	1,746	2	64	70	.....	552	1	37	55	1,216 0 0	4,033 8 0
Emu Plains and Platforms	14	1	130 0 0	1,658	492 11 8	600	256	.....	143	5,537	11	75	.....	.....	.....	220 8 10	713 0 6
Blue Mountains and Platforms	12	2	157 7 0	333	140 3 7	2,229	874	.....	32	.....	44	.....	.....	.....	.....	45 0 9	185 4 4
Mount Victoria and Platforms	13	5	728 9 7	4,629	3,009 15 0	563	1,288	.....	114	14,891	18	.....	.....	66	.....	821 6 4	3,831 1 4
Rowenfalls and Platforms	14	8	848 17 11	3,383	1,582 14 11	5,013	3,713	45,262	66	378	4,151	.....	.....	399	10	3,994 12 1	5,577 7 0
Wallerawang	11	14	1,639 1 2	4,205	4,560 6 9	1,950	8,626	26	98	1,394	10	.....	.....	9,653	5	15,355 15 6	19,916 2 3
Rydal	15	5	400 1 8	1,347	550 7 2	894	313	.....	34	66	19	.....	.....	4	.....	460 8 9	1,010 15 11
Tarana	14	4	363 6 11	961	570 7 10	795	597	.....	.....	177	2	.....	.....	275	.....	561 1 3	1,131 9 1
Macquarie Plains	14	5	451 0 8	1,768	615 4 11	1,553	588	.....	175	1,018	55	.....	.....	206	.....	926 6 0	1,541 10 11
Raglan	14	2	151 19 0	159	166 1 10	357	164	.....	6	108	.....	.....	.....	63	.....	298 15 0	464 16 10
Kelso	10	5	629 3 9	998	1,072 1 4	451	1,539	.....	170	.....	.....	.....	.....	476	.....	2,331 3 0	3,493 4 4
Bathurst	11	33	2,601 4 7	18,171	16,401 9 7	10,354	14,827	174	7,520	300	353	.....	.....	3,401	8	28,833 8 5	45,234 18 0
George's Plains	14	4	200 11 6	4,043	630 12 3	2,513	311	.....	1,082	863	56	.....	.....	218	.....	395 15 11	996 8 2
Back Creek or Newbridge	14	4	379 1 6	1,843	361 4 7	484	362	.....	.....	149	4	.....	.....	397	.....	356 18 11	718 3 6
Blayney	15	15	1,731 18 3	7,543	4,936 10 10	2,335	12,540	5	535	1,174	162	.....	.....	8,611	.....	24,971 14 5	29,908 5 3
Spring Grove	14	3	127 18 11	1,243	237 16 2	415	211	.....	.....	77	.....	.....	.....	257	.....	116 19 11	354 16 1
Spring Hill	14	3	132 17 6	1,067	221 4 8	250	258	.....	.....	10	23	.....	.....	.....	.....	287 7 1	508 11 9
Orange	15	32	2,334 5 6	9,117	9,746 8 9	1,982	16,762	.....	2,042	42	344	.....	.....	25,928	.....	53,194 2 11	62,940 11 8
.....	.....	185	17,595 14 4	160,484	61,087 18 10	89,863	73,630	45,474	13,717	30,743	6,172	948	41	50,147	226	139,187 8 1	200,275 6 11
1876.....	.....	139	18,023 11 4	118,758	47,594 0 10	68,757	68,652	37,240	11,177	28,830	3,782	434	54	45,301	216	115,311 14 4	162,905 15 2
WINDSOR & RICHMOND RAILWAY.																	
Riverstone and Platforms	14	1	131 3 0	1,950	314 19 5	14,678	139	.....	.....	2	3	137	1	15	.....	70 12 1	385 11 6
Mulgrave	12	1	136 9 0	1,446	289 1 4	5,745	162	.....	.....	.....	15	731	.....	.....	.....	89 0 8	378 2 0
Windsor	14	5	480 19 11	10,398	2,513 12 9	5,018	2,711	.....	95	53	43	867	.....	13	.....	1,974 5 11	4,487 18 8
Richmond	14	3	416 1 11	6,680	2,197 19 3	1,508	1,658	.....	31	54	126	179	.....	3	.....	1,160 11 3	3,358 10 6
.....	.....	10	1,164 13 10	20,474	5,315 12 9	26,949	4,670	.....	126	109	187	1,914	1	31	.....	3,294 9 11	8,610 2 8
1876.....	.....	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	7,902 9 7

Stations.	No. of hours Station-master is employed.	No. of hands employed, including Station-master.	Total Expenditure.			No. of Tickets issued	Revenue from Coaching Traffic.			Goods.		Coal.		Other 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.					
GREAT NORTHERN RAILWAY.																												
Newcastle	14	53	6,777	5	4	53,012	12,721	17	0	25,749	8,051	746	832,704	11,206	36,335	.....	.....	.....	12,318	50,560	11	4	63,282	8	4	
Honeysuckle Point	12	9	1,140	19	4	16,134	1,705	0	0	1,951	1,884	.....	742	38	.....	.....	.....	.....	.....	693	6	2	2,398	6	2	
Hamilton	12	5	611	1	5	8,498	462	7	3	1,570	.....	819,569	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	402	7	3	
Waratah	12	8	1,038	17	5	36,208	2,516	15	4	1,943	5,010	17,667	2,791	36,155	10,332	.....	.....	.....	.....	.....	1,075	17	5	3,592	12	9
Hexham	11	3	267	8	5	10,508	921	8	10	914	1,473	142	544	4	81	.....	.....	.....	.....	.....	238	11	1	1,159	19	11
East Maitland	11	5	570	18	7	21,609	2,337	1	11	5,219	703	104	14	5	88	.....	.....	.....	9	1,366	10	8	3,703	12	7	
High-street	11	2	236	11	5	14,914	2,626	3	6	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	17	6	2,629	1	0
West Maitland	11	15	1,649	7	7	16,140	4,281	4	3	12,857	5,424	2	449	18	156	.....	.....	.....	198	305	9,578	6	3	13,859	10	6
Wollombi Road	11	1	130	0	0	1,875	178	17	9	213	74	.....	11	81	3	.....	.....	.....	.....	.....	149	18	8	328	16	5
Lochinvar	11	3	322	1	1	4,355	722	1	4	1,047	278	7	54	.....	4	.....	.....	.....	.....	.....	450	6	7	1,172	7	11
Greta (Farthing's)	11	2	180	0	0	5,384	1,117	15	5	541	973	10,642	42	.....	5	.....	.....	.....	.....	.....	406	11	5	1,524	6	10
Branxton	11	2	297	3	6	5,139	1,185	5	3	1,770	748	.....	42	.....	5	.....	.....	.....	.....	.....	376	19	8	1,562	4	11
Singleton	11	11	1,212	5	0	9,098	4,293	17	6	2,400	5,120	.....	215	1	393	.....	.....	.....	.....	.....	286	.....	.....	3,667	9	8
Camberwell (now Ravensworth)	10	2	188	0	9	779	303	15	2	112	700	.....	.....	.....	27	.....	.....	.....	.....	.....	145	.....	.....	136	11	9
Musclebrook	10	11	1,168	3	0	4,550	3,243	2	4	1,290	4,404	1	160	.....	32	.....	.....	.....	.....	.....	4,276	1	.....	4,871	8	4
Aberdeen	9	2	141	5	10	823	319	11	3	228	283	.....	1	.....	1	.....	.....	.....	.....	.....	34	.....	.....	292	5	2
Scone	9	3	442	0	0	3,831	2,083	2	4	722	1,933	4	45	.....	7	.....	.....	.....	.....	.....	1,550	.....	.....	2,514	9	0
Murrurundi	10	28	2,949	17	2	8,595	9,435	6	5	4,068	18,680	63	626	1,230	24	.....	.....	.....	.....	.....	14,431	148	.....	33,918	18	9
Willow-tree (opened 13 August)	13	17	665	3	11	2,833	2,274	6	7	610	5,652	50	254	582	.....	.....	.....	.....	.....	.....	9,494	.....	.....	12,951	10	5
Quirindi (opened 13 August)	13	27	1,181	18	7	3,147	2,756	11	0	396	11,860	.....	346	27	3	.....	.....	.....	.....	.....	15,431	.....	.....	17,277	0	7
Morpeth	12	12	1,432	6	0	13,287	1,439	2	5	14,867	891	2	9,959	17	1,639	.....	.....	.....	.....	.....	13	.....	.....	33,190	11	0
Wallsend	10	2	268	12	0	22,275	1,768	9	4	571	4,893	.....	.....	1	240	.....	.....	.....	.....	.....	.....	.....	.....	1,412	1	5
1876.....	.....	223	22,871	12	4	262,994	58,693	2	2	79,038	79,038	848,999	848,999	49,365	49,365	.....	.....	.....	45,975	45,975	153,084	0	5	211,777	2	7
1876.....	.....	178	21,951	12	0	262,632	55,101	7	1	81,413	81,413	812,850	812,850	10,538	10,538	.....	.....	.....	30,012	30,012	126,251	14	2	181,353	1	3
SUMMARY.																												
Suburban, including Sydney Station	.....	244	27,178	9	9	789,621	90,296	7	7	89,455	119,891	3,580	26,945	1,589	32,190	135	7,029	5,512	81,369	138,125	14	9	228,422	2	4		
Southern	.....	134	12,286	1	3	76,664	49,805	16	5	51,460	59,536	118	8,384	8,151	2,043	4,084	10	30,894	4,989	110,478	1	5	160,283	17	10		
Western	.....	185	17,505	14	4	160,484	61,087	18	10	89,863	73,630	45,474	13,717	30,743	6,172	948	41	50,147	226	139,187	8	1	200,275	6	11		
Windsor and Richmond	.....	10	1,164	13	10	20,474	5,315	12	9	26,949	4,670	.....	126	109	187	1,914	1	31	.....	3,294	9	11	8,610	2	8	
Great Northern	.....	573	58,134	19	2	1,047,243	206,505	15	7	257,727	257,727	49,172	49,172	40,592	40,592	7,081	7,081	86,584	86,584	391,085	14	2	597,591	9	9		
1876.....	223	22,871	12	4	262,994	58,693	2	2	79,038	79,038	848,999	848,999	49,365	49,365	45,975	45,975	153,084	0	5	211,777	2	7
1876.....	.....	796	81,006	11	6	*1,131,023	263,198	17	9	336,765	336,765	898,171	898,171	89,957	89,957	7,081	7,081	113,259	113,259	544,169	14	7	809,368	12	4		
1876.....	.....	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	119,677	119,677	460,793	4	1	.....	.....	.....
1877—Add Mails, Advertising, Sale of Old Materials, Fines, Rents, &c., £9,269 17s. 7d. Less Credits, £2,718 4s. 9d. 6,551 12 10																												
1876—Do. Do. do. £8,211 11s. 8d. Do. Do. £2,000 11s. 0d.																												
1877—Gross Earnings 815,920 5 2																												
1876—Do. 693,225 8 3																												

1877.—* Exclusive of Season Tickets - South and West, 6,418; North, 331; total, 6,749=867,618 Passenger journeys.
 1876.—† Do. do 5,430; do 250; do. 5,680=757,216 do.
 † There are also 1,038 bales included in "Goods Tonnage," making 133,697 bales (see No. 20).

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 1877.

District.	Total number of Sheep	Proportion Clip for New South Wales.	Proportion to neighbouring Colonies.
Albury	156,289	.....	156,289
Balranald	1,153,357	.....	1,153,357
Bourke	773,350	257,785	515,565
Brewarrina	399,894	266,596	133,298
Corowa	194,988	.....	194,988
Deniliquin	638,396	.....	638,396
Euston. (See Balranald) .....	.....	.....	.....
Hay	2,950,007	.....	2,950,007
Howlong	35,516	.....	35,516
Jerilderie	201,699	.....	201,699
Menindie.....	627,105	.....	627,105
Moama	95,747	.....	95,747
Moulamein	182,054	.....	182,054
Mulwala	120,480	.....	120,480
Ten-mile Creek	148,397	24,729	123,668
Tocumwall	202,106	.....	202,106
Tumbarumba	72,754	18,188	54,566
Urana	511,270	.....	511,270
Wagga Wagga	918,682	459,341	459,341
Wentworth.....	542,515	.....	542,515
Wilcannia	436,643	.....	436,643
Total.....	10,361,249	1,026,639	9,334,610

No. 20.

RETURN of the quantity of Wool carried on the Railways of New South Wales and the amount of Freight received therefrom in 1876 and 1877.

Month.	1876.							1877.								
	Bales.			Actual weight during 1876 not ascertained.	Freight			Bales.			Weight.			Freight		
	S. & W.	North.	Total.		S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.
No.	No.	No.	£	£	£	No.	No.	No.	Tons.	Tons.	Tons.	£	£	£		
January	10,101	3,646	13,747	3,500	1,409	4,909	12,610	5,481	18,091	2,284	1,085	3,369	4,163	1,794	5,957	
February	4,370	3,376	7,746	1,282	779	2,061	4,943	4,318	9,261	897	878	1,775	1,445	1,439	2,884	
March	2,791	1,939	4,730	556	647	1,203	2,265	2,132	4,397	397	455	852	471	799	1,270	
April	1,392	1,198	2,590	244	404	648	1,192	853	2,045	210	158	368	256	287	543	
May	846	423	1,269	121	144	265	767	602	1,369	137	117	254	133	219	352	
June	507	259	766	86	90	176	581	886	1,467	101	145	246	104	307	411	
July	439	264	703	112	88	200	368	171	539	65	24	89	86	56	142	
August	520	315	835	122	110	232	752	511	1,263	122	105	227	200	183	383	
September	1,854	3,716	5,570	584	1,281	1,865	2,652	3,167	5,819	497	658	1,155	846	1,163	2,009	
October	9,671	6,685	16,356	3,305	2,272	5,577	9,971	8,805	18,776	1,842	1,956	3,798	3,412	3,359	6,771	
November	23,509	9,935	33,444	8,374	3,286	11,660	26,874	11,024	37,898	4,839	2,309	7,148	9,894	3,996	13,890	
December	25,283	7,358	32,641	9,014	2,443	11,457	24,407	8,265	32,672	4,366	1,620	5,986	8,817	2,907	11,724	
Total.....	81,283	39,114	120,397	27,300	12,953	40,253	87,382	46,215	133,597	15,757	9,510	25,267	29,827	16,599	46,336	
Increase in 1877 .....	.....	.....	.....	.....	.....	.....	6,099	7,101	13,200	.....	.....	.....	2,527	3,556	6,083

No. 21.

STATEMENT of the Value of LIVE STOCK and Quantity and Value of WOOL and other Exports across the Border during the year 1877.

	Value of Live Stock.					Quantity and Value of Wool.			Other Exports.	Total Value.
	Horses.	Cattle.	Sheep	Pigs.	Total	Bales.	lbs.	Value.	Value.	
	£	£	£	£	£	No.		£	£	£
Albury to Victoria	17,631	97,566	10,359	108	125,664	18,753	6,938,723	374,395	17,902	517,961
Corowa do.	736	4,519	10,928	.....	16,183	8,077	2,988,607	159,472	7,137	182,792
Moama do.	13,682	142,366	265,265	151	421,464	48,322	17,879,176	753,935	52,005	1,226,504
Swan Hill do.	6,360	75,016	39,591	.....	120,967	25,354	9,380,995	387,865	2,426	511,258
Euston to { Victoria	2,232	53,511	3,426	.....	59,169	1,287	476,246	41,433	359	101,461
{ South Australia. ....	.....	.....	.....	.....	.....	27	10,000	500		
Wentworth to { Victoria .....	.....	.....	.....	.....	.....	2,844	1,052,398	50,087	28,516	260,867
{ South Australia	2,249	38,331	38,511	.....	79,091	4,845	1,792,487	103,173		
Toocumwall to Victoria .....	.....	5,124	8,960	.....	14,084	2,744	1,015,069	52,542	97	66,723
Howlong do.	1,200	12,300	200	.....	13,700	162	60,000	3,000	1,402	18,102
Maryland (Queensland Border).....	.....	.....	.....	.....	.....	453	167,364	12,552	36,290	48,842
Bogabilla (do. ).....	.....	.....	.....	.....	.....	989	366,040	13,309	270	13,579
Total in 1877.....	44,090	428,733	377,240	259	850,322	113,857	42,127,105	1,951,363	146,404	2,948,089
Total in 1876.....	32,313	515,998	520,445	1,392	1,070,148	145,148	53,704,619	2,754,870	132,962	3,957,980
Increase in 1877	11,777	.....	.....	.....	.....	.....	.....	.....	13,442	.....
Decrease in 1877	87,265	143,205	1,133	219,826	31,291	11,577,514	803,507	1,009,891

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No. 22.

RETURN of the yield of TIN obtained from the STANTHORPE (QUEENSLAND) and NEW ENGLAND (New South Wales) TIN FIELDS.

(Compiled by George Harden, Esq., of Brisbane, from authenticated records.)

APPENDIX TO REPORT ON RAILWAYS—1877.

Year.	Quality of Tin.	Forwarded via			Total.	Estimate at Fine.	Gross yield of Pure Tin.
		Warwick.	Murrurundi.	Grafton.			
1873	Stream tin	Tons cwt. qrs. lbs. 5,213 0 0 0	Tons cwt. qrs. lbs. 1,979 9 2 16	Tons cwt. qrs. lbs. 600 0 0 0	Tons cwt. qrs. lbs. 7,792 9 2 16	58%	Tons cwt. qrs. lbs. 4,519 0 0 0
	Ingot tin.....	.....	.....	.....	.....	.....	.....
	Total	5,213 0 0 0	1,979 9 2 16	600 0 0 0	7,792 9 2 16	.....	4,519 0 0 0
1874	Stream tin	5,584 6 3 8	2,374 7 2 20	1,896 0 0 0	9,854 14 2 0	63%	6,208 1 0 0
	Ingot tin.....	17 19 2 22	.....	.....	17 19 2 22	Pure	17 19 2 22
	Total	5,602 6 2 2	2,374 7 2 20	1,896 0 0 0	9,872 14 0 22	.....	6,226 0 2 22
1875	Stream tin	4,613 12 3 25	2,176 9 0 12	1,958 8 1 17	8,748 10 1 26	68%	5,948 15 0 0
	Ingot tin.....	108 2 1 19	2 6 2 20	22 11 2 2	133 0 2 13	Pure	133 0 2 13
	Total	4,721 15 1 16	2,178 15 3 4	1,980 19 3 19	8,881 11 0 11	.....	6,081 15 2 13
1876	Stream tin	4,313 10 2 16	2,169 1 2 1	2,120 0 0 12	8,602 12 1 1	70%	6,021 10 0 0
	Ingot tin.....	34 0 1 10	.....	27 9 1 12	61 9 2 22	Pure	61 9 2 22
	Total	4,347 10 3 26	2,169 1 2 1	2,147 9 1 24	8,664 1 3 23	.....	6,082 19 2 22
1877	Stream tin	3,259 12 1 26	1,817 11 3 7	1,700 1 0 0	6,777 5 1 5	72%	4,879 12 1 0
	Ingot tin.....	137 14 2 25	.....	16 18 1 10	154 13 0 7	Pure	154 13 0 7
	Total	3,397 7 0 23	1,817 11 3 7	1,716 19 1 10	6,931 18 1 12	.....	5,034 5 1 7

NOTE.—The whole of the tin *via* Grafton and Murrurundi is from the New England part of the field. The tin *via* Warwick during 1873 was nearly all from the Stanthorpe part of the field. During 1874 about one-fourth, and since about one-third of the tin by this route came from the New England side of the field.

No. 23.

RETURN of the quantity of COAL exported from Newcastle to Intercolonial and Foreign Ports in 1876 and 1877, showing the increase and decrease in each.

Countries.	1876.	1877.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	249,460	274,943	25,483	.....
Tasmania	22,280	18,706	.....	3,574
New Zealand	146,928	149,363	2,435	.....
Queensland.....	6,064	7,039	975	.....
South Australia	87,686	80,331	.....	7,355
Western Australia.....	.....	311	311	.....
Fiji	260	.....	.....	260
Total, Intercolonial	512,678	530,693	29,204	11,189
Foreign—				
New Caledonia	4,183	1,047	.....	3,136
India	21,778	22,830	1,052	.....
United States	2,223	750	.....	1,473
San Francisco.....	88,522	83,557	.....	4,965
Hongkong	35,273	69,595	34,322	.....
China	11,704	23,058	11,354	.....
Mauritius	4,311	2,901	.....	1,410
Japan	3,656	14,166	10,510	.....
Munilla	4,166	12,831	8,665	.....
Vulparaiso	480	2,865	2,385	.....
Honolulu	2,868	1,997	.....	871
Java	7,204	11,454	4,250	.....
Padang	3,465	.....	.....	3,465
Bangkok	509	1,000	491	.....
Guam	5,859	642	.....	5,217
Petropaulovski	10,171	2,116	.....	8,055
Total, Foreign	206,372	250,809	73,029	28,592
Grand Total.....	719,050	781,502	102,233	39,781

No. 24.

PORT OF NEWCASTLE.
Foreign and Intercolonial Trade.

	1876		1877.		Increase	
	No. of Vessels	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Inwards	1,023	433,423	1,065	469,348	42	35,925
Outwards	1,309	535,738	1,328	577,376	19	41,638

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

1876.		1877.		Increase.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
No.	£	No.	£	No.	£
719,050	495,502	781,502	540,560	62,452	45,058

Coastwise.

	1876		1877.		Increase		Decrease.	
	No. of Vessels	Tonnage.	No. of Vessels	Tonnage	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Inwards	1,594	370,702	1,674	313,352	80	.....	.....	52,350
Outwards	1,811	324,881	1,637	287,497	.....	.....	174	37,384

COAL shipped Coastwise.

1876.	1877	Increase.
246,110 tons.	258,938 tons.	12,828 tons.

No. 25.

GREAT NORTHERN RAILWAY.

MONTHLY Return of COAL hauled for the year 1877.

1877.	Newcastle Company.		A. A. Company.		New Lambton.		Lambton.		Waratah.		Goose Colliery.		Ingalee.		Bloomfield.		Tulip's Pit.		
	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.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	
January	19 4 0	0 16 0	5661 19 0	210 18 6	11091 4 3	416 11 9	10408 12 0	433 13 10	1275 7 0	53 2 11	68 9 2	2 0 0	26 10 0	11 6 0	2 5 0	0 11 3	2 0 0	0 17 0	
February	1504 10 3	66 8 11	1380 3 1	57 10 2	13466 8 1	500 17 1	13886 11 0	578 12 3	1077 15 2	44 18 3	88 5 2	3 9 9	4 19 10	4 19 3	5 1 2	4 6 4	103 0 3	4 14 5	
March	2160 9 3	74 2 6	3162 3 1	131 15 3	7304 12 3	207 9 0	14109 7 3	537 17 11	65 18 0	3 0 3	113 7 2	4 19 10	9 2 1	9 2 7	5 1 2	4 6 4	103 0 3	4 14 5	
April	5059 17 0	168 13 1	3296 6 2	137 6 11	8983 6 3	327 1 7	14046 9 1	535 5 7	1163 7 0	48 11 2	110 5 3	4 19 3	9 2 1	9 2 7	5 1 2	4 6 4	103 0 3	4 14 5	
May	4807 14 0	160 5 2	8386 13 0	349 9 0	7263 4 2	265 0 6	12585 14 1	624 11 1	1807 3 3	75 8 9	147 6 1	8 1 7	9 2 1	9 2 7	5 1 2	4 6 4	103 0 3	4 14 5	
June	4651 1 3	151 14 2	3314 14 2	138 2 6	9677 16 3	301 17 11	12906 17 2	587 15 11	783 19 0	32 13 5	161 19 0	9 2 1	9 2 7	5 1 2	4 6 4	103 0 3	4 14 5	2 0 0	
July	6309 3 2	210 6 4	4051 6 2	168 16 2	11958 11 2	462 8 4	13147 2 1	5 76 0	1855 0 2	77 7 7	158 11 1	9 2 7	5 1 2	4 6 4	103 0 3	4 14 5	2 0 0	0 17 0	
August	6520 7 2	217 7 0	.....	.....	8008 4 3	302 18 1	10944 1 2	456 0 1	256 5 2	10 15 3	120 17 2	5 1 2	4 6 4	103 0 3	4 14 5	2 0 0	0 17 0	.....
September	6956 13 2	232 5 1	1019 0 0	42 9 4	7321 12 2	240 15 9	16350 18 1	681 5 10	223 12 2	9 10 7	103 0 3	4 6 4	5 1 2	4 6 4	103 0 3	4 14 5	2 0 0	0 17 0	
October	5209 14 0	173 13 3	1425 6 3	50 7 10	8648 13 3	317 10 4	16786 11 2	699 8 11	137 11 2	5 14 8	103 0 3	4 6 4	5 1 2	4 6 4	103 0 3	4 14 5	2 0 0	0 17 0	
November	3023 18 2	237 7 9	2779 4 1	115 16 1	7494 10 3	260 6 6	14126 4 2	583 12 1	447 14 1	18 13 2	97 7 0	4 1 5	5 1 2	4 6 4	103 0 3	4 14 5	2 0 0	0 17 0	
December
Total	51842 14 1	1742 19 3	37491 13 1	1562 4 0	104101 12 3	3872 7 2	162232 17 2	6759 18 3	10032 17 0	418 14 8	1377 6 2	66 8 8	26 10 0	11 6 0	2 5 0	0 11 3	2 0 0	0 17 0	
	Co-operative.		Wallsend.		Mihmi.		Woodford.		Anvil Creek.		Greta.		Australasia.		Ferndale.		Total.		
	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.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	
January	18890 19 3	662 6 8	7960 11 2	393 0 8	5391 17 3	269 10 7	98 8 2	12 15 5	2927 10 2	259 8 8	396 6 1	32 4 3	.....	.....	.....	.....	57127 12 3	2846 18 0
February	14588 3 2	740 17 1	12443 11 1	622 10 3	7184 12 1	359 13 1	57 7 2	11 15 0	2279 6 3	246 1 7	932 2	102 5 6	.....	.....	.....	.....	63872 19 1	3140 8 5
March	18342 19 1	961 1 4	10514 16 1	526 9 3	11045 4 1	552 5 5	10 5 0	1 5 9	2099 7 1	204 12 3	2631 0 3	307 4 6	.....	.....	.....	.....	76623 7 0	3804 14 11
April	15574 4 0	798 17 7	15351 6 1	766 14 11	9202 0 0	460 10 5	7 16 0	0 19 6	1929 8 2	192 2 6	3882 10 3	432 1 10	.....	.....	.....	.....	72893 4 2	3740 11 6
May	12088 2 2	639 10 2	10774 7 1	538 14 6	8264 7 0	413 15 0	.....	.....	2540 14 3	264 19 4	1332 1 3	169 11 9	.....	.....	.....	.....	66250 5 2	3228 8 4
June	16503 8 0	870 16 4	14473 11 1	727 3 0	8643 2 0	432 18 2	.....	.....	1873 13 1	185 10 2	2598 14 3	301 12 10	.....	.....	.....	.....	79000 5 0	3901 6 4
July	9610 14 3	544 16 1	11782 12 2	562 5 5	9265 6 3	465 0 9	1 0 0	0 5 0	2420 7 3	242 13 9	4257 10 2	407 19 6	.....	.....	.....	.....	68743 0 3	3574 6 5
August	19963 1 3	1077 4 9	18337 2 3	863 4 3	11678 18 3	583 18 10	13 7 0	1 9 9	1984 1 0	193 18 11	3365 3 6	393 7 4	.....	.....	.....	.....	92826 9 3	4594 0 10
September	17279 6 1	888 13 7	17256 6 1	872 9 5	9341 10 0	467 1 7	.....	.....	1492 11 2	148 14 0	5398 17 1	620 4 2	.....	.....	.....	.....	76530 8 0	3930 1 4
October	14039 0 1	830 11 5	14199 10 1	670 8 0	10770 9 1	538 10 8	.....	.....	.....	.....	5514 18 3	589 9 10	.....	.....	.....	.....	77403 16 0	3848 12 10
November	12482 10 3	680 15 3	7632 3 1	365 11 6	5674 18 1	287 11 2	.....	.....	205 3 0	23 18 9	1434 8 1	137 1 11	1067 18 3	44 1 8	.....	.....	60798 17 0	2790 9 8
December	9992 10 1	563 13 4	3898 5 3	186 0 7	5689 1 2	285 0 5	.....	.....	412 0 3	43 16 3	1284 11 0	122 17 4	.....	.....	74 4 2	3 2 0	54329 13 0	2479 6 10
Total	181229 10 0	8559 2 7	144494 4 2	7084 12 6	102151 7 3	5115 16 1	183 4 0	28 10 5	19665 5 0	2011 13 2	33023 7 2	3716 0 9	1057 18 3	44 1 8	74 4 2	3 2 0	843998 18 1	41948 5 5	

APPENDIX TO REPORT ON RAILWAYS--1877.

No. 26.

76

MONTHLY RETURN of COAL forwarded from WESTERN COLLIERIES during 1877.

Month.	Vale of Clwydd		Eskbank.		Lithgow Valley Company.		Bowenfels Company.		Wallerawang.		Total	
	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.
January	1,103 11 1 0	419 18 3	1,092 17 3 0	385 19 11	873 16 3 0	317 17 2	607 3 2 0	221 0 11	.....	.....	3,677 9 1 0	1,344 16 3
February	1,202 19 0 0	457 6 3	1,109 17 0 0	426 18 2	909 16 0 0	337 13 6	471 8 3 0	169 5 1	.....	.....	3,694 0 3 0	1,391 3 0
March	1,313 10 2 0	490 6 2	1,048 13 2 0	388 11 5	375 19 3 0	116 16 3	442 3 0 0	154 4 5	.....	.....	3,180 6 3 0	1,149 18 3
April	999 3 3 0	352 3 3	919 0 2 0	356 13 0	340 0 2 0	107 16 6	535 5 3 0	177 6 3	.....	.....	2,793 10 2 0	993 19 0
May	1,779 15 3 0	622 7 8	1,139 2 3 0	415 19 8	355 7 2 0	128 5 10	970 15 0 0	341 12 0	.....	.....	4,245 1 0 0	1,508 5 2
June	1,866 2 2 0	673 6 5	1,258 15 0 0	478 6 2	398 11 0 0	149 9 2	938 12 3 0	341 14 10	.....	.....	4,462 1 1 0	1,642 16 7
July	1,656 3 1 0	585 6 0	1,412 14 3 0	543 5 0	362 19 3 0	138 17 0	903 0 2 0	333 0 0	.....	.....	4,334 18 1 0	1,600 8 0
August	1,634 7 2 0	587 5 8	1,857 0 0 0	721 16 3	419 18 3 0	156 3 6	714 0 0 0	270 13 5	.....	.....	4,625 6 1 0	1,735 18 10
September	1,948 17 2 0	731 17 0	1,693 19 1 0	709 8 5	348 17 0 0	131 13 4	474 1 1 0	173 9 0	.....	.....	4,465 15 0 0	1,746 7 9
October	1,446 16 2 0	532 6 6	1,465 8 3 0	647 10 4	378 8 2 0	173 14 1	455 9 0 0	166 16 7	20 0 0 0	7 5 0	3,766 2 3 0	1,527 12 6
November	1,046 11 1 0	383 0 11	1,279 3 2 0	500 5 3	284 4 1 0	116 18 3	630 1 0 0	237 15 9	5 10 0 0	1 2 11	3,245 10 0 0	1,239 3 1
December	1,253 1 3 0	460 8 4	937 18 2 0	403 17 10	312 3 2 0	125 19 4	294 12 2 0	118 3 6	.....	.....	2,797 16 1 0	1,108 9 0
Total	17,251 0 2 0	6,295 12 5	15,214 14 1 0	5,978 11 5	5,360 3 1 0	2,001 3 11	7,436 13 0 0	2,705 1 9	25 10 0 0	8 7 11	45,287 18 0 0	16,988 17 5

No. 27.

MONTHLY RETURN of SHALE carried on the Great Southern and Western Lines during the year 1877.

	Hartley Vale.		Mittagong.		Total.	
	Tons cwt. qrs.	£ s. d.	Tons cwt. qrs.	£ s. d.	Tons cwt. qrs.	£ s. d.
January	914 6 3	316 0 0	.....	.....	914 6 3	316 0 0
February	1,078 0 1	374 0 0	.....	.....	1,078 0 1	374 0 0
March	1,031 2 2	369 5 6	.....	.....	1,031 2 2	369 5 6
April	944 5 2	342 7 2	.....	.....	944 5 2	342 7 2
May	1,058 7 1	376 6 10	12 0 0	4 0 0	1,070 7 1	380 6 10
June	2,037 16 1	721 10 11	.....	.....	2,037 16 1	721 10 11
July	1,372 2 0	484 4 5	.....	.....	1,372 2 0	484 4 5
August	1,579 11 0	560 6 6	252 0 0	84 0 0	1,831 11 0	644 6 6
September	1,449 9 2	504 16 9	.....	.....	1,449 9 2	504 16 9
October	961 10 0	335 10 4	.....	.....	961 10 0	335 10 4
November	1,046 0 0	370 0 0	6 0 0	2 0 0	1,052 0 0	372 0 0
December	1,289 4 0	494 0 0	24 10 2	8 14 0	1,313 14 2	502 14 0
Total	14,761 15 0	5,248 8 5	294 10 2	98 14 0	15,056 5 2	5,347 2 5

No. 28.

RETURN showing Tonnage of COAL carried O.H.M.S. from Western Collicries during the year 1877.

	Felsbank.	Lithgow.	Vale of Clwydd.	Bowenfels.
	Tons cwt. qr.	Tons cwt. qr.	Tons cwt. qr.	Tons cwt. qr.
January	1,209 0 2	.....	.....	.....
February	449 19 1	675 3 1	5 2 2	.....
March .....	.....	1,653 2 1	.....	.....
April	5 10 0	1,273 0 0	.....	.....
May .....	.....	1,935 3 0	.....	.....
June .....	.....	1,998 3 0	.....	.....
July .....	.....	2,120 2 1	.....	.....
August .....	.....	2,246 15 2	.....	.....
September .....	.....	2,002 10 3	.....	.....
October .....	.....	2,232 1 3	.....	.....
November .....	.....	2,101 11 0	.....	.....
December	10 17 3	2,282 18 1	8 6 0	10 10 0
Total	1,675 7 2	20,520 11 0	13 8 2	10 10 0

No. 29.

ABSTRACT of the Tonnage and Amount received for carriage of COAL shipped at the Government Cranes, Newcastle, in 1876 and 1877.

Companies.	1876.		1877.		Increase, 1877.		Decrease, 1877.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
Newcastle	No.	£	No.	£	No.	£	No.	£
A. A. Co.	59,204	2,475	51,843	1,743	51,843	1,743	.....	.....
New Lambton	78,489	3,036	37,492	1,562	.....	.....	21,712	913
Lambton	160,030	6,668	104,102	3,872	25,613	836	.....	.....
Waratah	22,106	931	162,233	6,760	2,203	92	.....	.....
Corse Colliery .....	.....	.....	10,033	419	.....	.....	12,073	512
Ingalee .....	.....	.....	1,377	66	1,377	66	.....	.....
Bloomfield .....	.....	.....	27	11	27	11	.....	.....
Tulip's Pit .....	.....	.....	2	1	2	1	.....	.....
Co-operative	182,249	9,618	2	1	2	1	.....	.....
Wallsend	167,732	8,401	181,230	9,559	.....	.....	1,019	59
Minni	77,327	3,863	144,494	7,035	.....	.....	23,238	1,366
Woodford	5,566	369	102,151	5,116	24,824	1,251	.....	.....
Anvil Creek	39,171	4,204	188	28	.....	.....	5,378	341
Greta	20,476	2,389	19,665	2,012	.....	.....	19,506	2,192
Australasia Colliery .....	.....	.....	33,028	3,716	12,552	1,327	.....	.....
Ferndale .....	.....	.....	1,058	44	1,058	44	.....	.....
.....	.....	.....	74	3	74	3	.....	.....
Total	812,350	41,956	848,999	41,948	119,575	5,375	82,926	5,383

No. 30.

ABSTRACT of the Tonnage and Amount received for the carriage of COAL and SHALE on the Great Southern and Western Railways in 1876 and 1877.

Names of Mines.	1876.		1877.		Increase, 1877.		Decrease, 1877.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
Lithgow Valley—	No.	£	No.	£	No.	£	No.	£
Eskbank	11,036	4,009	15,214	5,979	4,178	1,970	.....	.....
Lithgow Valley	9,793	3,425	5,360	2,001	.....	.....	4,433	1,424
Bowenfels	6,584	2,288	7,437	2,705	853	417	.....	.....
Vale of Clwydd	9,616	3,750	17,251	6,296	7,635	2,546	.....	.....
Wallerawang—								
Buckley's	28	4	26	8	.....	4	2	.....
Sutton Forest—								
Rock-roof	459	172	.....	.....	.....	.....	459	172
Hartley Vale—								
Shale Co.	15,976	5,525	14,762	5,248	.....	.....	1,214	277
Mittagong .....	.....	.....	294	99	294	99	.....	.....
Total	53,492	19,173	60,344	22,336	12,960	5,036	6,108	1,873

No. 31.

ABSTRACT of the total quantity of COAL and SHALE carried on the Great Southern, Western, and Northern Railways during 1876 and 1877, and the amount of Freight received therefrom.

	1876.		1877.		Increase, 1877.		Decrease, 1877.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
COAL.	No.	£	No.	£	No.	£	No.	£
Great Northern Railway—								
Newcastle Lines	812,350	41,956	848,999	41,949	36,649	.....	.....	7
Great Southern Railway—								
Rock-roof, Sutton Forest	459	172	.....	.....	.....	.....	459	172
Great Western Railway—								
Lithgow Valley Mines ...	37,029	13,472	45,262	16,981	8,233	3,509	.....	.....
Wallerawang (Buckley's)	28	4	26	8	.....	4	2	.....
SHALE.								
Hartley Vale	15,976	5,525	14,762	5,248	.....	.....	1,214	277
SHALE CO.								
Mittagong .....	.....	.....	294	99	294	99	.....	.....
Total	865,842	61,129	909,343	64,285	45,176	3,612	1,675	456

No. 32.

RETURN of the number and percentage proportion of FIRST and SECOND CLASS PASSENGERS on the Southern and Western and the Northern Lines, and the amount received from that source during 1877.

	First Class.	Second Class.	Total.
Number—			
South and West	633,044	1,885,308	2,518,352
North	70,281	368,511	438,792
All Lines	703,325	2,253,819	2,957,144
Amount received—			
	£	£	£
South and West	74,553	109,086	183,639
North	15,418	34,183	49,601
All Lines	89,971	143,269	233,240
Percentage Number—			
South and West	25'14	74'86	100'00
North	16'02	83'98	100'00
All Lines	23'78	76'22	100'00
Percentage amount received—			
South and West	40'60	59'40	100'00
North	31'08	68'92	100'00
All Lines	38'57	61'43	100'00

This Return includes Season Tickets; 1876 Return did not.

No. 33.

RETURN of the MILEAGE of SUBURBAN PASSENGERS during the years 1876 and 1877.

		1876.	1877.
No. of Passengers	No.	1,016,846	1,321,026
„ Season Ticket-holders' journeys	„	702,465	797,137
Total Passenger journeys.....	.....	1,719,311	2,118,163
No. of miles travelled	Miles.	9,968,967	11,794,521
Average mileage per passenger.....	„	5 80	5 57
Amount received for passengers	£	30,461	37,200
Average receipts per mile per passenger.....	d.	73	75

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No. 34—continued.

RETURN of the number of SEASON TICKETS issued and amounts received for same by each Suburban Station during 1876 and 1877.

Stations.	Monthly.		Quarterly		Half-yearly.		Yearly.		Total.		Amounts.			
	1	2	1	2	1	2	1	2	1	2	1st Class.	2nd Class.		
1876.														
Newtown	77	707	49	279	21	75	8	13	446	2,150	£ s. d.	£ s. d.		
Petersham.....	135	400	93	277	19	47	5	5	155	1,074	185	15 4	465	0 5
Ashfield.....	188	410	142	167	40	48	14	9	588	1,573	315	6 7	450	2 11
Croydon	84	112	21	42	12	6	4	1	252	729	68	1 2	530	3 6
Burwood	175	448	73	153	45	28	32	3	384	634	221	5 1	145	0 1-
Homebush	12	18	13	13	10	2	5	3	121	161	847	12 0	660	8 1
Rookwood.....	2	47	2	22	...	2	...	14	325	632	156	17 6	48	3 11
Parramatta Junction..	...	23	...	19	...	8	...	...	40	36	10	0 6	100	12 10
Parramatta	116	333	57	106	9	14	1	3	8	293	...	...	91	0 1
									4	85				
									...	128				
									50	771				
									183	456	458	17 6	729	17 6
	789	2,498	430	1,078	156	230	69	51	3,903	7,724	2,876	16 8	3,220	10 1
									1,464	3,857				
1877.														
Newtown	83	738	91	229	27	52	8	14	614	1,905	250	1 9	427	14 7
Petersham.....	168	434	127	370	34	68	6	4	209	1,033	414	19 7	602	2 10
Ashfield.....	168	519	110	164	57	30	19	5	825	2,000	771	19 9	640	9 2
Croydon	82	148	38	73	11	8	5	1	335	876	247	2 4	206	0 7
Burwood	220	560	122	196	45	15	28	4	354	718	982	1 0	790	12 0
Homebush	34	33	11	25	15	7	5	3	322	427	191	10 0	85	12 5
Rookwood.....	2	50	6	34	2	6	...	12	136	230	24	4 0	129	17 0
Parramatta Junction..	6	23	3	27	...	7	...	...	475	775	7	6 9	99	2 1
Parramatta	103	442	65	136	10	22	...	3	217	186	480	17 11	970	5 2
									32	332				
									10	102				
									15	146				
									9	57				
									358	1,018				
									178	603				
	866	2,947	573	1,254	201	215	71	46	4,643	8,551	3,370	3 1	3,951	15 10
									1,711	4,462				

Black figures show total number of monthly passengers.

No. 35.

DETAILED Statement of MILEAGE for the year ending 31st December, 1877.

Train Mileage.	Southern.	Western	Richmond.	Northern.	Total.
Passenger	510,554	239,803	21,367	184,220	955,944
" Special	10,687	8,732	2,089	5,857	27,365
Funeral	12,780	.....	.....	.....	12,780
Goods.....	368,183	380,307	15,651	186,484	950,625
" Special	6,841	14,401	1,797	35,760	58,799
Coal .....	.....	.....	.....	101,247	101,247
" Special .....	.....	.....	.....	42	42
Total Train Miles.....	909,045	643,243	40,904	513,610	2,106,802
OTHER MILEAGE.					
Ballasting	14,727	8,891	4,880	10,096	38,594
Shunting	185,171	72,681	7,956	225,915	491,723
Empty	4,216	1,742	701	11,385	18,044
Coal	15,163	.....	.....	.....	15,163
Total Other Mileage	219,277	83,314	13,537	247,396	563,524
Total Mileage.....	1,128,322	726,557	54,441	761,006	2,670,326

No. 36.

STATEMENT of MILEAGE, Passenger and Goods Trains, for the years 1876 and 1877.

Lines and Trains	1876.	1877.
Great Southern, Western, and Richmond Railways—Passenger.....	679,020	806,012
Great Northern Railway—Passenger	182,057	190,077
Great Southern, Western, and Richmond Railways—Goods	574,649	787,180
Great Northern Railway—Goods.....	253,238	323,533
Total	1,688,964	2,106,802
OTHER MILEAGE.		
Great Southern, Western, and Richmond Railways—Ballasting, Shunting, Empty, and Fuel.	243,661	316,128
Great Northern Railway—Ballasting, Shunting, and Empty	228,259	247,396
Total	471,920	563,524
Grand Totals.....	2,160,884	2,670,326

No. 37.

ANNUAL and DAILY MILEAGE of TRAINS, including Sundays, 1876 and 1877.

	1876.		1877.	
	Annual.	Daily.	Annual.	Daily.
TRAIN MILES.				
Southern	738,859	2,024	999,045	2,491
Western.....	479,521	1,314	643,243	1,762
Richmond	35,289	97	40,904	112
Northern	435,295	1,192	513,610	1,407
Total Train Miles	1,688,964	4,627	2,106,802	5,772
CLASS OF ENGINE.				
Passenger	861,077	2,359	996,089	2,729
Goods.....	827,887	2,268	1,110,713	3,043
Total	1,688,964	4,627	2,106,802	5,772
OTHER MILEAGE.				
Southern	177,446	486	219,277	600
Western.....	59,941	164	83,314	228
Richmond	6,274	17	15,537	37
Northern	228,259	626	247,396	678
Total	471,920	1,293	563,524	1,543
CLASS OF WORK.				
Ballasting	37,486	103	38,594	106
Shunting	404,266	1,108	491,723	1,347
Empty	16,832	46	18,044	49
Fuel	13,336	36	15,163	41
Total	471,920	1,293	563,524	1,543
Total with shunting, &c.	2,160,884	5,920	2,670,326	7,315
Average daily work per engine .....	.....	45'82	.....	42'44
Do., including shunting	58'62	53'78
Number of Engines	101		* 136	

* The number running.

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No. 38.

DETAIL of MILEAGE of each Engine, for the year ending 31st December, 1877.

No. and Class of Engine		Total Mileage of each Engine.	No. and Class of Engine.		Total Mileage of each Engine.
GREAT SOUTHERN, WESTERN, AND RICHMOND.			GREAT SOUTHERN, WESTERN, AND RICHMOND.		
1	Passenger and Goods	2,086	55	Goods	32,224
2	"	14,451	56	"	31,541
3	"	943	57	"	28,713
4	"	13,983	58	"	27,053
5	Passenger	10,570	59	"	28,823
6	"	Nil.	60	Passenger and Goods	24,365
7	"	200	61	"	31,322
8	"	Nil.	62	"	21,915
9	"	Nil.	63	"	26,169
10	"	33,679	64	"	26,295
11	"	15,346	65	"	31,179
12	"	114	66	Passenger	12,936
13	"	13,264	67	"	21,995
14	"	14,674	68	"	20,293
15	"	18,669	69	"	21,338
16	"	25,853	70	"	30,818
17	Goods	33,719	71	"	20,253
18	"	13,956	72	"	21,819
19	"	22,751	73	"	21,407
20	"	28,875	74	"	20,255
21	"	21,705	75	"	17,974
22	"	29,090	76	Passenger and Goods	22,253
23	Passenger	11,295	77	"	7,584
24	"	28,353	78	"	649
25	"	26,511	79	Passenger	17,957
26	"	29,732	80	"	19,399
27	"	26,245	81	"	19,934
28	"	32,084	82	"	16,352
29	"	20,812	83	"	18,050
30	"	12,908	84	"	17,927
31	"	18,870	85	"	20,351
32	"	16,798	86	"	21,272
33	"	19,836	87	"	19,034
34	"	30,304	88	"	4,211
35	"	15,826	89	"	19,105
36	Passenger and Goods	18,820	90	"	9,147
37	"	19,756	91	"	4,696
38	"	17,038	92	"	4,915
39	"	19,195	93	Goods	9,876
40	Goods	21,314	94	"	11,412
41	"	21,074	95	"	13,581
42	"	22,635	96	"	12,806
43	"	21,636	97	"	15,892
44	"	30,494	98	"	13,499
45	"	21,429	99	"	9,867
46	"	21,260	100	"	12,109
47	"	13,144	101	"	3,267
48	"	22,544	102	"	3,546
49	"	25,556	103	"	3,455
50	"	29,075	104	"	4,339
51	"	27,969	105	Passenger	2,961
52	"	18,822		" Westward Ho "	353
53	"	24,677		" Gang forward "	311
54	"	29,891		" Murrumbidgee "	522
				Total	1,909,320
GREAT NORTHERN.			GREAT NORTHERN.		
1	Passenger and Goods	45,034	19	Goods	30,615
2	"	39,539	20	"	23,657
3	"	17,415	21	"	Nil.
4	"	28,526	22	"	"
5	Passenger	17,485	23	"	27,706
6	Goods	12,601	24	"	28,267
7	"	23,141	25	"	25,926
8	Passenger	38,643	26	"	26,564
9	"	7,780	27	Passenger	13,979
10	Goods	24,499	28	"	9,483
11	"	33,419	29	"	14,009
12	"	16,738	30	"	14,747
13	"	35,203	31	Goods	7,571
14	Passenger	30,315	32	"	7,637
15	"	32,801	33	"	7,131
16	"	28,465	34	"	6,040
17	"	23,041	35	"	11,193
18	Goods	43,274	36	"	8,542
				Total	761,006

No. 39.

TABULAR ANALYSIS, showing WORKING EXPENSES, GROSS EARNINGS, and NET EARNINGS, per Mile open and Train Mile, 1877.

Mileage.	Miles open— Average.	Train miles.	Miles run, including shunting, &c.
South and West	419	1,593,192	1,909,320
North	133	513,610	761,006
Total	552	2,106,802	2,670,326
Heads of Expenditure.	Amount.	Per mile open.	Per train mile.
	£	£	d.
Locomotive Power and Repp. of Engines—			
South and West	109,727	261'88	16'53
North	37,118	279'08	17'34
Total	146,845	266'02	16'73
Carriage and Waggon Repairs—			
South and West	17,567	41'93	2'65
North	7,206	54'18	3'37
Total	24,773	44'88	2'82
Maintenance—			
South and West	76,159	181'76	11'47
North	23,017	173'06	10'76
Total	99,176	179'67	11'30
Traffic Charges—			
South and West	88,473	211'15	13'33
North	37,710	283'54	17'62
Total	126,183	228'59	14'37
Compensation, Personal—			
South and West	480	1'15	0'07
North	100	0'75	0'05
Total	580	1'05	0'07
Compensation, Goods—			
South and West	227	0'54	0'03
North	196	1'48	0'09
Total	423	0'77	0'05
General Charges—			
South and West	16,371	39'07	2'47
North	4,634	34'84	2'16
Total	21,005	38'05	2'39
Gross Expenditure—			
South and West	309,004	737'48	46'55
North	109,981	826'93	51'39
Total	418,985	759'03	47'73
Gross Earnings—			
South and West	602,111	1,437'02	90'70
North	213,809	1,607'59	99'91
Total	815,920	1,478'12	92'95
Net Earnings—			
South and West	293,107	699'54	44'15
North	103,828	780'66	48'52
Total	396,935	719'09	45'22

No. 40.

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 1877.

Mileage.	Train Miles.		Total Miles run, including shunting, &c.	
	Passenger.	Goods.	Passenger.	Goods.
South and West	806,012	787,180	928,803	980,517
North	190,077	323,533	282,821	478,115
All Lines	996,089	1,110,713	1,211,624	1,458,702
Heads of Traffic.	Miles open for traffic—average.	Earnings.	Per mile open.	Per train mile.
COACHING.				
Passenger, 1st and 2nd class—				
South and West	419	175,473	418.79	52.25
North	133	49,112	369.26	62.01
All Lines	552	224,585	406.86	54.11
Season Ticket Holders—				
South and West	419	8,166	19.49	2.43
North	133	489	3.68	0.62
All Lines	552	8,655	15.68	2.09
Horses, Carriages, and Dogs, Parcels, &c.—				
South & West	419	20,601	49.17	6.14
North	133	8,130	61.13	10.26
All Lines	552	28,731	52.05	6.92
Mails—				
South and West	419	4,900	11.69	1.46
North	133	1,535	11.54	1.94
All Lines	552	6,435	11.66	1.55
Miscellaneous—				
South and West	419	2,117	5.06	0.63
North	133	1,065	8.01	1.34
All Lines	552	3,182	5.76	0.77
Total Coaching—				
South and West	419	211,257	504.20	62.91
North	133	60,331	453.62	76.17
All Lines	552	271,588	492.01	65.44
GOODS.				
Live Stock—				
South and West	419	16,206	38.68	4.95
North	133	10,099	75.93	7.49
All Lines	552	26,305	47.65	5.68
Minerals—				
South and West	419	34,048	81.26	10.38
North	133	46,269	347.88	34.32
All Lines	552	80,317	145.50	17.36
Wool—				
South and West	419	29,827	71.18	9.09
North	133	16,508	124.12	12.25
All Lines	552	46,335	83.94	10.01
General Merchandise—				
South and West	419	309,502	738.67	94.36
North	133	79,457	597.43	58.94
All Lines	552	388,959	704.64	84.05
Miscellaneous—				
South and West	419	1,271	3.03	0.39
North	133	1,145	8.61	0.85
All Lines	552	2,416	4.38	0.52
Total Goods—				
South and West	419	390,854	932.82	119.17
North	133	153,478	1,153.97	113.85
All Lines	552	544,332	986.11	117.62
Gross Earnings—				
South and West	419	602,111	1,437.02	90.70
North	133	213,809	1,607.59	99.91
All Lines	552	815,920	1,478.12	92.95

No. 41.

RETURN of the MILEAGE and WEIGHT of PASSENGERS and TONS of GOODS carried during 1877, and the AVERAGE RECEIPTS per mile.

Description.		Southern, Western, and Richmond.	Northern.	Total.
COACHING TRAFFIC.				
Number of 1st and 2nd Class Passengers.....	No.	1,696,366	393,160	2,089,526
„ Season Ticket-holders, journeys.....	„	821,986	45,632	867,618
Total, Passenger journeys.....	„	2,518,352	438,792	2,957,144
Total number of miles travelled.....	Miles.	29,657,358	7,147,823	36,805,181
Average mileage per passenger.....	„	11'78	16'29	12'45
Gross amount received from passengers.....	£	183,639	49,601	233,240
Average receipts per mile per passenger.....	d.	1'49	1'67	1'52
Tonnage of passengers carried.....	Tons.	168,640	29,383	198,023
„ horses, carriages, and dogs.....	„	3,049	1,268	4,317
„ mails and parcels.....	„	2,623	1,864	4,487
Total, Tonnage of passengers.....	„	174,312	32,515	206,827
Total mileage of tons.....	Miles.	2,475,461	654,741	3,130,202
Average mileage per ton.....	„	14'20	20'14	15'13
Gross amount received for above traffic and miscellaneous receipts.....	£	211,257	60,331	271,588
Average receipts per ton per mile.....	d.	20'48	22'11	20'82
GOODS TRAFFIC.				
Total tonnage of goods.....	Tons.	418,387	992,223	1,410,610
„ live stock.....	„	12,150	7,281	19,431
Total, Tonnage of goods.....	„	430,537	999,504	1,430,041
Total mileage of tons, goods, and live stock.....	Miles.	34,347,982	14,366,842	48,714,824
Average mileage per ton do do.....	„	79'78	14'37	34'07
Gross amount received for above traffic and miscellaneous receipts.....	£	390,854	153,478	544,332
Average receipts per ton per mile.....	d.	2'73	2'56	2'68

WEIGHT of Locomotive Engines and Tenders, empty and loaded, on 31st December, 1877.

No. of Engine.	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.
SOUTHERN AND WESTERN—																	
2	1	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 and 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 and 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 13 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 to 78	4	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
79 to 92	14	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
93 to 104	12	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	53 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
105	1	11 1 2	8 11 0	10 7 2	30 0 0	12 8 0	10 12 3	10 16 1	33 17 0	3 16 0	2 4 0	4 9 2	10 9 2	5 17 0	6 14 0	7 17 0	20 8 0
		102															
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 and 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 and 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	.....	.....	.....
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	.....	.....
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	.....	.....
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
27 to 30	4	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
31 to 36	6	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	53 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
		36															

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APPENDIX TO REPORT ON RAILWAYS—1877.

No. 42—continued.

WEIGHT of Locomotive Engines and Tenders and Tonnage carried on Great Southern and Western Lines during 1877.

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	2,086	90,272
2	43 5 2	14,451	625,367
3	43 5 2	943	40,808
4	43 5 2	13,983	605,114
5	28 13 2	10,570	303,095
6	36 8 2	Nil.	Nil.
7	36 8 2	200	7,285
8	28 1 1	Nil.	Nil.
9	32 10 1	Nil.	Nil.
10	52 15 2	33,679	1,777,409
11	32 7 0	15,346	496,443
12	28 1 1	114	3,199
13	38 18 0	13,264	515,970
14	42 14 3	14,674	627,130
15	42 14 3	18,669	797,866
16	42 14 3	25,853	1,104,893
17	47 13 2	33,719	1,607,553
18	47 13 2	13,956	665,352
19	47 13 2	22,751	1,084,654
20	47 13 2	28,875	1,376,616
21	47 13 2	21,705	1,037,646
22	47 13 2	29,090	1,386,866
23	48 5 0	11,295	544,984
24	48 5 0	28,353	1,368,032
25	48 5 0	26,511	1,279,156
26	48 5 0	29,732	1,434,569
27	48 5 0	26,245	1,266,321
28	48 5 0	32,084	1,548,053
29	18 0 3	20,812	375,396
30	18 0 3	12,998	234,451
31	18 0 3	18,870	340,368
32	51 2 0	16,798	858,378
33	51 2 0	19,836	1,013,620
34	51 2 0	30,304	1,548,534
35	51 2 0	15,826	808,709
36	48 2 1	18,820	905,477
37	48 2 1	19,756	950,511
38	48 2 1	17,038	819,741
39	48 2 1	19,195	923,519
40	48 4 0	21,314	1,027,335
41	48 4 0	21,074	1,015,767
42	48 4 0	22,635	1,091,007
43	48 4 0	21,636	1,042,855
44	49 14 1	30,494	1,515,933
45	49 14 1	21,429	1,065,289
46	49 14 1	21,260	1,056,888
47	49 14 1	13,144	653,421
48	56 13 0	22,544	1,277,118
49	56 13 0	25,556	1,447,747
50	56 13 0	29,075	1,647,099
51	56 13 0	27,969	1,584,444
52	56 13 0	18,822	1,066,266
53	56 13 0	24,677	1,397,952
54	56 13 0	29,891	1,693,335
55	56 13 0	32,224	1,825,490
56	56 13 0	31,541	1,786,798
57	56 13 0	28,713	1,626,591
58	56 13 0	27,053	1,532,552
59	56 13 0	28,823	1,632,823
60	58 17 1	24,365	1,434,185
61	58 17 1	31,322	1,843,691
62	58 17 1	21,915	1,289,972
63	58 17 1	26,169	1,540,373
64	58 17 1	26,295	1,547,789
65	58 17 1	31,179	1,835,274
66	17 16 3	12,956	231,103
67	25 18 3	21,995	570,495
68	25 18 3	20,293	526,350
69	25 18 3	21,338	553,454
70	25 18 3	30,818	799,342
71	25 18 3	20,253	525,312
72	25 18 3	21,819	565,930
73	25 18 3	21,407	555,244
74	25 18 3	20,255	525,364
75	48 6 0	17,974	868,144
76	48 6 0	22,253	1,074,820
77	48 6 0	7,584	366,307
78	48 6 0	649	31,347
79	55 18 3	17,957	1,004,470
80	55 18 3	19,399	1,085,132
81	55 18 3	19,934	1,115,058
82	55 18 3	16,352	914,690

No. 42—continued.

WEIGHT of Locomotive Engines and Tenders and Tonnage—continued.

No. of Engine.	Weight of Engine and Tender for whole journey.	Mileage of each Engine and Tender.	Total Tons carried.
83	55 18 3	18,050	1,009,672
84	55 18 3	17,927	1,002,792
85	55 18 3	20,351	1,138,384
86	55 18 3	21,272	1,189,902
87	55 18 3	19,034	1,064,714
88	55 18 3	4,211	235,553
89	55 18 3	19,105	1,068,686
90	55 18 3	9,147	511,660
91	55 18 3	4,696	262,683
92	55 18 3	4,915	274,933
93	52 14 0	9,876	520,465
94	52 14 0	11,412	601,412
95	52 14 0	13,581	715,719
96	52 14 0	12,806	674,876
97	52 14 0	15,892	837,508
98	52 14 0	13,499	711,397
99	52 14 0	9,867	519,991
100	52 14 0	12,109	638,144
101	52 14 0	3,267	172,171
102	52 14 0	3,546	186,874
103	52 14 0	3,455	182,078
104	52 14 0	4,339	228,665
105	50 18 3	2,961	150,826
	4,951 12 3	*1,908,134	92,063,008
	†4,854 12 3		
‡Averages..	47 11 3	18,707	902,578

*The "Westward Ho," "Gang Forward," and "Murrumbidgee" Ballast Engines are not included. Mileage = 1,186.

† Only 102 running. ‡ The averages of 102 Engines only, as Nos. 6, 8, and 9 did not run.

TONNAGE of Engines and Tenders, Great Northern Railway, 1877.

No. of Engine.	Weight of Engine and Tender for whole Journey.	Mileage of each Engine and Tender.	Total Tons carried.
1	42 14 1	45,034	1,923,515
2	42 14 1	39,539	1,688,810
3	42 14 1	17,415	743,838
4	30 15 1	28,526	877,531
5	31 14 0	17,485	554,274
6	33 10 2	12,601	422,449
7	33 10 2	23,141	775,802
8	33 19 2	38,643	1,312,896
9	15 13 2	7,780	121,951
10	38 18 0	24,499	953,011
11	47 13 1	33,419	1,592,833
12	47 13 1	16,738	797,775
13	47 13 1	35,203	1,677,863
14	47 0 1	30,315	1,425,184
15	47 0 1	32,801	1,542,057
16	47 0 1	28,465	1,338,211
17	31 14 0	23,041	730,400
18	47 13 1	43,274	2,062,547
19	47 13 1	30,615	1,459,187
20	33 6 2	23,657	788,370
21	47 13 1	Nil	.....
22	47 13 1	Nil	.....
23	48 6 1	27,706	1,338,546
24	48 6 1	28,267	1,365,649
25	48 6 1	25,926	1,252,550
26	48 6 1	26,564	1,283,373
27	55 18 3	13,979	781,950
28	55 18 3	9,483	530,455
29	55 18 3	14,009	783,628
30	55 18 3	14,747	824,910
31	52 14 0	7,571	398,992
32	52 14 0	7,657	403,524
33	52 14 0	7,131	375,804
34	52 14 0	6,040	318,308
35	52 14 0	11,193	589,871
36	52 14 0	8,542	450,163
	1,619 2 0	761,006	33,486,227
	*1,523 15 2		
‡Averages..	44 16 1	22,382	984,889

* Only 34 running. ‡ The averages of 34 engines only, as Nos. 21 and 22 did not run.

No. 42 *continued*—ABSTRACT of Total and Average Weights of Rolling Stock Empty.

	Southern and Western.			Northern.		
	No. of each Class.	Total Weight, Empty.	Average Weight.	No. of each Class.	Total Weight, Empty.	Average Weight.
PASSENGER STOCK.						
		T. c. q.	T. c. q.		T. c. q.	T. c. q.
Carrriages, Sleeping	1	17 10 2	17 10 2	.....	.....	.....
Do. First Class	28	282 8 2	10 1 3	13	86 13 0	6 13 1
Do. Composite	25	164 17 3	6 11 3½	2	13 10 0	6 15 0
Do. do. Smoking	6	38 8 0	6 8 0	.....	.....	.....
Brake Vans, Composite	20	226 15 2	11 6 3	.....	.....	.....
Carrriages, Second Class	68	407 15 0	5 19 3½	49	287 6 0	5 17 1
Mail Vans	5	28 1 0	5 12 0½	3	17 5 0	5 15 0
Prison Vans	1	5 14 2	5 14 2	.....	.....	.....
Hearses	2	7 19 2	3 19 3	.....	.....	.....
Horse-boxes	51	273 9 2	5 7 1	19	98 14 0	5 3 3½
Carrriage Trucks	26	105 4 0	4 0 3½	12	48 2 2	4 0 1
Brake Vans	15	97 18 0	6 10 2	6	33 18 0	5 13 0
Total	248	1,656 1 3	6 13 2½	104	585 8 2	5 12 2½
GOODS STOCK.						
Brake Vans	34	412 6 2	12 2 2	18	141 11 2	7 17 1
A. Waggons	72	290 6 0	4 0 2½	40	161 4 0	4 0 2½
B. Waggons	105	483 0 3	4 12 0	40	190 10 0	4 15 1
C. Vans	98	551 19 0	5 12 2½	39	224 17 0	5 15 1
D. Waggons	1,476	6,558 9 0	4 8 3½	424	1,855 9 0	4 7 2
E. Waggons	182	755 15 2	4 3 0½	24	97 6 0	4 1 0
Powder Vans	6	29 11 0	4 18 2	2	9 14 0	4 17 0
Sheep Vans	38	218 19 0	5 15 1	34	217 5 0	6 7 3
Cattle Vans	61	335 12 0	5 10 0½	22	123 10 0	5 12 1
Meat Vans	10	57 6 0	5 14 2½	1	5 10 0	5 10 0
Ballast Waggons	37	123 7 0	3 6 2½	43	168 18 0	3 18 2
Total	2,119	9,816 11 3	4 12 2½	687	3,195 14 2	4 13 0
Total Vehicles, all Lines	2,367	11,472 13 2	4 16 3½	791	3,781 3 0	4 15 2½

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 42 *continued*—RETURN showing the weight of ROLLING STOCK.
GREAT SOUTHERN AND WESTERN RAILWAYS.

Description	Nos.	Total of Class	Weight Empty, each Class.	Gross Weight, Empty.	Average weight of each Class.
			Tons cwt. qrs 17 10 2	Tons cwt. qrs. 17 10 2	Tons cwt. qrs. 17 10 2
PASSENGER STOCK.					
Sleeping Carriage.....	1	1			
1st Class Carriages	1		15 5 0	15 5 0	
	3		15 9 0	46 7 0	
	6		15 3 0	90 18 0	
	1		12 0 0	12 0 0	
	1		11 9 0	11 9 0	
	1		6 18 0	6 18 0	
	1		7 1 0	7 1 0	
	1		5 13 2	5 13 2	
	2		5 12 3	11 5 2	
	4		5 15 3	23 3 0	
	2		5 10 0	11 0 0	
	2		5 11 0	11 2 0	
	1		6 10 0	6 10 0	
	1		8 5 0	8 5 0	
	1		15 11 2	15 11 2	
		28		282 8 2	10 1 3
Composite Carriages	6		6 18 0	41 8 0	
	2		7 1 0	14 2 0	
	9		6 10 0	58 10 0	
	1		6 9 2	6 9 2	
	4		6 7 0	25 8 0	
	2		5 10 0	11 0 0	
	1		8 0 1	8 0 1	
		25		164 17 3	6 11 3½
Composite Smoking	6	6	6 8 0	38 8 0	6 8 0
„ Brake Vans	6		13 16 0	82 16 0	
	6		14 15 2	88 13 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		226 15 2	11 6 3
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	
	27		5 10 0	148 10 0	
	11		4 14 0	51 14 0	
	2		8 0 0	16 0 0	
	1		15 3 0	15 3 0	
		68		407 15 0	5 19 3½
Mail Vans.....	1		6 1 0	6 1 0	
	4		5 10 0	22 0 0	
		5		28 1 0	5 12 0½
Hearses	2		3 19 3	7 19 2	3 19 3
Carriage Trucks	8	2	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 3½
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	1	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		248		1,656 1 3	6 13 2½
Average running during year ...		245		1,636 0 0	

No. 42 continued—RETURN showing the Weight of ROLLING STOCK.

GREAT SOUTHERN AND WESTERN RAILWAYS.

Description.	Nos.	Total of Class.	Weight, Empty, each Class.		Gross Weight, Empty.		Average weight of each Class.	
			Tons	cwt. qrs.	Tons	cwt. qrs.	Tons	cwt. qrs.
GOODS STOCK.								
Brake Vans	5	34	13	0 0	65	0 0	12	2 2
	5		12	4 2	61	2 2		
	18		11	16 0	212	8 0		
	6		12	6 0	73	16 0		
A Waggons	26	72	4	3 0	107	18 0	4	0 2½
	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 Waggons	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	78	98	5	16 0	452	8 0	5	12 2½
	8		5	7 0	42	16 0		
	7		4	15 0	33	5 0		
	5		4	14 0	23	10 0		
Powder Vans.....	3	6	5	2 0	15	6 0	4	18 2
	3		4	15 0	14	5 0		
D Waggons	32	1,476	4	19 0	158	8 0	4	8 3½
	1		4	18 0	4	18 0		
	1		4	17 1	4	17 1		
	61		4	17 0	295	17 0		
	2		4	16 2	9	13 0		
	1		4	16 0	4	16 0		
	2		4	15 3	9	11 2		
	1		4	15 2	4	15 2		
	1		4	15 1	4	15 1		
	60		4	15 0	285	0 0		
	4		4	14 3	18	19 0		
	100		4	14 2	472	10 0		
	1		4	14 1	4	14 1		
	171		4	14 0	803	14 0		
	3		4	13 3	14	1 1		
	38		4	13 2	177	5 0		
	1		4	13 1	4	13 1		
	89		4	13 0	413	17 0		
	2		4	12 2	9	5 0		
	371		4	12 0	1,706	12 0		
	1		4	11 3	4	11 3		
	3		4	11 2	13	14 2		
	3		4	11 0	13	13 0		
	1		4	10 1	4	10 1		
	2		4	10 0	9	0 0		
	1		4	9 3	4	9 3		
	3		4	9 2	13	8 2		
	55		4	9 0	244	15 0		
	1		4	7 2	4	7 2		
	81		4	7 0	352	7 0		
	2		4	6 3	8	13 2		
	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			
		1,476	6,558	9 0			

APPENDIX TO REPORT ON RAILWAYS—1877.

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No. 42 *continued*—RETURN showing the Weight of ROLLING STOCK.

SOUTHERN AND WESTERN LINES.

Description.	No.	Total each Class.	Weight, Empty, each Class.	Gross Weight, Empty.	Average weight of each Class.
<i>GOODS STOCK—continued.</i>					
E Waggon	26		Tons cwt. qrs. 4 7 1	Tons cwt. qrs. 113 8 2	Tons cwt. qrs.
	92		4 6 0	395 12 0	
	22		4 5 0	93 10 0	
	26		3 16 2	99 9 0	
	8		3 10 2	28 4 0	
	8		3 4 0	25 12 0	
Sheep Vans	6	182	5 18 2	755 15 2	4 3 0½
	31		5 15 0	35 11 0	
	1		5 3 0	5 3 0	
Cattle Vans	47	38	5 16 0	218 19 0	5 15 1
	14		4 10 0	272 12 0	
				63 0 0	
Meat Vans	8	61	5 15 0	335 12 0	5 10 0½
	2		5 13 0	46 0 0	
				11 6 0	
Ballast Waggon	3	10	4 3 0	57 6 0	5 14 2½
	10		3 13 0	12 9 0	
	24		3 2 0	36 10 0	
				74 8 0	
		37		123 7 0	3 6 2½
Total Goods Stock	.....	2,119	.....	9,816 11 3	4 12 2½
Average running during year	.....	1,996	.....	9,247 0 0	.....

GREAT NORTHERN RAILWAY.

Description and Class.	No. of each Class.	Weight, Empty, each Class.	Gross Weight, Empty.	Average weight, each Class.
<i>PASSENGER STOCK.</i>				
1st Class Carriage	1	Tons cwt. qrs. 5 13 0	Tons cwt. qrs. 5 13 0	Tons cwt. qrs.
	5	6 8 0	32 0 0	
	7	7 0 0	49 0 0	
2nd Class Carriage	17	6 8 0	86 13 0	6 13 1
	9	4 14 0	108 16 0	
	12	5 12 0	42 6 0	
	8	6 6 0	67 4 0	
	3	6 4 0	50 8 0	
Composite Carriage	1	8 0 0	287 6 0	5 17 1
	1	5 10 0	8 0 0	
Mail Vans	.....	2	13 10 0	6 15 0
Carrriage Trucks	7	5 15 0	17 5 0	5 15 0
	5	3 15 0	26 5 0	
		4 7 2	21 17 2	
Horse-boxes	2	12	48 2 2	4 0 1
	2	5 2 0	10 4 0	
	5	4 18 3	9 17 2	
	10	4 19 0	24 15 0	
		5 7 3	53 17 2	
Brake Vans	2	19	98 14 0	5 3 3½
	2	5 4 0	10 8 0	
	2	5 10 0	11 0 0	
	2	6 5 0	12 10 0	
Total Passenger	6	33 18 0	5 13 0
	104	585 8 2
	5 12 2½

APPENDIX TO REPORT ON RAILWAYS—1877.

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No. 42 continued—WEIGHT OF ROLLING STOCK.

GREAT NORTHERN RAILWAY.

Description and Class.	Nos.	Total of Class.	Weight Empty, each Class.	Gross Weight, Empty.	Average weight each Class.
<i>Goods Stock—continued.</i>			Tons cwt. qrs.	Tons cwt. qrs.	Tons cwt. qrs.
E Waggon	6		3 18 0	23 8 0	
	6		3 15 0	22 10 0	
	3		4 6 0	34 8 0	
	4		4 5 0	17 0 0	
		24		97 6 0	4 1 0
Cattle Van	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
		1			
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	
	6		5 15 0	34 10 0	
		34		217 5 0	6 7 3
Ballast Waggon	25		4 1 0	101 5 0	
	12		4 0 0	48 0 0	
	5		3 2 0	15 10 0	
	1		4 3 0	4 3 0	
		43		168 18 0	3 18 2
Powder Vans	2			9 14 0	4 17 0
		2			
Total		687		3,195 14 2	4 13 0
Coal Waggon		1,841		8,687 18 2	4 14 1½
Total Goods		2,528		11,883 13 0	4 14 0
Average running during year		2,247		10,409 0 0	4 12 2

No. 42—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..... (running)	No.	55	13	68
Goods..... do.	"	47	21	68
Total.....	"	102	34	136
Mileage of engines and tenders—				
Passenger.....	miles	995,454	296,005	1,291,459
Goods.....	"	912,680	465,001	1,377,681
Total.....	"	1,908,134	761,006	2,669,140
Gross weight of engines and tenders—				
Passenger..... (Average)	tons	2,148	471	2,619
Goods..... ditto	"	2,031	782	2,813
Total.....	"	4,179	1,253	5,432
Gross tonnage—				
Passenger.....	"	43,966,038	12,562,763	56,528,801
Goods.....	"	48,096,970	20,923,464	69,020,434
Total.....	"	92,063,008	33,486,227	125,549,235
PASSENGER AND GOODS STOCK.				
Number of vehicles running during the year—				
Passenger.....	No.	245	104	349
†Goods.....	"	1,996	2,247	4,243
Total.....	"	2,241	2,351	4,592
Weight of Do.—				
Passenger.....	tons	1,636	585	2,221
†Goods.....	"	9,247	10,409	19,656
Total.....	"	10,883	10,994	21,877
†Total mileage of vehicles—				
Passenger.....	miles	5,873,347	1,296,888	7,170,235
Goods.....	"	14,570,331	5,202,730	19,773,061
Total.....	"	20,443,678	6,499,618	26,943,296
Gross dead weight of vehicles—				
Passenger.....	tons	39,219,828	7,294,950	46,514,778
Goods.....	"	67,503,100	24,096,835	91,599,935
Total.....	"	106,722,928	31,391,785	138,114,713

* 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.

No. 42—continued.

		South and West.	North.	Totals.
PASSENGER AND GOODS STOCK—continued.				
*Tonnage of load carried in vehicles—				
Passenger.....	No.	174,312	32,515	206,827
Goods	"	430,537	999,504	1,430,041
Total.....	"	604,849	1,032,019	1,636,868
Total ton-mileage of load—				
Passenger.....	"	2,475,461	654,741	3,130,202
Goods	"	34,347,982	14,366,842	48,714,824
Total.....	"	36,823,443	15,021,583	51,845,026
Total tonnage of vehicles empty and loaded—				
Passenger.....	tons.	41,695,289	7,949,691	49,644,980
Goods	"	101,851,082	38,465,677	140,316,759
Total.....	"	143,546,371	46,415,368	189,961,739
Total tonnage of engines and vehicles loaded—				
Passenger.....	"	85,661,327	20,512,454	106,173,781
Goods	"	149,948,052	59,389,141	209,337,193
Total.....	"	235,609,379	79,901,595	315,510,974
Gross earnings—				
Passenger and Coaching	£	211,257	60,331	271,588
Goods	"	390,854	153,478	544,332
Total.....	"	602,111	213,809	815,920
Total working expenses	"	309,004	109,981	418,985
Net earnings	"	293,107	103,828	396,935
RESULTS.				
AVERAGE EARNINGS PER TON PER MILE—				
PASSENGER	d.	'592	'706	'614
GOODS	"	'625	'620	'624
ALL TRAFFIC	"	'613	642	'621
WORKING EXPENSES PER TON PER MILE	"	'315	'330	'319
NET EARNINGS PER TON PER MILE.....	"	'298	'3	'302

* Fifteen passengers are reckoned equivalent to one ton; carriages are estimated at 15 cwt.; horses and horned cattle at 500 lbs.; pigs at 75 lbs.; sheep at 50 lbs.; and dogs at 30 lbs. each.

No. 43.

MERCHANDISE Traffic Rates, 1875 to 1877.

Articles of Traffic	1875. NOVEMBER 9.			*1876. SEPTEMBER 18.			*1877. SEPTEMBER 17.			*1877. DECEMBER 7.		
	Class	15 miles.		Class	15 miles.		Class.	15 miles.		Class.	15 miles.	
		Exceeding 15 miles.	Exceeding 15 miles.		Exceeding 15 miles.	Exceeding 15 miles.		Exceeding 15 miles.	Exceeding 15 miles.			
Acids—in cases and carboys	4	s. d. s. d.	12 00 9	4	s. d. s. d.	12 00 9	4	s. d. s. d.	12 00 9	4	s. d. s. d.	12 00 9
Aerated Waters	3		9 00 7	3		9 00 7	2		7 00 5	2		7 00 5
Agricultural Machines	3		9 00 7	3		9 00 7	3		9 00 7	3		9 00 7
Do. Produce—not otherwise specified	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Ammunition	4		12 00 9	4		12 00 9	4		12 00 9	4		12 00 9
Bark—in sheets, bundles, or bags	†A		3 00 1½	†A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Do. Tanners'	†A		3 00 1½	†A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Beet-root	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Bicycles	4		12 00 9	4		12 00 9	4		12 00 9	4		12 00 9
Boards, not exceeding 2 inches	2		7 00 5	2		7 00 5	D		5 00 2½	D		5 00 2½
Bonds—80 cubic feet per ton	2		7 00 5	2		7 00 5	2		7 00 5	2		7 00 5
Boilers	2		7 00 5	2		7 00 5	2		7 00 5	2		7 00 5
Do. Plates	2		7 00 5	2		7 00 5	2		7 00 5	2		7 00 5
Bones—in bags	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Do loose	B		4 00 2½	B		4 00 2½	B		3 00 1½	B		3 00 1½
Bottles—empty, in cases or crates	B		4 00 2½	B		4 00 2½	C		4 00 2½	C		4 00 2½
Bran	†A		3 00 1½	†A		3 00 1½	B		3 00 1½	A		2 00 1¼
Bricks—4-ton lots	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Cabbages	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Candied Fruits	Up		9 00 7	3		9 00 7	D		5 00 2½	D		5 00 2½
Carpentry	3		9 00 7	3		9 00 7	3		9 00 7	3		9 00 7
Carrots	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Casks—new, empty	B		4 00 2½	B		4 00 2½	C		4 00 2½	C		4 00 2½
Casks do.	B		4 00 2½	B		4 00 2½	C		4 00 2½	C		4 00 2½
Cement	1		6 00 4	1		6 00 4	1		6 00 4	1		6 00 4
Chaff—pressed. (See page 101.)												
Charcoal and Coke—in bags	C		5 00 2½	C		5 00 2½	D		5 00 2½	D		5 00 2½
Chicory Root	A		3 00 1½	A		3 00 1½	B		3 00 1½	B		3 00 1½
Clay—4-ton lots	B		4 00 2½	B		4 00 2½	A		2 00 1¼	A		2 00 1¼
Coal. (See page 102.)												
Do. in bags	C		5 00 2½	C		5 00 2½	D		5 00 2½	D		5 00 2½
Do. Waggon—new, on wheels to collieries	6d. p. m. each, min 5s			6d. p. m. each, min 5s			4d. p. m. each, min 3s			4d. p. m. each, min 5s		
Coke—4-ton lots	A		3 00 1½	A		3 00 1½	B		3 00 1½	B		3 00 1½
Colonial Wine	Up		3 00 1½	A		3 00 1½	B		3 00 1½	B		3 00 1½
Copper Ingots	1		6 00 4	1		6 00 4	1		6 00 4	1		6 00 4
Do. Ore	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Drain Pipes	B		4 00 2½	B		4 00 2½	C		4 00 2½	B		3 00 1½
Dynamite—owner's risk, in casks or cases	1s. p. ton p. m.			1s. p. ton p. m.			1s. p. ton p. m.			1s. p. ton p. m.		
Feathers	3		9 00 7	3		9 00 7	3		9 00 7	3		9 00 7
	B		4 00 2½	B		4 00 2½	B		3 00 1½	B		3 00 1½
	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Fellocs												
Fire-clay Blocks							D		5 00 2½	A		2 00 1¼
Firewood	Mis.		2 00 1¼	Mis.		2 00 1¼	Mis.		1 60 1¼	Mis.		1 60 1¼
Fireworks	4		12 00 9	4		12 00 9	4		12 00 9	4		12 00 9
Fish												
Flour	†A		3 00 1½	†A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Flower-pots	B		4 00 2½	B		4 00 2½	C		4 00 2½	C		4 00 2½
Fruit—Orchard	†A		3 00 1½	†A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Furniture—in cases	3		9 00 7	3		9 00 7	3		9 00 7	3		9 00 7
Do.	4		12 00 9	4		12 00 9	4		12 00 9	4		12 00 9
Furze	3		9 00 7	3		9 00 7	3		9 00 7	3		9 00 7
Garden Produce—not otherwise specified	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Glue Pieces	C		5 00 2½	C		5 00 2½	C		4 00 2½	C		4 00 2½
Graves	C		5 00 2½	C		5 00 2½	C		4 00 2½	C		4 00 2½
Grain—all kinds	†A		3 00 1½	†A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Green Fodder	A		3 00 1½	A		3 00 1½	A		2 00 1¼	A		2 00 1¼
Guano and Artificial Manures	C		5 00 2½	C		5 00 2½	B		3 00 1½	B		3 00 1½
Gunpowder (owner's risk)—in casks	1s. p. ton p. m.			1s. p. ton p. m.			1s. p. ton p. m.			1s. p. ton p. m.		
Hats—in cases	4		12 00 9	4		12 00 9	4		12 00 9	4		12 00 9
Hardware	3		9 00 7	3		9 00 7	3		9 00 7	3		9 00 7
Hay—pressed and branded with weight (See page 101.)												
Do. Loose. (See page 101.)												
Hides, on the down journey	B		4 00 2½	B		4 00 2½	**B		3 00 1½	**B		3 00 1½
Hides	2		7 00 5	2		7 00 5	**D		5 00 2½	**D		5 00 2½
	†3		9 00 7	†3		9 00 7	†3		9 00 7	†3		9 00 7
Hoofs	§A		3 00 1½	§A		3 00 1½	§A		2 00 1¼	§A		2 00 1¼
	||B		4 00 2½	||B		4 00 2½	||B		3 00 1½	||B		3 00 1½
Horns	§A		3 00 1½	§A		3 00 1½	§A		2 00 1¼	§A		2 00 1¼
	||B		4 00 2½	||B		4 00 2½	||B		3 00 1½	||B		3 00 1½

Marked thus †, subject to the following allowances—10 per cent. on the rate per mile for every mile beyond 100; 20 per cent. on the rate per mile for every mile beyond 150; 40 per cent. on the rate per mile for every mile beyond 200.

Marked thus ‡, an additional charge for use of tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton; 300 miles, 2s. 6d. per ton; marked §, means "Insecure"; marked ||, in bundles or bags; marked ¶, if loose; marked **, green and wet, salted; marked ††, dry.

A, B, C, D Rates (September 17 and December 7)—For distances over 100 miles, the terminal charge for 15 miles will be remitted.

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 13—continued.

MERCHANDISE Traffic Rates, 1875 to 1877.

Articles of Traffic.	1875 NOVEMBER 9.			*1876. SEPTEMBER 18.			*1877. SEPTEMBER 17.			*1877. DECEMBER 7.		
	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.
Iron—Bar, Rod, and Bundles	Bar B	4 00 2½	2 7 00 5	B	4 00 2½	2 7 00 5	C	4 00 2½	2 7 00 5	B	3 00 1½	2 7 00 5
Boiler, Plate or Sheet	Plate B	4 00 2½	2 7 00 5	B	4 00 2½	2 7 00 5	C	4 00 2½	2 7 00 5	B	3 00 1½	2 7 00 5
Corrugated—in cases	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Girders	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Pig and Scrap	Up ... Down ...	A 1	3 00 1½ 6 00 4	A 1	3 00 1½ 6 00 4	B 1	3 00 1½ 6 00 4	B 1	3 00 1½ 6 00 4	A 1	2 00 1½	2 00 1½
Do.—Tanks, 80 c. ft. per ton—corrugated...	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Do.—Wire in bundles	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Do.—Wheels and Axles—Railway	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Do.—Rails and Chairs	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Do.—Castings, over 3 tons—owner's risk only.	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Do.—Girders, if requiring 2 trucks no less charge than for 3 tons will be made	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Iron—Galvanized—cases	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5	2	7 00 5	2 7 00 5
Ironmongery	3	9 00 7	3 9 00 7	3	9 00 7	3 9 00 7	3	9 00 7	3 9 00 7	3	9 00 7	3 9 00 7
Ironstone										Mis.	1 60 1½	1 60 1½
Jaus	Up	3	9 00 7	3	9 00 7	D	5 00 2½	D	5 00 2½	D	5 00 2½	5 00 2½
Joinery	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Kerosene Oil	Up	1	6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1 6 00 4
Lead—Pig or Sheet	2	7 00 5	2 7 00 5	2	7 00 5	2	7 00 5	2	7 00 5	2	7 00 5	2 7 00 5
Leather	**1	6 00 4	**1 6 00 4	**1	6 00 4	**1	6 00 4	**1	6 00 4	**1	6 00 4	**1 6 00 4
Lamps—Street, Door, or Hall	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Laths	B	4 00 2½	B 4 00 2½	B	4 00 2½	B	4 00 2½	B	4 00 2½	B	4 00 2½	B 4 00 2½
Lick Blocks												
Lime—4-ton lots	†B	4 00 2½	†B 4 00 2½	†B	4 00 2½	B	3 00 1½	B	3 00 1½	B	3 00 1½	B 3 00 1½
Limestone	Mis.	2 00 1½	Mis. 2 00 1½	Mis.	2 00 1½	Mis.	1 60 1½	Mis.	1 60 1½	Mis.	1 60 1½	1 60 1½
Lime—in bags	†B	4 00 2½	†B 4 00 2½	†B	4 00 2½	B	3 00 1½	B	3 00 1½	B	3 00 1½	B 3 00 1½
Lithofractur or other explosives—owner's risk—in casks or cases.	rs. p. ton p. m.		rs. p. ton p. m.			rs. p. ton p. mile		rs. p. ton p. mile		rs. p. ton p. mile		
Lucerne—Seed	1	6 00 4	1 6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1 6 00 4
Machinery of all kinds	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Malt	2	7 00 5	2 7 00 5	2	7 00 5	2	7 00 5	2	7 00 5	2	7 00 5	2 7 00 5
Mangold Wurzel	A	3 00 1½	A 3 00 1½	A	3 00 1½	A	2 00 1½	A	2 00 1½	A	2 00 1½	A 2 00 1½
Manure, loose (4-ton lots)	B	4 00 2½	B 4 00 2½	B	4 00 2½	Mis.	1 60 1½	Mis.	1 60 1½	Mis.	1 60 1½	1 60 1½
Do., in bags	C	5 00 2½	C 5 00 2½	C	5 00 2½	B	3 00 1½	B	3 00 1½	B	3 00 1½	B 3 00 1½
Marble—Undressed (4-ton lots)	B	4 00 2½	B 4 00 2½	B	4 00 2½	B	3 00 1½	B	3 00 1½	B	3 00 1½	B 3 00 1½
Meal	†A	3 00 1½	†A 3 00 1½	†A	3 00 1½	A	2 00 1½	A	2 00 1½	A	2 00 1½	A 2 00 1½
Measurement Goods, 80 cubic feet to ton	1	6 00 4	1 6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1 6 00 4
Melons	A	3 00 1½	A 3 00 1½	A	3 00 1½	A	2 00 1½	A	2 00 1½	A	2 00 1½	A 2 00 1½
Millinery (in cases)	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Mirrors	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Muriate of Lime	1	6 00 4	1 6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1 6 00 4
Musical Instruments	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Naphtha	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Offal	1	6 00 4	1 6 00 4	1	6 00 4	B	3 00 1½	B	3 00 1½	B	3 00 1½	B 3 00 1½
Oil Cake	C	5 00 2½	C 5 00 2½	C	5 00 2½	D	5 00 2½	D	5 00 2½	D	5 00 2½	D 5 00 2½
Opium	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Ores (4-ton lots)	A	3 00 1½	A 3 00 1½	A	3 00 1½	A	2 00 1½	A	2 00 1½	A	2 00 1½	A 2 00 1½
Oysters	Mis. 3d p. ton p. m.		Mis. 3d p. ton p. m.			Mis. 3d p. ton p. m.		Mis. 3d p. ton p. m.		Mis. 3d p. ton p. m.		
Palings	A	3 00 1½	A 3 00 1½	A	3 00 1½	A	2 00 1½	A	2 00 1½	A	2 00 1½	A 2 00 1½
Paintings and Engravings	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Paper	B	4 00 2½	B 4 00 2½	B	4 00 2½	C	4 00 2½	C	4 00 2½	C	4 00 2½	C 4 00 2½
Papier-maché Goods	under 1 ton	2	7 00 5	2 7 00 5	2 7 00 5	2 7 00 5	2 7 00 5	2 7 00 5	2 7 00 5	2 7 00 5	2 7 00 5	
Perambulators	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Perfumery	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Perfumery	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Picture Frames	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Pier Glasses	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Pitch	1	6 00 4	1 6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1	6 00 4	1 6 00 4
Plants (in pots and cases)	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Plated Goods	3	9 00 7	3 9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3	9 00 7	3 9 00 7
Plate Glass	4	12 00 9	4 12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4	12 00 9	4 12 00 9
Pollard	†A	3 00 1½	†A 3 00 1½	†A	3 00 1½	A	2 00 1½	A	2 00 1½	A	2 00 1½	A 2 00 1½

Marked thus *, subject to the following allowances—10 per cent. on the rate per mile for every mile beyond 100; 20 per cent. on the rate per mile for every mile beyond 150; 40 per cent. on the rate per mile for every mile beyond 200.
 Marked thus †, an additional charge for use of tarpaulins will be made—40 miles, 15 per ton; 80 miles, 18. 6d. per ton; 150 miles, 25 per ton; 200 miles, 28. 3d. per ton; 300 miles, 28. 6d. per ton.
 A, B, C, D Rates (September 17 and December 7)—For distances over 100 miles, the terminal charge for 15 miles will be remitted.
 Marked thus **, if loose, 2nd class.

No. 43—continued.
MERCHANDISE Traffic Rates, 1875 to 1877.

Articles of Traffic.	1875. NOVEMBER 9.			*1876. SEPTEMBER 18.			*1877. SEPTEMBER 17.			*1877. DECEMBER 7.		
	Class	15 miles.	Exceeding 15 miles.	Class	15 miles.	Exceeding 15 miles.	Class	15 miles.	Exceeding 15 miles.	Class	15 miles.	Exceeding 15 miles.
Portable Engines	B	9 00 7	4 00 2½	B	9 00 7	4 00 2½	B	9 00 7	4 00 2½	B	9 00 7	4 00 2½
Posts and Rails	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Potatoes	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Poultry—Living (in crates)	3	9 00 7	3 00 1½	3	9 00 7	3 00 1½	3	9 00 7	3 00 1½	3	9 00 7	3 00 1½
Preserved Meat	Up A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	B	3 00 1½	3 00 1½	B	3 00 1½	3 00 1½
Pumpkins	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Quicksilver	4	12 00 9	12 00 9	4	12 00 9	12 00 9	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Railway Materials	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5
Rags and Materials for making Paper (not chemicals).	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Regulus (4-ton lots)	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	.....	.....	.....	.....	.....	.....
Resin	2	7 00 5	7 00 5	2	7 00 5	7 00 5	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Road Metal	Mis.	2 00 1½	2 00 1½	Mis.	2 00 1½	2 00 1½	Mis.	1 60 1½	1 60 1½	Mis.	1 60 1½	1 60 1½
Salt—Rock and Calcutta	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do.—Dairy and Meat-curing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sand—4 ton lots	B	4 00 2½	4 00 2½	B	4 00 2½	4 00 2½	B	3 00 1½	3 00 1½	B	3 00 1½	3 00 1½
Sawdust	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Scientific Instruments	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9
Sewing Machines	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9
Shale—Kerosene	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheepskins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shingles	B	4 00 2½	4 00 2½	B	4 00 2½	4 00 2½	B	3 00 1½	3 00 1½	B	3 00 1½	3 00 1½
Silk Goods	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7
Slate Slabs	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9
Slates	1	6 00 4	6 00 4	1	6 00 4	6 00 4	C	4 00 2½	4 00 2½	C	4 00 2½	4 00 2½
Sleepers—Railway	C	5 00 2½	5 00 2½	C	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½
Soap (except scented and fancy)	.....	.....	.....	.....	.....	.....	2	7 00 5	7 00 5	2	7 00 5	7 00 5
Soda—Crystals	1	6 00 4	6 00 4	1	6 00 4	6 00 4	D	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½
Soda—Caustic	1	6 00 4	6 00 4	1	6 00 4	6 00 4	D	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½
Spokes and Shafts—Undressed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stocks	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Stone undressed—4-ton lots	B	4 00 2½	4 00 2½	B	4 00 2½	4 00 2½	Mis.	1 60 1½	1 60 1½	Mis.	1 60 1½	1 60 1½
Do. carved and Gravestones	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5
Do. cut for Building or Grindstones	1	6 00 4	6 00 4	1	6 00 4	6 00 4	D	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½
Straw, pressed and branded with weight. (See page 101.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do. loose. (See page 101)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5
Sulphuric Acid (loads not less than 4 tons)	1	6 00 4	6 00 4	1	6 00 4	6 00 4	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Tallow	2	7 00 5	7 00 5	2	7 00 5	7 00 5	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Tar	1	6 00 4	6 00 4	1	6 00 4	6 00 4	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Terra Cotta	.....	.....	.....	.....	.....	.....	D	5 00 2½	5 00 2½	A	2 00 1½	2 00 1½
Thrashing Machines	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7
Tiles	B	4 00 2½	4 00 2½	B	4 00 2½	4 00 2½	C	4 00 2½	4 00 2½	B	3 00 1½	3 00 1½
Timber (in log)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do. Undressed	C	5 00 2½	5 00 2½	C	5 00 2½	5 00 2½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Do. Dressed	2	7 00 5	7 00 5	2	7 00 5	7 00 5	D	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½
Tin Ore	O	5 00 2½	5 00 2½	C	5 00 2½	5 00 2½	C	4 00 2½	4 00 2½	C	4 00 2½	4 00 2½
Tin-plates	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5
Tin Smelted	.....	.....	.....	.....	.....	.....	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Tobacco—Colonial Leaf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toys in cases	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7
Tricycles	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9
Turnips	A	3 00 1½	3 00 1½	A	3 00 1½	3 00 1½	A	2 00 1½	2 00 1½	A	2 00 1½	2 00 1½
Velocipedes	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9	4	12 00 9	12 00 9
Water Tanks (by weight)	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7
Whiting	C	5 00 2½	5 00 2½	C	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½	D	5 00 2½	5 00 2½
Wire-netting	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7	3	9 00 7	9 00 7
Woolpacks	3	9 00 7	9 00 7	1	6 00 4	6 00 4	1	6 00 4	6 00 4	1	6 00 4	6 00 4
Zinc	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5	2	7 00 5	7 00 5
NOTE—All articles not enumerated above are carried as follows.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Marked thus *, subject to the following allowances—10 per cent. on the rate per mile for every mile beyond 100; 20 per cent. on the rate per mile for every mile beyond 150; 40 per cent. on the rate per mile for every mile beyond 200.
 † If loose or insecure, 1st Class rates. ‡ If loose or insecure, D rate.
 Marked thus †, an additional charge is made for use of tarpaulins—40 miles, 1s; 80 miles, 1s. 6d; 120 miles, 2s.; 200 miles, 2s. 3d.; 300 miles, 2s. 6d. per ton.
 ‡ All 3rd Class Goods are carried at owner's risk; if Commissioner's risk, an insurance rate of 10s. per cent. on the declared value of the articles will be made. Minimum charge for risk, 1s. 6d.
 A, B, C, D, Rates (September 17th and December 7th)—For distances over 100 miles, the terminal charge for 15 miles will be omitted.

No. 43—continued.

MERCHANDISE Traffic Rates, 1875 to 1877.

18 September, 1876.—Rates for Carriage of Hay and Straw, Unpressed.

		£ s. d.			£ s. d.
Not exceeding 53 miles	.....	1 15 0 per Truck.	Not exceeding 34 miles	.....	1 5 0 per Truck.
" 45 "	.....	1 11 3 "	" 25 "	.....	0 18 9 "
" 40 "	.....	1 8 0 "	" 15 "	.....	0 12 6 "

17 SEPTEMBER, 1877.

		£ s. d.			£ s. d.
Not exceeding 54 miles	.....	1 15 0 per Truck.	Not exceeding 35 miles	.....	1 5 0 per Truck.
" 46 "	.....	1 11 3 "	" 26 "	.....	0 18 9 "
" 41 "	.....	1 8 0 "	" 16 "	.....	0 12 6 "

7 DECEMBER, 1877.

		£ s. d.			£ s. d.
Not exceeding 54 miles	.....	1 5 0 per Truck.	Not exceeding 35 miles	.....	0 18 0 per Truck.
" 46 "	.....	1 2 0 "	" 26 "	.....	0 14 0 "
" 41 "	.....	1 0 0 "	" 16 "	.....	0 10 0 "

CHAFF (L608E).

18 September, 1876.—Special C, 15 miles, †5s., over 15 miles, 2½d.
 17 September, 1877.— " " 4s., " 2½d.

HAY, STRAW, AND CHAFF (PRESSED.)

18 September, 1876.—Special A, 15 miles, †3s., over 15 miles, 1½d.
 17 September, 1877.— " " 2s., " 1½d.

Marked thus †, an additional charge for use of tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton; 300 miles, 2s. 6d. per ton.

18 September, 1876.—Rates for Carriage of Live Stock.

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

Cattle—each	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{4}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs—Full Truck.	Bulls—each	Calves—each.	Sheep or Pigs—each.	Valuable Rams and Ewes, if less number than for $\frac{1}{4}$ Truck—each.
3d per mile.	4d. per mile.	6d. per mile.	8d. per mile.	7d. per mile, if more than one in truck, 4½d.	1d. per mile.	½d per mile.	2d. per mile.

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

CATTLE AND HORSES

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

RATES FOR SHEEP.

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

For distances under 40 miles, 1s. per Truck per mile. Minimum charge, 15s.

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

And 3d. per Truck per mile for any distance over 160 miles.

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

CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

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

Live Stock will be conveyed to and from such Stations only as have accommodation for loading or unloading; and flocks and herds only at convenient times to be previously arranged with the Traffic Manager, in which case applicants for trucks must deposit with the Commissioner the sum of 10s. per truck on account of trainage, and the amount so deposited will be forfeited to the Commissioner if trucks be not used by applicant.

In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department at Owner's risk and a charge of 2s. per Truck will be made. The Commissioner will have the right of loading any number of stock up to the maximum number of a Truck load, when only a portion of a Truck is required.

No. 43—continued.

MERCHANDISE Traffic Rates, 1875 to 1877.

17 September, 1877.—Rates for Live Stock.

The same, with the addition of —“Minimum charge:—For Quarter Truck, 7s. 6d.; Half Truck, 10s.; Full Truck, 15s.” Rates for Sheep the same as above, with the addition of the words—“of not less than 100,” after the word “flocks.”

7 December, 1877.—Rates for Live Stock.

No alteration.

Rates for Carriage of Coal.

SOUTH AND WEST LINES.	NORTHERN LINE.
<p>18 September, 1876.</p> <p><i>Commissioner's Trucks.</i></p> <p>Under 50 miles, 1½d. per ton per mile. Minimum, 2/6. Over 50 „ id. „ „ „ 5/3.</p> <p><i>Owner's Trucks.</i></p> <p>Under 50 miles, 1d. per ton per mile. Minimum charge, 2/- Over 50 „ ¾d. „ „ with a terminal charge of 3d. per ton. Minimum charge, 4/3. Lots under 5 tons to be charged as 5 tons, or First-class rates.</p>	<p>18 September, 1876.</p> <p><i>Commissioner's Trucks.</i></p> <p>Same as South and West.</p> <p><i>Owner's Trucks.</i></p> <p>Under 7 miles -/10 Over 7 to 10 miles 1/3 10 „ 15 „ 1/3 15 „ 25 „ 1/10 25 „ 35 „ 2/4 35 „ 50 „ (1d. per ton per mile.</p> <p>For distances over 50 miles, ¾d. per ton per mile, with a terminal charge of 3d. a ton. Minimum charge, 4/3.</p>
<p>17 September and 7 December, 1877.</p> <p>No alteration.</p>	<p>17 September and 7 December, 1877.</p> <p>The same, with the following clause added:—“After the first three days a charge of 3d. per waggon per day will be made for standing accommodation on the Coal Sidings at Newcastle.”</p>

PARCELS RATES.

1 NOVEMBER, 1877.

Miles.	7 lbs and under.	Over 7 lbs. to 14 lbs.	Over 14 lbs. to 28 lbs.	Over 28 lbs. to 56 lbs.	Over 56 lbs. to 84 lbs.	Over 84 lbs to 112 lbs.	Every 28 lbs. or part thereof.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 4	0 6	0 8	0 10	1 0	1 2	0 3
30	0 6	0 9	1 0	1 3	1 6	1 9	0 4
45	0 8	1 0	1 4	1 8	2 0	2 4	0 5
60	0 10	1 3	1 8	2 1	2 6	2 11	0 6
75	1 0	1 6	2 0	2 6	3 0	3 6	0 7
90	1 2	1 9	2 4	2 11	3 6	4 1	0 8
105	1 4	2 0	2 8	3 4	4 0	4 8	0 9
120	1 6	2 3	3 0	3 9	4 6	5 3	0 10
135	1 8	2 6	3 4	4 2	5 0	5 10	0 11
150	1 10	2 9	3 8	4 7	5 6	6 5	1 0
165	2 0	3 0	4 0	5 0	6 0	7 0	1 1
180	2 2	3 3	4 4	5 5	6 6	7 7	1 2
195	2 4	3 6	4 8	5 10	7 0	8 2	1 3
210	2 6	3 9	5 0	6 3	7 6	8 9	1 4
225	2 8	4 0	5 4	6 8	8 0	9 4	1 5
240	2 10	4 3	5 8	7 1	8 6	9 11	1 6
And respectively for every additional, or part of additional, 15 miles... ..	0 2	0 3	0 4	0 5	0 6	0 7	0 1

NOTE.—Dairy Produce over 1 cwt will be conveyed only when practicable, by Passenger Trains, at Goods rates.

All parcels to be at Stations 15 minutes before the advertised time of departure of the Train by which they are to be forwarded

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged, and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents

Musical Instruments, Sewing Machines, and Perambulators, double parcel rates.

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

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

Passengers' excess luggage, parcels rates.

No. 43—continued.

MERCHANDISE Traffic Rates, 1875 to 1877.

Rates for Carriage of Wool.

GREAT SOUTHERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt.			Per bale not over 4 cwt.	
	s.	d.		s.	d.
From Cootamundra	8	3	From Marulan	6	6
Murrumburrah	8	0	Moss Vale	5	6
Binalong	7	9	Mittagong	5	0
Bowning	7	6	Picton	4	0
Yass	7	6	Menangle	3	0
Gunning	7	4	Campbelltown	2	6
Goulburn	7	0			

GREAT WESTERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt.			Per bale not over 4 cwt.	
	s.	d.		s.	d.
From Orange	7	9	From Tarana	7	0
Blancy	7	6	Wallerawang	6	6
Bathurst	7	3	Bowenfels	6	3
Raglan	7	3	Penrith	2	6
Macquario Plains	7	0	Richmond	2	6

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
Seone	6	3	5	9	Branxton	3	6	2	6
Aberdeen	6	0	5	9	Maitland	2	6	1	6

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 looped 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. 44.

COMPARATIVE STATEMENT of the RATES charged for Goods in New South Wales, Victoria, Queensland, and South Australia, 31st Dec., 1877.

APPENDIX TO REPORT ON RAILWAYS—1877.

Articles of Traffic.	New South Wales.			Victoria.			Queensland.			+ South Australia.			
	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class	50 miles.	150 miles.	Class	50 miles.	150 miles.	
Acids (in cases and carboys)	4	s. d. 38 3	s. d. 109 6	4	s. d. 58 0	s. d. 175 0	Gunpow- der Rate } Cases 106 8	s. d. 53 4	s. d. 160 0	4	s. d. 41 0	s. d. 118 0	
Aerated Waters	2	21 7	61 2	Miscellaneous	13 6	38 6	2	30 10	105 0	1	15 0	42 0	
Agricultural Machines.	3	29 5	84 10	4	29 0	87 6	2	30 10	105 0	{ 1½d. to 9d. per mile, according to kind of machine.			
Ammunition	4	38 3	109 6	Carried by Regulation.			Gunpowder Rate	53 4	160 0	4	41 0	118 0	
Bark (in sheets, bundles, or bags) ..	A	5 8	15 2	{ in truck loads, Special in less than truck loads, Miscellaneous.	7 6	20 0	Special 2	12 9	38 3	1	15 0	42 0	
Beet-root	A	5 8	15 2		Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8
Bicycles	4	38 3	109 6	4	29 0	87 6	2	30 10	105 0	4	41 0	118 0	
Boards { Not exceeding 2 inches	D	12 4	30 3	1 Soft wood Timber rate, sawn	16 6	50 0	60 c.ft. to ton do. }	Timber Rate	12 9	38 0	50 ft. to ton 1	15 0	42 0
{ If requiring 2 trucks	1	17 8	49 4		7 10	18 4								30 0
Boats (80 cubic feet to ton).....	2	21 7	61 2	2	21 0	62 6	2	30 10	105 0	1 40 cub. ft.	15 0	42 0	
Boilers	2	21 7	61 2	4	29 0	87 6	1	20 10	70 0	{ 2 3, if 2 trucks	21 6	61 0	
Do. if requiring 2 trucks, 3rd class rates	3	29 5	84 10								28 0	80 0	
Bones (in bags)	A	5 8	15 2	Special	7 6	20 0	Excep.	6 8	19 2	Special	12 10	35 8	
Do. (loose).....	B	7 5	18 2	Special	7 6	20 0	Excep.	6 8	19 2	1	15 0	42 0	
Bottles (empty, in cases and crates) ..	C	10 7	27 3	Miscellaneous	13 6	38 6	1	20 10	70 0	Special	12 10	35 8	
Bran	A	5 8	15 2	Special	7 6	20 0	2	30 10	105 0	Special	12 10	35 8	
Bricks	A*	5 8	15 2	Special	7 6	20 0	Excep.	6 8	19 2	Special	12 10	35 8	
Cabbages	A	5 8	15 2	Miscellaneous	13 6	38 6	Agricultural 2	9 2	25 0	Special	12 10	35 8	
Candied Fruits	D	12 4	30 3	3	25 0	75 0	2	30 10	105 0	3	28 0	80 0	
Carpentry	3	29 5	84 10	Not named.			2	30 10	105 0	3	28 0	80 0	
Carrots	A	5 8	15 2	Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8	
Cases (new, empty)	C	10 7	27 3	2	21 0	62 6	2	30 10	105 0	3	28 0	80 0	
Casks do.	C	10 7	27 3	2	21 0	62 6	2	30 10	105 0	3	28 0	80 0	
Cement	1	17 8	49 4	1	16 6	50 0	Special 2	10 8	31 8	1	15 0	42 0	
Chaff	C	10 7	27 3				Agricultural 2	9 2	25 0	4	41 0	118 0	
Do. (pressed).....	A	5 8	15 2	Special	7 6	20 0	do. 2	9 2	25 0	3	28 0	80 0	

Charcoal (in bags).....	D	12 4	30 3	Special	7 6	20 0	1	20 10	70 0	2	21 6	61 0				
Chicory Root.....	B	7 5	18 2	Special	7 6	20 0	2	30 10	105 0	2	21 6	61 0				
Clay.....	A*	5 8	15 2	Special	7 6	20 0	Excep.	6 8	19 2	Special	12 10	35 8				
Coal.....	Commissioner's Trucks	5 3	12 6	Special	7 6	20 0	Gov't. Trucks	4 2	9 6	Special	12 10	35 8				
	Owner's Trucks	4 2	9 8					3 2	6 4							
Coke (in bags).....	D	12 4	30 3	1	16 6	50 0	Excep.	6 8	19 2	2	21 6	61 0				
Do.....	B	7 5	18 2		Not named		Excep.	6 8	19 2	2	21 6	61 0				
Colonial Wine.....	B	7 5	18 2	2	21 0	62 6	2	30 10	105 0	In bottles 3	28 0	80 0				
		Up journey											2	21 0	62 6	Special 2	14 0	41 3	In bulk 2	21 6	61 0
Copper (Smelted).....	1	17 8	49 4	2	21 0	62 6	Special 2	14 0	41 3	1	15 0	42 0				
Drain Pipes.....	B	7 5	18 2	Special	7 6	20 0	Special 2	10 8	31 8	Special	12 10	35 8				
Dynamite (in casks, packed in secure bags).....	Miscellaneous	50 0	150 0	Carried by Regulation.			Gunpowder rate	53 4	160 0	4	41 0	118 0				
Fellocs—undressed.....	A	6 2	15 2	Firewood	4 2	12 6	Timber	12 9	38 0	1	15 0	42 0				
Fireclay Blocks.....	A	5 8	15 2	1	16 6	50 0	Not named			3	28 0	80 0				
Firewood.....	Miscellaneous	4 10	13 2	Firewood	4 2	12 6	Timber	8 6	25 4	Special	12 10	35 8				
Fireworks.....	4	38 3	109 6	4	29 0	87 6	Gunpowder rate	106 8	320 0	4	41 0	118 0				
Fish—fresh or shell (quantities not less than 2 cwt.)	Miscellaneous	12 6	37 6	2	21 0	62 6	2	12 9	38 3	2	21 6	61 0				
													3	25 0	75 0	Dried
A	5 8	15 2	Special	7 6	20 0	From Colonial wheat.	1	20 10	70 0	Special	12 10	35 8				
Flour.....	A	5 8	15 2	Special	7 6	20 0	Special 2	8 6	25 4	3	28 0	80 0				
Flower-pots.....	C	10 7	27 3	3	25 0	75 0	2	30 10	105 0	3	28 0	80 0				
Fruit.....	A	5 8	15 2	Miscellaneous	13 6	38 6	Agricultural 1	12 6	40 0	Special	12 10	35 8				
Furniture.....	4	38 3	109 6	4	29 0	87 6	3	41 8	151 8	4	41 0	118 0				
Furniture (in cases).....	3	29 5	84 10	3	25 0	75 0	3	41 8	151 8	3	28 0	80 0				
Garden Produce.....	A	5 8	15 2	Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8				
Glue pieces.....	C	10 7	27 3	2	21 0	62 6	2	30 10	105 0	3	28 0	80 0				
Grain.....	A	5 8	15 2	Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8				
Green Fodder.....	A	5 8	15 2		Not named		Agricultural 2	9 2	25 0	2	21 6	61 0				
Guano and Artificial Manures.....	B	7 5	18 2	Special	7 6	20 0	Special 2	12 9	38 3	Special	12 10	35 8				
Gunpowder (in casks).....	Miscellaneous	50 0	150 0	Carried by Regulation.			Gunpowder Rate	53 4	160 0	4	41 0	118 0				
Hardware.....	3	29 5	84 10	3	25 0	75 0	2	30 10	105 0	3	28 0	80 0				
Hats.....	4	38 3	109 6	4	58 0	175 0	3	41 8	151 8	4	82 0	236 0				

Lime	B*	7 5	18 2	Special	7 6	20 0	Special 2	10 8	31 8	1	15 0	42 0
Limestone	Miscellaneous	4 10	13 2	Not named.			Excep.	6 8	19 2	1	15 0	42 0
Lithofracteur	Miscellaneous	50 0	150 0	Carried by Regulation.			Gunpowder	53 4	160 0	4	41 0	118 0
Machinery (of all kinds) ...	3	29 5	84 10	2	21 0	62 6	2	30 10	105 0	2	21 6	61 0
Malt	1	17 8	49 4	1	16 6	50 0	1	20 10	70 0	1	15 0	42 0
Mangold Wurzel	A	5 8	15 2	Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8
Manure (loose)	Miscellaneous	4 10	13 2	Not named.			Excep.	6 8	19 2	Special	12 10	35 8
Marble (undressed)	B*	7 5	18 2	Special	7 6	20 0	Special 2	10 8	31 8	2	21 6	61 0
Measurement Goods, 80 cub. feet	1	17 8	49 4	Not named.			Not named.			Not named.		
Millinery	4	38 3	109 6	4	38 0	175 0	3	41 8	151 8	4	41 0	118 0
Mining Machinery				2	21 0	62 6	2	30 10	105 0	2	21 6	61 0
Muriate of Lime	1	17 8	49 4	Not named.			2	30 10	105 0	3	28 0	80 0
Musical Instruments	4	38 3	109 6	4	29 0	87 6	3	41 8	151 8	4	41 0	118 0
Naphtha	4	38 3	109 6	4	29 0	87 6	Gunpowder	106 8	320 0	4	41 0	118 0
Offal	B	7 5	18 2	Not named.			Excep.	6 8	19 2	3	28 0	80 0
Oil-cake	D	12 4	30 3	1	16 6	50 0	2	30 10	105 0	1	15 0	42 0
Ores	A*	5 8	15 2	Special	7 6	20 0	Special 2	9 0	26 8	Special	12 10	35 8
Paintings and Engravings	4	38 3	109 6	{ loose 4 in cases 4	58 0	175 0	3	41 8	151 8	4	41 0	118 0
Palings	A	6 2	15 2	Firewood	4 2	12 6	Timber	8 6	25 4	1	15 0	42 0
Paper	C	10 7	27 3	}	2	21 0	2	30 10	105 0	2	21 6	61 0
Do.	(Under 1 ton) 2	21 7	61 2									
Perambulators	4	38 3	109 6	{ 3 4 4	25 0	75 0 boxed 87 6 bundles 175 0 loose	2	30 10	105 0	4	41 0	118 0
Picture-frames	4	38 3	109 6	4	38 0	175 0	3	41 8	151 8	4	82 0	236 0
Pier Glasses and Mirrors	4	38 3	109 6	4	29 0	87 6	3	41 8	151 8	4	41 0	118 0
Pitch	1	17 8	49 4	1	16 6	50 0	1	20 10	70 0	1	15 0	42 0
Plate glass	4	38 3	109 6	4	29 0	87 6	3	41 8	151 8	Window 3	28 0	80 0
Pollard	A	5 8	15 2	Special	7 6	29 0	1	20 10	70 0	Special	12 10	35 8
Portable Engines	3	29 5	84 10	1	16 6	50 0	2	30 10	105 0	1	15 0	42 0
Posts and Rails	A	6 2	15 2	Firewood	4 2	12 6	Timber	8 6	25 4	Special	12 10	35 8
Potatoes	A	5 8	15 2	Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8

No. 44—continued.

Articles of Traffic.	New South Wales.			Victoria.			Queensland.			+South Australia.		
	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.
Preserved Meat.	B	s. d. 7 5	s. d. 18 2	Miscellaneous	s. d. 13 6	s. d. 38 6	Special 2	s. d. 16 9	s. d. 50 0	1	s. d. 15 0	s. d. 42 0
Quicksilver	1	17 8	49 4	3	25 0	75 0	3	41 8	151 8	3	28 0	80 0
Rags and Materials for making Paper (not chemicals).	A	5 8	15 2	{ Rags—Miscel. Rope—Special	13 6 7 6	38 6 20 0	Excep.	6 8	19 2	1	15 0	42 0
Railway Materials	2	21 7	61 2	Miscellaneous	13 6	38 6	Special 2	10 8	31 8	1	15 0	42 0
Regulus	D	12 4	30 3		Not named		Special 2	9 0	26 8	Special	12 10	35 8
Resin	1	17 8	49 4	1	16 6	50 0	2	30 10	105 0	1	15 0	42 0
Road Metal	Miscellaneous	4 10	13 2	Special	7 6	20 0	Excep.	6 8	19 2	Special	12 10	35 8
Salt—Rock and Calcutta	D	12 4	30 3	} Miscellaneous	13 6	38 6	Special 2	10 8	31 8	Special	12 10	35 8
Do. do., if consigned between November and February, inclusive	B	7 5	18 2									
Do. Dairy and Meat-curing	1	17 8	49 4										1	16 6	50 0	Special 1	15 0	46 8	Special	12 10	35 8
Sand	B*	7 5	18 2	Special	7 6	20 0	Excep.	6 8	19 2	Special	12 10	35 8
Sawdust	A	5 8	15 2	Miscellaneous	13 6	38 6	2	30 10	105 0	3	28 0	80 0
Scientific Instruments	4	38 3	109 6	4	29 0	87 6	3	41 8	151 8	4	41 0	118 0
Seed—Lucerne	1	17 8	49 4	2	21 0	62 6	2	30 10	105 0	2	21 6	61 0
Sewing-machines	4	38 3	109 6	{ 4 3	29 0 25 0	87 6 loose 75 0 boxed	3	41 8	151 8	4	41 0	118 0
Shale- Kerosene, from Hartley Siding to Sydney	Miscellaneous	£2 per of 6	Truck tons.	Miscellaneous	13 6	38 6		Not named.			Not named.	
Sheepskins (in bales or secured bundles).....	C	10 7	27 3	} Miscellaneous	13 6	38 6	Special 1	15 0	46 8	Special	12 10	35 8
Do. (if loose, or insecure bundles)	D	12 4	30 3									
Shingles	B	7 5	18 2	Firewood	4 2	12 6	Timber	12 9	38 0	1	15 0	42 0
Slate Slabs for Billiard Tables	4	38 3	109 6	4	29 0	87 6	3	41 8	151 8	3	28 0	80 0
Slates	C	10 7	27 3	1	16 6	50 0	Special 2	10 8	31 8	Special	12 10	35 8
Sleepers (Railway)	C	10 7	27 3	Firewood	4 2	12 6	Timber	8 6	25 4	1	15 0	42 0
Soap (except scented and fancy)	2	21 7	61 2	1	16 6	50 0	1	20 10	70 0	1	15 0	42 0
Soda (Crystals)	D	12 4	30 3	1	16 6	50 0	1	20 10	70 0	1	15 0	42 0
Do. (Caustic)	D	12 4	30 3	1	16 6	50 0	1	20 10	70 0	1	15 0	42 0

Spokes and Shafts (undressed)	A	6 2	15 2	Firewood	4 2	12 6	Timber	12 9	38 0	1	15 0	42 0	
Stone (cut for building or grindstones)	D	12 4	30 3	Building 2 Grindstones 1	21 0 16 6	62 6 50 0	Excep. 1	6 8 20 10	19 2 70 0	Special 1	12 10 15 0	35 8 42 0	
Stone (carved, including gravestones).....	2	21 7	61 2	2	21 0	62 6	2	30 10	105 0	3	28 0	80 0	
Do. (undressed).....	Miscellaneous	4 10	13 2	Special	7 6	20 0	Excep.	6 8	19 2	Special	12 10	35 8	
Stocks (undressed)	A	6 2	15 2	Firewood	4 2	12 6	Timber	12 9	38 0	1	15 0	42 0	
Straw (pressed and branded)	A	5 8	15 2	Special	7 6	20 0	Agricultural 2	9 2	25 0	Special	12 10	35 8	
Sugar	2	21 7	61 2	2 3 4	21 0 25 0 29 0	62 6 75 0 87 6	6 in. mats & bags 0 in. cases, &c. Loaf, loose	1	20 10	70 0	1	15 0	42 0
Sulphuric Acid	1	17 8	49 4	.....	Not named.		2	30 10	105 0	3	28 0	80 0
Tallow	1	17 8	49 4	Miscellaneous	13 6	38 6	Special 1	15 0	46 8	1	15 0	42 0	
Tar	1	17 8	49 4	1	16 6	50 0	1	20 10	70 0	1	15 0	42 0	
Terra Cotta	A	5 8	15 2	.....	Not named.		.....	Not named.		Not named.		
Tiles—Earthenware.....	B	7 5	18 2	Special	7 6	20 0	Excep.	6 8	19 2	2	21 6	61 0	
Timber {	D	12 4	30 3	1	16 6	50 0	.....	.....	.....	1	15 0	42 0
	1	17 8	49 4	.....	.....	.....	.....	.....	.....	1	15 0	42 0
	A	6 2	15 2	Timber	30 cub. ft. to ton 7 10	18 4	Timber	12 9	38 0	1	15 0	42 0	
{ Hardwood in logs, 30 c. ft. to ton													
{ other than Hardwood, 40 do.	A	6 2	15 2	Timber	do.	do.	Timber	12 9	38 0	1	15 0	42 0	
{ Undressed	A	6 2	15 2	Timber	do.	do.	Timber	12 9	38 0	1	15 0	42 0	
Tin (smelted).....	1	17 8	49 4	2	21 0	62 6	Special 2	30 0	166 miles	3	28 0	80 0
Tin Plates	2	21 7	61 2	2	21 0	62 6	Special 1	15 0	46 8	1	15 0	42 0	
Tin Ore	C	10 7	27 3	Not named.		Special 2	30 0	166 miles	Special	12 10	35 8
Tobacco—Colonial leaf	B	7 5	18 2	Miscellaneous	13 6	38 6	Agricultural 1	12 6	40 0	1	15 0	42 0	
Tricycles.....	4	38 3	109 6	4	29 0	87 6	2	30 10	105 0	4	41 0	118 0	
Turnips	A	5 8	15 2	Miscellaneous	13 6	38 6	Agricultural 2	9 2	25 0	Special	12 10	35 8	
Velocipedes	4	38 3	109 6	4	29 0	87 6	2	30 10	105 0	4	41 0	118 0	
Whiting	D	12 4	30 3	1	16 6	50 0	Special 1	15 0	46 8	1	15 0	42 0	
Woolpacks.....	1	17 8	49 4	1	16 6	50 0	1	20 10	70 0	3	28 0	80 0	
Zinc.....	2	21 7	61 2	2	21 0	62 6	2	30 10	105 0	2	21 6	61 0	
	‡ 3	29 5	84 10	.....	.....	.....	.....	.....	.....	.....	.....	.....

‡ For all Articles not enumerated above.

* Marked thus * will be carried only in quantities of 4 tons and over; smaller quantities will be charged as 4 tons, or subject to 1st class rates.

A terminal charge of 1s. per ton is included in Special and Miscellaneous Rates.

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

No. 44—continued.

NEW SOUTH WALES.								VICTORIA.		QUEENSLAND.		SOUTH AUSTRALIA.																	
Wool.								Wool.		Wool.		Wool.																	
								50 miles.	150 miles			50 miles	150 miles																
								Per bale, not over 4 cwt.	Per bale, not over 4 cwt.			2nd class...	21/6 per ton.	61/- per ton.															
<p><i>Southern Line</i> —</p> <p>From Campbelltown to Sydney..... 2 6</p> <p>„ Coostamundra to do..... 8 3</p> <p><i>Western Line</i> :—</p> <p>From Penrith and Richmond to Sydney..... 2 6</p> <p>„ Orange to Sydney..... 7 9</p> <p><i>Northern Line</i> —</p> <p>From Maitland to Morpeth, 1/6 ;—to Newcastle..... 2 6</p> <p>„ Quirindi to do, 6/9 ;—to do..... 7 3</p> <p>With increasing rate for intermediate stations.</p> <p>Bales over 4 cwt., 15% per cwt. in excess of above charges.</p> <p>An allowance of 15% on above rates for wool dumped and heaped with iron.</p> <p>To and from washing establishments—15 miles, 1/- ; over 15 miles to 22 miles, 1/3 per bale.</p>								<p>Bales of wool over 4 cwt. each will be charged 25% additional upon the rate for 4 cwt. for every cwt. or part of a cwt. in excess.</p> <p>Wool unpressed, double the above rates.</p> <p>Clip of Stations in N. S. Wales : —</p> <p>Echuca to Melbourne..... 5/-</p> <p>„ Williamstown .. 5/6</p> <p>Wodonga to Melbourne .. 8/-</p> <p>„ Williamstown 8/6</p>		<p>From Warwick to Ipswich, 142 miles..... 82/6</p> <p>From Warwick to Brisbane, 166 miles..... 90/-</p> <p>From Gatton to Ipswich, 36 miles..... 35/-</p> <p>From Gatton to Brisbane, 60 miles..... 42/6</p>		<p>Per ton</p>		<p>Per bale 4 cwt.</p>															
<p>Rates for Live Stock.</p> <p>When carried in small numbers not exceeding number for full Trucks, mixed consignments will be taken from same owner for a Truck or any portion of a Truck, all to be conveyed at owner's risk only.</p> <table border="1"> <tr> <td>Cattle—each</td> <td>2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs—$\frac{1}{2}$ Truck.</td> <td>4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs—$\frac{1}{2}$ Truck.</td> <td>8 Cows, or 20 Calves, or 60 Pigs—Full Truck.</td> <td>Bulls—each</td> <td>Calves—each.</td> <td>Sheep or Pigs—each</td> <td>Valuable Rams and Ewes, if less number than for $\frac{1}{2}$ Truck—each</td> </tr> <tr> <td>3d. per mile.</td> <td>4d. per mile.</td> <td>6d. per mile</td> <td>8d. per mile.</td> <td>7d. per mile. if more than one in truck, 4d.</td> <td>1d. per mile.</td> <td>3d. per mile</td> <td>2d. per mile.</td> </tr> </table> <p>Minimum charge :—Cattle, 7s. 6d. ; Calves, 2s. ; Sheep or Pigs, 1s. 6d. ; Bulls, 12s. 6d. Ditto for Quarter-Truck, 7s. 6d. ; Half-Truck, 10s. ; Full Truck, 15s.</p>								Cattle—each	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs—Full Truck.	Bulls—each	Calves—each.	Sheep or Pigs—each	Valuable Rams and Ewes, if less number than for $\frac{1}{2}$ Truck—each	3d. per mile.	4d. per mile.	6d. per mile	8d. per mile.	7d. per mile. if more than one in truck, 4d.	1d. per mile.	3d. per mile	2d. per mile.	<p>Live Stock.</p> <p>CATTLE.</p> <p>Pigs or Cattle (in Goods Truck) :—</p> <p>1 to 100 miles..... -/10 per truck.</p> <p>Over 100 to 150 miles ... -/9 „</p> <p>Over 150 miles ... -/8 „</p> <p>Single Cattle the same rate as Horses.</p> <p>Bulls and Valuable or Prize Cattle, 50 per cent. additional, either singly or by the Truck.</p> <p>The Minimum Charge for a Cattle Truck is 20/-, exclusive of a Terminal Charge of 2s. per Truck to be added to the above rate in all cases.</p> <p>For each Goat, Pig, or Yearling Calf, up to three, any distance not exceeding 24 miles, by Goods trains only ... 2/-.</p> <p>And for each mile beyond that distance .. -/1.</p> <p>Over three animals full Truck rate.</p> <p>Goats and Calves at Cattle rate.</p>		<p>Live Stock.</p> <p>CATTLE.</p> <p>Full Waggon, containing more than 3, 1/- per Waggon per mile.</p> <p>Half-waggons, containing not more than 3 head, -/8.</p> <p>Min. charge, -/6 per Waggon per mile.</p> <p>HORSES.</p> <p>In Trucks, -/8 per Waggon per mile ; Min. 5/-. Senders to load only 4 in a Truck. One day's notice required if Horse Boxes are wanted. Commissioner not responsible for any loss, &c.</p> <p>SHEEP.</p> <p>Any number loaded.</p> <p>-/5 per 4-wheel Waggon per mile, both floors.</p> <p>-/7 per 6-wheel „ „</p> <p>-/3 half 4-wheel „ „</p> <p>Quantities not requiring a Sheep Waggon will be charged as under, viz. :—</p> <p>50 miles 1/- per head.</p> <p>100 „ 2/- „</p> <p>150 „ 3/- „</p> <p>200 „ 4/- „</p>		<p>Live Stock.</p> <p>Live Stock will be conveyed in all cases at owner's risk, and to and from such stations only as have accommodation for loading and unloading.</p> <p>For a single Horse, Cow, or Bull, -/8 per mile.</p> <p>For the hire of a Horse-box or Cattle Van, 1/- per mile.</p> <p>For the hire of a double-tier Sheep Van, -/9 per mile.</p> <p>For the hire of a single-tier Sheep Van, -/4½ per mile.</p> <p>Calves and Pigs will be conveyed by special arrangement, and only when conveniences exist for their transport.</p> <p>Live Stock must be loaded and unloaded by owners, and at their risk.</p>	
Cattle—each	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs—Full Truck.	Bulls—each	Calves—each.	Sheep or Pigs—each	Valuable Rams and Ewes, if less number than for $\frac{1}{2}$ Truck—each																						
3d. per mile.	4d. per mile.	6d. per mile	8d. per mile.	7d. per mile. if more than one in truck, 4d.	1d. per mile.	3d. per mile	2d. per mile.																						
<p>CATTLE AND HORSES</p> <p>Will be conveyed at Owner's risk, at 8d. per Truck per mile. No less charge than for a whole Truck to be made. Minimum charge, 15s. To be loaded and unloaded by Owners.</p>																													

RATES FOR SHEEP.

Sheep in flocks of not less than 100 conveyed at Owner's risk, as follows, viz. :—

For distances under 40 miles, 1/- per truck per mile; min. charge	£0 15 0
Not exceeding 40 miles, at per Truck	2 2 0
40 to 60 " " "	2 10 0
60 to 80 " " "	2 15 0
80 to 100 " " "	3 0 0
100 to 120 " " "	3 5 0
120 to 140 " " "	3 7 6
140 to 160 " " "	3 10 0

And -/3 per Truck per mile for any distance over 160 miles. To be loaded and unloaded by Owners. For open Trucks, half above rates.

CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

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

Live Stock will be conveyed to and from such stations only as have accommodation for loading or unloading; and flocks and herds only at convenient times to be previously arranged with the Traffic Manager, in which case applicants for Trucks must deposit with the Commissioner the sum of 10s. per Truck on account of trainage, and the amount so deposited will be forfeited to the Commissioner if Trucks be not used by applicant.

In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department at Owner's risk and a charge of 2s. per Truck will be made. The Commissioner will have the right of loading any number of Stock up to the maximum number of a Truck load when only a portion of a Truck is required.

Rates for Fresh Meat.

In numbers not less than 8 Carcasses of Beef, or 40 ditto Mutton, Pork, or Veal, subject to revision for larger numbers.

Distance.	Beef, per Carcass.	Pork, Veal, or Mutton, per Carcass.	Distance.	Beef, per Carcass.	Pork, Veal, or Mutton, per Carcass.
15 miles and under	s. d. 1 3	s. d. 0 4	105 miles and under	s. d. 8 9	s. d. 0 11½
25 " "	2 1	0 5	115 " "	9 7	1 0
35 " "	2 11	0 6	125 " "	10 5	1 0½
45 " "	3 9	0 7	135 " "	11 3	1 1
55 " "	4 7	0 8	150 " "	12 6	1 2
65 " "	5 5	0 9	Every mile over 150	0 1	.. ..
75 " "	6 3	0 10	Every 20 or part of 20		
85 " "	7 1	0 10½	miles over 150	.....	0 1
95 " "	7 11	0 11			

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

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

Live Stock and Implements for Agricultural Shows.

Owner's risk.

Valuable Stock and Implements to the Show, ordinary Rates, by ordinary Trains only. From the Show, if sold, ordinary Rates.

From the Show, if unsold, Free to the Station from where such stock was consigned, and the rate paid to the Show repaid on production of Certificate from Secretary of Agricultural Society that they are unsold.

To be loaded and unloaded by owners, and conveyed only at Owner's risk, and subject to conditions for conveyance of Live Stock.

SHEEP

Sheep Trucks.

	Per mile.
1 to 100 miles	-/10 per truck.
Over 100 to 150 miles	-/9 " "
Over 150 miles	-/8 " "

GOODS TRUCKS.

1 to 100 miles	-/6 " "
Over 100 to 150 miles	-/5½ " "
Over 150 miles	-/5 " "

In the event of the Department not being able to supply Sheep Trucks, it does not undertake to provide Goods Trucks.

Every Sheep or Lamb, up to 3, carried any distance not exceeding 24 miles, by Goods Trains only 2/-

And for each mile beyond that distance -/1

Over 3 and up to 10 animals, Half Truck rate; over 10 animals, full Truck rate. Valuable or Prize Ewes or Rams double rates, either singly or by Half Truck or Truck.

Minimum Charge:—Sheep Truck, 40/-; Goods Truck, 20/-; exclusive of a Terminal Charge of 2/- per Truck for Sheep Trucks, and 1/- per Truck for Goods Trucks, to be added to the above rates in all cases.

Horses, Cattle, or other Animals to be carried must be at the Stations One Hour before the departure of the Train by which they are intended to be forwarded; and the Board do not undertake to forward Horses, Cattle, or other Animals at or by any particular time or Train. Not less than Twenty-four Hours' notice must be given when a Horse-box is required, and 50% of the Fare must be deposited when making the requisition, such deposit to be forfeited if the Horse or other Animal does not arrive in time to be forwarded by the train appointed.

Fresh Meat.

Class 2—50 miles, 21/-; 150 miles, 62/6.

Live Stock, &c., for Agricultural Shows.

Not named.

PIGS IN TRUCKS.

-/6 per waggon per mile.
-/3 per half waggon per mile.

Fresh Meat.

Class 1—50 miles, 20/10; 150 miles, 70/-.

Fresh Meat.

	50 miles, per ton.	150 miles, per ton.
Class 2	21/6	61/-

Live Stock, &c., for Agricultural Shows.

Not named.

Live Stock, &c., for Agricultural Shows.

Not named.

No. 44—(continued).

NEW SOUTH WALES.	VICTORIA.	QUEENSLAND.	SOUTH AUSTRALIA.																																										
<p align="center">Contractor's Plant, at Owner's Risk only.</p> <p>Waggons, Tools, and Implements, at 3d. per ton per mile; minimum charge, 10s. Waggons on wheels, 4d. per mile each; minimum charge, 10s. Locomotive Engines in Steam, Owner's risk only, 2s. 6d. per mile each, in addition to wages of Driver, Fireman, and Guard, and cost of Fuel. Locomotive Engines on Wheels, but not in Steam, First-class Rates, at Owner's risk only.</p> <p align="center">Rates for Hay and Straw, unpressed.</p> <table border="0"> <tr> <td>Not exceeding 54 miles</td> <td>£ s. d.</td> <td>per Truck.</td> <td>Not exceeding 35 miles</td> <td>£ s. d.</td> <td>per Truck.</td> </tr> <tr> <td>" 46 "</td> <td>1 5 0</td> <td>"</td> <td>" 26 "</td> <td>0 18 0</td> <td>"</td> </tr> <tr> <td>" 41 "</td> <td>1 2 3</td> <td>"</td> <td>" 16 "</td> <td>0 14 0</td> <td>"</td> </tr> <tr> <td>" 41 "</td> <td>1 0 0</td> <td>"</td> <td>" 16 "</td> <td>0 10 0</td> <td>"</td> </tr> </table> <p align="center">CONDITIONS.</p> <p>Unpressed Hay and Straw will be carried only under special agreement that Consignor will take all risk of loss of, or damage to, same whilst in the custody of the Commissioner, and must be loaded by owner and unloaded and removed from Railway promises within one clear working day from time of arrival. A Truck-load must not exceed in height 12 feet in the centre from the level of the rail, and must be gradually rounded to the side from the centre, and no more than 7 feet 6 inches across, and must not bulge over the trucks more than 6 inches at each end.</p> <p><small>NOTE</small>—Hay and Straw, unpressed - The Commissioner will not be responsible for delivery by any particular train, nor for any particular market, but every exertion will be made to deliver without unnecessary delay. Hay and straw unpressed will be carried only between Sydney and Picton, Penrith and Richmond inclusive.</p>	Not exceeding 54 miles	£ s. d.	per Truck.	Not exceeding 35 miles	£ s. d.	per Truck.	" 46 "	1 5 0	"	" 26 "	0 18 0	"	" 41 "	1 2 3	"	" 16 "	0 14 0	"	" 41 "	1 0 0	"	" 16 "	0 10 0	"	<p align="center">Contractor's Plant.</p> <p>-/10 per Truck per mile; minimum charge 20/-; Truck load is 5 tons.</p> <p align="center">Hay and Straw—Loose.</p> <p>20/- per Truck under 20 miles; over 20 to 30 miles, 25/- per Truck; 30 to 50 miles, 30/- per Truck; -/6 per Truck per mile (additional) over 50 miles. Part of a Truck to be charged as a full Truck.</p>	<p align="center">Contractor's Plant.</p> <p>Not named.</p> <p align="center">Hay and Straw—Loose.</p> <p>Not named.</p>	<p align="center">Contractor's Plant.</p> <p>Not named.</p> <p align="center">Hay and Straw—Loose.</p> <p>Not named.</p>																		
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<p align="center">Returned Empties.—(Owner's risk.)</p> <p align="center">Freight must be prepaid.</p> <p>Returned Empties :—Pipes and tierces, under 50 miles, 1s. each, over 50 and under 100 miles, 2s. each; over 100 miles, 3s. each; Hhds., under 50 miles, 6d. each, over 50 and under 100 miles 1s. each, over 100 miles, 1s. 6d. each; Quarter-casks, under 50 miles, 3d. each, over 50 and under 100 miles, 6d. each, over 100 miles, 9d. each; Coops and cases, measuring over 6 cubic feet, under 50 miles, 3d. each, over 50 and under 100 miles, 6d. each, over 100 miles, 9d. each; Coops and cases over 15 cubic feet, double rates; Bags—in bundles, bales, or bags, each, not exceeding 112 lbs., under 50 miles, 3d. each, over 50 and under 100 miles, 6d. each, over 100 miles, 9d. each, if over 112 lbs., First Class Rates. All other return empties free.</p>	<p align="center">Returned Empties.</p> <table border="0"> <tr> <td></td> <td>50 miles.</td> <td>150 miles.</td> </tr> <tr> <td>Pipes</td> <td>2/-</td> <td>4/-</td> </tr> <tr> <td>Tallow puncheons</td> <td>1/-</td> <td>2/-</td> </tr> <tr> <td>Hogsheads</td> <td>-/9</td> <td>1/6</td> </tr> <tr> <td>Quarter-casks & barrels.</td> <td>-/6</td> <td>1/-</td> </tr> <tr> <td>Kegs</td> <td>-/6</td> <td>-/9</td> </tr> <tr> <td>Bags of empty bags, up to 3 bags of 25 each, 1/- per bag or bundle, over 3 bags 1st class rates.</td> <td></td> <td></td> </tr> <tr> <td>Cases, drums, cans, carboys, crates, butter boxes and fowl coops, miscl., 13/6, 38/6; min. -/6.</td> <td></td> <td></td> </tr> <tr> <td>Fruit cases, special, 7/6, 20/; min., -/6.</td> <td></td> <td></td> </tr> </table>		50 miles.	150 miles.	Pipes	2/-	4/-	Tallow puncheons	1/-	2/-	Hogsheads	-/9	1/6	Quarter-casks & barrels.	-/6	1/-	Kegs	-/6	-/9	Bags of empty bags, up to 3 bags of 25 each, 1/- per bag or bundle, over 3 bags 1st class rates.			Cases, drums, cans, carboys, crates, butter boxes and fowl coops, miscl., 13/6, 38/6; min. -/6.			Fruit cases, special, 7/6, 20/; min., -/6.			<p align="center">Returned Empties.</p> <table border="0"> <tr> <td></td> <td>50 miles.</td> <td>150 miles.</td> </tr> <tr> <td>Pipes and Tierces</td> <td>1/-</td> <td>2/-</td> </tr> <tr> <td>Hogsheads</td> <td>-/6</td> <td>1/-</td> </tr> <tr> <td>Quarter-casks, kegs, boxes, and cases ...</td> <td>-/3</td> <td>-/6</td> </tr> <tr> <td>Bags and bundles</td> <td>1/-</td> <td>2/-</td> </tr> </table> <p align="center">Carriage to be prepaid.</p>		50 miles.	150 miles.	Pipes and Tierces	1/-	2/-	Hogsheads	-/6	1/-	Quarter-casks, kegs, boxes, and cases ...	-/3	-/6	Bags and bundles	1/-	2/-	<p align="center">Returned Empties.</p> <p>Hhds., 56 galls. 1/4d. per mile, minimum, -/4.</p> <p>Quarter-casks</p> <p>Bags, per bale of 25... 1/4d. per mile; minimum, -/3.</p> <p>Fruit cases and 5-gall. kegs, not exceeding 2 cub. ft. measurement 25 miles & under, -/2.</p> <p>" " 50 " " " -/4.</p> <p>" " 75 " " " -/5.</p> <p>" " 100 " " " -/6.</p> <p>Bottles, cases & casks, and 10-gall. kegs, not exceeding 2 1/2 cub. ft. measurement 25 miles & under, -/4.</p> <p>" " 50 " " " -/8.</p> <p>" " 75 " " " -/10.</p> <p>" " 100 " " " 1/-.</p> <p>Empties, not being returns, double the above rates.</p>
	50 miles.	150 miles.																																											
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Horses.

Will be conveyed only to such stations as have accommodation for loading and unloading.
IN BOXES :—Full horse-box (3 horses), one owner, 1s. per mile, minimum charge, 15s. ; one horse, 5d. per mile ; two horses, 9d. per mile, minimum charge, 7s. 6d. each ; stud horses, 1s. per mile each, minimum charge, 15s. Mares, with foal at foot, rate and a half. Horses to be at the station thirty minutes before the departure of the train by which they are to be despatched, but their despatch will not be guaranteed by any particular time or train. When possible, horses will be conveyed by Passengers' Trains. Return tickets at rate and a half, available for three days, for distances not exceeding 45 miles (those issued on Friday and Saturday, available for return until Monday and Tuesday following), and for distances over 45 miles, available for one week. Notice of day for return is requested to be given to Station-master at return Station.

Carriages.

Will be conveyed to and from such stations only as have accommodation for loading and unloading.
 Carriages, gigs, and dog-carts, 4d. per mile ; two vehicles, one owner, if on one Truck, 6d. per mile ; 4-wheeled waggons and bullock drays (empty), 6d. per mile ; minimum charge, 7s. 6d. Vehicles to be at the station 30 minutes before the departure of the train by which they are to be despatched, but their despatch will not be guaranteed by any particular time or train. *Note*—No guarantee can be given to convey horses or vehicles by Passenger Trains ; but when practicable this will be done, those for the longest journey having the preference.

Dogs.

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

Gold Dust and Bullion, and Gold and Silver Coin.

The Commissioner for Railways will not be responsible for the safe conveyance of gold dust and bullion, or gold and silver coin, as the following charges are made, and the gold dust and bullion and coin carried, on condition of its being in charge of owners and at their risk.

	Distance not over 55 miles.	Distance not over 100 miles.	Distance not over 150 miles.	Distance not over 200 miles.	Distance not over 250 miles.
Gold dust and bullion, £ 100 ozs.	2/-	3/6	4/3	5/-	5/6
Gold coin, £ 100	-/6	-/10	1/3	1/8	2/-
Silver coin, £ 100	1/-	1/9	2/6	3/3	3/6

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

Rates for Milk.

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

Miles	Rate
15 miles and under.....	½d. per gallon.
40 " "	¾d. "
90 " "	1d. "
Beyond 90 miles	1d. "

Horses.

Each mare, gelding, or filly, not exceeding 40 miles 20/-
 Each mile beyond 40 miles ... -/6
 Each entire horse, not exceeding 20 miles..... 20/-
 Each mile beyond 20 miles ... 1/-
 Horse-box, 1/3 per mile ; minimum, 40/.
 In Goods Trucks and by Goods Trains, on either Up or Down Journey, 1/- per truck per mile. By Passenger Trains, 1/6 per truck per mile.
 Not more than 8 horses to be put in each truck. For each mare with foal at foot, and each cow with calf at foot, rate and a half.
 The minimum charge for a truck with horses is 20/-, exclusive of a terminal charge of 2/- per truck to be added to the above rates in all cases.

Carriages.

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

Dogs.

50 miles, 2/1 ; 150 miles, 6/3.

Gold Dust and Gold and Silver Coin.

	50 miles.	150 miles.
Gold dust, £ 100 ozs....	3/-	8/-
Gold coin, £ 100.....	1/-	2/8
Silver coin, £ 100 ..	3/-	8/-

Milk.

	50 miles.	150 miles.
Miscellaneous	13/6	38/6

Horses—in Boxes.

1 horse, -/4 per mile.
 2 do. or more, -/3 each per mile.
 Stud horses, double rates, min. 5/.

Carriages.

Carriages, gigs, dog-carts, drays, and carts, -/5 per mile ; minimum, 5/.

Dogs.

Dogs, 50 miles, 3/- ; 150 miles, 6/.

Gold Dust, and Gold and Silver Coin.

	50 miles.	150 miles.
Gold dust, £ 100 ozs	8/-	11/-
Gold coin, £ 100 ..	2/6	5/6
Silver coin, £ 100 ..	4/6	8/-

Milk.

In cans of not less than 6 gallons.
 25 miles and under ... -/1 per gallon.
 Over 25 miles and under 50 miles..... -/1½ "

Horses.

See Live Stock.

Carriages.

Gigs, dog-carts, and light drays (empty), -/4 per mile ; minimum charge, 4/.
 Carriages and waggons, and drays weighing less than 1 ton (empty), -/6 per mile ; minimum charge, 6/.
 Ditto ditto, over 1 ton (empty), -/9 per mile ; minimum charge, 9/.

Dogs.

Not named.

Gold Dust, &c.

Not named.

Milk.

Not named.

No. 45.

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, 1877.

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.	
1877.												
15 Jan. ...	Southern								1			Cleaner jumped from engine on to lever handle at Binalong.
18 „ ...	Suburban ...								1			Shunter, Redfern; fractured his kneecap.
20 „ ...	„									1		Man's leg cut off by train near Redfern; crossing line.
3 Feb. ...	„								1			Fireman killed; fell from engine, near Newtown.
6 Mar. ...	Western								1			Porter's foot cut off at South Creek; caught in points whilst shunting.
20 „ ...	Suburban ..								1			Coalman injured when turning engine at Redfern.
30 „ ...	Southern									1		Man run over at Liverpool, and killed.
7 April ...	Northern								1			Porter run over and killed, whilst shunting at Newcastle.
8 May ..	„								1			Fireman struck against a truck on line at Blandford, when looking out.
30 June ...	Southern									1		Man killed by train at Goulburn whilst crossing rails to get his dog.
12 July ...	Suburban ...								1			Cleaner jammed between buffers, Redfern.
21 „ ...	Northern								1			Porter at Muswellbrook jammed against buffer.
23 „ ...	„				1							Boy's leg broken whilst getting out of train at Honey-suckle Point.
30 „ ...	Suburban ...		2									Two women injured by collision at Redfern; train ran into carriages standing against buffer stops.
11 Aug. ...	Southern								1			Engine driver fell off engine at Lockyersleigh.
20 „ ...	Northern									1		Child slightly injured at Wallsend; knocked down by train.
21 „ ...	Western								1			Carpenter killed at Orange; truck rebounded and ran over him.
22 „ ...	„								1			Permanent way man; jumping from truck at Lapstone.
26 „ ...	Suburban ...				1							Man injured at Sydney; jumping from train in motion.
27 „ ...	Southern				1							Girl fell out of carriage—door unlocked; near Sutton Forest.
31 „ ...	Northern									1		Boy slightly injured; knocked down by train at Wickham.
5 Sept. ...	Western								1			Ganger run over and killed near Rooty Hill; working on line; did not see train approaching.
7 „ ...	„								1			Shunter at Bathuret killed when trying to sprag a truck.
26 „ ...	Suburban ...				1							Woman fell out of train at Ashfield—door being unfastened.
29 „ ...	Western									1		Assistant guard broke two fingers at Bowenfels; got jammed when uncoupling.
20 Oct. ...	Northern									1		Porter at Newcastle—wrist broken; jammed between hooks.
20 „ ...	Suburban ...								1			Porter knocked between platform and carriages at Parramatta.
5 Nov. ...	„		5									Five passengers injured through collision at Redfern; train turned into wrong siding.
23 „ ...	Western									1		Porter fell from truck; loading wool at Orange.
12 Dec. ...	Southern								1			Navy killed at Cudjogong; train ran over a cow and threw trucks off line.
	Total		7		4	2	1	4	12	2	3	

No. 46.

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 1877 inclusive.

Year.	Length of Line, 31 December.	Number of Passengers.	Tonnage of Goods.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	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.	Per cent.	£	£	Per cent.
1855	14	98,846	140	9,093	156	9,249	5,959	157'34	101'37	64'43	3,290	515,347	638
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	'832
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	'899
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
1877	598	2,957,144	1,430,041	271,588	544,332	815,920	418,985	92'95	47'73	51'35	396,935	8,883,177	4'468

No. 47.

STATEMENT of the number and classification of persons employed on the Railways of New South Wales during 1877.

No.	Position.	Rates of Pay—lowest and highest.
HEAD OFFICE.		
1	Commissioner	Without pay.
1	Secretary	£600 per annum.
2	Land Valuers	£550 and £600 per annum.
2	Draftsmen	£200 and £250 per annum.
1	Accountant	£450 per annum.
1	Cashier	£350 "
1	Book-keeper	£250 "
14	Clerks	£50 to £275 per annum.
2	Messengers	6s. 6d. per day and £75 per ann.
3	Housckepers	£50 to £52 per annum.
28	Total.	
AUDIT OFFICE.		
1	Traffic Auditor	£400 per annum.
1	Assistant do.	£250 "
19	Clerks (12 Audit, 7 Statistical)	£26 to £208 per annum.
21	Total.	
STORE.		
1	Storekeeper	£350 per annum.
1	Assistant do.	£275 "
8	Clerks	30s. per week to £200 per ann.
2	Foreman	10s. per day and £165 "
2	Watchmen	7s. per night.
18	Issuers, Assistants, Ganger, Tallymen, and Labourers	7s. to 9s. per day.
32	Total.	
81	Total, Head Office.	
ENGINEER-IN-CHIEF'S BRANCH.		
<i>Office Staff.</i>		
1	Engineer-in-Chief	£1,800 per annum.
1	Assistant Engineer	£600 "
12	Draftsmen	£75 to £425 per annum.
1	Chief Clerk	£450 per annum.
4	Clerks	£100 to £175 per annum.
5	Cadets	£52 per annum to 7s. per day, in [field.
1	Custodian of Plans	£85 per annum.
1	Messenger	£75 "
1	Housekeeper	£30 "
27	Total.	
FIELD-STAFF.		
9	Assistant Engineers	£250 to £700 per annum.
19	Surveyors	£250 to £400 "
8	Inspectors	10s. to 18s. per day.
82	Chaimmen	4s. to 8s. "
118	Total.	
145	Total, Engineer-in-Chief's Branch.	
ENGINEER FOR EXISTING LINES BRANCH.		
<i>Office Staff.</i>		
1	Engineer for Existing Lines	£1,000 per annum.
1	Chief Clerk	£375 "
3	Draftsmen	15s. per day to £400 per annum.
8	Clerks	£50 to £210 per annum.
1	Messenger	£75 per annum.
1	Housekeeper	£25 "
15	Total.	

No. 47—continued.
LOCOMOTIVE DEPARTMENT.

Rates.	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 and Wagon Builders.	Labourers.	Fuelmen.	Pumpers.	Timekeepers.	Foremen.	Draftsmen.	Brass-moulders, Finishers, and Coppsmiths.	Gauger.	Carriage-trimmers.	Tinsmiths.	Improvers.	Apprentices.	Total Number.	
£500 per annum	1																														1
£400 "		1																													1
£6 6/- per week																						1									1
£5 10/- "				4																		1									5
£5 "				3	1																										4
£4 10/- "																						1									1
£4 "																							1								1
£3 10/- "			1																			1									2
£3 "																						1									1
£2 15/- "																						1									1
£2 10/- "			1																			1									1
£2 2/- "																						1									1
£1 "			1																												1
15/6 per day																															1
15/- "					28						1																				33
14/- "																															4
13/- "					52												1														53
12/- "											3		2		1	1	2														9
11/8 "									13																						13
11/6 "											2		1																		4
11/4 "													1																		1
11/- "					40					6	7	7	2		1																66
10/6 "										1	4	1	1		1										3						10
10/4 "										6			3																		9
10/- "							14		20	1	2		7		3	3	17			1	1										73
9/10 "													1																		1
9/8 "									4	2			2																		8
Carried forward																															306

APPENDIX TO REPORT ON RAILWAYS—1877.

No. 48—continued.

LOCOMOTIVE DEPARTMENT—continued.

Z-48

Rates.	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 and Wagon Builders.	Labourers.	Fuelmen.	Pumpers.	Tinkeepers.	Foremen.	Draftsmen.	Bronze-molders, Finishers, and Copiersmiths.	Gauger.	Carriage-trimmers.	Tinsmiths.	Improvers.	Apprentices	Total Number.
Brought forward.....	306
9/6 per day	2	2	...	1	...	1	2	2	...	...	...	...	...	...	...	...	...	...	...	...	16
9/4 "	1	...	...	1	2	...	...	2	...	...	15	...	...	...	...	...	...	...	2	...	1	...	...	...	22
9/- "	27	1	4	1	...	...	6	...	...	9	8	...	1	...	...	...	...	...	...	1	...	...	...	58
8/8 "	1	...	1	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	9
8/6 "	1	1	8	...	...	...	1	1	2	4	...	...	...	...	...	...	1	...	...	...	...	...	21
8/4 "	1	...	...	...	2	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	6
8/- "	1	90	...	6	2	...	...	...	2	...	1	1	2	1	15	1	...	1	...	...	...	...	...	...	120
7/9 "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
7/8 "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
7/6 "	14	...	3	...	4	...	2	...	...	1	2	26	3	1	...	...	...	...	...	...	...	...	56
7/- "	96	...	...	...	9	...	8	...	7	...	26	7	7	...	...	...	...	...	1	...	...	...	161
6/6 "	14	...	14	...	...	1	48	...	...	...	...	...	...	...	...	...	...	...	77
6/- "	2	1	...	...	...	...	...	...	...	...	3	...	1	...	...	...	...	...	...	1	...	...	8
5/6 "	1	1	...	...	...	...	...	...	...	...	...	...	...	2
5/- "	1	...	...	...	1	1	...	...	...	2	...	...	...	...	...	...	...	...	1	2	...	8
4/- "	2	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	8
3/6 "	1	...	...	...	...	...	...	...	...	1	8	10
3/4 "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3/- "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2/6 "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
2/- "	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
1/9 "	3
1/6 "	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
1/- "	1
	1	1	3	7	121	3	131	118	62	35	19	28	32	40	8	26	58	85	38	27	7	11	1	9	1	4	2	3	28	909

No. 48—continued.
PERMANENT WAY.

Rates	Superintendents.	Clerks.	Inspectors.	Gangers.	Labourers.	Foremen.	Carpenters.	Blacksmiths.	Strikers.	Bricklayers.	Masons.	Plasterers.	Plumbers.	Painters.	Gatekeepers.	Guards.	Fencers.	Boys.	Timekeepers.	Slaters.	Total.
\$450 per annum..	1	1	1	173	664	2	84	9	14	18	6	3	6	17	1	3	1	22	1	1	1043
\$300 ..	1	1	1	4	570	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
\$275 ..	1	1	1	1	72	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
\$5 10s. per week	1	1	1	1	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
\$5 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
\$3 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
\$1 5/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15/- per day.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9/4 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8/4 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7/4 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3/- ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2/6 ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

No. 48—continued.

TRAFFIC BRANCH.

Rate.	Traffic Managers.	Wharfinger.	Goods Superintendent.	Coaching Superintendent.	Traffic Inspectors.	Station-masters.	Clerks.	Cashier.	Foremen.	Assistant Wharfinger.	Telegraph Operators.	Telegraph Inspector.	Signalmen, Shunters, and Pointsmen.	Guards.	Gate-keepers.	Printers.	Porters.	Tarpaulin-makers.	Messengers.	Ladies' Attendant.	Watchmen.	Total	
£600 per annum	1																						1
500	1																						1
300		1																					1
250			1	1	4	7	6																13
225						6	1																7
200						10	3	1	1	1													16
175						10	2				1												13
150						23					2												25
140						6																	7
130						1																	6
120													1*										1
100																							1
75											1												1
70/- per week												1											1
60/-									1			2	2		3			1					7
55/-							1					2	3		4								8
51/-												1	3										1
48/-							2					2	2				3					1	10
45/6															1								1
45/-							1																1
42/-							8																14
40/-							3				11		1		1				1				16
35/-											1				8		1						10
30/-							3				7		1		17		2		1				31
25/-							5				30		2		4		5						46
21/-															1								1
20/-							4				7				4		3		2	1			21
17/6															1								1
15/-							3				1				1		1		1				7
10/-							3								37		1						41
7/6															5								5
7/-															3								3
5/-															11								11
12/- per day							2		1					4									7
11/-							3		5														6
10/-							9		1				5	26		2	8						51
9/6							1											1					10
9/-							17		3			3	19				3						45
8/6									2			2	4				3						11
8/-							16		3			5	24				39				1		88
7/6							2					4	4	1			22				3		36
7/-							11					21	7	2			155	7			10		214
6/6												1	2	2			28						35
6/-							4				1	27	1	16			191	6				5	251
5/10												1											1
5/-															3								3
4/-															1								1
3/6															1								1
1/9															3								3
1/2															2								2
1/-															2								2
Total	2	1	1	1	4	70	104	1	15	1	66	1	82	108	128	2	466	15	5	1	22	1,096	

* Moiety of Salary paid by Railway Department.

SUMMARY.

Head Office	81
<i>Engineer-in-Chief's Branch—</i>	
Office Staff	27
Field Staff	118
	<u>145</u>
<i>Engineer for Existing Lines Branch—</i>	
Office Staff	15
Permanent Way	1,043
Locomotive	909
	<u>1,967</u>
Traffic Branch	1,096
Total	<u>3,289</u>

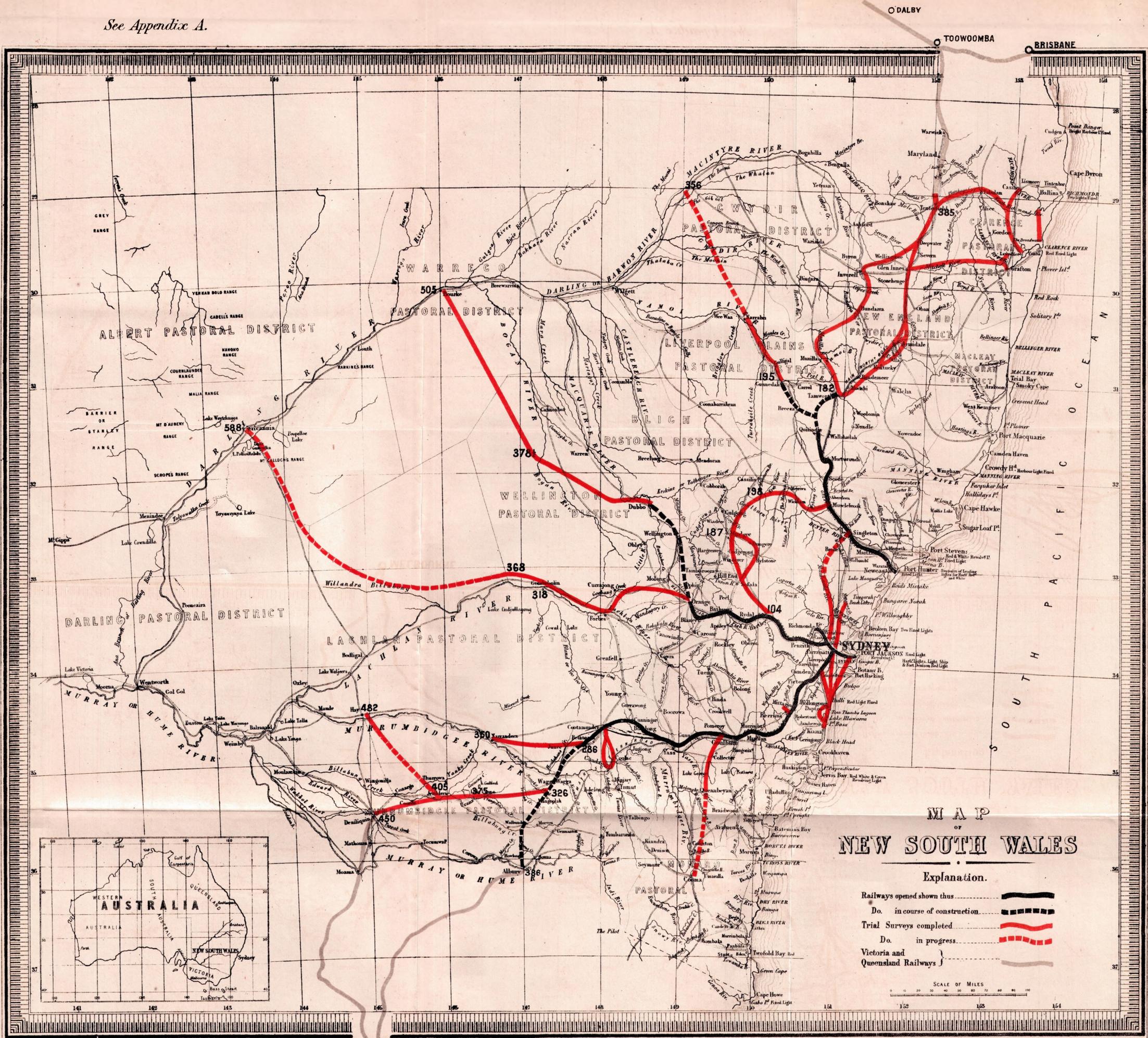
No. 48.

RETURN of the total amount paid for WAJORS on the different Branches of the Railway and on the different Lines, in 1876-77.

Branches.	South and West.	North.	Total.
Locomotive—	£ s. d.	£ s. d.	£ s. d.
1876	67,183 9 11	23,240 1 6	90,423 11 5
1877	85,071 4 0	28,438 2 10	113,509 6 10
Permanent Way—			
1876	57,136 5 6	19,811 9 6	76,947 15 0
1877	83,215 3 6	21,338 0 4	104,553 3 10
Traffic—			
1876	50,984 5 4	18,821 7 1	69,805 12 5
1877	64,462 19 4	23,056 6 8	87,519 6 0
Total all Branches—			
1876	175,304 0 9	61,872 18 1	237,176 18 10
1877	232,749 6 10	72,832 9 10	305,581 16 8

[Two Plans.]

See Appendix A.



MAP
OF
NEW SOUTH WALES

Explanation.

- Railways opened shown thus
- Do. in course of construction
- Trial Surveys completed
- Do. in progress
- Victoria and Queensland Railways

SCALE OF MILES
0 10 20 30 40 50 60 70 80 90 100

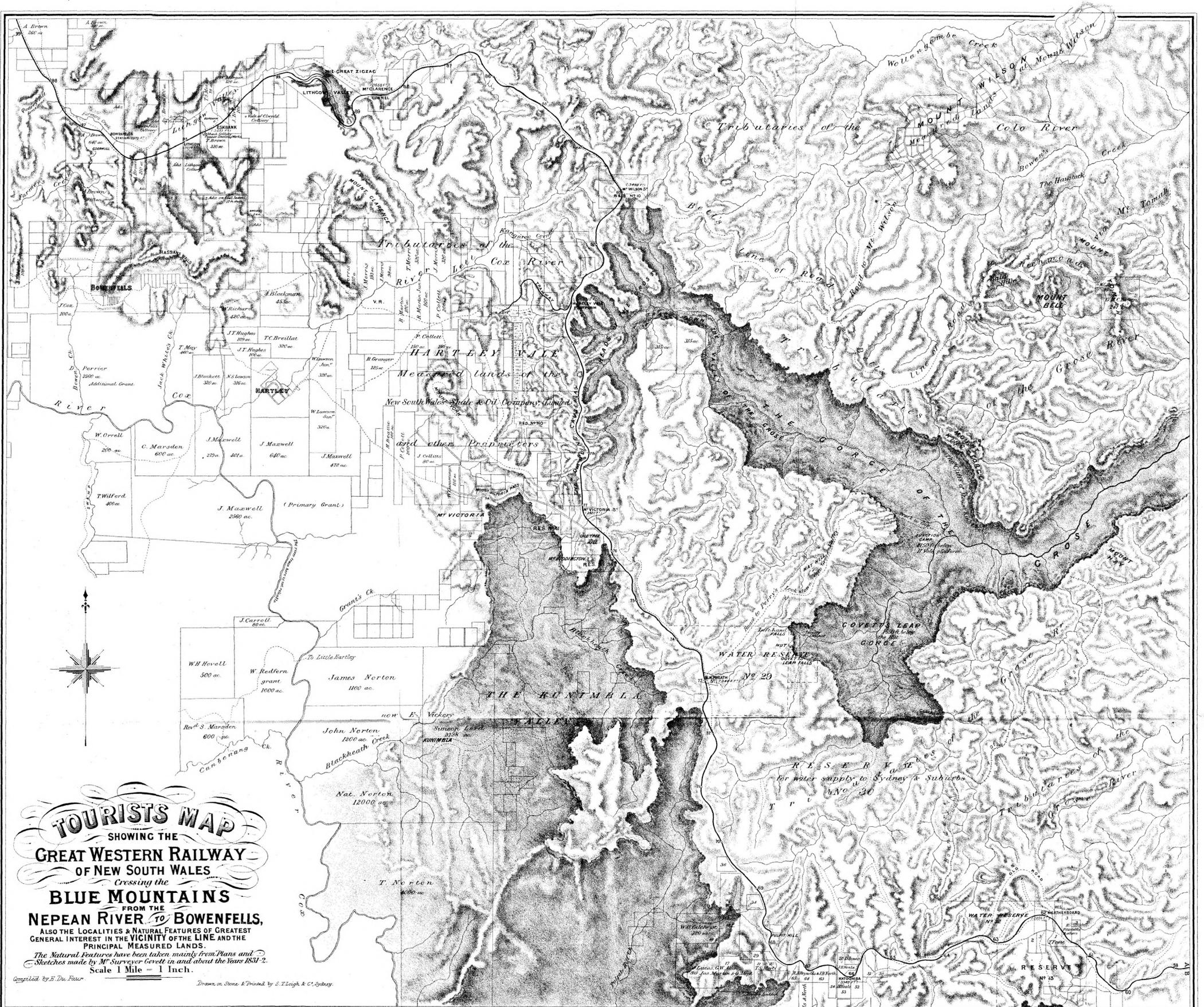
Compiled & Drawn by Taylor

(Sitg. 34)

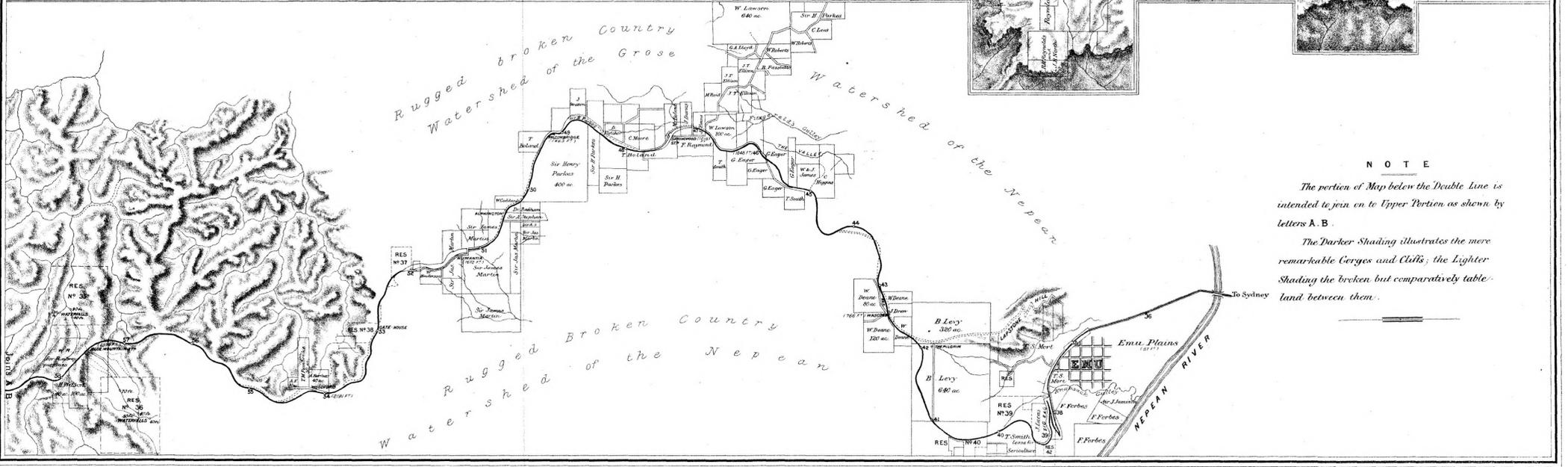
MELBOURNE

Thomas Richards, Government Printer.

Map referred to in the Engineer in Chief's Report, dated 1st June, 1878



TOURISTS MAP
 SHOWING THE
GREAT WESTERN RAILWAY
 OF NEW SOUTH WALES
 Crossing the
BLUE MOUNTAINS
 FROM THE
NEPEAN RIVER TO BOWENFELLS,
 ALSO THE LOCALITIES & NATURAL FEATURES OF GREATEST
 GENERAL INTEREST IN THE VICINITY OF THE LINE AND THE
 PRINCIPAL MEASURED LANDS.
 The Natural Features have been taken mainly from Plans and
 Sketches made by Mr. Surveyor Covert in and about the years 1831-2.
 Scale 1 Mile = 1 Inch.
 Compiled by E. Du Four
 Drawn on Stone & Printed by S. Leigh & Co. Sydney.



NOTE

The portion of Map below the Double Line is intended to join on to Upper Portion as shown by letters A. B.

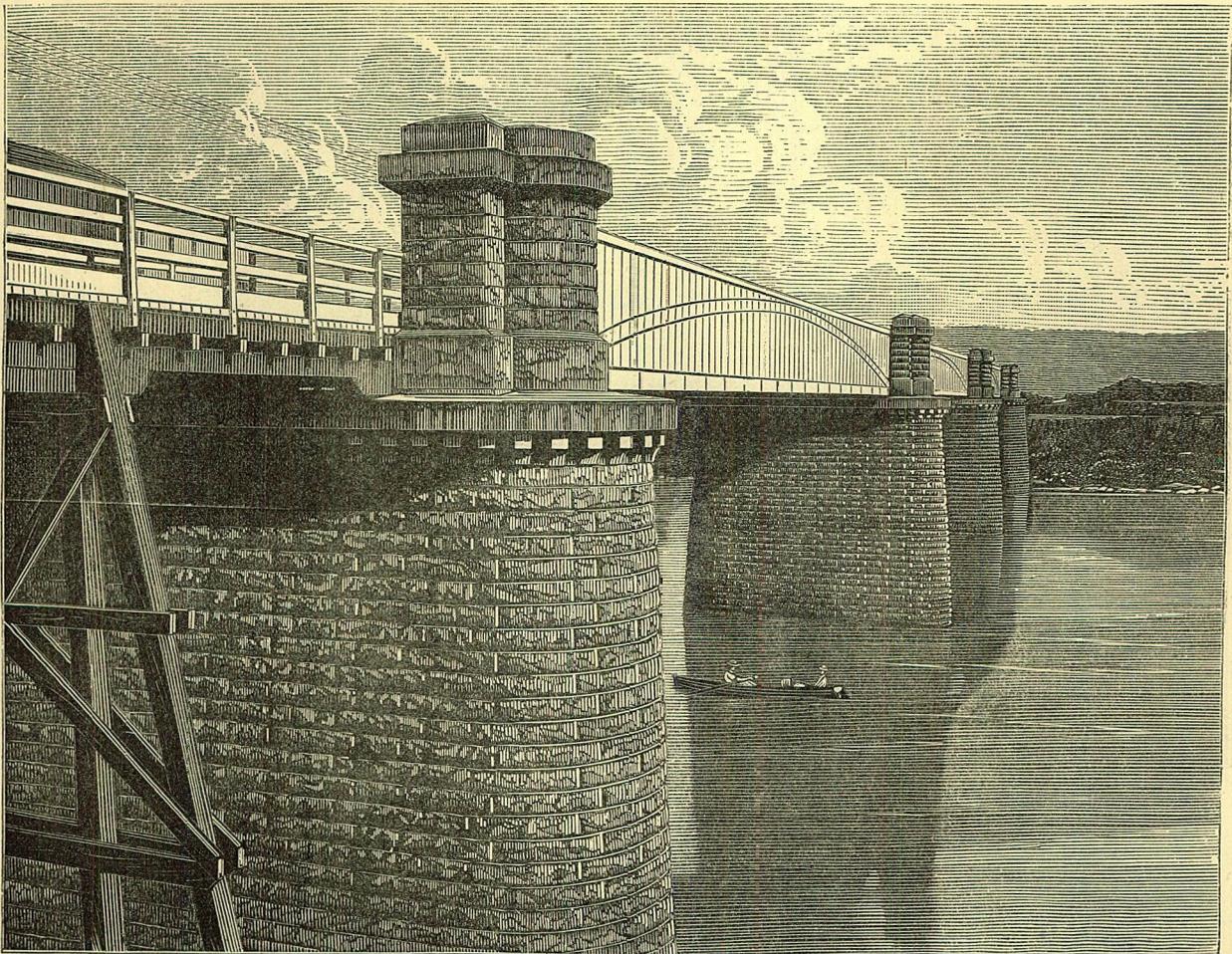
The Darker Shading illustrates the more remarkable Gorges and Cliffs, the Lighter Shading the broken but comparatively table-land between them.

SEPARATE APPENDIX.

NEW SOUTH WALES.

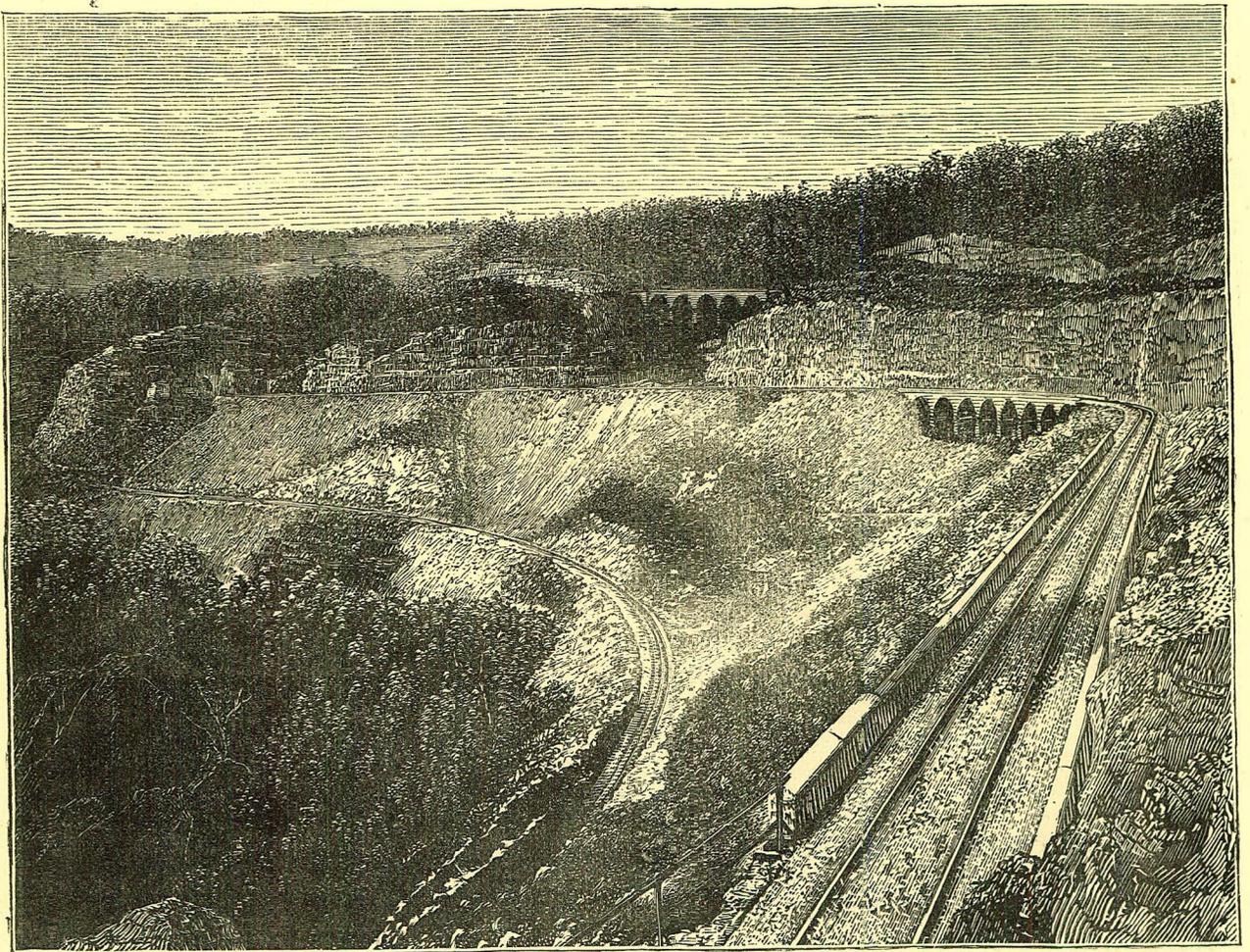
MOUNT VICTORIA AND THE GREAT WESTERN RAILWAY.

THE following is a brief description of the portion of the Great Western Railway crossing the Blue Mountains, which was opened in 1869, and of the interesting country in its vicinity, including some particulars of the Zig-zags occurring on the route, which are acknowledged to be the greatest engineering works in Australia, and to rank amongst the boldest and most substantial Railway constructions in the World. Immediately after passing Penrith, at 34 miles from Sydney and 94 feet above sea-level, the Railway crosses the Nepean River to the village of Emu upon an iron Bridge of great length. The superstructure of this bridge is mainly supported by two box-form girders of 594 feet long and 13 feet deep, and two of 135 feet long and 10 feet deep.



BRIDGE OVER THE NEPEAN RIVER AT PENRITH.

The line then ascends 155 feet, and crosses Knapsack Gully by the Viaduct, which is 388 feet long, and has a maximum height of 126 feet. This crossing is 245 feet above Emu Plains, and the line reaches the lower point of the First Zig-zag at an elevation of 414 feet above sea-level, and thence an elevation of 470 feet is attained in a distance of 30 chains. After this the line continues to ascend till it reaches the summit of Lapstone Hill, and then it follows the range dividing the tributaries of the Nepean and the Cox Rivers from those of the Grose River, passing Springwood, Blue Mountain, Weatherboard, Pulpit Hill, Blackheath, 3,494 feet, to near Shepherd's Toll-bar and Mount Victoria, 3,422 feet above the sea. Here the line commences to diverge to the north along Darling's Causeway, which divides the waters of the Lett from the sources of the Grose River to Bell's line of road, or the range dividing the river Lett and Grose River tributaries from those of the river Colo. Following this range to Dargan's Creek the line passes through Mount Clarence by a tunnel 539 yards in length, the rails at the entrance of which are 3,658 feet above sea-level. This is the summit level of the line, 88 miles from Sydney, and 52 miles from the commencement of the ascent of the Blue Mountain Ranges at Emu Plains. The line then descends on a gradient of 1 in 42 towards Lithgow Valley beyond, reaching the higher points of the Great Zig-zag 91 miles from Sydney, at an elevation of 3,362 feet.

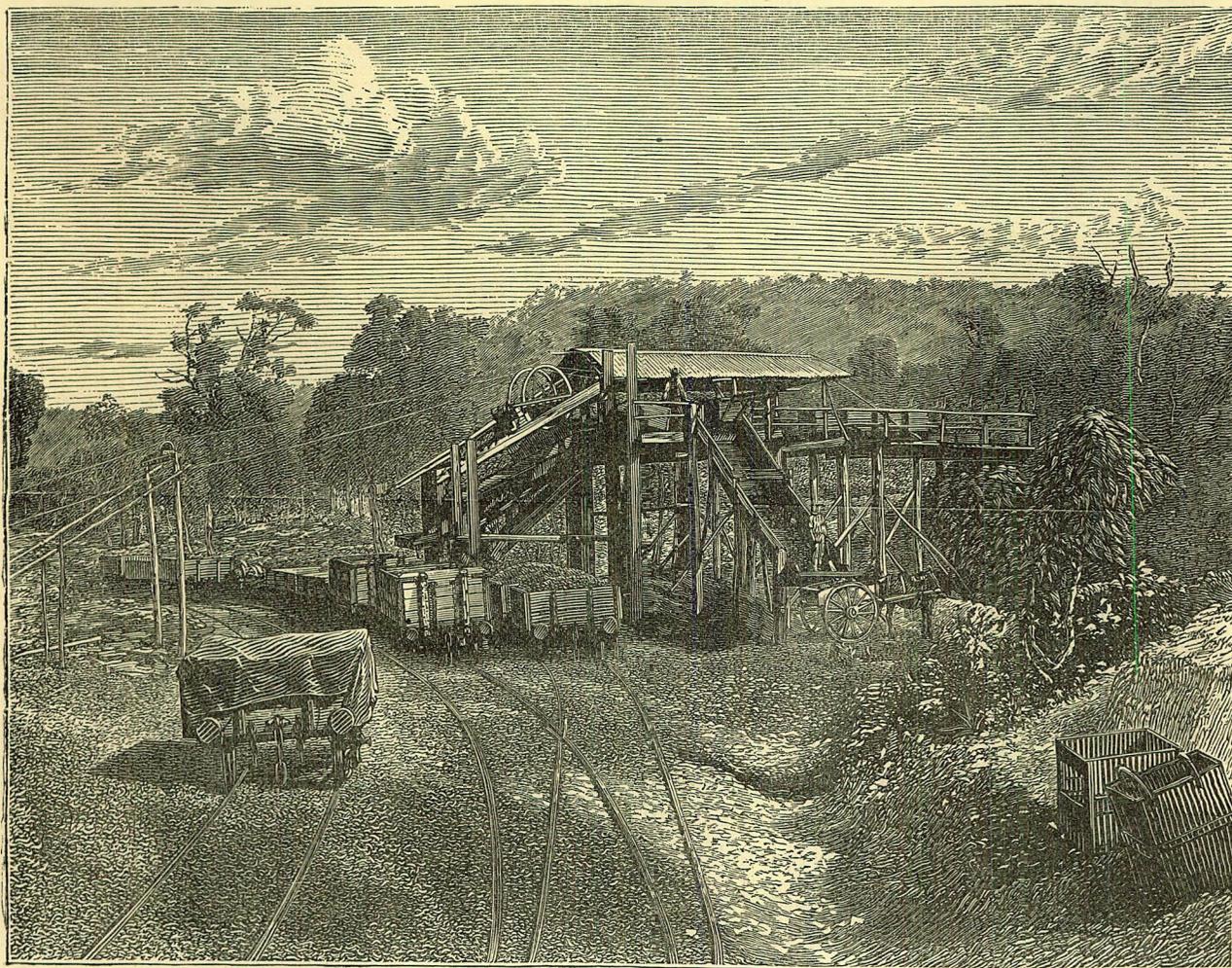


THE ZIG-ZAG, LITHGOW VALLEY.

At this point the line runs nearly parallel with the main line, but in an opposite direction, for a distance of 67 chains. After passing two viaducts and through a short tunnel it reaches the lower points of the Zig-zag at an elevation of 3,261 feet, and thence further

descends towards Bathurst, which is situated 145 miles from Sydney, at an elevation of 2,153 feet. Between Mount Clarence, 88 miles from Sydney, and Wallerawang, 105 miles, there are seven viaducts, of 2,225 feet in length, averaging in height from 10 to 70 feet, and in span from 10 to 54 feet—the majority being 30 feet; also three tunnels—one at Lithgow Valley Zig-zag 77 yards in length, one at Morangaroo 267 yards in length, and one under the Mudgee Road 47 yards in length. The smallest radius of a curve in this section is 528 feet, the total length of such curves being 5 miles, including those upon the two Zig-zags. There are also 20 miles of curves ranging from 8 chains to 12 chains radius. In the whole work the number of viaducts is 8, of tunnels 4, of bridges 8, and of culverts 268. The total excavations amounted to about 3,040,000 cubic yards, of which 1,783,000 were through rock. The cost of construction alone was about £812,000.

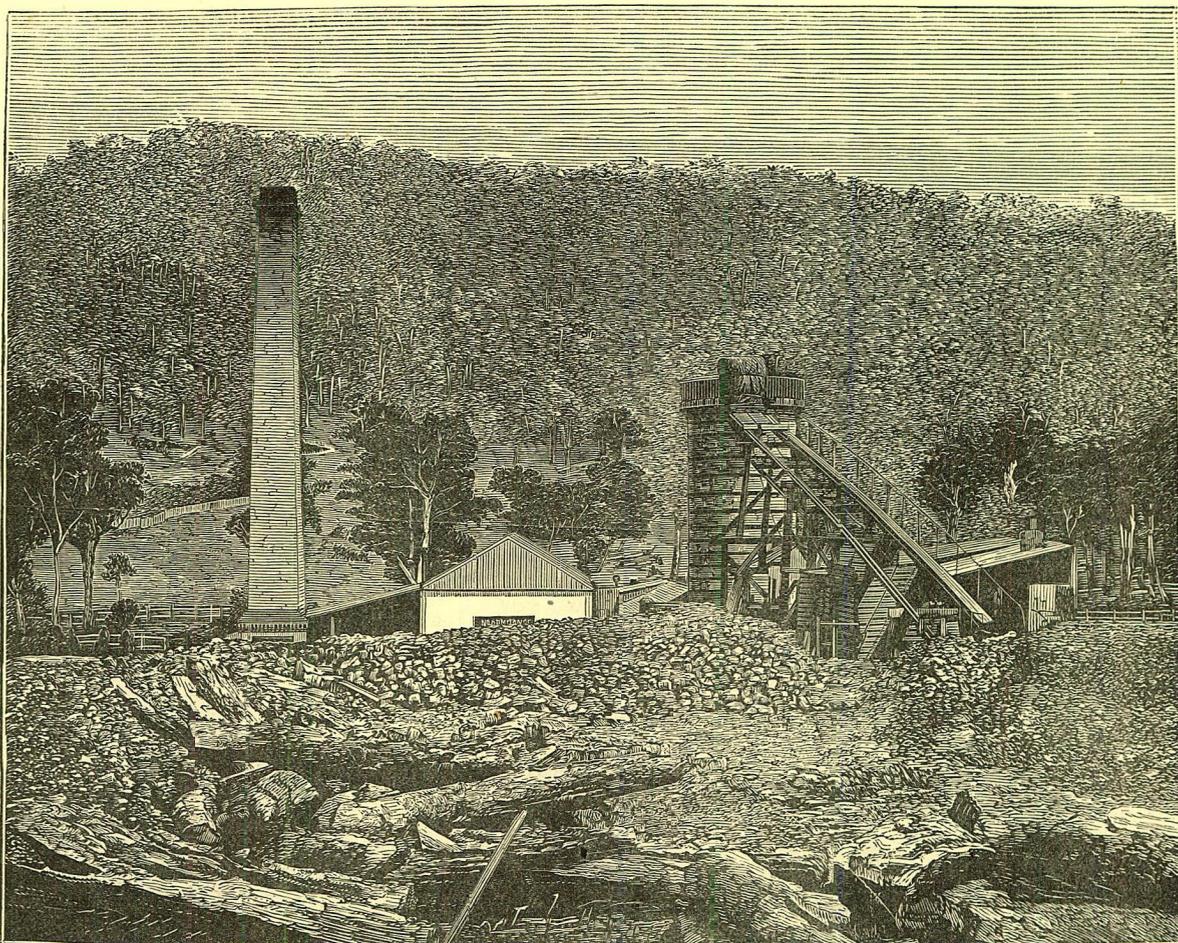
At the foot of the Zig-zag, after passing the Vale of Clwydd and Eskbank Collieries, the village of Lithgow is reached. It is the business focus of Lithgow Valley, and promises to become one of the most prosperous centres of industry in the Colony. Among the mines and other establishments already in operation there may be mentioned the “Lithgow Valley Colliery.”



LITHGOW VALLEY COLLIERY.

The Colliery employs from twenty to thirty hands, and turns out an average of 24,000 tons of coal per annum.

On the opposite side of the line, and agreeably situated at the foot of the slope of a hill, are to be seen the blast furnace, forge, foundry, rolling mills, and brick works connected with the Lithgow Valley Iron Works. These works have been in existence about four years, and are turning out on an average 100 tons of metal per week. The forge includes seven puddling furnaces and a steam hammer; the rolling mills consist of two heating furnaces, and an 18-inch train, on which can be rolled all sizes of round, square, and flat bars, to the extent of 200 tons per week if required. Coal abounds in the locality, the blast furnace being built over a 10-foot seam.



LITHGOW VALLEY IRON WORKS.

Iron ore is plentiful in different parts of the Colony, and several extensive and rich deposits exist side by side with coal and with limestone. The value of these deposits is enhanced by their proximity to seaports or railway lines, the metropolis itself having excellent iron ore almost in its immediate neighbourhood. Till lately the only place on which capital was expended largely in the raising and smelting of iron was at Fitzroy Iron Mines, Nattai; but an important industry, as shown in the illustration, is now in operation at Lithgow Valley, and mines of iron ore have been opened at Berrima, Wallerawang, and elsewhere. The most promising iron region in the Colony is that traversed by the line from the foot of the Zig-zag to Wallerawang. This district is not only itself rich in deposits of coal, iron, copper, and various minerals, but it forms the westerly extreme of the coal measures beyond the mountains, and is situated on the confines of the Great Western Interior with its boundless undeveloped resources, mineral, pastoral, and agricultural.

The many furnaces and chimneys which passengers by the night trains may perceive lighting up the country and belching forth their smoke on either side of the line, are quite suggestive of the "Black Country" in England, and afford a certain indication that the place has already entered upon an era of manufacturing prosperity.

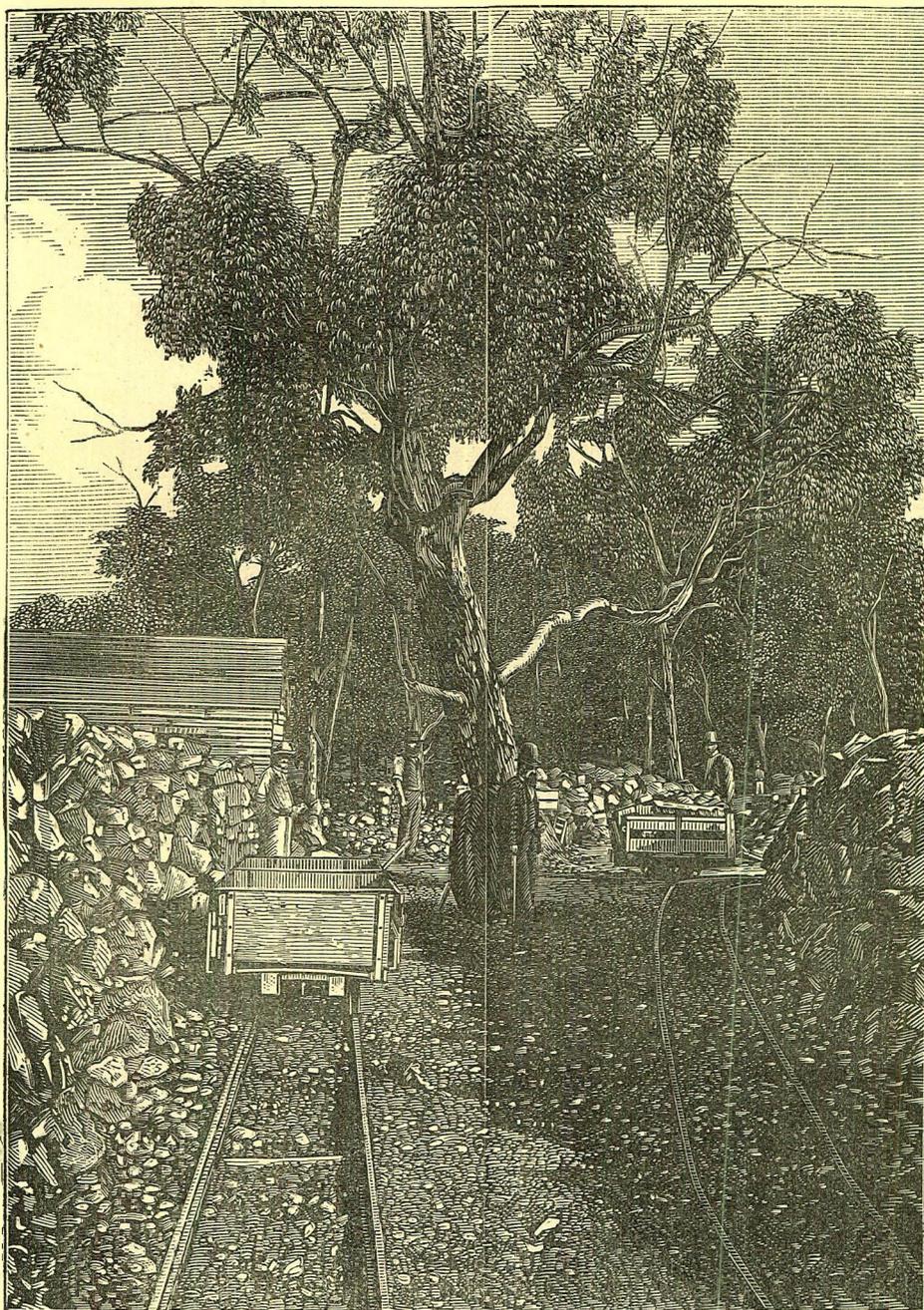
Further on another mile is Bowenfels, the site of the Coerwull Tweed Factory and other industries. The factory was built by A. Brown, Esq., and is now worked successfully by Mr. Hunter. The water supply is derived from a tributary of the Nepean River, and together with a 30-horse power steam engine affords the requisite motive power for all the machinery. The best modern appliances have been introduced, including three carding machines with 1,000 spindles to each set, Schofield's patent power-looms (14) and ordinary hand-looms. Last year 85,000 yards of tweed were turned out, besides a considerable quantity of blankets and shawls. The main building is about 100 feet square, and flagged throughout. The property comprises about 100 acres, the coal used being raised on the ground, at a cost of about 5s. or 5s. 6d. per ton. About seventy hands are employed who reside in dwellings contiguous to the factory.



TWEED FACTORY, BOWENFELS.

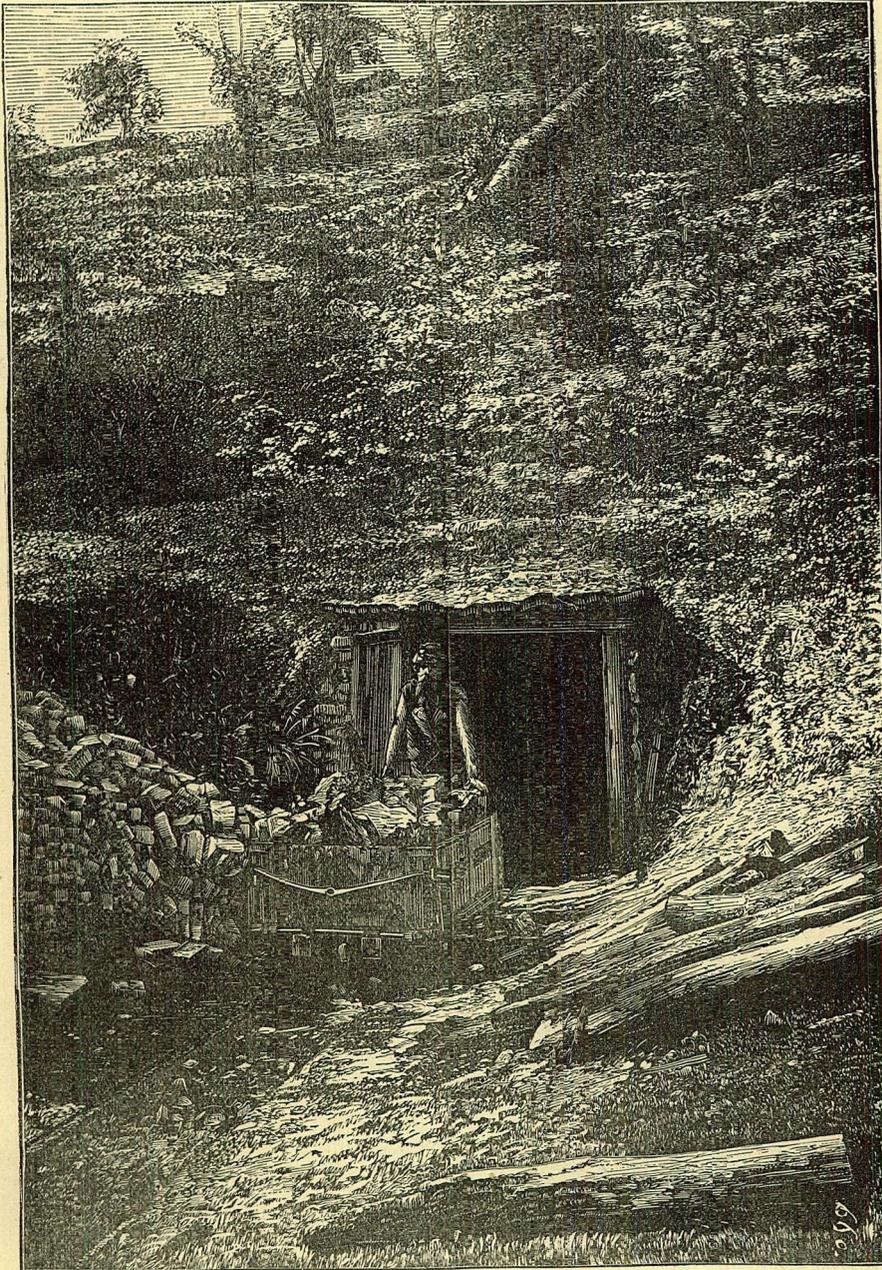
The coal regions of New South Wales are enriched throughout with seams of Petroleum Oil Cannel Coal (Kerosene Shale) and Petroleum Oil Schist. Strata of these valuable minerals crop out in many places on the mountain sides, and have been met with in testing the coal measures and working the coal mines of the Colony. In very few places, however, are the coal and shale wrought for separately, and in three localities alone have pure shale mines been developed, namely, at Hartley Vale, Joadja Creek, near Berrima, and Wollongong. Notwithstanding the extraordinary thickness and superior quality of several of the seams proved in different parts of the country, but four Kerosene mines are as yet in active operation. The most important of these is the mine of the New South Wales Shale and Oil Company, to which the following illustration refers. It is situated near Mount York, Little Hartley, and operates upon a newly discovered and exceedingly rich seam of petroleum oil cancell coal about 4 ft. 6 in. thick. A heading is driven in, "bords" opened

out, and a tramway constructed from the mouth of the heading to the bottom of the incline, the line connecting with the Railway at 80 miles from Sydney. About 100 hands are employed at the mine. The Kerosene industry has been established in the Colony about twelve years, during which period about 137,000 tons of shale have been raised, valued at £371,500, or £2 14s. per ton; the quantity raised in 1877 was 18,963 tons, valued at £46,524, or £2 9s. per ton; and the quantity of oil manufactured since the beginning is 350,000 gallons. Kerosene shale for gas-making purposes is beginning to find a large export to Great Britain and the neighbouring Colonies, as well as to San Francisco, Singapore, China, and Valparaiso. The local consumption is also considerable, and two factories are engaged in converting the shale into its marketable products. One is situated at Wollongong and employs about forty hands, the other at Waterloo, near Sydney, and gives employment to about fifty hands. The latter, the works of the Company whose mine is under notice, cost about £40,000, and is replete with the best modern appliances. It manufactures the well-known "Comet" brand of Kerosene oil, lubricating grease, &c. Colonial Kerosene oil has been proved by scientific test and public experience to be equal to its American rival in illuminating power and general quality, and it is also cheaper and less inflammable. Still, no less than 465,000 gallons of Kerosene, worth £46,000, were imported into New South Wales in 1877, and paid a duty of 6d. per gallon.



HARTLEY VALE KEROSENE MINE IN WORK.

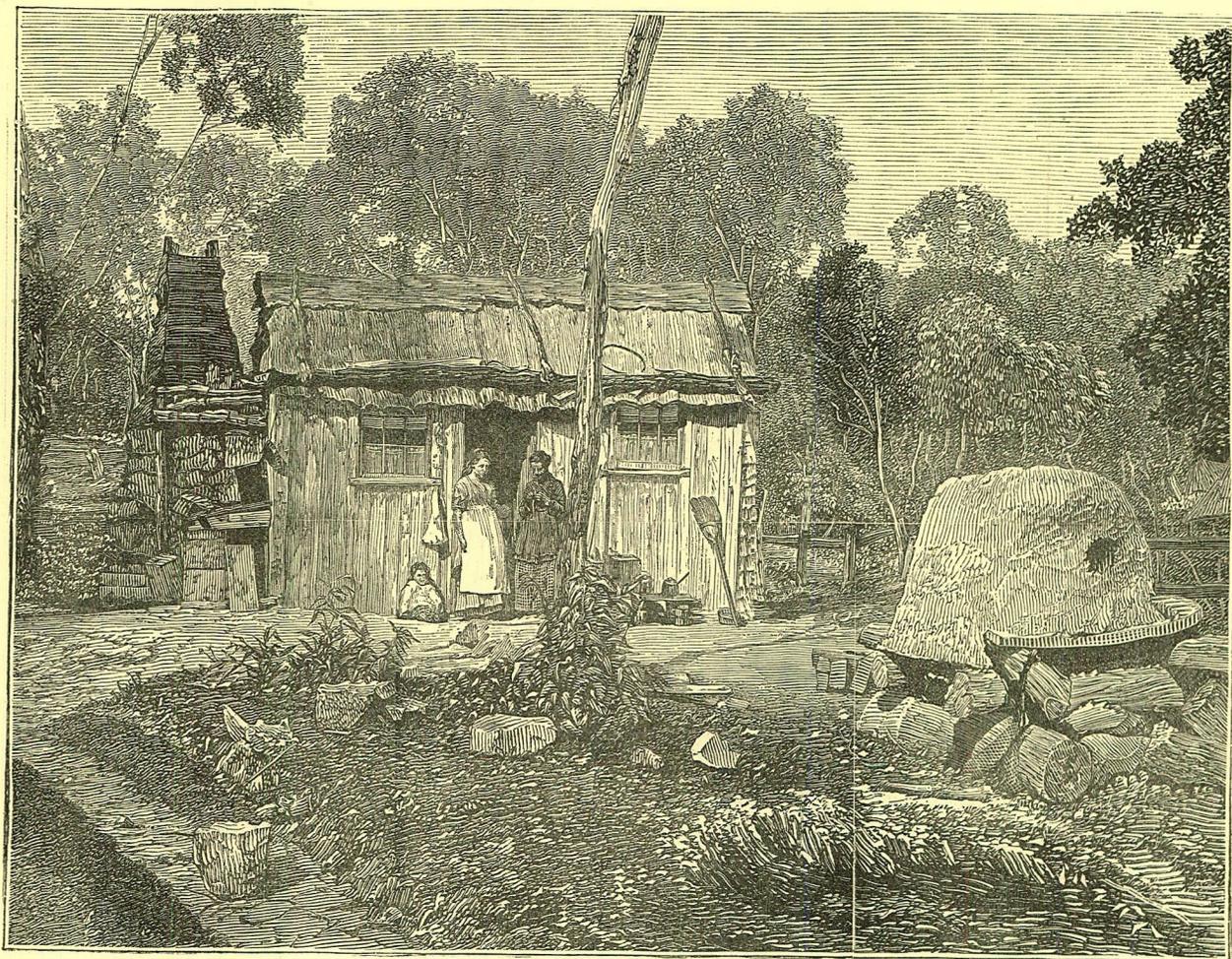
Below is a view of the mouth of the First Kerosene Mine, which has been abandoned in favour of the superior deposit mentioned as the property of the New South Wales Shale and Oil Company; but the picture is interesting as referring to the birth-place of one of the most promising industries of the Colony.



ORIGINAL KEROSENE SHALE MINE.

The Railway across the Blue Mountains traverses one of the most interesting localities in Australia. These mountains, though close to the coast, form part of the main range of the Colony and are very formidable. They are flanked by lesser ridges, of similar aspect, running chiefly in the same direction, north and south. In the early days of the Colony the summits of these ranges were deemed inaccessible as well by the Aborigines as by the Settlers. Rising almost perpendicularly to an elevation of from 3,000 to 5,000 feet, the range presents everywhere a bold and rugged appearance. The scenery is Alpine, the predominant feature being lofty escarpments extending for miles in length, the chief of which, called Hassan's Walls, partly defines the Vale of Clwydd, in which lies the district of Hartley. It was not till 1813 that a route across these mountains was discovered. A severe drought had aroused grave apprehensions for the safety of the flocks and herds of the Colony, which were, even at that

early date, beginning to be appreciated at their true value. Many an arduous search for water was the result. At length, when every resource was apparently about to fail, Mr. Wentworth, the great pioneer of material and social progress in Australia, in conjunction with Messrs. Blaxland and Lawson, organized an exploring party to endeavour to penetrate to the interior through some of the mountain gorges. After encountering many difficulties the party were fortunate enough to discover a pass by way of the valley of the Grose, which soon led them to the land of plenty, and the route was immediately marked out as the highway to the interior, and has ever since formed part of the old Great Western Road. The rocky and mountainous appearance of the country as viewed from the elevated course of the railway, has given rise to the idea that it is inaccessible and barren and next to useless for purposes of settlement. A closer inspection, however, dispels this notion. The country is not at all so difficult of access as is assumed. Many of the slopes are fertile and clothed with rich verdure, and not a few are studded with good timber, while down in the valleys stretching away in places for miles may be found good pasture lands. Glimpses of luxurious vegetation may frequently be caught as the train speeds its way along, and, alternating with the pleasing prospect, scenes of surpassing grandeur frequently occur, the effect being most thrilling when the highest points are reached and the rock-bound valleys below fade from view in unexplored depths. The variety of landscape and charming prospects met with, and the transition into the pure bracing air and invigorating atmosphere of the mountains, render the journey an agreeable one. The salubrity and healthfulness of the route are well appreciated. All along the line "Mountain Homes" have been established whither their owners resort for occasional respites from the heat and turmoil of City life.



A MOUNTAIN HOME IN THE COACHING DAYS.

DIRECTIONS of The Honorable John Sutherland, Secretary for Public Works, as to routes for Railway Trial Surveys, 4 November, 1873; and for the Reservation of lands for Railway purposes, with Maps showing approximate courses of lines.

TRIAL SURVEYS.

No. 1.

Minute of The Secretary for Public Works.

IN continuation of verbal instructions given from time to time in regard to trial surveys, Mr. Whitton is requested to take steps for ascertaining the readiest manner possible, without incurring any large expenditure in regard to minute details, what the best routes would be, and approximately the cost and distance of railway lines to the following places. It is desirable that the capabilities of the country passed through should be noted, as regards the localities where suitable timber and material for railway purposes exist, as also the quality and description of the soil and natural features.

For the purpose of more easy reference, a map of the country is forwarded herewith, on which I have marked in red pencil the suggested line, not of course to be rigidly followed, but as indicating the probable direction of the different routes.

No. 1.

A line from Wagga Wagga to Deniliquin, *via* either Conargo or Cooree, the latter being a deviation to avoid possibly the Billabong Creek.

No. 2.

A line from Wagga Wagga to Albury.

No. 3.

A line from Cootamundry, through the Lachlan and Darling Pastoral Districts *via* Booligal, to Pooncaira and the South Australian Border, with the view of joining the line of that Colony.

No. 4.*

A line from Orange to Currajong, and thence by nearest route to the Darling River. (See map.)

No. 5.*

A line from either Kelso or Bathurst, *via* Hill End, Mudgee, and Gulgong, to Walgett, as shown on map.

No. 6.*

A line leaving the present proposed line between Murrurundi and Tamworth at a point somewhere near Quirindi, and thence by Breeza and Gunnedah to Narrabri; thence by a line to Moree, in the Gwydir District; and also by another line by way of Wee Waa to Walgett, on the Darling.

No. 7.

A line from Tamworth, *via* Armidale, to Glen Innes; also, to Bingera to Warialda. (See map.)

Surveys are already being made of the country for a railway line from Grafton to Glen Innes. This should be extended on to Inverell; and, as regards the line to the more northern parts of the New England District, surveys in connection with which are in hand, I require trial lines run, and careful surveys of the country made from Lawrence or Grafton, *via* Casino, Tabulam, and Tenterfield, to Maryland, regard being had to the desirability of the line being made through the most valuable parts of the country, and to the prospective advantages to be afforded by giving railway communication to those districts, the produce of which is best calculated to supply traffic. (See map.)

JOHN SUTHERLAND.
4/11/73.

* Alternative lines.

No. 2.

Report on progress of Trial Surveys, Clarence to New England.

Grafton to Tenterfield.

Several lines have been explored, with a view of connecting the Clarence District with New England by railway, viz.,—from Grafton, through Moleville, Copmanhurst, Pulgaubar, Yarreckiarra, Ogilvie, Keybarbon, Alice, Picarbin, Tabulam, along the Timbarra River, Cataract River, and Barney Downs, to Tenterfield.

Another line, commencing also at Grafton, through Bangabba near to Batten's Bight, Six-mile Swamp, Wyon, Busby's Flats, Pickapene, joining the line already described at Tabulam.

Two other lines have been explored, commencing at Laurence, joining the line last described near to Pickapene.

Grafton to Glen Innes.

From Grafton to Moleville, Copmanhurst, crossing the Clarence River near to its junction with Deep Creek through Bralesford, Jackagery, following the Mitchell River to Skeleton Creek, crossing Beardy Plains to Glen Innes.

This line is now being surveyed, starting from Moleville, but the progress has been greatly delayed by the difficult nature of the country and wet weather. Plans and sections have been received for a distance of about 29 miles, and about 24 miles additional have been surveyed, but the plans have not yet been received at the office.

A line has also been partially explored from South Grafton through Buccarumbi, to join the line last described from Moleville to Glen Innes, near to Newton Boyd.

The following lines in the Northern District have also been explored :—

Curabubula to Walgett.

From Currabubla (on the extension from Murrurundi to Tamworth), through Breeza, Gunnedah, and Bogabri, to Narrabri; thence by Wee Waa, following the river Namoi to Walgett.

Inverell to Maryland, and Inverell to Bonshaw.

From Inverell a line has been explored, via Wellingrove, Deepwater, and Tenterfield, to Maryland; also from Inverell to Bonshaw.

Tamworth to Inverell.

The survey of this land was commenced about March last. Plans and sections for 28 miles have been received at this office; about 20 miles additional have been surveyed, but the plans have not yet been sent in.

Orange towards Wellington.

About 30 miles of this extension have been surveyed, but the plans have not been completed.

Sydney to Illawarra.

This survey was commenced at the end of last year; about 24 miles have been surveyed, but the progress has been impeded by the difficult nature of the country and the unfavourable weather.

Wagga to Deniliquin.

This line has been explored, and the survey will be commenced immediately.

Wagga to Albury.

This line has been partially explored, and the survey was commenced about six weeks ago.

Wallerawang to Mudgee.

This line has been explored, but the survey has not been commenced.

JOHN WHITTON.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 24th June, 1874.

Reservation of land for Railway purposes.

No. 1.

The Commissioner for Railways to The Under Secretary for Lands.

Sir, Department of Public Works, Railway Branch, Sydney, 19 May, 1873.

I have the honor to request that you will be good enough to cause to be temporarily reserved from sale and selection all the lands for 4 miles in width on each side of the trial lines as laid out and staked for the proposed Railway between Goulburn and Wagga.

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

Mr. Ellis, 2 June, 1873. Submitted.

The line will have to be shown on the office maps prior to description. Plans probably should be forwarded and chart by Mr. Willis.—M.E., 4 June. Mr. Willis.—P.H.W., 6 June, 1873.

The last amended survey of the railway line between Goulburn and Yass, now charted on the counties of Argyle and King, from plans in the Railway Office.—H.W., July 16, 1873.

The extension from Yass towards Wagga Wagga will be charted as soon as we can get the plans (which are not yet ready) from the Railway Department.—H.W.

No. 2.

Minute of The Secretary for Lands.

Is it necessary to make a reserve as wide as that proposed? Unless there is some special reason, I should think a mile on each side would be sufficient.—J.S.F., 24/7/73.

No. 3.

Minute of The Secretary for Public Works.

THIS application was made by the Commissioner for Railways in pursuance of my instructions, resulting from the decision of the Cabinet, to whom I submitted the proposal. My honorable colleague was not present when I explained my reasons for requiring this temporary reservation of land, and I may now shortly state them:—

- 1st. That the Government may have, free of cost, the land required for railway purposes, and not have to pay, as hitherto has been the case in many instances, ten times its value to private owners.
- 2nd. That when after inspection it has been found that portions of the land contain suitable timber, clay for bricks, road metal, and building stone, sufficient portions of same may be permanently reserved for railways, roads, and other public works. By this precaution we should cease to be subjected, as we too often now are, to the almost extortionate demands of those who, foreseeing our necessity for this material, have previously selected the land where it is known to exist.
- 3rd. That after the site of a station has been fixed, the adjoining country may be carefully surveyed and the roads marked out, not on the paper alone, but on the land, and be made to direct the traffic to those centres of population the neighbourhood of railway stations.

These objects having been secured, the country temporarily reserved should be surveyed for town, suburban, and country allotments, and reserves made for future water supply and other purposes.

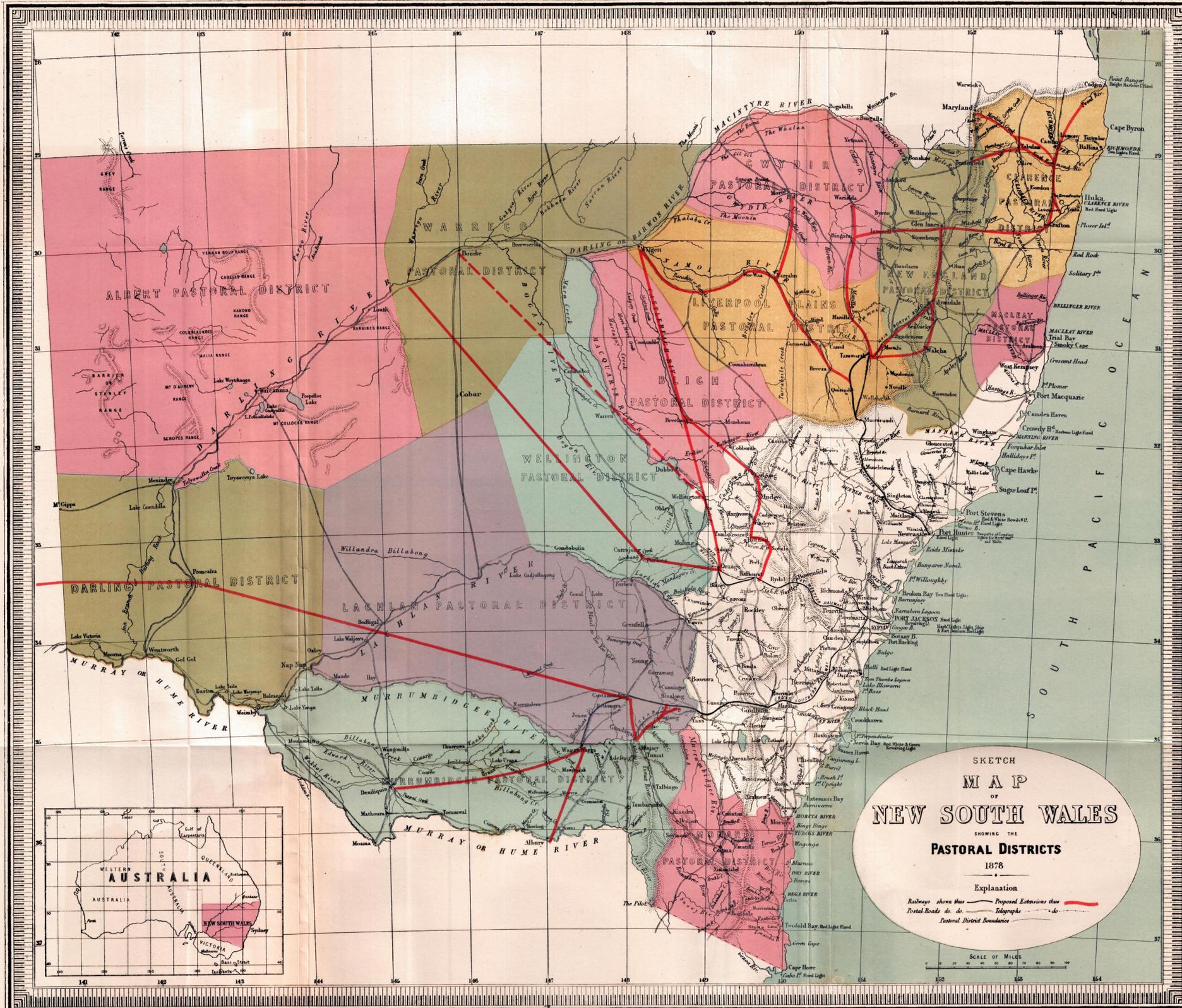
It is of the greatest importance to the Country that this proposal should be carried out; for not only thereby will our railways and other public works be cheaper in construction and cheaper in maintenance, but the land revenue will be greatly benefited, by the enhanced value of the land *previous* and not as heretofore *subsequent* to its sale by the Crown.

JOHN SUTHERLAND,
28/7/73.

By some oversight this paper has been left undealt with. It should now be sent on to Lands, Under Secretary for Lands, B.C., 30/10/73.—J.R.

[Three Maps.]

PASTORAL DISTRICT MAP



Compiled & Drawn by J. Taylor

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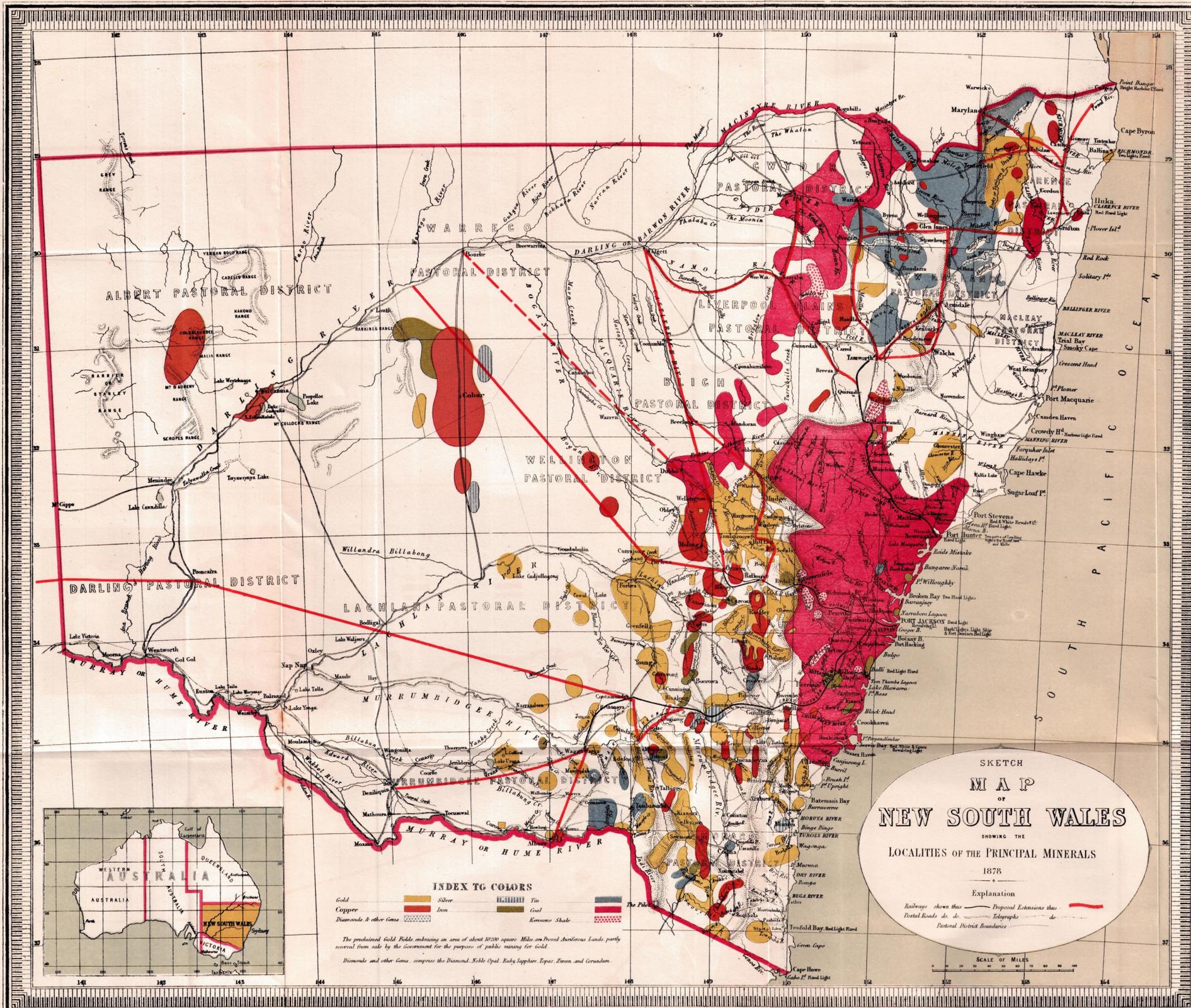
Engraved by G. W. Sharp

(Sig. 34)

This is the Map referred to in my Minute on "Railway Trial lines" dated 4th November 1873.

John Sutherland

MINERAL MAP



Compiled & Drawn by J. Taylor

Compiled, Engraved & Illustrated in Stone at the Surveyor General's Department and Printed by Thomas Richards, Government Printer

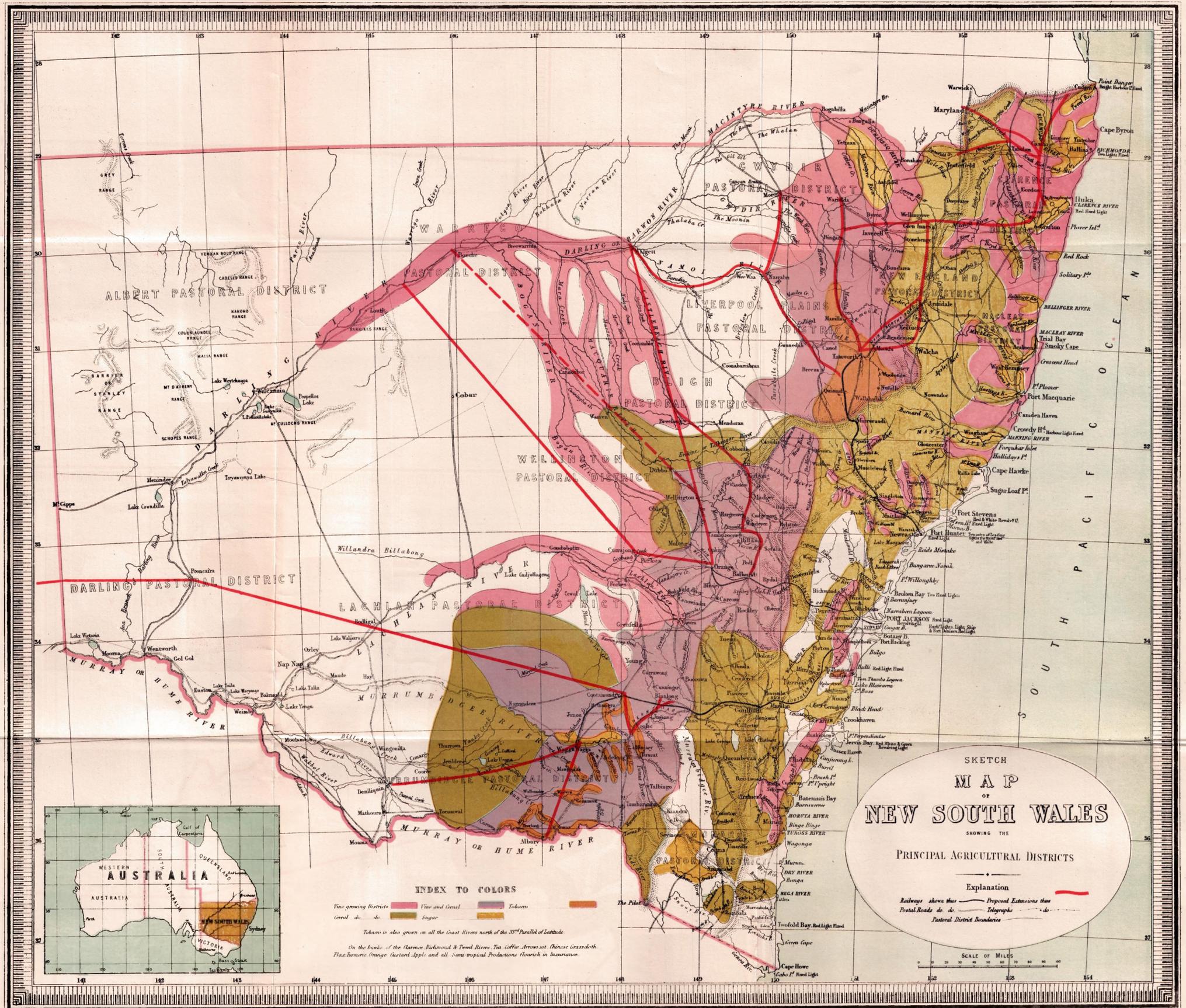
Engraved by G.W. Sharp

[Sig. 34]

This is the Map referred to in my Minute on "Railway Trial lines" dated 4th November 1873.

J. M. Macleay

AGRICULTURAL MAP



Compiled & Drawn by J. Taylor

Compiled, Engraved & Transferred to Stone at the Surveyor General's Department and Printed by Thomas Richards, Government Printer

Engraved by G. W. Skirry

(Sig. 34)

This is the Map referred to in my Minute on "Railway Trial lines" dated 4th November 1873.

John Sutherland

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EMPLOYÉS.

(NAMES OF, AND RATES OF PAY RECEIVED BY.)

Ordered by the Legislative Assembly to be printed, 10 September, 1878.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 8th May, 1878, That there be laid upon the Table of this House a Return showing,—

- (1). "The name of every person permanently employed on the Great
" Western, Southern, and Northern Railways, and the dates in which each
" person was permanently employed to work on Railway works.
- (2). "The rate of pay received by each person permanently employed at
" this date."

(*Mr. McElhone.*)

RAILWAY EMPLOYÉS.

RETURN showing all persons Permanently Employed on the Great Southern, Western, Richmond, and Northern Railways, on the 8th May, 1878; also the date on which each person was Permanently Appointed.

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Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Commissioner's Office.				Store Branch, Great Southern, Western, Richmond, and Northern Lines.			
<i>General Staff.</i>				<i>Clerical.</i>			
C. A. Goodchap	Commissioner	7 Jan., 1854	£1,000 per ann	A. Richardson	Storekeeper	27 Aug., 1807	£350 per ann.
D. Vernon	Secretary	Aug., 1859	£200	H. Fligg	Assistant storekeeper	Feb., 1859	£275 "
L. P. Iredale	Clerk in Charge of Records	4 Mar., 1857	£275 "	M. Seale	Book-keeper	Aug., 1862	£200 "
Geo. Berner	Clerk	22 Jan., 1859	£275 "	P. Cazneau	" G.N.R.	Sept., 1867	£200 "
H. P. G. Williams	"	15 " 1861	£250 "	H. A. Chapman	Clerk	April, 1864	£190 "
D. M'Lachlan	"	1 Sept., 1869	£225 "	H. Carruthers	"	Dec., 1873	£175 "
T. F. Elliott	"	10 Aug., 1875	£200 "	W. Roberts	"	" 1809	£150 "
E. Lewis	Ticket and Stationery Clerk	22 June, 1875	11s. per diem	G. Ternan	"	Aug., 1875	£140 "
Geo. Goold	Clerk	21 Mar., 1876	£100 per ann.	J. W. Pawley	"	Oct., 1876	£130 "
J. S. Spurway	Junior Clerk	16 " 1877	£50	T. De Courcy	"	April, 1869	£109 "
T. S. Landers	"	23 Nov., "	10s. per diem				
F. N. Langley	Copying Clerk	14 Dec., "	£150 per ann.				
N. O. Lane	"						
<i>Accounts Branch.</i>				<i>Labour.</i>			
F. J. Wickham	Accountant	20 May, 1860	£450 per ann.	Thos. Sirkett	Foreman	Aug., 1867	£187 4s. "
J. Vernon	Principal Book-keeper	1 Feb., 1869	£350 "	J. O. Wascoe	" G.N.R.	" "	£165 "
J. T. Bryant	Cashier	*1 Dec., 1864	£350 "	S. Howarth	Issuer of stores	June, 1869	10s. per diem
J. R. Neale	Assistant Cashier	1 Jan., 1867	£300 "	H. Bennett	Assistant	Feb., 1875	8s. "
J. S. Deane	Assistant Book-keeper	2 Feb., 1874	£250 "	John Dwyer	Timber tallyman	April, 1801	8s. "
J. Glen	Clerk	18 Mar., 1870	£200 "	M. Bratstone	Ganger	Dec., 1850	8s. "
R. J. Ramsden	"	23 Dec., 1875	£200 "	D. Burke	Assistant issuer	Feb., 1875	7s. 6d. "
A. Springthorpe	"	1 Sept., 1876	£200 "	J. Blackstone	Night watchman	Nov., 1897	7s. per night
				E. H. Lane	" G.N.R.	May, 1876	7s. "
				Ed. Chapman	Coal-weigher	Nov., 1869	7s. per diem
				F. Flynn	Labourer	Feb., 1875	7s. "
				P. Harrington	"	" "	7s. "
				E. Harrington	"	Mar., 1877	7s. "
				J. Hegarty	"	July, "	7s. "
				J. Gallagher	"	Sept., "	7s. "
				W. Orr	"	" "	7s. "
				J. Cleary	"	" "	7s. "
				R. Bridges	"	" "	7s. "
				R. Bamford	Tallyman	Oct., "	7s. "
<i>Land Valuation Branch.</i>				Department of Engineer-in-Chief for Railways.			
James Byrnes	Land Valuer	20 July, 1875	£600 per ann.	John Whitton	Engineer-in-Chief for Railways	27 Mar., 1850	£1,800 per ann.
Hy. Robertson	"	*23 Sept., 1859	£560 "	J. W. Drowett	Assistant Engineer	11 June, "	£600 "
A. A. Jackson	Draftsman	19 Nov., 1874	£250 "	W. H. Quodling	Chief clerk	8 Oct., 1857	£450 "
F. Rae	Assistant do.	1 April, 1877	£200 "	A. R. Monday	Clerk	20 May, 1872	£175 "
A. Brown	Clerk	1 Jan., 1876	£140 "	G. T. Wilkinson	"	11 Nov., 1873	£150 "
				A. G. Hartnoll	"	9 June, 1876	£150 "
				H. K. Carpenter	"	22 " 1870	£100 "
				W. E. Madden	Messenger	1 Mar., 1875	£75 "
				Wm. Taylor*	Boy messenger	21 " 1878	8s. per week
				Mary Madden	Housekeeper	27 July, 1877	£30 per ann.
				G. W. A. Bayley	Draftsman	1 Sept., 1867	£425 "
				G. C. Clark	"	1 " "	£400 "
				M. Russell	"	1 Oct., 1873	£350 "
				H. Barker	"	10 Sept., 1867	£300 "
				E. R. Thomas	"	14 Nov., 1866	£300 "
				W. J. Fitz Gerald	"	16 Jan., 1873	£300 "
				E. Gjedsted	"	23 Dec., "	£250 "
				J. A. Radcliffe	"	1 June, 1877	£250 "
				C. J. Causdell	Assistant draftsman	4 Nov., 1874	£150 "
				R. F. Mann	"	14 Dec., 1875	£100 "
				J. J. Jamieson	"	15 May, 1877	£100 "
				J. Carter	Cadet	1 Aug., 1875	£52 "
				E. N. Halligan	"	2 Feb., 1875	£52 "
				W. Bullard	"	1 Jan., 1876	£52 "
				R. Stenhouse	Custodian of plans	7 April, 1874	£85 "
<i>Southern and Western Branch.</i>				<i>Northern Branch.</i>			
W. V. Read	Traffic Auditor	Sept., 1855	£400 per ann.	J. Seale	Assistant Traffic Auditor	Jan., 1863	£250 per ann.
W. R. Row	Clerk	April, 1870	£205 "	S. D. Hancox	Clerk	" 1869	£170 "
W. Oakes	"	July, 1866	£170 "	J. R. Neild	"	June, 1865	£170 "
T. Underwood	"	Dec., 1867	£156 "	J. Williams	"	Sept., 1872	£150 "
C. A. Neale	"	Aug., 1868	£150 "	C. M. Cane	"	Mar., 1874	£120 "
H. M'Lachlan	"	Feb., 1875	£90 "	W. Humphreys	"	Dec., 1875	£52 "
S. R. Miller	"	Oct., 1876	£52 "	W. Miller	"	Mar., 1877	£26 "
T. Bonamy	"	Dec., 1862	£200 4s "				
T. H. M'Clelland	"	Aug., 1866	£156 "				
T. Parkes	"	Oct., 1866	£150 "				
H. Slayter	"	July, 1873	£109 4s "				
E. Seale	"	Feb., 1877	£52 "				
M. Dalton	"	May, "	£52 "				
F. C. Gray	"	June, "	£52 "				

* Services not continuous.

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Department of Engineer-in-Chief for Railways—continued.			
T. R. Firth	Resident Engineer	3 Mar., 1863	£700 per ann.
W. B. Wade*	"	8 Feb., 1859	£700
H. Quodling*	District Engineer	9 Jan., 1866	£500
K. Mackenzie*	"	2 Sept., 1863	£500
G. F. Mann*	"	1 Feb., 1857	£500
G. Jamieson*	"	31 May, 1861	£500
W. Glover	Assistant District Engineer	10 Sept., 1875	£350
J. D. Francis	Assistant Engineer	1 June, 1877	£250
W. C. Grey	Assistant to Dist. Engineer	5 Jan., 1874	£100
H. Palmer*	Assistant Engineer in charge of Trial Surveys.	19 Sept., 1867	£300
N. P. Carrer	Surveyor	5 Dec., 1873	£300
A. M. Daniels	"	25 June, 1877	£200
A. Francis	"	7 April, 1862	£300
M. Fitz Gerald	"	1 Feb., 1874	£250
B. C. Gowan	"	1 Sept., 1876	£250
H. Hardy	"	20 April, 1873	£300
J. W. Hoyle*	"	10 Mar., 1874	£300
M. Herbert	"	1 " 1873	£300
C. E. Hogg	"	21 June, 1877	£300
T. Kennedy*	"	18 Mar., 1861	£400
A. C. Mountain	"	19 Jan., 1874	£300
W. M. Manly	"	4 July, 1877	£350
R. D. Stephens	"	13 Nov., 1873	£400
W. M. Thompson	"	20 Oct., 1874	£250
G. W. Townsendl	"	13 April, 1875	£350
A. Vinc*	"	30 May, 1861	£250
T. Watson*	"	1 April, 1867	£250
H. B. Warren	"	25 June, 1877	£350
John Paton*	Inspector	26 Aug., 1859	15s per diem
Thomas Parkinson*	"	5 Mar., 1865	15s
Peter Hutchinson	"	3 Jan., 1875	£4 per week
William Fox	"	6 Nov., 1875	12s. per diem
Eli O. Beer*	"	28 Dec., 1863	15s.
Thomas Liddell*	"	20 Feb., 1860	15s.
Charles J. Blackwin	"	26 Jan., 1875	15s
Alexander Shields	"	8 July, 1870	10s.
John Mettam*	"	7 Nov., 1862	18s.
A. C. Brayne	"	22 Jan., 1878	15s.
Isaac Palmer*	"	13 May, 1876	15s.

* Services not continuous.

Engineer for Existing Lines Branch.

Mason William	Engineer for Existing Lines	11 June, 1850	£1,000 per ann.
Sheridan Robert J.	Chief Clerk	4 Feb., 1861	£375
Finegan John P.	1st Clerk	1 Mar., 1867	£210
Tompson Arthur W.	Clerk	23 May, 1871	£175
Skellott Thomas	"	18 Oct., 1869	£150
Muddle John	"	20 " 1875	£110
Doyle Michael	"	13 Aug., 1877	30s. per week
Stephenson George	"	7 Nov., 1877	20s.
Armstrong David H.	Record Clerk	16 " 1876	£200 per. an.
Cowdery George	Draftsman	24 " 1862	£400
Downe George	"	30 July, 1877	30s. per diem
Melrose John	"	24 May, 1874	15s.
Scott William	General Overseer, G.S.R.	29 Sept., 1866	£500 per ann.
Boag Thomas	Locomotive Foreman, G.N.R.	23 Nov., 1860	£400
Bewick George	Supt. Way and Works, G.N.R.	19 Aug., 1858	£450
Duffy James	Insp. Way and Works, G.N.R.	1 Jan., 1860	£275
Lewton Joseph	Insp. Way and Works, G.S.R.	5 Aug., 1855	£300
Landers George	Clerk of Per. Way Branch, G.S.R.	— Jan., 1863	£300
Newman Walter	Clerk Loco. Branch, G.S.R.	— " 1865	£3 10s. per week
Palmer Joseph	"	13 Nov., 1877	£2 10s.

Permanent Way Branch, Great Southern, Western, and Richmond Railways.

Henry Purton	Foreman	Jan., 1859	£0 10s. per week
George Chapman	Inspector of Bridges	June, 1869	15s. per diem
Peter Lucas	Inspector of Brick-work	Feb., 1860	15s.
Alfred Neate	Foreman of Carpenters	Jan., 1872	18s.
William Maloney	Carpenter	Sept., 1871	11s.
William Lloyd	"	Oct., 1863	10s. 6d.
William Docksey	"	Sept., 1864	10s. 6d.
William Wright	"	Oct., 1867	10s. 6d.
Henry Mayo	"	" 1871	10s. 6d.
John Howell	"	Nov., 1876	10s. 6d.
Thomas Hopkins	"	May, 1877	10s. 6d.
Daniel Norman	"	Jan., 1859	11s.
John De Putron	"	" 1869	10s.
Robert Howarth	"	May, 1874	10s.
James Welsby	"	Jan., 1875	10s.
William Holwell	"	Nov., " 1875	10s.
Thomas Johnson	"	Mar., 1870	10s.
Thomas Jessop	"	" " 1875	10s.
Edward Woolcott	"	May, " 1875	10s.
Charles England	"	Nov., " 1875	10s.
William Butts	"	Feb., 1877	10s.
Archibald McCallum	"	June, " 1877	10s.
John Rossiter	"	July, " 1877	10s.
Henry Chlmer	"	" " 1877	10s.
John Brayley	"	" " 1877	10s.
David White	"	Aug., " 1877	10s.
Alexander McIntosh	"	" " 1877	10s.
George Rigg	"	" " 1877	10s.
Joseph West	"	Sept., " 1878	10s.
Robert Gillies	"	Mar., 1878	10s.
George Howard	"	" " 1878	10s.
James Watson	"	" " 1878	10s.
James Howlet	"	" " 1878	10s.
George Oxley	"	" " 1878	10s.
James Gowan	"	" " 1878	10s.
Anthony Wailles	"	" " 1878	10s.
Thomas James	"	" " 1878	10s.
James Johnson	"	" " 1878	10s.
John Brown	"	" " 1878	10s.
Barnfield Trewick	"	" " 1878	10s.
Thomas Wilson	"	" " 1878	10s.
John Fox	"	April, " 1878	10s.
Jenkins Jones	"	" " 1878	10s.
Thomas Bray	"	" " 1878	10s.

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Permanent Way Branch, Great Southern, Western and Richmond Railways—continued.			
Samuel Tillman	Carpenter	April, 1873	10s. per diem
William Dugleish	"	" " "	10s.
Walter Blain	"	" " "	10s.
John Wenzell	"	" " "	10s.
Charles Goodsell	"	" " "	10s.
James Smith	"	May, " "	10s.
George King	"	Jan., 1853	9s. 6d.
Reuben North	"	June, 1876	9s. 6d.
Henry Harrison	"	Oct " "	9s. 6d.
Thomas Hammond	"	Feb., 1877	9s. 6d.
Robert Spencer	"	May, " "	9s. 6d.
John Connolly	"	June " "	9s. 6d.
Charles Wooler	"	Aug., " "	9s. 6d.
William Standway	"	" " "	9s. 6d.
Walter Whetton	"	" " "	9s. 6d.
Alexander Mearns	"	" " "	9s. 6d.
Robert Spcar	"	Sept., " "	9s. 6d.
Henry Grierson	"	Oct " "	9s. 6d.
John Warkham	"	Dec., " "	9s. 6d.
Edward Parkins	"	Jan., 1878	9s. 6d.
Thomas Kean	"	" " "	9s. 6d.
Samuel Smith	"	" " "	9s. 6d.
Charles Ashberry	"	" " "	9s. 6d.
William Ellis	"	April, " "	9s. 6d.
John H. Brown	"	May, " "	9s. 6d.
William Buckley	"	Jan., 1858	9s. 6d.
William Knight	"	Feb., 1876	9s. 4d.
Robert White	"	Aug., " "	9s. 4d.
James Walker	"	" 1875	8s.
Frank Howell	"	June, 1876	9s.
Daniel O'Kane	"	July, " "	9s.
John Woles	"	Feb., 1877	9s.
James Dunlan	"	Aug., " "	9s.
Neil Cameron	"	Oct., " "	9s.
Hans Christian Hansen	"	Nov., " "	9s.
Frederick Pearson	"	" " "	9s.
John Benger	"	May, 1878	9s.
John Giddy	"	Jan., 1875	9s.
Richard Wright	Rough Carpenter	April, 1873	9s.
James Penpleton	"	" " "	9s.
Charles Newman	"	" 1875	8s. 6d.
Thomas Hambley	"	Nov., 1872	8s. 4d.
George Walker	"	April, 1875	8s. 4d.
William Butler	"	Aug., 1876	8s.
Charles Jones	Carpenter	Oct., " "	8s.
Thomas McGuiness	"	Jan., 1877	8s.
James Dowsett	"	Nov., " "	8s.
Walter Richards	Rough carpenter	Jan., 1876	7s. 6d.
James Cockle	"	June, 1877	7s. 6d.
Charles Balcer	"	Aug., 1876	7s.
John Ponton	"	Feb., 1878	7s.
William Tindale	"	April, " "	7s.
Kemble Burton	Assistant carpenter improver	Oct., 1876	5s.
William Burgess	"	Jan., 1878	2s. 6d.
Thomas Rowlands	Fencer	May, 1878	7s. 6d.
James Deacon	"	April, " "	7s.
George M'Mullen	"	" " "	7s.
Freeman Pepper	Bricklayer	July, 1872	11s.
Charles Jones	"	Nov., 1874	10s. 6d.
Edward Silcocks	"	July, 1875	10s. 6d.
James Franklin, junr.	"	Aug., " "	10s. 6d.
James Franklin, senr.	"	Feb., " "	10s.
Daniel Say	"	" " "	10s.
William Mosher	"	May, 1876	10s.
Charles Grant	"	June, 1877	10s.
Thomas Smith	"	Feb., 1878	10s.
James Smith	"	Mar., " "	10s.
William Fensome	"	" " "	10s.
Joseph Lewis	"	" " "	10s.
James French	"	April, " "	10s.
William James King	"	" " "	10s.
John Martin	"	" " "	10s.
George Fry	"	May, 1873	10s.
William Fry	"	" " "	10s.
Thomas Castle	"	" 1871	9s.
George Castle	"	Feb., 1868	7s. 6d.
Thomas Purton	Assistant bricklayer	Aug., 1876	6s.
Samuel Ackland	"	Feb., 1877	3s. 6d.
William Walton	Mason	May, 1865	10s. 6d.
James Powell	"	Oct., 1876	10s.
George West	"	Mar., 1877	10s.
William Lyon	"	July, " "	10s.
William Littlejohn	"	Sept., " "	10s.
John Moore	"	Mar., 1878	10s.
Henry Arnold	"	May, " "	10s.
Richard Parsons	"	" " "	10s.
George Minns	Plumber	June, 1868	10s.
Samuel Ellis	"	" 1874	10s.
William Tate	"	Mar., 1878	10s.
Christopher Parker	"	" " "	10s.
Charles Monks	"	April, " "	10s.
Edward Pike	"	Sept., 1876	8s. 4d.
Phillip Healy	"	" 1875	7s. 4d.
James Castle	boy	Aug., 1873	4s.
Henry Doggett	"	April, 1878	3s. 6d.
Henry Ackland	"	" " "	3s.
Edward Cottrell	Painter	Mar., 1874	8s. 6d.
Henry Lever	"	Sept., 1875	8s. 6d.
Frederick Ferguson	"	Dec., 1876	8s. 6d.
Buchanan Douglas	"	April, 1877	8s. 6d.
Alfred Murray	"	Sept., 1874	8s.
Joseph McRae	"	Mar., 1877	8s.
Joseph Deer	"	Aug., " "	7s.
William Brown	"	Oct., " "	7s.
Charles Taylor	"	Nov., " "	7s.
George Robinson	"	" " "	7s.
Henry Quint	"	Feb., 1873	7s.
Henry J. Lever	"	Mar., " "	7s.
Edwin Temple	"	" " "	6s.
Robert Ackland, senr.	Plasterer	Jan., 1877	10s. 6d.
Richard Dovey	"	May, 1878	10s.
William Richardson	"	" " "	10s.
James Young	"	" " "	8s. 6d.
James Pearce	"	Jan., 1875	7s. 6d.
Robert Ackland, jun.	"	" 1877	7s. 6d.

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Permanent Way Branch, Great Southern, Western, and Richmond Railways—continued.				Permanent Way Branch, Great Southern, Western, and Richmond Railways—continued.			
Hugh Wells	Blacksmith	May, 1873	12s. 6d. 3/4 diem	William M'Lennan	Ganger	Aug., 1872	8s. 6d. 3/4 diem.
Edward McGrath	"	Nov., 1872	10s. "	Charles Cole	"	April, 1873	8s. 6d. "
Henry Hovle	"	Jan., 1876	10s. "	Mathew Stobbings	"	Aug., "	8s. 6d. "
Benjamin Webber	"	Mar., 1878	10s. "	John Barrett	"	Feb., 1874	8s. 6d. "
John Sigie	"	"	10s. "	John Smith	"	Mar., "	8s. 6d. "
William Henry James	"	April, "	10s. "	John Cliff	"	Sept., "	8s. 6d. "
Thomas Miller	"	May, "	10s. "	Isaac Hankins	"	Jan., 1876	8s. 6d. "
William Saunders	"	July, 1875	8s. 6d. "	Thos. Buckles	"	"	8s. 6d. "
John Hicks	"	Nov., 1877	8s. 6d. "	James Starr	"	"	8s. 6d. "
William L Campbell	"	Oct., "	8s. 6d. "	Michael Moss	"	"	8s. 6d. "
Charles Yeager	Striker	April, 1860	8s. "	William King	"	May, "	8s. 6d. "
William Ellis	"	Jan., 1875	7s. "	Henry Queich	"	June, "	8s. 6d. "
Frank Vogel	"	Mar., "	7s. "	John Adams	"	Nov., "	8s. 6d. "
William Coburn	"	May, 1878	7s. "	James Helm	"	"	8s. 6d. "
Thomas Lobb	"	Sept., 1875	7s. "	Thomas Porter	"	Jan., 1876	8s. 6d. "
Daniel Campbell	"	"	7s. "	Frederick Wright	"	Feb., "	8s. 6d. "
John Blake	"	Dec., 1877	7s. "	George Morten	"	July, "	8s. 6d. "
James Rattray	"	April, 1878	7s. "	William Smith	"	"	8s. 6d. "
John Rooney	"	July, 1875	6s. 6d. "	William Porter	"	"	8s. 6d. "
William Tweedate	"	Aug., 1877	6s. 6d. "	John Wellman	"	"	8s. 6d. "
William Lamb	"	Mar., 1878	6s. 6d. "	William Drake	"	"	8s. 6d. "
George Hicks	"	"	6s. 6d. "	William Frost	"	"	8s. 6d. "
John Saunders	"	Oct., 1877	5s. "	George M'Clure	"	"	8s. 6d. "
Richard Warring	Inspector	Jan., 1859	£5 per week	Andrew Brown	"	"	8s. 6d. "
John Hollis	"	April, 1863	£5 "	Mortimer Corbett	"	"	8s. 6d. "
John Berncastle	Sub-inspector	July, 1861	12s. per diem	Frank Barnes	"	"	8s. 6d. "
John Skellet	"	Mar., 1862	12s. "	Isaac Brear	"	"	8s. 6d. "
Thomas Coonahwaite	"	July, 1868	12s. "	William Yates	"	"	8s. 6d. "
William Flood	"	"	12s. "	George Baker	"	"	8s. 6d. "
Thomas Hollis	"	"	12s. "	William Porter	"	"	8s. 6d. "
Edward Farnsworth	"	April, 1873	12s. "	John Mallard	"	Sept., "	8s. 6d. "
Joshua Rushworth	Ganger	July, 1862	10s. "	John Davidson	"	Oct., "	8s. 6d. "
John Cook	"	June, 1868	10s. "	George Nye	"	Nov., "	8s. 6d. "
William Layton	"	Sept., 1862	8s. 6d. "	Daniel Kemp	"	April, 1877	8s. 6d. "
John Mitchell	"	Feb., 1854	8s. 6d. "	Richard Fisher	"	"	8s. 6d. "
John Hyslop	"	Mar., 1837	8s. 6d. "	Isaac Baker	"	"	8s. 6d. "
William Doggett, sen.	"	Jan., 1858	8s. 6d. "	William Parwell	"	Sept., "	8s. 6d. "
James Castles	"	June, "	8s. 6d. "	William Skinner	"	Nov., "	8s. 6d. "
George Willison	"	July, "	8s. 6d. "	David Saltwell	"	"	8s. 6d. "
Charles McIntosh	"	May, 1859	8s. 6d. "	William Loosmore	"	Feb., 1878	8s. 6d. "
Joseph Chesham	"	Jan., 1860	8s. 6d. "	John Fimster	"	Jan., 1858	7s. "
William Saunders	"	April, "	8s. 6d. "	Richard Waddups	Labourer	April, "	7s. "
George Glover	"	"	8s. 6d. "	James Penn	"	May, "	7s. "
Phillip Hunt	"	May, "	8s. 6d. "	John Greig	"	July, "	7s. "
Cornelius Fleming	"	July, "	8s. 6d. "	John Milton	"	April, 1860	7s. "
John Woodrow	"	April, 1861	8s. 6d. "	Thomas Years	"	"	7s. "
Charles Hazlewood	"	"	8s. 6d. "	George Cambourne	"	"	7s. "
Charles Crucknell	"	Feb., 1862	8s. 6d. "	Henry Heness	"	July, "	7s. "
James Rosa	"	April, "	8s. 6d. "	Henry Freight	"	Aug., "	7s. "
Samuel Schofield	"	May, "	8s. 6d. "	William Jones	"	Oct., "	7s. "
Richard Sutton	"	June, "	8s. 6d. "	William Bates	"	Jan., 1862	7s. "
James Layton	"	Sept., "	8s. 6d. "	John Hickey	"	April, "	7s. "
Joseph Starling	"	Jan., 1863	8s. 6d. "	John Lea	"	June, "	7s. "
William Smith	"	May, "	8s. 6d. "	Joseph Carter	"	July, "	7s. "
Henry Grady	"	"	8s. 6d. "	James Woolford	"	Jan., 1803	7s. "
Patrick Craddock	"	"	8s. 6d. "	William Masters	"	"	7s. "
George Gapes	"	July, "	8s. 6d. "	Joseph Sherrack	"	April, "	7s. "
Arthur Moore	"	"	8s. 6d. "	Edward Deane	"	May, "	7s. "
Edward Pynnan	"	Mar., 1864	8s. 6d. "	Robert Lee	"	July, "	7s. "
Enos Hawker	"	"	8s. 6d. "	Henry Hopkins	"	Jan., 1806	7s. "
James Donohoe	"	"	8s. 6d. "	Thomas Peaty	"	June, 1866	7s. "
James Horstman	"	"	8s. 6d. "	Robert Barton	"	July, "	7s. "
Francis Wilson	"	April, "	8s. 6d. "	Patrick Glynn	"	Feb., 1867	7s. "
Samuel Wyche	"	"	8s. 6d. "	John Wilson	"	Mar., "	7s. "
Joseph Stahl	"	June, "	8s. 6d. "	James Bunyan, junr.	"	April, "	7s. "
Patrick Ryan	"	"	8s. 6d. "	William Coter	"	"	7s. "
John Claridge	"	July, "	8s. 6d. "	Job Bird	"	"	7s. "
Peter Deane	"	"	8s. 6d. "	Michael Leatham	"	"	7s. "
William Pearce	"	Oct., "	8s. 6d. "	Richard Hammond	"	May, "	7s. "
William Varcoe	"	Mar., 1868	8s. 6d. "	John M'Grath	"	June, "	7s. "
Thomas Spinks	"	"	8s. 6d. "	Alfred Wright	"	"	7s. "
Richard Sheidrake	"	April, "	8s. 6d. "	John Bendall	"	"	7s. "
James Cook	"	May, "	8s. 6d. "	Peter Bennett	"	July, "	7s. "
Edward Cooper	"	"	8s. 6d. "	Peter Wakeling	"	"	7s. "
James Wilson	"	"	8s. 6d. "	Charles Tildsey	"	Feb., 1868	7s. "
William Lidden	"	July, "	8s. 6d. "	Peter Tilly	"	May, "	7s. "
Thomas Gamboll	"	Aug., "	8s. 6d. "	Edward Cook	"	"	7s. "
James Leape	"	"	8s. 6d. "	Francis Woodward	"	Aug., "	7s. "
John Coleman	"	"	8s. 6d. "	William Moore	"	"	7s. "
James Cambourne	"	"	8s. 6d. "	John Conlin	"	"	7s. "
Thomas Penny	"	Mar., 1869	8s. 6d. "	Edward Bailey	"	"	7s. "
William Betts	"	"	8s. 6d. "	Samuel Morley	"	Oct., "	7s. "
Ferdinand Picmie	"	"	8s. 6d. "	Thomas Evans	"	Feb., 1869	7s. "
Reuben Bryant	"	April, "	8s. 6d. "	John Ryan	"	"	7s. "
Edward Bladen	"	May, "	8s. 6d. "	Joseph Boxall	"	April, "	7s. "
James Mohor	"	"	8s. 6d. "	John Keating	"	"	7s. "
Edward Robins	"	"	8s. 6d. "	Duncan Read	"	May, "	7s. "
Robert Lambert	"	"	8s. 6d. "	Henry Taylor	"	"	7s. "
John Peachey	"	June, "	8s. 6d. "	William Lewis	"	"	7s. "
John Starr	"	"	8s. 6d. "	James Hickey	"	"	7s. "
William Sell	"	"	8s. 6d. "	John Pauley	"	June, "	7s. "
William Wilson	"	"	8s. 6d. "	Henry Lebon	"	"	7s. "
William Hollis	"	"	8s. 6d. "	Patrick Leahy	"	"	7s. "
Peter Kundson	"	Oct., "	8s. 6d. "	Thomas Hall	"	July, "	7s. "
Alfred Franklin	"	Jan., 1870	8s. 6d. "	John Ferguson	"	"	7s. "
Thomas O'Connor	"	"	8s. 6d. "	James Bullman	"	"	7s. "
George Pettit	"	Mar., "	8s. 6d. "	William Thompson	"	"	7s. "
Thomas Broddrick	"	"	8s. 6d. "	John Swinfield	"	"	7s. "
William Nichols	"	May, "	8s. 6d. "	George Gurnett	"	"	7s. "
John Harvey	"	"	8s. 6d. "	John Naughtan	"	Nov., "	7s. "
Thomas Miller	"	Aug., "	8s. 6d. "	Charles Knight	"	"	7s. "
Henry Messer	"	Jan., 1871	8s. 6d. "	Henry Pearce	"	Dec., "	7s. "
Daniel O'Connor	"	"	8s. 6d. "	George Medley	"	Jan., 1870	7s. "
William Martin	"	"	8s. 6d. "	William Rison	"	Feb., "	7s. "
Henry Towle	"	"	8s. 6d. "	William Purser	"	April, "	7s. "
William Kellerman	"	April, "	8s. 6d. "	Patrick M'Ghill	"	May, "	7s. "
Walter Smith	"	June, "	8s. 6d. "	Worthy Nutland	"	"	7s. "
Thomas Skelton	"	Aug., "	8s. 6d. "	William Holt	"	"	7s. "
William Andrews	"	Feb., 1872	8s. 6d. "	Enoch Smith	"	Mar., 1871	7s. "
James Metcalfe	"	Mar., "	8s. 6d. "	Edward Lister	"	April, "	7s. "
Michael Egan	"	April, "	8s. 6d. "	Robert Smith	"	"	7s. "
Richard Tattersall	"	"	8s. 6d. "	Edward Parker	"	July, "	7s. "
George Golby	"	May, "	8s. 6d. "	George Thompson	"	"	7s. "
George Cook	"	June, "	8s. 6d. "	Henry Bell	"	Aug., "	7s. "
James Smith	"	July, "	8s. 6d. "	John Walker	"	April, 1872	7s. "

Name	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Permanent Way Branch, Great Southern, Western, and Richmond Railways—continued.				Permanent Way Branch, Great Southern, Western, and Richmond Railways—continued.			
George Elliott	Labourer	April, 1872	7s. per diem	John Cooper	Labourer	Dec., 1876	7s. per diem
George Irwin	"	"	7s.	John Alexander	"	Jan., 1877	7s.
Patrick Ward	"	"	7s.	Edward Levros	"	"	7s.
David Jones	"	"	7s.	Charles Pacey	"	"	7s.
John Dwyer	"	"	7s.	Albert Cootes	"	Feb.,	7s.
William Killest	"	"	7s.	Michael Maloney	"	"	7s.
John Ryan	"	"	7s.	Amandus Hoesbke	"	"	7s.
William Bartley	"	May,	7s.	Frank Grant	"	"	7s.
Charles Fairbanks	"	"	7s.	Joseph Ward	"	Mar.,	7s.
Samuel Groenbalgh	"	"	7s.	James Fisher	"	"	7s.
William Wiles	"	June,	7s.	George Littlewood	"	"	7s.
Thomas Elliott	"	April, 1873	7s.	Joseph Seals	"	"	7s.
Alexander Benwall	"	June,	7s.	Thomas Allen	"	"	7s.
Henry Clout	"	July,	7s.	William Pearce	"	"	7s.
John Brady	"	Sept.,	7s.	John Large	"	"	7s.
John Mitchell	"	Oct.,	7s.	Charles Moore	"	"	7s.
Henry Dollson	"	Jan., 1874	7s.	William Green	"	"	7s.
William Hopson	"	Mar.,	7s.	Christie Rankin	"	"	7s.
Thomas Donohoe	"	April,	7s.	William Norman	"	"	7s.
John Killduff	"	May,	7s.	Frederick Robey	"	"	7s.
Patrick Lenehan	"	June,	7s.	James Baxter	"	"	7s.
Richard Jaques	"	"	7s.	William Lucas	"	April,	7s.
James Ryan	"	Sept.,	7s.	James Moore	"	"	7s.
James Fielding	"	Jan., 1876	7s.	Robert M'Nab	"	"	7s.
Michael Sullivan	"	Mar.,	7s.	Edward Oddy	"	"	7s.
William Muir	"	"	7s.	George Brown	"	"	7s.
William Oford	"	April,	7s.	John Richards	"	"	7s.
Frederick Crothers	"	"	7s.	Dennis M'Goldrick	"	"	7s.
Joseph Felton	"	June,	7s.	John Storrell	"	"	7s.
Richard Daley	"	"	7s.	William Suiter	"	"	7s.
Edward Faloon	"	"	7s.	William Bonner	"	"	7s.
John King	"	July,	7s.	John Moore	"	"	7s.
Henry Wiles	"	"	7s.	William Cootes	"	"	7s.
Thomas Tibbitts	"	"	7s.	Charles Alderman	"	"	7s.
James Newton	"	Sept.,	7s.	John Wason	"	"	7s.
George Woods	"	"	7s.	James M'Can	"	May,	7s.
John O'Shea, senr.	"	Oct.,	7s.	Thomas Fahy	"	"	7s.
Henry Diamond	"	Nov.,	7s.	John Lawler	"	"	7s.
James M'Glynn	"	"	7s.	Charles Watley	"	"	7s.
James Bolton	"	"	7s.	Frederick Wood	"	"	7s.
George Baker	"	"	7s.	Christian Robinson	"	June,	7s.
George Synham	"	"	7s.	John Carr	"	"	7s.
Richard Ellis	"	"	7s.	Thomas Cambourne	"	"	7s.
James Funnell	"	"	7s.	Richard Garwood	"	"	7s.
Henry Chapinan	"	"	7s.	Charles Perkins	"	July,	7s.
John Kennedy	"	"	7s.	Christie Wallinan	"	"	7s.
James Kenna	"	"	7s.	William Jones	"	"	7s.
William Bard	"	Jan., 1876	7s.	John Wallace	"	"	7s.
Thomas Wormlayton	"	Feb.,	7s.	William Neran	"	"	7s.
Peter Fisher	"	Mar.,	7s.	Peter Banks	"	"	7s.
Robert Cameron	"	"	7s.	James Williams	"	"	7s.
William Fox	"	"	7s.	William Lucas	"	"	7s.
George Brown	"	"	7s.	Thomas Isaac	"	Aug.,	7s.
Joseph Mann	"	"	7s.	George Ashton	"	"	7s.
John Murray	"	"	7s.	Christopher Parsons	"	Sept.,	7s.
Charles Heazley	"	"	7s.	Orend Mester	"	"	7s.
William M'Glynn	"	April,	7s.	William Harding	"	"	7s.
Robert Humphries	"	"	7s.	David Fitch	"	"	7s.
George Burgess	"	"	7s.	John Cootes	"	Oct.,	7s.
William Thompson	"	May,	7s.	W. J. Roberts	"	"	7s.
William Bunyan	"	"	7s.	Duncan Davidson	"	"	7s.
Thomas Sheldrake	"	"	7s.	Thomas Jenkins	"	"	7s.
William Dollison	"	"	7s.	John M'Donald	"	"	7s.
Joseph Lansdowne	"	July,	7s.	Joseph Brady	"	"	7s.
Henry Peet	"	"	7s.	Frederick Leggins	"	Nov.,	7s.
Henry Heap	"	"	7s.	Andrew Mitchell	"	"	7s.
James Channell	"	"	7s.	James Roberts	"	"	7s.
John Watson	"	"	7s.	John Kingston	"	"	7s.
George Faucett	"	"	7s.	Frank Dietrick	"	"	7s.
George Jackson	"	"	7s.	Edward Dennett	"	"	7s.
Marlin Connolly	"	"	7s.	Thomas Butler	"	"	7s.
Storcy Walton	"	"	7s.	Thomas Henderson	"	"	7s.
Robert Brennan	"	"	7s.	Edward Pilby	"	"	7s.
John Deaconsen	"	"	7s.	William Smith	"	"	7s.
James Young	"	"	7s.	William Harding	"	"	7s.
George White	"	"	7s.	James Watson	"	"	7s.
William Hepper	"	"	7s.	Denis M'Grath	"	"	7s.
Samuel Nunn	"	"	7s.	Samuel Tooth	"	"	7s.
Henry Stace	"	"	7s.	James M'Sulla	"	"	7s.
Michael Green	"	"	7s.	Henry O'Neil	"	"	7s.
William Thornborough	"	"	7s.	Arthur Thomas	"	"	7s.
Edward Ryan	"	"	7s.	Samuel Anderson	"	"	7s.
William Cook	"	Aug.,	7s.	Robert Downs	"	"	7s.
John Fahy	"	"	7s.	Alfred Downs	"	"	7s.
Joseph Hearn	"	"	7s.	Alfred Dietrick	"	"	7s.
Abraham Stott	"	"	7s.	John Lossamor	"	"	7s.
George Divall	"	Sept.,	7s.	Robert Hulford	"	"	7s.
John Vent's	"	Oct.,	7s.	John Bell	"	"	7s.
Henry Bellingham	"	Nov.,	7s.	Robert Voyce	"	"	7s.
Joseph Wills	"	"	7s.	John Schofield	"	"	7s.
William Mohor	"	"	7s.	William Doggett, jun	"	"	7s.
Richard Smith	"	"	7s.	Michael Sterley	"	"	7s.
Robert Winter	"	"	7s.	Hugh Carney	"	Dec.,	7s.
Henry Briggs	"	"	7s.	Charles Bridge	"	June, 1867	7s.
John Brooks	"	"	7s.	Joseph James	"	Feb., 1869	7s.
Dudley Bard	"	"	7s.	Amos Alder	"	Aug.,	7s.
Robert Smith	"	"	7s.	Henry Bennett	"	Mar., 1871	7s.
Charles Wilson	"	"	7s.	Joshua Wauhop	Gatokeeper	April, 1873	7s.
John Hanks	"	"	7s.	John Andrews	Labourer	May, 1875	7s.
Michael Donohoe	"	"	7s.	James Mannie	"	July,	7s.
Charles Fairbanks, jun.	"	"	7s.	John Burton	"	"	7s.
Joseph Paul	"	"	7s.	James Marchant	"	"	7s.
Ephraim Storley	"	"	7s.	Charles Cooper	"	Aug.,	7s.
Joseph Doolan	"	"	7s.	Charles Miller	"	June, 1876	7s.
Edward Jennings	"	"	7s.	William Campbell	"	"	7s.
Richard Mahoney	"	"	7s.	Thomas Hampton	"	"	7s.
Eugene Lyons	"	"	7s.	John Begg	"	Dec.,	7s.
John Williams	"	"	7s.	Thomas Claxton	"	Feb., 1877	7s.
Richard Hawke	"	"	7s.	James Blane	"	Jan., 1878	7s.
Patrick Gibbons	"	"	7s.	William Baker	"	"	7s.
Thomas Broderick	"	"	7s.	John Kennedy	"	"	7s.
William Kolley	"	"	7s.	James Wall	"	"	7s.
Joseph Sadler	"	"	7s.	Alexander M'Donald	"	"	7s.
William Clements	"	"	7s.	Charles King	"	"	7s.
William Riddle	"	"	7s.	John Quelch	"	"	7s.

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Permanent Way Branch, Great Southern, Western, and Richmond Railways—continued.				Permanent Way Branch, Great Southern, Western, and Richmond Railways—continued.			
James Bonus	Labourer	Feb., 1878	7s. per diem	William Kealty	Labourer	Mar., 1878	6s. 6d. per diem
Frederick Argall	"	"	7s. "	Chas. M'Farlane	"	"	6s. 6d. "
Thomas Shorrack	"	"	7s. "	Thomas Craddock	"	"	6s. 6d. "
Patrick King	"	"	7s. "	Daniel Donovan	"	"	6s. 6d. "
Thomas Hickey	"	"	7s. "	John Young	"	"	6s. 6d. "
John Ridgway	"	"	7s. "	Frank O'Malley	"	"	6s. 6d. "
Edward Harden	"	"	7s. "	Walter Lumsden	"	"	6s. 6d. "
Edward Biddow	"	"	7s. "	Thomas Newton	"	"	6s. 6d. "
Augustus Moore	"	"	7s. "	Harry Walker	"	"	6s. 6d. "
Joseph Hepper	"	"	7s. "	Thomas Evans	"	"	6s. 6d. "
John Canfell	"	"	7s. "	Tom Uphill	"	"	6s. 6d. "
John M'Fall	"	Mar.,	7s. "	Thomas Doran	"	"	6s. 6d. "
William Holloway	"	"	7s. "	Mathus Cogoran	"	"	6s. 6d. "
John Richards, jun.	"	"	7s. "	Henry Davis	"	"	6s. 6d. "
John Oates	"	"	7s. "	Thomas Ayliffe	"	"	6s. 6d. "
William Wilson	"	"	7s. "	William Baker	"	"	6s. 6d. "
Mathew Tangye	"	"	7s. "	John Bridgewood	"	April,	6s. 6d. "
William Barnett	"	"	7s. "	Samuel Richardson	"	"	6s. 6d. "
Joseph Richens	"	"	7s. "	John Barton	"	"	6s. 6d. "
James Benson	"	"	7s. "	Frederick Mansfield	"	"	6s. 6d. "
Thomas Edwards	"	"	7s. "	Joseph M'Grath	"	"	6s. 6d. "
Lawrence Darigan	"	"	7s. "	William Norton	"	"	6s. 6d. "
Samuel Crouch	"	"	7s. "	Daniel Evans	"	"	6s. 6d. "
John Murray	"	"	7s. "	James Craigen	"	"	6s. 6d. "
Frederick Brassington	"	April,	7s. "	Samuel Bayfield	"	"	6s. 6d. "
Robert Davis	"	"	7s. "	George Read	"	May,	6s. 6d. "
Walter Pauley	"	"	7s. "	George Wood	"	"	6s. 6d. "
John Wigginton	"	"	7s. "	George Bigwood	"	"	6s. 6d. "
Michael Hickey	"	"	7s. "	Terence Downey	"	"	6s. 6d. "
Walter Dickenson	"	"	7s. "	James Sorenson	"	"	6s. 6d. "
Samuel Hines	"	"	7s. "	James Morris	"	"	6s. 6d. "
Robert Shaw	"	"	7s. "	John Leahy	"	Aug., 1876	6s. "
John Hawkins	"	"	7s. "	Alfred Lumsden	"	May, 1877	6s. "
William Halls	"	"	7s. "	James Phillips	"	July,	6s. "
John Bryant	"	"	7s. "	Price Jones	"	"	6s. "
William Harvey	"	May,	7s. "	William Payne	"	"	6s. "
Henry Devery	"	"	7s. "	John Linklater	"	Aug.,	6s. "
Edward Edwards	"	"	7s. "	Nicholas Reynolds	"	"	6s. "
Joseph Adams	"	1872	6s. 6d. "	John Neighbour	"	Feb., 1878	6s. "
William Willis	"	1874	6s. 6d. "	Alfred Bryant	"	"	6s. "
George Elias	"	Jan., 1875	6s. 6d. "	Charles Crawshaw	"	May,	6s. "
William Henry	"	Mar., 1876	6s. 6d. "	Thomas Cornell	"	Sept., 1876	6s. 6d. "
George Chambers	"	April,	6s. 6d. "	William Dukes	"	Mar., 1877	6s. 6d. "
Charles Willis	"	May,	6s. 6d. "	James Goodwin	"	Oct.,	6s. 6d. "
Robert Thompson	"	June,	6s. 6d. "	Alfred Bunyan	"	"	6s. 6d. "
James Gascogne	"	"	6s. 6d. "	John Bendall	"	Mar., 1878	6s. 6d. "
George Hazlewood	"	July,	6s. 6d. "	William Adams	boy	Feb.,	3s. "
William Cornell	"	Aug.,	6s. 6d. "	J. R. Palfreyman	Timekeeper	Mar., 1877	£4 per week
George Lavander	"	"	6s. 6d. "	John Mackenzie	Clerk	"	£3
John Whitehorne	"	Sept.,	6s. 6d. "	Leopold Schuler	"	Oct., 1876	£1 5s. "
John Wickham	"	Oct.,	6s. 6d. "	Nathaniel Thompson	"	Sept., 1877	15s. "
Griffith Jones	"	"	6s. 6d. "	Permanent Way Branch, Great Northern Railway.			
George Gatty	"	Nov.,	6s. 6d. "	George Bewick	Supt. Way and Works	July, 1853	£450 per ann.
Robert Pike	"	Jan., 1877	6s. 6d. "	James Duffy	Inspector Per. Way	Feb., 1850	£275
Henry Clarke	"	Feb.,	6s. 6d. "	Richard Bourke	Clerk	July, 1875	7s. 6d. per diem
William Pike	"	Mar.,	6s. 6d. "	Aaron Hampton	Sub-Inspector	Mar., 1858	14s. "
Robert Rollaston	"	"	6s. 6d. "	George Barrack	"	1862	12s. "
John McAulay	"	April,	6s. 6d. "	John Blinco	"	July, 1860	12s. "
John Hartley	"	"	6s. 6d. "	George Morrison	Foreman carpenter	Aug., 1873	14s. "
William Taylor	"	"	6s. 6d. "	Peter Murdoch	Blacksmith	July, 1863	11s. 6d. "
Henry Stuart	"	"	6s. 6d. "	John Harris	"	Oct., 1877	10s. "
Charles James	"	"	6s. 6d. "	William Bond	"	Aug., 1876	9s. 6d. "
Thomas Martin	"	July,	6s. 6d. "	Jonas Munns	"	June, 1868	8s. 6d. "
John Jones	"	"	6s. 6d. "	William Smith	Striker	Aug.,	7s. 6d. "
Frank Nichols	"	"	6s. 6d. "	Henry Francis	Carpenter	Nov., 1869	7s. "
John Mullis	"	Aug.,	6s. 6d. "	Joseph Bewes	"	May, 1863	10s. 6d. "
Henry Graham	"	Sept.,	6s. 6d. "	William Canovan	"	Aug., 1874	9s. 6d. "
Frank Orr	"	"	6s. 6d. "	Hugh Cameron	"	Sept.,	9s. 6d. "
William Caldwell	"	Oct.,	6s. 6d. "	Charles Lawson	"	Jan., 1877	9s. 6d. "
Isaac Lyon	"	"	6s. 6d. "	Ferdinand Hansen	"	Feb.,	9s. 6d. "
John Corkhill	"	"	6s. 6d. "	George Archibald	"	Dec., 1876	9s. 6d. "
Peter Healy	"	"	6s. 6d. "	Richard Goodchild	"	Oct.,	9s. "
Mark Appleby	"	"	6s. 6d. "	Robert Taylor	"	Jan., 1876	9s. "
William Hamilton	"	Nov.,	6s. 6d. "	Francis O'Neal	"	Mar., 1869	8s. 6d. "
James Upton	"	"	6s. 6d. "	John Adam	"	Jan., 1877	8s. "
William Mollvneaux	"	"	6s. 6d. "	William Arms	Carpenter's assistant	Mar., 1876	8s. 6d. "
William A. Dew	"	"	6s. 6d. "	John Charlton	Rough carpenter	Dec., 1874	8s. 6d. "
John Hewitt	"	"	6s. 6d. "	Daniel Cotterill	"	Nov., 1873	8s. "
James Coxall	"	Dec.,	6s. 6d. "	William Hodgins	"	June, 1876	7s. 6d. "
William Hall	"	"	6s. 6d. "	Mark New	"	Feb., 1874	7s. 6d. "
Dennis Sullivan	"	Jan., 1878	6s. 6d. "	William Eddy	Carpenter's labourer	Jan., 1876	7s. 6d. "
Egmont Blake	"	"	6s. 6d. "	Roderick Dallas	"	June, 1877	7s. "
Frederick Chalker	"	"	6s. 6d. "	Charles Taylor	"	Aug.,	5s. "
George Townsley	"	"	6s. 6d. "	Robert Swallman	Bridge carpenter	Nov., 1869	10s. "
William Grabbert	"	"	6s. 6d. "	George Norman	Painter	Jan., 1877	9s. "
Charles Ivers	"	"	6s. 6d. "	Alfred Pettit	"	Nov., 1869	8s. "
Thomas Smith	"	"	6s. 6d. "	David Whitehead	Plumber	Sept., 1875	8s. "
Robert Brown	"	"	6s. 6d. "	James Besley	Boy	Oct., 1877	10s. "
Frederick Renfrey	"	"	6s. 6d. "	James Robinson	Bricklayer	June, 1876	3s. 6d. "
James Stacey	"	"	6s. 6d. "	Noah Fowler	Bricklayer's labourer	Nov., 1869	10s. 6d. "
Thomas Smith	"	"	6s. 6d. "	William Sherdon	"	Jan., 1875	7s. "
William Rudland	"	"	6s. 6d. "	John Knight	Messenger	Mar., 1878	2s. 6d. "
Julius Hyde	"	Feb.,	6s. 6d. "	Charles Melbairn	Ganger	"	9s. "
George Townsland	"	"	6s. 6d. "	Thomas Bennett	"	Aug., 1864	9s. "
Job Jones	"	"	6s. 6d. "	David Martin	"	July, 1863	9s. "
James Lyman	"	"	6s. 6d. "	Edward Jordan	"	Nov., 1870	8s. 6d. "
Michael Keating	"	"	6s. 6d. "	David Williams	"	June, 1863	8s. 6d. "
William Downs	"	"	6s. 6d. "	Joseph Whippis	"	May, 1864	8s. 6d. "
William Brown	"	"	6s. 6d. "	John Armstrong	"	Sept., 1862	8s. 6d. "
Harry Crossland	"	"	6s. 6d. "	Edward Pont	"	May,	8s. 6d. "
John Hewett	"	"	6s. 6d. "	Handy Duigan	"	Jan., 1863	9s. "
William Calder	"	"	6s. 6d. "	Joseph Harrop	"	May,	8s. 6d. "
John Murray	"	"	6s. 6d. "	Thomas Coaldrake	"	July, 1869	8s. 6d. "
William Rowe	"	"	6s. 6d. "	James Evans	"	May, 1863	8s. 6d. "
Thomas Griffiths	"	"	6s. 6d. "	John Hewston	"	Aug.,	8s. 6d. "
Charles Leigh	"	"	6s. 6d. "	John Fairclough	"	May, 1869	8s. 6d. "
Hugh Jones	"	"	6s. 6d. "	Patrick Dugan	"	Sept., 1863	8s. 6d. "
Edward Noonan	"	"	6s. 6d. "	Peter Armstrong	"	May, 1869	8s. 6d. "
William Helghway	"	Mar.,	6s. 6d. "	William Brown	"	April, 1870	8s. 6d. "
Miles Sowdon	"	"	6s. 6d. "	Alexander Marshall	"	May, 1875	8s. 6d. "
John Lynch	"	"	6s. 6d. "	John Gamble	"	June, 1869	8s. 6d. "
James Haming	"	"	6s. 6d. "	Charles May	"	April, 1872	8s. 6d. "
Samuel Dawson	"	"	6s. 6d. "				
John Clew	"	"	6s. 6d. "				
John Davison	"	"	6s. 6d. "				

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Permanent Way Branch, Great Northern Railway—contd.				Locomotive Branch, Southern, Western, and Richmond Railways.			
John Dewhurst	Gauger	Oct., 1868	8s. 6d. per diem	William Scott	Loco. Overseer	Sept., 1855	£500 per ann.
Michael Donovan	"	Aug., 1871	8s. 6d. "	John Cobb	Outside Loco Foreman	"	£6 10s. week
John West	"	" 1877	8s. 6d. "	George Bingham, senr.	Insp. Rolling Stock	Nov., 1857	£5 10s. "
Jonathan Thurlow	"	Mar., 1858	8s. 6d. "	W. L. Newman	Clerk	Jan., 1865	£3 10s. "
William Cruikshank	"	April, 1872	8s. 6d. "	Joseph Palmer	"	Nov., 1877	£2 10s. "
Daniel Baxter	"	"	8s. 6d. "	George Regan	Tinkeeper	May, 1868	£4 15s. "
Robert King	"	"	8s. 6d. "	Francis Nicholls	"	April, 1874	£3 "
Owen Donohue	"	May, "	8s. 6d. "	Robert Caunter	"	Jan., 1875	£2 2s. "
Thomas Seldon	"	Sept., 1876	8s. 6d. "	Walter Watts	"	Dec., 1876	7s. 6d. "
James Dever	"	Jan., 1862	8s. 6d. "	Charles Clark	"	Aug., 1874	10s. per diem
Andy Coyle	"	May, 1872	8s. 6d. "	William Wilson	"	Jan., 1878	8s. 6d. "
Michael O'Donnell	"	" 1871	8s. 6d. "	Henry Howe	Foreman Engine repairs	Aug., 1872	£6 10s. per week
James Brien	"	April, 1872	8s. 6d. "	Thomas Lloyd	Draughtsman	May, 1876	£4 "
Edward Dever	"	Nov., 1877	8s. 6d. "	John Tipping	District Inspector	Sept., 1863	£5 10s. "
Jeremiah Hennessey	"	Sept., "	8s. 6d. "	James Proctor	"	" 1864	£5 10s. "
Roger Ferry	"	May, 1875	8s. 6d. "	William Webster	"	Oct., 1856	£6 "
Thomas Mackinlay	"	Mar., 1871	8s. 6d. "	Joseph Turton	"	Mar., 1876	£5 "
Henry Lee	"	Nov., 1874	8s. 6d. "	William Pratt	Foreman turner	May, "	15s. per diem
Henry Sawkins	"	April, 1871	8s. 6d. "	James Greenfield	Turner	Sept., 1861	11s. "
William Pickling	"	" 1872	8s. 6d. "	Frederick Petterson	"	" 1874	11s. "
Walter Edgar	Labourer	" 1878	7s. "	Marcus Grocott	"	Jan., 1876	11s. "
Alfred Wood	"	May, "	7s. 6d. "	Richard Bridgen	"	June, "	11s. "
George Knight	"	April, "	7s. "	George M'Knight	"	"	11s. "
Richard West	"	"	7s. "	John Scott	"	Feb., 1825	10s. 6d. "
James Newman	"	Feb., "	7s. "	Henry Weatherburn	"	Mar., 1873	10s. 6d. "
Joseph Cheeseman	"	Nov., 1866	7s. "	Richard Kay	"	June, 1876	10s. 6d. "
Charles Omond	"	June, 1869	7s. "	Frederick Baker	"	July, 1876	9s. 3d. "
William Mills	"	" 1876	7s. "	Henry Spooner	"	Aug., 1864	9s. 3d. "
William Symonds	"	May, 1876	7s. "	John Whelan	"	Mar., 1865	9s. 4d. "
Richard Wild	"	June, 1878	7s. "	Acher Clowes	"	Aug., 1876	9s. 4d. "
Lawrence Meldrum	"	Aug., 1873	7s. "	John Smith	"	Mar., 1869	9s. "
William Spencer	"	Feb., 1861	7s. "	George Pearce	Fitter	Jan., 1872	8s. "
John Hanna	"	Mar., 1876	7s. "	Francis Boone	Pattern-maker	June, 1856	12s. "
Jacob Brown	"	May, 1874	7s. "	William Norman	"	" 1877	10s. 6d. "
Richard Skelton	"	Nov., "	7s. "	Charles Harkness	Fitter	Jan., 1862	11s. 8d. "
Frederick Haley	"	" 1870	7s. "	Leslie Crawford	"	April, 1869	11s. 8d. "
John Storey	"	July, 1875	7s. "	George Twiss	"	Oct., 1863	11s. 8d. "
Patrick Moran	"	April, 1870	7s. "	William Dietz	"	Dec., 1863	11s. 8d. "
Robert Wainmsley	"	" 1872	7s. "	Robert Scott	"	Jan., "	11s. 8d. "
Thomas Hodgins	"	Oct., 1870	7s. "	John Wardrop	"	June, 1873	11s. 8d. "
James Kerrigan	"	Nov., 1870	7s. "	William Charlton	"	April, 1876	11s. 8d. "
Henry King	"	"	7s. "	John Close	"	June, "	11s. 8d. "
James Campbell	"	Feb., 1877	7s. "	Edward Atkinson	"	Aug., "	11s. 8d. "
John Dallas	"	May, 1863	7s. "	Henry Taylor	"	May, 1876	11s. "
Henry Schrandor	"	Nov., 1869	7s. "	William Turner	"	Jan., 1878	11s. "
Thomas Taylor	"	April, 1875	7s. "	John Hickson	"	" 1872	11s. "
Martin Maikham	"	" 1873	7s. "	Oliph Humphries	"	Aug., 1877	11s. "
Hugh Johnston	"	Sept., 1872	7s. "	James Buchanan	"	" 1872	11s. "
William Burgess	"	May, 1869	7s. "	James Morrison	"	June, 1869	10s. 6d. "
James Davoran	"	Nov., "	7s. "	James Tempest	"	Jan., 1875	10s. 4d. "
Thomas Gibbs	"	" 1874	7s. "	George Derbyshire	"	Dec., "	10s. 4d. "
Frederick Pont	"	Feb., 1873	7s. "	William Wilson	"	June, 1876	10s. 4d. "
John Richardson	"	July, 1872	7s. "	James Hurst	"	Dec., "	10s. 4d. "
James Cahill	"	Jan., 1877	7s. "	John Pope	"	May, 1877	10s. 4d. "
Thomas Foster	"	June, 1872	7s. "	Albert Watts	"	Dec., 1876	10s. 4d. "
Charles Coxens	"	May, 1868	7s. "	Matthew Nimmo	"	Sept., 1874	10s. "
George Highfield	"	" 1869	7s. "	James Richardson	"	Oct., 1877	10s. "
George Taylor	"	Nov., 1877	7s. "	Samuel Hearn	"	May, 1876	10s. "
William O'Brien	"	May, 1869	7s. "	James Hackett	"	Feb., 1876	10s. "
James Gallagher	"	Sept., 1872	7s. "	Robert Carpenter	"	May, "	10s. "
Daniel Gilfoyle	"	April, 1871	7s. "	Conrad Schroder	"	Sept., "	10s. "
Martin Doohan	"	Jan., 1877	7s. "	Frank Kennedy	"	Oct., "	10s. "
Patrick Maher	"	June, 1874	7s. "	Samuel Chatwin	"	May, "	10s. "
William Atkins	"	Dec., 1877	7s. "	George Moody	"	Oct., "	10s. "
William Dreis	"	Jan., "	7s. "	George Davis	"	April, 1877	10s. "
Henry Miller	"	"	7s. "	John Robb	"	May, "	10s. "
Patrick Carey	"	Sept., "	7s. "	Donald M'Leod	"	June, "	10s. "
Edmund Seon	"	Nov., "	7s. "	Francis Purvis	"	Oct., "	10s. "
Charles Englebert	"	" 1874	7s. "	Isaac Chambers	"	Jan., 1873	10s. "
John Hynes	"	" 1877	7s. "	Alexander Drysdale	"	May, "	10s. "
James Brown	"	June, 1871	7s. "	John Claybrough	"	April, "	10s. "
William Burgess	"	Aug., 1877	7s. "	Henry Ingram	"	Oct., 1877	10s. "
Robert Johnson	"	April, "	7s. "	Thomas Robson	"	Mar., 1875	9s. 8d. "
Michael Mechan	"	Aug., "	7s. "	William Vernon	"	June, 1876	9s. 8d. "
Walter Frost	"	" 1874	7s. "	William Williams	"	Feb., 1877	9s. 8d. "
Peter Moroney	"	Feb., 1876	7s. "	John Lilly	"	July, "	9s. 4d. "
James Gruce	"	Sept., 1869	7s. "	William Drew	"	" 1870	9s. "
Cornelius Hayes	"	May, 1872	7s. "	Thomas Carlin	"	Sept., 1874	9s. "
Charles Thurlow	"	" 1869	7s. "	Henry Thomas	"	Jan., 1877	9s. "
Joseph Butler	"	April, 1874	7s. "	John Shand	"	April, 1876	9s. 6d. "
William Nugent	"	Aug., "	7s. "	William Closs	"	Nov., 1875	8s. "
Frederick Bull	"	" 1877	7s. "	James Hargreaves	"	Mar., 1878	6s. 6d. "
Daniel M'Cube	"	Nov., "	7s. "	James Pike	"	Jan., "	6s. "
Patrick Waters	"	May, 1869	7s. "	George Bayley	"	Feb., 1870	6s. "
Frederick Finter	"	Nov., 1876	7s. "	Frederick Canvin	Assistant fitter	April, "	4s. 6d. "
Thomas Hartigan	"	May, 1872	7s. "	John Gray	Brass finisher	Feb., "	10s. 6d. "
Patrick Donohue	"	Dec., 1875	7s. "	William Whyte	"	June, 1869	9s. 4d. "
William Constable	"	April, 1872	7s. "	John Lennox	Foreman	" 1867	15s. "
Anthony Kelly	"	Aug., 1877	7s. "	John Hill	Blacksmith	"	15s. "
John McFarman	"	"	7s. "	Morton Guthrie	"	Jan., 1875	12s. "
Joseph Clark	"	"	7s. "	John Farrell	"	June, 1869	11s. 6d. "
William Graham	"	"	7s. "	Edward Davis	"	" 1876	11s. 6d. "
Thomas M'Gee	"	"	7s. "	Elhidge Wyke	"	" 1869	11s. "
James Duffey	"	"	7s. "	Evan Hopkins	"	"	11s. "
John Dugan	"	"	7s. "	James M'Namara	"	Mar., 1875	11s. "
James Carroll	"	"	7s. "	Alexander Graham	"	Feb., 1876	11s. "
Charles O'Brien	"	"	7s. "	George Woods	"	Sept., 1868	11s. "
Phillip Trail	"	"	7s. "	Lewis Williams	"	June, 1877	11s. "
Thomas Morrin	"	"	7s. "	John Kyd	"	April, 1875	9s. 6d. "
Patrick M'Fadden	"	Nov., "	7s. "	Robert Maxwell	"	July, 1876	9s. 6d. "
James O'Brien	"	"	7s. "	Joshua Burgess	"	June, 1877	9s. 6d. "
David O'Kooffe	"	Aug., "	7s. "	George Watson	"	Nov., 1874	8s. 8d. "
Albert Bray	"	"	7s. "	Edward Stoneman	Spring-maker	Aug., 1877	12s. "
Michael Ryan	"	Sept., "	7s. "	George Pate	"	May, 1875	10s. 6d. "
John Duigan	"	Aug., "	7s. "	Henry Smith	Foreman	Aug., 1861	15s. 6d. "
Thomas Woods	"	"	7s. "	Edward Fernley	Boiler-maker	Oct., "	12s. "
John Drogan	"	"	7s. "	John Newlands	"	" 1868	12s. "
Young Bedford	"	"	7s. "	William Walker	"	July, 1873	11s. 6d. "
Michael Duigan	"	Nov., "	7s. "	Christopher Allen	"	May, 1877	10s. 6d. "
Thomas Kelly	"	Dec., "	7s. "	John Bonner	"	Oct., 1860	10s. 4d. "
Charles M'Loughlin	"	Jan., 1878	7s. "	John Lodge	"	" 1876	10s. 4d. "
Michael Foley	"	"	7s. "	Alexander Newlands	"	Mar., 1869	10s. "
Edward M'Fadden	"	Mar., "	7s. "	William Spence	"	June, "	10s. "
Patrick Mulkerre	"	April, "	7s. "	John Hinds	"	Jan., 1870	10s. "
Patrick Morris	"	"	7s. "	Charles Gill	"	Feb., 1877	10s. "
James Burns	"	May, "	7s. "	Fredk Elliott	"	July, "	10s. "
Thomas Kelly	"	Nov., "	7s. "				

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 5 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 5 May, 1878.
Locomotive Branch, Southern, Western, and Richmond Railways—continued.				Locomotive Branch, Southern, Western, and Richmond Railways—continued.			
Thomas Pearson	Boiler-maker	Mar., 1877	10s. per diem	Joseph Dillow	Labourer	Aug., 1876	6s. 6d. per diem
John Spence	"	Aug., 1874	9s. 6d. "	Martin Sharffe	"	Nov., "	6s. 6d. "
William Logan	"	Jan., 1876	9s. 4d. "	Charles Dixon	"	April, 1877	6s. 6d. "
John Campbell	"	May, "	9s. 4d. "	Peter Mijch	"	"	6s. 6d. "
James M'Gowan	"	April, "	9s. "	Thomas Mallett	"	July, 1877	4s. 6d. "
Phillip Heydon	"	Oct., "	9s. "	John M'Ready	"	Oct., "	6s. 6d. "
Thomas Lyons	"	"	9s. "	William Arnold	"	"	6s. 6d. "
Thomas Verney	"	May, "	9s. "	Charles Jones	"	"	6s. 6d. "
James M'Queen	"	"	9s. "	James Taylor	"	April, "	6s. 6d. "
William Greenfield	"	Feb., 1877	8s. 4d. "	Alexander McBeth	"	" 1878	6s. 6d. "
Frederick Pike	Assistant boiler-maker	" 1876	5s. "	Charles Tuckerman	"	Jan., "	6s. 6d. "
John Jones	Angle-iron-smith	July, 1877	11s. 4d. "	William Fowler	"	"	6s. 6d. "
Gustaff Kronvell	Brass-moulder	Dec., 1874	10s. 6d. "	James Fisher	"	Feb., "	6s. 6d. "
Donald M'Kinnon	"	July, 1875	11s. "	John Waddie	"	Mar., "	6s. 6d. "
John Corkery	Assistant brass-moulder	" 1869	8s. "	Joseph Burch	"	"	6s. 6d. "
Richard Crows	Machinist	Oct., 1876	8s. 6d. "	Alexander Smith	"	"	6s. 6d. "
Daniel M'Gurgan	"	"	8s. 6d. "	John Rolston	"	Oct., 1876	6s. 6d. "
Charles Harvoe	"	Feb., 1877	8s. 6d. "	Frank Bowman	"	April, 1878	6s. 6d. "
George Owen	Screwler	Mar., 1865	8s. 6d. "	John Shails	"	Feb., "	6s. 6d. "
William Allen	Driller	Dec., 1863	8s. 6d. "	Matthew Foster	"	"	6s. "
William Clark	"	June, 1869	8s. 6d. "	William Robinson	"	April, 1877	6s. 6d. "
Charles Vaughan	"	Feb., 1873	7s. 8d. "	Henry Haalhouse	"	May, "	6s. 6d. "
Francis Sullivan	"	July, 1876	7s. 6d. "	Timothy Parker	"	"	6s. 6d. "
William Russell	"	Mar., 1876	7s. 6d. "	Alexander Hunter	"	July, "	6s. 6d. "
William Jackson	Coppersmith	Aug., 1861	11s. "	Angus M'Swan	"	"	6s. 6d. "
Thomas Richardson	"	Mar., 1876	11s. "	Robert Brown	"	Nov., "	6s. 6d. "
James Cockburn	Gas-fitter	July, 1864	9s. "	Robert Hughes	"	Jan., 1878	6s. 6d. "
Archibald Wilson	Stationary-engine-driver	Oct., 1866	8s. 4d. "	George Wells	"	April, 1877	6s. 6d. "
Frederick Duncan	"	Mar., 1876	8s. 4d. "	Richard Mullis	"	Jan., 1876	6s. 6d. "
Joseph Jones	Carpenter	June, 1869	10s. "	William Heckenberg	"	Nov., 1877	6s. 6d. "
Carl Busse	"	Sept., 1872	10s. "	Arthur Cnehton	"	"	6s. 6d. "
Edward Carbery	Assistant carpenter	May, 1874	8s. 6d. "	William Miller	"	Aug., 1876	6s. 6d. "
John Thompson	Furnaceman	June, 1869	10s. 6d. "	Alfred Yeatman	"	Oct., "	6s. 6d. "
Augustus Hook	Striker	Sept., 1873	7s. 6d. "	William Lielis	"	Nov., "	6s. 6d. "
Thomas Whybrow	"	Mar., 1874	7s. "	William Daniels	"	Aug., 1876	6s. 6d. "
James Sutton	"	" 1875	7s. "	Thomas White	"	July, 1877	6s. 6d. "
William Hamilton	"	May, "	7s. "	George Watson	"	Feb., 1876	6s. 6d. "
John Lyons	"	Nov., 1876	7s. "	Archibald Anderson	"	"	6s. 6d. "
Samuel Catt	"	Sept., 1875	7s. "	Thomas Poston	"	Aug., "	6s. 6d. "
Richard Coady	"	Jan., 1876	7s. "	Walter Bates	"	Mar., 1877	6s. "
John Flockhart	"	Sept., 1876	6s. 6d. "	John Horshman	"	April, "	6s. 6d. "
Henry Champion	"	Feb., 1876	6s. 6d. "	Ben Robinson	"	May, 1876	6s. "
George Purzy	"	Mar., 1878	6s. 6d. "	Thomas Wilkinson	"	Aug., "	6s. "
John Reyner	"	Jan., "	6s. 6d. "	James Scott	"	Jan., 1878	4s. 6d. "
James Henderson	"	"	6s. 6d. "	Charles Jones	"	April, 1877	3s. 6d. "
Arthur Porter	"	Feb., 1876	6s. 6d. "	John Gardner	Grinder	May, "	7s. "
James Mills	"	"	6s. 6d. "	Henry Jones	Apprentice	Jan., 1874	5s. "
Martin Reidy	"	Mar., "	6s. 6d. "	William Hickey	"	May, "	3s. 6d. "
William Graham	"	April, "	6s. 6d. "	Samuel Stanton	"	Mar., 1876	6s. "
James O'Donnell	"	Jan., 1877	6s. 6d. "	Ernest Lindley	"	Dec., 1876	2s. 6d. "
William Burdon	"	Feb., "	6s. 6d. "	Frederick Baker	"	"	2s. 6d. "
Duncan M'Kenzie	"	July, "	6s. 6d. "	James Harper	"	Feb., 1876	2s. 6d. "
Thomas Gleeson	"	Aug., "	6s. 6d. "	Arthur Frost	"	June, "	1s. 9d. "
John Caunce	"	"	6s. 6d. "	George Cowdery	"	Nov., "	1s. 9d. "
Joseph Brown	Boiler-maker's assistant	" 1861	8s. 4d. "	Arthur Ashworth	"	Feb., 1877	2s. 6d. "
Alexander Root	"	" 1869	8s. "	Osman Jones	"	Sept., "	1s. 9d. "
William Branch	"	June, 1860	8s. "	Andrew Reed	"	July, "	1s. "
George O'Meara	"	Jan., 1863	7s. 6d. "	Sydney Hilliard	"	Feb., "	1s. "
John Byrne	"	Jan., 1874	7s. 6d. "	Frederick Perkins	"	Jan., 1878	Nil.
Donald Ross	"	Jan., 1863	7s. "	William Scott	"	Feb., "	"
Alfred Joy	"	April, 1873	7s. "	George Bingham, junr.	Foreman carriage-builder	May, 1877	14s. "
William Egan	"	June, 1875	7s. "	Thomas Evans	Carriage & waggon examiner	Sept., 1861	14s. "
John Sullivan	"	May, 1876	7s. "	Thomas Perry	"	Oct., 1870	12s. "
Jeremiah Baker	"	Jan., "	6s. 6d. "	David Pollock	"	Mar., 1869	12s. "
Peter Forbes	"	Aug., "	6s. 6d. "	William Sutton	"	Jan., 1870	10s. "
James Davidson	"	"	6s. 6d. "	John Baker	"	" 1865	10s. "
John Bamford	"	Feb., 1877	6s. 6d. "	John Walters	"	Oct., 1875	10s. "
James Perkins	"	"	6s. 6d. "	Lawson Bird	"	Feb., 1876	10s. "
James Kirgan	"	May, "	6s. 6d. "	John Hancock	"	Dec., 1875	10s. "
James Murray	"	"	6s. 6d. "	Christopher Solby	"	Aug., "	9s. 6d. "
John Cramp	"	June, "	6s. 6d. "	James Wand	"	May, 1877	8s. "
John Hickey	"	July, "	6s. 6d. "	William Spearing	"	Mar., 1878	8s. "
George Asplet	"	"	6s. 6d. "	Samuel Etherington	"	Feb., 1876	8s. 6d. "
Henry Bonnor	Rivet boy	June, 1872	4s. 6d. "	Edward Bingham	Carriage-builder	July, 1868	10s. "
William Plunkett	"	July, 1874	4s. "	John Evans	"	June, 1863	10s. "
Peter Walsh	"	Nov., 1875	3s. 6d. "	Joseph Ford	"	"	10s. "
John Matthews	"	Oct., 1876	2s. 6d. "	William Sadler	"	Aug., 1868	10s. "
John Sullivan	"	May, "	2s. "	William Nicholl	"	June, 1869	10s. "
William Jackson	"	Aug., "	2s. "	Joseph Gray	"	July, "	10s. "
William Prescott	"	Sept., "	2s. "	Roland Millard	"	May, 1870	10s. "
James Wyke	"	Oct., "	2s. "	Frederick Smart	"	July, 1873	8s. 6d. "
Gabriel Wardrop	"	Mar., "	1s. 6d. "	Thomas Dickens	"	Sept., 1870	8s. 6d. "
William Burt	"	July, 1877	1s. 6d. "	George Sutton	Waggon-builder	Feb., 1869	9s. 6d. "
John Philipott	Ganger	Mar., 1865	8s. 6d. "	William White	"	Nov., 1870	9s. 4d. "
Samuel Twiss	Labourer	Dec., 1868	7s. 6d. "	John Mathews	"	April, 1873	9s. 4d. "
William Neave	"	" 1872	7s. 6d. "	Hugh M'Guinness	"	Feb., 1874	9s. 4d. "
Charles Waterhouse	"	Feb., 1873	7s. "	John Dench	"	May, 1875	9s. 4d. "
George Austin	"	" 1874	7s. "	Thomas Clark	"	Sept., "	9s. 4d. "
Ross Tait	"	Mar., 1875	7s. "	Frederick Perkins	"	Nov., "	9s. 4d. "
Thomas O'Brien	"	"	7s. "	George Barker	"	" 1876	9s. 4d. "
William Lipscombe	"	Dec., 1874	7s. "	John Small	"	Dec., "	9s. 4d. "
John Edwards	"	April, 1875	7s. "	Patrick Gorman	"	Jan., 1877	9s. 4d. "
John M'Stravick	"	Sept., 1874	7s. "	John Knipe	"	Aug., "	9s. 4d. "
Joseph Burrows	"	Jan., 1872	7s. "	James Finn	"	Mar., 1878	9s. 4d. "
Gideon Townsend	"	Sept., 1874	7s. "	James Henderson	"	Jan., "	9s. 4d. "
Joseph Payne	"	Jan., 1875	7s. "	Joseph Atkins	"	Oct., 1872	6s. 6d. "
Sydney Newton	"	In Per Way Branch.	7s. "	William Evans	"	May, 1877	5s. 6d. "
John Ashe	"	Mar., 1875	7s. "	Samuel Stanton	Carriage-lifter	Oct., 1869	9s. 4d. "
George Wells	"	April, 1877	7s. "	Edward Gosnell	"	Nov., 1862	9s. "
Thomas Gifford	"	Aug., 1874	7s. "	Thomas Pike	"	Feb., 1868	9s. "
John Kelly	"	Sept., "	7s. "	James Saxby	Waggon-fitter	Feb., 1876	8s. 8d. "
Charles Pledge	"	From Per. Way Branch.	7s. "	James Carpenter	"	Oct., 1872	8s. 6d. "
Edward Ireland	"	Oct., 1874	7s. "	Ninian Melville	Carriage-trimmer	Jan., 1875	8s. 6d. "
George Cox	"	Nov., "	7s. "	Henry Wells	"	"	10s. "
James Hanks	"	"	7s. "	Albert Badmen	"	Oct., 1877	10s. "
Robert Howe	"	July, 1876	6s. 6d. "	Richard Crane	"	May, 1869	9s. 4d. "
John Forcman	"	"	6s. 6d. "	Robert Polly	Machinist	Sept., 1861	8s. "
John Kelso	"	Oct., "	6s. 6d. "	William Watson	"	May, 1872	7s. 6d. "
John Schlinker	"	Feb., 1870	6s. 6d. "	John M'Namara	Foreman painter	July, 1863	14s. "
Robert Broeze	"	Aug., 1877	6s. 6d. "	Christopher Walker	Carriage painter	Aug., "	10s. "
George Rowles	"	May, 1876	6s. 6d. "	Isaac Bryant	"	Nov., 1875	10s. "
Christopher Nord	"	"	6s. 6d. "	Alfred Moon	"	July, 1869	9s. "
William Kinkard	"	Aug., "	6s. 6d. "	Thomas Robson	"	Feb., 1872	9s. "
				James Douglas	"	April, 1874	9s. "
				Llewellyn Purry	"	Oct., "	9s. "

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 6 May, 1878.	Name	Position.	Date of permanent Appointment.	Rate of Pay on 6 May, 1878.
Locomotive Branch, Southern, Western, and Richmond Railways—continued.				Locomotive Branch, Southern, Western, and Richmond Railways—continued.			
Joseph Thompson	Carriage painter	Feb., 1877	9s. per diem	John Bough	Fireman	Oct., 1877	10s. per diem
Richard O'Brien	"	July, " "	9s. "	Charles Lyons	"	Dec., 1873	10s. "
Daniel Dunlop	"	" 1872	2s. 6d. "	James Quinn	"	Feb., 1874	10s. "
John Warr	"	Jan., " "	2s. 6d. "	Andrew Campbell	"	Jan., 1875	10s. "
Robert Foster	"	June, 1869	8s. 4d. "	Lumsden Bell	"	May, 1874	10s. "
William Hunter	"	Jan, " "	8s. "	John Strnberg	"	Nov., 1875	10s. "
David Moon	"	July, " "	7s. "	John Kennedy	"	Sept., 1876	10s. "
William Prvott	Shed inspector	June, 1828	£5 per week	Thomas Cornwall	"	June, 1858	10s. "
James Grant	"	Feb., 1856	15s. per diem	Daniel Corkerey	"	Dec., 1873	10s. "
James Starkey	"	" 1869	16s. "	Robert Wallace	"	June, 1869	10s. "
Richard Fawcett	"	Aug., 1877	11s. "	Michael Reid	"	Feb., 1874	9s. "
William Jordan	"	" 1870	10s. "	Walter Hambly	"	July, " "	9s. "
Thomas Walsh	Engine-driver	Oct., 1868	15s. "	Peter Hanratty	"	June, " "	9s. "
William Sixsmith	"	Sept., 1855	16s. "	George Lees	"	Dec., " "	9s. "
John Frost	"	" 1863	16s. "	David Gray	"	Feb., 1876	9s. "
James Scott	"	June, 1872	16s. "	John Ryan	"	Mar., " "	9s. "
Charles Frost	"	Aug., 1864	16s. "	Charles Hill	"	Oct., " "	9s. "
Edward Harrison	"	Dec., " "	16s. "	Thomas Spence	"	Sept., 1874	9s. "
Edward Williams	"	June, " "	16s. "	Benjamin Satcher	"	Jan., 1875	9s. "
John Nichols	"	Aug., " "	16s. "	Hugh Mellow	"	Nov., 1871	9s. "
James Maine	"	Sept., 1868	16s. "	Joseph Paul	"	Oct., 1872	9s. "
William Farquhar	"	" 1866	16s. "	James Whalan	"	May, 1871	9s. "
John Palmer	"	May, 1869	16s. "	Joseph Abbott	"	Feb., 1874	9s. "
John Boono	"	June, 1871	16s. "	Frederick Elliott	"	June, 1875	9s. "
Thomas Flskett	"	Aug., 1866	16s. "	John Ashbury	"	April, " "	8s. "
Edward Burrows	"	July, 1869	16s. "	Edward Heavy	"	July, 1872	9s. "
James Rodger	"	Mar., 1870	16s. "	George Douglas	"	Nov., 1873	9s. "
John Jones	"	Feb., 1867	16s. "	Benjamin Tildsley	"	Mar., 1875	9s. "
John Heron	"	June, 1861	16s. "	John Quinn	"	Nov., " "	9s. "
Philip Mulholland	"	Feb., " "	16s. "	Henry Mathews	"	June, 1874	9s. "
John Cook	"	April, 1870	18s. "	David Heron	"	Dec., " "	9s. "
James Dodds	"	Mar., 1871	13s. "	John M'Evoy	"	Jan., 1876	8s. "
Howell Bland	"	" 1869	13s. "	James Creswick	"	" 1875	8s. "
Peter Ferguson	"	Aug., 1862	13s. "	John Paul Miller	"	Aug., " "	8s. "
Alexander Reid	"	Mar., 1876	13s. "	Henry Brown	"	Mar., " "	8s. "
James Kennedy	"	April, 1863	13s. "	Albert Johnson	"	May, 1877	8s. "
Nell M'Ginley	"	May, 1868	13s. "	Michael Hogan	"	Nov., 1875	8s. "
William Frame	"	April, 1863	13s. "	Thomas Wilson	"	May, 1876	8s. "
Theodore Burgess	"	Oct., 1866	13s. "	Edward Thompson	"	Mar., " "	8s. "
John M'Intyre	"	Sept., 1874	13s. "	James Bell	"	May, " "	8s. "
Robert Baker	"	Oct., 1870	13s. "	Alexander Douglas	"	July, " "	8s. "
Jesse Stride	"	April, 1864	13s. "	John Pearson	"	Nov., 1877	8s. "
Frederick Sheehan	"	Aug., 1868	13s. "	George Garrick	"	" " "	8s. "
William Frost	"	Oct., 1869	13s. "	William Williams	"	Jan., 1878	8s. "
Thomas Newport	"	July, " "	13s. "	John Stephenson	"	July, 1876	8s. "
David Moore	"	May, 1874	13s. "	Samuel Kaye	"	April, 1873	8s. "
Alexander Gordon	"	Jan., 1876	13s. "	James Smith	"	" " "	8s. "
George Saunders	"	July, 1870	13s. "	John Jobson	"	Sept., 1870	8s. "
Edward Brennan	"	" 1876	13s. "	James Baker	"	Feb., " "	8s. "
George Camping	"	June, 1877	13s. "	Frederick Hines	"	July, " "	8s. "
William Hume	"	Oct., 1870	13s. "	James Walker	"	Feb., " "	8s. "
Frederick Davidson	"	Feb., 1876	13s. "	William Allen	"	April, 1871	8s. "
Walter Haddon	"	Nov., 1869	13s. "	Benjamin Lucas	"	Mar., 1876	8s. "
Donald Crawford	"	Aug., 1870	13s. "	Edward Crowley	"	July, 1877	8s. "
Alexander Bryson	"	April, 1875	13s. "	George Lock	"	June, 1876	8s. "
Ernest Hoscock	"	July, 1878	13s. "	David Rutledge	"	Oct., " "	8s. "
Richard Tisdale	"	May, 1872	13s. "	James Torric	"	Mar., 1877	8s. "
Henry Moon	"	" " "	13s. "	Samuel Rolis	"	July, 1876	8s. "
Joseph Bardsley	"	Mar., 1877	13s. "	Charles Richards	"	April, 1877	8s. "
William Donaldson	"	April, " "	13s. "	David Muddell	"	Oct., 1876	8s. "
John Davidson	"	Mar., " "	13s. "	Isaac Gregory	"	May, 1877	8s. "
John Gordon	"	May, " "	13s. "	Thomas Brownlow	"	July, 1876	8s. "
James Ferguson	"	Dec., 1876	13s. "	James Davidson	"	" 1875	8s. "
Alfred Hairstine	"	June, " "	13s. "	Anthony Hunt	"	Mar., " "	8s. "
Charles Handall	"	July, 1869	13s. "	John Breeze	"	Oct., 1869	8s. "
Lancelot Allinson	"	Nov., 1876	13s. "	Edward Lang	"	June, 1874	8s. "
Joseph Horsfield	"	Aug., 1871	13s. "	John Donohoe	"	Jan., 1875	8s. "
George Knight	"	Oct., 1869	13s. "	James Colley	"	Oct., 1876	8s. "
Benjamin Towers	"	Mar., 1876	13s. "	Thomas Rigney	"	Feb., 1876	8s. "
Edward Childs	"	July, 1874	13s. "	John Mathews	"	Aug., 1873	8s. "
William Vine	"	May, 1871	13s. "	John Simpson	"	Dec., 1874	8s. "
Edward Cane	"	Sept., 1869	13s. "	David Stewart	"	May, 1877	8s. "
Morgan Meredith	"	Nov., 1874	13s. "	George Dent	"	June, 1875	8s. "
William Ritchie	"	Sept., 1867	13s. "	James Bryant	"	Oct., 1870	8s. "
Michael Stephenson	"	Nov., 1876	13s. "	Daniel Iles	"	April, 1877	8s. "
John Stephenson	"	June, 1873	11s. "	Joseph Hall	"	Oct., 1876	8s. "
John Jolly	"	May, 1872	11s. "	John Larkins	"	Jan., 1878	8s. "
Edmund Richards	"	July, 1873	11s. "	John Horton	"	Feb., 1874	8s. "
James Wearne	"	Sept., 1872	11s. "	Henry Burgess	"	" 1876	8s. "
William Tripp	"	Aug., " "	11s. "	George Bourne	"	April, " "	8s. "
William Bradley	"	April, 1870	11s. "	George Bradford	"	Feb., " "	8s. "
George Sutton	"	Oct., 1872	11s. "	Sidney Smith	"	Mar., " "	8s. "
Henry Christison	"	Nov., " "	11s. "	Felix Brooks	"	Dec., 1877	8s. "
John Tildaley	"	" " "	11s. "	Richard Allen	"	April, 1875	8s. "
John Graham	"	Jan., 1877	11s. "	George Raward	"	July, 1876	8s. "
Thomas Armitage	"	Mar., " "	11s. "	Hilton Lobb	"	Mar., " "	8s. "
William Chickin	"	Aug., " "	11s. "	Charles Lee	"	Feb., 1875	8s. "
Robert Wickham	"	Dec., 1873	11s. "	John M'Donald	"	June, 1876	8s. "
Henry Liddon	"	Feb., 1874	11s. "	John Summons	"	July, 1877	8s. "
John Stafford	"	Oct., 1870	11s. "	John Chicken	"	April, 1878	8s. "
John Hughes	"	Jan., 1875	11s. "	George Bullard	"	June, 1876	8s. "
David Sims	"	Feb., 1872	11s. "	Spencer Payne	"	May, 1877	8s. "
Thomas Smith	"	Nov., 1871	11s. "	George Everett	"	Jan., 1878	8s. "
Albert Lielis	"	June, 1876	11s. "	Edward Hampshire	"	July, 1876	8s. "
William Green	"	Dec., 1877	11s. "	Jeremiah Sullivan	"	Oct., 1877	8s. "
William Crompton	"	July, " "	11s. "	Richard Greenfield	"	Aug., 1873	8s. "
Patrick Kennedy	"	April, 1872	11s. "	Thomas Deeneen	"	April, 1876	8s. "
John Reese	"	Oct., 1877	11s. "	George Warner	"	June, " "	8s. "
John Irving	"	Nov., " "	11s. "	James Bourke	"	May, 1877	8s. "
Andrew Dickey	"	Feb., 1874	11s. "	Hugh Caldwell	"	" " "	8s. "
Richard Stuart	"	Oct., " "	11s. "	Samuel Johnson	"	Aug., 1876	8s. "
Frederick Cox	"	Mar., 1878	11s. "	Samuel Rawcliffe	"	Mar., 1877	8s. "
James Wallace	"	May, 1871	11s. "	Henry Farnham	"	" " "	8s. "
David Aubrey	"	Jan., 1878	11s. "	George Millam	"	" " "	8s. "
Charles Baggs	"	Nov., 1868	11s. "	Thomas Donovan	"	June, " "	8s. "
Thomas M'Fadzean	"	June, 1876	11s. "	Thomas Munday	"	Aug., " "	8s. "
Matthew Scott	"	July, 1877	11s. "	Antonia Frazer	Head cleaner	Feb., 1869	8s. 6d.
Walker Abbott	"	Feb., 1874	11s. "	John Payne	Cleaner	Nov., 1876	7s. 6d.
William Teiford	"	Oct., 1877	11s. "	Frederick Turner	"	" 1877	7s. 6d.
John Eccles	"	Dec., " "	11s. "	Donald Kell	"	Sept., " "	7s. 6d.
Robert Ingelton	"	Mar., " "	11s. "	John Kligamon	"	July, " "	7s. 6d.
Henry Hunter	"	Dec., 1876	11s. "	William M'Dougal	"	Dec., 1876	7s. 6d.
George Dorn	"	" 1877	11s. "	William Bergon	"	June, 1877	7s. 6d.
William Mathews	"	Feb., 1874	11s. "	Frank Francis	"	Aug., " "	7s. 6d.
John Young	Fireman	Mar., 1878	10s. "	Thomas Brewer	"	June, " "	7s. 6d.

Name.	Position.	Date of permanent Appointment	Rate of Pay on 8 May, 1878.	Name.	Position	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Locomotive Branch, Southern, Western, and Richmond Railways—continued.				Locomotive Branch, Southern, Western, and Richmond Railways—continued.			
Henry Moses	Cleaner	Oct., 1877	7s 6d @ diem	George Collins	Fuelman	Nov., 1877	6s 6d @ diem
John Fairbairn	"	June, 1878	7s 6d "	John Lewis	"	"	6s 6d "
Thomas Morris	"	Jan., 1878	7s 6d "	Robert Kyle	"	"	6s 6d "
Charles M'Phail	"	April, 1877	7s 6d "	Thomas Hughes	"	April, 1878	6s 6d "
William H. Williams	"	"	7s 6d "	George Ransley	"	Feb., "	6s 6d "
James Smith	"	Nov., 1875	7s 6d "	Samuel Chinn	"	April, "	6s 6d "
Joseph Poynan	"	Dec., 1874	7s "	Leonard Wool	"	"	6s 6d "
Edward Stafford	"	Jan., 1878	7s "	Patrick Leonard	"	"	6s 6d "
Owen Henesy	"	June, 1862	7s "	William Pope	"	"	6s 6d "
John Paul	"	Sept., 1877	7s "	George Squires	"	Nov., 1877	6s 6d "
William Watson	"	Nov., "	7s "	John Mellon	"	June, "	6s 6d "
Alfred Squires	"	Oct., 1876	7s "	John Waring	Pumper	Mar., 1866	10s "
Andrew Bellenger	"	Dec., 1875	7s "	Alfred Gallop	"	July, 1876	8s "
Daniel Sullivan	"	Nov., 1876	7s "	John Dann	"	Feb., "	8s "
Thomas Waters	"	Jan., 1878	7s "	John Hill	"	Aug., 1860	8s "
Henry Skinner	"	Nov., 1877	7s "	William Morris	"	Jan., 1872	8s "
Abraham Alexander	"	April, "	7s "	Albert Wilson	"	Nov., 1875	8s "
Joseph Harvey	"	May, "	7s "	John Harper	"	Oct., 1876	8s "
Edward King	"	"	7s "	Henry Dunk	"	June, 1874	8s "
John Johnson	"	June, "	7s "	John Griffiths	"	Sept., 1868	8s "
James Ross	"	Jan., 1869	7s "	Samuel Huthnance	"	Nov., "	8s "
Henry Hawkins	"	Oct., "	7s "	William Eldridge	"	Oct., 1858	8s "
William Whalen	"	"	7s "	George Stewart	"	June, 1878	8s "
John Rodger	"	"	7s "	James Farquhar	"	Oct., 1866	8s "
John Kell	"	Dec., 1874	7s "	William Allmark	"	April, 1876	8s "
Leonard Clark	"	Mar., 1877	7s "	Amnon Shaw	"	Jan., 1876	8s "
William Fletcher	"	May, "	7s "	Thomas Featherstone	"	July, "	8s "
John Anderson	"	Nov., "	7s "	John M'Ginity	"	Nov., 1875	8s "
Edmund Bourke	"	Sept., 1874	7s "	John Hilderbrand	"	"	7s 6d "
Thomas Harding	"	"	7s "	Roderick M'Kenzie	"	Mar., 1876	7s "
Lucea Hyer	"	Oct., "	7s "	Thomas Layland	"	Nov., "	7s "
Thomas Conroy	"	Nov., "	7s "	Thomas Smith	"	April, 1877	7s "
John Anderson	"	Mar., 1875	7s "	William Hines	"	Feb., 1876	7s "
George M'Gregor	"	Nov., 1877	7s "	John Miller	Watchman	June, 1874	7s "
Frank Middlehurst	"	"	7s "	James Reid	Oilier of points	Aug., 1875	7s "
Benjamin Ollife	"	"	7s "				
Don M'Gregor	"	"	7s "				
John Whitfield	"	"	7s "				
James Thorburn	"	Oct., "	7s "				
James Elton	"	Feb., "	7s "				
Thomas Dale	"	June, "	7s "				
William Tipham	"	"	7s "				
Edward Cracknell	"	Feb., "	7s "				
Richard Doyle	"	Nov., "	7s "				
Thomas Herford	"	July, "	7s "				
John Ollis	"	"	7s "				
James George	"	"	7s "				
George Blatch	"	Jan., 1876	7s "				
Alexander Ridgway	"	May, "	7s "				
John Ashley	"	Jan., 1878	7s "				
William Thompson	"	June, 1877	7s "				
John Gilbert	"	April, 1878	7s "				
John O'Shea	"	Feb., "	7s "				
David Graham	"	April, "	7s "				
Thomas Souter	"	"	7s "				
Thomas Timbrill	"	"	7s "				
Charles Percivell	"	Jan., "	7s "				
Alexander Masterton	"	Mar., "	7s "				
Robert Weare	"	Feb., "	7s "				
William Hutty	"	Mar., "	7s "				
Frank Osburn	"	Feb., "	7s "				
William Clark	"	"	7s "				
Henry Smith	"	April, "	7s "				
Andrew Moodie	"	"	7s "				
John Springthorpe	"	May, "	7s "				
George Brook	"	Feb., "	7s "				
George Abbott	"	Jan., 1877	7s "				
Thomas Doyle	"	Feb., 1878	7s "				
John Woodward	"	"	7s "				
Frederick White	"	"	7s "				
Patrick Casey	"	"	7s "				
John Skinner	"	"	7s "				
James Spence	"	"	7s "				
Arthur Stafford	"	"	6s "				
Charles Brown	"	Aug., 1877	6s "				
Edward Hancock	"	Feb., 1878	6s "				
Frank Elliott	"	"	6s "				
George Simpson	"	"	5s "				
Thomas Hill	"	"	5s "				
John Smith	"	"	4s 6d "				
Henry Mathews	"	Dec., 1874	4s "				
George Jarvis	"	July, 1876	4s "				
John M'Ginley	"	Feb., 1878	3s 6d "				
John Lock	"	May, 1877	3s 4d "				
James Bryson	"	Aug., 1876	3s "				
John Hayes	Shed boy	Nov., 1876	8s 6d "				
James Webb	Head Fuelman	Oct., 1869	8s "				
James Strange	Fuelman	Feb., 1873	7s 6d "				
Stephen Jones	"	July, 1876	7s 6d "				
James James	"	Nov., "	7s 6d "				
Richard Mitchell	"	Sept., 1877	7s 6d "				
Geo. Mitchell	"	"	7s 6d "				
Richard Frost	"	Aug., 1876	7s 6d "				
William Dieker	"	June, 1877	7s 6d "				
George Wilson	"	Nov., "	7s 6d "				
William Gowan	"	Mar., 1878	7s 6d "				
William Blade	"	July, 1876	7s 6d "				
William Hocking	"	Mar., 1878	7s 6d "				
William Wood	"	"	7s 6d "				
James Mullens	"	"	7s "				
John Charles	"	July, 1876	7s "				
Henry Cheetham	"	Nov., 1877	7s "				
Alfred Chandler	"	Oct., "	7s "				
John Sullivan	"	Nov., "	7s "				
Donald M'Donald	"	Oct., "	7s "				
Frank Mathews	"	Nov., "	7s "				
Henry Marks	"	Sept., 1873	6s 6d "				
Roderick Matheson	"	May, 1877	6s 6d "				
John Francis	"	Dec., 1869	6s 6d "				
William Forster	"	Feb., 1874	6s 6d "				
Thomas Buswell	"	"	6s 6d "				
Alexander Falconer	"	Oct., 1876	6s 6d "				
Morgan Kelly	"	Feb., 1877	6s 6d "				
Stephen Murphy	"	Aug., "	6s 6d "				
Michael Healy	"	"	6s 6d "				
Thomas Bong	Locomotive Foreman	Dec., 1860	£400 per ann.	Thomas Bong	Locomotive Foreman	Dec., 1860	£400 per ann.
George Newton	Inspector of Rolling-stock	"	£5 10s. per week	George Newton	Inspector of Rolling-stock	"	£5 10s. per week
Edward J. Bourn	Carriage Inspector	Nov., 1856	£5 "	Edward J. Bourn	Carriage Inspector	Nov., 1856	£5 "
Frederick W. Fligg	Clerk	Sept., 1876	£1 "	Frederick W. Fligg	Clerk	Sept., 1876	£1 "
Emanuel Lyne	Timekeeper	April, 1867	£3 10s "	Emanuel Lyne	Timekeeper	April, 1867	£3 10s "
William Parsons	1st class driver	Oct., 1866	15s. per diem	William Parsons	1st class driver	Oct., 1866	15s. per diem
Nathan Munson	"	April, 1867	15s. "	Nathan Munson	"	April, 1867	15s. "
William Martin	"	Dec., "	15s. "	William Martin	"	Dec., "	15s. "
John Blackie	"	"	15s. "	John Blackie	"	"	15s. "
Ellis Camps	"	"	15s. "	Ellis Camps	"	"	15s. "
George Wrightson	"	April, 1862	15s. "	George Wrightson	"	April, 1862	15s. "
Patrick Gallagher	"	May, 1863	15s. "	Patrick Gallagher	"	May, 1863	15s. "
Frederick Norman	"	July, 1864	15s. "	Frederick Norman	"	July, 1864	15s. "
Thomas Plunkett	2nd class driver	May, "	13s. "	Thomas Plunkett	2nd class driver	May, "	13s. "
Donald Cameron	"	July, "	13s. "	Donald Cameron	"	July, "	13s. "
Henry Pearce	"	Mar., 1878	13s. "	Henry Pearce	"	Mar., 1878	13s. "
Andrew Collins	"	Aug., 1864	13s. "	Andrew Collins	"	Aug., 1864	13s. "
John Howden	"	Feb., 1865	13s. "	John Howden	"	Feb., 1865	13s. "
William Nield	"	Aug., "	13s. "	William Nield	"	Aug., "	13s. "
John Boyd	"	Dec., "	13s. "	John Boyd	"	Dec., "	13s. "
William Mathieson	"	"	13s. "	William Mathieson	"	"	13s. "
Thomas Walsh	"	April, 1866	13s. "	Thomas Walsh	"	April, 1866	13s. "
John M'Carney	"	Feb., 1869	13s. "	John M'Carney	"	Feb., 1869	13s. "
William Wallace	"	June, 1872	13s. "	William Wallace	"	June, 1872	13s. "
James Massey	"	Dec., 1866	13s. "	James Massey	"	Dec., 1866	13s. "
John Furnham	3rd class driver	Aug., 1869	11s. "	John Furnham	3rd class driver	Aug., 1869	11s. "
Samuel Brown	"	"	11s. "	Samuel Brown	"	"	11s. "
John Carroll	"	Nov., "	11s. "	John Carroll	"	Nov., "	11s. "
James Brennan	"	Feb., 1872	11s. "	James Brennan	"	Feb., 1872	11s. "
Frederick Petric	"	April, "	11s. "	Frederick Petric	"	April, "	11s. "
Henry Wallace	"	May, "	11s. "	Henry Wallace	"	May, "	11s. "
Robert Mathieson	"	June, "	11s. "	Robert Mathieson	"	June, "	11s. "
Charles Mathews	"	July, "	11s. "	Charles Mathews	"	July, "	11s. "
William Sanderson	"	June, 1869	10s. "	William Sanderson	"	June, 1869	10s. "
William Stewart	"	Oct., "	11s. "	William Stewart	"	Oct., "	11s. "
Thomas M'Carney	"	Nov., "	11s. "	Thomas M'Carney	"	Nov., "	11s. "
Charles Hansell	"	Dec., "	11s. "	Charles Hansell	"	Dec., "	11s. "
Thomas Nield	"	Feb., 1873	11s. "	Thomas Nield	"	Feb., 1873	11s. "
Arthur Bailey	"	Mar., "	11s. "	Arthur Bailey	"	Mar., "	11s. "
John Brown	"	Aug., "	11s. "	John Brown	"	Aug., "	11s. "
Joseph Sanderson	"	Sept., "	11s. "	Joseph Sanderson	"	Sept., "	11s. "
John P. Collins	"	April, 1874	11s. "	John P. Collins	"	April, 1874	11s. "
William Gould	1st class fireman	Feb., "	9s. "	William Gould	1st class fireman	Feb., "	9s. "
Thomas King	"	April, "	9s. "	Thomas King	"	April, "	9s. "
Richard Moxay	2nd class fireman	May, "	9s. "	Richard Moxay	2nd class fireman	May, "	9s. "
Edward King	"	June, "	9s. "	Edward King	"	June, "	9s. "
John Mathieson	3rd class fireman	"	8s. "	John Mathieson	3rd class fireman	"	8s. "
Henry Blundell	"	"	8s. "	Henry Blundell	"	"	8s. "
Henry Howe	"	"	8s. "	Henry Howe	"	"	8s. "
George Goro	"	July, "	8s. "	George Goro	"	July, "	8s. "
Mathew Cockburn	"	"	8s. "	Mathew Cockburn	"	"	8s. "
William Pratt	"	"	8s. "	William Pratt	"	"	8s. "
Edward Saxon	"	Aug., "	8s. "	Edward Saxon	"	Aug., "	8s. "
William Paget	"	Oct., "	8s. "	William Paget	"	Oct., "	8s. "
James M'Donald	"	Jan., 1875	8s. "	James M'Donald	"	Jan., 1875	8s. "
Charles Hackworthy	"	"	8s. "	Charles Hackworthy	"	"	8s. "
William Strong	"	Mar., "	8s. "	William Strong	"	Mar., "	8s. "
William Boyd	"	Nov., "	8s. "	William Boyd	"	Nov., "	8s. "
Henry Cousins	"	April, 1876	8s. "	Henry Cousins	"	April, 1876	8s. "
Richard Edgar	"	"	8s. "	Richard Edgar	"	"	8s. "
Andrew							

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
John Pead	3rd class fireman	Aug., 1877	8s. per diem
Thomas Thurlow		"	8s. "
Peter Johanson	Cleaner-in-charge	Jan., 1876	0s. "
Mark Miller	Cleaner	Nov., "	7s. "
James Young		Aug., 1877	7s. "
Henry Jones		"	7s. "
Rees Rees		"	7s. "
Emanuel Perkins		Sept., "	7s. "
Bernard Doughan		"	7s. "
Isaac Furnham		Oct., "	7s. "
David Jones		"	7s. "
Alfred Vince		Nov., "	7s. "
Henry Stephenson		"	7s. "
John Fishburn		"	7s. "
James Richardson		Mar., 1878	7s. "
Clement Crowther		"	7s. "
William Kelly		"	7s. "
William Parsons		"	7s. "
Alexander Cameron		April, "	7s. "
David Powell		Mar., "	7s. "
John Meyers		April, "	7s. "
Archibald Wilkins		"	6s. "
Samuel Dyson		"	7s. "
Charles F. Richardson		"	7s. "
William Whitecube		"	7s. "
John Clayton		"	6s. 6d.
Daniel Innes		"	6s. "
William Jackson		"	7s. "
Alexander Johnson	Stationary engine-driver	2 May, "	7s. "
Alexander Porteous	Pumper	Sept., 1857	8s. "
John Collins		June, 1869	7s. 6d.
Joseph Worrell		Mar., 1871	7s. 6d.
Eustace Fendt		Nov., 1876	7s. "
Frederick Hunt		April, 1877	7s. "
William Brown		June, 1875	7s. "
James King		Dec., 1874	7s. "
William Bailey		"	7s. "
Joseph Petre	Fuelman	April, 1862	7s. 6d.
George Green		June, 1875	7s. 6d.
Louis Elbe		Dec., 1877	7s. "
William Bailey		Feb., 1876	7s. 6d.
Edward Plant		April, 1873	7s. "
John O'Brien		"	7s. 6d.
Denis Fitzpatrick	Fitter	Jan., 1863	15s. "
John Mills		Sept., 1868	11s. 8d.
William Wiles		Feb., 1866	11s. 8d.
James Martin		Aug., 1862	11s. 8d.
William Pitfold		Dec., 1875	11s. 8d.
John Menzies		Feb., 1869	11s. "
George Warburton		Aug., 1875	11s. "
Thomas Peary		April, 1877	10s. 6d.
Joseph Burton		Sept., "	10s. "
Thomas Mason		Oct., "	10s. "
Edwin Taylor		Nov., "	10s. "
William M'Niven		Jan., 1878	10s. "
Robert Main		"	10s. "
Frederick Elliott		Mar., 1876	9s. "
Gustave Sapin		June, 1877	9s. "
Henry Chapman		Oct., 1870	8s. "
Edward Thompson		May, 1872	8s. "
James Bryant	(apprentice)	July, 1873	7s. "
Henry Bosq		July, 1874	3s. 6d.
Willoughby Sutton	Fitter's labourer	Nov., 1877	8s. "
John Whitmore		Feb., 1875	8s. "
William Cove		Oct., "	7s. "
John Nichols		June, "	7s. "
Thomas Gleason		Sept., 1876	7s. "
Charles Gardner		"	1877
William Ledgerwood		Oct., "	7s. "
George Triho		"	7s. "
James Page		"	7s. "
James Greaves		Nov., "	7s. "
George Bunting		Dec., "	7s. "
Thomas Bryant	Blacksmith	"	1856
James Fraser		July, 1876	12s. "
William Gilbert		April, 1863	11s. "
John Sheen		Nov., 1874	11s. "
Hugh Close		July, 1877	10s. "
William Tracey	Striker	Feb., "	7s. 6d.
David Mathews		Nov., 1874	7s. 6d.
Patrick Walsh		July, 1864	7s. 6d.
Richard Nicholls		April, 1878	7s. "
George Hart		Feb., 1877	7s. 6d.
Joseph Cunningham		Nov., "	7s. "
Thomas Cavanaugh		"	6s. 6d.
James Davidson	Boiler-maker	Feb., "	14s. "
George Spence		April, 1870	11s. "
Hugh Griffen		"	11s. "
James Pudgou		Mar., 1880	10s. 4d.
George Wade		Sept., 1874	10s. "
Ernest Jones		Jan., 1870	10s. "
James Donohoe		June, 1877	9s. 10d.
William Marshall		May, "	9s. 8d.
James Warner		June, "	9s. 8d.
John Hogue		"	1874
John Davidson		April, 1877	5s. "
Edward Dodds		Feb., 1878	10s. 8d.
Samuel Williamson	Boiler-maker's helper	Mar., 1874	9s. "
Kenneth Green		Feb., 1872	7s. 9d.
John Hunt		Aug., 1877	7s. "
James Wark		April, "	7s. "
Thomas Dronsfield		June, 1874	6s. 6d.
John Ledgerwood		Jan., 1876	6s. 6d.
David Turpie		Oct., 1874	6s. 6d.
Edward Green		April, 1875	6s. 6d.
Charles Cavanaugh		Mar., 1874	4s. 6d.
William Lachlan		Feb., "	7s. "
Martin Kane		Mar., "	7s. "
Ralph Halliday		"	7s. "
John Andrews		April, "	7s. "
William Wills	Rivet boy	July, 1877	2s. 6d.
Edwin Sura		Jan., 1878	1s. 6d.
Patrick Cunningham	Turner	Feb., 1863	14s. "
William Adam		Mar., 1864	11s. "
David Melville		Sept., 1875	11s. "

Locomotive Branch on the Great Northern Railway—contd.

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
William Arnold	Turner	April, 1871	10s. 6d. per diem
David Farrer		"	1877
William Baskerville		June, "	9s. 6d. "
Edward Sage		Sept., 1876	9s. 6d. "
Richard Allan	Apprentice	Mar., 1874	5s. "
Robert Hopper		Oct., 1875	2s. 6d. "
Atwell Nicklsson		Dec., 1870	1s. 9d. "
Joseph Barnham	Machinist	July, 1865	8s. 6d. "
Daniel Wallwork		Feb., "	8s. 6d. "
John Mackel		Sept., 1872	8s. 4d. "
Frederick Isehood		June, 1875	8s. 4d. "
Edward Watson		Mar., 1878	8s. "
Edward Dunn	Machinist-labourer	Aug., 1875	7s. "
Charles Tighe	Carpenter	Mar., 1877	10s. "
Robert Allan		July, 1858	9s. 6d. "
John Carmichael	Pattern-maker	Nov., "	11s. "
William Wills	Labourer	Aug., 1857	7s. "
Henry Hall		"	1875
John Robin		Nov., "	6s. 6d. "
Charles Bernard		June, "	6s. 6d. "
Horace De Coligny		"	1875
William Page		Dec., "	6s. 6d. "
Frederick Ambras		April, "	6s. "
Francis M'Caun		"	1878
John Davies		May, "	7s. "
George Gee	Tinsmith	Feb., 1870	7s. "
David Dickman	Coppersmith	June, 1876	11s. 6d. "
Charles Dagwell	Apprentice	Aug., "	1s. 9d. "
Thomas Hampton		April, 1877	1s. 9d. "
Konrad Yuke	Brassmoulder	Oct., "	11s. "
Bartholomew Fitzpatrick	Assistant	Jan., 1878	8s. "
William Norman	Wagon builder	July, 1870	9s. "
James Fairhall		May, 1874	9s. "
William Downie		Feb., 1875	9s. "
John Hinton		"	9s. "
Francis Suter		June, "	8s. 6d. "
Joseph Rowe		April, 1877	8s. 6d. "
William M'Cauley		Nov., 1874	8s. 6d. "
Patrick M'Etco	Painter	Aug., 1863	12s. "
William Brown		Oct., 1866	10s. "
John Davies		Mar., 1869	9s. 6d. "
John Brown		Feb., 1877	9s. 6d. "
Albert Holmes		Oct., 1876	9s. "
Patrick M'Donnell		Jan., 1877	9s. "
Alfred Goddard		Feb., "	9s. "
James Harrigan		April, 1878	7s. "
John Hickenbotham		Mar., "	6s. "
Edward M'Etce		Nov., 1875	5s. "
Walter Smith		"	1874
William Brown, junior		May, 1876	1s. 6d. "
Stephen Palmer	Painter's labourer	Mar., 1870	7s. "
James Gerrard		June, 1875	6s. 6d. "
Robert Bennett		Jan., 1877	6s. 6d. "
Alfred Meaden	Carriage-trimmer	June, 1874	10s. "
Francis Sewell		April, 1878	10s. "
William Manuel	Carriage-lifter	Aug., 1870	9s. "
William Richardson		Feb., 1876	8s. "
Henry Bryant	Carriage-builder	Mar., 1868	10s. "
Walter Phillips		Oct., "	12s. "
John Hunt		Nov., 1874	10s. "
Robert M'Courtie		Aug., 1860	10s. "
Frederick Peters		May, 1877	9s. 4d. "
Charles Ford		July, "	9s. 4d. "
George Cooper		April, 1876	7s. 6d. "
Charles Richardson		Mar., "	9s. 4d. "
Richard Wood	Improver	April, "	8s. "
Alexander Carmichael	Apprentice	Jan., 1874	5s. "
Thomas Gore		April, 1875	3s. 6d. "
John Neylon		June, 1877	1s. "
James Hinton		"	1s. "
James H. Brown		Mar., 1878	Nil.

Traffic Branch, Great Southern, Western, and Richmond Lines.

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
<i>Traffic Manager's Office</i>			
Thos. Carlisle	Traffic Manager	May, 1862	£600 per ann.
G. P. Evans	Goods Superintendent	Dec., 1867	£350 "
J. B. Gould	Conching	Oct., 1858	£350 "
Sydney Smith	Acting chief clerk	Dec., 1870	12s. per diem
D. Kirkcaldie	Clerk	"	1876
G. H. Mingaye	Traffic stores clerk	Jan., 1875	12s. per diem
Geo. Andrews	Clerk	Dec., 1874	£175 per ann.
J. J. Ware		Feb., 1878	10s. per diem
A. Smithers		Nov., 1873	8s. "
G. C. Betteridge	(relieving)	Dec., 1872	45s. per week
W. G. Mingaye	(lad)	Nov., 1877	10s. "
M. S. Brown	Record clerk	Oct., 1874	£175 per ann.
J. Corcoran	Relieving station-master	Feb., 1875	9s. per diem
McV. Falconer, junior	Clerk	Jan., "	8s. "
<i>Sydney Goods Department.</i>			
John Harper	Clerk in charge	June, 1871	£200 per ann.
F. J. Kensett	Clerk	Mar., 1868	10s. per diem
H. Davis	Collector	June, 1867	10s. "
R. Simpson	Clerk	Nov., 1875	9s. "
from Store's Branch.			
M. Connellan		Nov., 1871	9s. "
F. A. Smith		May, 1870	8s. "
F. Pemberton		Aug., 1877	8s. "
Jas Kennedy		Jan., 1878	8s. "
Jas Mackay		Feb., "	8s. "
R. J. Flynn		Aug., 1877	7s. "
A. Phillips		Feb., "	7s. "
J. E. Pickering		"	1874
A. Primrose		Jan., 1878	6s. "
W. C. Burne		Mar., "	6s. "
John Drow		April, 1872	7s. "

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Traffic Branch, Great Southern, Western, and Richmond Lines—continued.				Traffic Branch, Great Southern, Western, and Richmond Lines—continued.			
<i>Sydney Coaching Department.</i>				<i>Penrith.</i>			
J. C. Hankin	Booking clerk	Jan., 1863	£225 per ann.	Jas. Bell	Station-master	Sept., 1862	£200 per ann.
Geo. Dwyer	Assistant booking clerk	Mar., 1867	9s. per diem	<i>Emu Plains</i>			
W. H. Sutton	"	May, 1861	9s. "	S. W. Alliband	"	Jan., 1873	£130 "
W. Forsythe	"	Oct., 1875	9s. "	<i>Blue Mountains.</i>			
Hy Evans	Assistant parcels clerk	Aug., "	7s. "	J. Muir	"	Mar., 1865	£140 "
T. J. Parkes	"	April, 1878	5s. "	<i>Mount Victoria</i>			
T. J. Wilkinson	"	"	5s. "	Jas. Watsford	"	" 1867	£200 "
George Pirie	Parcels clerk	Oct., 1867	11s. "	<i>Bowenfels.</i>			
Geo. Pritchard	Truck clerk	" 1873	10s. "	Thos. McCoy	"	Feb., "	£175 "
M. Ambrose	"	April, 1875	7s. "	<i>Wallerawang.</i>			
J. B. O'Brien	Assistant parcels clerk	" 1873	5s. "	G. Farquhar	"	June, 1859	£225 "
<i>Sydney Foremen.</i>				<i>Rydal.</i>			
Chas. Paull	Goods foreman	Mar., 1865	£200 per ann	J. McNab	"	Feb., 1870	£150 "
John Locke	Coaching foreman	May, "	12s. per diem	<i>Taranga.</i>			
R. Crawford	"	Sept., 1871	11s. "	G. Woodall	"	June, 1860	£150 "
J. Jacobs	Shooting foreman	April, 1859	10s. "	<i>Macquarie Plains.</i>			
<i>Darling Harbour.</i>				<i>J. G. Bissett, jun.</i>			
Joseph Drew	Station-master	Jan., 1871	£150 per ann.	"	"	July, 1871	£140 "
F. Coogan	Clerk	Dec., 1875	10s. per diem	<i>Kelso.</i>			
W. Chantrell	"	Nov., "	8s. "	S. Pass	"	April, 1867	£150 "
<i>Telegraphs</i>				<i>Bathurst.</i>			
S. J. Watson	Inspector	May, "	£100 per ann.	Edward Higgs	Inspector	Mar., 1856	£200 "
STATION-MASTERS.				M. Hornidge	Station-master	" 1863	£250 "
<i>Sydney.</i>				<i>George's Plains.</i>			
J. Collins	Station master	Mar., 1853	£250 "	Geo. Parsons	"	Feb., 1867	£140 "
R. Johnson	2nd station-master	Jan., 1870	£150 "	<i>Blayney.</i>			
<i>Newstead.</i>				H. Morris	"	April, 1865	£175 "
McV. Falconer, sen.	Station-master	April, 1859	£225 "	<i>Spring Crook.</i>			
<i>Petersham.</i>				J. C. Cavanaugh	"	Nov., 1868	£140 "
G. R. Henson	"	Aug., 1867	£200 "	<i>Spring Hill.</i>			
<i>Ashfield</i>				F. Richardson	"	Aug., 1871	£150 "
G. Bonomy	"	" 1862	£200 "	<i>Orange.</i>			
<i>Burrwood</i>				E. Woodgate	"	Nov., 1857	£250 "
W. J. Titterton	"	Feb., 1863	£200 "	TELEGRAPH OPERATORS			
<i>Homebush</i>				<i>Sydney.</i>			
W. Simpson	"	Sept., 1867	£200 "	H. Y. Mackenzie	Telegraph operator	Oct., 1873	£175 "
<i>Rookwood.</i>				S. Hewitt	"	April, 1875	40s. per week
J. G. Bissett, sen.	"	Feb., 1870	£150 "	M. Fitzgerald	"	Mar., "	40s. "
<i>Parramatta Junction.</i>				S. Redshaw	"	June, 1877	30s. "
J. Higgs	"	April, 1857	£225 "	C. McCann	"	Jan., 1875	40s. "
<i>Fairfield.</i>				H. J. Stafford	"	July, 1877	25s. "
E. Fielding	"	Oct., 1855	£140 "	J. Burrowes	"	Oct., 1870	20s. "
<i>Liverpool.</i>				<i>Liverpool.</i>			
Geo. Davies	"	April, 1865	£175 "	A. Allen	"	April, 1875	£104 per ann.
<i>Campbelltown.</i>				<i>Pictou.</i>			
P. Dwyer	"	June, 1859	£200 "	J. Glynn	"	Aug., 1876	25s. per week
<i>Menangle.</i>				<i>Mttagong.</i>			
J. Deeston	"	July, 1863	£150 "	R. Hayes	"	April, "	40s. "
<i>Pictou.</i>				J. H. Walpole	"	Aug., 1875	£75 per ann.
J. Stafford	"	May, 1865	£150 "	<i>Boural.</i>			
<i>Boural.</i>				W. C. Bradley	"	Mar., 1877	20s. per week
C. Bennett	"	Feb., 1871	£150 "	<i>Moss Vale.</i>			
<i>Moss Vale</i>				E. Aland	"	Jan., 1876	42s. "
Wm. Badcock	"	Aug., 1863	£175 "	N. Macintosh	"	Aug., "	25s. "
<i>Marulan.</i>				<i>Marulan.</i>			
A. Moodie	"	June, 1866	£175 "	W. Levinge	"	Dec., "	25s. "
<i>Goulburn.</i>				<i>Goulburn.</i>			
A. Crawford	Inspector, Southern Line	May, 1862	£300 "	Wm. Byrnes	"	Nov., 1875	40s. "
R. R. Ewen	Station-master	April, 1860	£200 "	G. Richards	"	Mar., 1877	25s. "
<i>Gunning.</i>				<i>Gunning.</i>			
Thos. Brain	"	Feb., 1860	£150 "	Jas. Fletcher	"	Oct., 1876	42s. "
<i>Yass</i>				<i>Yass.</i>			
Wm. Lackey	"	April, 1872	£150 "	W. Rae	"	Sept., 1875	30s. "
<i>Bowling.</i>				T. Heagney	"	June, 1877	25s. "
C. Little	"	Oct., 1871	£150 "	H. Mather	"	April, 1873	25s. "
<i>Binalong</i>				<i>Bowling.</i>			
J. M'Roberts	"	Nov., "	£150 "	Joseph Pottlingell	"	Dec., 1874	40s. "
<i>Cootamundra.</i>				E. Milne	"	Nov., 1870	25s. "
Geo. J. Roberts	"	Feb., 1868	£250 "	<i>Binalong.</i>			
<i>Bethunga.</i>				S. Mawson	"	Feb., 1877	25s. "
J. Tweedy	"	Oct., "	£150 "	C. Liardet	"	May, "	25s. "
<i>Parramatta</i>				<i>Murrumbidgee.</i>			
J. F. Thomson	"	Aug., 1870	£225 "	J. J. Kelly	"	Oct., "	25s. "
<i>Seven Hills.</i>				<i>Cootamundra.</i>			
J. Williams	"	May, 1872	£130 "	D. Beer	"	June, "	30s. "
<i>Blacktown.</i>				J. Donnan	"	Nov., "	25s. "
H. Richardson	"	June, 1866	£225 "	<i>Parramatta.</i>			
<i>Rooty Hill.</i>				F. Griffin	"	Feb., 1877	25s. "
W. J. Sydenham	"	Nov., "	£140 "	<i>Blacktown.</i>			
<i>South Creek.</i>				J. Fitzsimons	"	Nov., 1875	30s. "
S. Crook	"	Feb., 1864	£150 "	W. Chapman	"	June, 1877	25s. "

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Traffic Branch, Great Southern, Western, and Richmond Lines—continued.				Traffic Branch, Great Southern, Western, and Richmond Lines—continued.			
<i>Penrith</i>				<i>Sydney Coaching Porters.</i>			
Jon Cross	Telegraph operator	Aug., 1875	£150 per ann.	E Gagan	Head Porter	April, 1871	9s. per diem
E. Robbins	"	June, 1876	20s. per week	M. Marshall	Tinsmith	July, 1876	8s. "
M. Beston	"	May, 1877	20s. "	S. L. Payne	Parcels porter	Oct., 1806	8s. "
<i>Blue Mountains.</i>				W. Morrison	"	June, 1870	7s. "
John Klug	"	July, "	35s. "	T. Laddy	"	Dec., 1876	7s. "
<i>Mt. Victoria.</i>				N. Cameron	Porter	Mar., "	8s. "
Chas. Jones	"	Nov., 1875	40s. "	R. Penfold	"	Oct., 1872	7s. "
<i>Bowenfels.</i>				J. M'Laren	"	July, 1876	7s. "
Thos. Canty	"	Jan., 1876	35s. "	L. Meale	"	Dec., 1875	7s. "
Win. Smith	"	Sept., 1877	25s. "	H. Downs	"	Oct., "	7s. "
<i>Wallerawang.</i>				R. Lock	"	Nov., "	7s. "
W. Meade	"	Aug., 1875	£150 per ann.	R. Ward	"	Mar., 1877	7s. "
M. Thomson	"	Nov., 1876	30s. per week	W. Teasdale	"	Nov., 1876	7s. "
<i>Rydal.</i>				W. M'Fadden	"	June, 1872	7s. "
A. Pratt	"	" 1877	25s. "	S. Payne (previously employed)	"	Oct., 1873	6s. 6d. "
E. Evans	"	Dec., 1876	25s. "	R. Coleman	"	Feb., 1874	6s. 6d. "
<i>Tarana.</i>				S. Moore	"	Sept., 1876	6s. "
Geo. Dunneen	"	July, 1877	25s. "	H. Steers	"	Dec., "	6s. "
<i>Maoquarie Plains.</i>				H. Kippax	"	Mar., 1877	6s. "
I. Clyde	"	April, "	25s. "	J. Poole	"	" "	6s. "
G. Deelm	"	Oct., "	26s. "	W. Bryant	"	May, 1873	6s. "
<i>Raglan.</i>				P. Blakeney	"	April, 1877	6s. "
Jas. Bruce	"	Sept., "	26s. "	J. Green	"	May, "	6s. "
<i>Kelso.</i>				F. Connors	"	July, "	6s. "
R. Bulkeley	"	May, "	25s. "	E. Price	"	Nov., "	6s. "
<i>Bathurst.</i>				J. B. Crago	Parcels Porter	Dec., "	6s. "
Jas. Thurston	"	Feb., 1875	40s. "	P. Lysaught	Porter	April, "	6s. "
Geo. Potter	"	" 1876	25s. "	W. Carroll	"	July, 1874	7s. "
<i>Geonic's Plains.</i>				J. West	"	Feb., 1865	35s. per week.
G. Justillius	"	July, 1877	25s. "	J. Crawford	"	May, 1873	7s. 6d. per diem
T. Watts	"	" "	25s. "	J. Perry	"	April, 1878	6s. "
<i>Newbridge</i>				E. Alexander	"	Sept., 1876	30s. per week.
Chas. Cross	"	Aug., "	25s. "	W. Roohan	"	April, 1878	6s. per diem.
<i>Blayne.</i>				J. Madden	"	March, "	6s. "
J. P. Jones	"	Nov., 1876	42s. "	Thos. Joyce	"	Nov., 1875	6s. "
<i>Spring Grove.</i>				J. C. Edgecombe	"	Dec., 1877	6s. "
Chas. Enderby	"	Feb., 1878	25s. "	G. Vosper	Parcels porter	Mar., 1878	6s. "
<i>Orange.</i>				Thos. Mahoney	Porter	June, 1877	6s. "
A. Musgrove	"	May, 1877	30s. "	Jos. Plunkett	"	Dec., 1874	6s. "
R. Barton	"	Aug., 1876	30s. "	Joseph Howell	"	1877	6s. "
<i>Sydney Coaching Guards.</i>				R. Murdoch	"	April, 1878	6s. "
A. Clissold	Guard	Oct., 1850	10s. per day	Joseph Brown	"	Dec., 1877	6s. "
J. Heaton	"	June, 1857	10s. "	S. Casey	"	April, 1878	6s. "
J. Pike	"	Oct., 1862	10s. "	A. Monteith	Messenger	Oct., 1872	40s. per week.
J. Atkins	"	July, 1858	10s. "	J. Elyard	"	" 1877	15s. "
C. Fitzpatrick	"	" 1861	10s. "	Mrs. Monteith	Ladies' attendant.	" 1872	20s. "
D. Conroy	"	April, 1867	10s. "	<i>Sydney Coaching Shunters—</i>			
R. Yeldon	"	Nov., "	10s. "	H. Ludford	Signalman	April, 1867	10s. per diem
E. Monk	"	Oct., 1869	10s. "	G. Douglas	"	Nov., "	10s. "
R. Lewis	"	June, 1863	10s. "	W. Hartley	"	Oct., 1872	9s. "
J. Bradley	"	Nov., 1867	10s. "	G. Findlay	Signal cleaner	Jan., 1876	7s. 6d. "
Geo. Gee	"	Jan., 1861	10s. "	F. Bull	Operator (Telegraph)	June, 1874	42s. per week
Geo. Deano	"	April, 1867	10s. "	A. Ball	Shunter	" 1857	8s. per diem
S. York	"	" 1863	10s. "	C. Free	"	Nov., 1874	6s. "
R. Watson	"	Sept., 1861	9s. 6d. "	G. Nupier	"	Sept., 1869	7s. 6d. "
H. Pier	"	Nov., 1869	9s. "	J. Thomas	"	Nov., 1875	7s. "
G. Bellingham	"	" 1867	8s. "	W. Clissold	"	April, 1877	6s. "
J. Cavillon	Assistant guard	" 1872	8s. "	G. Mansfield	"	Oct., "	7s. "
W. Mason	"	Feb., 1873	8s. "	J. Carnody	"	Aug., "	6s. "
J. Bass	"	Mar., "	8s. "	B. S. Keefe	"	" "	6s. "
John Watson	Breaksman	Dec., 1875	6s. "	Thos. Ottoway	"	Nov 4	6s. "
J. McDonald	"	Mar., "	7s. "	R. Purvis	"	Aug., 1875	7s. "
R. Delaney	Guard	Oct., 1867	9s. "	G. Watsford	"	" "	" "
R. Smyth	Conductor, American Carr	May, 1877	7s. "	<i>Sydney Goods Shunters—</i>			
Patk. Kane	Brakesman	Nov., 1875	7s. "	C. King	Head shunter	Nov., 1867	10s. "
<i>Sydney Mortuary.</i>				E. Blunt	"	May, 1874	9s. "
R. Darby	Guard	Sept., 1855	12s. "	H. Dengate	Shunter	Nov., 1877	6s. "
W. Williams	Porter	Oct., 1867	7s. "	E. Meer	"	Mar., 1873	6s. "
<i>Sydney Printers.</i>				W. McGuarr	"	Sept., 1876	7s. "
W. Short	Printer	Sept., 1876	10s. "	R. Flook	"	May, 1877	7s. "
C. H. Lansdowne	"	Aug., 1877	10s. "	J. McGrath	"	April, "	7s. "
<i>Sydney Goods Guards</i>				J. Wilson	"	July, "	6s. "
E. Johnstone	Guard	April, 1868	6s. 6d. "	T. Dawes	"	Nov., 1876	6s. "
H. Clarkson	"	" 1869	6s. 6d. "	R. E. Cullen	"	Dec., 1877	6s. "
J. Pendergast	"	Nov., 1872	9s. "	J. Crieves	"	" "	6s. "
W. King	"	April, "	9s. "	R. Gray	"	Feb., 1869	7s. "
J. Stewart	"	Dec., "	9s. "	J. McGroary	"	Sept., 1867	7s. "
C. Kopper	"	" 1869	9s. "	J. Chaseling	"	July, 1868	7s. 6d. "
R. Cavanaugh	Assistant guard	" 1872	8s. "	A. Grant	"	Jan., 1876	7s. "
W. Wells	"	Nov., "	8s. "	John Orr	"	Dec., 1875	7s. "
P. Carberry	"	Oct., 1874	8s. "	T. Batho	"	Feb., 1877	25s. per week
T. Carson	"	April, 1872	8s. "	S. McDaniel	Assistant weigh clerk	Aug., "	30s. "
W. Chaudler	"	Jan., 1876	7s. "	H. Hilton	Greaser	Oct., 1872	7s. per diem
W. White	"	Nov., "	7s. "	H. Buchanan	"	Nov., 1869	7s. "
R. Lysaught	"	Jan., 1874	8s. "	Thomas Lang	"	" 1875	7s. "
R. Smith	"	Aug., 1872	8s. "	Geo. Farrell	Weigh clerk	" 1876	7s. "
G. Christie	"	Dec., 1874	7s. "	<i>Sydney Goods Porters—</i>			
R. Elley	Guard	April, 1860	10s. "	W. Harding	Head porter	Feb., 1867	10s. "
W. Ryan	Assistant Guard	Nov., 1876	7s. "	T. Connolly	"	Oct., 1872	10s. "
G. Bamford	"	Jan., 1873	8s. "	Geo. Jessop	Delivery porter	Nov., 1867	8s. 6d. "
				Geo. Carullam	Receiving porter	Oct., 1869	8s. "
				Win. Turner	Watchman	Nov., 1872	7s. "
				Chas. Orrock	"	Sept., 1877	6s. "
				J. Lumsdaine	Weigh clerk	Nov., 1875	8s. "
				H. Fenton	"	Dec., 1877	6s. "
				R. Cox	Porter	Mar., 1863	8s. "
				J. Webster	"	Jan., 1865	8s. "
				W. Collins	"	Nov., 1873	8s. "
				C. Wilson	"	Oct., 1874	7s. 6d. "
				J. Flanagan	"	Nov., 1872	7s. 6d. "
				A. Dobbie	"	Oct., "	7s. 6d. "
				Edward Smith	"	Nov., 1873	7s. 6d. "
				D. Hennessy	"	Oct., 1874	7s. 6d. "
				Thos. Morgan	"	May, 1872	7s. "
				John Johnston	"	Oct., 1868	7s. "
				R. Mitchell	"	Dec., 1872	7s. "
				P. Walsh	"	Oct., 1873	7s. "

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Traffic Branch, Great Southern, Western, and Richmond Lines—continued.				Traffic Branch, Great Southern, Western, and Richmond Lines—continued.			
<i>Sydney Goods Porters—continued.</i>				<i>Redmyre.</i>			
Thos. Warman	Porter	Jan, 1862	7s per diem	B. Salkold	Porter-in-charge	June, 1863	7s. per diem
J. Wilkie	"	July, 1876	7s. "	F. Davey	Porter	Oct., 1877	6s. "
N. Tobin	"	May, 1879	7s. "	<i>Homebush.</i>			
T. Fitzgerald	"	Jan, 1870	7s. "	J. Gazzard	Assistant	Jan, 1873	25s. per week
W. Williams	"	Mar., 1867	7s. "	W. Green	Porter	April, 1875	7s. 6d. ½ diem
F. Cull	"	Oct., 1874	7s. "	J. Higgins	"	June, "	6s. 6d. "
R. Owens	"	" 1872	7s. "	H. W. Hewitt	"	April, 1878	6s. "
J. Bole	"	Nov., "	7s. "	R. Tibbs	"	June, 1877	6s. "
Chas. Buchanan	Watchman	" 1871	8s. "	R. Andrews	Assistant	Jan., "	16s. per week
W. Maguire	Porter	Oct., 1876	7s. "	<i>Auburn.</i>			
W. Sponce	"	Nov., "	7s. "	Thos. Kelly	Porter-in-charge	Oct., 1876	7s. per diem
Geo. Gangee	"	June, "	7s. "	(previously employed)			
Jas. Montgomery	"	Dec., 1875	7s. "	<i>Parramatta Junction.</i>			
Hugh Carlisle	"	Nov., 1876	6s. 6d. "	J. Niblett	Signalman	June, 1860	
W. Lyons	Shecter	Dec., 1875	7s. "	C. Meade	"	Dec., 1861	10s. "
F. Waddrops	"	" "	7s. "	E. Higgs	Telegraph operator	Aug., 1874	10s. "
T. Thompson	"	Nov., 1876	6s. 6d. "	J. Booth	Night clerk	Oct., 1871	40s. per week
Thos. Pike	Porter	Sept., "	6s. 6d. "	R. Carter	Head porter	Sept., 1858	8s. per diem
J. Butcher	"	June, "	6s. "	J. Pike	Porter	Dec., 1875	8s. "
Geo. Pope	"	Nov., "	6s. "	D. Rumble	Porter (night)	June, 1877	6s. "
W. Melbourne	"	Jan., 1877	6s. "	(from G.N. Line)			
L. Grisdale	"	Mar., "	6s. "	W. Chandler	Gatekeeper	Aug., 1856	6s. 6d. "
W. Bath	"	Sept., "	6s. "	W. Lord	"	Jan., 1860	7s. 6d. "
J. Geary	"	June, "	6s. "	A. Dennison and daughter	Gatekeepers	Nov., 1871	30s. per week
Wm. Rowland	"	Oct., 1872	6s. "	J. Fleming	Signalman	Sept., 1868	9s. per diem
J. Mulvanna	"	" 1873	6s. "	<i>Fairfield.</i>			
Jos. Hennessy	"	Nov., 1877	6s. "	Thos. Fielding	Assistant	Jan., 1876	30s. per week
John Rowan	Gatekeeper	May, 1866	6s. 6d. "	Chus Horn	Relieving station-master	Sept., 1873	9s. per diem
S. Donaldson	"	Aug., 1872	6s. 6d. "	<i>Cabramatta.</i>			
John Port	"	" 1868	6s. 6d. "	Jas. Howe	Porter-in-charge	Feb., 1870	49s. per week
Thos. Heydon	Porter	April, 1873	6s. "	<i>Liverpool.</i>			
Geo. Jones	Messenger	Jan., 1878	20s. per week	P. Hoskins	Parcels porter	Mar., 1875	6s. 6d. ½ diem
<i>Darling Harbour.</i>				J. Campbell	Watchman	April, "	30s. per week
W. Bannerman	Foreman	Sept., 1868	11s. per diem	M. Fitzpatrick	Gatekeeper	June, 1860	80s. "
G. Hennessy	Ganger	Nov., 1872	8s. "	Wm. Scott	"	Dec., 1875	26s. "
J. Dickey	Weighbridge clerk	" 1874	8s. "	John Day	Head porter	Jan., 1877	7s. 6d. ½ diem
J. Carlisle	Porter	Dec., 1875	7s. "	J. Ruttar	Porter	Nov., 1876	6s. "
C. Murphy	"	" 1860	8s. "	G. Hodgkinson	"	Sept., 1877	6s. "
T. Meehan	Watchman	July, 1869	7s. "	<i>Campbelltown.</i>			
T. Boswell	"	Nov., 1872	7s. "	J. Campbell	Parcels porter	Oct., 1874	49s. per week
J. Dooley	Porter	June, 1877	6s. "	C. Boyton	Gatekeeper	Nov., 1859	35s. "
C. Douglas	"	Nov., "	6s. "	J. Adair	"	Dec., 1864	80s. "
Jas. Anderson	Messenger	April, 1873	10s. per week	R. Cox	Head porter	Nov., 1873	8s. per diem
H. Philpott	Head Shunter	Dec., 1874	8s. per diem	G. Delaney	Porter	" 1876	7s. "
Geo. Crossman	Shunter	Feb., 1876	6s. "	G. W. Ryan	Night officer	July, 1875	7s. "
J. Manning	Watchman	Nov., 1874	7s. "	P. Fitzgibbon	Porter	Jan., 1878	6s. "
J. Hartigan	"	Dec., 1873	6s. "	<i>Menangle.</i>			
<i>Flying Gang, Darling Harbour.</i>				Thos. Beeston	Assistant	Mar., "	42s. per week
Jos. Bergan	Ganger	Aug., 1870	8s. "	E. F. Hicks	Porter	" "	20s. "
D. Baggery	Labourer	July, 1876	7s. "	<i>Douglas Park.</i>			
J. Day	"	Aug., "	7s. "	M. Gibbons	Porter-in-charge	July, 1872	48s. "
A. Wheeler	"	Sept., 1875	7s. "	<i>Pictou.</i>			
<i>Sheeting Department.</i>				F. Thompson	Parcels clerk, &c.	Feb., 1875	40s. "
R. Rux	Repairer	" 1874	7s. "	H. Addison	Head porter	Oct., "	8s. per diem
J. Brand	"	" 1870	7s. "	W. Perry	Shunter	Dec., 1876	7s. "
P. Cook	"	Nov., 1871	7s. "	A. Burnett	Gatekeeper	Feb., 1867	30s. per week
E. Sleigh	"	Jan., 1870	6s. "	H. Green	Porter	May, 1877	6s. per diem
T. Shepherd	"	June, 1876	6s. "	H. Thorney	Guard	June, 1865	12s. "
F. Anquetil	"	Oct., 1876	6s. "	Jas. Paul	"	Jan., "	9s. "
B. Smith	"	Mar., 1877	6s. "	Wm. Sayle	"	Feb., 1874	6s. "
E. Halsted	"	June, "	7s. "	A. Darlington	Assistant guard	June, 1866	8s. "
Wm. Kay	Sheetmaker	" 1874	7s. per sheet	C. Morgan	"	Feb., 1876	8s. "
<i>Everleigh.</i>				C. Paul (No. 2)	"	Nov., 1875	7s. "
Wm. Moyle	Relieving porter in charge	Oct., "	8s. per diem	Wm. Cone	"	" 1870	7s. "
<i>MacDonald Town.</i>				Geo. Wilbow	"	" 1875	7s. 6d. "
F. E. Lardet	Porter in charge	Jan., 1867	49s. per week	<i>Mittagong.</i>			
<i>Newtown.</i>				W. Marsden	Head porter	" 1873	8s. "
A. Booth	Assistant	May, 1876	42s. "	J. Walker	Acting station-master or porter	July, 1876	7s. 6d. "
A. J. Gibbons	"	April, 1878	39s. "	H. Brown	Gatekeeper	Dec., 1875	35s. per week
J. H. Smith	Goods clerk	Dec., 1876	39s. "	<i>Bowral.</i>			
J. Humphries	Ticket collector	Aug., 1869	60s. "	Hy. Stone	Porter	Jan., 1871	6s. 6d. ½ diem
B. Bolton	Assistant	Dec., 1876	7s. per diem	<i>Moss Vale.</i>			
R. McDonald	"	June, 1877	10s. per week	Jns. Poody	"	Oct., 1867	8s. "
F. Shanahan	Porter	Dec., 1874	7s. per diem	<i>Marulan.</i>			
J. Cooper	"	Nov., 1876	7s. "	Jas. King	"	April, 1873	8s. "
J. Grant	"	July, "	7s. "	R. Nash	"	May, 1872	7s. "
J. Williams	"	Aug., "	7s. "	<i>Goldburn.</i>			
T. M'Grath	"	" 1875	7s. "	J. R. Armstrong	"	Dec., 1869	8s. "
W. Lord	"	Oct., 1877	25s. per week	J. Williams	Head Porter	April, 1875	10s. "
<i>Petersham.</i>				Thos. Hollis	Porter	Jan., 1877	6s. "
J. H. Cox	Assistant	" 1876	42s. "	A. Graham	Stockyard keeper	April, 1863	8s. "
S. Abbott	Porter	Feb., 1867	7s. 6d. per diem	D. McDonald	Watchman	Nov., 1872	7s. 6d. "
G. Tremlett	"	July, 1876	7s. "	W. Fowler	Porter	April, 1877	6s. "
M. De Plater	"	Feb., 1878	5s. "	M. Carroll	"	Nov., "	6s. "
J. Davis	Gatekeeper	Oct., 1872	36s. per week	R. Dunn	Clerk	June, 1869	10s. "
<i>Ashfield.</i>				D. Ayliffe	Gatekeeper	April, 1870	26s. per week
C. Campbell	Clerk, &c.	Aug., 1876	6s. per diem	J. Graham	"	May, 1869	10s. "
J. B. Agnew	Assistant	July, "	42s. per week	M. Lloyd	"	Dec., 1875	30s. "
C. Aikman	Porter	April, "	6s. 6d. ½ diem	E. Bard	"	July, 1877	6s. "
T. Howe	Assistant	Nov., 1877	25s. per week	C. Bradford	"	" 1878	6s. per diem
H. King	Gatekeeper	May, 1858	35s. "	T. Doyle	Guard	Oct., 1869	10s. "
<i>Croydon.</i>				M. Curran	"	April, 1867	10s. "
J. M'Garrity	Porter in charge	Jan., 1868	48s. "	Jas. James	"	Dec., 1866	9s. "
W. Kerin	Porter	July, 1877	30s. "	Jas. Byrnes	"	Nov., 1862	9s. "
R. J. M'Garrity	Gatekeeper, &c.	Jan., 1878	10s. "	A. Crawford, junr.	Clerk (to Inspector)	Mar., 1877	6s. "
<i>Birwood.</i>				L. Beck	Guard	Aug., 1869	9s. "
A. Rowling	Assistant	Mar., "	42s. "	W. Ford	Assistant guard	Mar., 1878	6s. "
R. King	Porter	May, 1876	6s. per diem				
D. Blain	"	April, 1877	6s. "				
J. Husband	Gatekeeper	Oct., 1871	6s. "				
T. Canovan	"	Sept., 1866	45s. 6d. ½ week				

Name.	Position	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Traffic Branch, Great Southern, Western, and Richmond Lines—continued.				Traffic Branch, Great Southern, Western, and Richmond Lines—continued.			
<i>Goulburn—continued.</i>				<i>Penrith to Mount Victoria.</i>			
J. Sinclair	Assistant guard	Dec., 1874	8s. per diem	W. Donaldson	Pointsman	Mar., 1867	8s. per diem
T. Maloney	"	Oct., 1869	8s. "	T. Miles	Porter-in-charge	Nov., 1869	7s. "
W. Blake	"	May, 1876	8s. "	C. Cable	"	May, 1858	7s. "
J. Flint	"	April, 1875	8s. "	W. H. Grace	"	Oct., 1873	48s. per week
Geo Powell	"	Dec., "	6s. 6d. "	W. A. Thompson	Watchman	Nov., 1876	7s. "
W. Pennelly	"	Nov., "	7s. 6d. "	J. Shanahan	"	June, 1868	7s. 6d. "
A. Jacobs	"	May, 1873	6s. "	C. Roberts	"	July, 1876	7s. "
<i>Breadalbane.</i>				<i>Mount Victoria.</i>			
C. Lackey	Porter-in-charge	Nov., 1875	8s. "	C. James	Watchman	Dec., 1875	48s. "
R. Cambronn	Gatekeeper	June, 1876	10s. per week	Jas Jones	Shunter	July, 1872	8s. 6d. 3/4 diem
R. Alleyne	"	" 1876	30s. "	Hy. Scullen	Porter	Nov., 1870	6s. 6d. "
<i>Gunning.</i>				<i>Mt Victoria to Orange.</i>			
W. Morphy	Porter	Nov., "	7s. per diem	H. Melville	Watchman	May, 1871	8s. "
A. Morphy	Gatekeeper	Jan., 1878	10s. per week	H. O'Brien	"	Mar., 1878	4s. "
J. Curran	Porter	July, 1877	7s. per diem	L. Windsor	Porter-in-charge	June, 1870	7s. "
<i>Yass.</i>				<i>Roosveldt.</i>			
J. Attwood	"	" 1876	7s. "	J. L. Morton	Assistant	Dec., 1869	48s. per week
J. Woodrow	"	Mar., 1878	7s. "	P. O'Sullivan	Porter	Nov., 1868	7s. 6d. 3/4 diem
<i>Bowening.</i>				<i>Wallerawang.</i>			
B. Mawson	Head porter	Aug., 1864	10s. "	W. Johnstone	Parcels porter	Oct., 1875	7s. "
E. Christie	Porter	Dec., 1877	6s. "	A. R. Smith	Clerk	Sept., 1877	40s. per week
John Gray	Clerk	Nov., 1875	8s. "	A. Rowan	"	Feb., "	42s. "
<i>Binalong.</i>				<i>Macquarie Plains.</i>			
J. Parkinson	Porter	Sept., 1870	7s. 6d. "	J. Huntington	"	Aug., 1876	6s. 6d. "
Mrs. Smith	Gatekeeper	Nov., 1870	5s. per week	J. Menzies	Gatekeeper	" 1874	36s. per week.
Mrs. Porter	"	Aug., 1877	5s. "	<i>Raglan.</i>			
<i>Rocky Ponds.</i>				<i>Rathurst.</i>			
Jno. Hawkins	Porter-in-charge	Oct., 1872	48s. "	J. Hamilton	Night clerk	April, 1875	8s. "
<i>Murrumbidgee.</i>				<i>Kelso.</i>			
Mrs. Wallace	Gatekeeper	" 1870	5s. "	D. Shepherd	Watchman	Nov., 1875	7s. per diem
Mrs. Tilly	"	" "	5s. "	W. M'Carthy	Porter	Jan., 1876	6s. 6d. "
Mrs. Holloway	"	" "	5s. "	J. Upton	"	July, "	7s. "
G. Holroyd	Head porter	Nov., 1869	9s. per diem	<i>Rathurst Guards.</i>			
W. Rooke	Porter	May, 1870	7s. "	J. Thorburn	Guard	July, 1867	10s. per diem
G. Grimes	Clerk	April, 1877	6s. "	J. Baker	"	Oct., 1869	10s. "
<i>Wallendbeen.</i>				<i>Bathurst Guards.</i>			
A. Thorburn	Porter-in-charge	July, 1870	7s. 6d. "	T. Hall	"	Sept., 1875	10s. "
<i>Cootamundra.</i>				<i>W. Burling.</i>			
M. Richardson	Gatekeeper	Nov., 1877	25s. per week	J. Heavy	"	Oct., 1873	9s. "
P. McKean	Shunter	Oct., 1870	6s. per diem	W. Cox	Assistant guard	July, 1876	8s. "
J. Woolley	"	Nov., 1877	6s. "	P. Leavy	"	Nov., 1874	8s. "
T. Cullen	Clerk	April, 1872	11s. "	J. Critchley	"	Aug., 1876	8s. "
A. Harkus	Porter	Mar., 1877	6s. "	W. Crossman	"	April, 1876	8s. "
<i>Bethunga.</i>				<i>F. Gregory.</i>			
S. Murray	Shunter	Sept., 1872	8s. 6d. "	J. Thorburn	Guard	July, 1867	10s. per diem
W. Fearnside	Porter	Nov., 1877	6s. "	J. Baker	"	Oct., 1869	10s. "
<i>Parramatta.</i>				<i>T. Hall.</i>			
C. H. Rowe	Clerk and Assistant Station-master.	May, 1866	10s. "	L. Burling	"	Jan., 1867	9s. 6d. "
E. Gould	Porter	Oct., 1865	8s. "	J. Heavy	"	Oct., 1873	9s. "
W. Price	Watchman	April, 1871	7s. 6d. "	W. Cox	Assistant guard	July, 1876	8s. "
T. Nicholson	Clerk	May, 1876	8s. "	P. Leavy	"	Nov., 1874	8s. "
John Fleming	"	Nov., 1875	8s. "	J. Critchley	"	Aug., 1876	8s. "
G. Johnson	Porter	April, 1870	7s. "	W. Crossman	"	April, 1876	8s. "
J. Bungate	"	Nov., 1874	7s. "	F. Gregory	"	May, 1877	8s. "
H. Hilder	"	Mar., 1877	6s. "	<i>Penrith Guards.</i>			
J. Winfield	"	Aug., 1872	7s. 6d. "	J. Thorburn	Guard	July, 1867	10s. per diem
<i>Blacktown.</i>				<i>J. Baker.</i>			
H. Woods	Watchman	" 1864	40s. per week	T. Hall	"	Sept., 1875	10s. "
I. Woods	Gatekeeper	July, 1873	20s. "	L. Burling	"	Jan., 1867	9s. 6d. "
Edward Paull	Guard	" 1867	9s. 6d. 3/4 diem	J. Heavy	"	Oct., 1873	9s. "
R. Bassett	Porter	Nov., 1869	7s. 6d. "	W. Cox	Assistant guard	July, 1876	8s. "
T. Cavanaugh	Assistant guard	Feb., 1870	8s. 6d. "	P. Leavy	"	Nov., 1874	8s. "
<i>Routy Hill.</i>				<i>J. Critchley.</i>			
W. Harris	Porter	Mar., 1877	6s. "	W. Crossman	"	April, 1876	8s. "
J. Wilbow	" (night)	April, 1878	5s. "	F. Gregory	"	May, 1877	8s. "
<i>South Creek.</i>				<i>W. Heard.</i>			
J. Beggs	Head porter	Mar., 1857	8s. "	W. Heard	Gatekeeper	June, 1860	30s. per week
J. Wallwork	Porter	May, 1876	6s. "	<i>Emu Plains.</i>			
A. Guthrie	Gatekeeper	June, 1858	45s. per week	Wm. Upton	Night porter	Mar., 1878	5s. per diem
J. Turner	Assistant	April, 1878	10s. "	Jas. Lucas	Assistant	April, "	25s. per week
<i>Penrith.</i>				<i>Penrith Guards.</i>			
J. Waring	Night clerk	" 1867	10s. per diem	J. Thorburn	Guard	July, 1867	10s. per diem
H. F. Brown	Assistant	" 1878	6s. "	J. Baker	"	Oct., 1869	10s. "
Jas. Hunter	Porter	" "	6s. "	T. Hall	"	Sept., 1875	10s. "
W. Gould	Clerk	July, 1874	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
E. Cano	Porter	April, 1867	7s. "	J. Heavy	"	Oct., 1873	9s. "
M. Gillespie	Shunter	May, 1878	6s. 6d. "	W. Cox	Assistant guard	July, 1876	8s. "
R. Eve	"	" "	6s. 6d. "	P. Leavy	"	Nov., 1874	8s. "
Thos Brown	"	" "	6s. 6d. "	J. Critchley	"	Aug., 1876	8s. "
F. Werner	Head porter	May, 1860	9s. "	W. Crossman	"	April, 1876	8s. "
R. Newell	Shunter	Mar., 1877	6s. "	F. Gregory	"	May, 1877	8s. "
I. Worell	Porter-in-charge (Cross Roads).	Nov., 1870	6s. "	<i>Penrith Guards.</i>			
<i>W. Heard.</i>				<i>J. Thorburn.</i>			
W. Heard	Gatekeeper	June, 1860	30s. per week	J. Baker	"	Oct., 1869	10s. "
<i>Emu Plains.</i>				<i>T. Hall.</i>			
Wm. Upton	Night porter	Mar., 1878	5s. per diem	L. Burling	"	Jan., 1867	9s. 6d. "
Jas. Lucas	Assistant	April, "	25s. per week	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard	July, 1876	8s. "	J. Thorburn	Guard	July, 1867	10s. per diem
P. Leavy	"	Nov., 1874	8s. "	J. Baker	"	Oct., 1869	10s. "
J. Critchley	"	Aug., 1876	8s. "	T. Hall	"	Sept., 1875	10s. "
W. Crossman	"	April, 1876	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
F. Gregory	"	May, 1877	8s. "	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard	July, 1876	8s. "	J. Thorburn	Guard	July, 1867	10s. per diem
P. Leavy	"	Nov., 1874	8s. "	J. Baker	"	Oct., 1869	10s. "
J. Critchley	"	Aug., 1876	8s. "	T. Hall	"	Sept., 1875	10s. "
W. Crossman	"	April, 1876	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
F. Gregory	"	May, 1877	8s. "	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard	July, 1876	8s. "	J. Thorburn	Guard	July, 1867	10s. per diem
P. Leavy	"	Nov., 1874	8s. "	J. Baker	"	Oct., 1869	10s. "
J. Critchley	"	Aug., 1876	8s. "	T. Hall	"	Sept., 1875	10s. "
W. Crossman	"	April, 1876	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
F. Gregory	"	May, 1877	8s. "	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard	July, 1876	8s. "	J. Thorburn	Guard	July, 1867	10s. per diem
P. Leavy	"	Nov., 1874	8s. "	J. Baker	"	Oct., 1869	10s. "
J. Critchley	"	Aug., 1876	8s. "	T. Hall	"	Sept., 1875	10s. "
W. Crossman	"	April, 1876	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
F. Gregory	"	May, 1877	8s. "	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard	July, 1876	8s. "	J. Thorburn	Guard	July, 1867	10s. per diem
P. Leavy	"	Nov., 1874	8s. "	J. Baker	"	Oct., 1869	10s. "
J. Critchley	"	Aug., 1876	8s. "	T. Hall	"	Sept., 1875	10s. "
W. Crossman	"	April, 1876	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
F. Gregory	"	May, 1877	8s. "	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard	July, 1876	8s. "	J. Thorburn	Guard	July, 1867	10s. per diem
P. Leavy	"	Nov., 1874	8s. "	J. Baker	"	Oct., 1869	10s. "
J. Critchley	"	Aug., 1876	8s. "	T. Hall	"	Sept., 1875	10s. "
W. Crossman	"	April, 1876	8s. "	L. Burling	"	Jan., 1867	9s. 6d. "
F. Gregory	"	May, 1877	8s. "	J. Heavy	"	Oct., 1873	9s. "
<i>Penrith Guards.</i>				<i>W. Cox.</i>			
J. Thorburn	Guard	July, 1867	10s. per diem	P. Leavy	"	Nov., 1874	8s. "
J. Baker	"	Oct., 1869	10s. "	J. Critchley	"	Aug., 1876	8s. "
T. Hall	"	Sept., 1875	10s. "	W. Crossman	"	April, 1876	8s. "
L. Burling	"	Jan., 1867	9s. 6d. "	F. Gregory	"	May, 1877	8s. "
J. Heavy	"	Oct., 1873	9s. "	<i>Penrith Guards.</i>			
W. Cox	Assistant guard						

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Traffic Branch, Great Southern, Western, and Richmond Railways—continued.				Traffic Branch, Great Northern Railway—continued.			
<i>Bathurst to Blayney.</i>				<i>Officers—continued.</i>			
E. King	Gatekeeper	Jan, 1877	10s per week	Wm. T. A. Smith	Clk. in charge, Newcastle	1 Sept., 1870	£200 p annum
E. Jennings	"	"	10s "	James Burns, jun	Relieving Station-master	18 May, 1869	6s. 6d. diem
A. M'Lellan	"	"	10s "	Christopher Irvine	Clerk	16 "	10s. "
R. M'Kenzie	"	Nov., 1876	30s. "	Thomas Miller	"	7 Mar., 1876	8s. 6d. "
J. Smith	"	"	30s. "	Wm. Broadrick	"	16 "	8s. "
E. Jacques	"	Aug., 1877	10s. "	Wm. Robins	Coaching clerk	1 Sept., 1863	9s. "
S. Beazley	"	Mar., 1878	10s. "	Chas. Lawrence	Goods clerk	20 May, 1869	10s. "
A. Wilson	"	Jan., 1877	10s. "	Wm. L. Verdon	Clerk	1 April, 1874	7s. "
W. Tattershall	"	"	10s. "	James H. Lovett	Weigh clerk	17 Dec., 1864	10s. "
J. Saddler	"	"	10s. "	Geo. E. Brookes	Clerk	24 July, 1876	£1 10s. p week
M. Lucas	"	"	10s. "	Thomas Dulling	"	26 Dec., 1870	7s. 6d. p diem
C. Peachey	"	"	15s. "	Charles M. Tuke	"	26 Oct., 1870	£2 p week
<i>George's Plains.</i>				<i>Men.</i>			
J. White	Porter	July, 1872	7s. per diem	John D. Beeston	Messenger	20 Dec., 1875	£1 5s p week
<i>Newbridge.</i>				<i>John D. Beeston</i>			
H. J. Giddy	Porter-in-charge	Jan., 1876	8s. "	W. H. Went	Yard inspector	7 May, 1869	11s. per diem
<i>Blayney.</i>				<i>J. Martin</i>			
H. M'Auliffe	Parcels clerk, &c.	May, "	7s. "	D. Ogden	Passenger guard	Mar., 1867	12s. "
Geo. Brewer	Clerk	April, 1878	7s. "	W. Arms	Signalman	12 May, 1876	£3 per week
J. Stapleton	Head porter	Nov., 1874	8s. "	H. L. Edwards	Passenger guard	Aug., 1868	12s. per diem
G. Whiteley	Porter	"	8s. "	E. Harris	Porter	6 April, 1862	10s. 6d. "
M. Hickey	"	" 1876	7s. "	B. Haslam	"	16 Mar., 1876	7s. 6d. "
W. Daley	"	Dec., 1877	6s. "	J. Brennan	Signalman	27 May, " "	7s. "
P. O'Brien	"	"	6s. "	J. Watts	Night watchman	27 Feb., 1877	7s. "
W. Cox	Watchman	Nov., 1879	6s. 6d. "	R. Plunkett	Night telegraph operator	16 Oct., 1873	8s. 6d. "
<i>Blayney to Orange</i>				<i>T. Crogan</i>			
A. Payne	Gatekeeper	July, 1877	10s per week	G. Bridge	Gatekeeper	7 July, 1876	6s. "
M. Baker	"	June, "	10s. "	J. Smith	"	21 Dec., " "	6s. "
A. M'Nab	"	"	10s. "	J. Uhrig	"	3 Feb., 1877	7s. "
E. Richards	"	"	10s. "	G. Sanderson, junr.	Shunter	6 May, 1876	6s. "
J. Nye	"	"	10s. "	R. Plunkett	"	25 July, 1870	5s. "
P. Payne	"	April, "	20s. "	A. Noon	Passenger guard	8 May, 1873	6s. "
E. Brown	"	June, "	10s. "	J. M'Carthy	Coal guard	19 " "	10s. "
M. Goldrich	"	"	10s. "	W. Edwards	Goods guard	17 Aug., 1862	10s. 6d. "
H. Souter	"	"	10s. "	G. Sanderson, senr.	Coal guard	30 Sept., 1864	£3 per week
S. Kemp	"	"	10s. "	J. H. Pierce	"	1 Nov., 1869	9s. per diem
M. Barnett	"	"	10s. "	W. Downie	"	25 Mar., 1872	£2 15s. p week
H. Sorrell	"	"	10s. "	T. Furey	"	1 Jan., 1871	£2 15s. "
E. Bonnor	"	"	10s. "	M. Kelly	Porter	16 May, 1876	£2 8s. "
C. Moore	"	"	10s. "	J. Wright	Coal guard	6 Oct., 1874	8s. per diem
E. Fisher	"	"	10s. "	J. Terry	Signalman	4 May, 1871	£2 15s. p week
M. Alderman	"	"	10s. "	A. M'Lean	Coal guard	1 Jan., 1877	8s. 6d. p diem
<i>Sprink Grove.</i>				<i>N. Shelford</i>			
W. O'Rourke	Porter	May, 1876	7s. per diem	J. Deas	Porter	5 Dec., 1872	8s. "
Ann O'Rourke	Gatekeeper	Aug., "	10s. per week	W. Donovan	"	1 Sept., 1877	7s. "
<i>Sprink Hill.</i>				<i>T. Deas</i>			
R. R. Crooks	Porter	April, 1878	7s per diem	F. Bray	"	24 Nov., " "	6s. "
<i>Orange.</i>				<i>A. Mariborough</i>			
G. M'Alister	Assistant	July, 1876	30s per week	C. Parker	Day watchman	1 Dec., " "	7s. "
W. Dawes	Shunter	June, 1877	7s. 6d per diem	W. J. Williams	Porter	25 Nov., 1874	7s. "
E. Wheeler	"	Dec., 1874	7s 6d. "	R. Brookes	Coal guard	14 May, 1877	6s. "
F. Smith	Clerk	April, 1872	10s. "	J. M'Intosh	Tarpaulin-maker	14 June, 1874	8s. "
J. Donaldson	"	Mar., 1873	42s per week	J. Lott	"	9 Sept., 1872	9s 6d. "
S. Johnson	"	July, 1874	7s. per diem	W. Irwin	Night watchman	1 May, 1877	7s. "
W. J. Harkness	Porter	Feb., 1877	6s. "	C. J. Randall	Porter	16 April, 1876	7s. "
W. Payne	Head porter	Sept., 1874	10s. "	A. Graham	"	1 Jan., 1873	6s. "
C. Clark	Porter	" 1870	7s. "	A. Levy	"	24 Nov., 1877	6s. "
J. Knight	"	Nov., "	7s. "	A. Radford	Horse-driver	26 April, 1862	8s. "
P. Johnson	"	"	7s. "	J. Beal	Signalman	23 June, 1873	£2 per week
T. Kelly	"	Feb., "	7s. "	J. Redding	"	1 Mar., " "	£2 15s. "
J. Cochran	"	Oct., "	6s. 6d. "	A. Keating	Porter	6 Dec., 1876	7s. per diem
T. Wilbow	"	April, 1877	6s. 6d. "	W. M'Pherson	Watchman	16 Jan., " "	7s. "
M. Floyd	"	"	6s. 6d. "	J. Guilfoyle	Goods guard	29 Sept., 1867	£3 per week
J. Rees	"	"	6s. 6d. "	J. Lyons	Porter	1 April, 1877	7s. per diem
<i>Mulgrave.</i>				<i>A. Charlton</i>			
N. Pendergast	Assistant	" 1878	10s per week	P. Colgan	Head porter	26 June, 1874	9s. "
<i>Windsor.</i>				<i>H. Eckford</i>			
M. Hall	Gatekeeper	Oct., 1873	10s. "	F. Grocott	Porter	8 Mar., 1868	8s. "
Chas. Westall	Porter	April, 1877	7s. per diem	J. Chapman	"	4 Feb., 1877	7s. "
F. Carrington	"	Jan., 1878	6s. "	S. Gillard	"	1 Oct., " "	7s. "
Arthur Price	Assistant	"	20s per week	J. Maher	Horse-driver	16 " "	7s. "
<i>Richmond.</i>				<i>W. Asser</i>			
S. Chandler	Porter	July, 1875	6s. per diem	C. H. Sidney	Porter	1 Mar., 1878	8s. "
Traffic Branch, Great Northern Railway.				<i>F. Green</i>			
<i>Officers.</i>				<i>G. Beal</i>			
John Higgs	Traffic Manager	10 Oct., 1855	£500 p annum	M. Dwyer	Head porter	23 Nov., 1874	7s. "
Fredk. R. Nield	Clerk and Cashier	Mar., 1862	200 "	A. M'Kie	Leading porter	12 July, " "	9s. "
Edmund Herald	Traffic Inspector	26 June, 1867	250 "	S. Markwell	Horse-driver	25 Oct., 1875	8s. "
Wm. S. Pendleton	Wharfinger	1 Dec., 1876	300 "	T. Meahan	Shunter	29 June, 1874	8s. "
Jas. Jno. Coombes	Assistant Wharfinger	17 " 1874	200 "	E. Summs	Porter	1 Aug., 1877	8s. "
Fredk. W. Cox	Station-master	20 April, 1864	250 "	G. Wright	"	9 Sept., 1873	7s. 6d. "
William Morse	"	10 Sept., 1868	175 "	D. Cluvers	"	1 May, 1877	7s. 6d. "
Hugh W. L. Holt	"	16 Dec., 1866	150 "	A. Bumbach	"	26 Oct., 1876	7s. "
Wm. Hugh Verdon	"	21 July, 1869	150 "	R. M'Cube	"	17 Aug., 1877	7s. "
James Wallace	"	1 Nov., 1867	175 "	W. Hickey	"	20 Dec., 1875	7s. "
Denis A. Garvan	"	1 Mar., 1862	150 "	M. Usher	"	7 Jan., 1870	7s. "
George Mattingly	"	12 May, 1863	200 "	J. Murray	"	15 Nov., 1877	7s. "
Thomas Crothers	"	1 Feb., 1869	130 "	R. Eagleson	Watchman	2 Jan., 1870	7s. "
George M. Moxham	"	30 July, 1864	150 "	S. Phelan	Signalman	16 Aug., 1877	7s. "
Sydney C. Drewe	"	13 May, 1869	150 "	M. M'Cann	Passenger guard	7 July, 1876	9s. "
Jas. Burns, sen	"	Mar., 1867	150 "	E. Dunn	Porter	31 Aug., 1874	7s. "
William B. Smith	"	20 Nov., 1864	175 "	R. Dunn	Head porter	17 Oct., 1869	8s. "
Abraham Carpenter	"	17 Jan., 1868	180 "	J. Searies	Porter	22 Mar., 1875	7s. "
George T. Ferris	"	1 June, 1865	200 "	P. M'Curryne	Head porter	24 Aug., 1873	8s. 6d. "
Jno M'Lean	Porter in charge	29 Jan., 1861	120 "	E. Kelly	Porter	7 June, 1876	6s. "
Geo Brackenter	Station-master	1 July, 1860	175 "	F. Stynnan	Watchman	26 Aug., 1876	6s. "
George T. Dowling	"	7 Jan., 1864	150 "				
Frank Robinson	"	April, 1872	150 "				
Jas Jno Robertson	"	1 July, 1860	250 "				
Wm. Wilkinson	"	1 April, 1862	225 "				
Jno H. Walker	"	8 June, 1863	150 "				

Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878	Name.	Position.	Date of permanent Appointment.	Rate of Pay on 8 May, 1878.
Traffic Branch, Great Northern Railway—continued.				Traffic Branch, Great Northern Railway—continued.			
<i>Men—continued.</i>				<i>Men—continued.</i>			
A. Hartup	Horse-driver	8 Oct., 1877	6s. per diem	J. Ledsam	Signalman	4 Sept., 1869	8s. per diem
W. Stevens	Gatekeeper	10 May,	4s. " "	G. Wise	Porter	3 Feb., 1863	8s. " "
J. Brookes	"	3 Sept., 1875	£1 per week	J. P. Edwards	"	8 May, 1872	8s. " "
O. M'Closhy	Porter	2 June, 1876	7s. per diem	A. Harther	Gatekeeper	27 Aug., 1877	6s. " "
W. Krompin	Signalman	— Nov., 1872	£2 15s. $\frac{2}{3}$ week	W. Harris	Watchman	14 Dec., 1869	7s. " "
J. Squires	"	26 July, 1875	£2 6s. " "	J. Colgan	Head porter	23 Mar., 1862	8s. 6d. " "
H. Howe	"	10 " 1873	£2 8s. " "	E. Simpson	"	10 June, 1875	8s. " "
Walter Brett	"	1 Mar., 1878	7s. per diem	J. Tobin	Porter	8 Sept., 1872	7s. 6d. " "
J. Carroll	Porter	18 Feb.,	6s. " "	G. Watson	"	25 Aug., 1877	6s. " "
P. Humphrey	"	13 " " "	6s. " "	G. J. White	"	11 Dec.,	8s. " "
J. Guilfoyle	"	1 Mar.,	6s. " "	J. Humphreys	"	6 May, 1863	8s. " "
J. Jones	Gatekeeper	9 April,	6s. " "	H. W. Pettitt	"	22 Mar., 1877	6s. " "
R. M'Gee	Porter	26 " " "	6s. " "	A. Bull	"	1 April, 1871	7s. " "
R. Coady	"	25 Mar.,	6s. " "	A. Minch	"	23 Nov., 1877	7s. " "
A. Smith	"	16 Jan.,	7s. " "	M. Leary	Signalman	10 May, 1872	5s. 10d. " "
J. Shapland	"	9 April,	6s. " "	T. Thomas	Head porter	20 July, 1874	8s. " "
T. Field	"	15 " " "	6s. " "	J. Connors	Ballast guard	19 Sept., 1869	10s. " "
J. Downie	Head shunter	12 Mar., 1863	11s. " "	R. Dalzell	Porter	1 May, 1877	7s. " "
J. Barrack, senior	Shed foreman	17 Dec., 1863	£3 per week	F. Bedford	"	24 Nov.,	6s. " "
W. Fitness	Wharf foreman	29 April, 1873	8s. per diem	J. Maddison	"	19 July, 1864	7s. 6d. " "
J. Rooney	Gatekeeper	10 Dec., 1877	6s. " "	H. Clark	"	23 Sept., 1871	£2 15s. $\frac{2}{3}$ week
W. Sadler	Signalman	14 April, 1871	8s. " "	T. Dalzell	Goods guard	1 July, 1872	£2 8s. " "
I. Hicks	Gatekeeper	25 July, 1872	7s. " "	T. Calcott	"	2 April, 1865	10s. per diem
J. Parkinson	"	4 Sept., 1877	6s. " "	C. Cogan	Passenger guard	9 June, 1869	7s. " "
J. King	"	28 April, 1867	6s. 6d. " "	P. Doran	Porter	19 April, 1877	6s. " "
T. Richards	"	3 Feb., 1877	6s. " "	E. Stewart	Gatekeeper	14 " " "	10s. per week
W. H. Buckley	"	19 Oct.,	6s. " "	D. Adlam	"	29 Sept., 1868	7s. per diem
J. Bradshaw	"	25 Aug., 1874	£1 15s. $\frac{2}{3}$ week	D. Peterson	Porter	4 April, 1872	7s. " "
J. Cranney	Porter	21 Jan., 1876	7s. per diem	G. Wright	"	23 Oct., 1876	7s. " "
J. Munns	Signalman	1 Aug., 1872	7s. " "	A. Garbutt	"	16 May, 1871	8s. " "
J. Besley	Gatekeeper	28 Sept., 1876	£1 15s. $\frac{2}{3}$ week	T. O'Brien	Head porter	17 April,	7s. " "
C. Bailey, junr.	Assistant signalman	1 June, 1875	£2 " "	W. Hoolahan	Porter	6 Sept., 1875	8s. 6d. " "
W. Gray	Porter	20 Feb., 1876	7s. per diem	D. Kennedy	Gatekeeper	21 Oct., 1877	6s. " "
W. C. Hawkins	Gatekeeper	28 June, 1877	17s. 6d. $\frac{2}{3}$ week	J. T. Kelly	"	23 May, 1876	7s. " "
H. Howe	Signalman	1 Sept., 1864	£2 15s. " "	J. Barrack, junr.	Porter	7 June, 1865	7s. " "
C. Bailey, sen.	"	13 July, 1862	£3 10s. " "	H. Carr	"	25 Sept., 1874	7s. 6d. " "
P. Naylon	Porter	27 Nov., 1865	7s. 6d. $\frac{2}{3}$ diem	J. Armstrong	"		

Sydney: Thomas Richards, Government Printer.— 1878.

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1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LAND TAKEN FOR RAILWAY PURPOSES.

(PARTICULARS OF, SINCE THE YEAR 1870.)

Ordered by the Legislative Assembly to be printed, 12 March, 1879.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 25th September, 1878, That there be laid upon the Table of this House,—

“ A Return showing the extent of land taken for Railway purposes since
 “ the last Return, ordered in October, 1870 ; together with the names and
 “ amounts demanded by claimants, the sums paid to them, the costs in
 “ cases when legal proceedings have been resorted to, and the costs in cases
 “ settled by arbitration, the names of the arbitrators appointed by Govern-
 “ ment, and the sums paid for such services.”

(*Capt. Onslow.*)

LAND TAKEN FOR RAILWAY PURPOSES.

RETURN showing the extent of land taken for Railway purposes since the last Return, ordered in October, 1870, for the Southern, Northern, Western, Richmond and Windsor, and the Morpeth Lines of Railway; together with the names and amounts demanded by claimants, and the sums paid to them; the costs in cases where legal proceedings have been resorted to, and the costs in cases settled by arbitration; likewise the names of arbitrators appointed by the Government, and the sums paid for such services.

Name of Owner.	Quantity of land taken.	Amount.		Costs in Cases.		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Darling Harbour Branch.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Harris John	0 3 38	8,000 0 0	2,000 0 0	.....	277 16 0	Bowden T. W....	36 15 0
Bell Henry	0 0 33½	2,000 0 0	1,944 0 0	.....	56 14 0	Davies John.....	26 5 0
Harris John	0 0 8	400 0 0	400 0 0				
Hancock John M.	0 0 5¾	2,500 0 0	2,500 0 0				
Bridgement John	Lessee	2,500 0 0	2,000 0 0				
Keighran J. P.—Trustee	0 0 17½	2,200 0 0	2,200 0 0				
Short John	0 0 12¾	4,250 0 0	3,400 0 0				
Bell Henry	0 0 3½	500 0 0	413 15 0				
Taylor Marian.....	2 sq. yds.	40 0 0	.....			
Sydney to Parramatta Junction.							
Hutchinson—Trustees of	0 0 10½	550 0 0	.....			
Dann J.....	Lessee	245 0 0	.....			
Learmonth and another	0 0 38	400 0 0	400 0 0				
Smith John H.	1 0 6½	2,000 0 0	2,000 0 0				
Collins and Burge—Trustees	0 2 0	105 0 0	105 0 0				
Smith Shepherd	85 2 38	3,429 10 0	3,429 10 0				
Smith Shepherd	5 1 36	300 0 0	102 3 1				
Great Southern Line.							
Hosking John	2 1 6	25 0 0	25 0 9				
Barber Jessie	11 2 38	1,027 10 0	428 5 7				
Ward Henry	Lessee	12 0 0	12 0 0				
Badgery William	5 3 16	292 0 0	69 3 7				
Shelley S. M. and others	4 2 32	60 0 0	47 18 6				
Walsh Rev. R.	0 3 30	75 0 0	75 0 0				
O'Ferralls—Estate of.....	65 3 19	131 14 9	131 14 9				
Oxley John	2 0 7	60 0 0	60 0 0				
Church of England—Trustees of	1 0 9	1,800 0 0	722 7 2	.....	.....	Cowlishaw Thos. (sole arbitrator)	
Conolly William.....	0 0 7	402 0 0	.....			
Phillips Eliza	0 1 16¾	4,265 0 0	4,265 0 0				
Collins Joseph	0 0 29	297 0 0	181 10 0				
Isaacs John	0 0 23	107 5 0	90 15 0				
King Joshua	0 2 15½	5,000 0 0	1,722 11 5				
Munn Rose	0 1 24	5,000 0 0	650 11 2				
Styles J. R. & James—Trustees	0 1 31	264 0 0	181 10 0				
Newcombe Charley E.	0 0 31	80 0 0	51 3 0				
Emanuel Samuel—Executors of	0 0 14	100 0 0	22 9 2				
Martyr Helena—Trustees of	0 0 22	.....	.....		
Unknown	0 1 11	.....	.....		
Streets	0 2 15	.....	.....		
Cumming John	0 1 8	550 0 0	297 11 0				
Gooley Patrick	0 1 4	572 0 0	307 14 6				
Marsden—Estate of	0 3 26	432 0 0	.....	.....	.....	Byrnes James (sole arbitrator)	
Walford W. B. and others	5 0 39	1,200 0 0	329 4 10				
Road	0 0 24	.....	.....		
Russell John	1 1 37	200 0 0	87 9 3				
Laidlaw Thomas.....	1 1 21	100 0 0	85 14 3				
Dignam Philip	1 2 31	130 0 0	93 12 6				
Isaacs John	16 2 16	500 0 0	166 4 6				
Thomas Charles	3 1 5	450 0 0	148 16 3				
Bull Thomas	5 2 15	750 0 0	560 2 0				
Road	0 0 24	.....	.....		
Simons James	Occupant	50 0 0	.....			
Delaret A. P. G.	13 2 30	4,106 0 0	1,070 0 0				
Dignam Philip	1 1 25	80 0 0	17 16 7				
Fulton James	3 3 14	300 0 0	69 16 10				
Brennan Patrick	14 1 38	200 0 0	200 0 0				
Horton John	Lessee	44 0 0	44 0 0				
Roads	0 1 0	.....	.....		
Byrnes William	5 1 12	200 0 0	77 1 2				
Hayes William	7 3 9	60 0 0	60 0 0				
Kinghorne William	23 2 7	1,200 0 0	292 8 4				
Neville John	Tenant	15 0 0	2 0 0				
Chisholm James	41 0 10	1,150 0 0	1,150 0 0				

Name of Owner.	Quantity of land taken.	Amount.		Costs in cases.		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Southern Line —continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Chisholm John	30 1 5	1,200 0 0	1,170 0 0	.....	288 5 6	Portus J. A.	21 0 0
Chisholm James	0 0 37	6 8 9	6 8 9				
Smith Thomas	8 3 14	44 3 9	12 3 0				
Crown Land and Roads	7 0 2						
O'Keefe John	6 3 2	150 0 0	142 4 8				
Withers George	Lessee	50 0 0	3 12 0				
Hannon John	3 1 14	50 0 0	42 8 1				
Brown Mary B.	23 0 25	600 0 0	239 9 9				
Quinn Martin	Occupant	40 0 0	3 0 0				
Crown Lands and Roads	18 0 32						
Cunningham Thomas	5 2 34	60 0 0	55 5 7				
M'Clan Michael	7 0 3	50 0 0	50 0 0				
Purcell Philip	Occupant	12 0 0					
Jobson William	6 1 12	100 0 0	75 17 7				
Gannon Thomas	9 0 9	60 0 0	60 0 0				
Jones William	15 1 36	100 0 0	68 7 10				
Jones Charles	2 2 27	100 0 0	28 16 1				
			and 11½ acres of land.				
Crowe Catherine	7 1 29	80 17 6					
Noble William	3 2 2						
Bean Joseph	12 3 29	350 0 0					
Hume Francis R.	3 2 2	100 0 0	78 19 3				
Bean Joseph	Lessee	350 0 0	199 0 6				
M'Chrystall Wm.	2 1 26	30 0 0	7 4 10				
Kennedy John H.	12 3 0	1,200 0 0	319 16 8				
Kennedy Robt. H.	Lessee	150 0 0	54 12 6	.....	.....	Byrnes James (sole arbitrator)	
Best Peter	16 1 20	1,000 0 0	357 3 4				
Grovenor James	0 0 24	7 0 0					
Crown Lands and Roads	43 2 5						
Lawless John, jun.	4 1 20	200 0 0	14 2 2				
Lawless John, sen.	12 1 38	800 0 0	247 17 2				
Waters John	2 3 28	60 0 0	52 3 9				
Hinds John	11 3 12	50 0 0	25 15 1				
Buist William	9 2 22	30 0 0	10 19 0				
Crown Lands and Roads	57 3 4						
Best Mary and another	6 1 26	100 0 0	91 13 3				
Bush Arthur	0 0 10	2 0 0	1 0 0				
Bush James	6 2 3	130 7 6	100 0 9				
Pollard Benjamin	6 0 18	700 0 0	400 18 5				
Hinds Edward	2 3 25	120 0 0					
Crown Lands	59 0 9						
Robinson Joseph A.	16 3 1	450 0 0	109 6 7				
Robinson Joseph A.	4 3 17	250 0 0	83 18 1				
Remington Clara	25 2 3	490 0 0	180 16 10				
Farrington Michael	14 0 1	40 0 0	34 13 4				
Bailey Thomas	0 3 34	20 0 0	20 0 0				
Bailey Thomas	4 3 1	125 0 0	46 6 9				
O'Brien H.—Estate of	25 1 21	253 16 3	253 16 3				
Roach Margaret	9 2 22	300 0 0	170 13 7				
Barber Thomas	11 2 23	150 0 0					
Larkins Francis	3 3 16	150 0 0	120 19 0				
Barber Thomas	37 3 36	1,200 0 0					
Crown Land and Roads	41 2 10						
Whalan Paul	Lessee	40 0 0					
M'Guire Denis		80 0 0	55 0 6				
Field William		20 0 0	4 18 2				
Hilly Felix		100 0 0	20 0 0				
Blake T. M.	4 0 28	200 0 0	80 16 11				
Redmayne R. M.	7 0 24	143 0 0	143 0 0				
M'Grath James	2 0 7	400 0 0	206 18 3				
Roads	1 2 11						
M'Guire John	2 3 21	230 0 0	82 3 9				
Barber Charles H.	26 0 27	1,750 0 0					
M'Callum Argyle	Occupant	78 0 0	48 0 0				
Hannan Thomas	4 3 31	110 0 0	110 0 0				
Styles John J. A.	6 2 0	95 10 0					
Grovenor James	14 3 15	200 0 0	130 1 4				
Grovenor William C.	0 1 39	5 0 0					
Minehan Mark	3 0 3	20 0 0	20 0 0				
Howell D., sen.	0 1 2	50 0 0	2 14 6				
Brigstock Chas. F.	1 3 28	75 0 0	30 14 8				
Grovenor James	0 2 16	20 0 0	15 0 0				
Watkins John	0 2 16	50 0 0	5 5 6				
Crown Lands and Streets	24 1 18						
Ryan Martha	0 0 9						
Hilly Owen	0 2 23	30 0 0					
Blake J. M.	2 2 16	150 0 0	28 12 0				
Minchan Daniel	6 2 29	100 0 0	67 5 6				
Glover Thomas	4 3 28	120 0 0	78 16 0				
Crossley Thomas	2 2 0	45 0 0	41 7 6				
Brown Henry	9 3 21	550 0 0	302 9 0				
Brown Henry	3 2 28	250 0 0	120 4 3				
Crown Land and Streets	160 0 33						
Bronley William	3 1 30	81 8 5	26 6 10				
Smith William F.	0 0 5	25 0 0					

Name of Owner.	Quantity of land taken.	Amount.		Costs in cases		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Southern Line—continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Rumble William.....	Lessee	5 0 0	5 0 0				
Mahaffy—Trustees of	10 0 29	110 0 0	100 11 9				
Dwyer James	1 0 13	30 0 0					
Brown Henry	7 2 17	50 0 0	50 0 0				
Dwyer J. W.	4 1 34	100 0 0	21 17 0				
Crown Land, Streets, & Roads..	104 1 17						
Ryan John N.	4 1 33	60 0 0	60 0 0				
Breen Denis.....	3 0 31	50 0 0	50 0 0				
Breen Michael.....	6 0 0	30 0 0					
Thompson John	13 0 30	150 0 0	129 11 5				
Salting S. K.	0 1 6	5 0 0					
Salting S. K.	80 3 8	491 17 6					
Council of Education	1 3 3						
Ryan John	0 1 1						
Salting S. K.	0 2 0	20 0 0					
Crown Lands and Streets.....	4 3 16						
Cade Simpson	0 3 26						
Salting S. K.	19 2 18						
Salting S. K.	1 2 7	200 0 0					
Murphy John	8 0 11	491 15 0	422 0 0		175 10 6	Roberts R.	32 11 0
Dillon John.....	0 2 5	1,000 0 0	260 1 10				
Macansh John D.	1 0 23	300 0 0					
Robinson J. A.	0 3 35	500 0 0	160 0 0				
Crown Lands, Streets, & Roads	36 2 5						
Dunne and others—Trustees ...	0 2 0	250 2 0	55 0 0				
Lanigan and others—Trustees...	0 0 25	150 0 0					
Kennedy Robert J.	0 0 15	250 0 0					
Haydon Michael.....	0 0 5	100 0 0	33 11 0				
Dunne and others	0 2 36	250 0 0	107 1 0				
Crown Land and Streets	39 2 13						
Pritchard Matthew	2 3 13	8 15 6	8 15 6				
Howard George	2 2 27	17 6 0	8 15 9				
Cartwright Robert.....	4 3 19	60 0 0	43 1 1				
Murphy Peter.....	10 3 5	110 6 3	64 13 6				
Hines William	4 1 22	150 0 0	99 9 10				
Purcell Stephen	3 0 5	30 6 3	9 16 5				
Hines Hiram	3 0 5	40 0 0	33 13 7				
Mackae Ewen.....	3 3 29	7 0 0	8 7 2				
Crown Lands and Roads	18 2 39						
Sinclair William.....	42 2 13						
Dacey John	0 3 31	12 0 0	12 0 0				
Price William	16 2 0	366 5 0	210 0 0				
Mackay Alexander	Lessee	17 17 6					
Gordon Samuel	3 2 0	35 0 0	22 10 0				
Price William	2 0 39	50 0 0					
Griffin Joseph	1 1 32	3 5 7					
Taylor John.....	5 2 4	127 12 6	81 11 8				
Webb John.....	2 1 12	193 18 0	145 9 2				
Crown Lands and Roads	50 3 10						
Cox Joseph	1 3 24	34 10 0	33 1 6				
Gravolin Joseph W.	1 1 15	120 0 0	60 15 3				
Gravolin Charles	0 3 35	100 0 0	56 8 9				
Gates Thomas Wm.	1 0 8	30 0 0	30 0 0				
Coker Henry Dawson	12 0 21	250 15 0					
Crown Lands and Roads	22 3 36						
Southwell Samuel	4 3 30	163 14 0	124 10 2				
Quinlan Patrick	7 1 0	220 0 0	131 15 2				
Barnes John	13 0 15	200 0 0	170 5 6				
Quinlan Edward.....	1 3 35	59 10 0					
Tobay Thomas W.	2 1 38	50 0 0	50 0 0				
Crown Lands	49 2 10						
Keegan Michael	1 1 2	150 0 0	59 19 11				
M'Gowan Patrick	2 2 33	73 10 5	73 10 5				
Morris John	3 0 8	66 10 9	66 10 9				
M'Gowan Patrick	38 2 11	462 16 6	462 16 6				
Scott Henry P.	0 0 8	50 0 0					
Hurley John	8 0 12	100 0 0	100 0 0				
Crown Land and Roads	146 0 34						
M'Callum Neil	10 0 20	80 0 0	63 15 8				
Crown Land and Roads	394 3 8						
M'Nickle John J.	0 0 24	0 6 0					
M'Namara John	1 2 19	300 0 0	76 6 5				
Millar S. S.	0 1 0						
Ronald & M'Bain	1 3 3	10 0 0					
M'Nickle Isabella	1 3 31						
M'Nickle Walter	3 2 38	7 10 0					
Crown Lands and Roads	17 0 34						
Shepherd Samuel G.	0 0 12	15 0 0					
Ronald & M'Bain	2 2 18	15 0 0					
Dowling J. S.	10 3 33	100 0 0	100 0 0				
Ronald & M'Bain	63 2 33	318 10 7					
Ronald & M'Bain	24 3 2	173 6 9					
M'Nickle Isabella	7 3 10	15 12 6					
Dowling Sylvester	1 0 0	20 0 0					
Ronald & M'Bain	3 0 0	25 0 0					
Devlin Matthew	15 2 3	2,000 0 0					

Byrnes James
(sole arbitrator)

Name of Owner.	Quantity of land taken.	Amount.		Costs in cases.		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Southern Line—continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Devlin Matthew	17 0 3	2,150 0 0					
Commins G. W.	4 0 20	450 0 0					
Baldwin Joseph	3 1 6	300 0 0	248 16 3				
Roads	5 2 9						
Cheeseman John	4 1 14	250 0 0	168 8 8				
Commins G. W.	1 1 16	110 0 0					
Meurant Louis	9 2 21	760 0 0	461 19 9		131 18 4	North S. C.	36 15 0
Vincent Mrs.	5 0 6	200 0 0					
Roads	0 2 8						
Chaplin Isaac	0 2 5						
Hodson Thomas	4 0 3	1,800 0 0	1,800 0 0				
Young R. W.	10 0 16	1,550 0 0					
Crown Land and Roads	1 0 24						
Bolton Alexander T.	0 3 24	151 4 1					
Gray George	0 3 0	250 0 0	106 13 1				
Commins G. W.	0 2 16	100 0 0					
Love William	0 2 24	150 0 0					
Young R. W.	0 0 24	45 0 0					
Sognies Charles	0 2 16	150 0 0					
Beveridge James	1 0 32	130 13 0					
Malone Patrick	0 2 24	800 0 0					
Streets	1 2 0						
Raphael Sally	1 1 8	400 0 0					
Scriven E. C.	0 2 24	150 0 0					
Galloway G. A.	0 2 24	150 0 0	60 18 0				
Roman Catholic Church—Trustees of.	5 0 16	5,000 0 0					
Elliott G. A.	0 0 24	180 0 0					
Darlow William	4 3 28	1,000 0 0					
Fox Rev. S.	0 1 30	10 0 0					
Streets and Roads	1 2 15						
Irving A—Executors of	6 3 10						
Riley William	3 1 18	70 0 0					
Chapman John	5 1 10	350 0 0					
Forsyth & Co.	2 1 10	200 0 0					
Maher Daniel	5 1 38	450 0 0					
Streets and Roads	1 0 20						
Monkhouse and Moxham	3 2 2	400 0 0					
Moxham Henry	3 3 13	350 0 0					
Pearson F. C.	1 1 28						
Crown Land and Roads	219 0 12						
King E. P.	2 1 16						
King W. S.	11 3 30						
King Isabella	13 1 7						
King John	7 3 37						
Crown Lands and Roads	284 3 29						
Keighran Thos. and John	8 1 39	254 16 9					
Keighran Thos. and John	5 3 30	178 2 6					
Keighran Thos. and John	9 0 29	275 8 9					
Balfour James	67 2 30	598 2 3					
Cleveland R.	2 3 35						
Crown Land and Roads	114 2 35						
Unknown	5 0 16						
Crown Land and Roads	7 3 18						
Watson Samuel	84 1 14	5,369 10 0					
Mitchell James	73 3 2	20,454 0 0					
Bell Benjamin	9 1 21	56 5 9					
Bell Joseph	11 2 3	69 2 3					
Roads	0 2 32						
Perryman Joshua	2 3 23	30 0 0					
Jennings John C.	2 3 8	45 0 0					
Jennings William	8 1 7	70 0 0					
Roads	0 1 32						
Knowles Robert	20 0 19	871 0 0					
Harbottle and others	11 1 19	1,967 16 3	1,785 0 0				
Phelps Robt. L.	4 2 4	43 2 0					
Roads	2 0 9						
Higgins James	7 1 0	149 1 3					
Dick Frederick	7 0 3	200 0 0					
Dick Joseph	4 0 15	152 10 0					
Fraunfelder S.	2 2 12	70 0 0					
Schuback John and another	3 2 30	175 0 0					
Dick Peter	0 2 11	30 0 0					
Roads	1 1 9						
Fallon J. F.	7 3 1	2,800 0 0					
Fleming G. F.	9 0 38	2,500 0 0					
Hatch Annie Maria	0 1 6	15 0 0					
Fraunfelder Fritz	4 0 15	120 0 0					
Wartzelhan Christian	3 1 1	80 0 0					
Layton James	0 2 20	100 0 0					
Wynah H.	Occupant	120 0 0					
Road	0 0 31						
Blacklock Charles	2 1 22	134 2 6					
Crown Lands and Streets	7 2 27						
Woods J. H.	1 2 10	316 7 9					

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Great Southern Line—continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Brennand L. J.	0 1 31	250 0 0				
Day George	0 2 36	200 0 0				
Clarke —	0 2 34	285 0 0	.....			
Raw Henry—Executors of	19 0 20	1,912 10 0	.....			
Higgins James	0 2 6	139 15 0	.....			
Higgins James	0 2 0	160 0 0	.....			
Gibbons John R. H.	3 0 0	1,200 0 0	.....			
Kennedy and Jamieson	1 2 0	600 0 0	.....			
Streets	3 0 12	.....	.....		
Tierman Martha	0 1 0	90 0 0	.....			
Hodson William K.	0 1 0	99 0 0	.....			
Higgins James	9 0 18	3,492 16 0	.....			
Lamfoot W. E.	8 0 10	4,155 0 0	.....			
Great Northern Line.							
Brown James and Alexander ...	0 3 16	42 10 0	.....			
Skinner Thomas	3 2 38	550 0 0	.....			
Davies F. E.	0 1 13	120 0 0	.....			
Nicholson William	0 0 33	33 0 0	.....			
Wade William	0 0 3 ³ / ₄	10 0 0	10 0 0				
Fry Henry	Lessee	50 0 0	42 10 0				
Hodgins Eliza	3 0 6	164 0 6	.....			
Gilchrist John	0 2 0	60 0 0	26 1 0				
Dight H. H.	8 3 39	50 0 0	39 11 5				
Howe Robert—Executors of ...	1 2 38	350 0 0	247 18 0				
Hooper F.	0 1 2	100 0 0	70 2 6				
M'Intyre Mary	2 2 27	40 0 0	40 0 0				
Dumaresq William	76 2 39	3,053 15 0	2,416 11 6	.....	199 4 0	Biden W.	50 13 0
Want E. J.	0 0 17	100 0 0	11 13 9				
Berman Richard	0 0 17	12 0 0	12 0 0				
M'Cosker Bernard	0 0 23	15 11 3	15 11 3				
Terry James	0 0 34	50 0 0	50 0 0				
Wright Albert A.	0 2 0	12 0 0	5 0 0				
M'Carthy Joseph	1 2 0	100 0 0	25 2 8				
Abbott Frances	7 2 2	221 5 0	221 5 0				
Quigan James	Lessee	28 0 0	28 0 0				
Dangar Frank R.	9 0 8	271 10 0	149 1 2				
Donohoe Mary	1 1 14	50 0 0	29 19 3				
Wright Albert A.	3 2 12	100 0 0	30 15 8				
Wright P. W.	48 0 10	1,480 12 6	950 0 0				
Cohen Lewis	1 0 20	30 0 0	15 0 0				
Cohen Joseph	2 0 27	1,020 0 0	39 5 5	.....	45 15 0	Johnston Alexr...	10 10 0
Episcopalian Chch.—Trustees of	2 0 26	70 0 0	70 0 0				
Taggart Joseph	3 2 23	787 10 0	187 0 7				
Grover David	0 0 28	150 0 0	100 0 0				
Loxton Lucinda	3 2 33	881 0 0	327 5 0	.....	157 10 6	Johnston Alexr...	24 0 0
Nicholls William	0 1 6	40 0 0	40 0 0				
Nardin E. A.	0 0 2 ¹ / ₂	15 0 0	15 0 0				
M'Alpin Peter	0 0 5	75 0 0	24 10 4				
Loxton Lucinda	0 2 34	200 0 0	75 19 0				
Meer Edward	0 1 30	80 0 0	50 0 0				
Cohen Lewis	1 0 17	230 0 0	153 4 9				
Cohen Solomon	0 2 27	170 0 0	146 17 6				
Brodie Alexander	0 0 20	30 0 0	.....			
Cohen Lewis	0 0 1	200 0 0	11 0 0				
Robertson John	0 0 21	35 0 0	29 11 6				
Crown Land and Streets	2 2 17	.....	.....		
M'Nair William	0 1 0	63 0 0	53 7 6				
Brook Wm. James	0 0 20	75 1 2	.....			
Donaldson Robert	0 1 17	200 0 0	116 18 0				
Louids William	0 0 23	50 0 0	22 18 0				
Docker Joseph	0 1 18	50 0 0	29 7 0				
Street	0 0 31	.....	.....		
Donaldson Phillip	0 1 11	30 0 0	26 5 5				
Stewart Robert	13 3 20	673 13 5	357 1 0				
Rixon James	Occupant	70 0 0	3 12 0				
White Charles H.	49 1 10	1,200 0 0	600 0 0				
Adams John	Occupant	50 0 0	.....			
Douglas Edwin	2 1 0	87 0 0	63 1 6				
Crown Lands and Streets	29 2 20	.....	.....		
Quigan James	2 2 16	221 12 0	103 4 0				
Elford Joseph—Executors of ...	2 0 33	339 17 0	.....			
Davis Christina	Occupant	56 0 0	16 2 0				
Crown Lands and Streets	15 2 9	.....	.....		
M'Kenzie Andrew	1 0 26	24 5 0	24 5 0				
Halcomb Richard	4 2 26	92 0 0	73 10 0				
Costello John	2 3 36	40 0 0	.....			
Crosby William	2 2 10	30 0 0	30 0 0				
Costello John	5 1 5	105 10 7	83 10 4				
Crown Lands and Roads	8 0 4	.....	.....		
Sims Reuben Simson	3 2 12	119 12 0	64 0 8				
Sims Reuben Simson	0 3 16	40 0 0	.....			
Taggart Charles	8 1 29	84 6 3	.....			
Taggart Joseph	1 0 20	.....	.....		

Name of Owner.	Quantity of land taken.	Amount.		Costs in Cases.		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Northern Line—continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Munro Donald	9 1 29	200 0 0	106 2 11				
Wilson John	Occupant	40 0 0	12 16 3				
Hall Edwin	4 0 18	122 0 0					
Crown Land and Roads	1 2 21						
Newman Phillip	1 0 28	150 0 0	12 18 9				
Loder Andrew	6 2 15	800 0 0	130 3 4				
Australian Agricultural Co.	57 1 10	335 19 5	335 19 5				
Bowden Thomas	Occupant	100 0 0	19 12 6				
Britten William	9 2 14	145 16 3	88 11 2				
Loder Andrew	68 3 31	669 2 6	442 10 4				
Westphal John H.	1 2 26	1,225 0 0	354 7 5				
Crown Land and Roads	2 2 14						
Spain John	2 0 16	108 10 0	95 4 4				
Geering James	2 2 10	27 5 0	27 5 0				
Park William	8 1 2	50 0 0	50 0 0				
Sumner Lincoln	3 2 30	67 6 0	41 12 0				
Whittaker Andrew	8 1 28	64 9 0	47 2 0				
Loder—Estate of	0 0 22	30 0 0					
Crown Lands and Streets	21 3 27						
Taggart Joseph	7 3 24	139 16 0	56 9 5				
Sadler Charles	9 1 24	100 0 0	50 15 11				
Crown Land and Road	63 3 33						
Sadler Joseph	5 2 36	25 0 0					
Single George A.	Occupant	200 0 0	47 12 3			Byrnes James (sole arbitrator).	
Single George A.	9 3 14	640 0 0	122 8 3				
Single May Bell	3 0 0	112 0 0	38 15 0			Byrnes James (sole arbitrator).	
M'Mahon John	3 3 37	20 0 0	20 0 0				
Crown Lands and Road	75 1 2						
Davis Sarah	0 0 2	5 0 0	2 11 8				
Donaldson William	14 2 38	305 10 0	201 10 5				
Crown Lands and Streets	88 2 32						
Peel River Company	141 1 39	1,659 7 6	1,418 0 10				
Priak William	0 3 13	1,500 0 0					
Sithfield Martin	6 3 10						
Peel River Company	0 3 0	0 10 0					
Cohen Nathan	0 0 23	75 0 0	13 1 4				
Barnes James	0 1 18	600 0 0	16 10 0				
Crown Lands and Streets	41 2 6						
Mullins James	0 0 26	150 0 0	150 0 0				
Milner James	8 0 19	169 17 6	102 1 9				
BULLOCK ISLAND BRANCH.							
Australian Agricultural Co.	2 0 33	892 10 0	885 0 0				
Dangar Albert A.	6 2 27	4,635 12 6					
Martin William	0 0 26	145 0 0	71 10 0				
Crossley William	0 0 12	150 0 0	47 17 0				
Cameron John	0 0 0½	100 0 0	9 7 0				
Fayle Robert	0 0 9	110 0 0	71 10 0				
M'Naughton George	0 0 34	648 0 0	318 6 3				
Ash John	0 1 8	619 0 0	278 0 0				
Sullivan Margaret	0 0 9	130 0 0	71 10 0				
Hubbard James	0 0 20½	450 0 0	352 0 0				
Dewer Robert	0 0 9	250 0 0	165 0 0				
Healy Joseph	0 0 4	200 0 0	101 0 0				
Fleming Peter	0 0 20	2,750 0 0	675 0 0				
Dangar Albert A.	9 2 7	3,600 0 0			86 14 6 Paid by claimant.	Creer Joseph	31 10 0
WERRIS CREEK TO GUNNEDAH.							
Single George A.	13 1 13	300 0 0					
Single George A.	9 0 25	182 10 0					
Single George A.	3 1 21	70 10 0					
Single George A.	6 0 6	90 11 3					
Single George A.	13 2 14	290 0 0					
Allen John	12 2 25	500 0 0					
Crown Lands and Roads	21 1 9						
Christian W. M.	1 1 5	10 0 0					
Christian J. B.	Occupant	10 0 0					
Christian J. B.	9 1 24	50 0 0					
Cashion Patrick	25 0 23	115 0 0					
Shanahan Denis	5 3 18	100 0 0					
M'Manus James	6 2 32	300 0 0					
Clift Joseph	50 2 27	304 0 0					
Roads	2 1 15						
Shanahan Andrew	10 0 10	35 0 0					
Doyle Paul James	11 0 10	50 0 0					
Edgeley Margaret	7 3 2						
Grehan George	5 3 8	100 0 0					
Crown Lands and Roads	6 0 4						
Clift Samuel	6 2 6	63 0 0					
Clift William	60 2 18	384 13 0					
Crown Lands and Streets	5 3 0						
"	26 2 34						
Schofield James	3 0 12	30 0 0					
Christian J. B. & Co.	9 2 22	50 0 0					
Crown Land and Roads	222 2 11						

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Great Northern Line—continued.							
WERRIS CREEK TO GUNNEDAH—continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Holland James	6 2 25	130 0 0	.....			
Carroll John	3 1 11	75 0 0	.....			
Browne John	14 0 32	70 0 0	.....			
Johnson Thomas A.	46 1 6	466 10 0	.....			
Crown Lands and Roads	77 0 7	.....	.....		
Johnston J. H.	5 1 9	16 8 6	.....			
Abbott Joseph P.	1 1 31	70 8 8	70 8 8				
Abbott Joseph	0 1 26	60 0 0	52 16 6				
Croft Thomas G.	4 0 36	325 0 0	271 2 9				
Meymott F. W.	3 2 19	400 0 0	.....			
Streets	2 1 7	.....	.....		
Abbott Thomas K.	5 2 39	950 0 0	.....			
Abbott Thomas K.	0 2 23½	300 0 0	.....			
Abbott and Wisdom	0 2 8	98 17 8	79 0 0	.....	23 1 6	Petty Sessions.	
Small John	0 1 29	500 0 0	.....			
Dangar Thomas G.	0 0 7	.....	.....		
M'Donald Donald	0 0 10	200 0 0	.....			
King Henry Wm.	0 0 24	60 0 0	.....			
Bacon Francis W.	0 2 10	100 0 0	.....		7 13 6	Petty Sessions— claims not ex- ceeding £100.	
Strong and Smyth	0 1 28	60 0 0	.....			
M'Clennan J.	1 0 0	250 0 0	.....			
Johnston Thomas	0 1 26	120 0 0	.....			
King William H.	0 2 12	100 0 0	.....			
Hole Samuel	0 1 26	150 0 0	.....			
Hodges William	0 0 1	75 0 0	.....			
Black Reginald	5 0 0	1,000 0 0	.....			
Morris John	1 0 0	600 0 0	533 10 0				
Richardson George	0 3 0	200 0 0	.....			
Crown Lands and Streets	21 2 3	.....	.....		
Great Western Line.							
Locke Edward	0 1 24	10 0 0	10 0 0				
Locke Edward	4 1 34	120 0 0	.....			
Stinson Mrs. S.	1 1 21½	312 13 1	100 0 0				
Connor Margaret	0 0 26	120 0 0	7 5 9				
Smith Thomas	0 0 35	.....	.....		
Woodriff Daniel	1 3 38	300 0 0	.....			
Dolan Bartholomew	Lessee	112 0 0	.....			
Smith Thomas	1 2 22½	1,000 0 0	.....			
Ryan John	Lessee	25 0 0	4 10 0				
Pidgeon Bridget	0 2 9	200 0 0	26 2 6				
Sullivan Thomas	1 3 16	200 0 0	.....			
Brown Andrew	44 3 20	2,100 0 0	880 0 0	.....	326 8 8	Lucas J., M.L.A.	84 0 0
Corse—Estate of	75 2 16	2,000 0 0	689 9 0		260 8 0	paid by claimant.	
Corse and Pondray	8 3 1	150 0 0	140 19 8				
Kite Thomas	30 3 4	1,700 0 0	997 1 0				
Egan William	0 1 4	4 0 0	2 0 0				
Lee William	5 0 2	582 18 9	417 9 3				
Lee James	10 2 20	712 10 0	362 19 4				
Lee Mrs. Mary	Life Interest	100 0 0	100 0 0				
Neville Elizabeth	10 1 29	840 0 0	595 16 4	.....		Cowlishaw T. (sole arbitrator.)	
Matthews George	Lessee.	120 0 0	61 6 6				
Ah One and others	Sub-lessees.	302 16 10	150 0 0				
Mills Ann	8 1 3	1,000 0 0	512 16 9	.....		Cowlishaw T. (sole arbitrator.)	
Charlton Mrs. E.	0 1 25	150 0 0	11 3 4				
Kite Thomas	6 2 36	672 10 0	177 19 0				
Public Road	1 1 16	.....	.....		
Pondray Frank—Trustee	1 0 15	1,000 0 0	89 18 4				
Hayes James	Occupant	50 0 0	8 0 0				
Budge James	0 1 24	450 0 0	50 0 0				
Oakes Roland—Trustee	2 0 0	1,000 0 0	601 0 0				
Crown Land and Streets	5 0 4	.....	.....		
Busby John & others—Trustees, Presbyterian Glebe land.	6 2 15	2,250 0 0	1,435 0 0	.....	232 6 4	Hoskins James, M.L.A.	50 5 0
Roberts R.	1 2 13	500 0 0	172 17 3				
Geekie The Revd. Dr.	Occupant	1,260 0 0	.....			
Turner Chas. B.	0 0 20	100 0 0	16 4 3				
Williamson Sarah	0 2 34	1,000 0 0	75 17 10				
Oakes R. H. and others	0 3 10	500 0 0	101 15 1				
Crown Land	10 2 3	.....	.....		
Lord Francis	3 2 12	1,787 10 0	470 9 0				
Read Richard	0 3 21	350 0 0	110 0 0				
Read Nicholas A.	0 3 21	350 0 0	118 0 0				
Meyer Solomon and others— Trustees.	0 3 21	400 0 0	121 14 2				
Parker Eugene	2 0 7	1,000 0 0	272 13 8				
Crown Land	5 0 22	.....	.....		
Busby John	2 2 13	600 0 0	448 3 6				
Busby Alexander	0 1 11	60 0 0	55 1 3				
Roberts R.	Lessee	50 0 0	1 15 0				

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		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Western Line—continued.							
	a. r. p.	£ s. d.	£ s. d.		£ s. d.		£ s. d.
Mutton Edwd. H.	1 0 5	1,200 0 0	385 4 9				
Lee Benjamin	Occupant	50 0 0	36 11 3				
Willick William	0 0 5	200 0 0	5 8 4				
Campbell Archibald	1 2 30	600 0 0	216 5 0				
Smith H. W. C.	Occupant	30 0 0	7 10 0				
Palmer George	1 2 20	900 0 0	263 4 9				
Munford Mrs. M.	1 2 25	1,300 0 0	155 16 0				
Crown Land and Roads	2 1 24						
Jones Thomas	3 1 15	150 0 0	137 17 9				
Dowling William	Occupant	30 0 0	8 4 9				
M'Phillamy Chas.	9 0 37	2,150 0 0	1,620 0 0	.....	60 0 0	Webb Thos. G...	20 0 0
Cunningham John	Occupant	74 0 0	40 0 0				
Richardson William	.....	50 0 0	24 10 0				
Doyle Peter	Occupant	80 0 0	14 17 3				
D'Alpice and White—Trustees	2 2 19	500 0 0	137 2 5				
Boyd Elizabeth	2 1 4	2,150 0 0					
M'Diarmid Mrs. A. L. T.	1 3 21	500 0 0	75 6 10				
Hurst James	Lessee	60 0 0	11 10 9				
Rodwell Henry	1 1 5	300 0 0	124 19 10				
Rodwell Charles	Occupant	52 0 0	20 0 0				
Wesleyan Church—Trustees of	0 1 39	105 0 0	26 15 0				
Butler Henry	3 2 10	1,200 0 0	234 1 2				
Bourke John	Occupant	150 0 0	33 8 7				
Jacobs Hannah	1 0 37	550 0 0					
Hill Joseph	Occupant	70 0 0	22 8 8				
M'Donald Mary	0 1 16	150 0 0	59 1 0				
French Mary	0 2 17						
O'Reagan W.	Occupant	30 0 0	18 6 0				
Edwards John	0 0 22½	225 0 0	225 0 0				
Edwards John	0 2 4	1,600 0 0	320 9 0				
Barnes Jacob	2 3 2	300 0 0	113 1 8				
Crown Land and Roads	9 1 24						
Kent Michael	Lessee	107 10 0	20 6 6				
Larnach George	0 3 11	120 0 0					
Barnes Joseph	0 0 11½	5 0 0					
Hamer Andrew	1 0 36	150 0 0					
M'Diarmid Neil	0 2 26	120 0 0	59 11 6				
Hamer Andrew	Occupant	50 0 0					
Croaker Wm. Chas.	48 1 20	4,500 0 0	1,440 0 0	.....	240 0 0	Webb Thomas...	30 0 0
Shute George	Occupant	160 0 0	44 14 8		one-half of these costs paid by claimant.		
King Charles	.....	30 0 0	15 7 0				
King William	.....	60 0 0	30 14 1				
Peacock William	.....	30 0 0	14 18 0				
Huskey Henry	.....	21 0 0	6 15 0				
Episcopalian Church—Trustees of	0 0 35	150 0 0	83 5 0				
Kent Michael	Occupant	40 0 0	8 0 0				
Kent Simon	.....	100 0 0	31 16 8				
M'Case John	.....	30 0 0	22 12 6				
Long Michael	.....	150 0 0	57 1 6				
Barnes Jacob	17 0 15	100 0 0	61 8 1				
Cox Christopher	Occupant	40 0 0	23 6 3				
Smith Joseph	31 3 30	450 0 0	320 11 0				
Icely Charles	11 0 22	63 5 0	34 6 7				
Bryant Morgan	Occupant	60 0 0	5 0 0				
Evernden Thos.—Executors of...	46 1 33	500 0 0	304 7 5				
Crown Land and Roads	20 3 28						
Davidson Samuel	13 1 10	100 0 0	63 6 9				
Ward William J.	4 0 20	25 0 0	21 18 2				
Rodwell Henry	6 1 19	350 0 0	54 0 2				
Rodwell Henry	1 0 39	25 0 0	20 14 6				
Woodley George B.	6 0 15	380 0 0	115 6 4				
Toomey Michael	7 1 37	300 0 0					
Crown Land and Roads	35 1 3						
Wilson John—Executors of...	2 2 18	100 0 0	76 10 0				
Wilson John	0 0 20						
Wilson James	2 0 37	200 0 0	94 4 9				
Smith James	12 1 4	120 0 0	92 10 0				
Lord Francis	9 3 11	100 0 0	80 4 10				
Glasson William	18 0 4	90 0 0	90 0 0				
Cather John	1 2 28	50 0 0	50 0 0				
Smith William	Occupant	12 0 0	12 0 0				
Crown Land and Roads	15 0 12						
Nicholls J.	0 0 33	2 0 0	2 0 0				
Davis William—Executors of ...	5 3 34	160 0 0	50 3 8	.....		Byrnes James (sole arbitrator).	
Glasson Joseph	3 0 9	29 4 0	29 4 0				
Glasson William	Lessee	30 0 0	25 0 0				
Cather William	7 1 39	110 0 0	74 10 2				
Glasson Richard, junior	6 0 1	45 10 0	38 16 0				
Glasson William	19 0 38	192 0 0	171 17 8				
Stonestreet Levi—Executors of	1 0 19	60 0 0	23 11 3				
Baker J. and Butler W.	Lessees	8 0 0	5 0 0				
Quinn Alexander—Executors of	2 0 22	210 0 0	23 9 0				
Butler William	Occupant	10 0 0	5 0 0				
Lloyd Lewis	0 1 0	20 0 0					
Crown Land and Roads	13 1 21						

Name of Owner.	Quantity of land taken.	Amount.		Costs in Cases.		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Western Line—continued.							
Stinson Robert	a. r. p. 4 2 16	£ s. d. 500 0 0	£ s. d. 115 0 0	.....	£ s. d. 62 4 2	Dargin John E...	£ s. d. 10 0 0
Marsh George	2 0 7	60 0 0	60 0 0		paid by claimant.		
Church and School Land	1 2 0						
Clements Isabella	6 2 7	160 0 0	118 10 0				
Thornberry John	0 1 10	10 0 0					
Burton John, junior	9 3 8	300 0 0	136 19 10				
Scott William	13 3 39	254 0 0	166 3 8				
Burton John	0 0 31	10 0 0	3 19 0				
Chambers William	3 1 7	60 0 0	53 2 2				
Chambers Richd.	0 0 31	5 0 0	5 0 0				
Chambers Wm.	0 1 14	20 0 0	7 0 0				
Pittman Elizabeth	5 1 29	57 2 6	13 1 0				
Shaannon William	0 1 30						
Goode William	6 2 34	33 15 0	33 15 0				
Crown Land and Roads	27 3 39						
Evans John	10 1 24	49 16 0	47 11 1				
Masterton Michael	3 3 10	52 17 6	52 17 6				
Osborn Benjamin	1 3 9	7 4 6	7 4 6				
Richards John	7 3 17	31 8 6	27 6 1				
Richards John	4 2 35	26 17 6	26 10 0				
Sams George	0 0 12						
Smith Christopher	3 2 2	53 16 0	53 16 0				
Sams Henry	6 0 8	110 10 0	94 13 6				
Gilchrist George	3 1 36	39 15 0	20 3 6				
Barry John	9 1 34	300 0 0	172 14 2				
Barry Martin	1 1 0	10 0 0	10 0 0				
Capps John	3 0 6	50 0 0	49 3 9				
Hefferman Annie M.	7 1 5	56 0 0					
Whiley Charles	0 0 38	2 0 0	2 0 0				
Crown Land and Roads	3 2 13						
Chapman George	16 1 39	129 0 0					
Seaton Daniel	11 0 24	100 0 0	88 4 1				
Mode Arthur	5 2 8	75 0 0	60 6 3				
Lawler George	0 0 36	2 0 0					
Wylie George	3 2 28	40 0 0	40 0 0				
Cassell George	Occupant	2 0 0	2 0 0				
Agland John—Executors of	0 1 0						
Agland James	5 3 23	200 0 0	124 14 7				
Kinghorne William	3 1 20	100 0 0	52 0 3				
Bates Isaac	1 3 32	30 0 0	28 18 9				
Crown Land and Road	7 0 20						
Carroll William J.	12 0 10	200 0 0	133 1 3				
Bates Isaac	Occupant	1 0 0					
Longram Patrick		6 0 0	6 0 0				
Lec Thomas	37 1 30	299 10 0	266 6 6				
Tolhurst Matthew	Lessee	150 0 0	50 9 0				
Jones Charles	0 0 19	50 0 0					
Moulder Edward H.	27 0 18	5,500 0 0					
Foster John S.	Occupant	60 0 0	14 8 6				
Thompson Edward	Lessee	100 0 0	37 5 0				
Bridges James	Occupant	50 0 0	34 0 0				
Moulder William N.	3 2 19	1,200 0 0					
Crown Lands and Roads	12 0 14						
Moulder Wm. and Louis	0 1 16						
Dalton Thomas	17 2 18	1,044 0 0					
Connors Daniel	Lessee	180 0 0					
Road	0 0 39						
Moulder Edward H.	1 3 27	150 0 0					
Kater & Barton	12 3 10	160 0 0					
Dalc William	21 1 22	634 13 9					
Jones and Miller	4 3 34	50 0 0	50 0 0				
Auberson John F.	3 0 1	35 0 0	35 0 0				
Rotten Emma	26 1 15	394 0 0					
Deane Thomas	0 2 28	10 0 0					
Crown Lands and Roads	242 2 15						
M'Kinnon C.	12 1 10	42 10 0					
Smith Robert	6 3 25	41 8 9					
Lyon James	5 1 23	500 0 0					
Crown Lands	108 1 6						
Smith Robert	8 3 38	62 18 3					
M'Clymont James	0 2 30	100 0 0					
Hernfield Henry	0 2 8	110 0 0					
Episcopal Church—Trustees	0 2 2	210 0 0					
Simpson William B.	0 1 35	70 0 0					
Bohme Henry	0 0 31	20 0 0					
Hansford John	0 0 38	300 0 0	214 0 0				
Harris James	0 0 6	200 0 0	100 0 0				
Crown Lands and Roads	91 3 13						
Schens William	13 1 6	80 0 0	78 17 0				
Hansford William	1 3 33	20 0 0					
Starr Edward W.	11 0 28	133 10 0					
Aarous Joseph	0 1 14	30 0 0					
Lake James	3 3 35						
Turner William	0 3 15	2 10 0					
Asgill Joseph	4 2 37	14 0 0	14 0 0				

Name of Owner.	Quantity of land taken.	Amount.		Costs in Cases.		Names of Arbitrators appointed by the Government.	Amount paid for Services as Arbitrators.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
Great Western Line—continued.							
	a. r. p.	£ s. d.	£ s. d.				
Quain William	1 2 37	30 0 0					
Quain Thomas	3 2 29	200 0 0					
Crown Lands	57 3 22						
Gaden Roger T. B.	14 0 37	300 0 0	125 15 0				
Rygate Dr.	3 2 9	200 0 0					
Aarons Joseph	2 2 0	50 0 0					
O'Brien Charles	1 3 7	90 0 0					
Simpson Wm. B.	2 2 20	150 0 0					
Crown Lands and Streets	65 0 0						
Tuite Andrew	2 1 34	120 0 0					
Kater Edward H.	1 1 29	135 0 0					
Kater Edward H.	4 2 34						
Connellan Daniel	3 2 9	2,770 0 0					
Dunsmore Robt.	0 3 32	250 0 0					
Cliffor James	1 2 7	500 0 0					
Streets	0 1 32						
Howard Michael	0 2 1	50 0 0	39 17 0				
Simpson Josephine	0 0 7	50 0 0	36 3 3				
Simpson William B.	Occupant	50 0 0					
Rygate J. P.	0 1 9	100 0 0					
Crown Lands and Streets	7 1 12						
Clifford James	0 1 25	400 0 0					
Warner Jacob	0 2 39	300 0 0	120 12 6				
Simpson William B.	5 0 25	2,750 0 0					
Quirk Thomas	0 0 1	33 0 0					
Crown Land and Streets	2 0 34						
Quirk Thomas	0 3 14	604 0 0					
Stace Robert A.	0 0 6	100 0 0					
Kater H. E.	0 0 12	250 0 0					
McGe William	0 1 25	200 0 0					
Shorter W. T. A.	0 0 38	100 0 0	55 0 0				
Streets	1 0 19						
Hope William	0 1 3	120 0 0	55 10 4				
Nancarrow Henry	1 2 0	600 0 0					
Kelly Alexander	0 0 1	100 0 0					
Aarons Joseph	0 0 22	30 0 0					
McKay Elizabeth	0 2 13	1,000 0 0					
Streets	0 2 38						
Gillard James	0 0 18½	100 0 0					
Smith George	0 2 0						
Streets	2 3 0						
Hawicks Isabella	0 1 21	250 0 0					
Aarons Joseph	23 2 21	1,000 0 0					
Gardiner J. A.	18 1 18	1,000 0 0					
Thomas William	1 0 11	16 3 2					
Crown Land and Roads	18 0 39						
Johnson Mary E.	4 0 32	220 0 0					
Payne Nathaniel	4 3 33	400 0 0	131 17 6				
Aarons Joseph	5 1 22	100 0 0					
Cavanagh John	Occupant	20 0 0					
Reid Robert		20 0 0					
Giddings John	0 2 39	2 0 0					
Crown Land and Road	58 3 32						
Platts John W.	4 0 2	150 0 0	79 1 0				
Oatley Thomas	5 0 12	100 0 0					
Neal William	3 3 33	12 10 0					
Crown Lands and Roads	230 0 32						
Dalton Thomas	13 2 31	205 0 0					
Dalton Thomas	6 3 33	150 0 0					
Garnsey J. W.	0 2 0	404 10 0	335 10 0				
Hearne George	0 2 0	300 0 0					
Cauldwell Henry	Occupant	15 0 0					
Thornton Wm. C.	0 2 0	250 0 0					
Gilmore John	1 0 0	250 0 0	115 0 0				
Smith John	0 2 0	400 0 0	236 10 0				
Lyon George	0 2 0	100 0 0	55 0 0				
Burton William	1 0 0	320 0 0	110 0 0				
Hamilton John	0 2 0	380 0 0	115 10 0				
Gilroy Frank	0 0 11	120 0 0	24 4 0				
Samuels James	0 0 11	50 0 0					
Nicholas Thomas	0 2 0	1,350 0 0					
Hives John	0 1 13	1,700 0 0	1,535 12 0				
Crown Lands and Streets	12 1 34						
Samuels James	1 0 0	850 0 0					
Church Frederick	Occupant	50 0 0					
Lawson James		5 0 0					
Samuels James	1 0 0	750 0 0					
Barrett George	1 0 0	1,500 0 0					
Samuels James	1 0 0	100 0 0					
Fox Charles	0 0 1						
Blacktown to Richmond.							
Bowman William	0 0 15	35 12 6	35 12 6				
Bowman William	1 0 5	200 0 0					

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(LETTERS, REPORTS, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 12 March, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 7th November, 1878, That there be laid upon the Table of this House—

“Copies of all Letters, Reports, Minutes, and other Papers relating to the explorations made by Mr. Surveyor Francis for railway purposes from the Clarence to New England, and thence to Moree, by way of Inverell and Warialda.”

(Mr. Bowden.)

CLARENCE AND NEW ENGLAND SURVEYS.

LINES SUGGESTED BY VARIOUS PARTIES, AS UNDER.

- 1 to 30. Messrs. Wright.
- 31 to 36. The Clarence and New England Railway League, Grafton.
- 37 to 46. Mr. Marcolini.
- 47 to 52. Messrs. Ogilvie and Chauvel.
- 53 to 65. Glen Innes to Inverell, and Extension to Warialda and Moree.

NO.

SCHEDULE.

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Line suggested by Messrs. Wright.

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| 2. Letter from Commissioner declining the offer. 12 June, 1877 | 3 |
| 3. Mr. R. H. Wright to Minister for Works, repeating offer. 10 September, 1877 | 3 |
| 4. Letter from Commissioner to Mr. Wright, saying if proposal were entertained, but no practicable route pointed out, services would not be paid for. 24 September, 1877 | 4 |
| 5. Mr. R. H. Wright to Minister for Works, requesting reply to his letter. 28 January, 1878 | 4 |
| 6. Mr. R. H. Wright to Hon. J. S. Farnell, repeating his offer. 31 January, 1878 | 4 |
| 7. Mr. R. H. Wright to Mr. Sutherland, Minister for Works, repeating his offer. 31 January, 1878 | 4 |
| 8. Mr. T. M. Wright to Minister for Works, again repeating his offer. 17 May, 1878 | 5 |
| 9. Assistant Engineer for Trial Surveys to Mr. Francis, informing him that his next work would be to amend survey between Grafton and Glen Innes. 1 June, 1878 | 5 |
| 10. Chief Clerk to Mr. Francis—instructions to explore the proposed route. 11 June, 1878 | 5 |
| 11. Mr. Francis to Engineer-in-Chief, that Mr. Wright had not kept his appointment, and that he had gone on to Grafton. 25 June, 1878 | 5 |
| 12. Telegram from Mr. Wright to Mr. Secretary Sutherland, that he had not received Mr. Francis's telegram, and consequently could not keep appointment. 28 June, 1878 | 6 |
| 13. Chief Clerk to Mr. Francis, forwarding copy of Mr. Wright's telegram, and the reply thereto. 1 July, 1878 ... | 6 |

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60. Telegram from Chief Clerk to Mr. Francis. Instructions to continue exploration to Warialda and Moree. 27 September, 1878	18
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RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

No. 1.

Mr. T. M. Wright to The Secretary for Public Works.

Sir,

Ashford, *via* Inverell, 15 May, 1877.

I have the honor to report for your information that having explored the country between Grafton and Glen Innes, I discovered a really first-class practical railway route, distant about 110 miles, and without any engineering difficulties to contend with. This occupied five months, and after waiting six months for the public to take some steps in the matter, I deemed it my duty, as an old colonist of thirty-seven years' standing, to report it in the interest of the public to the Government.

Each centre of population advocating its own local interest, the district of New England as a whole has been lost sight of.

I have published several letters on the subject, but the people show such apathy in the matter that I address you on the subject.

If the Government will advance £60 to provide horses and to procure provisions, I will make a substantial mark-tree line from Glen Innes to North Grafton.

I further beg to state that I am well known on the tableland. My late father was eighteen years C.P.S. at Tenterfield.

In the event of the Government accepting my offer, they can forward draft for the amount payable to either of the Banks, Inverell.

May I request an answer to this with as little delay as possible, as I am prospecting my way *en route* to Gulgong.

I have, &c.,

THOS. M. WRIGHT.

References.

R. P. Abbott, Esq., M.L.A., Sydney.
R. M. Forster, Esq., M.L.A., Sydney.
T. Bawden, Esq., M.L.A., Grafton.
J. B. Graham, Esq., P.M., Tenterfield.
C. A. Lee, Esq., J.P., Tenterfield.
E. R. Whereat, Esq., J.P., Tenterfield.
R. Lawson, Esq., J.P., Clifton.

E. Irly, Esq., Bolivia.
R. R. C. Robertson, Esq., J.P., Wellington.
Geo. Martin, Esq., P.M., Glen Innes.
C. Fletcher, Esq., J.P., Glen Innes.
A. Rodgers, Esq., J.P., Glen Elgin.
J. Martin, Esq., J.P., Glen Innes.

Mr. Whitton to see.—J.R., B.C., 29/5/77. I cannot advise the Commissioner to accept Mr. Wright's proposal.—J.W., 5/6/77. May be so informed, I presume.—J.R., 12/6/77. Inform.—J.H., 12/6/77.

No. 2.

The Commissioner for Railways to Mr. T. M. Wright.

Sir,

12 June, 1877.

I have the honor to acknowledge the receipt of your letter of the 15th ultimo, stating that having discovered a first-class practical railway route from Glen Innes to North Grafton, you are prepared to mark out same by a substantial mark-tree line, provided the Government will advance you £60 to purchase horses and provisions, and to inform you that the matter has been referred to the Engineer-in-Chief for Railways, who reports that he cannot recommend the acceptance of your proposal.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 3.

Mr. R. H. Wright to The Secretary for Public Works.

Sir,

Clifton, Burwood, 10 September, 1877.

Herewith I beg most respectfully to submit for your perusal the following facts, *viz.*, "The Clarence and New England Railway." I am prepared with my brother, Thomas Mounstevan, to point out a practicable route from the city of Grafton to Glen Innes, the tableland of New England, in which the greatest engineering obstacles to be encountered are a few gullies and a belt of scrub with easy gradients.

The country between the shipping place and Glen Innes is for two-thirds of the distance of an open and undulating character, presenting no difficulties for marking out the line, and through the remaining one-third a practicable track could be made at no great cost, and as timber suitable for building is procurable in the neighbourhood—cedar and pine—the cost of erecting butts, &c., would be comparatively small.

The route would be about 115 or 120 miles through good agricultural and mineral land.

I have, &c.,

RICHARD HENRY WRIGHT.

N.B.—The *Grafton Argus* on the railway question:—"We think Mr. Wright's statement is sufficient to warrant a flying survey being made of the route, and a tracing made thereof, so as to show the Government that, notwithstanding the statements and reports of officials to the contrary, there does exist a practicable route for the proposed railway."

I know the applicant, and believe him to be a thoroughly reliable bushman. If you can utilize either for common road or mail road purposes the information and experience he possesses I'm sure it would be for the public good.—THOS. GARRETT, 10/9/77.

Engineer-in-Chief.—10/9/77., E.C. If Mr. Wright's proposal be entertained, it should be on the distinct understanding that if he failed to point out a practicable line at small cost he should not be paid for his services.—J.W., 14/9/77. The Commissioner. Inform.—E.C., 18/9/77. Mr. Wright informed, 24/9/77. Mr. Whitton, B.C.—J.W., 26/9/77. Mr. Wright has not communicated with this office.—W.H.Q., 30/10/77.

No. 4.

The Commissioner for Railways to Mr. R. H. Wright.

Sir,

24 September, 1877.

In acknowledging the receipt of your letter of the 10th instant, again offering your services to point out a first-class practical railway route from Grafton to Glen Innes, I have the honor to inform you that if your proposal be entertained it must be on the distinct understanding that if you fail to point out a practicable line at a small cost your services shall not be paid for.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 5.

Mr. R. H. Wright to The Secretary for Public Works.

Sir,

Clifton, Burwood, 28 January, 1878.

I have the honor to inform you that I wrote to you on the 14th instant, in reference to the proposed railway route from the city of Grafton to Glen Innes, the tableland of New England.

I await your reply, and

I have, &c.,

RICHARD HENRY WRIGHT.

Where is letter of 14th instant? Not received.

The Minister has seen this gentleman, and has referred him to Committee at Grafton, who will pay for his services.—C.A.G., 11/2/78.

No. 6.

Mr. R. H. Wright to The Secretary for Lands.

Sir,

Clifton, Burwood, 31 January, 1878.

I beg most respectfully to submit for your perusal the following facts, viz. "The Clarence and New England Railway."

I am prepared with my brother, Thomas Mounstevan, to point out a practicable route from the city of Grafton to Glen Innes, the tableland of New England.

The country between the shipping place and Glen Innes is for two-thirds of the distance agricultural, and through the remaining one-third, mineral land, a practicable track could be made at no great cost; and as timber suitable for building is procurable in the neighbourhood, cedar and pine, the cost of erecting huts, &c., would be comparatively small.

The route would be about 115 or 120 miles.

I have, &c.,

RICHARD HENRY WRIGHT.

N.B.—The *Grafton Argus* on the railway question:—"We think Mr. Wright's statement is sufficient to warrant a flying survey being made of the route, and a tracing made thereof, so as to show the Government that, notwithstanding the statements and reports of officials to the contrary, there does exist a practicable route for the proposed railway."

Secretary for Works.—J.S.F. See minute of 11/2/78 on 78/808. The Minister has informed this gentleman that Railway Committee, Grafton, will avail themselves of his services.

No. 7.

Mr. R. H. Wright to The Secretary for Public Works.

Sir,

Clifton, Burwood, 31 January, 1878.

I desire to acquaint the Government that I am prepared with my brother, Thomas Mounstevan, to point out a practicable railway route from the city of Grafton to Glen Innes, the tableland of New England.

In the event of the Government adopting the line, and the loss already sustained by us in finding out this line, we hope that the Government will remunerate us thereby, but we will leave that to the Government.

I have, &c.,

RICHARD HENRY WRIGHT.

N.B.—The *Grafton Argus* on the railway question:—"We think Mr. Wright's statement is sufficient to warrant a flying survey being made of the route, and a tracing made thereof, so as to show the Government that, notwithstanding the statements and reports of officials to the contrary, there does exist a practicable route for the proposed railway."

This case has been dealt with on another paper.—J.S., 18/7/78.
Engineer-in-Chief for Railways.—J.R., B.C., 19/7/78.

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No. 8.

Mr. T. M. Wright to The Secretary for Public Works.

Sir,

98, Elizabeth-street North, Sydney, 17 May, 1878.

I have the honor to state, for your information, that I am prepared to point out a really first-class practicable route for railway from the navigable waters of the Clarence to Glen Innes and Inverell, the tableland of New England. My vast and superior knowledge of the country as a miner for the last twenty-two years constitutes me to be every way suitable and competent to act as guide to a Government surveyor. *I shall be most happy to point out the route, provided the Government will gazette my brother, Richard Henry Wright, and self as pioneers, and cover all expenses during time of survey. Remuneration hereafter, provided the route is adopted by the Government. Route will be about 110 miles to Glen Innes, passing through the most magnificent agricultural country in Australia.*

Starting from Lawrence, centrally situated on the Clarence River, escaping the Urura, Buccarumbi, Newton Boyd, and Mann Rivers, together with all ranges, Big Hill, &c., my route is devoid of any engineering difficulties whatever, and can be constructed for one-half what it would cost to bridge the Newton Boyd line.

Having spent a considerable amount of money and time in discovering the route, I trust the Government will take the matter into consideration, and send a surveyor with as little delay as possible, as it is a matter of vast commercial importance to the Colony.

An answer at your earliest convenience will greatly oblige.

Yours, &c.,

THOS. M. WRIGHT.

After carefully considering the proposal of the Messrs. Wright, and consulting the officers and others able to judge of its value, I now agree to the proposals of Mr. Wright, except that of gazetting himself and brother as pioneers. Their necessary expenses are to be paid from Sydney to Glen Innes, where they will join the surveyor appointed by the Engineer-in-Chief to explore the country, and report on the route pointed out by these gentlemen, and, if considered advisable, to have surveys made to test the practicability and cost of same.—JOHN SUTHERLAND, 4/6/78.

£20 may be advanced to Mr. Wright on account of travelling expenses.—J.S., 4/6/78. £20 advanced to the Messrs. Wright.—W.H.Q., 7th June. Engineer-in-Chief for Railways, B.C., 12/6/78.—J.R. Messrs. Wright left Sydney for Lawrence and Glen Innes on Friday, 7th June. Telegram sent to Mr. Francis on 8th, and memo. of instructions on 11th June, 78/332.—W.H.Q. Seen by the Engineer-in-Chief.—W.H.Q., 25/6/78.

No. 9.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Francis.

Government Railways, Engineer-in-Chief's Office, 1st June, 1878.

On the completion of the survey upon which you are now engaged, I shall require you to proceed to Grafton.

Amended surveys from that district to Glen Innes have to be made. A guide is to be provided to show a route which has been recommended, and which you will examine and report upon before any surveys are made.

I will send you more definite instructions in the course of a week or two.

HERBERT PALMER.

No. 10.

The Chief Clerk to Mr. Surveyor Francis.

Lawrence to Glen Innes.

11 June, 1878.

THE following telegram was sent to you on Saturday last:—

"When will survey be finished? On completion, proceed to Glen Innes to meet Mr. Wright, who will point out line from there to Lawrence, which you will please survey."

The Messrs. Wright left Sydney for Lawrence on Friday night, and were instructed to proceed to Glen Innes to meet you, for the purpose of pointing out the route for a proposed line of railway from Lawrence to Glen Innes.

The Engineer-in-Chief wishes you to explore the country carefully, and report the result of such examination before commencing the survey.

W. H. QUODLING.

No. 11.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

"Court-house Hotel," Grafton, 25 June, 1878.

I have the honor to inform you that on the 10th instant I forwarded a telegram to Mr. Thomas Wright, at Lawrence, informing him that I would meet him at Lawrence as soon as I could get ready; and on the 18th instant I forwarded a second telegram, informing Mr. Thos. Wright that I would leave Sydney for Lawrence on Saturday, the 22nd instant.

On landing at Lawrence yesterday I ascertained that Mr. Wright had received both my telegrams, but instead of waiting for me at Lawrence, had left the district on the 19th instant, immediately after receiving my second telegram, without leaving any letters for me at the Post Office, or any information which would enable me to find him or correspond with him.

Finding

Finding this to be the case, I proceeded to Grafton, and communicated with Mr. Josh. Page, with the view of making arrangements with him for exploring his route from Grafton to Glen Innes; and on my arrival at Glen Innes, I purpose making inquiry for Mr. Wright, and if I find him there, explore his route back from Glen Innes to Lawrence. I expect to meet Mr. Page to-day, and shall probably be able to make the necessary arrangements for exploring his route.

I have, &c.,
A. FRANCIS.

No. 12.

Telegram from Mr. T. M. Wright to Secretary for Public Works.

Lawrence, 28 June, 1878.

UNFORTUNATELY was not here when Mr. Francis arrived; went to connect line. Brother after pack-horse. Mr. Francis went straight on to Grafton to survey Page's line. Lawrence people very much disappointed. Will you kindly instruct him to survey our line, or another surveyor. Am quite prepared to start at an hour's notice. Did not receive telegram from Mr. Francis notifying time of his arrival till after I left here. Reply urgent.

Reply—Chief Clerk to Mr. Wright.

MR. FRANCIS has arranged to examine line from Grafton to Glen Innes first, owing to your absence; on completion he will examine your line. Meet him at Glen Innes, and he will work back to Lawrence.—W.H.Q., 1 July, 1878.

The above telegram having been first approved by the Minister, sent to Mr. Wright, 11 a.m., 1 July.

No. 13.

The Chief Clerk to Mr. Surveyor Francis.

1 July, 1878.

HEREUNDER is a copy of telegram received by the Minister (Mr. Sutherland) from Thos. M. Wright, and copy of telegram sent to Mr. Wright in reply thereto.

W. H. QUODLING.

See No. 10.

Copy Telegram from Thos. M. Wright to the Minister.

No. 14.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Glen Innes, 15 July, 1878.

THE WRIGHTS arrived in Glen Innes to-day; they have not been through the whole of their proposed route; there is a scrub on it which they have failed to penetrate; a strong working party and much time would be necessary to get through it. Please send instructions.

Explore only where the country is practicable, without cutting scrub.—J.W., 16/7/78.
Telegram sent—16th July, 1878.

No. 15.

Telegram from Mr. Thos. M. Wright to Secretary for Public Works.

Glen Innes, 15 July, 1878.

HAVE seen Francis; knows nothing about expenses. Money all gone; can't proceed any further without ten pounds. Reply.

Inform did not keep his appointment; when employed expense will be paid.—J.S., 16/7/78.
Telegram.—19/7/78.

No. 16.

Telegram from Secretary for Public Works to Mr. T. M. Wright.

YOU did not keep your appointment; when employed expense will be paid.

No. 17.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Glen Innes, 17 July, 1878.

MR. QUINN will proceed with party to Lawrence, and find all horses necessary, for a lump sum of £25. Please reply at once; and if accepted, please place amount in Bank of New South Wales.

Approved.—J.S., 17/7/78.

No. 18.

Telegram from Chief Clerk to Mr. Surveyor Francis.

17 July, 1878.

EMPLOYMENT of Quinn and horses authorized. Money will be placed to your credit to-day. Letters will be sent to Lawrence.

No. 19.

No. 19.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Lawrence, 2 August, 1878.

EXPLORATION of Wright's line completed ; result unsatisfactory.

No. 20.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Lawrence, 6 August, 1878.

I have the honor to report that, in obedience to your instructions dated 11th June, 1878, I met the Wrights at Glen Innes, and have explored the route between Glen Innes and Lawrence as pointed out by them. This route leaves Glen Innes on the north side of the township, and passes close by the cemetery; it then follows the old Glen Elgin Road for about 12 miles, crossing the Beardy River a few chains north of the road, and passing through Devlin's conditional purchase at the Tollbar Range. The route then follows the general direction of the Grafton and Glen Innes Road to the crossing of Dirty Creek, about 21 or 22 miles from Glen Innes. From the crossing of Dirty Creek the route follows the general course of the Glen Elgin Road to a saddle about 2 miles south of Glen Elgin Station. From this saddle the route follows a direction nearly N.N.E. through the Glen Elgin paddocks, and crossing a creek known as Black Mountain Creek, thence in about the same direction to the junction of Blower's Creek with the Rocky River. Crossing Blower's Creek, the route follows the valley of the Rocky River to the head of Bob Shaw's Gully, about half-a-mile past Aked's homestead on the Rocky River. The route then follows the general course of a track along Bob Shaw's Gully to Oakey Flat, about 37 miles from Glen Innes.

From Oakey Flat the route crosses a range dividing the counties of Clive and Drake, then in a direction about N.N.E. for about 8 or 9 miles to the head of the Washpool Creek. The route then follows the Washpool Creek down to a selection of Mr. Ogilvie's, near Lionville, thence to Lawrence, following the general course of a road from Lionville to Lawrence, crossing the Coaldale Range a little north of the road.

From Glen Innes to Glen Elgin the country is comparatively easy. The only works of any importance on this portion of the route being a bridge over the Beardy River, and a cutting through the Tollbar Range, about 12 miles from Glen Innes, and a bridge at the crossing of Dirty Creek. From Glen Elgin to Oakey Flat the country is not so easy, being broken up into ridges and gullies. Besides the bridges over Black Mountain Creek and Blower's Gully, there would be some expensive cuttings and bridges in Bob Shaw's Gully.

Oakey Flat is situate on the west slope of the tableland of New England; a creek, shown on the county map as Oakey Creek, flows from the flat into the Rocky River. On the north and east of Oakey Flat the country rises suddenly to the level of the tableland of New England. Below the junction of Oakey Creek the Rocky River is a succession of rocky falls, and is confined between perpendicular walls of granite. It was impossible then to get away by the Rocky River. A low place in the range on the route proposed by the Wrights was found to be 640 feet above Oakey Flat, at a distance of about $1\frac{1}{2}$ mile from the flat. The top of the range is flat, being in fact a portion of the tableland; it could not therefore be tunnelled. A portion of the 640 feet might possibly be made perhaps half the height, by commencing the ascent earlier, but the balance would have to be obtained by a zig-zag. The country between the top of this range and the head of the Washpool Creek, about 9 miles, consists of broken granite ranges and deep creeks, which are crossed by the proposed route at right angles. At a range about 43 miles from Glen Innes there is a remarkable rock called the Haystack; to get through this range a tunnel about 90 or 100 chains in length would be required. About a mile further on the ground falls 270 feet in about 40 chains to Newman's Creek, and rises again 340 feet to Key's Gap in about 70 or 80 chains. I see no possible way of avoiding this difficulty.

From Key's Gap the distance to the head of the Washpool Creek is about a mile, and the ground falls 70 feet. The saddle at the head of the Washpool Creek, about 47 miles from Glen Innes, is about 250 feet below the level of that township. Up to this point then very little had been done towards making the descent from the tableland to New England.

At Mr. Ogilvie's selection on the Washpool Creek, near Lionville, about 18 miles below the head of the creek, the country is very little above the level of the Clarence River, and would afford a practicable gradient for about 8 or 10 miles up the creek. It was evident then that there must be a fall of at least 2,000 feet in the first 8 or 10 miles of the descent from the head of the creek.

It was impossible to examine this portion of the route, the country being covered with a dense scrub so interlaced with vines as to render travelling through it an impossibility.

Three days fording rivers and creeks, scrambling over rocky ranges, and tearing through scrub by the way of the Rocky River and Solferino, brought the party again to the Washpool Creek, about 17 or 18 miles below its head. In this distance the country had fallen 3,000 feet. Further exploration of this route was useless, but as the remainder of the proposed route lay in the neighbourhood of the road to Lawrence, I examined the country from the road. At about 20 miles from Lawrence the route crosses the Coaldale Range. This range is broken and rugged, and could only be got over with very heavy cuttings and sharp curves.

It was raining heavily all the time the party were on this range, and our clothing and blankets were thoroughly saturated, and the other portion of the route having proved a failure, I did not think it necessary to spend more time in exploring a portion of the route that could not be connected.

It will be seen from this report that portions of the route proposed by the Wrights, namely, the crossing of Newman's Creek and the descent from the tableland by the Washpool Creek, are impracticable, and that other portions, from Oakey Flat to Newman's Creek, are by no means of that easy character described by those gentlemen in their letter to the Minister for Works.

I have, &c.,

A. FRANCIS.

No. 21.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Tenterfield, 24 August, 1878.

I wish to correct an error in my report on the route between Glen Innes and Lawrence, pointed out by the Wrights.

I stated in my report that the distance from the head of the Washpool Creek to Mr. Ogilvie's selection, near Lionville, is about 18 miles; I stated this on the authority of the Wrights, who were positive about the distance, and who professed to be intimately acquainted with the country.

On my visiting Lionville with Mr. Marcolini, and having made myself better acquainted with this locality, I saw reasons for suspecting that the distance in question must be very much greater, and also that the account given by the Wrights of the character of the country about the Washpool Creek was incorrect. I have had a conversation with Mr. Penrose (Mr. Ogilvie's superintendent at Lionville) on the subject, and he informs me that himself and a blackfellow are the only two persons in existence who have ever attempted the descent of the Washpool Creek.

Mr. Penrose informs me that he penetrated the scrub for a short distance with the horses, and that finding it impossible to proceed with them or turn back, they abandoned the horses and saddles, and a coat of Mr. Penrose's, and succeeded in reaching Lionville after four days' travelling along the crest of the watershed between the Washpool and an adjoining creek. Mr. Penrose describes the country about the Washpool Creek as being (independent of scrub) of the most rugged and impracticable nature. He estimates the distance from the head of the Washpool Creek to Mr. Ogilvie's selection, near Lionville, at about 45 miles, instead of 18, as estimated by the Wrights, and informs me that the greater part of the descent from the tableland is made in the first 8 or 10 miles from the head of the creek. Mr. Penrose describes this portion of the Washpool as being a mere rent or fissure in the range, the creek being enclosed by perpendicular walls, several hundreds of feet in height; and also that the watersheds between the Washpool and the adjoining creeks are so narrow that a person might almost throw a stone from the watershed into either creek.

Mr. Marcolini, who knows this locality intimately, estimates the distance from the head of the Washpool Creek to Mr. Ogilvie's selection at from 40 to 45 miles, and agrees with Mr. Penrose as to the character of the country; and Mr. Beaton, who has advocated a line in this direction, thinks that there are about 30 miles of scrub to be got through; this distance added to about 10 miles of open country above Mr. Ogilvie's selection, would agree nearly with Mr. Marcolini's estimated distance. The distance then from Glen Innes to Lawrence by this route would be nearly 140 miles, instead of 110, as estimated by the Wrights. In order to be able to form an opinion of my own on the subject, I ascended the range from Lionville to a point from which a good view of the Washpool country can be seen, and saw enough to satisfy myself of the correctness of Mr. Penrose's statement as to the character of the country and the distance, and of the impossibility of making a railroad, or any other road, down the Washpool Creek.

I have, &c.,

A. FRANCIS.

Mr. Palmer.—W.H.Q., 30/8/78. H.P.—31/8/78. Seen by the Engineer-in-Chief.—W.H.Q. 29/8/78.

No. 22.

Mr. T. M. Wright to The Secretary for Public Works.

Dear Sir,

Lawrence, 23 August, 1878.

I have the honor to state for your information that according to Mr. Francis's report my route is hardly admissible, inasmuch as it falls in about 20 or 22 miles about 3,000 feet.

2nd. The whole of the head of the Washpool country is a blank on all the Government maps, and never has been explored; therefore it is only reasonable to infer that a good line could be obtained. I have been at both ends, but never through the middle; both ends show a good agricultural country and very easy gradients. I made a mistake in following up the Washpool Creek instead of the range from the crossing-place at Yulgabbin (Ogilvie's). I am confident that this range runs right around to the Black Mountain at Glen Elgin. Should you think this information sufficient we will go and see if it is available, provided the Government will defray expenses, and furnish me with a pocket aneroid to take levels.

3rd. Mr. Dillon's letter states that the Government intend to place on the Estimates a sum of money for a line from Glen Innes to Inverell. The proper route travels through Clarevaux, thence to Gully Station, westerly, crossing Wellingrove and Waterloo Plain, leaving Waterloo Station about a mile on the left, thence through Vivors Gap to Well Station, and going about westerly, leaving King's Plains about 6 miles to the right,—a beautiful level agricultural country. The above is valuable information to the present Government. I shall be happy to hear from you at your earliest convenience.

Yours, &c.,

THOS. M. WRIGHT.

Engineer-in-Chief for Railways.—J.R., B.C., 26 August, 1878. Seen by the E.-in-C.—W.H.Q., 29/8/78.

No. 23.

Messrs. T. M. Wright and R. H. Wright to The Secretary for Public Works.

Dear Sir,

Lawrence, 2 August, 1878.

Having finished the flying survey with Mr. Surveyor Francis, I think that, with the exception of about 12 miles of scrub, the remainder of the line will be the best and least expensive to construct. With respect to the above 12 miles, I am of opinion that I could avoid it altogether. In the event of the Government declining to go any further in the matter, I trust they will reimburse us a portion of our outlay, which amounts altogether, with our time, equipment, and actual money expended, to about

£600

£600 (six hundred pounds). We are perfectly aware that we have no claim upon the Government for any portion of it; still it is a very serious consideration for our families. Having such a thorough knowledge of the country induced us in the interest of the public to make the venture, and we trust the Government will take this into consideration.

Our claim for the trip to Glen Innes and back will be £50, and hire of one horse £5; total, £55. We send voucher blank, to be filled up in Sydney.

We have, &c.,
THOS. M. WRIGHT.
R. H. WRIGHT.

1878.—June 7th.		£	s.	d.
Cr. by Cash	...	20	0	0
June 7th.	To Passage money	6	0	0
	„ „ Horse and forage	2	15	6
	„ Shoeing three horses, 7s....	1	1	0
	„ Recovering three lost horses	3	0	0
	„ Three weeks each board, 25s.	7	10	0
	„ Expenses connecting line	2	0	0
	„ Box pills, 3s. 6d. ; bottle pain-killer, 2s.	0	5	6
	„ Two boxes matches, 1s. ; tobacco, 2s. 6d	0	3	6
	„ Telegram to A. Francis	0	3	0
	„ Three feed corn	0	6	0
		£23	4	6

Mr. Whitton, for report.—J.S., 5/8/78.
Engineer-in-Chief for Railways.—J.R., B.C., 6/8/78.

No. 24.

Telegram from Chief Clerk to Mr. Wright.

13 August, 1878.

NECESSARY to refer your claim to Mr. Francis. Will be attended to as early as practicable.

No. 25.

Telegram from Mr. T. M. Wright to Secretary for Public Works.

RESPECTFULLY draw your attention to my letter of 2nd instant.

No. 26.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

I HAVE received Wright's voucher; what do you wish me to do with it?

No. 27.

Telegram from Chief Clerk to Mr. Surveyor Francis.

24 August, 1878.

REPORT generally on Wright's claim, and state if services worth amount claimed.

No. 28.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Tenterfield, 24th August, 1878.

With reference to the claim of the Wrights for £55, as set forth in their letter of the 2nd instant, I have the honor to report that the services rendered by the Wrights on which this claim is founded consist of services of Thomas Wright as guide, Mr. Richard Wright as attendant on and horse-driver to his brother, and three horses.

Mr. Quinn received £25 for service of himself and three horses for the trip to Lawrence and the return journey; he engaged to forage his horses and ration himself during the whole time. If then we set down £25 for service of Thomas Wright and three horses, and allow say 10s. per diem wages for Richard Wright for eighteen days (twelve days exploring, and allow six for the return journey—Quinn reckoned on doing the return journey in four days), we shall have a sum of £34. When the Wrights left Glen Innes their horses were very low in condition, and on arriving at Amos's Station on the Rocky River the horse ridden by Richard Wright was unable to proceed on the journey, and was exchanged for one supplied by Mr. Amos's stockman. I know nothing of the conditions on which the horse was supplied. If the claim of £5 be allowed we shall have a total of £39, which is probably something like the amount to which the Wrights are entitled for the trip from Glen Innes to Lawrence and back.

With reference to the claim for £23 4s. 6d., I know nothing about it, except the item of 3s. for a telegram sent to me, which is correct.

The equipment of the Wrights consisted of three horses, as before stated, one small tent, and their blankets.

I have, &c.,

A. FRANCIS.

Forwarded for the consideration of the Minister. Messrs. Wright make a *direct* claim for £78 4s. 6d. for their services and expenses, and an inferential claim of £600 in addition.—J.W., *per* W.H.Q., 29/8/78. Under Secretary, B.C.

10

No. 29.

Telegram from Mr. T. M. Wright to Secretary for Public Works.

FRANCIS at Lawrence; refer our claim to him; six weeks since finished route.

Inform Francis has been communicated with and reported.—J.S., 10/9/78. Telegram sent, 10/9/78.
Mr. Whitton with reference to previous papers—J.R., 11/9/78.

No. 30.

The Engineer-in-Chief for Railways to The Secretary for Public Works.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,
Sydney, 13 September, 1878.

Messrs. Wrights' Claim.

ON 15th May, 1877, Mr. Wright offered to mark out a line from Glen Innes to North Grafton if the Government would advance to him the sum of £60 to provide horses and procure provisions.

Messrs. Wright now claim £78 4s 6d. for accompanying Mr. Francis from Glen Innes to Lawrence, but their services were not of any value.

I therefore think that if the amount of £60, which was originally asked by them, be paid, they will have been liberally treated by the Government, considering that they failed to point out a better line than the one originally surveyed, and in fact were not acquainted with the whole of the country.

The sum of £20 was advanced to them before leaving Sydney; the amount to be paid will therefore be £40, if the Minister approve of this suggestion. JOHN WHITTON.

Approved.—J.S., 18/9/78. The Engineer-in-Chief for Railways.—J.R., B.C., 19/9/78. Voucher certified.—W.H.Q., 20/9/78.

No. 31.

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

Sir,

Grafton, 29 May, 1878.

I have the honor by direction of the Clarence and New England Railway Committee in this city to inform you that arrangements are now being made to form a party of men possessing a knowledge of the country between Grafton and Glen Innes, to accompany Government railway surveyors over that route, and to request that you will be good enough to have such surveyors ready to start when such party is properly organized, of which I am instructed to inform you by telegram.

I have, &c.,
THOMAS PAGE,
Hon. Sec.

Mr. Whitton to say when surveyor can be ready for the work, which I promised some time ago.—J.S., 6/6/78. Engineer-in-Chief for Railways.—J.R., B.C., 10 June, 1878.

Inform Mr. Page that Mr. Surveyor Francis has been instructed to explore the route from Grafton to Glen Innes, to be pointed out by the guides of the Clarence and New England Railway Committee, after he has examined a route from Lawrence to Glen Innes; and request Mr. Page to arrange for the guides to meet Mr. Francis at Glen Innes, in order that he may be saved the time and trouble of returning to Grafton to commence the duty.—W.H.Q., 18 June, 1878.

No. 32.

The Chief Clerk to Mr. T. Page.

Sir,

18 June, 1878.

I have the honor to acknowledge your letter of the 29th ult., addressed to the Hon. the Minister for Works, relative to the route for a proposed line of railway from Grafton to Glen Innes, and in reply am directed to inform you that Mr. Surveyor Francis has been instructed to examine the route, to be pointed out by the guides selected by your committee, when he has completed the examination of a route from Lawrence to Glen Innes.

With a view of saving time and unnecessary travelling, it is suggested that the guides be instructed to meet Mr. Francis at Glen Innes, who will communicate with you when he is prepared to commence the exploration.

I remain, &c.,
W. H. QUODLING.

No. 33.

The Engineer-in-Chief for Railways to Mr. Surveyor Francis.

18 June, 1878.

ON the completion of the examination of the line between Lawrence and Glen Innes, to be pointed out by Messrs. Wright, you will be good enough to explore a route between Grafton and Glen Innes, which will be indicated by guides to be provided by the Clarence and New England Railway Committee of Grafton, of which Mr. Thomas Page is the Honorary Secretary.

You will please communicate with Mr. Page, and inform him when you will be able to commence the exploration, and at the same time suggest that the guides should meet you at Glen Innes, in order that you may be saved the time and trouble of returning to Grafton to commence the duty.

W. H. QUODLING,
(For the ENGINEER-IN-CHIEF.)

No. 34.

No. 34.

Mr. T. Page to The Engineer-in-Chief for Railways.

Sir,

Grafton, June 26, 1878.

I have the honor by direction of my committee to acknowledge receipt of your letter of 18th June, 1878 (345), and in reply to state that Mr. Surveyor Francis has called upon me, and that everything necessary is being carried out to be prepared with a party to accompany him over the route from Grafton to Glen Innes in a few days, probably Saturday next.

I have, &c.,

THOMAS PAGE,

Hon. Sec. C. & N. E. Railway Committee.

Seen by the E.-in-C., 4/7/78.

Mr. Palmer.—W.H.Q., 4 July, 1878.

H.P., 5/7/78.

No. 35.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Glen Innes, July 8, 1878.

I have the honor to inform you that I arrived at Glen Innes yesterday evening, after exploring the routes proposed by the Clarence and New England Railway Committee. The result has not been satisfactory; but I wish to examine another route from Newton Boyd to Glen Innes before sending in my report.

I have arranged to meet the Wrights at Glen Innes, but have seen nothing of them yet.

I have, &c.,

A. FRANCIS.

Mr. Palmer.—W.H.Q., 15 July, 1878.

H.P., 15/7/78.

No. 36.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Glen Innes, 17 July, 1878.

I have the honor to report that on my arrival at Grafton I placed myself in communication with Mr. Thomas Page, the Secretary for the Clarence and New England Railway League, who immediately set about making the necessary preparations for exploring a route between Grafton and Glen Innes.

The route proposed by the guides furnished by the League commences at South Grafton, and accepts the original survey as far as BM2 on the Newton Boyd Road, near the Waterview fence, then into Deep Creek, and follows the course of the creek to the Orara River, then up the Orara to its junction with Chambigne Creek; the route then follows the valley of the Chambigne Creek to its junction with a creek known as Stinking Creek, and having ascended Stinking Creek as far as it would afford a practicable gradient, it was proposed to tunnel through the Buccarumbi Mountain into a creek leading into the Nymboi River.

Having reached the Nymboi River, it was proposed to cross it near its junction with the Little River, then follow up the valley of the Little River to Broadmeadows, then on to Newton Boyd, following generally the course of the Newton Boyd Road.

From Newton Boyd to Glen Innes several different routes were proposed for examination. One was to connect the survey of the Little River with the original survey up the Mann River, then follow up the Mann River to its junction with Leather Jacket or Yellow Jacket Creek, then up the creek for about 5 miles until the third crossing of the Newton Boyd Road was reached, then round by the Mann River, and connect with the original survey somewhere about Surveyor's Creek, or cross the Yarrow and Mitchell Rivers from the neighbourhood of Surveyor's Creek, when it was supposed an easy line could be obtained to the tableland of New England.

Another project was to follow up the Henry River from Newton Boyd to its junction with Saddle Creek, then follow up Saddle Creek, which it was supposed would afford a line to the tableland.

From South Grafton the country by the Deep Creek presents no difficulties, and the route passed generally through good agricultural land. The first work of any importance on this route would be a bridge over the Orara River. Following the valley of the Chambigne Creek to its junction with Stinking Creek, we found the country favourable, the rise in the bed of the creek above its junction with the Orara, that is to say in 10 miles, being about 200 feet. The valley is open up to this point, and the banks of the creek have a gentle slope. The valley abounds in good timber, chiefly ironbark and spotted-gum. On ascending Stinking Creek we found the bed of the creek rising at the rate of 110 feet per mile for the first 2 miles from its junction with the Chambigne Creek. Proceeding a mile further up the creek we found its bed rising at the rate of 300 feet per mile, and its rate of inclination still increasing, in fact it was heading into the Buccarumbi Mountain.

From this point it was proposed to tunnel through the mountain. Having abandoned this project as impracticable, we proceeded to follow up the valley of the Chambigne Creek to its head in the range, where it was proposed to tunnel through into Doboy Creek. From the junction of Stinking Creek up the Chambigne Creek the aneroid indicated a rise of 350 feet in a distance estimated at a little over 2 miles, when the country rose abruptly. The creek had here become narrow and crooked, and in about 40 or 50 chains more we had risen 525 feet to the saddle over Doboy Creek. This is the narrowest point known in the Buccarumbi Range, and a tunnel through it would probably be about a mile in length.

Following the course of the Doboy Creek to its junction with the Nymboi River we found the country favourable. From the junction of Doboy Creek along the valley of the Nymboi River the country rises gently to Buccarumbi. The banks of the river on the east side (the side selected for the proposed route) are in many places rugged and precipitous, with a few bluffs, which it would be necessary to cut down to a gradient, or tunnel through. There are about 5 or 6 miles of gently sloping bank. The creek crossings on this portion of the proposed route would be numerous and expensive.

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The next important work on this route would be a bridge over the Nymboi River, near its junction with the Little River at Buccarumbi. After a careful examination of both banks of this river the balance of easy country (if any portion of this route can be said to be easy) appears to me to be on the same side as the Newton Boyd Road. The distance along the Little River from its junction with the Nymboi to Broadmeadows is about 30 miles, and the whole of the country on this portion of the proposed route is of the most difficult description. The banks of the river for many miles are very high and steep, and in many places perpendicular bluffs; the bends in the river are acute, and it would be necessary to tunnel through many of the spurs; and the creek crossings would be very numerous, and many of them very long and deep; in fact nearly all the works on this 30 miles would consist of heavy cuttings, tunnels, and expensive bridges.

I am of opinion that 30 miles of the section of the worst parts of the Mann and Yarrow Rivers would compare favourably with 30 miles of section along either bank of the Little River.

From Broadmeadows to Newton Boyd two tunnels would be necessary on this length—one, commencing at about 60 chains from Carey's accommodation house at Broadmeadows, would be about half-a-mile in length, the other, about 3 miles from Carey's, would probably be a little shorter. After having passed these obstacles the country is easy to Newton Boyd. This route might then be connected with the original survey of the Mann River, if required.

The next route explored commenced at B.M. 11, on the Mann River, near Newton Boyd. We had some difficulty in finding the original survey here, the surveyor who performed the work on this length having neglected to mark the line.

We crossed the Mann River, and followed its course up to its junction with Yellow Jacket Creek, then followed the creek to the third crossing of the Newton Boyd Road, about 5 miles up the creek; in this distance we had risen 740 feet in the bed of the creek. This was a point which the guides supposed could be easily made from the Mann River. The creek here became narrow and steep, and headed into the range. From this point a proposition was made to tunnel through a spur, then follow the course of the Mann River to Surveyor's Creek, and there connect with the original survey, and accept the original survey up to Glen Innes; or from the neighbourhood of Surveyor's Creek cross the Yarrow and Mitchell Rivers above their junction with the Mann River, when it was supposed that the difficulty of reaching the tableland of New England would be at an end. The objection to the first project was that it accepted the most objectionable portion of the original survey, the portion in fact which most needed amendment, and led into country which it was most desirable to avoid.

The second project, that of crossing the Yarrow and Mitchell Rivers from the altitude of the original survey, was simply nonsense, and if the Yarrow were crossed at a low level it would be impossible to rise out of it.

Up to this point the route explored is identical with a route proposed by Mr. Hook in a letter to the league at Glen Innes. Mr. Hook thinks that a tunnel of about a mile in length, commencing in Leather Jacket Creek and leading to a depression in the Kingsgate Run, would dispose of the difficulty. My impression is that Mr. Hook's proposed tunnel would lead to exceedingly difficult ground, from which it would be difficult to escape, except by connecting with the original survey, somewhere on the Yarrow River.

With a view of discovering some less objectionable route we returned to Newton Boyd, and explored the Henry River to its junction with Saddle Creek, about 5 miles up the Henry. We found the Henry River practicable up to this point, but being deemed impracticable further up, it was proposed to explore Saddle Creek, which it was supposed would afford a practicable line to the tableland. Saddle Creek, is a narrow, crooked, gorge in the mountains, with sides so nearly perpendicular that neither horse nor man can possibly walk along them for any distance. The bed of the creek being also impracticable for several miles, we were constrained to examine this route from the top of a ridge forming the left bank of the creek facing towards the tableland; on this ridge we rose 1,650 feet in a distance estimated by the guides at about 2 miles. Descending into the bed of the creek, at an estimated distance of 7 miles from its junction with the Henry, the aneroid indicated a rise of 1,530 feet above that point—about 218 feet to the mile.

We were then in a broken impracticable mountain range from which escape by any practicable route was impossible, and any further exploration in that direction was manifestly useless.

I then proceeded by tracks through the scrub, known to the guides, to Yarrow Creek Station, with the view of examining the country in that locality, and then on to Glen Innes, to meet a guide who was to point out another route from the Mann River to Glen Innes.

The next route proposed for examination was by a creek known as Scrubby or Dissemly Creek. This creek junctions with the Mann River, about 3 miles below the crossing of the Newton Boyd Road. It was supposed by the guides that this creek would be of sufficient length to afford a practicable gradient to the tableland. It was then proposed to cross a low range and drop into a creek known as Dirty Creek; then follow Dirty Creek to a point on the Newton Boyd Road about 20 miles from Glen Innes; then follow the general course of the Newton Boyd Road for about 8 miles; then to the Beardy River by a creek known as the 15-mile Creek, and on to Glen Innes, following the general course of an old road from Glen Elgin.

The country between Glen Innes and the Semly Creek is favourable enough; but on ascending the creek from the Mann River we found a rise of 440 feet above the original survey in a distance of about $2\frac{1}{2}$ miles. At a distance of about $4\frac{1}{2}$ miles from the junction we had risen 1,420 feet, and in about 7 miles we had risen 2,000 feet, and were on the tableland.

The fall from the tableland of New England in the direction of the Mann River is everywhere abrupt, and the distance varies from about 6 to 8 miles; in this distance there is a fall of about 2,000 feet. It is evident therefore that any attempt to make the descent by any leading creek or spur must prove a failure.

The only way in which the descent from the tableland to the Mann River can be effected is by skirting along the range and crossing the creeks and spurs; and I see no better ground for this purpose than that over which the original survey is carried.

I think a little improvement may be made in the original survey in the neighbourhood of Stockyard Creek, by lengthening the line above it and crossing the creek at a lower level; and no doubt the line is capable of being improved in other places.

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The route between Grafton and Newton Boyd explored by me, and described in this report, does not appear to me to possess any advantages over the route already surveyed; on the contrary, I am of opinion that a survey would prove it to be more costly; and from Newton Boyd to Glen Innes I consider the route already surveyed to be the only practicable one yet discovered.

I have, &c.,
A. FRANCIS.

No. 37.

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

Sir,

Grafton, 28 June, 1878.

Referring to my letter of a late date, respecting the proposed railway between the Clarence and the tableland of New England.

Since writing I have consulted with several prominent gentlemen of this town, who all bear out my suggestion of the desirability of making the road along the line named. I have had an interview with Mr. Surveyor Francis, and have shown him a map which I have drawn out, and I beg that before the Government commit themselves to any particular route that a Government surveyor be authorized to ride over and report upon the line I propose.

I told Mr. Francis I was quite prepared to equip an expedition to test the practicability of this route, knowing it to be a good one, and the only possible road which can be found between the Clarence and the tableland of New England.

I have, &c.,
PAULO MARCOLINI.

Let Mr. Francis report on this letter.—J.S., 1/7/78. The Engineer-in-Chief for Railways.—J.R., B.C., 2nd July, 1878.

No. 38.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Francis.

15 July, 1878.

A LETTER has been written to the Minister for Works by Mr. Paulo Marcolini, in which he states that he saw you and showed you a map upon which he had drawn out the route which he considered the most practicable for a line of railway from Grafton to the tableland of New England.

The Minister wishes you to report on Mr. Marcolini's proposal.

If your present explorations do not enable you to decide on the merits of this proposed route, you should avail yourself of Mr. Marcolini's offer of a guide and examine it.

HERBERT PALMER.

No. 39.

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

Sir,

Grafton, 26 July, 1878.

Referring to my previous letter, and to your reply, in the matter of the proposed railway from the Clarence to New England.

As Mr. Railway-Surveyor Francis is expected shortly in Grafton from Tenterfield, accompanying Wright's party, I have the honor to request that upon his return to the Clarence you will kindly furnish him with instructions to accompany me, in accordance with a promise made to Mr. Kinnear. I repeat my willingness to bear all expenses connected with the expedition (irrespective of surveyor's salary), and I am quite convinced that upon the route proposed by me being ridden over by Mr. Francis it will be adopted, as being the most direct and cheapest in construction; such is the opinion of Mr. Kinnear, who has ridden over the greater portion of the line.

I am, &c.,
PAULO MARCOLINI.

Mr. Whitton to say whether Mr. Francis has yet reported on Wright's line.—J.S., 30/7/78. Mr. Francis having reported that Mr. Wright's line is unsatisfactory, has been instructed to examine the routes to be pointed by Mr. Marcolini and Messrs. Chauvel and Ogilvie respectively.—J.W., per W.H.Q., 12/8/78. Under Secretary.—B.C.

No. 40.

Telegram from Chief Clerk to Mr. P. Marcolini.

3 August, 1878.

MR. FRANCIS has been instructed to explore route to be pointed out by you.

No. 41.

Telegram from Chief Clerk to Mr. Surveyor Francis.

3 August, 1878.

Do not forget instructions to examine line to be pointed out by Marcolini.

No. 42.

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No. 42.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Lawrence, 3 August, 1878.

MARCOLINI'S line is from North Grafton to Tenterfield. Do you wish me to explore it?

A. FRANCIS.

No. 43.

Telegram from Chief Clerk to Mr. Surveyor Francis.

5 August, 1878.

EXAMINE Marcolini's line from Clarence to New England, and afterwards examine line to be pointed out by Messrs. Ogilvie and Chanvel, from Tenterfield to Lawrence. These will complete all suggested explorations. Arrange with Mr. Ogilvie for guides to meet you at Tenterfield. Map and description of proposed line will be sent there.

No. 44.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Tenterfield, 23 August, 1878.

DEFEATED on Marcolini's route. Marcolini trying to amend his route.

A. FRANCIS.

No. 45.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Tenterfield, 28 August, 1878.

LINE from North Grafton to Teterfield practicable. I shall start on Ogilvie's line to-morrow.

A. FRANCIS.

No. 46.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Tenterfield, 28 August, 1878.

Sir,

I have the honor to report that, in obedience to your instructions of the 5th instant, I have explored a route for a proposed line of railway between North Grafton and Tenterfield, as pointed out by Mr. Marcolini. Mr. Marcolini's route commences at North Grafton, and proceeds in a direction about N.N.W. to the "Junction Inn," about 3 miles from Grafton; thence keeping the Tenterfield Road for about one and a half mile; then through Dixon's and Laird's paddocks to the "Mountain View Hotel," on the road to Smith's Flats, or cross a spur of the Richmond Range, at a low saddle, about a mile from the hotel. From this saddle the route proceeds in a N.W. direction to Krebbe's vineyard, near Moleville; then keeping along the boundary of Moleville, through the timber reserve, by an old road to Gordonbrook and Yugalbar, crossing Porter's Creek and Blackman's Creek at about 18 miles from Grafton. From the crossing of Blackman's Creek the route follows an old road to Yugalbar for about 7 miles to Gerrard's farm, crossing Whiteman's Creek at about 19 or 20 miles from Grafton; then follows Smith's Creek to its head in the Coaldale Range, passing through the selections of Bailey, Thompson, Bateman, Cameron, and Keys. The Coaldale Range is about 30 miles from Grafton.

From the Coaldale Range the route follows the Pulginbar Creek, through Hoskins's selection, passing near his copper mine; then crossing Pulginbar Creek, on to Fine-flour Creek, by the Gordonbrook Road; it then follows up Fine-flour Creek to a bridge on the Solferino Road, and follows the Solferino Road over Hamilton's Gap down Long or Double Swamp and Joseph's Creek to the Clarence River.

The route then follows the Clarence River to a point about a mile above Newingar Creek, when it crosses the Clarence and follows a spur running in a N.W. direction, keeping the Newingar Creek on the left. This spur leads up to the Bull-dog Range, which it is proposed to cross near Green Snake Creek; then follows up Green Snake Creek to its head in the range above the Rocky River. This point is about 850 feet above the bed of the river.

The route then follows the bank of the river with a descending gradient to the junction of Demon Creek, crossing the river at the most convenient place after the descent can be accomplished.

Mr. Marcolini's intention was then to follow up Demon Creek to the tableland, joining the original survey from Lawrence a few miles from Tenterfield.

The attempt to reach the tableland by any of the heads of Demon Creek having proved a failure, Mr. Currie, of Tenterfield, came to our assistance and pointed out a route by a creek known as Grass-tree Creek. This creek has its head in the Grass-tree Range, about 10 miles from Tenterfield, and falls into Demon Creek at about 3 miles from its junction with the Rocky River.

The difference of heights between Tenterfield and the junction of Demon Creek with the Rocky River is about 2,000 feet; and Grass-tree Creek promises to afford a route by which the descent may be made with a uniform gradient of about 100 feet to the mile. Nearly the whole of the descent by Grass-tree Creek would be on steep slopes. Many of the spurs running down to the creek are too narrow to admit of curves being got round, and would have to be tunnelled through, and curves of 12 or even 10 chains radius would probably be the rule on this portion of the work.

For the remainder of the route the most important works required would be a tunnel of perhaps 60 or 80 chains through the Coaldale Range, bridges over the Clarence and Rocky Rivers, and cuttings through

through the Bull-dog Range and Hamilton's Gap. Besides these there would be about 5 or 6 miles of rough country to be dealt with in the approaches to the Coal Range, about 8 miles of difficult country in the neighbourhood of the Bull-dog Range, and several miles of rough broken country on the Rocky River.

The proposed route passes for the most part through agricultural land of excellent quality, and the country abounds in coal, iron, limestone, and copper.

The route also passes within about 7 miles of the Solferino Gold Field.

I estimate the length of the proposed route at about 140 miles.

I have, &c.,
A. FRANCIS.

No. 47.

The Engineer-in-Chief for Railways to Mr. Surveyor Francis.

6 August, 1878.

REFERRING to the telegram of the 5th instant, instructing you to examine a line to be pointed out by guides chosen by Messrs. Ogilvie and Chauvel, from Tenterfield to Lawrence, I now forward for your information a description of the proposed line, as given by those gentlemen, together with a copy of the map handed to the Minister by Mr. Chauvel.

W. H. QUODLING,
(For the Engineer-in-Chief).

Telegram referred is with papers relating to Mr. Marcolini's route.

Mr. Ogilvie said the object of the deputation was to suggest a deviation of the most northerly of the proposed lines of railway from the Clarence to New England. If it were carried still more northerly, as the deputation proposed, one effect would be to intercept the traffic which was leaving the northern part of New South Wales and going into Queensland.

But the chief advantage was that it would ascend the tableland at a much easier gradient.

It would be a more practical line, and it would cost less than the other lines, and would be a better line than the other when constructed, and more easily kept in repair.

Then the descent from Tenterfield to the western country was very gradual, favouring the further extension of the line to open up communication beyond.

Mr. Chauvel, by means of a map, explained that the proposed line of railway would go from Lawrence 20 miles lower down the Clarence than Grafton, would pass within a mile of Wyon, about 12 miles from Casino, through the settlement of Busby's Flat, on to Tabulam, thence onwards it would pass within a couple of miles of the settlement of Pretty Gully Diggings, 10 miles of the Taloom Diggings, and 5 miles of the Lunatic Reef.

It then would join the original survey at Darcy's, 20 miles from Tenterfield.

He said that the country through which the line passed was good agricultural country for the most part, and in this respect was superior to the country for which other lines had been surveyed.

Besides, this line would have the very great advantage that it would bring the Richmond District within a comparatively short distance of railway communication, and would thus enable the people of both the Clarence and the Richmond to get their breadstuffs from the New England Districts.

No. 48.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Tenterfield, 29 August, 1878.

REQUIRE a man and three horses for exploration of Ogilvie's line. Mr. Bailey will perform the service for twenty-five shillings per day and bear all costs.

A. FRANCIS.

No. 49.

Telegram from Chief Clerk to Mr. Surveyor Francis.

EMPLOYMENT of Bailey and horses sanctioned.

Sydney, 29 August, 1878.

Bailey lost his horses, and the agreement fell through. It was then taken up by John Bramigan, who also failed. It was finally carried out by McLean, who signed the voucher and received the cheque.—A.F.

No. 50.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Lawrence, 10 September, 1878.

PLEASE place eighteen pounds fifteen shillings to my credit in Bank of New South Wales for hire of man and horses for Ogilvie's line.

£18 15s. placed to credit of Mr. Francis's public account, Bank of New South Wales, Sydney.—
J.F.B., 12/9/78.

No. 51.

Telegram from Chief Clerk to Mr. Surveyor Francis.

EIGHTEEN pounds fifteen shillings placed to your credit, public account.

12 September, 1878.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Lawrence, 14 September, 1878.

I have the honor to report that, in obedience to your instructions, No. 78/529, dated 6th August, 1878, I placed myself in communication with Messrs. Ogilvie and Chauvel for the purpose of arranging for the exploration of the route between Lawrence and Tenterfield proposed by these gentlemen.

Mr. Ogilvie did not reply to my letter or telegram, nor did he afford any assistance by furnishing a guide or otherwise.

Mr. Chauvel responded by appointing his superintendent, Mr. Jordan, to meet me at Darcy's, at Sandy Creek, and pilot me down the Cataract River to Tabulam, and point out a way over the Richmond Range to the Richmond Deep Creek.

The route pointed out by Mr. Jordan is the same as that indicated on the map furnished by Mr. Chauvel, that is, leaving the original survey in the neighbourhood of Darcy's, it follows the Cataract River to its confluence with the Clarence, then down the Clarence River for about 10 miles, when it is proposed to tunnel through a range dividing the Clarence from Emu Creek (the length of tunnel required here would probably be about 20 chains); then follow Emu Creek down for about 2 miles, when it is proposed to cut through another range, dividing the waters of Emu Creek from those of Plumbago Creek, then over undulating ground to a junction with the original survey, about 3 miles from Tabulam. From Tabulam it is proposed to accept the original survey as far as the top of the Richmond Range; then get into the Richmond Deep Creek by following down a spur, which it was supposed would afford a practicable gradient; then down the valley of Deep Creek to a point about 10 miles from Casino.

Beyond this point no route has been pointed out or indicated.

The route by the Cataract River presents no especial difficulties up to about 3 or 4 miles below Darcy's. At that distance the banks become steep and broken, and at about 5 miles from Darcy's the banks of the river become bluffs, almost perpendicular. The bed of the river becomes here a succession of cataracts, falling from 120 to 160 per mile, and is so rugged that Mr. Jordan and myself had to abandon the attempt to travel down it.

The river preserves this character for several miles down, probably 7 or 8. For the remainder of the distance down the Cataract River to its junction with the Clarence the banks of the river have an average slope of about 45 degrees, alternating with perpendicular bluffs and short lengths of flat ground or easy slopes. The country on each side of the Cataract River is for the greater part utterly worthless, consisting of barren stony ranges, varying from about 800 to 1,500 feet in height. Before a survey of the Cataract River could be attempted it would be necessary to cut a bridle track for several miles, to allow rations and camp stores to be conveyed into the river; but a survey of this route would in my opinion prove very unsatisfactory, and time and money expended on it would be wasted.

From the junction of the Cataract River down the Clarence, to where the line would cross the range to Emu Creek, the character of the river is much the same as that of the first 5 or 6 miles of the Cataract River above its junction, that is the banks have an average slope of about 45 degrees, with occasional perpendicular bluffs and short lengths of flat or easy country.

Two tunnels would be required at the places indicated on the tracing. The remainder of the proposed route, to its junction with the original survey at Tabulam, is over undulating country, requiring a tunnel of about 20 chains in length through the range dividing the Clarence from Emu Creek, and a deep cutting through the range dividing the waters of Emu Creek from those of Plumbago Creek.

Mr. Chauvel proposes to ascend the Richmond Range from the Tabulam side by the same spur as that used for the original survey, then, leaving Myrtle Creek on the right, make the descent to Deep Creek by another spur. On examining this portion of Mr. Chauvel's proposed route I find that the country falls about 400 feet, in an estimated distance of 2 miles, into the valley of a creek known as Twelve-mile Creek, which intersects the proposed route nearly at right angles. This portion of the proposed route then is not feasible, and a tunnel through the Richmond Range would be necessary to connect the proposed line with Deep Creek.

From the foot of the Richmond Range to Casino, by the valley of Deep Creek, the country is flat, and appears to be good agricultural land. From Casino to Lawrence the country offers very few difficulties, being for the most part flat or gently undulating, and the survey might follow the general direction of the Lawrence and Casino Road.

The heaviest work on this portion of the route would be a cutting through a range about 16 miles from Casino, and there would be 2 or 3 miles of heavily undulating country to deal with at about 10 to 12 miles from Lawrence.

Except the Richmond Range, there appears to be no serious obstacles on the route proposed by Messrs. Ogilvie and Chauvel as far as Tabulam. This portion of the proposed route passes mostly over good agricultural country, and Casino and Wyon could be connected by branch lines as proposed. The remainder of the route by the Clarence and Cataract Rivers is in my opinion not feasible. Much of the work on these rivers would be of the most expensive character, that is, heavy rock cuttings on steep sloping ground, with masses of rock overhead, which might fall on the line at any moment, frequent tunnels and numerous and expensive bridges (Mr. Chauvel proposes to cross the Cataract River no less than five times); and I believe that a portion of the Cataract River would be found to be quite impracticable; the advantage of an easy uniform gradient would not be obtained, and the length of the line would be increased by at least 10 miles without a single advantage gained. Communication with this portion of the route, except from Tabulam and Darcy's, could only be effected over rugged ranges, and for the greater part would be found to be impossible.

A line from Tabulam to Darcy's or Tenterfield must cross Gerard's Range, and a modification of the route already surveyed will probably be found to be the best.

I have, &c.,

A. FRANCIS.

Seen by the E.-in.-C.—W.H.Q., 1/10/78. Mr. Palmer.—H.P., 2/10/78.

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No. 53.

Telegram from Messrs. T. Bawden and J. Dillon, M.P's., to Secretary for Public Works.

Grafton, 2 July, 1878.

RESIDENTS Glen Innes and Inverell very desirous that exploration for railway purposes in continuation of present exploration by Surveyor Francis, Grafton to Glen Innes, should be extended to Inverell and Warialda previous to inspection of any other route between Clarence and tableland. Please instruct Surveyor Francis to do this. Reply early, so that arrangements may be made for guides to accompany him over country proposed to be explored. Very urgent.

T. BAWDEN.
JOHN DILLON.

Mr Whitton.—J.R., B.C., 6/7/78.

Mr. Francis has received instructions and made arrangements for examining the country in various directions between the Clarence District and the tableland of New England, and it would not therefore be desirable to explore the route suggested in the telegram until this work has been completed.—J.W., *per* W.H.Q., 11 July, 1878.

Under Secretary. Inform.—J.S., 12/7/78. T. Bawden, Esq., M.P., 15/7/78. The Engineer-in-Chief for Railways.—J.R., B.C., 15 July, 1878.

Mr. Francis to be instructed to explore for a line from Glen Innes to Inverell and Warialda, and arrange with Mr. Bawden, M.P., of Grafton, for guides.—J.W., *per* W.H.Q., 28 August, 1878.

No. 54.

The Commissioner for Railways to T. Bawden, Esq., M.P.

Sir,

Department of Public Works, Sydney, 15 July, 1878.

In reply to your telegram of the 2nd instant, that instructions be given to the railway trial surveyors to extend their explorations to the country in the vicinity of Inverell and Warialda, previous to the inspection of any other route between the Clarence and the tableland of New England, I am directed to inform you that Mr. Surveyor Francis has already received instructions and made arrangements for examining the country in various directions between the Clarence and the tableland, and it would not therefore be desirable to explore the route suggested until this work has been completed.

I have, &c.,
JOHN RAE.

No. 55.

Telegram from Chief Clerk to Mr. Surveyor Francis.

28 August, 1878.

ON completion of exploration of Ogilvie's line you will be required to explore from Glen Innes to Inverell and Warialda. Instructions will be sent to Grafton.

No. 56.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Francis.

29 August, 1878.

THE Engineer-in-Chief wishes you to explore the country between Glen Innes and Inverell, and thence to Warialda, and to report upon the most feasible routes for railway purposes.

Before starting you are to communicate with Mr. Bawden, of Grafton, with reference to guides, who are prepared to accompany you on this exploration.

HERBERT PALMER.

No. 57.

Telegram from Chief Clerk to T. Bawden, Esq., M.P.

30 August, 1878.

MR. FRANCIS has been instructed to explore for railway from Glen Innes to Inverell and Warialda, and to apply to you for guides. He will reach Grafton in about ten days, on completion of exploration from Tenterfield.

No. 58.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Inverell, 28 September, 1878.

I have the honor to report that, in obedience to your instructions dated August 29th, 1878, I have examined the country between Glen Innes and Inverell for the purpose of discovering the best route for a railway between these two places.

The first route explored was suggested by Mr. M'Masters, of Wellingrove, and leaves Glen Innes in a direction about N.N.E., and follows the road to Clarevaux by Dumeresque's for about 5 miles, then passing by or through the selections of Doolan, Clough, Ezzy, Delaney, Marshall, Sullivan, and Claffy, and intersects Mr. Stack's trial line from Inverell to Tenterfield, at an intersection numbered 162, about half a mile on the Glen Innes side of B.M.-24, and about 10 miles from Glen Innes.

This route is even throughout its entire length (about 10 miles); there are no crossings on it, and it passes over first-class agricultural country.

If the remainder of the route to Inverell, as surveyed by Mr. Stack, is satisfactory, the only objection to it is its great length.

With the view of shortening the distance, a second route, intersecting Mr. Stack's trial line from Inverell to Tenterfield, at an intersection, No. 31, near B.M.-6, was examined. This route leaves Glen Innes in a direction about north-west by west, and passes through Bagan's farm, about 7 miles from Glen Innes; then through the farms of O'Brien, M'Masters, and Bream, crossing Punch's Gully and the Waterloo Creek, close by Kran's cultivated land; then by Cole's farm to the intersection with Mr. Stack's line.

The direct distance from Glen Innes to this intersection is about 13 miles, but the country would not admit of a direct route, and the distance would be increased by at least one-third, or say 4 miles, by rounding spurs and heading gullies to obtain a practicable gradient. The route first examined is therefore not only easier but shorter.

The third route examined was suggested by Mr. John Ross, of Balaklava. It leaves Glen Innes in a direction about west by the Inverell Road, and crosses the Ferneabad Range at about 3 miles from Glen Innes, leaving the main road about half a mile on the right, passing through the selections of Christy, O'Hara, Weir, Taylor, and M'Mullenes, and crosses the Waterloo Range at M'Mullen's Gap, about 8 miles from Glen Innes; then down Boyd's Gully to the Waterloo Creek, passing through the selections of M'Intyre and Ross; then crossing the Waterloo Creek, gets into the valley of the Swanbrook Creek, and follows the valley down to Inverell; or the survey may be made to close somewhere about B.M.-39, a few miles from Inverell, on the survey from Inverell to Tenterfield.

This route is nearly direct between Glen Innes and Inverell, and passes during its entire length over first-class agricultural land.

The valley of the Swanbrook Creek consists of rich alluvial soil, and is capable of sustaining a large population.

The only obstacle on the route is the Waterloo Range. A tunnel of from 12 to 15 chains in length would be necessary at M'Mullen's Gap, and by skirting the range on the left of Boyd's Gully I think the descent to the Waterloo Creek may be made in about 4 miles, with a gradient of 1 in 40; the remainder of the route may be got over with easy gradients and flat curves. The distance from Glen Innes to Inverell by this route would be about 4 or 5 miles less than the distance by the main road.

The advantages of this route over the other suggested routes are so manifest that I consider it the only route deserving of serious consideration.

I have, &c.,

A. FRANCIS.

Seen by the E.-in-C.—W.H.Q., 2/10/78. Mr. Palmer.—H.P., 3/10/78.

No. 59.

Telegram from Messrs. Mulligan & Armstrong to J. Dillon, Esq., M.P.

Inverell.

CAUSE Minister, if possible, to instruct Surveyor Francis to extend trial survey north-west of Warialda, in direction of Moree.

MULLIGAN & ARMSTRONG.

Received from Minister for Works, 27th September, 1878. Instructions sent to Mr. Francis to continue exploration to Warialda and Moree before returning to Sydney.—J.W., 27/9/78.

My dear Sir,

Sydney, 27 September, 1878.

Mr. Dillon, M.P., handed the enclosed telegram to me last night. Please see that it is brought under the notice of Mr. Sutherland.

Yours, &c.,

John Rae, Esq.

J. F. BURNS.

No. 60.

Telegram from Chief Clerk to Mr. Surveyor Francis.

27 September, 1878.

CONTINUE exploration to Warialda and Moree before returning to Sydney.

No. 61.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

Warialda, 3 October, 1878.

EXPLORATION of country between Inverell and Warialda completed; waiting at Warialda for the Big River to subside.

A. FRANCIS.

No. 62.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Warialda, 3 October, 1878.

I have the honor to report that, in obedience to your instructions dated August 29, 1878, I have examined the country between Inverell and Warialda for the purpose of ascertaining the best route for a railway between these two places.

The route examined is nearly direct between Inverell and Warialda. It leaves Inverell in a direction about N.W., passing close by the Manse, and crossing the M'Intyre River about a mile from Inverell; the line then follows the general direction of a road dividing the properties of Bartholomew and James Gleeson to a low place on a range at Weston's farm, about 3 miles from Inverell, and known as Weston's Gap. After crossing Weston's Gap, the route passes through the farms of Fraser, Anderson, M'Donald, Fraser, Hobbs, and Davis, leaving Jones's wine shop about half-a-mile on the right; then through Chisholm

Ross's

Ross's land to a saddle in the range dividing the waters of the M'Intyre from those of Myall Creek. This range is known as Red Range, and is about 8 miles from Inverell. The country up to this point is heavily undulating, the route crossing the undulations at right angles; but an even route may be obtained by keeping more to the N. or N.E., and adding 2 or 3 miles to the length of the route.

After crossing the Red Range the route follows a valley through the selections of Wilkie and Bartlett, then to Warialda by keeping near the main road, leaving the old road and following the now one by Little Kelly's Gully at about 3 miles from Warialda.

From Red Range to Warialda the country is even, and very little work would be required on this portion of the route; besides the M'Intyre River there are a few unimportant creeks to be crossed. The route, except the portion of it in the immediate neighbourhood of Warialda, passes over a rich agricultural district.

I have, &c.,

A. FRANCIS.

No. 63.

Telegram from Mr. Surveyor Francis to Engineer-in-Chief for Railways.

4 October, 1878.

THE people of Warialda refuse to supply guides or horses for the exploration to Moree; all other instructions fulfilled.

A. FRANCIS.

No. 64.

Telegram from Chief Clerk to Mr. Surveyor Francis.

4 October, 1878.

ENGAGE guides and horses if practicable, and continue exploration to Moree before returning to Sydney.

No. 65.

Mr. Surveyor Francis to The Engineer-in-Chief for Railways.

Sir,

Moree, 6 October, 1878.

I have the honor to report that, in obedience to your instructions of the 27th September, 1878, I have examined the country between Warialda and Moree for the purpose of discovering the best route for a railway between these two places.

The route examined was pointed out by Mr. Crane, of Warialda, and leaves that township in a westerly direction, crossing Reedy Creek at a distance of about $1\frac{1}{2}$ mile from Warialda, and passing through the selections of Hallam and Weick; then crossing Sawyer's Gully, at about 3 miles from Warialda, passes through Mears's farm and Peglar's run to a low place in the Tulumbar Range (over which a bush road passes towards Moree); then through Adams's run, keeping the general direction of the old road to a crossing-place at the Gwydir River, at the selections of John Brodie and Ezzy, about 14 miles from Warialda. The proposed route then keeps the general course of the main road to Moree, passing through the Gravesend run and near to Maiden's public-house, then to Moree, crossing the Mebi River near that township.

The total distance from Warialda to Moree by this route is about 50 miles. This route is not direct; it makes a slight detour to the south to avoid the Tulumbar Range. The character of the country for the first 14 miles is gently undulating, and a few light cuttings and embankments would be necessary on this portion of the route.

The country from the Gwydir River to Moree is quite even, and the line might be made straight between these two places. The only river or creek crossings required on the route would be a bridge over Reedy Creek at Warialda, one over Sawyer's Gully, a third over the Gwydir, and one over the Mebi at Moree, besides a few culverts.

The whole of this route passes over good agricultural land, which is being rapidly selected.

From Moree the line may be extended in any direction, the country being perfectly even.

I have, &c.,

A. FRANCIS.

Mr. Palmer.—J.W., 9/10/78. H.P., 9/10/78.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RAILWAY TO NARRANDERA AND HAY.)

Ordered by the Legislative Assembly to be printed, 30 April, 1879.

Minute by Secretary for Public Works.

Cabinet.

IN view of opening the country of the Darling and the South-western interior, by connecting the central town of Hay with our railway system, and in order to put to a practical test the conflicting opinions held by public men of influence and experience in that part of the Colony, and by other persons interested in its prosperity, and in conformity to a pledge given to the Legislative Assembly by the Government, I consider it expedient that the route from Junee to Hay *via* Narrandera, and the line of country between Wagga Wagga and Hay, be traversed by two or more officers in whose report the Country would have confidence. I think the Commissioner for Roads (Mr. W. C. Bennett) and the Surveyor General (Mr. P. F. Adams) might be asked to perform this work, and I have no doubt that the opinion of two officers of their experience and integrity, while affording information for the guidance of the Government, would be accepted as a settlement of the conflicting opinions on the subject which naturally exist in the South-western District.

J.L., 14/3/79.

Bring forward when Mr. Bennett's report is received.—G.H., 1/4/79.

The Commissioner and Engineer-in-Chief for Roads and The Surveyor General to
The Secretary for Public Works.

Sir,

Sydney, 3 April, 1879.

We forward herewith our report on the questions relating to the railway to Hay, in accordance with your instructions of the 14th ultimo.

Our recommendations are, briefly—that the line from Junee to Narrandera should at once be proceeded with; that the extension to Hay should follow as soon as possible on the north bank of the river, if our next recommendation is approved of—on the south side if it is not.

That the line Hanging Rock to Urana be carried out as soon as possible, the extension to Jerilderie following.

That pending extension from Narrandera to Hay, traffic across and along the Murrumbidgee to the various railway stations be facilitated by floating appliances and traffic bridges where required.

We regret that our report is brief and without detail, the examination of the country and the report having been made in a fortnight, but we think that our intimate knowledge and experience of the country and its settlement, and long sustained interest in the subject, has enabled us to come to a sound conclusion, and one which is only animated by a sincere desire for the real welfare of the Colony.

We have, &c.,

WILLIAM C. BENNETT,

Commissioner and Engineer-in-Chief for Roads.

P. F. ADAMS,

Surveyor General.

Report on Railways, Junee to Hay, and Hanging Rock to Hay.

IN accordance with your instructions, we have proceeded over the country from Junee to Narrandera, and thence to Hay by north bank of river, returning by south bank to Narrandera, and thence to the crossing of the Yanko near Cudal. Mr. Adams then proceeded as near the south bank of river as he could conveniently get to Wagga, Mr. Bennett returning *via* Jerilderie and Urana.

We have made full inquiries as to the resources and capabilities of the lines proposed. Any question as to the cost of same should, we think, be secondary to the consideration of how best to secure traffic.

In weighing the merits of any particular line, we have borne in mind that on nearly all the routes proposed, should railways not be made, some substitute must be provided in the shape of roads, to be ultimately (within the perhaps not very remote future) replaced by railways, and also that at the crossings where railway bridges would be necessary, if such bridges are not made, traffic bridges must be provided; so that the amount to be considered in connection with a railway crossing a river is not the whole cost of a railway bridge, but the difference between such cost and that of a traffic bridge.

From Junee to Narrandera the route traversed by us outside the pine scrub through which the railway has very properly been taken is fine grazing country, and a considerable portion of it suitable for agriculture. The line as it approaches the river at Narrandera is on a high ridge well above all flood-level.

From Narrandera to Hay, on the north bank, the route is through a hard grazing country, at only two places offering obstructions to the formation of a railway, and such difficulties will be met by a few bridges and embankments.

On the south side the difficulties are slightly greater, but as compared with the north side they are apparently such as would be compensated for by the saving of 4 miles in distance. Taking into consideration cost of traffic bridge at Narrandera, there would be very little (if any) difference in the cost of railway on either bank of the Murrumbidgee between Hay and Narrandera.

From Wagga to Hay there are a greater number of routes projected.

First, that surveyed from the Hanging Rock, *via* Urana and Jerilderie, to Hay.

Secondly, that proposed by the Wagga Extension Committee, in a straight line from Wagga to Hay, as shown on map accompanying their petition.

Other alternative lines have also been proposed from time to time to meet objections as raised.

Any line from Wagga must keep so far south of the river that nothing would be gained by diverging from the main line south of 315½ miles, where the Southern Railway clears the hills surrounding Wagga Wagga. As the line avoiding these hills by the river would be circuitous and expensive, even from this point, there would be some extensive works at the crossing of the Old Man and Bullenbong Creeks, which would be avoided by diverging at the Hanging Rock as proposed by the Engineer-in-Chief for Railways; and having got so far south, the divergence to secure the traffic of Urana and Jerilderie becomes almost imperative.

Having briefly pointed out the various routes, we have now to state our conclusions.

First,—that the railway Junee to Narrandera should be made with the least possible delay, when the river navigation will, pending the construction of remainder of line, almost anticipate its extension to Hay. So that by making 62 miles of rail, a communication by cheap and easy transit with Hay will be much facilitated and made more certain.

During the construction of this length, Junee to Narrandera, the best bank of the river for the extension might be determined by survey; but we are of opinion that if our recommendation for a line to Urana is acted on, the line should be on the north bank, in order to pick up the traffic from the Lachlan and district west of that river, and to facilitate the ultimate extension of a branch line in that direction.

Should the line to Urana not be determined on, and if the survey does not show a greater difference in cost than we think likely, we would advise the adoption of the south bank from Narrandera to Hay in order to secure the traffic from that side.

Whatever bank the line is taken on, due facilities should be given for transit of goods across the river, by the construction of bridges, punts, steam-tug launches, or other more simple means of carriage; and indeed it might suit for the Railway Department to take delivery of goods on opposite bank, and convey them across by their own appliances, to prevent loss of traffic.

Second.—Taking into consideration the large, important, and daily increasing interests between the Murrumbidgee and the Murray, and the necessity for providing access to market for the produce, and that in such localities as we have already pointed out a railway is the cheapest road, we have no hesitation in pressing most strongly on the Government the necessity for the construction of the line surveyed by the Engineer-in-Chief from Hanging Rock to Urana at once, and, as soon as the finances of the country allow, to Jerilderie. This will admit, when the proper time arrives, of the extension to Deniliquin which sooner or later must be made, when the New South Wales gauge can be laid down on the Deniliquin and Meama Railway.

We are certain, in making this recommendation, that we are only slightly anticipating the immediate future, and that the cost of the line will be more than met by the saving in making main roads through this country, with minor approaches to centres of traffic on same,—an outlay which will to a great extent have to be repeated when at no distant date the inevitable railway is made, to which also roads must be made; so that, by the construction of this line to Urana and extension to Jerilderie, permanent centres of trade will be fixed and all future works and settlement be in the proper permanent position, and the commercial loss, inconvenience, and expenditure on works of little more than temporary benefit which have occurred in other parts of the Colony will be avoided.

To recapitulate our reasons for recommending the line to Narrandera, they are—that the money is voted and all preliminary steps taken, and that it is the quickest way of putting Sydney in communication with Hay; as by the making of 62 miles of rail, as pointed out, the line reaches the practically navigable part of the Murrumbidgee, and opens the communication at once; whereas by Urana and Deniliquin 100 miles more of line must be made before Hay is reached.

That the line can be more quickly made than an equal length of more remote line south of river; and it is impossible to overrate the importance of an immediate connection with Hay, in order to take advantage of the very gratifying revulsion of feeling there in favour of a connection with New South Wales.

That the line to Narrandera, particularly with extension on north bank to Hay, offers greater facilities beyond that point for ultimate extension to Adelaide with advantage to New South Wales than any other line. Such extension would probably cross the Lachlan above the Oxley marshes, and intercept the Darling traffic at or a little above Wentworth.

Our experience teaches us, though recommending temporary advantage to be taken of the navigation of the Murrumbidgee, that, independent of the practical difficulties and great expense in locking and improving the river, that railway communication will afford the most certain, cheapest, and quickest means of transit on the upper portions of those rivers, and on the lower portions will tend more to facilitate intercourse with Sydney than any expenditure in the improvement of navigation. Though of course at the lower end of the rivers the superiority of the improved navigation will secure the preference, we consider

consider the proper and far the most important functions of those rivers, especially on the upper portion, to be as a means of water supply and not as a fitful and inefficient means of transit, and for such purpose they should be most carefully conserved and guarded from pollution of any description.

Our reasons for recommending the extension to Urana and Jerilderie are—

1st. That as the State has made roads through the Colony generally, the district in question has an equitable right to a road, and that the railway is the cheapest and in fact almost the only possible road.

That as the Victorian railways reach the frontier at three points, and a line to a fourth point is projected, it is absolutely necessary in order to secure as much as possible of the trade of the country between the Murray and Murrumbidgee, that a line be run here, to sweep up and intercept the traffic to the north of such line and attract as much to the south of it as is nearer to it than to the Murray or Victorian railway stations; and we believe that such line will be of greater service to Wagga Wagga, by making it the commercial centre of this rich country, than any line passing closer to the river, which whilst risking the loss of the north-west traffic by the navigation would be to a certain extent much more limited in its trade influence, as not being so central, and also by being restricted by the river on the north.

We consider the southerly trend of the line from Hay to Jerilderie, though unavoidable when only one line was proposed, would, in addition to the loss by detour, bring the traffic in undesirable proximity to the Deniliquin terminus, which should not be connected with our system until the greater portion of the lines recommended have been completed and been for some time in operation.

We have not entered into any questions of relative distances; they are too close for comparison except from actual survey, as a detour for engineering reasons may more than neutralize any apparent advantage from scaling on the map.

WILLIAM C. BENNETT,
Commissioner and Engineer-in-Chief for Roads.

P. F. ADAMS,
Surveyor General.

Sydney, 3rd April, 1879.

P.S.—From my own inspection I wish to add that I consider the line indicated on the plan in blue dotted lines from Wagga direct to Hay all but impossible, and that a deviation following the Old Man Creek would involve a heavy expense in earthwork and several miles of bridging to carry the line above flood-level, for which I do not think that earthwork could be substituted, on account of force of waves which would be generated in such an expanse of flood-water, and also that the soil is almost soluble.

P. F. ADAMS.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TOURISTS' RAILWAY MAP.

(INFORMATION.)

Ordered by the Legislative Assembly to be printed, 15 July, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 12 March, 1879, That there be laid upon the Table of this House,—

“ A Copy of the ‘Tourists’ Map’ attached to the Railway Report for 1877,
“ showing, by various tints, the alienation to date, with nature thereof,
“ areas, dates, and alienees; also, by separate tints, the lands at present
“ reserved and resumed, with the dates of such reservation or resumption,
“ the areas, dates, and present objects of the same, and the trustees of the
“ said reserves.”

(*Mr. Macintosh.*)

TOURISTS' RAILWAY MAP.

REFERENCE TO FREEHOLD LAND.

No. of Portion	Alienee.	Area.	Alienated.	Clause.	Remarks.
		a. r. p.			
1	Andrew Brown	280 0 0	29 July, 1859	auc.	
2	Wm. Edwards and Wm. Marshall	30 0 0	14 Nov., 1851	selec.	
3	Andrew Brown	320 0 0	16 Feb., 1854	auc.	
4	Andrew Brown	30 0 0	28 Oct., 1856	auc.	
5	Andrew Brown	320 0 0	2 August, 1876	auc.	
6	Andrew Brown	30 0 0	29 July, 1859	auc.	
7	John Aldridge	30 0 0	28 October, 1856	auc.	
8	W. F. Brown	34 2 0	29 July, 1859	selec.	
9	David Martin	40 0 0	20 March, 1871	selec.	
10	Andrew Brown	100 0 0	20 March, 1871	selec.	
11	Andrew Brown	200 0 0			No particulars on plan.
12	P. Higgins, T. Wilton, J. Busby, E. Gell, and E. Coombes.	200 0 0	30 April, 1877	19	
13	Reverend Colin Stewart	130 0 0	5 Sept., 1868	c.p.	
14	Andrew Browne	100 0 0	13 Feb., 1839	auc.	
15	Robert Pitt	120 0 0	18 March, 1858	selec.	
16	Thomas Sutcliffe Mort	40 0 0	22 Dec., 1871	selec.	
17	David Macarthur	40 0 0	14 Sept., 1877	selec.	
18	William Morgan	120 0 0		13	No date on plan.
19	Thomas Sutcliffe Mort	132 0 0	20 March, 1871	selec.	
20	Thomas Sutcliffe Mort	78 0 0		selec.	No date on plan.
21	David Macarthur	40 0 0	2 March, 1877	selec.	
22	J. C. Tucker, E. B. Henning, and P. J. Walsh	40 0 0		13	No date on plan.
23	(J. N. Wark, and T. Saywell, as Trustees for Vale of Clwydd and Lithgow Valley Coal. Co.	40 0 0	m.c.p. 73/7,995	19	No date on plan.
24		40 0 0	m.c.p. 73/7,994	19	No date on plan.
25	Thomas Brown	100 0 0	11 May, 1842	auc.	
26	Thomas Brown	320 0 0	11 Nov., 1840	auc.	
27	Robert Pitt	110 0 0	20 June, 1860	selec.	
28	Thomas Brown	110 0 0	11 March, 1840	auc.	
29	Andrew Browne	210 0 0	13 Feb., 1839	auc.	
30	Andrew Browne	200 0 0	13 Sept., 1837	auc.	
31	Andrew Brown	440 0 0			No particulars on plan.
32	Andrew Browne	680 8 0	9 August, 1837	auc.	
33	George Lee	64 3 0	11 April, 1877	auc.	
34	William Corderby	47 1 0	11 April, 1877	auc.	
35	George Lee	39 2 0	11 April, 1877	auc.	
36	George Lee	42 0 0	11 April, 1877	auc.	
37	William Corderoy	46 0 0	11 April, 1877	auc.	
38	Patrick Coulahan	100 0 0	9 March, 1837	auc.	
39	Andrew Brown	108 0 0	3 Sept., 1851	auc.	
40	Andrew Brown	40 0 0	5 March, 1866	auc.	
41	P. Higgins, T. T. Wilton, J. Busby, E. Gell, and E. Coombes.	320 0 0	30 April, 1877	19	
42	Thomas Shaddy	30 0 0	31 Oct., 1853	auc.	
43	Thomas Brown	100 0 0	11 March, 1840	auc.	
44	P. Higgins, T. T. Wilton, J. Busby, E. Gell, and E. Coombes.	320 0 0	30 April, 1877	19	
45	P. Higgins, T. T. Wilton, J. Busby, E. Gell, and E. Coombes.	56 0 0	30 April, 1877	19	
46	Robert Pitt	37 0 0	23 Dec., 1867	selec.	
47	Robert Pitt	40 0 0	23 Dec., 1867	selec.	
48	Thomas Saywell	40 0 0	30 July, 1874	v.l.o.	
49	Thomas Saywell	40 0 0	20 Nov., 1876	v.l.o.	
50	P. Higgins, T. T. Wilton, J. Busby, E. Gell, and E. Coombes.	320 0 0	30 April, 1877	19	
51	Robert White Moore	115 0 0	9 June, 1841	auc.	
52	Patrick Connelly	100 0 0	9 March, 1837	auc.	
53	Alexander Binning	100 0 0	9 March, 1837	auc.	
54	George Lee	40 0 0	28 October, 1856	auc.	
55	George Lee	30 0 0	31 August, 1853	auc.	
56	John Terry Hughes	108 0 0	12 August, 1841	auc.	
57	George Lee	47 0 0	19 Sept., 1854	auc.	
58	George M'Grath and John Butcher	100 0 0			No particulars on plan.
59	Alexander Binning	106 0 0	13 Sept., 1837	auc.	
60	Alexander Binning	100 0 0	12 June, 1839	auc.	
61	Alexander Binning	94 0 0	12 June, 1839	auc.	
62	David Macarthur	40 0 0	26 Feb., 1877	auc.	
63	Richard Wynne	40 0 0	11 Sept., 1877	selec.	
64	B. M. Mortimer	40 0 0		19	No date on plan.
65	Joseph Scott	30 0 0	30 October, 1854	auc.	
66	H. J. Withers and A. Armstrong	200 0 0	24 August, 1877		
67	Michael Scott	100 0 0	12 Feb., 1840	auc.	
68	William Pritchett	30 0 0	30 March, 1853	auc.	
69	Michael Scott	34 0 0	4 August, 1851	selec.	
70	M. J. Finn and M. Finn	31 1 0	18 March, 1858	selec.	
71	M. J. Finn and M. Finn	26 2 0	18 March, 1858	selec.	
72	Michael John Finn	100 0 0	4 July, 1853	selec.	
73	James Morris, sen.	320 0 0	13 March, 1839	auc.	
74	Thomas Morris	320 0 0	12 Sept., 1838	auc.	
75	Thomas Morris	98 0 0	12 May, 1841	auc.	
76	James Morris	193 0 0			No particulars on plan.
77	James Morris	250 0 0	12 Feb., 1840	auc.	

REFERENCE TO FREEHOLD LAND—continued.

No. of Portion	Alienee.	Area.			Alienated.	Clause.	Remarks.
		a.	r.	p.			
78	Michael John and Mary Finn	63	2	32	31 August, 1853.	...	
79	Michael John Finn	100	0	0	13 Sept., 1848	auc.	
80	Michael John and M. Finn.....	30	2	0	13 March, 1858.	auc.	
81	M. J. Finn and Mary Finn.....	30	0	0	31 August, 1853	auc.	
82	Michael John and Mary Finn	50	0	0	24 August, 1849	auc.	
83	James Watkins.....	30	0	0	31 August, 1853	auc.	
84	G. Field	60	0	0	.....	...	No particulars on plan.
85	G. Hall	40	0	0	.....	...	No particulars on plan.
86	John Blackman	50	3	0	31 August, 1853.	auc.	
87	Elizabeth Blackman.....	35	0	0	20 June, 1860	selec.	
88	John Blackman.....	40	0	0	3 July, 1855	auc.	
89	John Blackman.....	453	0	0	3 July, 1855	auc.	
90	John Blackman.....	41	0	0	3 July, 1855	auc.	
91	John Blackman.....	43	0	0	3 July, 1855	auc.	
92	William Richards.....	320	0	0	8 March, 1837.	auc.	
93	Thomas May	57	0	0	8 August, 1838	...	
94	Michael Keenan	80	0	0	30 Nov., 1832	...	
95	Wm. Akhurst	80	0	0	30 Nov., 1832.	...	
96	D. M'Pherson and C. Wilkinson	26	0	0	12 May, 1841	auc.	
97	Joseph Phillips	80	0	0	.....	...	No particulars on plan.
98	Joseph Dwyer	10	0	0	12 May, 1841.	auc.	
99	Thomas Miller	5	0	38	25 June, 1851.	auc.	
100	George Lee	7	1	0	11 April, 1877	auc.	
101	Joseph Cook	5	2	0	21 April, 1877.	selec.	
102	John Cox	100	0	0	.....	...	No particulars on plan.
103	David Perrier	2,560	0	0	.....	...	Additional grant.
104	James Blackett.....	320	0	0	11 January, 1837	auc.	
105	N. S. Lawson	316	0	0	13 Sept., 1837	auc.	
106	Esther Mylecharane.....	18	0	0	3 July, 1855	auc.	
107	William Dwyer.....	46	0	0	11 October, 1837.	auc.	
108	Robert Rygate	5	0	0	9 January	auc.	
109	Robert Rygate	4	0	0	22 August, 1854.	auc.	
110	Daniel Connell	5	0	0	10 August, 1853	auc.	
111	William Wood	5	3	0	3 July, 1855	auc.	
112	William Wood	5	0	0	22 August, 1854.	auc.	
113	Eliza Mylecharane	5	0	0	31 August, 1853.	auc.	
114	John Terry Hughes.....	109	0	0	12 Sept., 1838	auc.	
115	John Terry Hughes.....	100	0	0	.....	...	No particulars on plan.
116	T. C. Breillat.....	320	0	0	8 Nov., 1837.	...	
117	William Lawson, junior.....	320	0	0	14 Dec., 1836.	auc.	
118	J. Field	30	0	0	.....	...	No particulars on plan.
119	Joseph Collets	8	2	0	28 Feb., 1856.	...	
120	Joseph Collets	5	3	0	28 Feb., 1856.	...	
121	Michael Scott	6	1	22	28 Feb., 1856.	...	
122	James M'Coy.....	6	2	0	28 Feb., 1856.	...	
123	James M'Coy.....	8	1	35	28 Feb., 1856	...	
124	John Callaghan.....	5	0	0	28 Feb., 1856.	...	
125	John Callaghan.....	5	0	0	28 Feb., 1856	...	
126	John Callaghan.....	4	2	0	28 Feb., 1856.	...	
127	R. Martin	100	0	0	.....	...	No particulars on plan.
128	John Callaghan.....	5	0	0	11 May, 1857	...	
129	John Callaghan.....	5	0	0	11 May, 1857	...	
130	James M'Coy.....	5	0	33	11 May, 1857	...	
131	Patrick Finn	2	0	27	28 Feb., 1856	...	
132	John Collets	0	3	21	28 Feb., 1856	...	
133	Patrick Finn.....	1	2	5	28 Feb., 1856	...	
134	Mrs. S. Bowen	1,280	0	0	Per grant	...	
135	John Callaghan.....	9	1	20	11 May, 1857	...	
136	J. Porehmot.....	50	0	0	.....	...	No particulars on plan.
137	R. Martin, junior	160	0	0	.....	...	No particulars on plan.
138	P. Collit.....	200	0	0	.....	...	No particulars on plan.
139	Alexander Armstrong	60	0	0	28 January, 1876	c.p.	
140	Mary Jane Bolton Wood	100	0	0	11 May, 1855.	selec.	
141	R. J. Want	24	0	0	30 June, 1858.	selec.	
142	R. J. Want, S. Samuel, and H. Isaacs	24	0	0	30 June, 1858.	selec.	
143	Patrick Finn.....	28	0	0	30 June, 1858.	selec.	
144	Benjamin Crowther	30	0	0	15 August, 1854	auc.	
145	R. J. Want, S. Samuel, and H. Isaacs	29	0	0	30 June, 1858.	selec.	
146	R. J. Want, S. Samuel, and H. Isaacs	30	0	0	30 June, 1858.	selec.	
147	R. J. Want	30	0	0	30 June, 1858.	selec.	
148	R. J. Want	28	0	0	30 June, 1858	selec.	
149	Joseph Collet.....	150	0	0	.....	...	No particulars on plan.
150	J. Collet.....	150	0	0	.....	...	No particulars on plan.
151	Edward Field, junior	60	0	0	.....	...	No particulars on plan.
152	Edward Field	80	0	0	.....	...	No particulars on plan.
153	James Field	30	0	0	3 March, 1853.	auc.	
154	James Field	30	0	0	20 April, 1854.	auc.	
155	James Field	30	3	0	15 June, 1855.	auc.	
156	Robert Granger	125	0	0	10 October, 1838.	auc.	
157	Michael M'Garry.....	30	0	0	10 August, 1853.	auc.	
158	Edward Field	50	0	0	30 March, 1853.	auc.	
159	Edward Field	29	2	23	30 June, 1853.	auc.	
160	Patrick M'Guire	11	0	0	18 Feb., 1852.	auc.	
161	Datrick M'Guire	5	0	0	10 August, 1853.	auc.	
162	John Dugan	30	0	0	20 April, 1854	auc.	
163	John Evans	5	3	10	15 June, 1855	auc.	
164	Matthew Fettridge	30	1	0	30 June, 1858.	auc.	
165	Matthew Fettridge	34	2	0	30 June, 1858.	auc.	
166	Hugh Beattie	32	1	0	30 June, 1858.	auc.	
167	Hugh Beattie	24	2	20	30 June, 1858.	auc.	

REFERENCE TO FREEHOLD LAND—continued.

No. of Portion.	Alience.	Area.	Alienated.	Clause.	Remarks.
		a. r. p.			
168	Hugh Beattie	20 0 0	11 May, 1857...	auc.	
169	Hugh Beattie	100 0 0	2 Sept., 1856 ..	selec.	
170	Joseph Collitts	200 0 0			No particulars on plan.
171	James Henry Neale	73 0 0	8 July, 1867...	selec.	
172	James Henry Neale	48 2 0	8 July, 1867...	selec.	
173	James Henry Neale	30 0 0	9 May, 1877...	auc.	
174	Joseph Collitts	80 0 0	27 April, 1852...	selec.	
175	Joseph Collitts	20 0 0	31 October, 1853...	auc.	
176	Joseph Collitts	20 0 0	20 April, 1854 ..	auc.	
177	Joseph Collitts	20 0 0	15 June, 1855...	auc.	
178	James Henry Neale	73 0 0	8 July, 1867...	selec.	
179	William Cummings	100 0 0	9 March, 1837...	auc.	
180	James Henry Neale	100 0 0	23 Dec., 1867...	selec.	
181	Maurice Lynch	5 0 0	9 August, 1862...	auc.	
182	William Cummings	32 0 0	10 August, 1853...	auc.	
183	James Henry Neale	50 0 0	14 Sept., 1875 ..	v. o.	
184	W. R. Piddington, J. Milson, & A. Roxburgh ..	50 0 0		c.p.	76/48. No date on plan.
185	W. R. Piddington, J. Milson, & A. Roxburgh ..	40 0 0		c.p.	75/58, 4 June, 1878.
186	A. Roxburgh, J. Milson, jun., & W. R. Piddington	40 0 0		c.p.	No date on plan.
187	A. Roxburgh, J. Milson, jun., & W. R. Piddington	40 0 0		c.p.	No date on plan.
188	W. R. Piddington, J. Milson, & A. Roxburgh ..	40 0 0		c.p.	No date on plan.
189	A. Roxburgh, J. Milson, jun., & W. R. Piddington	40 0 0		c.p.	No date on plan.
190	George Shepherd	5 0 0	16 June, 1852 ..	auc.	
191	Bridgett Barrett	5 0 0	9 January, 1850...	auc.	
192	George Jarvis	40 0 0		c.p.	No date on plan.
193	Henry Bell	40 0 0		c.p.	No date on plan.
194	Henry Bell	40 0 0		c.p.	No date on plan.
195	John Walker	13 0 0	30 August, 1852...	selec.	
196	William Pettit	5 0 0	5 March, 1866 ..	auc.	
197	John Lewis Meades	5 0 0	9 June, 1866...	selec.	
198	John Thorn	50 0 0			No date on plan.
199	George Mears Countess Bowen	83 0 0	8 Dec., 1841...	auc.	
200	Michael Flannaghan	100 0 0			No date on plan.
201	Catherine Brady	50 3 0	22 Dec., 1869 ..	selec.	
202	John Grant, sen.	35 0 0	23 Dec., 1861 ..	auc.	
203	John Grant, sen.	34 2 0	18 March, 1858 ..	auc.	
204	John Grant, sen.	31 2 0	18 March, 1858...	auc.	
205	John Annesley	43 0 0	18 March, 1858...	auc.	
206	Hugh Brady	30 0 0	15 August, 1854...	auc.	
207	Hugh Brady	50 0 0	10 August, 1853...	auc.	
208	John Grant, sen.	160 0 0	11 January, 1837...	auc.	
209	Hugh Brady	30 0 0	23 Nov., 1849 ..	auc.	
210	Hugh Brady	28 2 0	18 March, 1858...	auc.	
211	Catherine Brady	27 3 0	18 March, 1858...	selec.	
212	Catherine Brady	30 0 0	18 March, 1858...	selec.	
213	Hugh Brady	28 2 0	18 March, 1858...	auc.	
214	Thomas Conlon	30 0 0	15 August, 1854 ..	auc.	
215	James M'Coy	10 0 0	10 August, 1853...	auc.	
216	John Maxwell	472 0 0	13 March, 1839...	auc.	
217	William Lawson, son	320 0 0	14 Dec., 1836...	auc.	
218	John Maxwell	640 0 0	8 March, 1837...	auc.	
219	John Maxwell	411 0 0	8 March, 1837...	auc.	
220	John Maxwell	279 0 0	13 Sept., 1837...	auc.	
221	C. Marsden	600 0 0			No date on plan.
222	W. Orrell	200 0 0			No date on plan.
223	T. Wilford	400 0 0			No date on plan.
224	John Maxwell	2,460 0 0			Primary grant.
225	Thomas Conlon	30 0 0	30 October, 1854 ..	auc.	
226	J. Grant	50 0 0			No date on plan.
227	George Jarvis	50 3 0	12 October, 1867 ..	c.p.	
228	Elizabeth Lewington	42 2 0	13 October, 1876 ..	selec.	
229	James Sherringham	30 0 0	18 March, 1858 ..	auc.	
230	Patrick McAveny	30 0 0	2 Sept., 1856...	selec.	
231	James Sherringham	40 0 0	18 March, 1858...	auc.	
232	John and Jane Delany	40 2 0	20 March, 1855...	auc.	
233	Charles Delany	40 1 0	18 March, 1858 ..	auc.	
234	Thomas Delany	30 0 0	18 March, 1858...	auc.	
235	Thomas Delany	30 0 0	18 March, 1858...	auc.	
236	Thomas Patrick Grant	52 0 0	23 Sept., 1854 ..	selec.	
237	John Grant	52 0 0	16 June, 1852 ..	auc.	
238	James Norton	1,100 0 0			No date on plan.
239	Reverend S. Marsden	600 0 0			No date on plan.
240	W. H. Hovell	500 0 0			No date on plan.
241	Frederick Somers	50 0 0	1 January, 1873 ..	v.l.o.	
242	Dr. W. Redfern	1,000 0 0			No date on plan.
243	Henry Grant	30 0 0	9 Feb., 1853 ..	auc.	
244	John Norton	1,200 0 0			No date on plan.
245	Nat Norton	1,200 0 0			No date on plan.
246	T. Norton	4,000 0 0			No date on plan.
247	Simcon Lord	2,328 0 0			Compensation.
248	Joseph Collitts	29 3 0	18 March, 1858...	auc.	
249	William C. Haynes	30 0 0	29 July, 1859...	auc.	
	{ G. M. C. Bowen	247 1 0	6 June, 1861...	auc.	
250	{ G. M. C. Bowen	247 1 0	6 June, 1861...	auc.	Vacant.
251	John Dugan	30 0 0	9 August, 1852...	auc.	
252	John Dugan	30 0 0	9 August, 1852...	auc.	
253	John Dugan	30 0 0	16 June, 1852...	auc.	
254	Michael Pidgeon	30 0 0	22 Feb., 1853...	selec.	
255	Morris Evans	51 0 0	23 Nov., 1849...	selec.	
256	Morris Evans	30 0 0	16 June, 1852...	auc.	

REFERENCE TO FREEHOLD LAND—continued.

No. of Portion.	Alienee.	Arca.			Alienated.	Clause.	Remarks.
		a.	r.	p.			
257	Robert Fitz Stubbs and G. Moss	50	0	0	30 January, 1877	v.l.o.	
258	J. B. North and J. Donelan	50	0	0	21 Nov., 1877	v.l.o.	
259	Andrew Gardner	20	0	0			Special reserve.
260	John Noake	14	1	0			
261	John Noake	17	3	0	7 May, 1877	v.l.o.	
262	John Noake	17	3	0			
263	George Jarvis	50	0	0	23 Nov., 1849	auc.	
264	George Jarvis	30	0	0	28 Feb., 1856	auc.	
265	Thomas May	460	0	0	9 May, 1839	...	
266	George Jarvis	30	0	0	16 June, 1852	auc.	
267	George Jarvis	40	2	0	28 Feb., 1855	auc.	
268	Michael John Finn	30	0	0	23 Nov., 1849	auc.	
269	Charles Frederick Newman	30	0	0	11 June, 1845	auc.	
270	George Jarvis	40	0	0	18 March, 1858	auc.	
271	George Jarvis	34	0	0	18 March, 1858	selec.	
272	David Hayes	40	0	0	28 Feb., 1855	auc.	
273	George Jarvis	23	2	24	18 March, 1858	auc.	
274	Thomas and C. G. McGregor	50	0	0	10 July, 1878	v.l.o.	
275	James Henry Neale	40	0	0	10 April, 1877	selec.	
276	Ebenezer Vickery	40	0	0	2 Feb., 1876	auc.	
277	Ebenezer Vickery	40	0	0	2 Feb., 1876	auc.	
278	Catherine Lynch	30	0	0	3 July, 1855	selec.	
279	Patrick M'Aveny	30	0	0	16 June, 1852	auc.	
280	Patrick M'Aveny	50	0	0	5 Feb., 1851	selec.	
281	Patrick M'Aveny	50	0	0	29 Nov., 1851	selec.	
282	George Harding	30	0	0	16 June, 1852	auc.	
283	Michael M'Aveny	30	0	0	28 Feb., 1855	auc.	
284	J. Lucas, G. W. Allen, Sir J. Martin, and G. Lord.	220	0	0	10 May, 1869	selec.	
285	Thomas Sutchiffe Mort	40	0	0	14 October, 1868	selec.	
286	Thomas Sutchiffe Mort	40	0	0	14 October, 1868	selec.	
287	Andrew Murray	15	0	0	18 January, 1833	auc.	
288	John O'Neill	31	0	0	20 June, 1860	auc.	
289	James Henry Neale	40	0	0	22 Dec., 1871	selec.	
290	David Jones	30	0	0	28 October, 1856	auc.	
291	James Henry Neale	50	0	0	16 Feb., 1876	v.l.o.	
292	James Henry Neale	40	3	0	21 Nov., 1877	auc.	
293	James Henry Neale	40	3	0	21 Nov., 1877	auc.	
294	James Henry Neale	50	0	0	23 October, 1876	v.l.o.	
295	James Henry Neale	72	3	30	16 May, 1877	auc.	
296	James Henry Neale	47	2	0	16 May, 1877	auc.	
297	Benjamin Backhouse	52	2	0	16 May, 1877	auc.	
298	Benjamin Backhouse	50	0	0	2 Feb., 1877	v.l.o.	
299	Benjamin Backhouse	47	2	0	16 May, 1877	auc.	
300	Benjamin Backhouse	50	0	0	28 May, 1877	v.l.o.	
301	Benjamin Backhouse	50	0	0	4 June, 1877	v.l.o.	
302	Henry Parkes	42	2	0	24 April, 1878	auc.	
303	Henry Parkes	42	0	0	24 April, 1878	auc.	
304	Henry Parkes	41	3	0	24 April, 1878	auc.	
305	Henry Parkes	33	1	0	24 April, 1878	auc.	
306	Henry Cary Dangar	50	0	0	2 Sept., 1875	v.l.o.	
307	Henry Parkes	40	3	0	24 April, 1878	auc.	
308	Henry Parkes	48	1	0	24 April, 1878	auc.	
309	Henry Parkes	45	3	0	24 April, 1878	auc.	
310	Henry Parkes	40	0	0	24 April, 1878	auc.	
311	John M'Laughlin	50	0	0	9 January, 1877	v.l.o.	
312	Edward Reading	42	2	0	24 April, 1878	auc.	
313	Edward Reading	40	3	0	24 April, 1878	auc.	
314	Henry Parkes	40	3	0	24 April, 1878	auc.	
315	Henry Parkes	41	0	0	24 April, 1878	auc.	
316	Henry Parkes	41	0	0	24 April, 1878	auc.	
317	William Boyles	100	0	0	26 October, 1840		Grant for inn at Weatherboard.
318	Edward Dougherty	30	0	0	28 October, 1856	auc.	
319	Edward Dougherty	31	2	0	28 October, 1856	auc.	
320	Thomas Frost	40	0	0	22 August, 1855	selec.	
321	W. D. Armstrong, R. Fitz Stubbs, D. Fletcher	35	0	0	7 June, 1876	auc.	
322	and T. E. Boland						
323	Charles H. Humphrey	50	0	0	1 Nov., 1877	v.l.o.	
324	Sir Henry Parkes	46	3	0	3 April, 1878	auc.	
325	Sir Henry Parkes	40	0	0	3 April, 1878	auc.	
326	Benjamin Backhouse	50	0	0	15 March, 1877	v.l.o.	
327	Benjamin Backhouse	12	2	0	11 May, 1877	selec.	
328	Benjamin Backhouse	10	1	0	11 May, 1877	selec.	
329	Walter Dickinson Armstrong	11	3	0	23 October, 1876	selec.	
330	David Fletcher	7	2	3	23 October, 1876	selec.	
331	David Fletcher	8	1	35	23 October, 1876	selec.	
332	David Fletcher	6	3	9	23 October, 1876	selec.	
333	David Fletcher	4	2	35	23 October, 1876	selec.	
334	David Fletcher	6	1	3	23 October, 1876	selec.	
335	David Fletcher	11	1	13	26 May, 1877	selec.	
336	Benjamin Backhouse	40	0	0	3 April, 1878	auc.	
337	Edwin Daintry	50	0	0	29 January, 1877	v.l.o.	
338	Sir Henry Parkes	50	0	0	24 Sept., 1878	v.l.o.	
339	Frederick Somers	41	2	0	20 March, 1878	v.l.o.	
340	John Graham	44	3	0	1 Nov., 1878	v.l.o.	
341	Sir Henry Parkes	50	0	0	11 June, 1876	v.l.o.	
342	Sir Henry Parkes	50	0	0	22 January, 1878	v.l.o.	
343	Sir Henry Parkes	45	1	0	2 Sept., 1875	v.l.o.	
344	Sir Henry Parkes	42	0	0	— July, 1878	v.l.o.	

REFERENCE TO FREEHOLD LAND—continued.

No. of Portion.	Alienee.	Area.			Alienated.	Clause.	Remarks.	
		a.	r.	p.				
345	Sir Henry Parkes	50	0	0	24 July, 1878.	v.l.o.	No date on plan.	
346	Henry Wilson	100	0	0		selec.		
347	Robert Fitz Stubbs	50	0	0	19 January, 1877.	v.l.o.		
348	William Hammet Pinhey	50	0	0	31 August, 1877.	v.l.o.		
349	R. Fitz Stubbs and A. Rogalsky	50	0	0	25 April, 1878.	v.l.o.		
350	Frederick Somers	50	0	0	19 July, 1878.	v.l.o.		
351	Edward Higgs	50	0	0	8 April, 1878.	v.l.o.		
352	Walter Dickinson Armstrong	50	0	0	12 Feb., 1877.	v.l.o.		
353	Sir James Martin	50	0	0	10 Nov., 1876.	v.l.o.		
354	Sir James Martin	50	0	0	7 Dec., 1876.	v.l.o.		
355	J. Cochrane Remington	50	0	0	27 July, 1877.	v.l.o.		
356	Alfred Fairfax	10	0	32	25 Sept., 1871.	auc.		
357	T. M. Pembroke	50	0	0				No date on plan.
358	W. J. Weston	50	0	0	27 June, 1877.	v.l.o.		
359	W. J. Weston	50	0	0	27 June, 1877.	v.l.o.		
360	John Taylor	50	0	0	23 January, 1878.	v.l.o.		
361	John Taylor	50	0	0	5 January, 1878.	v.l.o.		
362	Dugald Macpherson	20	0	0	14 Feb., 1845.	selec.		
363	John Taylor	50	0	0	1 January, 1873.	v.l.o.		
364	Joseph Teas	50	0	0	22 March, 1878.	v.l.o.		
365	Thomas Baynes	50	0	0	22 March, 1878.	v.l.o.		
366	Richard B. Baynes	50	0	0	24 Feb., 1879.	v.l.o.		
367	Thomas Ellison	5	0	0	11 April, 1856.	auc.		
368	Sir James Martin	34	3	22	2 Sept., 1876.	auc.		
369	Sir James Martin	34	0	0	3 January, 1876.	auc.		
370	Sir James Martin	58	1	0	11 April, 1877.	auc.		
371	Sir James Martin	14	2	0	3 January, 1876.	auc.		
372	Sir James Martin	17	0	0	3 January, 1876.	auc.		
373	Sir James Martin	56	1	30	11 April, 1877.	auc.		
374	Sir James Martin	36	3	0	2 Sept., 1876.	auc.		
375	Sir James Martin	276	0	0	3 January, 1876.	auc.		
376	Sir James Martin	239	0	0	11 April, 1877.	auc.		
377	Sir James Martin	50	0	0	11 April, 1877.	auc.		
378	Sir James Martin	23	0	0	3 January, 1876.	auc.		
379	Sir James Martin	46	0	0	9 May, 1877.	auc.		
380	Sir James Martin	16	0	0	11 April, 1877.	auc.		
381	Sir James Martin	26	3	0	2 Sept., 1876.	auc.		
382	Sir James Martin	14	2	0	3 January, 1876.	auc.		
383	Wm. Cornelius Goddard	28	3	0	19 July, 1876.	auc.		
384	Edward Squires	40	2	0	14 August, 1876.	v.l.o.		
385	David Fletcher	26	0	0	1 October, 1857.	selec.		
386	Charles Moore	34	0	0	1 October, 1857.	selec.		
387	Charles Moore	40	0	0	22 Dec., 1869.	selec.		
388	Robert Martin	20	0	0	12 Feb., 1845.	auc.		
389	Thomas Frawley	40	0	0	17 October, 1878.	c.p.		
390	Thomas Frawley	40	0	0	3 January, 1878.	c.p.		
391	Frank Raymond	80	0	0	8 Nov., 1877.	c.p.		
392	John Davies	38	2	0	1 October, 1857.	auc.		
393	James Evans	30	0	0	28 Sept., 1854.	auc.		
394	William Lawson	100	0	0			No date on plan.	
395	Michael Reid	40	0	0	3 April, 1878.	c.p.		
396	John Thomas Ellison	40	0	0	12 April, 1878.	c.p.		
397	John Thomas Ellison	40	0	0				
398	John Thomas Ellison	50	0	0	14 Feb., 1876.	c.p.		
399	George Alfred Lloyd	53	2	0	14 Feb., 1877.	selec.		
400	William Lawson, sen.	640	0	0	12 June, 1839.	auc.		
401	Henry Parkes	43	3	0	7 Feb., 1877.	auc.		
402	Henry Parkes	42	2	0	7 Feb., 1877.	auc.		
403	William Roberts	42	2	0	7 Feb., 1877.	auc.		
404	William Roberts	41	3	0	7 Feb., 1877.	auc.		
405	Robert Fitz Stubbs	52	0	0	7 Feb., 1877.	auc.		
406	Thomas Smith	41	1	0	30 Dec., 1861.	selec.		
407	Geoffrey Eagar	117	0	0	7 August, 1876.	i.p.		
408	Geoffrey Eagar	40	0	0	— 1875.	selec.		
409	Lancelot J. Brennan	40	2	0	— 1875.	selec.		
410	Thomas Smith	40	0	0	26 October, 1876.	c.p.		
411	Alexander Fraser	50	0	0	Granted as special reserve for inn.			
412	Geoffrey Eagar	40	0	0	22 Dec., 1869.	selec.		
413	George Sheppard	50	0	0	30 October, 1854.	auc.		
414	William Deane	40	0	0	26 October, 1877.	selec.		
415	William Deane	22	3	0	23 January, 1867.	selec.		
416	William Deane	21	0	0	23 January, 1867.	selec.		
417	B. Levy	320	0	0	{ Grant and purchase.			
418	B. Levy	640	0	0				
419	John Lucas	45	0	0	23 January, 1867.	auc.		
420	John Lucas	10	0	0		spec p.		No date on plan.
421	Richard Brooks	44	0	0	20 July, 1857.	selec.		
422	Richard Brooks	42	0	0	20 July, 1857.	selec.		
423	William Bowman	40	0	0	12 Feb., 1840.	auc.		
424	John Jardine	36	0	0	13 January, 1841.	auc.		
425	Charles York	40	0	0	13 Feb., 1839.	auc.		
426	W. Newham	40	0	0				
427	W. Davis	40	0	0				
428	Thomas Walker	38	0	0	13 Feb., 1839.	auc.		
429	William Bowman	55	0	0	13 Feb., 1839.	auc.		
430	William Bowman	40	0	0	9 March, 1835.	auc.		
431	William Bowman	40	0	0	9 March, 1835.	auc.		
432	William Bowman	32	0	0	9 March, 1835.	auc.		
433	Charles York	55	2	6	12 July, 1833.	auc.		

REFERENCE TO FREEHOLD LAND—continued.

No. of Portion.	Alience.	Area.			Allotted.	Clause.	Remarks.
		a.	r.	p.			
434	Thomas Wills	56	0	0	14 June, 1833	auc.	
435	Thomas Wills	57	0	0	14 June, 1833	auc.	
436	Z. T. Wilcox and H. M'Dermott	75	3	0	12 July, 1833	auc.	
437	Michael Hogan	44	2	0	13 August, 1845	auc.	
438	William Lawson	40	2	32	16 March, 1833	auc.	
439	Thomas Kite	38	0	14	14 June, 1833	auc.	
440	Thomas Wills	53	0	0	14 June, 1833	auc.	
441	Thomas Kite	53	0	0	18 January, 1833	auc.	
442	William Lee	53	0	0	18 January, 1833	auc.	
443	Charles York	39	2	0	9 Dec., 1846	auc.	
444	John Perry and J. Ryan	42	3	0	9 Dec., 1846	auc.	
445	James T. Ryan	20	2	12	20 July, 1857	auc.	
446	William Russell	7	3	0	16 October, 1860	auc.	
447	William Russell	9	0	0	16 October, 1860	auc.	
448	William Russell	3	2	0	20 July, 1857	selec.	
449	Robert Peisley	25	0	0	3 October, 1854	auc.	
450	Robert Peisley	14	3	32	20 March, 1830	auc.	
451	Francis Peisley	14	1	34	3 October, 1854	auc.	
452	Charles Smith	41	0	0	26 April, 1870	selec.	
453	William Russell	10	1	0	20 July, 1857	auc.	
454	William Russell	13	2	0	20 July, 1857	auc.	
455	John Perry	6	0	0			No particulars obtainable.
456	William Russell	4	3	0	20 July, 1857	auc.	
457	John Perry	10	0	32	8 October, 1845	auc.	
458	James Ryan	9	1	0	8 October, 1845	auc.	
459	James Ryan	8	0	32	8 October, 1845	auc.	
460	James Ryan	5	1	25	8 October, 1845	auc.	
461	Charles Smith	36	1	32	3 May, 1833	auc.	
462	James Hale	42	0	0	1848		Compensation.
463	James B. Montifore	40	2	32	16 March, 1833	auc.	
464	William Lawson	52	0	0	16 March, 1833	auc.	
465	John Jude	4	1	33	31 July, 1850	auc.	
466	John Perry	5	1	6	31 July, 1850	auc.	
467	Thomas B. Perry	5	2	5	31 July, 1850	auc.	
468	Abraham and J. Raynor	6	0	15	31 July, 1850	auc.	
469	Abraham and J. Raynor	4	2	26	31 July, 1850	auc.	
470	John Dargins	4	3	31	9 April, 1845	auc.	
471	Charles Purcell	5	0	18	9 April, 1845	auc.	
472	Charles Purcell	4	3	32	9 April, 1845	auc.	
473	Charles Purcell	5	0	6	9 April, 1845	auc.	
474	Charles Purcell	5	0	0	9 April, 1845	auc.	
475	Michael Hogan	3	1	5	8 October, 1845	auc.	
476	Michael Hogan	3	0	35	8 October, 1845	auc.	
477	John Perry	3	0	0	13 January, 1847	auc.	
478	John Perry	3	1	0	11 March, 1846	auc.	
479	John Jamieson	73	0	0	14 June, 1833	auc.	
480	Francis Forbes	63	0	0	18 January, 1833	auc.	
481	Francis Forbes	130	0	0			No particulars obtainable.
482	Thomas Smith	100	0	0	7 Nov., 1878		
483	William Russell	8	1	0	20 July, 1857	selec.	
484	Robert Peisley	9	1	0	20 March, 1850	auc.	
485	John Perry	5	0	9	8 October, 1845	auc.	
486	William Russell	5	2	0			No particulars obtainable.
487	James Ryan	5	3	20	8 October, 1845	auc.	
488	William Hay	7	1	17	25 April, 1870	selec.	
489	William Hay	8	0	14	25 April, 1870	selec.	
490	William Hay	10	1	12	25 April, 1870	selec.	
491	Phillip Francis Adams	9	0	34	25 April, 1870	selec.	
492	John Moring	10	2	30	25 April, 1870	selec.	
493	Crosbie Blake Brownrigg	10	0	0	25 April, 1870	selec.	
494	Thomas Salter	10	2	0	25 April, 1870	selec.	
495	Thomas Salter	14	0	27	25 April, 1870	selec.	
496	Archibald Shannon	17	0	26	25 April, 1870	selec.	
497	Richard Wynne	9	2	6	25 April, 1870	selec.	
498	Charles Bacham	9	2	6	25 April, 1870	selec.	
499	Edwin Daintry	8	3	23	25 April, 1870	selec.	
500	Richard Wynne	39	3	0	25 April, 1870	selec.	
501	Thomas A. Strickland	40	0	0	25 April, 1870	selec.	
502	Edwin Daintry	11	0	17	25 April, 1870	selec.	
503	John Donald Maccaush	7	3	33	25 April, 1870	selec.	
504	Arthur James Stopps	7	0	23	25 April, 1870	selec.	
505	Alexander Dean	8	2	22	25 April, 1870	selec.	
506	Thomas B. Rolin	9	3	33	25 April, 1870	selec.	
507	Thomas Stackhouse	7	0	7	25 April, 1870	selec.	
508	R. D. Fitzgerald	9	1	12	25 April, 1870	selec.	
509	Davidson Nichol	9	2	28	25 April, 1870	selec.	
510	Davidson Nichol	9	2	32	25 April, 1870	selec.	
511	Frederick A. Stratford	11	1	11	25 April, 1870	selec.	
512	T. Richards and C. A. Goodchap	8	0	22	25 April, 1870	selec.	
513	William Hay	9	0	17	25 April, 1870	selec.	
514	William Hay	11	0	8	26 April, 1870	selec.	
515	E. F. Stephen	8	0	21	26 April, 1870	selec.	
516	Alexander Dean	17	3	18	26 April, 1870	selec.	
517	William Hay	19	2	5	26 April, 1870	selec.	
518	William Hay	9	3	25	26 April, 1870	selec.	
519	William Hay	11	2	0	26 April, 1870	selec.	

REFERENCE TO FREEHOLD LAND—continued.

No. of Portion.	Alienee.	Area.	Alienated.	Clause.	Remarks.
		a. r. p.			
520	J. Gainford and N. Lockyer	7 1 19	26 April, 1870...	selec.	
521	Sir Alfred Stephen	12 2 0	26 April, 1870...	selec.	
522	William Hay	7 3 30	26 April, 1870...	selec.	
523	Richard Wynne	11 1 18	26 April, 1870...	selec.	
524	Richard Wynne	9 3 0	26 April, 1870...	selec.	
525	Richard Wynne	12 0 4	26 April, 1870...	selec.	
526	Richard Wynne	10 3 34	26 April, 1870...	selec.	
527	M. Henry Stephen	10 2 31	26 April, 1870...	selec.	
528	Robert Peel Raymond	9 3 11	26 April, 1870...	selec.	
529	Joseph James Phelps	9 3 18	26 April, 1870...	selec.	
530	Septimus A. Stephen	11 1 21	26 April, 1870...	selec.	
531	Henry T. Shadforth	12 0 25	26 April, 1870...	selec.	
532	Septimus A. Stephen	8 3 29	26 April, 1870...	selec.	
533	Henry T. Shadforth	8 3 7	26 April, 1870...	selec.	
534	Joseph James Phelps	6 3 25	26 April, 1870...	selec.	
535	Joseph James Phelps	7 2 26	26 April, 1870...	selec.	
536	Joseph James Phelps	7 3 33	26 April, 1870...	selec.	
537	Clement Tremaine Rodd	14 2 36	26 April, 1870...	selec.	
538	Septimus A. Stephen	56 0 0	26 April, 1870...	selec.	
539	Alexander Stuart	22 2 9	26 April, 1870...	selec.	
540	Joseph James Phelps	40 0 0	26 April, 1870...	selec.	
541	Septimus A. Stephen	35 3 0	26 April, 1870...	selec.	
542	John Donald Macansh	49 2 0	26 April, 1870...	selec.	
543	John Donald Macansh	28 0 0	26 April, 1870...	selec.	
544	Wm. Frederick M'Carthy	24 2 0	26 April, 1870...	selec.	
545	Thomas Robertson	28 2 0	26 April, 1870...	selec.	
546	E. C. Merewether	44 2 0	26 April, 1870...	selec.	
547	Charles Smith	41 0 0	26 April, 1870...	selec.	
548	Charles Smith	45 0 0	26 April, 1870...	selec.	
549	Charles Smith	36 3 0	26 April, 1870...	selec.	
550	Isaac Titterton	17 0 0	10 Oct., 1833 ..	auc.	
551	Francis Forbes	180 0 0	1833 ..	auc.	No date on plan.

VACANT LAND.

No.	Remarks.	Area.	No.	Remarks.	Area.
		a. r. p.			a. r. p.
1		27 1 14	49		45 0 0
2		43 2 0	50		138 0 0
3		57 0 0	51		17 3 0
4		49 0 0	52		19 2 0
5		41 2 0	53		29 1 0
6		46 0 0	54		10 0 0
7		42 0 0	55		31 2 0
8		11 0 10	56		28 3 35
9		9 2 9	57		25 3 1
10		12 0 32	58		39 0 0
11		17 2 0	59	Cancelled mineral lease	80 0 0
12		11 2 0	60	Part of cancelled mineral lease	78 3 0
13		11 3 0	61	Part of cancelled mineral lease	280 0 0
14		6 0 0	62	Part of cancelled mineral lease	240 0 0
15		5 0 0	63	Part of cancelled mineral lease	81 1 0
16		5 0 0	64		31 2 0
17		5 0 0	65		35 3 0
18		6 0 0	66		30 0 0
19		5 1 11	67		42 0 0
20		6 0 0	68		40 0 0
21		3 0 0	69		18 2 0
22		5 0 0	70		48 2 0
23		42 0 0	71		29 3 1
24		40 0 0	72		29 3 3
25		41 3 0	73		22 0 23
26		40 0 0	74		26 3 12
27		40 0 0	75		40 0 0
28		45 0 0	76		80 0 0
29		30 0 0	77		30 0 0
30		40 0 0	78		24 2 33
31		32 1 0	79	Forfeited C.P.	40 0 0
32		40 0 0	80	Village of Blackheath	From 1-acre to 1 ac. 3 r. 3 p. allotments in section.
33	Lapsed C.P.	40 0 0	81	Village of Blackheath	
34	Lapsed C.P.	40 0 0	82	Village of Blackheath	
35	Lapsed C.P.	40 0 0	83	Village of Blackheath	
36	Cancelled mineral lease	80 0 0	84	Village of Blackheath	
37		40 0 0	85	Village of Blackheath	
38	Cancelled mineral lease	315 0 0	86		10 3 21
39	Cancelled mineral lease	315 0 0	87		9 3 33
40	Cancelled mineral lease	320 0 0	88		9 3 33
41		80 0 0	89		12 1 14
42		77 0 0	90	Village of Blackheath	1-acre lots.
43		50 0 0	91		9 3 33
44		14 3 0	92		20 3 18
45		33 0 0	93		17 2 8
46		41 0 0	94		15 0 24
47		31 0 0	95		14 1 16
48		29 1 0	96		14 0 16

VACANT LAND—continued.

No.	Remarks.	Area.	No	Remarks.	Area.
		a. r. p.			a. r. p.
97		19 1 32	141		20 0 0
98		17 3 12	142		20 0 0
99		16 2 0	143		22 0 8
100		19 2 26	144	Village of Blackheath	1-acre lots.
101		19 1 13	145		20 0 0
102		19 1 15	146	Lapsed C.P.	40 0 0
103		12 3 30	147		101 0 0
104		12 2 24	148		50 0 0
105		13 3 0	149		40 0 0
106		17 1 0	150		40 0 0
107		14 0 7	151		40 0 0
108		13 3 14	152		35 3 0
109		14 0 15	153		41 0 0
110		14 0 17	154		40 3 0
111		18 2 24	155		40 0 0
112		15 3 33	156		40 0 0
113		13 2 37	157		11 0 0
114		12 0 23	158		50 0 0
115		9 3 11	159		50 0 0
116		12 1 20	160		62 2 0
117		13 2 27	161		45 3 0
118		15 0 0	162		43 3 0
119		15 0 0	163		44 3 0
120		15 0 0	164		40 0 0
121		15 0 0	165		50 0 0
122		15 0 0	166		52 2 0
123		15 0 0	167		40 0 0
124		15 0 0	168		11 0 0
125		15 0 0	169		13 0 0
126		15 0 0	170		36 2 0
127		15 0 0	171		20 0 0
128		15 0 0	172		50 0 0
129		10 0 0	173		20 0 0
130		10 0 0	174		50 0 0
131		10 0 0	175		50 0 0
132		10 0 0	176		40 0 0
133		20 0 0	177	Inclusive of reserve	307 0 0
134		20 0 0	178		5 3 10
135		24 3 0	179		5 1 31
136		20 0 0	180		5 1 23
137		20 0 0	181		5 2 26
138		20 0 0	182		4 1 14
139		20 0 0	183		8 1 37
140		20 0 0	184		9 0 36

CONDITIONAL PURCHASES.

No	Selected by	Area.	No and Date of C.P.	Clause.	Remarks.
		a. r. p.			
1	Isaac Hawkins, jun.	80 0 0	C.P. 75/54 10 June, 1875 ..	13	
2	David Martin	40 0 0	C.P. 78/48 Hartley	21	
3	Henry Barton	40 0 0	C.P. 77/73 5 July, 1877	13	
4	Sarah C. Dawkins	40 0 0	C.P. 75/68 5 August, 1875 ..	13	
5	Thomas S. Mort	40 0 0	C.P. 73/1,175	13	
6	John Roby	40 0 0	C.P. 74/9,033	13	
7	W. H. Holts	41 0 0	C.P. 77/56 Hartley	13	
8	W. Boulten	40 0 0	C.P. 65/1,492	13	
9	Valentine H. Brown	40 0 0	C.P. 77/1 Hartley	13	
10	George Cook	40 0 0	C.P. 77/14 18 January	13	
11	John Gardner	40 0 0	C.P. 76/29 9 March	13	
12	Edward Strachan	40 0 0	C.P. 77/107 15 November ..	21	
13	Edward Strachan	40 0 0	C.P. 77/24 19 February, 1877 ..	21	
14	Edward Strachan	40 0 0	C.P. 77/12 11 January	13	
15	James Aunesley, jun.	100 0 0	C.P. 77/30 1 March	13	
16	Clarinda S. Thom	120 0 0	C.P. 78/80 23 May	21	
17	Clarinda S. Thom	160 0 0	C.P. 78/77 2 May	13	
18	W. R. Piddington, J. Milson, and A. Roxburgh.	65 0 0	C.P. 76/90 16 November		
19	Peter Wakelong	40 2 0	C.P. 76/50 4 May	13	
20	John Finn	36 0 0	C.P. 65/749 Hartley		Area exclusive of railway.
21	Henry Bell	87 0 0	C.P. 76/38 30 March	22	
22	Patrick Brady	40 0 0	C.P. 77/43 12 April	21	
23	Hugh Brady	60 0 0	C.P. 75/110	13	Part of C.P.
24	Hugh Brady	46 1 0	C.P. 75/110	13	Part of C.P.
25	Hugh Brady	39 0 0	C.P. 75/110	13	Part of C.P.
26	Hugh Brady	90 0 0	C.P. 75/108 16 Dec., 1875 ..	22	Under reference.
27	M. Lynch	76 0 0	C.P. 75/114 30 December ..		
28	M. Lynch	58 1 0	C.P. 74/5,431		
29	Charles Pettit	42 0 0	C.P. 62/628 Hartley		
30	Hugh Brady	51 3 0	A.C.P. 76/41 6 April	22	
31	P. Brady	40 0 0	C.P. 77/28	13	
32	Patrick Brady	50 0 0	C.P. 77/41 5 April	21	
33	Maurice Lynch	42 0 0	C.P. 62/1,997 Hartley		Part of C.P.
34	Maurice Lynch	44 2 0	C.P. 62/1,997 Hartley		Part of C.P.
35	Thomas Delaney	40 0 0	C.P. 69/4,537 Hartley	13	Part of C.P.

CONDITIONAL PURCHASES—continued.

No.	Selected by	Area.			No. and Date of C.P.	Clause.	Remarks.
		a.	r.	p.			
36	Thomas Delaney, jun.	40	0	0	C.P. 69/4,537 Hartley	13	Part of C.P.
37	M. Lynch	42	0	0	C.P. 62/4/124 Hartley	21	
38	Job Commens	40	0	0	C.P. Plan not yet accepted	...	
39	Job Commens	40	0	0	C.P. Plan not yet accepted	...	
40	Ann Duff	40	0	0	C.P. 75/24 Hartley	13	
41	Ann Duff	40	0	0	C.P. 75/80 Hartley	21	
42	Grace M. Perry	50	0	0	C.P. 76/70 24 August	13	
43	G. Mountford Perry	50	0	0	C.P. 76/74 31 August	21	
44	M. M'Aviney	50	0	0	C.P. 75/59 Hartley	22	
45	C. A. Wilson	53	2	0	C.P. 77/9 16 August	13	
46	R. J. Cross	37	3	12	C.P. 65/2,022	13	Area reduced by road.
47	Joseph Hay	43	1	0	C.P. 78/13 25 July	13	Part of C.P.
48	Joseph Hay	44	2	0	C.P. 78/13 25 July	13	Part of C.P.
49	Joseph Hay	41	1	0	C.P. 78/13 25 July	13	Part of C.P.
50	Joseph Hay	80	0	0	C.P. 78/16 1 August	21	
51	B. M'Donnough	42	1	0	C.P. 78/20 At Penrith	13	
52	Henry Wilson	40	0	0	C.P. 76/7 6 April	22	
53	Henry Wilson	100	0	0	C.P. 78/27 10 October	22	
54	Joseph Hay	48	0	0	C.P. 78/21 5 September	21	
55	Joseph Hay	21	1	30	C.P. 78/21 5 September	21	
56	Joseph Hay	41	0	0	C.P. 78/25 12 September	21	
57	Mary Ann Hay	21	1	0	C.P. 78/14 25 July	13	
58	Mary Ann Hay	40	0	0	C.P. 78/23	21	
59	Mary Ann Hay	40	0	0	C.P. 78/14 25 July	13	
60	Alfred Fairfax	40	0	0	C.P. 71/678	22	
61	William Henderson	40	0	0	C.P. 76/19 26 October	21	
62	William Henderson	40	0	0	C.P. 76/18 19 October	21	
63	William Henderson	40	0	0	C.P. 76/11 22 June	21	
64	Thomas Ellison	40	0	0	C.P. 65/1,836	13	
65	Sir Henry Parkes	80	0	0	C.P. 78/9 20 June	22	
66	Thomas Boland	50	0	0	C.P. 79/2 6 March	22	
67	Thomas Boland	40	0	0	C.P. 78/3 31 January	22	
68	Thomas Boland	40	0	0	C.P. 77/6 19 April	22	
69	Thomas Boland	50	0	0	C.P. 76/17 10 August	13	
70	Thomas Boland	40	0	0	C.P. 77/1 4 January	22	
71	W. J. Davies	40	0	0	C.P. 76/23 Penrith	13	
72	James Stratton	40	0	0	C.P. 76/15 13 July	13	
73	Sir Henry Parkes	400	0	0	C.P. 76/21	13	
74	Sir Henry Parkes	80	0	0	C.P. 76/22	21	
75	Thomas Boland	80	0	0	C.P. 76/4 9 March	21	
76	Sir Henry Parkes	80	0	0	C.P. 78/5 7 March	21	
77	Charles Moore	40	0	0	C.P. 77/8 14 June	22	
78	Charles Moore	40	1	0	C.P. 77/8 14 June	22	
79	Madoline Boland	47	1	0	C.P. 77/5	21	
80	Madoline Boland	41	0	0	C.P. 75/5 11 November	13	
81	John Thomas Ellison	40	0	0	C.P. 76/8	21	
82	John Thomas Ellison	40	0	0	C.P. 76/13 22 June	21	
83	Cornelius Lee	42	1	0	C.P. 77/2 18 January	13	
84	W. & J. James	50	0	0	C.P. 62/2,637	13	
85	C. Higgins	100	0	0	C.P. 62/2,636	13	
86	William Deane	80	0	0	C.P. 76/14 6 July	22	
87	William Deane	120	0	0	C.P. 76/5 16 March	22	
88	Benjamin Carver	40	0	0	C.P. 75/115 23 September	13	

MINERAL LEASES AND MINING CONDITIONAL PURCHASES.

No.	Selected by.	Area.			No. and date of C.P. or M.L.	Clause	Remarks.
		a.	r.	p.			
1	Campbell Mitchell	60	0	0	M.C.P. 77/52 17 May	19	
2	Campbell Mitchell	60	0	0	M.C.P. 77/52 17 May	19	
3	Campbell Mitchell	60	0	0	M.C.P. 77/51 17 May	19	
4	J. Poole, N. Woolley, & R. Anderson	100	0	0	M.C.P. 71/248 Hartley	19	
5	J. C. Tucker & E. B. Henning	40	0	0	M.C.P. 78/94	19	
6	George Lee & Wm. Glover	44	0	0	M.C.P. 75/79	19	
7	G. Lee, Wm. Glover, & N. Woolley	40	0	0	M.C.P. 69/1378	19	
8	Thomas Garrett	40	0	0	M.C.P. 77/77	19	
9	G. Lee, Wm. Glover, & N. Woolley	40	0	0	M.C.P. 73/9,469	19	
10	G. Lee, Wm. Glover, & N. Woolley	40	0	0	M.C.P. 73/9,470	19	
11	Thomas Garrett	40	0	0	M.C.P. 77/78	19	
12	Thomas Garrett	40	0	0	M.C.P. 77/76	19	
13	Thomas Saywell	40	0	0	M.C.P. 77/70 5 July	19	
14	Thomas Saywell	80	0	0	Appln. No. 2 at Hartley	56	Mining Act.
15	Thomas Saywell	40	0	0	M.L. 349 at Hartley	...	
16	Thomas Wilton	61	0	0	M.C.P. 77/54 17 May	19	
17	Thomas Saywell	40	0	0	M.C.P. 70/4,414 Hartley	19	
18	Thomas Saywell	40	0	0	M.C.P. 70/4,414 Hartley	19	
19	Thomas Saywell	43	0	0	M.C.P. 70/4,414 Hartley	19	
20	Hartley Kerosene Oil Co.	80	0	0	M.L. 292	...	
21	Hartley Kerosene & Paraffine Co.	40	0	0	M.L. 328	...	
22	Western Kerosene Oil Co.	40	0	0	M.C.P. 68/2,942	19	
23	E. Hughes	40	0	0	M.C.P. 77/13 11 January	19	
24	Western Kerosene Oil Co.	60	0	0	M.C.P. 67/2,580	19	
25	B. M. Mortimer	320	0	0	M.C.P.	19	
26	B. M. Mortimer	56	0	0	M.C.P. 68/427	19	
27	T. W. Smart & F. H. Dangar	60	0	0	M.C.P. 76/93 21 December	19	

MINERAL LEASES AND MINING CONDITIONAL PURCHASES—continued.

No.	Selected by.	Area.	Name and date of C.P. or M.L.	Clause.	Remarks.
		a. r. p.			
28	B. M. Mortimer	84 0 0	M.C.P. 68/426	19	
29	Western Kerosene Oil Co.	70 0 0	M.C.P. 68/2,943	19	
30	New South Wales Shale & Oil Co.	92 0 0	M.C.P. 76/92 21 December..	19	
31	New South Wales Shale & Oil Co.	92 0 0	M.C.P. 77/93 27 September..	19	
32	Hartley Kerosene & Paraffine Co.	320 0 0	M.C.P. 68/2,405	19	
33	T. W. Dangar	320 0 0	M.C.P. 72/6,413	19	
34	Thomas W. Smart	320 0 0	M.C.P. 72/6,412	19	
35	Hartley Kerosene & Paraffine Co.	320 0 0	M.C.P. 67/2,383	19	
36	Hartley Kerosene & Paraffine Co.	320 0 0	M.C.P. 67/2,384	19	
37	William Jolly	47 3 0	M.C.P. 67/2,959	19	
38	Western Kerosene Oil Co.	120 0 0	M.C.P. 67/2,580	19	
39	James Alexander Brown	145 0 0	M.C.P. 77/40 29 March	19	
40	Enoch Hughes	60 0 0	M.C.P. 78/143 28 November	19	
41	W. F. McKenzie	40 0 0	M.C.P. 73/6,338	19	
42	W. F. McKenzie	80 0 0	M.C.P. 76/81 31 August	19	
43	P. Finn	40 0 0	M.L. 364 Hartley		
44	James Fisher Cripps	40 0 0	M.L. 330 Hartley		
45	W. F. McKenzie	40 0 0	M.C.P. 77/53	19	
46	W. F. McKenzie	40 0 0	M.C.P. 76/79 31 August	19	
47	W. F. McKenzie	80 0 0	M.C.P. 76/77	19	
48	W. F. McKenzie	40 0 0	M.C.P. 76/80 31 August	19	
49	W. F. McKenzie	40 0 0	M.C.P. 76/78 31 August	19	
50	W. F. McKenzie	40 0 0	M.C.P. 76/82 31 August	19	
51	Charles Kelso Moore	40 0 0	M.C.P. 76/83	19	
52	John Louis Meads	40 0 0	M.C.P. 76/47 30 April	19	
53	J. B. North & John Donelan	50 0 0	M.C.P. 78/55 21 March	19	
54	Frederick Staveley	40 0 0	M.C.P. 76/72 24 August	19	
55	W. O. Gilchrist	272 0 0	M.L. 14,878 Hartley	22	Occupation Act.
56	W. O. Gilchrist	320 0 0	M.L. 14,879 Hartley	22	Occupation Act.
57	Sir J. Martin, G. W. Allen, G. Lord, & J. Lucas.	239 0 0	M.C.P. 72/5,785 Hartley ..	19	
58	Sir J. Martin, G. W. Allen, G. Lord, & J. Lucas.	50 0 0	M.C.P. 72/5,786 Hartley ..	19	
59	R. H. Reynolds & J. B. North	40 0 0	M.C.P. 77/7 4 January	19	
60	R. H. Reynolds & J. B. North	40 0 0	M.C.P. 77/6 4 January	19	
61	R. H. Reynolds & J. B. North	40 0 0	M.C.P. 77/8 4 January	19	
62	R. H. Reynolds & J. B. North	40 0 0	M.C.P. 77/10 4 January	19	
63	R. H. Reynolds & J. B. North	54 1 0	M.C.P. 77/2 4 January	19	
64	R. H. Reynolds & J. B. North	80 0 0	M.C.P. 77/4 4 January	19	
65	R. H. Reynolds & J. B. North	80 0 0	M.C.P. 77/3 4 January	19	
66	R. H. Reynolds & J. B. North	40 0 0	M.C.P. 77/5 4 January	19	
67	R. H. Reynolds & J. B. North	44 3 0	M.C.P. 77/11	19	
68	H. Deane	40 0 0	M.C.P. 77/17 3 May	19	
69	H. Deane	40 0 0	M.C.P. 77/17 3 May	19	
70	Want & Johnson	20 0 0	M.L. 18,652	22	Occupation Act.
71	T. S. Mort	78 0 0	M.L. 314 8 March		
72	R. H. Reynolds & J. B. North	40 0 0	M.C.P. 77/9 4 January	19	
73	William Laidley	240 0 0	M.L. 378		

VOLUNTEER LAND ORDER GRANTS.

No.	Applied for by.	Area.	No. and date of V.L.O.	Clauses.	Remarks.
		a. r. p.			
1	Frederick Somers	50 0 0	V.L.O. 78/311 25 September	44 & 45	
2	Patrick Higgins	50 0 0	V.L.O. 77/5 10 Nov., 1876..	44 & 45	
3	Patrick Higgins	50 0 0	V.L.O. 75/108 5 Jan., 1875..	44 & 45	
4	Andrew Brown	50 0 0	V.L.O. Plan not yet accepted.		
5	Benjamin Backhouse	50 0 0	V.L.O. 78/60 9 December ..	44 & 45	
6	George Matcham Pitt	49 0 0	V.L.O. 77/139 3 September..	44 & 45	
7	Henry Parkes	47 2 0	V.L.O. 78/338 18 November	44 & 45	
8	H. S. S. Bond	48 2 0	V.L.O. 79/28 24 January ..	44 & 45	
9	C. K. Moore	50 0 0	V.L.O. 78/318 24 September	44 & 45	
10	William Joseph Weston	50 0 0	V.L.O. 78/40 17 December..	44 & 45	
11	H. S. S. Bond	50 0 0	V.L.O. 78/44 17 February..	44 & 45	
12	H. S. S. Bond	50 0 0	V.L.O. 76/21 26 February..	44 & 45	
13	Sir George Wigram Allen	50 0 0	V.L.O. 78/262 30 August ..	44 & 45	
14	Sir George Wigram Allen	50 0 0	V.L.O. 78/263 30 August ..	44 & 45	
15	Frederick Somers	50 0 0	V.L.O. 78/224 8 July	44 & 45	
16	Frederick Somers	50 0 0	V.L.O. 78/225 8 July	44 & 45	
17	Frederick Somers	50 0 0	V.L.O. 78/2,50 4 September	44 & 45	

SPECIAL PURCHASES.

No.	Applicant.	Area.	No. and date of S.P.	Clause.	Remarks.
		a. r. p.			
1	Sir Alfred Stephen	8 3 19	S.P. 78/475 28 June, 1878 ..	11	
2	Charles Badham	1 2 20	S.P. 78/549 28 October, 1878	11	

RESERVES.

No.	Locality.	Area.			Notified.	Purpose.
		a.	r.	p.		
3	Hartley Vale	85	1	0	17 April, 1866...	Water Supply.
5	Blue Mountain Inn	104	0	0	4 June, 1867..	" " for Railway Engines.
6	Weatherboard	40	0	0	24 Sept., 1867..	Railway Purposes.
10	Darling Causeway	260	0	0	10 Nov., 1868..	Approach to Railway.
13	Weatherboard Inn	1,600	0	0	25 January, 1870	Public Recreation.
27	Springwood	3	0	0	5 Nov., 1875	" Purposes.
29	Govett's Leap	2,100	0	0	28 March, 1876..	" "
30	Watershed of the Grose River ..				7 Dec., 1875..	Water Supply for City of Sydney.
31	Seventeen-mile Hollow	1	0	27	23 Feb., 1876..	Access to Platform.
32	Weatherboard	685	0	0	10 May, 1876..	Water Supply & Railway Purposes.
34	Mount Piddington	250	0	0	26 July, 1876..	Public Purposes.
35	Blue Mountain Platform	360	0	0	22 August, 1876..	" "
36	" "	480	0	0	22 August, 1876..	" "
37	Henderson's "	50	0	0	22 August, 1876..	" "
38	Bull's Camp	50	0	0	22 August, 1876..	" "
39	Strathdon	125	0	0	22 August, 1876..	" "
40	Emu	234	0	0	22 August, 1876..	" "
41	Mount Victoria	280	0	0	22 August, 1876..	" "
42	Strathdon	67	0	0	15 August, 1876..	" "
43	Wascoe's Platform	4	0	0	20 July, 1877..	" "
46	Mount York	320	0	0	8 August, 1877..	" "
47	Emu Plains	115	0	0	20 Nov., 1877..	Rifle Range.
48	At the Crushers	2	0	0	25 January, 1878..	Railway Purposes.
49	Mount Clarence	8	2	0	22 March, 1878..	Public "
50	" "	640	0	0	20 May, 1878..	Travelling Stock.
55	Emu	161	0	0	29 April, 1878..	Public Purposes.
58	Mount Clarence	45	0	0	29 July, 1878..	Water Supply.
61	Blackheath	34	0	0	30 Sept., 1878..	Public and Railway Purposes.
62	"	20	0	0	30 Sept., 1878..	" and Recreation "
63	"	20	0	0	30 Sept., 1878..	" " "
64	Emu Plains	60	0	0	25 Nov., 1878..	Access to Water.
65	Lithgow Valley	480	0	0	1 Nov., 1878..	Public Purposes.
67	Mount Piddington	29	0	0	19 May, 1879..	For Access.
—	Twenty-four mile Hollow	100	0	0	23 Dec., 1878..	Travelling Stock, &c.

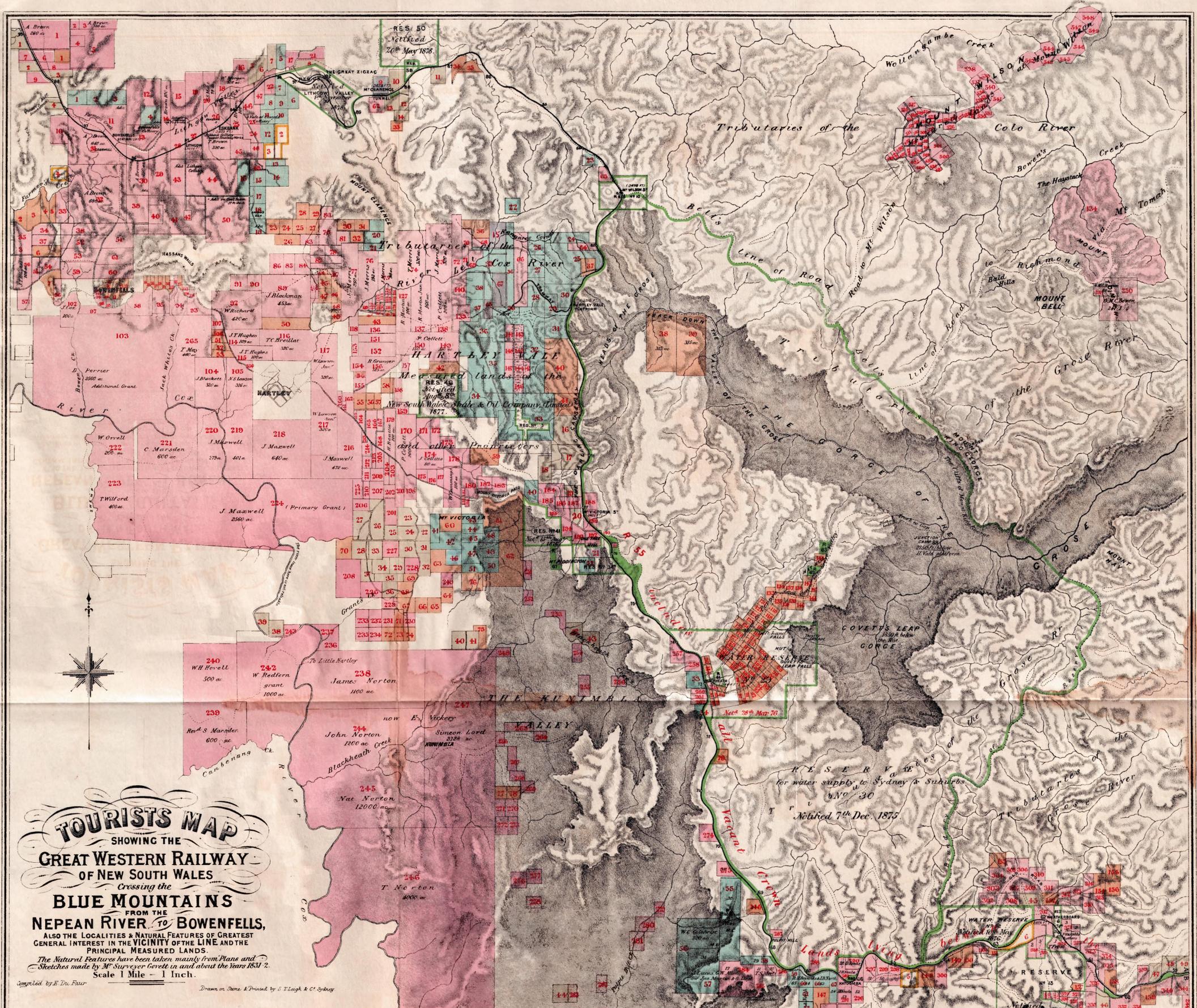
TRUSTEES OF RESERVES.

No.	Name.	Locality	No.	Name.	Locality.
13	Sir Henry Parkes, K.C.M.G.	Wentworth Falls. (Weatherboard.)	39 & 40 & 42	John Lucas, M.P.	Lapstone Hill and Glenbrook.
	David Fletcher			William Deane	
	Benjamin Backhouse			Edward Reading	
	William Pritchard			Captain Smith	
	W. D. Armstrong			Charles Moore	
35 & 36	Sir G. W. Allen, K.C.M.G.	Falls of San José and Santa Cruz, Blue Mountain.	*	J. T. Ryan	Emu Plains.
	J. H. Neale			C. E. Evans	
	Charles Moore			W. H. Wood	
	J. G. Hay			G. H. Dempsey	
	W. Lucas			W. Lucas	
37 & 38	W. Henderson	King's Cave and Bull's Camp.	64	James Price	Emu Plains.
	A. Fairfax			W. C. Evans	
	Charles Moore			George Dewdney	
	John Taylor				
34 & 41	W. R. Piddington	Mount Piddington and Kazimbla Caves.	47†	Commandant for the time being of the Military Forces of New South Wales.	
	Henry Bell				
	James Fairfax				

* This is the Emu Plains Recreation Ground

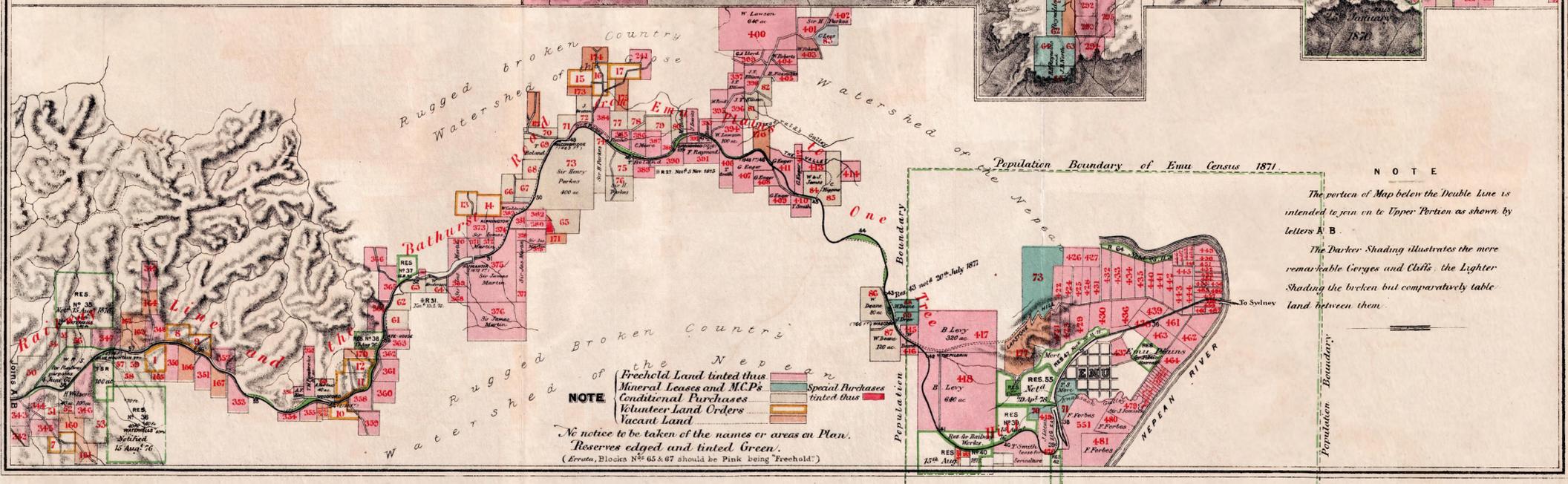
† Rifle Range.

[Map.]



TOURISTS MAP
 SHOWING THE
GREAT WESTERN RAILWAY
 OF NEW SOUTH WALES
 Crossing the
BLUE MOUNTAINS
 FROM THE
NEPEAN RIVER TO BOWENFELLS,
 ALSO THE LOCALITIES & NATURAL FEATURES OF GREATEST
 GENERAL INTEREST IN THE VICINITY OF THE LINE, AND THE
 PRINCIPAL MEASURED LANDS.
*The Natural Features have been taken mainly from Plans and
 Sketches made by Mr. Surveyor Greville in and about the Years 1831-2.*
 Scale 1 Mile = 1 Inch.

Compiled by E. Du Four
 Drawn on Stone & Printed by G. T. Leigh & Co. Sydney



NOTE
 Freehold Land tinted thus
 Mineral Leases and MCPs
 Conditional Purchases
 Volunteer Land Orders
 Vacant Land
 No notice to be taken of the names or areas on Plan.
 Reserves edged and tinted Green.
 (Errata, Blocks N^o 65 & 67 should be Pink being Freehold.)

NOTE
 The portion of Map below the Double Line is
 intended to join on to Upper Portion as shown by
 letters A B.
 The Darker Shading illustrates the more
 remarkable Gorges and Cliffs, the Lighter
 Shading the broken but comparatively table
 land between them.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SALE OF OLD IRON.

(BY THE RAILWAY DEPARTMENT, TO D. WILLIAMS, Esq.)

Ordered by the Legislative Assembly to be printed, 24 July, 1879.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 9th April, 1879, That there be laid upon the Table of this House,—

“Copies of all Papers having reference to the sale of old iron by the
“Railway Department to D. Williams, Esq.”

(Mr. Sutherland.)

SCHEDULE.

	PAGE.
1. Letter from Mr. D. Williams to Storekeeper, requesting that 4 tons old cast-iron be sent to him. 28 August, 1878	2
2. Letter from Mr. W. Pritchard to Commissioner, dated 17th February, 1879, forwarding account sales of old iron sold. 12 November, 1878	2
3. Assistant Storekeeper to Storekeeper, return of old stores on hand. 26 November, 1878	2
4. Letter from Mr. W. Pritchard to Commissioner, that Mr. Williams will purchase old iron at Newcastle. 26 November, 1878	3
5. Storekeeper to Commissioner, with respect to above offer. 15 January, 1879	3
6. Letter from Mr. J. S. Rodgers to Commissioner, that he would be glad to make an offer for old cast-iron at Newcastle. 17 January, 1879	3
7. Letter from Commissioner to Mr. J. S. Rodgers, asking him to submit offer. 25 January, 1879	3
8. Letter from Mr. J. S. Rodgers to Commissioner, submitting offer. 31 January, 1879	3
9. Storekeeper to Commissioner, respecting sale of iron to Mr. Williams. 7 February, 1879	3
10. Minute of Commissioner, deciding that Mr. Williams is to have iron. 17 February, 1879	3
11. Acting Storekeeper to Assistant Storekeeper, giving directions for disposal of old iron, &c. 8 May, 1879	4

SALE OF OLD IRON.

No. 1.

Mr. D. Williams to The Storekeeper.

Sir,

August 28, 1878.

In reference to the old cast iron scrap (the old boxes and buffers, &c.), I have seen the Commissioner for Railways, who directed me to call on you with a request to send up as early as you can a truck of about 4 tons, which I pointed out to your officer in charge. The price to be same as last sold.

Pending arrangements for the whole, I will thank you to send the one truck as early as you can, consigned to the Eskbank Iron Works, Lithgow.

Yours, &c.,

D. WILLIAMS.

The last cast scrap sold by auction realized £4 5s. per ton. Please say if the Eskbank Iron Works are to get it at this price, and what quantity. I will at once send on the one truck upon Mr. Williams' representation.—A.R., 28/8/78. The Commissioner. What quantity was sold when £4 5s. was obtained, and what has scrap iron realized on the last three occasions?—Ch.A.G., 4/9/78. Storekeeper.

In March, 1876, by tender, £6 per ton cast scrap; in March, 1877, £4 12s. 6d. per ton cast scrap; in April, 1878, £4 5s. per ton cast scrap,—for 44 tons.—A.R., 11/9/78. The Commissioner.

If you have any scrap similar to that sold to Mr. Williams, let it be sold by auction, and let me know the price realized.—Ch.A.G., 16/9/78. Let me know quantity offered. The Storekeeper, B.C.

This was kept back on account of stock-taking. I presume the Commissioner will now wish me to collect scrap together and make as good a sale as possible.—A.R., 1/10/78. The Commissioner. Approved.—Ch.A.G., 7/10/78. Storekeeper.

No. 2.

Mr. W. Pritchard to The Storekeeper.

Dear Sir,

281, George-street, 17 February, 1879.

Enclosed, I beg to hand you a/c. sales and cheque for the sum of £367 2s. 11d., being net proceeds for iron sold to Mr. Williams in November last, on account of the Government. With reference to the delay in collecting the money, I have respectfully to inform you that it arose entirely through your department delivering the iron (contrary to the usual custom) without my written order, as you are aware that in previous cases, when that rule has been adhered to, there has been no delay whatever.

I have, &c.,

WM. PRITCHARD.

Account sales herewith. The cheque will be paid to the cashier at once.—A.R., 19/2/77. The Secretary. Traffic Auditor, B.C., 3/3/79.—Ch.A.G. Noted.—W.V.R., 14/3/79.

House and Land Auction Rooms, 281, George-street, Sydney, February 17, 1879.

Sold on account of the Government of New South Wales, by William Pritchard, general auctioneer, arbitrator, valuer, &c.,—

Nov. 12, 1878,—For sale of iron at the Redfern Railway Station—	£	s.	d.
92 tons 19 cwt. 1 qr. wrought and cast iron, at 76s.	353	5	1
4 tons 18 cwt. steel scrap, at 49s.	12	0	1
13 tons 1 cwt. 1 qr. steel tires, at 40s.	26	2	6
			391 7 8
Charges, &c.—			
To commission, at 5 per cent.	19	11	4
To advertising, &c.	4	13	5
			24 4 9
Net proceeds by cheque			£367 2 11

WM. PRITCHARD,
(Per F. J. HAWKE.)

E. and O. excepted.—F.J.H., J.'C. Cox.

No. 3.

The Assistant Storekeeper to The Storekeeper.

Newcastle, 26 November, 1878.

MEMO.—I have to inform you that the following old stores are on hand:—

36 tons cast iron, more or less (w. scrap).
120 tons old rails, more or less (worn out.)
70 tons wrought scrap, more or less (cast).

HENRY FLIGG.

No. 4.

3

No. 4.

Mr. W. Pritchard to The Commissioner for Railways.

Dear Sir, Auction Rooms, 281, George-street, Sydney, 26 November, 1878.

Mr. Williams (the purchaser of the iron at the last sale at Redfern) has offered to purchase the iron and scrap steel now at Newcastle at the same prices, viz. :—Wrought and cast iron at £3 16s. per ton ; steel scrap at £2 9s. ; and steel tires at £2—provided the Government will put it on the trucks at the Redfern station.

I consider these good prices and recommend the acceptance of the offer. Please say shall I close with him.

Faithfully yours,

W. PRITCHARD,

(Per J. REYNOLDS.)

Storekeeper, B.C., 2/12/78.—G.B. I think the Commissioner might do worse with the old iron, &c., at Newcastle than by accepting Mr. Williams's offer, but I fail to see the necessity for Mr. Pritchard's intervention and consequent charges in the matter.—A.R., 11/12/78. The Commissioner. Approved, free of commission.—Ch.A.G., 16/12/78. Storekeeper, B.C., 18/12/78.—G.B.

No. 5.

The Storekeeper to The Commissioner for Railways.

I at once saw Mr. Williams, and informed him accordingly, but he has since called to say that Mr. Pritchard would claim commission if the offer made at his request were accepted. Mr. Williams is about to visit Newcastle. He promises to inspect the iron and submit an offer direct to the Commissioner.

A.R., 15/1/79.

No. 6.

Mr. J. S. Rodgers to The Commissioner for Railways.

Newcastle Foundry, 17 January, 1879.

I SHOULD be glad to submit an offer to purchase the old cast iron scrap now collected at Honeysuckle Point, Newcastle.

I am, &c.,

J. S. RODGERS.

Storekeeper, B.C., 22/1/79.—G.B. As we are likely soon to receive an amended offer from Mr. Williams for the above, it will be well to have one also from Mr. Rodgers, as they are probably the two persons only who would tender in the event of tenders being invited.—A.R., 23/1/79. Secretary,—Write and ask him to submit an offer.—G.B., 24/1/79. Storekeeper to see, B.C., 31/1/79.—G.B. Seen.—A.R., 1/2/79.

No. 7.

The Commissioner for Railways to Mr. J. S. Rodgers.

Sir, Department of Public Works, Railway Branch, Sydney, 25 January, 1879.

I have the honor to inform you that as it is intended to dispose of the old cast iron and scrap, now lying at Honeysuckle Point, Newcastle, I have to request that you will be good enough to submit an offer for the same.

I have, &c.,

GEO. BERNER.

(Pro Commissioner for Railways.)

No. 8.

Mr. J. S. Rodgers to The Commissioner for Railways.

Sir, Newcastle Foundry, 31 January, 1879.

I offer to purchase the old cast iron scrap, now lying at Honeysuckle Point, Newcastle, at the rate of three pounds seventeen shillings and sixpence (£3 17s. 6d.) per ton.

I am, &c.,

J. S. RODGERS.

Storekeeper, B.C., 5/2/79.—G.B.

No. 9.

The Storekeeper to The Commissioner for Railways.

YESTERDAY Mr. Williams called to say that he declined to give an amended offer, but claims the iron under the Commissioner's approval of the 16/12/78, verbally communicated to him, as per Storekeeper's minute of the 15/1/79, which minute accurately represents what passed at our interview.

Mr. Rogers's price is actually 1s. 6d. a ton more than Mr. Williams's, and the former takes delivery at Newcastle, the latter in trucks at Redfern, so that Mr. Rogers's offer is about £150 better for the lot than Mr. Williams's.

A.R., 7/2/79.

No. 10.

Minute by The Commissioner for Railways to The Storekeeper.

ON the Storekeeper's report of 11/12/78 I accepted Mr. Williams's offer free of commission to Mr. Pritchard. Mr. Williams is legally entitled to the iron that was at Newcastle on the 26th November, but to none that has accumulated since.

It

It is very clear that even under Mr. Richardson's explanation, which I am obliged to him for making, Mr. Williams can claim the iron. He could have the papers produced, notifying my acceptance of his offer—less commission—and there would be no escape from our liability.—CH. A. G., B.C., 17/2/79. Storekeeper.

NOTE (*afterwards added*):—It will be seen that Rodgers refused to take the old rails and wrought scrap, and would take only the cast scrap. This makes his offer lower than that of Mr. Williams.—CH. A. G.

Mr. Fligg will please separate, if possible, the iron which has accumulated since Nov. 26th, and report the approximate weight of the iron on the ground—1st. Weight of iron accumulated up to 26th Nov.; 2nd. Weight of iron accumulated since 26th Nov.—Urgent.—A.R., 19/2/79. Mr. Fligg.

No. 1. There are 36 tons wt. scrap, 70 tons cast iron, 120 tons old rails. No. 2. Estimated quantity since received—2 tons 10 cwt. wt. scrap, 5 tons cast iron, 6 tons old rails.—H.F., 20/2/79. Storekeeper.

Mr. Williams will, I presume, take No. 1, and Mr. Rodgers No. 2.—A.R., 21/2/79. The Commissioner. Appd.—CH. A. G., 5/3/79.

No. 11.

The Acting Storekeeper to The Assistant Storekeeper.

Old iron at Honeysuckle Point.

THE Commissioner approves of sales of old iron, &c., as follows, viz. :—

Lot 1.—On hand at Honeysuckle Point on Nov. 23. /78.

36 tons wt. iron	} To Mr. D. Williams. (To be put on trucks in Red- fern yard.)
70 „ cast iron	
120 „ old rails... .. .	
And whatever scrap steel and old steel tires you had on hand at same date.	

Lot 2.—Old iron accumulated since 26th Nov., /78, as per your memo. on store mt. 78-429.

2½ tons wt. scrap	} To Mr. J. S. Rodgers. (To take delivery at Honey- suckle Point at £3 17s. 6d. per ton.)
5 „ cast iron	
6 „ old rails	

You will please forward lot 1 to Sydney at the lowest rate of freight obtainable, and I will make all necessary arrangements with Mr. Williams. If you cannot send all at once, send old iron rails first. Sign, and forward to Mr. Rodgers the accompanying notification and account, and, on production of the cashier's receipt for the amount, hand over to him lot 2. I enclose papers having reference to this matter, which you will please return after perusal.

H. CARRUTHERS,

Acting Storekeeper.

8/3/79.

Mr. Rodgers's memo, 31st Jany., 1879, attached to minute paper; only offers to purchase the cast iron. He declines to accept old rails or wrought scrap.* Is he to have the 5 tons cast iron? As the estimated quantity of old rails will run short of the quantity to be delivered to Mr. Williams, shall I let the 6 tons go with his lot? As they are a mixture of broken lengths, perhaps it will be as well. Urgent.—H.F., 13/3/79.

The rails and old iron will be delivered at the head of Darling Harbour, so as to load in railway trucks there.—H.F.

1st. Let Rodgers have the 5 tons of cast iron. 2nd. The 2½ tons wro. scrap and 6 tons old rails which Rodgers declines to have must not be delivered to Mr. Williams, but must be kept on hand. Supply to Mr. Williams only what he has purchased, and when you have delivered lot 1 to him let me know the quantity of old iron, &c., &c., remaining on hand, and tenders will be called for the purchase of it. H.C., *pro* Stk., 14/3/79. Assistant Storekeeper. Seen.—H.F., 24/3/79.

* This makes his offer lower than that of Mr. Williams, as there were 164 tons of wrought iron and rails to 75 tons of cast iron.—CH. A. G.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY ROLLING STOCK.

(SUPPLIED FROM 1 JANUARY TO 20 NOVEMBER, 1878.)

Ordered by the Legislative Assembly to be printed, 12 December, 1878.

[Laid upon Table in accordance with promise made in answer to Question 1, Votes No. 38, 20 November, 1878.]

RETURN of Rolling Stock, supplied 1 January, 1878, to 20 November, 1878.

Description and Number of Vehicles.	Name of Contractor.	Price.	Date of Acceptance.	Time specified for completion, and conditions.	Dates when delivered.	Under Contract Time.	Over Contract Time.	
1st class carriages (3).....	R. A. Ritchie	£ s. d. 720 0 0	26 May, 1877	1 carriage in 4 months ; 2 carriages within 6 months. 26 November, 1877.	1878. 1 in January, 1 in March, 1 in May.	.....	6 months.....	Completed.
Composite carriages (10)	R. A. Ritchie	925 14 0	26 April, 1878	1 carriage in 5 months ; and 1 every 2 months after. 26 March, 1880.	1 in August, 1 in October.	.....	.....	.....
Composite carriages, 1st and 2nd class (4).	Thomas Braid	550 0 0	29 May, 1877	2 carriages in 4 months ; 2 carriages in 6 months. 29 November, 1877.	1 in April, 1 in May, 1 in July, 1 in October.	.....	11 months.....	Completed.
1st class carriages (10)	Thomas Wearne	835 0 0	11 April, 1878	2 carriages in 6 months ; 1 carriage every 2 months following ; the whole in 22 months. 11 February, 1880.	1 in September, 1 in October.	.....	.....	.....
Composite carriages (8).....	Hudson Bros.	530 0 0	11 April, 1878	1 carriage in 5 months ; and 1 carriage every 2 months following. 11 November, 1879.	2 in September, 1 in October, 2 in November	.....	.....	.....
Sheep vans (70)	John Robertson	84 0 0	10 November, 1877	6 vans in 6 months ; and 4 each succeeding month. 10 September, 1879.	8 in March, 4 in April, 7 in May, 8 in June, 11 in July, 14 in Aug., 9 in Sept., 9 in Oct.	11 months.....	.....	Completed.
Sheep vans (30)	Moyes & Donald	105 0 0	20 September, 1877.....	6 within 6 months ; and 4 each succeeding month. 20 September, 1878.	3 in Feb., 3 in March, 8 in April, 7 in May, 3 in June, 3 in July, 3 in August.	1 month... ..	.....	Completed.

[32.]

Description and Number of Vehicles.	Name of Contractor.	Price.	Date of Acceptance.	Time specified for completion, and conditions.	Dates when delivered.	Under Contract Time.	Over Contract Time.	
Cattle waggons (70)	Hudson Bros.	£ s. d. 88 0 0	5 April, 1878	5 in one month ; and 5 every fortnight after. 3 November, 1878.	1878. 7 in April, 23 in May, 15 in June, 6 in July, 19 in August.	2 months.....	.....	Completed.
Cattle Waggons (30).....	Hudson Bros.	95 0 0	31 March, 1878	5 in 2 months ; and 5 every fortnight after. 9 August, 1878.	4 in June, 20 in July, 6 in August.	To time specified	.....	Completed.
Goods brake vans (6)	F. Kellaway.....	354 0 0	13 August, 1877	2 within 3 months ; and the whole within 6 months from date of acceptance. 13 February, 1878.	2 in May, 2 in August, 1 in Sept., 1 in Nov.	.....	9 months.....	Completed.
Goods brake vans (6)	A. Wright	325 0 0	9 January, 1878.....	2 within 3 months ; and the whole within 6 months from date of acceptance. 9 July, 1878.	2 in March, 2 in April, 1 in May, 1 in June.	1 month .....	.....	Completed.
Goods brake vans (6)	Moyes & Donald	325 0 0	6 August, 1878	2 in 3 months ; 1 in each of the two following months ; and whole in 6 months. 6 February, 1879.	2 in November.....	.....	.....	.....
D. waggons (300)	Hudson Bros.	66 8 0	9 August, 1878	20 in first month ; and 45 every month after. March, 1879.	70 in Sept., 90 in Oct., 48 in Nov.	.....	.....	.....
Saloon carriages (3)	Thomas Braid	484 0 0	26 May, 1877	2 in 4 months ; 1 within 5 months. 26 October, 1877.	1 in January (2 in 1877)	.....	3 months.....	Completed.

Without Tenders being invited.

Description and Number of Vehicles.	Parties from whom obtained.	Price.	Date when order was given.	Time specified for completion.	Date when delivered.
1st class carriages (1)	Hudson Bros.	£ s. d. 750 0 0	12 March, 1878	None	March, 1878.
Sheep van (1)	Hudson Bros.	90 0 0	20 May, 1878	None	May, 1878.
Sheep van (1)	Hudson Bros.	116 0 0	20 May, 1878	None	May, 1878.
Sheep vans (4).....	Hudson Bros.	90 0 0	4 February, 1878.....	None	February, 1878.
Goods brake van (1)	A. Wright.....	325 0 0	15 April, 1878	None	July, 1878.
Goods brake van (1) .....	.....	325 0 0	9 August, 1878	None	September, 1878.
D. waggons (100).....	Hudson Bros.	63 0 0	1 December, 1877	24 June, 1878	36, January, 1878—5 months under specified time ; 64, March, 1878—3 months under specified time.
D. waggons (50)	T. Denny	70 0 0	1 March, 1876	2 trucks each week ; 1 January, 1877, extended to 17 August, 1877.	6 in May, 1878—44 were delivered in 1877. 1 year 5 months over specified time, 9 months over extended time.

Sydney : Thomas Richards, Government Printer—1879.

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

METROPOLITAN RAILWAY EXTENSION BILL.

(MESSAGE No. 3.)

Ordered by the Legislative Assembly to be printed, 20 March, 1879.

ALFRED STEPHEN,

Lieutenant-Governor.

Message No. 3.

In accordance with the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the Bill to enable the Government to construct a Railway from the present Railway Terminus at Redfern to the waters of Port Jackson, and to grant the necessary powers to resume land for the purposes thereof.

Government House,

Sydney, 20 March, 1879.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM JUNEE TO NARRANDERA.

(PETITION FROM RESIDENTS OF NARRANDERA.)

Ordered by the Legislative Assembly to be printed, 24 September, 1878.

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

The Petition of the undersigned residents of the Narrandera District,—

HUMBLY SHOWETH:—

1st. That your Petitioners respectfully submit that they have been long anxiously looking forward to direct communication with their metropolis, and viewed with much pleasure the passing of the Estimates for the extension of the Railway from Junee to Narrandera.

2nd. That since your Honorable House has given its authority for the said extension, no steps have as yet been taken beyond the survey of the line to carry out said intention, greatly to the loss of your Petitioners and the district in general.

3rd. That the line as proposed and passed by your Honorable House is the most direct possible route for all futurity for a main trunk line to carry the trade of Southern Riverina to Sydney, and at same time passing through a country without any engineering difficulties.

4th. That your Petitioners are reluctantly compelled to get their supplies from and send their produce to the markets of the neighbouring Colonies of Victoria and South Australia, much to their loss as well as to that of the merchants of this Colony.

5th. That we view with unqualified disapproval all proposals to attempt to force the trade of this district by a circuitous route to Sydney, as we are of opinion that the result would be its actual loss to this Colony.

6th. That in the event of the Railway being carried on to Hay, Narrandera is the most advantageous point on the River Murrumbidgee for its crossing, at thence the line will pass through the most thickly populated part of the district, and at the same time save considerable mileage and more expense than will cover cost of bridging the river at point indicated.

7th. That until said extension is deemed necessary, Narrandera being the highest point to which navigation generally reaches, the trade of the Lachlan and Murrumbidgee Districts will be drawn there greatly to the benefit of all concerned, owing to the great risks run and expenses of insurance on lengthened voyages to Echuca or South Australia.

8th. That your Petitioners humbly pray that your Honorable House will grant the prayer of this Petition and cause the immediate construction of the direct line of Railway from Junee to Narrandera as already approved of by your Honorable House; and we your Petitioners, will ever pray, &c., &c.

[Here follow 437 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION.

(PETITION FROM CHARLES HARDY, CHAIRMAN OF A PUBLIC MEETING OF THE INHABITANTS OF WAGGA WAGGA.)

Received by the Legislative Assembly, 27 November, 1878.

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

The humble Petition of the inhabitants of the town and district of Wagga Wagga,—

SHOWETH:—

That your Petitioners desire to urge upon your Honorable House the advisability of extending the line of the Southern Railway from Wagga Wagga to South Hay, on the south side of the Murrumbidgee River, instead of from Junce to Narandera.

1. The extension from Junce to Narandera is only a small part of a scheme which was adopted without survey, without plans, and was afterwards absolutely abandoned, viz.:—

The Pooncaria and Nap Nap scheme, in respect of which no expenditure has been incurred beyond a survey, and there is therefore no reason why Parliament should be at all fettered in its choice of the best route merely because of a previous vote. The fact of the scheme as a whole having been abandoned, your Petitioners submit is a strong reason why the vote should lapse.

2. If it be proposed that the railway shall stop at Narandera it will fail to accomplish the great object of securing the trade of Riverina, inasmuch as it would merely touch the border of that district, while the line which your Petitioners propose would pass through its very centre and draw the trade away direct from thence to Sydney.

3. If it be the intention of your Honorable House to extend the line to Narandera, with a view to a further extension along the northern bank of the Murrumbidgee, your Petitioners would humbly point out that such a course would be entirely subversive of the true interests of the Colony, in that it would fail to achieve the main object of securing the trade which now flows to Victoria. It would, in fact, traverse country the trade of which for a very long distance is already in our hands.

4. Such a route would be indirect, and therefore longer. It would necessitate following the bend, and thus involve a distance from the junction at Junce of 167 miles of railway; whereas the direct route from South Wagga Wagga would only require 143 miles of new road, whereby the cost of 24 miles of absolutely unnecessary construction would be saved to the Colony.

5. The total length of the line from Sydney to Hay would also be shorter, the distance *via* South Wagga Wagga being 451 miles as against 454 *via* Narandera.

6. The country open for selection through which the line to Narandera would pass is thinly populated, is poor, waterless, quite unfit for agriculture or grazing purposes, or settlement of any kind; whereas if the proposed route be adopted, viz., from South Wagga Wagga through the Brookong, Yanko, and Colombo Plains, and across the "Old Man Plain," the richest and most fertile district of New South Wales, and one which is daily becoming more populous, would be brought within easy reach of the metropolis, settlement would be greatly stimulated, and the trade, which is at present wholly enjoyed by Victoria, would be speedily and permanently secured for this Colony.

7. The trade north of the Murrumbidgee, between Junce and Narandera, is already in the hands of New South Wales, and in that respect there is nothing to be gained by the railway taking that route. But the trade of the district now proposed to be traversed is entirely in the hands of Melbourne merchants; the choicest clips of Riverina go to swell the Victorian exports and increase the importance of Melbourne as a port of shipment; all of which benefits would accrue to Sydney if the course indicated were followed.

8. Your Petitioners estimate that by adopting the line now proposed at least 40,000 bales of wool which at present go to Melbourne would be secured for Sydney in addition to the 60,000 bales claimed by the advocates of the Northern route. The freight upon this quantity at say 10s. a bale would yield an income of £50,000, to say nothing of the return traffic for general merchandize.

9. The town of Wagga Wagga is a large trading and commercial centre, and the market for a district of great extent, wealth, and population. Its local trade with the districts proposed to be traversed would alone produce substantial traffic returns, and would add largely to the through traffic to Sydney and intermediate places.

Your

Your Petitioners believe that the local traffic alone would suffice to pay interest upon the cost of construction for at least half the distances of the proposed extension.

10. Much more might be said from a local point of view of the desirability of increasing the importance of inland centres of trade, such as Wagga Wagga is rapidly becoming, but your Petitioners feel that measures such as those they now urge should be mainly decided on grounds of national policy, and on those grounds they are content to let the question rest.

Your Petitioners therefore humbly pray that your Honorable House will take such steps as may be necessary to extend the line of the Southern railway to South Hay from South Wagga Wagga, on the southern side of the Murrumbidgee River, along the route set forth in this Petition, or as near thereto as may be practicable.

And your Petitioners, as in duty bound, will ever pray, &c.

CHAS. HARDY,
Chairman of Public Meeting.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION.

(PETITION FROM INHABITANTS OF JERILDERIE, YANKO, ARGOON, AND COLOMBO CREEK.)

Received by the Legislative Assembly, 22 January, 1879.

To the Honorable the Speaker and Members of the Legislative Assembly of the Colony of New South Wales, in Parliament assembled.

The humble Petition of the inhabitants of Jerilderie, Yanko, Argoon, Colombo Creek, and surrounding district,—

PRAYETH :—

That your Honorable House will reconsider your proposal to extend the Great Southern Railway from Junee to Hay, by way of Narrandera, and cause the same to be constructed on the south side of the Murrumbidgee, from Wagga Wagga, through Urana and Jerilderie, to Hay. And your Petitioners would ask the serious consideration of your Honorable House to the following arguments in favour of the latter route :—

Firstly. That it would be cheaper, as the distance is shorter and the construction easier owing to the flat nature of the country, the absence of any large streams to be crossed, and the readiness with which ballast can be obtained from the Urana gravel-pits.

Secondly. That it would produce a far larger revenue than the proposed line on the north side of the river, which would pass through a large extent of country, nearly the whole of which has been alienated to large proprietors, whereas that on the south side would pass through the far-famed rich lands of the Yanko, Colombo, and Billabong Creeks, already occupied by a large number of squatters and selectors, who besides the grazing of sheep and cattle, carry on an extensive cultivation of grain and hay, for which the district is well adapted, and should this railway be constructed would do an extensive trade with Sydney, and would also be able to supply the more northern district beyond Hay with flour and other produce which is now supplied by South Australia and Victoria. Again, the advantage of river carriage already possessed by the Narrandera district would always prove a formidable competitor to the line of railway proposed to be constructed on the north side of the Murrumbidgee, whereas the route your Petitioners favour would pass through a district far from any river traffic, without any material to make roads, and where the Government must ultimately make a railway as no other road can be made at any reasonable cost.

Thirdly. That the principal trade of this rich and thickly populated district is at present done with Melbourne, but the construction of the line through Urana and Jerilderie would effectually divert the traffic to Sydney, whereas if the line were constructed on the north side of the river, the trade would still gravitate towards Victoria.

Fourthly. That the line your Petitioners pray for would materially tend to settle and increase the population of the district, and would tap a rich extent of country which urgently requires improved communication with the metropolis of the Colony.

Your Petitioners therefore humbly pray that the Southern Railway may be extended from Wagga Wagga to Hay on the south side of the Murrumbidgee, by way of Urana and Jerilderie, whereby the necessity for the construction of expensive bridges and earthworks would be avoided, a fertile and populous country brought within reach of the metropolis, and the advantages of the trade which now flows in Victoria, secured to this Colony.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 233 signatures.]

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TO ARMIDALE.

(PETITION—INHABITANTS OF ARMIDALE.)

Ordered by the Legislative Assembly to be printed, 5 March, 1879.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.
The Petition of the Inhabitants of the City and District of Armidale,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners view with profound concern the present intention of the Government to construct the Great Northern Railway Line seven miles to the west of the city of Armidale, instead of bringing it through that city.

2. That Armidale, the capital of New England, contains a population of about 3,000 persons, and the buildings in the city recently finished, now in course of erection, or about to be erected (all of stone and brick, and of mostly substantial character), exceed in value the very large sum of £80,000.

3. That the owners of these and many other properties have erected or undertaken the erection of their extensive and valuable buildings, under the full conviction that the Great Northern Railway, which has been brought through every other town in its progress northwards, would also pass through the town of Armidale, and it is evident that were the line to pass this city at a distance of seven miles, the consequences to them would simply be ruinous.

4. That your Petitioners are assured there are no engineering difficulties to be encountered in making the line to pass through Armidale, but that there are several routes any of which would be suitable for that purpose.

5. That your Petitioners are convinced, and verily believe that many Members of your Honorable House were not previously aware of the facts set forth in this Petition, all of which however can readily be established.

Your Petitioners therefore humbly pray that your Honorable House will take your Petitioner's case into your favourable consideration, and authorize such deviation from the present proposed route, as will bring the Great Northern Railway Line through the city of Armidale.

And your Petitioners will ever pray, &c.

[Here follow 574 signatures.]

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CONNECTION OF NORTHERN RAILWAY WITH SYDNEY.
(PETITION—INHABITANTS OF CENTRAL CUMBERLAND.)

Ordered by the Legislative Assembly to be printed, 4 March, 1879.

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

The humble Petition of the undersigned inhabitants of the district of Central Cumberland,—

RESPECTFULLY SHOWETH:—

That your Petitioners desire humbly to represent to your Honorable House that great benefit would result to the Colony generally if the Great Northern Railway was extended southward to connect with the City of Sydney.

That your Petitioners are informed and believe that the best and most direct line for that purpose is the one from Parramatta to Singleton, *via* Baulkham Hills, Castle Hill, Dural, Wiseman's Ferry, Macdonald River, and Wollombi.

Your Petitioners therefore pray that your Honorable House will be pleased to favour the construction of the line by this the most direct and available route.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 140 signatures.*]

Similar Petition was received on 4 March from the Inhabitants of the town of Parramatta; 90 signatures.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM GOULBURN TO COOMA.

(PETITION IN FAVOUR—INHABITANTS OF BRAIDWOOD.)

Ordered by the Legislative Assembly to be printed, 13 March, 1879.

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

The humble Petition of the undersigned Inhabitants of the town and district of Braidwood,—

SHOWETH:—

That the utility and necessity of constructing a branch Railway from Goulburn to Cooma, *via* Braidwood, is patent to all.

That such route is devoid of any engineering difficulties; it would pass almost entirely through Government land and well timbered country, and would be at the least thirty miles shorter than a line *via* Queanbeyan.

That it would also be the means of opening up a vast area of good land which is now lying idle and form a means of conveyance for the unlimited supply of the first class timber for which this district is so justly celebrated, and would touch a point within twelve miles of Bungendore and thirty of Queanbeyan and connected by a first class road from the proposed site, and would also be a source of communication with the surrounding country of the Snowy River, Nimitybelle, Big Badger, and all parts of the Manero District; it being nearly a level country all through, the construction of such a line would be very inexpensive and afford a most desirable source of communication.

Your Petitioners therefore submit this for your favourable consideration, feeling certain that the proposed route would not only greatly benefit the town of Braidwood, but also a large and fertile district, and would moreover be a greater public benefit than any other line, and pray that the above premises may be considered.

And your Petitioners, as in duty bound, will ever pray, &c.

[*Here follow 410 signatures.*]

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY FROM GOULBURN TO MONARO.

(PETITION—RESIDENTS OF MONARO.)

Received by the Legislative Assembly, 18 March, 1879.

Petition for Railway to Cooma.

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

The humble Petition of the undersigned Residents in the District of Monaro,—

RESPECTFULLY SHOWETH:—

1. That the land is capable of producing a large amount of wheat and other cereals.
2. That the agricultural products would be much increased if we had better facilities for bringing the produce to market.
3. That there are numerous herds of cattle and flocks of sheep in the district.
4. That there is a vast amount of mineral wealth in the district which would be made available with Railway transit.
5. That the population of the district is increasing.
6. That the revenue from the sale of Crown Lands in this district, during the years 1875, 1876, and 1877, amounted to £91,884 19s. 3d., and in the year 1878, £25,069 17s. 8d.; being a total of £116,954 16s. 11d. for the past four years.
7. That there are at present 1,100,000 acres of purchased land and 371,744 acres of preleased land in the district.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to sanction the formation of a Railway line from Goulburn by any route which may be considered most practicable.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 840 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF WOOLLAHRA.)

Ordered by the Legislative Assembly to be printed, 18 September, 1878.

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

The humble Petition of the Inhabitants of the Borough of Woollahra,—

RESPECTFULLY SHOWETH:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Signed by the Mayor and Aldermen.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—MAYOR AND ALDERMEN OF PADDINGTON.)

Ordered by the Legislative Assembly to be printed, 18 September, 1878.

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

The humble Petition of the Mayor and Aldermen of the Borough Council of Paddington,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House, that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House, that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Signed by the Mayor and Council Clerk.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF WAVERLEY.)

Ordered by the Legislative Assembly to be printed, 18 September. 1878.

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

The humble Petition of the undersigned, inhabitants of the Borough of Waverley,—

RESPECTFULLY SHOWETH:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 69 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF REDFERN.)

Ordered by the Legislative Assembly to be printed, 25 September, 1878.

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

The humble Petition of the undersigned Inhabitants of the Borough of Redfern,—

RESPECTFULLY SHOWETH:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament for that purpose your most favourable consideration.

And your Petitioners, as in duty, will ever pray.

[Here follow 291 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.

(PETITION IN FAVOUR OF—INHABITANTS OF THE BOROUGH OF VICTORIA.)

Ordered by the Legislative Assembly to be printed, 26 September, 1878.

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

The humble Petition of the undersigned Inhabitants of the Borough of Victoria,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 28 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBURBAN RAILWAYS.

(PETITION IN FAVOUR OF—INHABITANTS OF RANDWICK.)

Ordered by the Legislative Assembly to be printed, 26 September, 1878.

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

The humble Petition of the undersigned Inhabitants of the Borough of Randwick,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 91 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF LEICHHARDT.)

Ordered by the Legislative Assembly to be printed, 26 September, 1878.

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

The humble Petition of the undersigned Inhabitants of the Borough of Leichhardt,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 6 signatures.*]

1878.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

—

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF MARRICKVILLE.)

—

Ordered by the Legislative Assembly to be printed, 26 September, 1878.

—

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

The humble Petition of the undersigned Inhabitants of the Borough of Marrickville,—

RESPECTFULLY SHOWETH:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 24 signatures.]

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1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF MACDONALD TOWN.)

Ordered by the Legislative Assembly to be printed, 1 October, 1878.

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

The humble Petition of the undersigned inhabitants of the Borough of M'Donald Town,—
RESPECTFULLY SHOWETH:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 97 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF WATERLOO.)

Ordered by the Legislative Assembly to be printed, 1 October, 1878.

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

The humble Petition of the undersigned, inhabitants of the Borough of Waterloo,—

RESPECTFULLY SHOWETH:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 76 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBURBAN RAILWAYS.

(PETITION IN FAVOUR OF—INHABITANTS OF DARLINGTON.)

Ordered by the Legislative Assembly to be printed, 2 October, 1878.

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

The humble Petition of the undersigned inhabitants of the Borough of Darlington,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House, that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House, that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 6 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBURBAN RAILWAYS.

(PETITION IN FAVOUR OF--MAYOR, ALDERMEN, AND CITIZENS OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 2 October, 1878.

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

The Petition of the Mayor, Aldermen, and Citizens of the City of Sydney,—

HUMBLY SHOWETH:—

That your Petitioners are aware that the question of the construction of a line of Railway through the Suburbs of the City is about to be submitted for the consideration of your Honorable House.

That your Petitioners are of opinion that the largely increased and increasing population of these Suburbs render it necessary that some further means of transit should be provided, and that this can only be met by the extension of the Railway system so as to embrace the several districts adjacent to the City.

Your Petitioners therefore pray that your Honorable House will be pleased to give your most favourable attention to any measure which may be introduced for the construction of a system of Circular Suburban Railways.

And your Petitioners will ever pray, &c., &c.

Dated this 30th day of September, A.D. 1878.

JAMES MERRIMAN,
Mayor.

CHAS. H. WOOLCOTT,
Town Clerk.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBURBAN RAILWAYS.
(PETITION IN FAVOUR OF—INHABITANTS OF BALMAIN.)

Ordered by the Legislative Assembly to be printed, 8 October, 1878.

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

The humble Petition of the undersigned, inhabitants of the Borough of Balmain,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 16 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBURBAN RAILWAYS.

(PETITION IN FAVOUR OF—INHABITANTS OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 9 October, 1878.

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

The humble Petition of the undersigned inhabitants of the City of Sydney,—

RESPECTFULLY SHOWN:—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 175 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBURBAN RAILWAYS.

(PETITION IN FAVOUR OF—INHABITANTS OF NORTH WILLOUGHBY.)

Ordered by the Legislative Assembly to be printed, 18 October, 1878.

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

The humble Petition of the undersigned Inhabitants of the Borough of North Willoughby,—

RESPECTFULLY SHOWETH :—

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs, representing about one-third of the population of the Colony, will be greatly benefited by a system of Circular Suburban Railways.

Your Petitioners desire humbly to bring under the notice of your Honorable House that the City of Sydney and its Suburbs have completely outgrown the existing transit accommodation, and that a pressing necessity now exists for providing a means more in accordance with the spirit of the times.

Your Petitioners therefore respectfully pray that your Honorable House will be pleased to give any measure that may be submitted to Parliament your most favourable consideration.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 49 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CAPTAIN COOK TENT OF INDEPENDENT ORDER OF RECHABITES.)

Ordered by the Legislative Assembly to be printed, 18 October, 1878.

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

The Petition of the undersigned of and for the Captain Cook Tent of Independent Order of Rechabites, in tent meeting assembled,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors at the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is a world-known fact that many frightful accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, more especially ladies, travelling, and has generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

Signed on behalf of the above Order by their Chief Ruler, Secretary, and Writing Steward,
this fourteenth day of October, 1878.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF CAMPBELLTOWN.)

Ordered by the Legislative Assembly to be printed, 18 October, 1878.

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

The Petition of the undersigned residents of Campbelltown, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors at the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and has generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 27 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF GRAFTON.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned citizens of Grafton, on the Clarence River,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalise the sale of intoxicating drinks on any of our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 48 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—OFFICERS AND MEMBERS OF CAPTAIN COOK DIVISION, SONS OF
TEMPERANCE, BOTANY.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned officers and members of the Captain Cook Division, Sons of
Temperance, Botany, in public meeting assembled.

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the
sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and
other railway workers, would seriously endanger the safety which has hitherto attended railway travelling
in New South Wales, as it is notorious that many accidents in England have been occasioned by the
drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend
to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally
an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any
Bill which proposes to legalise the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 16 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—OFFICERS AND MEMBERS OF RISING SUN DIVISION SONS OF TEMPERANCE.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

From officers and members of Rising Sun Division, Sons of Temperance,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railways employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 7 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF COOMA.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Residents of Cooma,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in our Colony.

And they also believe that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 20 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF SHOALHAVEN AND SURROUNDING DISTRICT.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Shoalhaven and surrounding district,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 46 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF YASS.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Residents of Yass, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 14 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF WINDSOR.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned inhabitants of the town of Windsor,—

HUMBLY SHOWETH:—

That they view with alarm the proposed introduction by Mr. Copeland of a Bill to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 38 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—OFFICERS AND MEMBERS OF HOPE OF RICHMOND DIVISION, SONS OF TEMPERANCE.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned officers and members of Hope of Richmond Division, Sons of Temperance, Richmond, in public meeting assembled,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalise the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 53 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST--RESIDENTS OF JONES' ISLAND, MANNING RIVER.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Jones' Island, Manning River,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalise the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 37 signatures.*]

1878.

—

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

—

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF PORT MACQUARIE.)

—

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

—

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

The Petition of the undersigned residents of Port Macquarie,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 35 signatures.]

—

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF BATHURST.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned citizens of Bathurst, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 31 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF PARKES.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Residents of Parkes,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure on our railways, introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 47 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF PARKES.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Inhabitants of Parkes,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure on railways, introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines

And your Petitioners, as in duty bound, will ever pray.

[Here follow 45 signatures.]

1878.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

—
RAILWAY REFRESHMENT ROOMS BILL.
 (PETITION AGAINST—RESIDENTS OF IRONBARKS.)

—
Ordered by the Legislative Assembly to be printed, 22 October, 1878.
 —

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

The Petition of the undersigned Residents of Ironbarks and others, in Public Meeting assembled,—
 HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 20 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Citizens of Sydney,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 116 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF PARRAMATTA.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Parramatta,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railway lines would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 23 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF WAGGA WAGGA.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Wagga Wagga, in Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 14 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF THE UNITARIAN CHURCH.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Members of the Unitarian Church,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employées.

And they also believe that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on railway travelling.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject the Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 18 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—SECRETARY AND CHAIRMAN OF THE BIBLE COMBINATION.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Secretary and Chairman of the Bible Combination,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of intoxicants on the line of railways.

They believe that ready access to intoxicants by railway workers would seriously endanger the safety which has hitherto attended railway travelling in N. S. Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes, and therefore such discomfort and annoyance should not be permitted.

Your Petitioners humbly pray that your Honorable House will not allow such a dangerous Bill to pass into law.

And your Petitioners, as in duty bound, ever pray.

[Here follow 2 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF FREEHOLD LAND AND BUILDING SOCIETY, PITT-STREET).—

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned members of Freehold Land and Building Society, Pitt-street,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalise the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 66 signatures*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—OFFICERS AND MEMBERS OF CRYSTAL SPRING DIVISION OF DAUGHTERS OF TEMPERANCE.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Officers and Members of Crystal Spring Division, Daughters of Temperance,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 19 signatures.*]

1878.

—

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

—

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SYDNEY.)

—

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

—

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

The Petition of the undersigned Citizens of Sydney, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 152 signatures.]

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1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF BALMAIN.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Residents of Balmain,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, therefore, as in duty bound, will ever pray.

[Here follow 27 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.
(PETITION AGAINST—RESIDENTS OF THE DISTRICT OF RYDE)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Residents of the District of Ryde,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 87 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Citizens of Sydney,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 910 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.
(PETITION AGAINST—CITY MISSIONARIES OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned City Missionaries of Sydney, in Public Meeting assembled,—
HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 7 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF NEWTOWN.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Newtown, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the railway lines.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 25 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF CAMPERDOWN.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Camperdown, in Public Meeting assembled,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalise the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 85 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—PERSONS AT G. H. LOVETT'S DINING ROOMS, PITT-STREET.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned at G. H. Lovett's Dining Rooms, Pitt-street,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 51 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF MAITLAND AND NEWCASTLE.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned residents of Maitland and Newcastle,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 150 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF TUMUT.)

Ordered by the Legislative Assembly to be printed, 22 October, 1878.

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

The Petition of the undersigned Inhabitants of Tumut, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 25 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF WATTLE FLAT.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned residents of Wattle Flat, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 35 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF PARRAMATTA.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned residents of Parramatta, and others, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 29 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SOUTH SYDNEY.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Citizens of South Sydney, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railways.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 143 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF No. 1 GRAND DIVISION, SONS OF TEMPERANCE, SYDNEY.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Members of No. 1 Grand Division, Sons of Temperance of Sydney, New South Wales,—

HUMBLY SHOWETH:—

That your Petitioners view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, other officers, and workmen employed on our Railways, would seriously endanger the lives of the travelling portion of the community, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

Your Petitioners further believe that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on railway travelling.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject the Bill introduced by Mr. Copeland to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 20 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF WEST MAITLAND.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

To the Honorable the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned Inhabitants of West Maitland, in Public Meeting assembled,—
HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners will ever pray.

[Here follow 19 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF WEST MAITLAND.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Residents of West Maitland, in Meeting assembled,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 17 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF ALBURY ON THE RAILWAYS.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Residents on our Railways,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 23 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF MANNING RIVER DISTRICT.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned residents of the Manning River District,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 45 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF KEMPSEY.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned residents of Kempsey, of the Macleay River,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they fully believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 38 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF HAPPY HOME DIVISION SONS OF TEMPERANCE, SINGLETON.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Members of the Happy Home Division of Sons of Temperance resident in the Borough of Singleton, in meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the measure which has been introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line railways, and which measure has already passed through a Committee of the whole House.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

Signed by direction of and on behalf of thirty-five members.

DAVID HOOKER, Worthy Patriarch.

HARRY DECOURCY, Recording Scribe.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF GUNDAGAI)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Residents of Gundagai,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 25 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF JAMBEROO.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Inhabitants of Jamberoo and others,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 43 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF WOLLONGONG.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned residents of Wollongong, in Public Meeting assembled,—
HUMBLY SHOWN:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 22 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—OFFICERS AND MEMBERS OF THE WONDER OF THE WORLD DIVISION,
SONS OF TEMPERANCE, LUDDENHAM.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Officers and Members of the Wonder of the World Division
Sons of Temperance, Luddenham, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners will ever pray.

[Here follow 28 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF GRENFELL.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned residents of Grenfell,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes. And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 45 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF LIVERPOOL.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Residents of Liverpool,--

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 19 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF TIGHE'S HILL AND OTHERS.)

Ordered by the Legislative Assembly to be printed, 25 October, 1878.

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

The Petition of the undersigned Inhabitants of Tighe's Hill and others,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 51 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF ORANGE.)

Ordered by the Legislative Assembly to be printed, 25 October, 1878.

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

The Petition of the undersigned Residents of Orange,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 20 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF COW FLAT.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned residents of Cow Flat and neighbourhood,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railway lines would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 35 signatures.]

1878.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF THE NEW CHURCH.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Members of the New Church,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 10 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Citizens of Sydney, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our Railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 30 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—OFFICERS AND MEMBERS OF ROSE OF AUSTRALIA DIVISION, SONS OF TEMPERANCE.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Officers and Members of Rose of Australia Division, Sons of Temperance,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 13 signatures.]

1878.

—

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF THE BAPTIST, WESLEYAN, AND ST. PHILLIPS' CHURCHES,
AND WORKERS OF THE SUNDAY MORNING BREAKFAST.)

—

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Members of the Baptist Church, Woolloomooloo, the Wesleyan Church, Bourke-street, Surry Hills, St. Phillips', Church Hill, and the Workers of the Sunday Morning Breakfast,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés. And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 69 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF MANNING RIVER.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Residents of Manning River,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 37 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF MARINERS CHURCH AND OTHERS.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned members of the Mariners Church, and others, Sydney,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 32 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF COROWA.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned residents of Corowa,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 16 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—LADIES OF THE EVANGELISTIC COMMITTEE.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Ladies of the Evangelistic Committee,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 17 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MEMBERS OF THE LADIES' FLOWER MISSION.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Members of the Ladies' Flower Mission,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 13 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RECTOR AND RESIDENT TUTOR OF ST. JOHN'S ROMAN CATHOLIC COLLEGE.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned of St. John's Roman Catholic College,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

WILLIAM GILLETT, RECTOR.

T. X. CONNIHAN, RESIDENT TUTOR.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF LISMORE.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the Residents of Lismore, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 24 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF LUCKNOW.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Residents of Lucknow,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 43 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF NORTH WILLOUGHBY.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Residents of North Willoughby,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our Railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 28 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—WE HOPE TO PROSPER DIVISION DAUGHTERS OF TEMPERANCE.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Officers and Members of We Hope to Prosper Division
Daughters of Temperance,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 14 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Citizens of Sydney, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 414 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF PYRMONT.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the undersigned Residents of Pyrmont, in public Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 68 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CHAIRMAN OF THE CONGREGATIONAL UNION OF NEW SOUTH WALES.)

Ordered by the Legislative Assembly to be printed, 29 October, 1878.

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

The Petition of the Congregational Union of New South Wales,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that facility for obtaining intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe, judging from evidence afforded as to the operation of the Queensland Act, that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

Signed for and on behalf of the Congregational Union of New South Wales,—

JAS. JEFFERIS, LL.B.,

Chairman of the Congregational Union.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF HINTON, MORPETH, AND SURROUNDING DISTRICTS.)

Ordered by the Legislative Assembly to be printed, 31 October, 1878.

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

The Petition of the undersigned residents of Hinton, Morpeth, and surrounding Districts,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicants on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 87 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF BEGA.)

Ordered by the Legislative Assembly to be printed, 31 October, 1878.

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

The Petition of the undersigned Inhabitants of Bega,—

HUMBLY SHOWN :—

That they view with alarm the proposed measure introduced by Mr. Copland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they believe also that the supply of intoxicating drinks at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railways.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 36 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.
(PETITION AGAINST—RESIDENTS OF TAMBAROORA.)

Ordered by the Legislative Assembly to be printed, 1 November, 1878.

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

The Petition of the undersigned Residents of Tambaroora, in Public Meeting assembled,—

HUMBLY SHOWN:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready easy access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drink on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 11 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—SOCIETY OF FRIENDS.)

Ordered by the Legislative Assembly to be printed, 6 November, 1878.

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

The Petition of the undersigned Society of Friends,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors at the refreshment rooms on the line of railways.

They believe that ready easy access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 21 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—MINISTER AND MEMBERS OF PRIMITIVE METHODIST CHURCH.)

Ordered by the Legislative Assembly to be printed, 6 November, 1878.

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

The Petition of the undersigned Minister and members of the Primitive Methodist Church,
Sydney,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors at the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on the railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned thereby.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 30 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—CITIZENS OF SYDNEY.)

Received by the Legislative Assembly to be printed, 6 November, 1878.

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

The Petition of the undersigned Citizens of Sydney, in public Meeting assembled,—

HUMBLY SHOWERH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employes.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 60 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF BALMAIN.)

Received by the Legislative Assembly, 13 November, 1878.

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

The Petition of the undersigned Residents of Balmain, in Public Meeting assembled,—

HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copeland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks on our railways would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 15 signatures.*]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—RESIDENTS OF THE MACLEAY RIVER.)

Received by the Legislative Assembly, 19 November, 1878.

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

The Petition of the undersigned Residents of the Macleay River, in Public Meeting assembled,—
HUMBLY SHOWETH :—

That they view with alarm the proposed measure introduced by Mr. Copland, to extend the sale of fermented and spirituous liquors to the refreshment rooms on the railway lines.

They believe that ready access to intoxicating drinks would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 32 signatures.]

Similar Petitions were received :—

On 19 November, from Residents of Gladstone, Smithtown, Austral-Eden, and Belmore River; 15 signatures.

On 22 November, from Citizens of Sydney; 66 signatures.

„ 22 „ from Inhabitants of Balmain; 30 signatures.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST--RESIDENTS OF KELSO.)

Received by the Legislative Assembly, 22 January, 1879.

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

The Petition of the undersigned residents of Kelso,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the lines of railway.

They believe that ready access to intoxicating drinks at railway stations would seriously endanger the safety which has hitherto attended railway travelling in New South Wales.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially females, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 36 signatures.]

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—JAMES FULLERTON, LL.D., AND OTHERS.)

Received by the Legislative Assembly, 7 February, 1879.

To the Honorable the Members of the Legislative Assembly, in Parliament assembled.

The Petition of James Fullerton, LL.D., and others,—

RESPECTFULLY SHOWETH :—

That your Petitioners view with alarm any measure which may be proposed to extend the sale of intoxicating drinks to the refreshment rooms on the line of railways, the sale of such drinks at these refreshment rooms would seriously endanger the safety of all classes who travel on our railways.

It is notorious that many of the accidents which have occurred on railways in England have been caused by the drunkenness of the men employed on the railways, and that the increase of shops for the sale of intoxicating drinks is highly injurious to the morals of the community.

Your Petitioners humbly pray that your Honorable House will be graciously pleased to take the premises into consideration, and reject any Bill which may be proposed to legalize the sale of intoxicating liquors in the refreshment rooms of our railways.

[Here follow 5 signatures.]

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY REFRESHMENT ROOMS BILL.

(PETITION AGAINST—INHABITANTS OF ADELONG GOLD FIELDS.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

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

The Petition of the undersigned Inhabitants of Adelong Gold Fields, in Meeting assembled,—

HUMBLY SHOWETH:—

That they view with alarm the proposed measure introduced by Mr. Copeland to extend the sale of fermented and spirituous liquors to the refreshment rooms on the line of railways.

They believe that ready access to intoxicating drinks by engine-drivers, stokers, pointsmen, and other railway workers, would seriously endanger the safety which has hitherto attended railway travelling in New South Wales, as it is notorious that many accidents in England have been occasioned by the drunkenness of railway employés.

And they also believe that the supply of intoxicating drink at such refreshment rooms would tend to the discomfort and annoyance of respectable persons, especially ladies, travelling, and have generally an injurious effect on the community.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to reject any Bill which proposes to legalize the sale of intoxicating drinks on our railway lines.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 13 signatures.*]

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REDFERN TO HUNTER-STREET TRAMWAY BILL.

(MESSAGE No. 2.)

Ordered by the Legislative Assembly to be printed, 20 March, 1879.

ALFRED STEPHEN,
Lieutenant-Governor.

Message No. 2.

In accordance with the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the Bill for the construction of a Tramroad from the Redfern Railway Terminus to Hunter-street.

Government House,
Sydney, 20 March, 1879.

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CITY TRAMWAY.
(SUPPLY OF RAILS FOR.)

Ordered by the Legislative Assembly to be printed, 15 July, 1879.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 26 March, 1879, That there be laid upon the Table of this House,—

“Copies of all Papers having reference to the supply of Rails for the
“proposed Tramway from the Railway Station to Hunter-street.”

(*Mr. Sutherland.*)

SCHEDULE.

NO.	PAGE.
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CITY TRAMWAY.

No. 1.

Mr. D. Williams to The Commissioner for Railways.

Sir,

Sydney, 27 February, 1879.

I offer to roll the rails for the proposed tramway, to the section given, in 18 ft. lengths, with a percentage of 10 per cent. of 15 ft. lengths, for the price of £11 (eleven pounds) per ton, delivered at Sydney Station, including drilling of holes such a size as is required, at about 3 ft. apart, on alternate sides of flanges. The pile shall be made of top and bottom slabs, $1\frac{1}{2}$ thick, and filled in with $\frac{3}{4}$ bars in different widths, as shown on drawings.

I am, &c.,

DANIEL WILLIAMS.

I will supply the rails at the rate of 40 tons per month, from the 1st of April.—DANIEL WILLIAMS.

MR. JOHN YOUNG, }
MR. JOHN TAYLOR, } Sureties.

This being according to plan and specification agreed to by Mr. Williams, I approve of the conditions herein.—J.L., 28/2/79. Ask Crown Solicitor to prepare agreement at once. Plans, &c., herewith.—CH.A.G.

No. 2.

The Commissioner for Railways to Mr. D. Williams.

Sir,

Department of Public Works, Railway Branch, Sydney, 1 March, 1879.

I have the honor to inform you, that your offer to roll the rails required for the proposed tramway in accordance with plan and specification, for the price of £11 (eleven pounds) per ton, is accepted. The Crown Solicitor will prepare agreement.

I have, &c.,

CH. A. GOODCHAP,
Commissioner for Railways.

No. 3.

Specification.

A.

SPECIFICATION for the making and the supply of 180 tons of tramway rails, to be delivered at the Railway station yard, Redfern, Sydney.

THIS contract comprises the making of 180 tons of tramway rails, together with the finding of all materials, tools, implements, and labour, requisite for the full and proper completion of the contract, to the entire satisfaction of the Engineer-in-charge.

The drawing accompanying this specification, and which is hereafter referred to, shows the design, arrangements, and detail of the work to be executed.

The whole of the workmanship and materials used under this contract to be of the best description and quality of their respective kinds, the whole of the work executed according to the forms and dimensions shown on the drawing, and described in this specification.

All the dimensions given are net measurements of the finished work, and must be strictly adhered to.

Ninety per cent. of the rails must be delivered in lengths of eighteen (18) feet each, and 10 per cent. in lengths of fifteen (15) feet each.

The contractor will be supplied with a template, approved of by the Engineer-in-charge.

The contractor must state in his tender the quantity of rails he proposes to supply weekly, and the date when the first delivery of rails will take place.

RAILS.

1. The pile from which the rails are to be made must be built in the manner shown on the drawing, to be not less than five (5) inches wide by seven and a half ($7\frac{1}{2}$) inches deep, and of such a length as may be necessary—to have a sufficient extra quantity of iron, to secure perfect soundness at the ends of the rails.

2. The slabs for forming the top and bottom of the rail, and also two intermediate slabs, to consist of old railway iron, re-heated. The top and bottom slab must in all cases be the full length of the pile.

3. The remaining intermediate bars to be good, strong, and tough puddle iron, not exceeding $\frac{3}{4}$ inch in thickness, and of such width as properly to break joints.

4. This pile $5'' \times 7\frac{1}{2}''$ is to be rolled into a bloom, which is to be re-heated to a welding heat, and then rolled into a rail.

5. Before commencing to roll the rails samples must be sent to the superintending officer, and his approval in writing obtained of the quality of the iron the contractor proposes and will guarantee to use.

6. The rails to be of uniform section throughout, and in exact accordance with the approved template, the ends sawn off true and square, free from roughness on the edges, and the straightening must be done without hammering.

7. The surface of the rails and the edges of the flanges to be free from cracks and other defects. No patching or hammering will be permitted.

8. The holes for the dog fastenings to be drilled square through the bottom flanges; must be without burr, and exactly in accordance with the given size and position shown on drawing.

9. The rails to be subjected to the inspection of the superintending officer, or his assistant, during all stages of manufacture. The bars forming the piles may be rigidly tested in such a manner as he shall decide, and certain finished rails shall be selected to be broken, under varying conditions. The expense of these tests to be borne by the contractor, who when requested is to furnish labour, to assist, and to afford every facility for examination during manufacture, testing, and thoroughly inspecting the work.

This is the specification marked A, referred to in our annexed bond to the Commissioner for Railways dated the third day of April, A.D. 1879.

Witnesses { M. S. HARTE.
W. G. WILSON.

DANIEL WILLIAMS.
JOHN YOUNG.
JOHN TAYLOR.

B.

GENERAL CONDITIONS.

The contractor shall complete and deliver the whole of the work comprised in this contract, at the rate and time specified in his tender, and he shall forfeit and pay £20 sterling per week, or for every part of a week that shall elapse after such specified time shall have expired, and which sum or sums may be deducted from any money payable under this or any other contract. No certificate will be given after the times specified in his tender for the completion of the contract, until the whole of the work shall have been properly completed to the satisfaction of the Engineer-in-charge.

The contractor will be required to provide two approved persons as sureties, to enter with him into a bond to the Commissioner for Railways, in the penal sum of £200 for the proper performance and completion of the contract. The names of the persons proposed by him as sureties must be stated in his tender, the Commissioner for Railways reserving to himself the power of rejecting such proposed sureties should he deem it advisable to do so.

Payments will be made once in every month (unless same shall become not payable by reason of anything contained in these conditions) up to the times specified in the contractors tender for the completion of the contract, on the engineer's certificate, as the work proceeds, in the proportion of 90 per cent. of the value of the work, satisfactorily executed, and the remaining 10 per cent. will be paid after the Engineer has certified that the whole of the work has been completed to his entire satisfaction; and it is expressly declared that the obtaining a certificate from the engineer, that the work done by the contractor has been satisfactorily executed or completed to his satisfaction, shall be a condition precedent to the contractor having any right or cause of action or claim to the payments from time to time to be made hereunder, as well as to the final payment, upon the whole of the work being finished.

E. GJEDSTED, 26/2/79.

The general conditions marked B, referred to in our annexed bond to the Commissioner for Railways dated the third day of April, A.D. 1879.

Witnesses { W. G. WILSON.
M. S. HARTE.

DANIEL WILLIAMS.
JOHN YOUNG.
JOHN TAYLOR.

No. 4.

Bond.

Know all men by these presents: That we, Daniel Williams, of Sydney, in the Colony of New South Wales, contractor, John Young, of Sydney, aforesaid, contractor, and John Taylor, of the same place, contractor, are jointly and severally held and firmly bound unto the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, No. 19, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales, and for the regulation of the same,*" in the penal sum of two hundred pounds sterling, to be paid to the Commissioner for Railways aforesaid, and his successors for which payment, well and truly to be made we bind ourselves, and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals. Dated this third day of April, in the year of our Lord one thousand eight hundred and seventy-nine.

Whereas by articles of agreement, under seal, bearing even date herewith, and made between the above bounden Daniel Williams of the one part, and the Commissioner for Railways aforesaid, of the other part, the said Daniel Williams contracted and agreed with the Commissioner for Railways aforesaid, and his successors, to find and provide at his own expense all the materials, labour, carriage, tools, implements, and every other thing requisite and necessary for, and to do and perform and complete all the works required in and about the construction, completion, and delivery, at the Railway Station yard at Redfern, of one hundred and eighty tons of tramway rails, in accordance in all things with the specification and general conditions marked respectively A and B, to the said articles of agreement annexed, and with the plan or drawing relating thereto, in the office of the Engineer-in-charge, and marked No. 1, and to complete and deliver the said rails, at the rate of forty tons per month, from the first day of April next, at or for the price or rate of eleven pounds per ton, as mentioned in the tender of the said Daniel Williams, to the said agreement annexed and marked C: And whereas the said John Young and John Taylor have severally agreed to become and be bound with the said Daniel Williams for the performance and fulfilment by him of the said contract and agreement: Now the condition of the above written bond or obligation is such, that if the said Daniel Williams do and shall well and truly observe, perform, fulfil, and keep all and every the terms, conditions, provisoes, stipulations, and agreements of the said articles of agreement, and of the said

1878.

NEW SOUTH WALES.

TWENTY-THIRD ANNUAL REPORT

OF THE

POSTMASTER GENERAL,

ON THE DEPARTMENTS UNDER HIS MINISTERIAL CONTROL,

BEING THAT FOR THE YEAR

1877.

Presented to Parliament by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1878.

1—A

[1s. 10d.]

THE POSTMASTER GENERAL TO HIS EXCELLENCY THE GOVERNOR,

TRANSMITTING THE

ANNUAL REPORT FOR THE YEAR 1877, 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-third Annual Report on the Departments under the Ministerial control of the Postmaster General.

1.—POST OFFICE DEPARTMENT.

INLAND SERVICE.

1,313½ miles of new postal routes were opened during the year 1877, embracing the following lines, viz. —

Western Roads.

- From Back Creek Railway Station (Duramana) to Trunkey Creek, three times a week.
- „ Back Creek Railway Station (Duramana) to Caloola, three times a week.
- „ Back Creek Railway Station (Duramana) to Teesdale, once a week.
- „ Blayney to King's Plains, twice a week.
- „ Blayney to Vittoria, twice a week.
- „ Eauabalong to Gilgunnia, once a fortnight.
- „ Forbes to Dandaloo, once a week.
- „ Forest Reefs to Cudia, once a week.
- „ Gilgunnia to Cobar, once a week.
- „ Grenfell to Goodagong, once a week.
- „ Gulargambone to Quambone, once a week.
- „ Hillston to Gilgunnia, once a fortnight.
- „ Nyingen to No. 2 West Bogan, twice a week.
- „ Parkes to Bulgandramine, twice a week.
- „ Parkes to Condobolin, once a week.
- „ Spring Grove Railway Station to Guyong, three times a week.
- „ Spring Grove to Forest Reefs, twice a week.

Southern Roads.

- „ Bombala to Candelo, once a week.
- „ Bowring to Tangmangaroo, twice a week.
- „ Burragorang to Upper Burragorang, twice a week.
- „ Corowa to Urana, twice a week.
- „ Goombargona to Carnsdale, once a week.
- „ Greenmantle to Lyndhurst, once a week.
- „ Jereclerie to Darlington Point, once a week.
- „ Jereclerie to Colombo Creek, twice a week.
- „ Yass to Cavan, once a week.

Northern Roads.

- „ Bendolba to Underbank, twice a week.
- „ Booral to Myall River, three times a week.
- „ Cassilis to Wollar, once a week.
- „ Charlestown to Belmont, twice a week.
- „ Gloucester to Rawden Vale, twice a week.
- „ Railway Station, Murrurundi, to Post Offices, Murrurundi and Haydonton, twice a day.
- „ Rothbury to Pokolbin, three times a week.
- „ Walgett to Goodooga and Brenda, once a week.
- „ Winding Creek to Charlestown, three times a week.

It

It was found necessary to abolish 224 miles of postal route, viz. :—

Western Roads.

- Between Dunkeld and Lucknow (portion of Bathurst and Orange line), six times a week.
- „ Bathurst and Long Swamp, three times a week.
- „ Caloola and Bartlett's Camp, three times a week.
- „ Caloola and Teapot Swamp, once a week.
- „ Coonamble and Quambone, once a week.
- „ Hill End and Ullamalah, twice a week.
- „ Mount Macquarie and Trunkey Creek, once a week.
- „ Penrith Post Office and Emu, once or oftener daily.
- „ Rockley and Trunkey Creek, once a week.

Southern Roads.

- Between Golspie and Fullerton, once a week.
- „ Marengo and Young, three times a week.
- „ Mornya and Kiora, twice a week.
- „ Pambula and Eden, twice a week.
- „ Pejar and Crookwell, once a week.
- „ Mount Gipps and Umberumberka, once a fortnight.

Northern Roads.

- Between Lismore and Gundurimba, twice a week.
- „ Millfield and Mount Vincent, three times a week.
- „ Morpeth, East Maitland, and West Maitland, seven times a week.
- From Newcastle to Raymond Terrace, by steam launch, twice a week.
- „ Raymond Terrace to Newcastle, by steamer, six times a week.
- Between Strond and Myall River, twice a week.
- „ Waratah and Tighe's Hill, six times a week.

The following increased accommodation on existing lines was afforded during the year 1877, viz. :—

Western Roads.

- Between Bathurst and Esrom, from three to six times a week.
- „ Dandaloo and Cannonbar, from once to twice a week.
- „ Grenfell and Brundah Creek, from once to twice a week.
- „ Hillston and Gilgumia, from once a fortnight to once a week.
- „ Obley and Dandaloo, from once to twice a week.
- „ O'Connell and Essington, from once to twice a week.
- „ Orange and Ophir, *via* Lewis Ponds, from once to twice a week.
- „ Wellington and Gulgong, from once to twice a week.

Southern Roads.

- Between Albion Park and Shellharbour, from four to six times a week.
- „ Binalong and Burrowa, from four to six times a week.
- „ Booligal and Wilcannia, from once to twice a week.
- „ Breadalbane and Merrillia, from twice to thrice a week.
- „ Burrowa and Frognoor, from once to twice a week.
- „ Cootamundra and Wagga Wagga, from three to six times a week.
- „ Gervigong and Broughton's Creek, from three to six times a week.
- „ Laggan and Fullerton, from once to twice a week.
- „ Murrumburrah and Young, from three to six times a week.
- „ Wagga Wagga and Narrandera, from twice to thrice a week.
- „ Yass and Greenfield Farm, from once to twice a week.

Northern Roads.

- Between Ashford and Bonshaw, from once to twice a week.
- „ Coolah and Gunnedah, from once to twice a week.
- „ Hexham Railway Station and Raymond Terrace, from four to seven times a week.
- „ Uralla and Walcha, from once to twice a week.
- „ Warialda, Yetman, and Goondiwindi, from once to twice a week.

The communication existing on the following lines was decreased during the year 1877 :—

Western Roads.

Between Bathurst and Chambers' Creek, from thrice to once a week.
„ Bathurst and Dunkeld, from six to three times a week.
„ Grenfell and Temora, from twice to once a week.
„ Long Swamp and Trunkey Creek, from thrice to once a week.

Southern Road.

Between Bombala, Cathcart, and Pambula, from twice to once a week.
„ Cooma, Nimitybelle, and Bombala, from four times to twice a week.
„ Tareutta and Wagga Wagga, from six to three times a week.

The extent of postal route traversed in the Colony on the 31st December, 1877, was 19,509 miles, viz. :—

On horseback	12,661 miles.
By coach... ..	6,206 „
By railway	641 „

The extension of mail route by railway during 1877 was as follows :—

Binalong to Cootamundra	45 miles.
Blayney to Orange	20 „
Murrurundi to Quirindi	24 „
Total	89 miles.

The number of miles travelled in the year 1877 was 4,095,530, being an increase of 203,624 miles on the mileage of the previous year.

Official offices (*i.e.*, in charge of persons unconnected with private business) were created at the following places :—

Edgecliff (Woollahra)	on 16th July.
Glebe	„ 21st September.
Haymarket	„ 1st March.
Randwick	„ „

The number of Post Offices established was 40, viz. :—

Adamstown	Guyra
Barwang	Haymarket
Belmont	King's Plains
Bendolba	March
Borenore	Murrumbidgee
Broadmouth Creek	Nelson's Plains
Cavan	Pokolbin
Charlestown	Puddledock
Colombo Creek	Putty
Darby's Falls	Rawden Vale
Darlington Point	Riverstone
Doughboy Hollow	Rooty Hill
Dry Plain	Smith Town
Duramana	Snaphook
East Raleigh	Upper Burragorang
Edgecliff	Warrah
Farley	Whealbah
Firefly Creek	Wooloomon
Glasston	Wyong Creek
Greenhill	Y. Water.

The number of Post Offices discontinued was 12, viz. :—

Bredbo	Minore
Buddabuddah	Solferino
Collington	Sutton
Garryowen	Tableland
Harden	Ullamalah
Kiora	Yarramundi

making an actual increase of 28 in the number of post offices. In the Appendix will be found a list of the 810 Post Offices in the Colony on the 31st December, 1877.

Receiving

Receiving offices were established at the following places during the year 1877, viz. :—

Aberglasslyn	Little Plain
Bedgerebong	Morven
Boggabilla	Mulgrave
Boggy Flat	Mullangandra
Bredbo	North Lismore
Bumble	Rosebrook
Corang	Salisbury Plains
Croydon	Sandy Creek
Deep Creek	Shaw
Eschol	Snaphook
Farnham	Spring Hill
Faulconbridge	Springwood
Garryowen	Sutton
Gilgunnia	The Snow Ball
Gol Gol	Tunstall
Kilgin	Ward's River
Kyamba	West Bogan, No. 2
Lamb's Creek	Yarramundi.

The Receiving Offices at Heifer Station and The Springs were discontinued. Those at Darlington Point, Darby's Falls, and Snaphook, were converted into Post Offices.

Appendix B.

A list of the Receiving Offices in the Colony is given in the Appendix showing the number to be 48.

The names of the following Post Offices were changed, viz. :—

- Capertee to Capertee Camp.
- Coramundra to Cootamundra.
- Gundaroo to Upper Gundaroo.
- Gundaroo Township to Lower Gundaroo.
- Herding Yard Creek to Amosfield.
- Myall River to Bulahdelah.
- New Pipeclay to Burunderee.
- Winding Creek to Higham Road.

There were 169 changes of Postmasters during the year 1877.

Appendix C.

In the Appendix is given a return showing in what parts of the Colony the Government possess 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. The Government buildings completed and occupied during 1877, were at Bega in June, and at Bathurst in December.

Large iron letter-receivers were erected at the following places, viz. :—

In Sydney at Elizabeth Bay Point, and at Foveaux-street, Surry Hills.

It was found needful to remove five letter-receivers, viz. :—One from Alma-street and Old Newtown Road, to Alma-street, Darlington; one from St. John's Church, Ashfield, to a new site in front of Mr. Muir's store, Ashfield; and one from Windsor Road, Parramatta. The receivers at the Haymarket, and Ocean-street and Point Piper Road, Woollahra, were removed in consequence of Post Offices being established at those places, one of these receivers being erected at Elizabeth Bay Point, as indicated above, the other being placed in front of Parliamentary Buildings, Macquarie-street, for the purpose of receiving newspapers.

29 small iron letter-receivers were placed as follows :—

- 1 Erskine and Sussex Streets.
- 1 Fitzroy and Bourke Streets.
- 1 King-street West, No. 23.
- 1 Albion and Macquarie streets.
- 1 Liverpool and Upper Dowling Streets.
- 1 Ashfield--north side of Railway Station.
- 1 Tamworth—Murray and Peel Streets.
- 1 „ Court House.
- 1 Bathurst—Morrisett and Ranken Streets.
- 1 St. Leonards—Alfred and Mount Streets.

- 1 Yass—Railway Station.
- 1 Murrumburrah—Railway Station.
- 1 West Maitland—Oakhampton Road.
- 1 Ashfield—near Public School.
- 1 Balmain—Union-street and Ballast Point Road.
- 1 Wollongong—near Bright's Store.
- 1 Blayney—Railway Station.
- 1 Breadalbane—Railway Station.
- 1 Wagga Wagga—Bayliss-street.
- 1 Woollahra—Moncur and Piper Streets.
- 1 Wallsend—Metcalf-street.
- 1 Albury—Townsend-street.
- 1 „ Kiewa-street.
- 1 „ Wilson-street.
- 1 „ Olive-street.
- 1 Orange—Lord and Woodward Streets.
- 1 Quirindi—Railway Station.
- 1 West Maitland—eastern side of Belmore Bridge.
- 1 Mittagong—Railway Station.

On the 31st December the number of iron letter-receivers erected in the Colony (including both large and small size) was 164; the number of other kind of receiving-boxes, 5; and the number of newspaper-receivers, 10.

With the view of meeting the public convenience on the lines of railway, arrangements were made for the sale of stamps by the mail-guards in charge of the travelling post offices.

At Albury, Ashfield, Bathurst, Camperdown, Deniliquin, Newtown, Orange, St. Leonard's, Wagga Wagga, and Wollongong, 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.

The number of licenses for the sale of postage-stamps issued to persons other than postmasters or receiving-office-keepers was 44. A return is given in the Appendix of the number of persons holding Appendix D. these licenses throughout the Colony.

There were eight additional letter-carriers employed during the year 1877 in Sydney and its suburbs. The distribution of the letter-carriers throughout the Colony was as follows:—

Sydney and Suburbs	...	...	...	...	...	67
Albury	...	...	...	...	...	1
Armidale	..	...	..	...	...	1
Bathurst	..	..	...	...	...	2
Deniliquin	..	...	...	...	...	1
East Maitland	...	...	...	...	..	1
Goulburn	..	...	..	...	...	2
Grafton	..	...	...	...	...	2
Hay	..	...	...	...	...	1
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 addition to the above-mentioned places, a free delivery of correspondence is afforded in the following localities, viz. :—

Anvil Creek	Leichhardt
Ashfield	Macdonald Town
Botany	Manly
Burwood	Oakhampton Road, West Maitland
Five Dock	Petersham
Forbes	Richmond Road
Gladesville	Ryde
Hunter's Hill	St. Peter's
Lambton	Waratah

No regular 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.

Numerous complaints having been made of the late delivery of letters by letter-carriers, arising in a great measure from the time lost at many houses while the carrier waits for the doors to be opened, a circular was on the 11th June, 1877, addressed to the householders in the city, with a view to prevent these complaints, and the plan was urged of providing in the door, or other convenient place, a letter-box in which the carrier could at once place the correspondence, and proceed with his delivery.

With a box fitted with a lock and key, and only opened by responsible persons, there would be less risk of loss of valuable letters through the carelessness either of domestics or children, who in many instances receive letters from the carriers.

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	64
Probationary Clerks	10
Postal Inspectors	4
Mail Guards	10
Railway Mail Sorters	10
Stampers, Letter-carriers, &c.	165
Country Postmasters	810
Assistant do.	73
Clearing receivers and delivering letters	27
Detective	1
Total	1,180

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.			
1876.	1877		Days.			
		1876.	1877	1876	1877	
33	41	Clerks	496	657	15	16
12	14	Sorters	102	336	8	24
26	23	Letter-carriers	209	216	8	9
15	14	Messengers, Guards, Grooms, &c.	130	178	9	13

An additional Postal Inspector was appointed in 1877, making four of these officers instead of three as previously. They travelled over and inspected during the year 14,934 miles of mail route, and visited the undermentioned offices :—

Aberdeen	East Kempsey	Michelago
Adelong	Eugowra	Millie
Adelong Crossing-place	Eurunderee	Moana
Albury	Falconer	Molong
Alstonville	Fernmount	Molonglo
Anvil Creek	Forbes	Montefiores
Appletree Flat	Fordwich	Monwonga
Araluen	Foxlow	Moonbi
Armidale	Frederickton	Moorwatha
Attunga	Germanton	Moree
Ballina	Gilmore	Mudgee
Bell's Creek	Gladstone	Mulgoa
Bendemeer	Glen Innes	Murga
Binalong	Gongolgon	Murrumbateman
Black Rock	Goodrich	Murrumbidgee
Blayney	Goolma	Murrumburrah
Boggabri	Goombargoona	Murrurundi
Bookham	Goonoo Goonoo	Muswellbrook
Boro	Goulburn	Nambucca
Bourke	Grafton	Narellan
Bowna	Grenfell	Narrabri
Bowring	Gulgong	Narrandera
Braidwood	Gundagai	Newcastle
Bredbo	Gungal	Obley
Bringelly	Gunnedah	Onebygamba
Bungendore	Gunning	Orange
Bungowannah	Guyra	Palmer's Island
Burrowa	Hamilton	Parkes
Caunden	Hay	Parramatta
Campbelltown	Haydonton	Penrith
Cannonbar	Hexham	Pine Ridge
Capertee Camp	Hillas Creek	Ponto
Carcoar	Hoskin's Town	Port Macquarie
Carlisle Gully	Howlong	Queanbeyan
Casino	Ilford	Quirindi
Cassilis	Ironbarks	Randwick
Castlereagh	Jereelderie	Raymond Terrace
Charlestown	Jugiong	Richmond
Cheeseman's Creek	Junction, The	Rocky Mouth
Clarence River Heads	Junee	Rylstone
Codrington	Kangaroo Creek	St. Peter's
Colombo Creek	Kempsey	Sebastopol
Conargo	Kogarah	Sheet of Bark
Condobolin	Lambton	Shepard's Town
Coolac	Lawrence	Shepherd's Creek
Cooma	Lidsdale	Singleton
Cootamundra	Lincoln	South Grafton
Coraki, Richmond River	Lismore	South Gundagai
Coree	Little Billabong	Spring Grove
Cowra	Liverpool	Springside
Cudal	Lower Gundaroo	Stockton
Cudgegong	Lucknow	Swan Bay
Cullenbone	Luddenham	Tambar Springs
Cullen Bullen	Lyndhurst	Tamworth
Cungegong	Macdonald Town	Tarago
Cunningham	Manar	Tarcutta
Darby's Falls	Mandurama	Tempe
Darlington Point	Marengo	Thurgoona
Deniliquin	Maryvale	Tichborne
Denman	Mathoura	Timbriebungie
Dubbo	Meranburn	Timor
Dungog	Merriwa	Toogong

Tumut	Wallaceton	West Maitland
Uarbry	Wallendbeen	Wickham
Umarra	Wallerawang	Willeroon
Upper Araluen	Wallsend	Willow Tree
Upper Gundaroo	Wanganella	Wombat
Uralla	Waratah	Woodburn
Urana	Wardell	Woomargama
Vere	Warkworth	Wyrallah
Vittoria	Warneton	Yass
Wagga Wagga	Warren	Young
Walbundrie	Wellington	Yullundry
Wallabadah	West Kempsey	

FOREIGN SERVICE.

The mail communication between Great Britain and Australia, by way of San Francisco, was successfully maintained during 1877.

At the request of the Pacific Mail Steamship Company, an important modification of their Contract was temporarily agreed to at the early part of the year, involving a change of route and a reduction in the amount of the subsidy to the Company for the conveyance of mails between Sydney and San Francisco. Recently Parliament passed the following Resolution, permanently approving of the change, viz. :—

That this House approves of the agreement for the modification of the Contract for the Pacific Mail Service made between the Governments of New South Wales and New Zealand with the Pacific Mail Steamship Company, subject to the approval of Parliament, viz.,— That the route be to and from Sydney and Francisco, *via* Auckland and Honolulu; the annual subsidy to be reduced from £89,950 to £72,500, of which amount £40,000 shall be paid by New South Wales and £32,500 by New Zealand, but provided that the cost of the New Zealand Coastal Service shall be borne by that Colony alone.

The papers explaining why this change was sought by the Company having already been laid before Parliament, it is not needful in this Report to make further allusion to the matter.

It is due to the Pacific Mail Steamship Company to remark that their Contract has generally, throughout the year, been performed in a satisfactory manner, and it is also gratifying to notice that the authorities in the United States have manifested a desire to facilitate the transit of the Australian Mails through their territory.

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 1877 :—

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.
Australia	3 Jan.	4 Jan.	28	49*
City of New York.....	31 Jan.	2 Feb.	28	50*
Zealandia.....	28 Feb.	3 Mar.	27	49*
†City of Sydney	28 Mar.	8 April	35	57*
Australia.....	27 April	25 April	27	46*
City of New York	25 May	26 May	30	51*
Zealandia.....	22 June	23 June	30	51
City of Sydney	18 July	21 July	30	51
‡Australia.....	15 Aug.	21 Aug.	33	54
City of New York	12 Sept.	12 Sept.	27	48
Zealandia	10 Oct.	12 Oct.	29	50
City of Sydney	7 Nov.	9 Nov.	29	50
Australia.....	5 Dec.	5 Dec.	27	48

*On those occasions marked with an asterisk, the route travelled was *via* Auckland and Kandavu, but all the other voyages during the year were performed *via* Auckland—the vessels not proceeding *via* Kandavu.

†This vessel was detained two days at Honolulu in consequence of her low-pressure engine becoming disabled, and she had to perform the remainder of the voyage under one engine.

‡In consequence of an accident happening to one of her boilers, the "Australia" had to perform a part of this voyage with one boiler only.

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.
City of Sydney	12 Jan.	8 Feb.	(Frisco time) 10 Feb.	30	51*
Australia.....	9 Feb.	8 Mar.	9 Mar.	29	45*
City of New York	9 Mar.	5 April	6 April	29	47*
Zealandia.....	7 April	3 May	5 May	29	49*
City of Sydney	4 May	31 May	31 May	28	46
Australia.....	1 June	28 June	28 June	28	46
City of New York	29 June	26 July	26 July	28	46
Zealandia.....	27 July	23 Aug.	22 Aug.	27	46
City of Sydney	24 Aug.	20 Sept.	20 Sept.	28	46
Australia.....	21 Sept.	18 Oct.	17 Oct.	27	43
City of New York	19 Oct.	15 Nov.	14 Nov.	27	53
Zealandia	16 Nov.	13 Dec.	13 Dec.	28	45
City of Sydney	14 Dec.	1878. 10 Jan.	1878. 10 Jan.	28	46

*On those occasions marked with an asterisk, the route travelled was *via* Auckland and Kandavau, but all the other voyages during the year were performed *via* Auckland—the vessels not proceeding *via* Kandavau.

27 days are allowed under the Pacific Mail Steamship Company's Contract for the conveyance of mails to and from Sydney and San Francisco, by way of Kandavau.

Average number of days occupied in the conveyance of mails to and from Sydney and London *via* San Francisco:—

London to Sydney	Inward.	50½
Sydney to London	Homeward.	47

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> Southampton			<i>Via</i> Brindisi.	<i>Via</i> Southampton.
Bangalore	9 Jan.	46	54	Bangalore	22 Jan.	49	58
Tanjore	5 Feb.	45	53	Tanjore	19 Feb.	47	55
China	5 Mar.	45	53	Assam	19 Mar.	48	55
Bangalore	3 April	46	54	Bangalore	14 April	49	57
Tanjore	30 ..	45	53	Tanjore	12 May	50	58
Travancore	29 May	46	54	Travancore	9 June	50	61
Bangalore	25 June	45	53	Bangalore	7 July	49	57
Avoca	24 July	46	54	China	4 Aug.	48	55
Tanjore	17 Aug.	42	50	Tanjore	1 Sept.	50	56
Siam	15 Sept.	43	51	Siam	1 Oct.	47	53
Assam	13 Oct.	43	51	Assam	29 ..	48	55
Tanjore	14 Nov.	47	55	Tanjore	26 Nov.	47	54
Siam	5 Dec.	40	48	Siam	24 Dec.	47	55

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	41½
Do. Southampton	52½
Homeward. <i>via</i> Brindisi	48½
Do. Southampton	56½

The letter portion of the mails received *via* Galle was brought overland from Melbourne, and arrived on the dates shown in the second column*—the newspaper portion was conveyed to Sydney by steamer, and arrived generally a day or two later.

The

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> Southampton			<i>Via</i> Brindisi	<i>Via</i> Southampton
Normanby	4 Jan.	55	63	Normanby	27 Jan.	60	60
Bowen	1 Feb.	55	63	Bowen	24 Feb.	56	65
Somerset	5 Mar.	59	67	Somerset	24 Mar.	58	64
Brisbane	31 „	57	65	Brisbane	17 April	61	68
Normanby	27 April	56	64	Normanby	16 May	60	69
Somerset	24 May	55	63	Somerset	12 June	60	67
Brisbane	21 June	55	63	Brisbane	10 July	59	66
Normanby	19 July	55	63	Normanby*	7 Aug.	.....	.....
Brisbane	20 Aug.	59	67	Brisbane	5 Sept.	60	68
Bowen	11 Sept.	53	61	Bowen	6 Oct.	56	68
Somerset	12 Oct.	56	64	Somerset	3 Nov.	61	61
Brisbane	7 Nov.	54	62	Brisbane	1 Dec.	56	67
Bowen	5 Dec.	54	62	Bowen	29 „	56	64

* Stranded—mails sent *via* San Francisco.

Average number of days occupied in the conveyance of the mails to and from Sydney and London *via* Brisbane and Torres Straits :—

Inward, <i>via</i> Brindisi	55½
Do. Southampton	63½
Homeward, <i>via</i> Brindisi	58¾
Do. Southampton	65½

During the year arrangements were entered into with the Imperial Government by which a reduction of postage was effected on correspondence for

Adrianople	Jassy	Moldavia
Beyrout	Larnica	Wallachia
Constantinople	Mitylene	Smyna
Dardanelles	Montenegro	Syria
Galatz	Rhodes	Tehsme
Gallipoli	Roumania	Tenedos
Greece	Scutari	Trebizond
Ionian Isles	Salonica	Tultscha
Jaffa	Samsoun	Turkey
Janina	Servia	Varna

forwarded *via* Suez and the British Post Office at Alexandria.

It was necessary also to increase the postage on letters addressed to St. Helena, forwarded by way of the United Kingdom, as well as the postage on packets to Cape de Verde by the same route.

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 1877, as compared with the number posted in the preceding year, viz. :—

	1876.	1877.
LETTERS.		
Posted for town delivery	2,628,500	2,950,000
„ country delivery	9,986,000	11,579,500
„ foreign despatch	906,700	935,300
Total Number of Letters posted	13,521,200	15,464,800
NEWSPAPERS.		
Posted for country delivery	5,408,900	6,733,000
„ foreign despatch	913,300	989,700
Total number of Newspapers posted	6,322,200	7,722,700
PARCELS, &c.		
Posted for country delivery	304,000	263,600
„ foreign despatch	32,600	42,200
Total number of parcels, &c., posted	336,600	305,800
Total number of Postal Cards posted	109,664	109,080

The increase during 1877 in the number of letters posted is at the rate of about 14½ per cent., on the number of newspapers about 22½ per cent., and the decrease on the number of packets about 9½ per cent.

The average number of letters posted in 1877 in proportion to the population of the Colony is estimated at twenty-seven to each person. The

The following returns show the number of letters despatched and received by the mail packets on the respective routes *viâ* San Francisco, *viâ* Melbourne and Suez, and *viâ* 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.
1876	<i>Viâ</i> Gallo and Melbourne.	5,582	313	10,350	58,606	2,367	64,733	3,369	228	2,436	142,175	11,365	52,022
1877	" "	6,232	411	7,133	100,377	3,055	91,225	3,086	237	2,042	130,246	13,866	51,221
1876	" <i>San Francisco</i> ..	16,832	2,655	19,838	184,308	6,588	244,748	2,103	50	2,750	210,048	20,088	229,653
1877	" "	20,638	5,262	33,242	167,603	4,845	201,789	6,332	497	5,335	232,068	33,228	257,847
1876	" <i>Torres Straits</i> ..	12,016	505	13,052	19,305	592	9,833	14,075	326	5,000	35,563	3,202	15,568
1877	" "	12,927	573	17,661	18,338	586	10,316	4,605	116	2,140	42,020	4,010	18,730

* 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 unclaimed
	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.	
1876 ...	82,982	7,408	2,423	661	93,474	835	613	10,143	4,478	603	16,673	21,392
1877 ...	87,421	7,435	1,585	580	97,021	1,101	738	11,331	5,229	717	19,146	25,841
Increase.	4,439	27	...	...	3,547	266	125	1,188	751	114	2,473	4,449
Decrease .....	.....	.....	838	81	.....	.....	.....	.....	.....	.....	.....	.....

In 738 unregistered letters, which were opened in the Dead Letter Branch during the year 1877, there was found an amount of money equal to £9,787 13s. 2d.

The number of letters, &c., delivered by the letter-carriers attached to the head office during the years 1876 and 1877 was as follows:—

	1876.	1877.
Unregistered letters	3,000,806	3,297,033
Registered letters	23,302	23,167
Books	33,445	34,103
Newspapers	412,114	467,213

The above figures do not include letters, &c., for Newtown or Balmain, as correspondence for those places is enclosed in direct mails and sent to the Newtown and Balmain Post Offices for delivery by letter-carriers.

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.
1876	144,501	6,669
1877	147,274	6,977½
Increase	2,773	308½

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 1876 and 1877:—

Year	Received		Despatched		Total number of Mails which passed through the Office
	Inland	Foreign	Inland	Foreign	
1876.....	64,286	6,620	66,171	5,777	142,854
1877.....	66,952	7,459	66,308	5,795	146,514
Increase	2,666	839	137	18	3,660

The number of written communications received from the public during 1877, intimating changes of address or requesting letters, &c., to be forwarded, was 8,173, against 7,633 in 1876.

The number of communications addressed to the Secretary to 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 1877, was 21,301, against 18,290 in 1876.

REVENUE AND EXPENDITURE.

The following statement will show the revenue and its resources for the year 1877:—

Revenue.

The revenue collected in the Colony for the year 1877 was obtained as under, viz.:—

Sale of Postage Stamps	£128,442 13 7
Fees for Private Boxes	341 15 6
Postage on unpaid letters	2,995 2 7
Total collected in Colony	£131,779 11 8

To which the following should be added, viz.:—

Amount due by other Colonies for the use of San Francisco	
Mail Line. One half of	£5,053 8s. 2d. or £2,526 14 1
United Kingdom for Mail matter received in Colony by San Francisco, Galle, and Torres Straits Lines	9,014 9 0
	<u>11,541 3 1</u>

Showing a total of £143,320 14 9

In 1876 the revenue amounted to £128,640 9s., showing an increase for the year 1877 of £14,680 5s. 9d.

The amount due by the non-contracting Colonies for the use of the San Francisco Mail Line, during the year 1877, is as under:—

Victoria	£3,116 19 3
Queensland	1,149 9 4
South Australia	527 11 4
Western Australia	47 19 7
Tasmania	211 8 8
	<u>£5,053 8 2</u>
One half New South Wales	£2,526 14 1
One half New Zealand	2,526 14 1

It is gratifying to notice by the increased contribution received in 1877 from each of the Colonies that the San Francisco mail route is becoming more popular.

Revenue derived from Ocean Mails for 1877.

Via San Francisco—

On outward mails—estimated	£8,540 16 9
On inward mails per United Kingdom	5,868 4 2
Half share non-contracting Colonies	2,526 14 1
	<u>16,935 15 0</u>

Via Melbourne and Suez—

On outward mails	£5,501 12 5
On inward mails, United Kingdom	2,815 3 5
	<u>8,316 15 10</u>

Via Queensland and Torres Straits—

On outward mails	£749 7 5
On inward mails, United Kingdom	734 18 10
	<u>1,484 6 3</u>
	<u>£26,736 17 1</u>

The

The following return shows the number, description, and value of Postage Stamps issued at the General Post Office during the years 1876 and 1877 :—

Number.		Description.	Value.	
1876.	1877.		1876.	1877.
6,586,080	7,431,180	Penny	£ 27,442 0 0	£ 30,963 5 0
8,798,760	9,952,140	Two-penny	73,323 0 0	82,934 10 0
51,880	37,500	Three-penny	648 10 0	468 15 0
146,140	152,660	Four-penny	2,435 13 4	2,544 6 8
2,264	768	Five-penny	47 3 4	16 0 0
380,230	414,280	Six-penny	9,595 15 0	10,357 0 0
22,725	44,784	Eight-penny	757 10 0	1,492 16 0
17,060	1,920	Nine-penny	639 15 0	72 0 0
486	42	Ten-penny	20 5 0	1 15 0
82,650	82,927	Shilling	4,132 10 0	4,146 7 0
4,420	4,606	Five-shilling	1,105 0 0	1,151 10 0
1,300	.....	Newspaper wrappers	5 8 4	.....
1,300	2,200	Envelopes—one penny	5 17 0	9 18 0
109,664	109,080	Post-cards	456 18 8	454 10 0
			£120,525 5 8	£134,612 12 8

From the 1st August, 1877, the public were afforded the opportunity, at the General Post Office, of exchanging Postage Stamps in lots of not less value than one pound for cash; and Postmasters throughout the Colony were permitted to afford a similar convenience. A charge of 5 per centum is made for this accommodation. None but New South Wales Postage Stamps are exchanged in this way, and those only on condition that they are neither soiled nor damaged.

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
1877	647,600	2d.	5,936

From the 25th July, 1877, the town rate of postage, viz., one penny the half ounce, was levied upon letters posted at East Maitland for West Maitland, and also upon letters posted at the latter place for East Maitland, instead of two pence per half ounce, the charge hitherto made. This reduction was specially made as it was considered the two places might be deemed one postal town.

On the 1st October a similar reduction was made in the postage on letters passing between Bathurst and Kelso, and from the 1st December the town rate of postage only was levied upon letters posted at Newcastle, addressed to Hamilton, The Junction, Wickham, and Onebygamba, and also upon letters posted at any of such places addressed to Newcastle or any of such places.

The Expenditure of the Department for 1877, compared with that for 1876, is as follows, viz. :—

	1876.	1877.
Salaries	£57,079 16 11	£62,723 18 4
Contingencies	9,771 2 6	10,667 1 5
Conveyance of Mails	140,050 3 9	153,570 18 5
	£206,901 3 2	£226,961 18 2

The expenditure on conveyance of Mails for 1877 is divided as follows, viz. :—

Mails <i>via</i> San Francisco	£41,641 16 0
„ „ Torres Straits and Suez	2,114 12 5
„ „ Melbourne and Suez	11,290 7 8
„ „ Sydney and Levuka	1,400 0 0
„ Horse, stage, and rail	88,252 4 8
„ Steam and sailing vessels	6,835 19 10
„ to and from Railway Stations, and portorage	2,035 17 10
	£153,570 18 5

Ocean Mails.

The expenditure charged to the vote of £58,900 for the year 1877 for Ocean Mail Services *via* San Francisco, Torres Straits and Suez, Melbourne and Suez, and Sydney and Levuka, is as follows:—

Via San Francisco—

Subsidies	£40,904 15 4	
Premiums	210 0 0	
Cablegrams	177 15 3	
Special trips with Victorian Mails between Sydney and Albury	195 0 0	
Law costs in recovering £5,000 under Hall and Forbes contract	154 5 5	
	<hr/>	41,641 16 0

Via Torres Straits and Suez—

Amount paid to Queensland		2,114 12 5
----------------------------------	--	------------

Via Melbourne and Suez—

Amount paid to Victoria	£10,012 17 2	
Overland Mails by Special Trains, and agents' expenses in Melbourne	809 12 6	
Gratuities to P. and O. Co. for conveying letters between Sydney and Melbourne	467 18 0	
	<hr/>	11,290 7 8

Fiji and Levuka—

Contribution for six calendar months, from 1st July (seven trips) ...		£1,400 0 0
---	--	------------

£56,446 16 1

It will be observed that under the head of the San Francisco Service there is an item of £154 5s. 5d. for law costs in recovering £5,000 under the Hall and Forbes contract for the performance of that service. It is satisfactory to remark that £10,000 was recovered in the year 1877 from the sureties of Messrs. Hall and Forbes, in consequence of the default of those contractors in the years 1873-4, one half of which sum has been received by this Colony, and the other half by New Zealand.

The cost to the Colony of the Ocean Mail Services in the year 1877 is as under:—

San Francisco Service—

Dr.

Subsidies, premiums, &c.		£41,641 16 0
---------------------------------	--	--------------

Cr.

By postages on outward mails	£8,540 16 9	
" " inward mails, <i>per</i> United Kingdom	5,868 4 2	
" " half share from non-contracting Colonies	2,526 14 1	
	<hr/>	16,935 15 0

Actual cost £24,706 1 0

Torres Straits and Suez Service—

Dr.

Amount paid to Queensland		2,114 12 5
----------------------------------	--	------------

Cr.

By postages on outward mails	£749 7 5	
" " inward mails, <i>per</i> United Kingdom	734 18 10	
	<hr/>	1,484 6 3

Actual cost £630 6 2

Melbourne and Suez Service—

Dr.

Amount paid to Victoria	£10,012 17 2	
Overland mails by special train and coach	809 12 6	
Gratuities, between Sydney and Melbourne, for letters, P. & O. Co.	467 18 0	
	<hr/>	£11,290 7 8

Cr.

By postages on outward mails	5,501 12 5	
" " inward mails <i>per</i> United Kingdom	2,815 3 5	
	<hr/>	8,316 15 10

Actual cost £2,973 11 10

In

In the year 1877 the average cost per mile of the inland mail conveyance was about 5½d. against 1½d., the price per mile paid in the year 1876. The increased cost of contracts has been mainly occasioned by the dry season through which the Colony has passed. The particulars as to the Mail Contracts for the conveyance of inland mails during the year 1877, will be found in the Appendix.

Appendix E

It is gratifying that the revenue of the Postal Department for the year shows so large an augmentation, more especially as the expenditure has been necessarily largely increased by the extra accommodation afforded and the higher cost of the inland mail conveyance, as above explained.

11.—MONEY ORDER OFFICE.

The following return shows the increase in the number and amount of Money Order transactions during 1877, as compared with the year 1876:—

Year.	Number of Offices	Orders Issued		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
			£ s. d.		£ s. d.		£ s. d.
1876	260	112,684	465,770 10 11	101,492	421,161 15 8	214,176	886,932 6 7
1877	275	129,120	494,468 19 2	120,493	450,476 15 9	249,613	944,945 14 11
Increase.....	15	16,436	28,698 8 3	19,001	29,315 0 1	35,437	58,013 8 4

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

Baradine	Dight's Forest	Lower Gundaroo
Black Rock	Dundee	Randwick
Blackville	Frogmoor	Summer Island
Boggabri	Gerogery	Tarana
Bulli	Goonoo Goonoo	Wollar.
Dandaloo	Haymarket, Sydney	

The offices at Black Rock and Solferino were abolished.

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 1877, compared with the year 1876.

Where payable.	Issued in 1877.		Issued in 1876		Increase in 1877.		Decrease, 1877.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
In the United Kingdom	10,907	44,976 4 2	9,300	39,771 3 4	1,607	5,205 0 10	...	.....
New South Wales.....	103,992	397,094 5 1	90,477	375,027 5 8	13,515	22,066 19 5	...	.....
New Zealand.....	877	3,609 5 8	753	3,238 4 8	124	371 1 0	...	.....
Queensland	2,149	8,667 7 3	1,823	7,538 3 6	326	1,129 3 9	...	.....
South Australia	774	2,981 9 3	814	3,429 1 8	.....	.....	40	447 12 5
Tasmania	587	2,719 2 11	620	2,913 4 3	.....	.....	33	194 1 4
Victoria	9,812	34,324 5 10	8,881	33,786 16 4	931	537 9 6	...	.....
Western Australia ..	22	96 19 0	16	66 11 6	6	30 7 6	...	.....
Totals	129,120	494,468 19 2	112,684	465,770 10 11	16,509	29,340 2 0	73	641 13 9

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 1877, compared with the year 1876.

Where issued.	Issued in 1877		Issued in 1876.		Increase, 1877.		Decrease, 1877.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
In the United Kingdom...	1,586	6,602 9 5	1,427	6,469 16 7	159	132 12 10	...	.....
New South Wales	103,596	399,061 13 5	89,994	373,168 8 9	13,602	25,893 4 8	...	.....
New Zealand.....	2,110	6,340 1 8	1,247	5,404 3 2	863	935 18 6	...	.....
Queensland	5,226	17,443 4 6	4,178	18,161 17 5	1,048	.....	...	718 12 11
South Australia	992	3,285 2 4	554	2,435 2 1	438	850 0 3	...	.....
Tasmania	668	2,242 19 10	402	1,564 7 5	266	678 12 5	...	.....
Victoria	6,233	15,132 18 7	3,624	13,643 19 1	2,609	1,488 19 6	...	.....
Western Australia	82	368 6 0	66	314 1 2	16	51 4 10	...	.....
Totals	120,493	450,476 15 9	101,492	421,161 15 8	19,001	30,033 13 0	...	718 12 11

The amount of revenue, in the shape of commission received on Money Orders, for the year 1877, was £5,247 18s. 6d.

The expenditure for salaries was £2,639 12s. 5d., for contingences £2,260 1s. 8d.

III.—GOVERNMENT SAVINGS' BANKS.

The following return will show the progress of the business of Government Savings' Bank system for the year 1877, compared with the transactions of the year 1876, 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	
1876	149	6,996	4,534	13,270	38,592	£ s. d. 298,403 17 1	14,729	£ s. d. 251,535 8 3	£ s. d. 401,297 11 9
1877	155	8,268	5,462	16,076	47,948	344,687 4 8	17,871	278,532 5 7	467,452 10 10
Increase..	6	1,272	928	2,806	9,356	46,283 7 7	3,142	26,996 17 4	66,154 10 1

The amount of interest added to depositors' accounts was £15,413 13s. 2d.

The average amount of each deposit is about £6 17s. 4d., and of each withdrawal £29 1s. 7d.

The average amount at the credit of each depositor's account at the close of the year was £29 1s. 7d.

During the year 1877 the system was extended to the following places, viz. :—

Anvil Creek
Bulli
Chatsworth Island
Cootamundra
Haymarket, Sydney
Murrumburrah

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.

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 1877, as compared with the year 1876 :—

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.
1876	Miles ch. 8,472 5 0	154	854,204	£ s. d. 59,348 11 6	£ s. d. 69,220 4 9
1877	9,761 13 70	190	1,001,884	67,253 9 7	85,857 11 11
Increase	1,289 8 70	36	147,680	7,904 18 1	16,628 7 2

The

The lines of Electric Telegraphs in this Colony completed during the year 1877 were:—

Name of Line.	New Line.			Additional Wire.			Cost of Construction.		
	Miles	Chains	Links	Miles	Chains	Links	£	s	d.
Uralla to Walcha	24	54	40				991	5	6
Glen Innes to Vegetable Creek	27	40	0				1,263	13	8
Glen Innes to Grafton	91	77	90				5,671	5	9
Dungog to Seal Rocks	58	32	0	3	10	20	2,725	15	1
West Kempsey to Grafton	93	0	0				4,585	12	7
Brewarrina to Gadooga	96	20	0				5,113	10	6
Yass to Queanbeyan	42	60	0				1,929	16	7
Narrabri to Moree	65	44	80	5	11	0	3,971	10	10
Campbelltown to Camden	7	29	0				253	9	10
Deniliquin to Moama				45	20	0	542	1	7
Waratah Junction to Raspberry Gully				3	16	0	54	6	8
Bathurst to Cowra				64	60	0	382	19	9
Bourke to Menindee	340	0	0				19,739	14	10
Young to Morangarell	33	40	0				1,799	8	9
Bathurst to Orange				192	0	0	390	5	1
Parramatta to Wollombi				85	0	0	1,062	5	6
Total number of miles of wire completed 31st December, 1877	889	78	50						
Number of Miles of Wire erected on existing poles to 31st December, 1877				399	10	20			
Grand Total				1,289	8	70			
Total Cost							50,447	2	6

The total cost of the whole extent of Telegraphic communication in the Colony on 31st December, 1877, viz., 9,761 miles 13 chains 70 links, was £347,973 4s. 8d.

The following Telegraph Stations were opened during the year 1877:—

Broughton's Creek	Moree
Back Creek	Morangarell
Bulli	Menindee
Bullah Delah	Molonglo
Bowral	Millie
Binalong	Macleay River Heads
Clarence River Heads	Newton Boyd
Camden	Pooncarie
Edgecliff	Quirindi
Fordwich	Randwick
Fernmount	Rydal
Goodooga	South Grafton
Glebe	Stroud
Gloucester	Seal Rocks
Haymarket	Walcha
Homebush	Wilcannia
Lithgow	Warrah
Lucknow	Yctman.

The following lines were in course of construction in the year 1877:—

Moree to Warialda	Tamworth to Barraba
Murrumbundi to Tamworth (addt. wire)	Adelong to Tumberumba
Bowing to Wagga Wagga (iron poles)	Forbes to Condoblin
Bourke to Ruthertfords	Wallsend to Gosford and Coorabong
Hay to Booligal	Ballina to Wardell
Albury to Corowa (via Howlong)	George's Plains to Rockley
Redfern to Bathurst (addt. wire)	Wagga Wagga to Deniliquin (addt. wire)

The following is a Return showing the number and value of Telegrams forwarded from each Station in New South Wales, during the year 1877:—

Station.	No. of Messages	Amount.			Station	No. of Messages	Amount.		
		£	s.	d.			£	s.	d.
Sydney	240,883	22,455	7	8	Bourke	7,961	924	2	0
Albury	100,747	752	3	10	Bendemeer	1,174	79	15	11
Armidale	7,497	584	15	6	Bundarra	1,993	150	19	8
Araluen	852	51	7	9	Berrima	603	37	0	7
Adelong	2,982	197	18	3	Braidwood	2,757	210	5	11
Anvil Creek	858	56	15	3	Bega	5,823	423	17	5
Adaminaby	1,083	76	17	2	Bombala	5,108	406	1	6
Ashtfield	805	50	19	3	Burrowa	3,548	289	12	10
Back Creek	38	1	12	3	Bingera	2,345	176	17	2
Broughton's Creek	792	51	14	1	Ballina	3,105	187	19	10
Balranald	2,889	309	18	3	Branxton	1,017	66	16	0
Blacktown	482	28	5	8	Botany	142	7	4	2
Howenfels	556	31	13	6	Bodalla	1,022	88	5	8
Bathurst	14,648	997	6	3	Balmain	1,495	88	14	11
Blue Mountains	156	8	0	10	Bulli	14	0	3	0
Boggabri	1,942	152	9	4	Burwood	1,391	97	3	1
Brewarrina	4,719	435	16	7	Bowing	1,246	69	13	8

RETURN

RETURN of Telegrams—continued.

Station.	No. of Messages.	Amount.			Station.	No. of Messages.	Amount.		
		£	s.	d.			£	s.	d.
Baradine	1,152	87	5	6	Newcastle	32,897	2,454	15	0
Blayney	2,843	159	16	9	Narrabri	6,534	490	13	5
Bateman's Bay	1,523	98	6	9	Nattai	1,742	98	9	8
Bullah Delah	465	31	10	11	Nimitybelle	1,244	83	10	11
Binalong	407	25	5	8	Narandera	2,895	240	14	10
Casino	3,564	266	8	11	Newtown	2,075	124	14	1
Carcoar	2,820	151	15	7	Newton Boyd	179	12	7	0
Corowa	2,713	182	16	7	Orange	14,757	1,007	6	2
Coolah	1,872	146	7	7	Oxford-street	4,348	255	1	10
Coonabarabran	2,671	193	17	11	Palmer's Island	1,501	78	12	0
Cassilis	1,406	101	12	1	Parkes	3,656	246	12	6
Clarence Town	1,050	57	2	4	Penrith	2,182	127	19	9
Coonamble	6,087	452	12	7	Paterson	906	59	18	4
Campbelltown	1,960	123	1	11	Pilliga	1,329	100	8	3
Cooma	6,518	536	4	5	Port Macquarie	2,323	145	16	3
Corowa	1,991	171	18	5	Picton	806	45	10	0
Cootamundra	4,530	311	3	4	Parramatta	5,340	316	5	7
Candelo	1,569	103	4	1	Parramatta-street	2,209	139	16	6
Cobargo	784	49	0	11	Petersham	820	56	10	9
Clarence River Heads	1,321	57	18	3	Paddington	1,572	81	5	8
Camden	115	7	18	1	Pooncarie	213	21	17	7
Deniliquin	12,917	1,238	1	9	Queanbeyan	3,976	274	13	2
Dubbo	10,440	684	13	8	Quirindi	3,673	204	3	10
Dungog	1,417	92	13	6	Rocky Mouth	2,303	144	5	10
Denman	1,282	81	0	9	Richmond	3,543	207	19	10
Deepwater	958	77	2	5	Raymond Terrace	1,550	89	9	11
Euston	958	93	0	3	Redfern	4,534	268	16	0
East Maitland	2,802	178	12	3	Rylestone	1,630	101	16	11
Eden	1,326	97	17	0	Randwick	1,400	76	7	8
Edgecliff	697	43	6	0	Raglan	9	0	10	7
Forbes	9,020	623	16	3	Rydal	30	2	1	8
Fordwich	302	28	8	5	South Head	516	22	7	6
Fernmount	64	3	9	6	Sofala	711	44	13	0
Glen Innes	7,000	536	10	1	Singleton	5,590	391	17	3
Grafton	14,619	1,040	17	11	Scone	1,860	122	9	3
Grenfell	4,204	287	14	7	South Creek	523	30	7	8
Gulgong	3,764	277	13	7	St. Leonard's	1,231	62	5	7
Gunnedah	5,161	361	12	10	South Grafton	1,099	73	19	2
Goulburn	10,687	736	10	10	Stroud	1,005	66	5	7
Gundagai	3,699	243	2	7	Seal Rocks	166	8	18	2
Germanton	921	73	13	0	Tenterfield	57,691	329	7	9
Gunning	1,580	108	2	7	Tarana	235	14	13	7
Goodooga	161	13	3	3	Tarce	3,614	230	6	4
Glebe	361	23	7	2	Tanworth	11,801	865	3	5
Gloucester	225	16	17	3	Terrara	2,411	139	2	4
Hay	11,559	1,259	3	0	Tumut	4,260	301	17	0
Hill End	2,095	137	11	5	Tabulam	593	41	7	10
Hunter's Hill	726	45	10	0	Tarcutta	497	33	3	0
Haymarket	4,795	319	18	2	Ulmara	1,559	94	18	5
Honobush	41	3	12	8	Urana	2,745	244	14	7
Inverell	7,477	580	17	4	Uralla	1,798	137	18	4
Jerilderie	2,078	179	14	5	Uladulla	1,785	110	5	4
Jervis Bay	185	8	9	11	Vegetable Creek	3,418	285	13	8
Jerry's Plains	1,316	77	14	1	Warialda	2,873	213	2	3
Kiama	3,884	245	10	7	Wagga Wagga	16,632	1,456	1	3
Kyamba	388	32	12	10	Wentworth	17,366	418	16	3
Kiandra	1,246	89	19	5	Wallerawang	2,763	147	4	4
Kelso	469	29	9	6	Wellington	4,646	339	18	0
Lismore	3,903	278	9	2	Windsor	3,417	207	0	3
Lawrence	1,750	102	0	10	Wisemau's Ferry	522	27	1	5
Liverpool	1,158	68	12	7	Wollombi	510	33	16	6
Lambton	1,240	64	18	5	West Maitland	18,170	1,453	15	11
Lithgow	1,195	70	9	2	Wee Waa	1,404	107	15	1
Lucknow	287	16	17	10	Walgett	4,903	409	1	0
Moama	1,742	142	10	6	West Kempsey	4,873	318	12	7
Moulameu	1,487	140	12	0	Wollongong	5,203	246	11	4
Mount Victoria	1,514	85	14	6	Waratah	605	40	11	8
Mudgee	11,424	776	19	3	Wallsend	2,598	119	2	2
Merriva	2,127	149	13	11	Wallabadah	1,505	104	3	4
Morpeth	3,347	184	16	7	Waterloo	1,638	99	17	7
Muswellbrook	4,189	258	13	9	William-street	4,115	273	18	2
Murrumbidgee	8,968	549	4	8	Waverley	809	44	9	8
Moss Vale	1,658	105	13	0	Warren	2,576	182	17	5
Murulan	747	43	15	10	Wadela	1,647	111	4	6
Moruya	2,410	146	8	5	Warrah	517	23	11	4
Merimbula	2,384	123	5	6	Young	8,609	622	8	0
Molong	3,014	209	14	6	Yass	5,079	366	19	10
Macquarie Plains	223	14	1	0	Yetman	699	63	9	1
Murrumburrah	4,381	257	3	7					
Murwillimbah	453	34	1	10					
Manly Beach	2,259	150	6	0					
Morac	1,644	128	3	4					
Morangarrell	80	6	3	4					
Menindie	166	17	2	2					
Molonglo	132	9	10	11					
Millie	181	11	18	3					
Macleay River	3	0	3	0					
Nelson's Bay	698	21	12	11					
					Newcastle	32,897	2,454	15	0
					Narrabri	6,534	490	13	5
					Nattai	1,742	98	9	8
					Nimitybelle	1,244	83	10	11
					Narandera	2,895	240	14	10
					Newtown	2,075	124	14	1
					Newton Boyd	179	12	7	0
					Orange	14,757	1,007	6	2
					Oxford-street	4,348	255	1	10
					Palmer's Island	1,501	78	12	0
					Parkes	3,656	246	12	6
					Penrith	2,182	127	19	9
					Paterson	906	59	18	4
					Pilliga	1,329	100	8	3
					Port Macquarie	2,323	145	16	3
					Picton	806	45	10	0
					Parramatta	5,340	316	5	7
					Parramatta-street	2,209	139	16	6
					Petersham	820	56	10	9
					Paddington	1,572	81	5	8
					Pooncarie	213	21	17	7
					Queanbeyan	3,976	274	13	2
					Quirindi	3,673	204	3	10
					Rocky Mouth	2,303	144	5	10
					Richmond	3,543	207	19	10
					Raymond Terrace	1,550	89	9	11
					Redfern	4,534	268	16	0
					Rylestone	1,630	101	16	11
					Randwick	1,400	76	7	8
					Raglan	9	0	10	7
					Rydal	30	2	1	8
					South Head	516	22	7	6
					Sofala	711	44	13	0
					Singleton	5,590	391	17	3
					Scone	1,860	122	9	3
					South Creek	523	30	7	8
					St. Leonard's	1,231	62	5	7
					South Grafton	1,099	73	19	2
					Stroud	1,005	66	5	7
					Seal Rocks	166	8	18	2
					Tenterfield	57,691	329	7	9
					Tarana	235	14	13	7
					Tarce	3,614	230	6	4
					Tanworth	11,801	865	3	5
					Terrara	2,411	139	2	4
					Tumut	4,260	301	17	0
					Tabulam	593	41	7	10
					Tarcutta	497	33	3	0
					Ulmara	1,559	94	18	5
					Urana	2,745	244	14	7
					Uralla	1,798	137	18	4
					Uladulla	1,785	110	5	4
					Vegetable Creek	3,418	285	13	8
					Warialda	2,873	213	2	3
					Wagga Wagga	16,632	1,456	1	3
					Wentworth	17,366	418	16	3
					Wallerawang	2,763	147	4	4
					Wellington	4,646	339	18	0
					Windsor	3,417	207	0	3
					Wisemau's Ferry	522	27	1	5
					Wollombi	510	33	16	6
					West Maitland	18,170	1,453	15	11
					Wee Waa	1,404	107	15	1
					Walgett	4,903	409	1	0
					West Kempsey	4,873	318	12	7
					Wollongong	5,203	246	11	4
					Waratah	605	40	11	8
					Wallsend	2,598	119	2	2
					Wallabadah	1,505	104	3	4
					Waterloo	1,638	99	17	7
					William-street	4,115	273	18	2
					Waverley	809	44	9	8
					Warren	2,576	182	17	5
					Wadela	1,647	111	4	6
					Warrah	517	23	11	4
					Young	8,609	622	8	0
					Yass	5,079	366	19	10
					Yetman	699	63	9	1
					Total	996,175	65,645	6	0
					Intercolonial Balances		1,608	3	7
							67,253	9	7</

The frequent interruptions that have occurred from time to time in the transmission of messages between Australia and the United Kingdom are not satisfactory, and point to the necessity for a speedy duplication of the line of telegraphic communication. On the land section, across the Australian Continent to Port Darwin, the following interruptions took place in the year 1877, viz.:—

When Interrupted.	Length of Interruption.	Situation and Cause.
1877.		
January 11	.. 1 day	... Between Peake and Charlotte Waters: Insulator off; line touching iron pole.
March 19	.. 3 days	... Between Powell's Creek and Daly Waters: Insulator off; line touching iron pole.
June 11	... 2 „	... Between Beltana and Strangways Springs: Piece of wire twisted round line-wire and pole.
June 11	.. 1 day	.. Between Port Augusta and Beltana: Line broken half mile south of Dépôt Creek.
August 4	... 2 days	... Between Daly Waters and Katherine: Line broken midway between stations.
September 21	... 1 day	... Between Beltana and Strangways Springs: Broken 30 miles north of Beltana.
1878.		
October 9	... 1 day	.. Between Charlotte Waters and Alice Springs: Natives burning grass, burnt some poles down.
October 14	... 3 days	... Between Alice Springs and Barrow's Creek: Bush fires.
November 6	... 3 „	... Between Powell's Creek and Daly Waters: Natives breaking two insulators at North Newcastle.
November 10	... 2 „	... Between Barrow's and Tennant's Creeks: Lightning breaking insulators and line on iron poles.
November 14	... 1 day	... Between Katherine and Yam Creek: Lightning breaking insulators and line on iron poles.
November 30	.. 2 days	... Between Tennant's and Powell's Creeks: Lightning broke insulators and line on iron poles.
December 4	... 2 „	... Between Powell's Creek and Daly Waters: Lightning broke insulators and line on iron poles.
December 8	.. 3 „	.. Between Yam Creek and Southport: Lightning broke five insulators and line touching iron poles.
December 13	... 1 day	... Between Alice Springs and Barrow's Creek: Natives cut out a shackle.
December 15	... 3 days	... Between Powell's Creek and Daly Waters. Lightning knocked down several poles; line on ground.
December 25	... 3 „	.. Between Powell's Creek and Daly Waters. Lightning broke two insulators; line touching iron poles. Also between Beltana and Strangways Springs: Line chafed through insulator; touched iron pole.
Total	.. 31 days.	

On the cable section the following were the breaks in the communication, viz.:—

When Interrupted.	When Restored.	No of Days.	Where between
1877.			
February 26	... March 2	... 4	.. Batavia and Singapore.
July 15	... July 17	... 2	.. Singapore and Penang.
September 26	... October 13	... 17	.. Batavia and Singapore.
October 19	... October 31	... 12	... Singapore and Penang.
November 8	... December 15	... 37	.. Port Darwin and Banjoewangie.
		<u>72</u>	

In order to lessen the inconvenience arising from the breaking of either of the submarine cables between Australia and Singapore, a contract was, in September last, entered into with the Netherlands-India Steam Navigation Company for the transmission of Telegraphic Messages and Mails to and from Banjoewangie and Port Darwin, in case the cable communication between those places should be interrupted. By the terms of this contract the Company agreed to provide a suitable steamer of not less than 400 tons, and to accept payment at the rate of £1,250 for each complete trip made. *i.e.*, from Banjoewangie to Port Darwin and back to Banjoewangie, the contract being terminable at any time by six months' notice being given on either side.

A second contract with the Netherlands-India Steam Navigation Company, on similar terms, was also entered into for the transmission of Telegraphic Messages and Mails to and from Batavia and Singapore, if the breakage of the cable between those places should render such a service necessary; payment to be made to the Company at the rate of £1,050 for each voyage from Batavia to Singapore and back. The expense of these two contracts is divided ratably among all the Australasian Colonies, the share payable by each being calculated upon the basis of the population.

The question as to the necessity for providing a second means of Telegraphic communication between Australasia and Europe was considered at a Conference, held at Sydney in January-February, 1877, the whole of the Australasian Colonies being represented. The following Resolutions were unanimously agreed to at this Conference, 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.
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 the 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, in the opinion of the Conference, it is desirable that a uniform telegraphic code should be adopted by the several Australasian Colonies.

I shall not allude in this Report to the action subsequently taken in reference to the duplication of Telegraphic communication with Europe. It will be more convenient and proper that the result of the last Conference should be recorded in the Annual Report for the year 1878.

It should be stated in relation to the Conference proceedings of January-February, 1877, that arrangements were made in accordance with Resolution No. 7 for all official telegrams of Her Majesty's ships to pass free of charge over the New South Wales lines of telegraph, and that the matter of improving the transaction of the Telegraph business in Java, alluded to in the 5th resolution, is receiving attention, the Imperial Government having already been in communication with the Government of Netherlands-India on the subject.

In conclusion I have to add my congratulations on the continued prosperity of the Colony, of which ample evidence is afforded in the improved condition of its Postal, Money Order, Government Savings Bank, and Telegraph departments.

I have the honor to be,

&c., &c., &c.,

J. F. BURNS.

General Post Office,

Sydney, 30th July, 1878.

APPENDIX.

A.

List of Post Offices on 31st December, 1877.

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	Buggahri	29 0 0	Carrick	13 0 0
Adaminahy*	5 0 0	Bonadary	22 0 0	Carrolli	20 0 0
Adamstown	10 0 0	Bombala	47 0 0	Casino*	10 0 0
Adelong*	50 0 0	Bonshaw	14 0 0	Do. Assistant	30 0 0
Do. Assistant	26 0 0	Bookham	33 0 0	Cassilis*	9 0 0
Adelong Crossing-place	34 0 0	Booligal	50 0 0	Castle Hill	24 0 0
Albion Park	33 0 0	Booral	16 0 0	Castlereagh	11 0 0
Albury	263 0 0	Borenore	10 0 0	Cathcart	13 0 0
Do. 1st Assistant	175 0 0	Boro	20 0 0	Catherine Hill Bay	11 0 0
Do. 2nd Assistant	100 0 0	Botany	28 0 0	Cavan	10 0 0
Alstonville	11 0 0	Bourke	85 0 0	Central M'Donald	14 0 0
Amosfield	10 0 0	Bourke-street	18 0 0	Cessnock	14 0 0
Anundale	24 0 0	Bowenfels	22 0 0	Chamber's Creek	13 0 0
Anvil Creek†	25 0 0	Bowling Alley Point	18 0 0	Charecol Creek	21 0 0
Appin	50 0 0	Bowua	50 0 0	Charlestown	10 0 0
Apple-tree Flat	13 0 0	Bowring†	48 0 0	Charleyong	10 0 0
Araluen*	11 0 0	Bowrall†	47 0 0	Chatsworth Island	16 0 0
Armidale	247 0 0	Bowraville	11 0 0	Cheesman's Creek	21 0 0
Do. Assistant	50 0 0	Box Ridge	11 0 0	Clarence River Heads*	26 0 0
Arthurville	10 0 0	Braidwood*	20 0 0	Clarence Town*	15 0 0
Ashfield†	35 0 0	Branxton	47 0 0	Do. Assistant	7/6 per week
Do. Assistant	25 0 0	Breadalbanet†	38 0 0	Clarendon	12 0 0
Ashford	18 0 0	Brecaza	39 0 0	Cobar	11 0 0
Attunga	11 0 0	Brenda	22 0 0	Cobargo	22 0 0
Avistort	13 0 0	Brewarrina*	36 0 0	Cobbadah	10 0 0
		Bridgeman	12 0 0	Cobbitty	15 0 0
Back Creek	10 0 0	Bringelly	25 0 0	Cobbora	18 0 0
Ballalaba	11 0 0	Broadmouth Creek	10 0 0	Codrington	13 0 0
Ballina	24 0 0	Brogo	12 0 0	Collector	19 0 0
Balmain (Branch Office)	150 0 0	Brookfield	12 0 0	Collie	14 0 0
Balranald*	9 0 0	Broughton's Creek	35 0 0	Colly Blue	11 0 0
Do. 1st Assistant	25 0 0	Brownlow Hill	13 0 0	Colo	11 0 0
Do. 2nd Assistant	25 0 0	Brown Mountain	15 0 0	Colombo Creek	16 0 0
Bandon Grove	14 0 0	Brown's Creek	12 0 0	Conargo	18 0 0
Bankstown	13 0 0	Brundah Creek	10 0 0	Concord	20 0 0
Bannaby	10 0 0	Brungle	13 0 0	Condobolin	30 0 0
Baradine*	Nil.	Brush Grove	25 0 0	Coogee	9 0 0
Bargo	10 0 0	Buchanan	11 0 0	Cookardina	12 0 0
Barraba	29 0 0	Buckley's Crossing-place	16 0 0	Coolac	21 0 0
Barragon	12 0 0	Budgee Budgee	17 0 0	Coolah*	30 0 0
Barranjoey	11 0 0	Bukkuilla	14 0 0	Cooma*	50 0 0
Barrengaray	10 0 0	Bulahdelah	Nil.	Do. 1st Assistant	75 0 0
Barrington	11 0 0	Bulgandramine	15 0 0	Do. 2nd Assistant	30 0 0
Barrington	11 0 0	Bulli	29 0 0	Coonabarabran*	28 0 0
Barrungun	10 0 0	Bundarra	32 0 0	Coonamble*	11 0 0
Barwang	10 0 0	Bundella	13 0 0	Do. Assistant	100 0 0
Bateman's Bay	32 0 0	Bungendore	26 0 0	Coopersnook	10 0 0
Bathurst	300 0 0	Bungonia	37 0 0	Cooranbong	23 0 0
Do. 1st Assistant	175 0 0	Bungowanah	14 0 0	Cootanundra*	30 0 0
Do. 2nd Assistant	100 0 0	Bungwall Flat	10 0 0	Do. Assistant	52 0 0
Do. 3rd Assistant	104 0 0	Bunnau	10 0 0	Cooyal	10 0 0
Baulkham Hills	18 0 0	Burrage	10 0 0	Copmanhurst	14 0 0
Bega*	65 0 0	Burrangorang	13 0 0	Coraki, Richmond River	16 0 0
Do. Assistant	26 0 0	Burrawang	17 0 0	Corce	13 0 0
Belford	12 0 0	Burrendong	13 0 0	Corowa*	12 0 0
Bell's Creek	16 0 0	Burrier	11 0 0	Do. 1st Assistant	26 0 0
Belmont	10 0 0	Burrowa*	25 0 0	Do. 2nd do.	104 0 0
Bendemeer*	58 0 0	Burwood*	86 0 0	Corrowong	11 0 0
Do. Assistant	20 0 0	Byng	12 0 0	Cow Flat	21 0 0
Bendolba	10 0 0			Cowra	71 0 0
Bergalia	14 0 0	Cadia	13 0 0	Cox's River	11 0 0
Berrima	59 0 0	Caloola	16 0 0	Craeton	10 0 0
Bothungra	20 0 0	Camberwell	20 0 0	Craigie	11 0 0
Bubbenluke	15 0 0	Cambewarra	21 0 0	Crook, Manning River	15 0 0
Bigga	15 0 0	Camden	110 0 0	Crookwell	23 0 0
Big Hill	17 0 0	Camden Haven	20 0 0	Cross Roads	12 0 0
Billabong	18 0 0	Campbelltown*	80 0 0	Crudine	15 0 0
Biloela	16 0 0	Do. Assistant	50 0 0	Cudal	11 0 0
Rinalong	25 0 0	Camperdown	25 0 0	Cudgegong	19 0 0
Binda	17 0 0	Canadian Lead	20 0 0	Cullenbone	11 0 0
Bingera*	10 0 0	Canberra	14 0 0	Cullen Bullen	42 0 0
Do. Assistant	26 0 0	Candelo*	Nil.	Cundletown	28 0 0
Binnaway	10 0 0	Cannonbar	38 0 0	Cungegong	20 0 0
Bishop's Bridge	14 0 0	Canowindra	12 0 0	Cunningham	17 0 0
Black Rock	20 0 0	Canterbury	13 0 0	Currabulula	11 0 0
Black Springs	12 0 0	Cape Hawke	13 0 0	Currawang	16 0 0
Blacktown†	38 0 0	Capertee Camp	10 0 0	Curraweela	11 0 0
Blackville	10 0 0	Carcoar*	58 0 0	Dalmorton	18 0 0
Blackwall	10 0 0	Do. Assistant	50 0 0	Dalton	17 0 0
Blandford†	23 0 0	Cargo	22 0 0	Dandaloo	15 0 0
Blayney†	50 0 0	Carinda	11 0 0	Dapto	40 0 0
Blue-gum Flat	11 0 0	Carlsruhe Gully	16 0 0	Darby's Falls	10 0 0
Boat Harbour	11 0 0	Carnstale	10 0 0	Darlington Point	20 0 0
Bobundarah	14 0 0				
Bodalla*	14 0 0				

APPENDIX A—continued.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Daysdale	10 0 0	Glanmire	39 0 0	Ivanhoe	13 0 0
Deepwater*	Nil	Glasston	10 0 0	Jamberoo	40 0 0
Delegate	23 0 0	Glebe*	25 0 0	Jembacumbene	13 0 0
Denham Court	13 0 0	Glen Alice	14 0 0	Jercelderie*	30 0 0
Deniliquin	225 0 0	Glendon Brook	11 0 0	Jerrong	11 0 0
Do. 1st Assistant	175 0 0	Glen Imes*	57 0 0	Jerry's Plains	25 0 0
Do. 2nd Assistant	75 0 0	Do Assistant	130 0 0	Jindabyne	13 0 0
Denison Town	20 0 0	Glen Morrison	12 0 0	Jordan's Crossing	17 0 0
Denman*	36 0 0	Gloucester	32 0 0	Jugiong	29 0 0
Dight's Forest	11 0 0	Gualta	10 0 0	The Junction (Newc.)	18 0 0
Dingo Creek	14 0 0	Golspie	11 0 0	Junction Point	12 0 0
Dirty Swamp	15 0 0	Gongolgon	13 0 0	Junee	16 0 0
Doughboy Hollow	10 0 0	Goodooga	11 0 0	Kameruka	17 0 0
Douglas Park	17 0 0	Goedrieh	19 0 0	Kangaloon	14 0 0
Dry Plain	10 0 0	Goolagong	10 0 0	Kangaroo Creek	11 0 0
Dubbo*	85 0 0	Goolma	10 0 0	Kangaroo Valley	28 0 0
Do. Assistant	100 0 0	Goombargona	10 0 0	Kayuga	11 0 0
Dundee	17 0 0	Goonoo Goonoo	29 0 0	Keepit	12 0 0
Dungaree	11 0 0	Goorangoola	14 0 0	Kelso	41 0 0
Dungong*	10 0 0	Gosford	35 0 0	Kempsey	38 0 0
Do. Assistant	52 0 0	Goulburn	300 0 0	Kerrabee	20 0 0
Dungowan	14 0 0	Do. 1st Assistant	175 0 0	Khancohan	10 0 0
Dunkeld	12 0 0	Do. 2nd Assistant	150 0 0	Kiama*	71 0 0
Dural	12 0 0	Do. 3rd Assistant	120 0 0	Kiandra*	3 0 0
Duramana	24 0 0	Grafton*	50 0 0	Kimbriki	11 0 0
		Do. Assistant	100 0 0	Kincumber	13 0 0
Eastern Creek	13 0 0	Graham	13 0 0	King's Plains	10 0 0
East Kangaloon	15 0 0	Greendale	15 0 0	Kingstown	20 0 0
East Kempsey	16 0 0	Greenfield Farm	11 0 0	Kogarah	12 0 0
East Maitland	153 0 0	Greenmantle	10 0 0	Kunopua	15 0 0
Do. Assistant	20 0 0	Greenwich Park	10 0 0	Kurrajong	25 0 0
East Raleigh	10 0 0	Grenfell*	32 0 0	Kurrajong Heights	12 0 0
Eauabalong	28 0 0	Do. Assistant	50 0 0	Kynnumboon*	23 0 0
Ebenecer	11 0 0	Greenhill	10 0 0		
Eccleston	16 0 0	Grosford	29 0 0	Jaggan	16 0 0
Eden*	5 0 0	Guildford	11 0 0	Laguna	17 0 0
Elderslie	10 0 0	Gulargambone	10 0 0	Lake Cudgellico	14 0 0
Edgecliff*	10 0 0	Gulgong*	Nil	Lambton	68 0 0
Ellalong	13 0 0	Do. Assistant	75 0 0	Lane Cove	14 0 0
Ellenborough	11 0 0	Gullen	11 0 0	Langworthy's	19 0 0
Elsmore	11 0 0	Gundagai*	20 0 0	Lanyon	14 0 0
Emu	22 0 0	Gundurimba	10 0 0	Largs	22 0 0
Emu Ferry†	24 0 0	Gundy	12 0 0	Laurieton	10 0 0
Enfield	18 0 0	Gungal	15 0 0	Lawrence	23 0 0
Enngonia	11 0 0	Gunnedah*	17 0 0	Lewinsbrook	15 0 0
Emmis	12 0 0	Do. Assistant	70 0 0	Lidsdale	24 0 0
Eskbank	16 0 0	Gunning	75 0 0	Limekilns	11 0 0
Esrom	20 0 0	Guntawang	19 0 0	Timeburner's Creek	15 0 0
Essington	10 0 0	Gurrundah	10 0 0	Lincoln	11 0 0
Eugowra	18 0 0	Guyong	21 0 0	Lionsville	15 0 0
Eurobodalla	18 0 0	Guyra	10 0 0	Lismore*	32 0 0
Eurunderee	14 0 0			Do. Assistant	25 0 0
Euston*	3 0 0	Hamilton	37 0 0	Lithgow†	54 0 0
Do. Assistant	25 0 0	Hanging Rock	12 0 0	Little Billabong	24 0 0
Evans' Plains	12 0 0	Hargraves	19 0 0	Little Hartley	24 0 0
		Harrington	10 0 0	Liverpool	67 0 0
Fairfield	11 0 0	Hartley	33 0 0	Lochnivar	37 0 0
Falconer	13 0 0	Hartley Vale	11 0 0	Long Reach	16 0 0
Farley†	10 0 0	Harwood Island	11 0 0	Long Swamp	13 0 0
Fernmount	21 0 0	Hawke's Nest	10 0 0	Lostock	12 0 0
Field of Mars	20 0 0	Hay*	95 0 0	Louth	12 0 0
Tig Tree	25 0 0	Haydonton	44 0 0	Lower Gundaroo	19 0 0
Fish River Creek	13 0 0	Haymarket (Branch Office)	150 0 0	Lower Hawkesbury	11 0 0
Five Dock	10 0 0	Hexham	32 0 0	Lower Portland	11 0 0
Firefly Creek	10 0 0	Higham Road	10 0 0	Lower Turon	17 0 0
Forbes*	43 0 0	Hillas Creek	11 0 0	Lowesdale	10 0 0
Fordwich	24 0 0	Hill End*	37 0 0	Lowther	10 0 0
Forest Reefs	17 0 0	Do. Assistant	75 0 0	Lucknow	23 0 0
Forster	12 0 0	Hillston	37 0 0	Luddenham	13 0 0
Foxlow	11 0 0	Hinton	30 0 0	Lunatic Reefs	18 0 0
Fraserieton	16 0 0	Home Rule	50 0 0	Lyndhurst	25 0 0
Frogmoor	10 0 0	Hornsby	11 0 0		
Fullerton	11 0 0	Hoskins' Town	11 0 0	Macdonald Town	12 0 0
		Howe's Valley	11 0 0	Macquarie Plains†	34 0 0
Gannon's Forest	11 0 0	Howlong	20 0 0	Major's Creek	27 0 0
Gagedzerick	13 0 0	Hungerford	12 0 0	Manar	14 0 0
George's Plains†	10 0 0	Hunter's Hill*	52 0 0	Mandurama	30 0 0
Gerogery	15 0 0	Huntington	11 0 0	Mangrove Creek	11 0 0
Germanton*	50 0 0	Huskisson	11 0 0	Manilla	17 0 0
Do. Assistant	35 0 0			Manly	52 0 0
Gerringong	24 0 0	Icely	16 0 0	Do. Assistant	25 0 0
Ghinni Ghinni	17 0 0	Iford	46 0 0	Manna Field	19 0 0
Gilgandra	24 0 0	Iuka	16 0 0	March	10 0 0
Gilmore	11 0 0	Ingliston	10 0 0	Marengo	21 0 0
Gingkin	10 0 0	Inverell*	32 0 0	Marlec	10 0 0
Giminderra	20 0 0	Do. Assistant	30 0 0	Marrickville	17 0 0
Gladsville	18 0 0	Ironbarks	34 0 0		
Gladstone	17 0 0	Ironcove Bridge	19 0 0		

APPENDIX A—continued.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Marsden's	15 0 0	New Lambton	18 0 0	Rookwood†	16 0 0
Maryland	18 0 0	Newtown (Branch Office)	150 0 0	Do. Assistant	15 0 0
Maryvale	10 0 0	Do. Assistant	25 0 0	Rooty Hill†	10 0 0
Mathoura	19 0 0	Nimtybelle*	27 0 0	Rothbury	10 0 0
Maude	13 0 0	North Gobarralong	10 0 0	Rouchell Brook	11 0 0
Meadow Flat	27 0 0	North Richmond	21 0 0	Rouse Hill	20 0 0
Menangle†	24 0 0	North Wardell	12 0 0	Rydal†	57 0 0
Meandrie	50 0 0	North Willoughby	16 0 0	Ryde	30 0 0
Meranburn	21 0 0	Nowendoc	12 0 0	Rye Park	11 0 0
Merimbula*	63 10 0	Nowra	47 0 0	Rylstone*	9 0 0
Meroe	11 0 0	Numba	27 0 0		
Merredie	14 0 0	Numeralla	11 0 0	Sackville Reach	12 0 0
Merrilla	12 0 0	Nundle	27 0 0	St. Alban's	12 0 0
Merriwa*	9 0 0			St. Clair	11 0 0
Michelago	28 0 0	Oaks	18 0 0	St. Leonard's (Branch Office)	150 0 0
Middle Arm	11 0 0	Oban	11 0 0	St. Marks	31 0 0
Milburn Creek	10 0 0	Oberon	20 0 0	St. Mary's*	52 0 0
Millamurra	11 0 0	Obley	23 0 0	St. Peter's	120 0 0
Miller's Forest	19 0 0	O'Connell	22 0 0	Scone	93 0 0
Millfield	16 0 0	Onchygamba	10 0 0	Scott's Flat	10 0 0
Millie*	12 0 0	Ophir	10 0 0	Seaham	13 0 0
Milton*	29 0 0	Orange*	52 0 0	Sebastopol	13 0 0
Minmi	23 0 0	Do. 1st Assistant	50 0 0	Sedgefield	10 0 0
Mitchell's Creek	17 0 0	Do. 2nd Assistant	66 0 0	Seven Hills†	13 0 0
Mittagong†	66 0 0	Oxford-street (Branch Office)	150 0 0	Sheet of Bark	20 0 0
Moama*	20 0 0			Shellharbour	18 0 0
Mogil Mogil	18 0 0	Paddington (Branch Office)	150 0 0	Shepard's Town	13 0 0
Mogo	12 0 0	Pallamallawa	10 0 0	Shepard's Creek	14 0 0
Molong*	Nil.	Palmer's Island*	3 0 0	Singleton*	85 0 0
Do. Assistant	50 0 0	Palmer's Oakley	11 0 0	Do. Assistant	50 0 0
Molonglo	17 0 0	Pambula	29 0 0	Smithfield	30 0 0
Mouga	12 0 0	Parkes*	53 0 0	Smith Town	10 0 0
Monkerai	11 0 0	Do. Assistant	52 0 0	Snaphook	10 0 0
Montefiores	25 0 0	Parramatta*	160 0 0	Sofala*	47 0 0
Monwonga	11 0 0	Do. 1st Assistant	50 0 0	Somerton	18 0 0
Moonan Brook	16 0 0	Do. 2nd Assistant	104 0 0	South Grafton*	Nil.
Moonbi	21 0 0	Parramatta-street (Branch Office)	150 0 0	South Gundagai	33 0 0
Moorooloolton†	45 0 0	Do. Assistant	25 0 0	Spring Grove	21 0 0
Moorwatha	12 0 0	Paterson*	15 0 0	Springside	15 0 0
Morangarell	25 0 0	Do. Assistant	26 0 0	Stanborough	22 0 0
Moree	39 0 0	Peat's Ferry	11 0 0	Stockton	13 0 0
Morpeth*	84 0 0	Peel	30 0 0	Stroud	40 0 0
Moraya*	61 0 0	Peelwood	14 0 0	Summer Island	14 0 0
Mossiel	18 0 0	Pejar	10 0 0	Sutton Forest	29 0 0
Moss Vale	75 0 0	Pennant Hills	13 0 0	Swallow's Nest	13 0 0
Moulamein*	83 0 0	Penrith	200 0 0	Swan Bay	15 0 0
Mount Gipps	12 0 0	Petersham*	77 0 0		
Mount Harris	12 0 0	Picton	80 0 0	Tabulam	21 0 0
Mount Macquarie	11 0 0	Pilliga*	17 0 0	Talawanta	11 0 0
Mount Victoria*	29 0 0	Pine Ridge	18 0 0	Tally Ho	10 0 0
Mount Vincent	16 0 0	Pitt Town	22 0 0	Tambaroora	63 0 0
Mudgee	210 0 0	Pokolbin	10 0 0	Tambar Springs	16 0 0
Do. Assistant	100 0 0	Ponto	10 0 0	Tamworth*	54 0 0
Mulgoa	16 0 0	Port Macquarie*	13 0 0	Do. Assistant	104 0 0
Mullenderree	25 0 0	Do. Assistant	25 0 0	Tangurangaroo	19 0 0
Mulloon	11 0 0	Prospect	17 0 0	Tankerooka	13 0 0
Mulwala	18 0 0	Puddledock	10 0 0	Tarago	27 0 0
Mummell	11 0 0	Putty	10 0 0	Taralga	24 0 0
Mundooran	33 0 0	Pyree	14 0 0	Tarant†	36 0 0
Mungindie	28 0 0	Pymont	25 0 0	Tacutta	62 0 0
Murga	22 0 0	Quambone	20 0 0	Taree*	5 0 0
Murraguldrrie	11 0 0	Quartz Ridge	11 0 0	Tarlo	21 0 0
Murrumbah	10 0 0	Queanbeyan*	100 0 0	Teapot Swamp	11 0 0
Murrumbateman	11 0 0	Do. Assistant	52 0 0	Teesdale	10 0 0
Murrumbidgee	10 0 0	Queen Charlotte's Vale	10 0 0	Telegraph Point	16 0 0
Murrumburrall*	20 0 0	Quipolly	20 0 0	Temora	11 0 0
Do. Assistant	100 0 0	Quirindi	90 0 0	Tempe	17 0 0
Murrurundi	170 0 0	Rainbow Reach	11 0 0	Tenandia	12 0 0
Do. Assistant	78 0 0	Randwick*	22 0 0	Tenterfield*	18 0 0
Musgrave	10 0 0	Rankin's Springs	20 0 0	Do. Assistant	100 0 0
Muswellbrook	125 0 0	Ravensworth†	20 0 0	Tent Hill	12 0 0
Mutama Reef	10 0 0	Rawden Vale	10 0 0	Terara	34 0 0
Mutton's Falls	14 0 0	Raymond Terrace*	71 0 0	The Lagoon	11 0 0
Myrtleville	13 0 0	Redbank	11 0 0	The Valley	10 0 0
		Redfern (Branch Office)	150 0 0	Thurgoona	20 0 0
Nambucca	13 0 0	Roedy Flat	13 0 0	Tieborne	10 0 0
Narellan	32 0 0	Reidsdale	12 0 0	Tighe's Hill	12 0 0
Narrabri*	43 0 0	Reid's Flat	18 0 0	Tilba Tilba	11 0 0
Do. 1st Assistant	26 0 0	Richmond	158 0 0	Timbarra	14 0 0
Do. 2nd Assistant	52 0 0	Riverstone†	10 0 0	Timbriahungie	10 0 0
Narcandera*	34 0 0	Robertson	13 0 0	Timor	10 0 0
Nelligen	21 0 0	Rockley	26 0 0	Tingha	35 0 0
Nelson's Plains	10 0 0	Rocky Glen	10 0 0	Tinonee	44 0 0
Nerriga	11 0 0	Rocky Mouth*	25 0 0	Tirraua	10 0 0
Nerrigundah	18 0 0	Rocky River	18 0 0	Tocumwall	23 0 0
Newcastle	320 0 0	Rolland's Plains	14 0 0	Tomago	16 0 0
Do. 1st Assistant	175 0 0			Tomerong	13 0 0
Do. 2nd Assistant	100 0 0			Toogong	12 0 0
Do. 3rd Assistant	75 0 0			Tooleybuc	11 0 0
Do. 4th Assistant, and occasional Mail Guard and Letter-carrier.	150 0 0			Toolooin	11 0 0

† The office of Assistant was abolished on the promotion of the holder of it to the charge of the Post Office at Muswellbrook.

APPENDIX A—continued.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office	Salary
	£ s. d.		£ s. d.		£ s. d.
Tooma	13 0 0	Wallendbeen	10 0 0	Wilton	13 0 0
Towamba	11 0 0	Wallerawang	83 0 0	Windellama	12 0 0
Trunkey Creek	40 0 0	Walgett*	36 0 0	Windeyer	18 0 0
Tuena	21 0 0	Wallseed*	75 0 0	Windsor	139 0 0
Tullimbar	11 0 0	Wamberal	11 0 0	Wingen	11 0 0
Tumberumba	33 0 0	Wammerawa	14 0 0	Wingham	22 0 0
Tumut*	90 0 0	Wandandian	13 0 0	Wiseman's Ferry*	14 0 0
Do. Assistant	37 10 0	Wandsworth	15 0 0	Wollar	17 0 0
Tweed Junction	12 0 0	Wanganelia	25 0 0	Wollombi*	27 0 0
Two-mile Flat	13 0 0	Waratal*	52 0 0	Wollongbar	10 0 0
Tyndale	10 0 0	Warlell	14 0 0	Wollongong*	78 0 0
		Warialda*	25 0 0	Wollongough	12 0 0
Uarby	11 0 0	Warkworth	27 0 0	Wolumla	13 0 0
Ulladulla	22 0 0	Warneeton	14 0 0	Wombat	31 0 0
Ulmara*	19 0 0	Warrah*	20 0 0	Woodburn	30 0 0
Underbank	11 0 0	Warren	26 0 0	Woodhouselee	11 0 0
Unungar	23 0 0	Watson's Bay	25 0 0	Woodside	11 0 0
Upper Araluen	21 0 0	Wattamolla	10 0 0	Woodville	18 0 0
Upper Bankstown	13 0 0	Wattle Flat	31 0 0	Woolahra	23 0 0
Upper Burrigorang	10 0 0	Waverley*	52 0 0	Wooloomon	10 0 0
Upper Gundaroo	20 0 0	Wee Waa	33 0 0	Woomargama	20 0 0
Upper Manilla	10 0 0	Wellingrove	20 0 0	Woonona	27 0 0
Upper Myall	11 0 0	Wellington*	61 0 0	Woore	11 0 0
Upper Pyramul	17 0 0	Do. Assistant	75 0 0	Wyalong	10 0 0
Upper Turon	11 0 0	Wentworth*	22 0 0	Wybong	11 0 0
Uralla*	11 0 0	Do. Assistant	25 0 0	Wyong Creek	10 0 0
Do. Assistant	26 0 0	Westbrook	13 0 0	Wyrallah	14 0 0
Urana*	Nil.	West Kempsey*	3 0 0		
Do. Assistant	40 0 0	West Maitland	262 0 0	Yarraman	13 0 0
		Whealbah	10 0 0	Yarrara Reefs	18 0 0
Vacy	14 0 0	Wheeo	28 0 0	Yarras	10 0 0
Vegetable Creek*	Nil.	Wherrol Flat	10 0 0	Yass	200 0 0
Vere	10 0 0	Whinstone Valley	11 0 0	Do. Assistant	75 0 0
Vittoria	14 0 0	Wickham	11 0 0	Yatteyatal	14 0 0
		Wilberforce	20 0 0	Yetholme	19 0 0
Wagga Wagga*	79 0 0	Wileamnia	100 0 0	Yetholme	18 0 0
Do. Assistant	100 0 0	Wild's Meadow	13 0 0	Young*	30 0 0
Wagonga	11 0 0	Willeroo	10 0 0	Do. Assistant	104 0 0
Walbundrie	20 0 0	William-st. (Branch Office)	150 0 0	Yullundry	11 0 0
Walcha*	20 0 0	William Town	12 0 0	Y Water	10 0 0
Wallabadah	33 0 0	Willow-tree	25 0 0		
Wallaceton	10 0 0	Willson's Downfall	19 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, 1877

Name of Receiving Office	Salary	Name of Receiving Office	Salary	Name of Receiving Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Abetglasslyn	5 0 0	Faulconbridge	5 0 0	Parkbourne	5 0 0
Bedgerebong	5 0 0	Garryowen	5 0 0	Redmire	5 0 0
Boggabilla	5 0 0	Gilgunnia	5 0 0	Rocky Hill	5 0 0
Boggy Flat	5 0 0	Gol Gol	5 0 0	Rosbrook	5 0 0
Bolaro	5 0 0	Irvinstone	5 0 0	Salisbury Plains	5 0 0
Boolambayte	5 0 0	Kilgin	5 0 0	Sandy Creek	5 0 0
Botany Road	5 0 0	Kyamba*	5 0 0	Shaw	5 0 0
Bredbo	5 0 0	Lamb's Creek	5 0 0	Spring Hill†	5 0 0
Broadwater	5 0 0	Little Plain	5 0 0	Springwood	5 0 0
Bumberry	5 0 0	Morven	5 0 0	Sutton	5 0 0
Bumble	5 0 0	Mulgrave†	5 0 0	The Snowball	5 0 0
Corang	5 0 0	Mullangandra	5 0 0	Tunstall	5 0 0
Croydon†	5 0 0	Narrawa	5 0 0	Turmhah	5 0 0
Deep Creek	5 0 0	North Lismore	5 0 0	Ward's River	5 0 0
Eschol	5 0 0	No. 2 West Bogan	5 0 0	Waterloo	5 0 0
Farnham	5 0 0	Oornie	5 0 0	Yarra Mundi	5 0 0

* The Postal and telegraph duties at this place are amalgamated

† The Postal duties at this place are conducted in the Railway Stations.

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.
Anvil Creek	do.	Accommodation provided at Railway Station.
Do.	Telegraph Office	Premises rented.
Araluen	Post and Telegraph Office	do.
Armidale	Telegraph Office	Government possess a building.
Do.	Post Office	do. do.
Ashfield	Post and Telegraph Office	Accommodation provided at Railway Station.
Back Creek	Telegraph Office	do. do.
Ballina	do.	Premises rented.
Balmain	Post and Telegraph Office	do.
Baradine	do.	do.
Balranald	do.	Government possess a building.
Bateman's Bay	Telegraph Office	Premises rented.
Bathurst	Post Office	Government possess a building.
Do.	Telegraph Office	do. do.
Bega	Post and Telegraph Office	do. do.
Benemecer	do.	Premises rented.
Berrima	Telegraph Office	Government possess a building.
Binalong	do.	Accommodation provided at Railway Station.
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.
Do.	Post Office	Accommodation provided at Railway Station.
Blue Mountain	Telegraph Office	Accommodation provided at Railway Station.
Bodalla	Post and Telegraph Office	Office provided by guarantors.
Boggabri	Telegraph Office	do. do.
Bombala	do.	Premises rented.
Bowenfalls	do.	Accommodation provided at Railway Station.
Bourke	do.	Premises rented.
Bowring	Post and Telegraph Office	Accommodation provided at Railway Station.
Bowral	do.	do. do.
Braidwood	do.	Government possess a building.
Branxton	do.	Accommodation provided at Railway Station.
Breadalbane	Post Office	do. do.
Brewarrina	Post and Telegraph Office	Premises rented.
Broughton's Creek	Telegraph Office	do.
Buladelah	do.	do.
Bulli	do.	Office provided by guarantors.
Bundarra	do.	Premises rented.
Burrowa	Post and Telegraph Office	Government possess a building.
Burwood	do.	Accommodation provided at Railway Station.
Camden	Telegraph Office	Premises rented.
Campbelltown	Post and Telegraph Office	do.
Candelo	do.	do.
Caregar	do.	do.
Casino	do.	do.
Cassilis	do.	do.
Clarence River Heads	do.	Accommodation provided at Customs' Station.
Clarence Town	do.	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.
Corowa	Post and Telegraph Office	Premises rented.
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.
Edgecliff	do.	do.
Emu Ferry	Post Office	Accommodation provided at Railway Station.
Euston	Post and Telegraph Office	Government possess a building.
Farley	Post Office	Accommodation provided at Railway Station
Fernmount	Telegraph Office	Premises rented.
Forbes	Post and Telegraph Office	Government possess a building.
Fordwich	Telegraph Office	Premises rented.
George's Plains	Post Office	Accommodation provided at Railway Station.
Germantown	Post and Telegraph Office	Government possess a building.
Glebe	do.	Premises rented.
Glen Innes	do.	Government possess a building.
Gloucester	Telegraph Office	Premises rented.
Goodooga	do.	do.
Goulburn	Post Office	do.
Do.	Telegraph Office	Government possess a building.
Grafton	Post and Telegraph Office	Premises rented.
Grenfell	do.	Government possess a building.
Gulgong	Post and Telegraph Office	do. do.
Gundagai	do.	Premises rented.

C—continued.

Gunnedah	Post and Telegraph Office	Premises rented.
Gunning	Telegraph Office	Accommodation provided at Railway Station.
Hay	Post and Telegraph Office	Government possess a building.
Haymarket	do.	Premises rented.
Hill End	do.	Government possess a building.
Honickbush	Telegraph Office	Accommodation provided at Railway Station.
Hunter's Hill	Post and Telegraph Office	Premises rented.
Inverell	do.	Government possess a building.
Jereelderie	do.	Premises rented.
Jerry's Plains	Telegraph Office	do.
Jervis Bay	do.	Signal and Pilot Station.
Kelso	do.	Accommodation provided at Railway Station.
Kiama	Post and Telegraph Office.	Premises rented.
Kiandra	do	Government possess a building.
Kyamba	do.	do. do.
Kymbuboon	Post Office	Premises provided free.
Lambton	Telegraph Office	Premises rented.
Lawrence	do.	Office provided by guarantors.
Lismore	Post and Telegraph Office	Premises rented.
Lithgow	Post Office	Accommodation provided at Railway Station.
Do.	Telegraph Office	do. do.
Liverpool	do.	do. do.
Lucknow	do.	do. do.
Macquarie Plains	Post Office	do. do.
Do.	Telegraph Office	do. do.
Macleay River Heads	do.	Signal and Pilot Station.
Manly	Post and Telegraph Office.	Premises rented.
Marulan	Telegraph Office	Accommodation provided at Railway Station.
Menangle	Post Office	do. do.
Do.	Telegraph Office	do. do.
Menindie	do.	Premises rented.
Merimbula	Post and Telegraph Office	do.
Merriwa	do.	do.
Millic	do.	do.
Milton	do.	do.
Mittagong	Post Office	Accommodation provided at Railway Station.
Moama	Post and Telegraph Office	Premises rented.
Molong	do.	do.
Molonglo	Telegraph Office	do.
Moorooloolen	Post Office	Accommodation provided at Railway Station.
Moangarell	Telegraph Office	Premises rented.
Morée	do.	do.
Morpeth	Post and Telegraph Office	Government possess a building.
Murrumbidgee	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. do.
Murrumburrah	Post and Telegraph Office	Premises rented.
Murrumbidgee	do.	Government possess a building
Murrumbidgee	Telegraph Office	Premises provided free.
Muswellbrook	Post and Telegraph Office	Government possess a building.
Narrabri	do.	Premises rented.
Narrandera	do.	do.
Natta	Telegraph Office	Accommodation provided at Railway Station
Nelson's Bay	do.	Signal and Pilot Station.
Newcastle	do.	Government possess a building.
Do.	Post Office	do. do.
Newton Boyd	Telegraph Office	Premises rented.
Newtown	Post and Telegraph Office	do.
Nimitybelle	do.	do.
Orange	do.	Government possess a building.
Oxford-street	do.	Premises rented.
Paldington	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.
Penrith	Post Office	do.
Penrith	Telegraph Office	Accommodation provided at Railway Station.
Petersham	Post and Telegraph Office	do. do.
Pictou	Telegraph Office	do. do.
Pili ga	Post and Telegraph Office	Premises rented.
Pocahontas	Telegraph Office	do.
Port Macquarie	Post and Telegraph Office	do.
Queanbeyan	do.	do.
Quirindi	Telegraph Office	do.
Raglan	do.	Accommodation provided at Railway Station.
Ranwick	Post and Telegraph Office	Premises rented.
Ravensworth	Post Office	Accommodation provided at Railway Station.
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.
Rocby Mouth	Post and Telegraph Office	Premises rented.
Rockwood	Post Office	Accommodation provided at Railway Station.
Rooy Hill	do.	do. do.
Rydal	do.	do. do.

C—continued.

Rylstone	Post and Telegraph Office	Premises rented.
Seone	Telegraph Office	do.
Seal Rocks	do.	Signal Station.
Seven Hills	Post and Telegraph Office	Accommodation provided at Railway Station.
Singleton	do.	Premises rented.
Sofala	do.	do.
South Creek	Telegraph Office	do.
South Head	do.	Signal Station.
South Grafton	do.	Premises rented.
St. Leonards	Post and Telegraph Office	do.
St. Mary's	Post Office	do.
Stroud	Telegraph Office	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.
Tareutta	Telegraph Office	Premises rented.
Taree	Post and Telegraph Office	Government possess a building.
Tenterfield	do.	do.
Terrara	Telegraph Office	Office provided by guarantors.
Tumut	Post and Telegraph Office	Premises rented.
Ulladulla	Telegraph Office	do.
Umarra	Post and Telegraph Office	do.
Uralla	do.	do.
Urana	do.	Government possess a building.
Vegotable Creek	do.	Premises provided free.
Wagga Wagga	do.	Government possess a building.
Walcha	do.	Premises rented.
Walgett	do.	do.
Wallabadah	Telegraph Office	Office provided by guarantors.
Wallerawang	do.	Accommodation provided at Railway Station.
Wallsend	Post and Telegraph Office	Premises rented.
Waratah	do.	do.
Wariakda	do.	do.
Warrah	do.	do.
Warren	do.	do.
Waterloo	Telegraph Office	do.
Waverley	Post and Telegraph Office	do.
Wee Wee	Telegraph Office	do.
Wellington	Post and Telegraph Office	Government possess a building.
Wentworth	do.	do.
West Kempsey	do.	Premises rented.
West Maitland	Post Office	do.
Do.	Telegraph Office	Government possess a building.
Wilcannia	Post Office	Premises rented.
William-street	Post and Telegraph Office	do.
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.
Yetman	do.	Premises rented.
Young	Post and Telegraph Office	Government possess a building.

D.

List of Stamp-sellers on the 31st December, 1877.

Name.	Residence	Date of Appointment	Name.	Residence.	Date of Appointment.
Abbott, Elizabeth	109, South Head Road	21 June, 1873	Bluhdorn, J. H.	195, Phillip-st., Sydney	26 June, 1877
Abrahams, M. C.	Elizabeth-st., Sydney	13 Nov., 1877	Board, A.	Paddington	24 Mar., 1868
Abram, A. F.	630, George-st., South	6 Aug., 1867	Bodan, Louis	Bathurst	12 Nov., 1875
Adams Thomas M.	Rose and Cleveland Streets, Darlington.	23 April, 1877	Bohrsmann, C.	39, South Head Road	10 May, 1869
Adnum, Elizabeth	266, George-street	27 July, 1869	Bowyer, George	Elizabeth-street South	26 May, 1865
Allman, J.	Bathurst	15 Jan., 1868	Boysen, M. & Son	Ashfield	22 May, 1876
Anderson, M. E. J.	Hunter-street, New-castle.	14 May, 1872	Boys, L. F.	128, King-street	30 May, 1868
Andrews, John	313, Pitt-street	25 Aug., 1869	Bozen, F.	William-street	29 Jan., 1866
Armstrong, E. A.	Tintaldra, Victoria	6 Dec., 1876	Breckenridge, Rht.	Newcastle	14 Aug., 1876
Asser, N. P.	Seone	3 Mar., 1863	Brightfield, J. W.	4, Argyle-terrace, Argyle-street, Sydney.	7 Aug., 1874
Atkinson, E.	Bathurst	14 Nov., 1863	Broadhead, Maria	West Maitland	27 July, 1863
Austin, E. W.	Bathurst	6 Sept., 1867	Brown, Mungo	Bruce-street, Newcastle	12 Mar., 1877
Bald, Mary	Woollabra	11 May, 1870	Bryant, R. H.	31, King-street, Sydney	14 April, 1875
Ball, E.	Goulburn	30 Dec., 1862	Boist, H.	101, King-street	13 June, 1870
Barker, F. J.	85, Sussex-street	23 June, 1870	Barrows, Jno.	Newcastle	18 Oct., 1865
Bartram, W. T.	Buckland-st., Waterloo	21 April, 1874	Butcher, E.	169, South Head Road	7 Oct., 1868
Beare, J. C.	216, William-street	25 June, 1868	Butter, Thos.	199, York-street	22 Dec., 1870
Becke, E. H.	110, King-street	25 Sept., 1871	Butters, R.	Bathurst	14 April, 1875
Bennett, Eliza	Tamworth	8 Oct., 1873	Byrnes & Co.	Tenandra via Warren	11 Dec., 1873
Bennett, G. M.	King-street	17 Sept., 1869	Callaghan, M. J.	Mont-street, Balmain	16 June, 1874
Bennett, S.	Empire Office, 190, Pitt-street.	29 Sept., 1869	Callaway, R.	136, King-st., Sydney	4 Oct., 1877
Beauett, William	King-street	1 June, 1872	Cameron, Annie	High & St. Andrew-sts. West Maitland.	13 Sept., 1875
Bent, Chas.	641, George street	13 Aug., 1869	Campbell, James	Pitt-street, Redfern	3 Aug., 1875
Berne, F.	Rega	14 June, 1870	Caselman, Mrs. R.	Noumea, New-Caledonia	30 Dec., 1872
Black, J. M.	Ayrdale, Merimbula	4 Dec., 1874	Caspersen, Mrs. L.	Tumut	29 May, 1871
			Cassidy, Wm.	Union Club	22 Sept., 1865

D—continued.

Name	Residence	Date of Appointment	Name	Residence	Date of Appointment
Castner, J. L.	Redfern Railway Station	10 Feb., 1875	Goodwin, E.	Mullen-street, Balmain	6 Nov., 1871
Chapman, H.	Greta	6 July, 1877	Gordon & Gotch	281, George-street	8 April, 1865
Chatterton, E.	Sackville Reach	8 Sept., 1863	Grady & Co.	Corner Elizabeth and Devonshire Streets, Sydney.	27 July, 1874
Chinchen, J.	Hunter-st., Newcastle	22 Aug., 1874	Grainger, John	Council Chambers, Cl- marra.	21 June, 1876
Clappison, C. T.	143, King-street	8 Aug., 1879	Graham, P.	Haymarket	14 July, 1876
Clark, W.	414, George-street	11 May, 1879	Gray, John	15, Market-street	13 June, 1871
Clark, C. W.	High-street, West Mait- land.	14 Feb., 1876	Greisen, Martin	274, George-street	16 Feb., 1871
Clarke, E.	195, South Head Road.	24 Dec., 1868	Griffiths, John	23, Erskine-street	25 Mar., 1869
Clement, W.	5, Stephen-street, Wool- loomooloo Bay.	12 Sept., 1872	Gumery, A.	Argyle-street, Miller's Point.	17 Aug., 1870
Clifford, James	Botany-road, Redfern...	20 Sept., 1865	Gulliver, John	Newcastle	30 June, 1869
Coates & Tost	William-street	27 April, 1872	Hagett, Mrs.	17, Argyle-place, Mil- ler's Point.	23 Aug., 1872
Cochrane, Josh.	Wingham	9 Nov., 1865	Hans, Hyam	405, George-street	18 May, 1871
Cole, P. & D.	380, George-street	22 Oct., 1867	Hamilton, J.	Chippendale	16 Mar., 1860
Cole, J.	Enmore-road, Newtown	6 Feb., 1875	Harper, W.	Upper William-street, South.	24 June, 1869
Colwell, J.	Gipps and Mary streets, Surry Hills.	5 Nov., 1875	Harris, R.	8, Miller's-road, Miller's Point.	11 May, 1870
Collings, Thos.	182, Princes-street	4 Mar., 1871	Harrison W. S.	146, William-street	3 May, 1873
Collis, John	193, Parramatta-street	14 Nov., 1867	Harrison, M.	177, Castlereagh-street	20 Aug., 1875
Comans, M.	Combining, near Cora- mundra.	29 Jan., 1870	Henderson, Wm.	79, King-street	22 Oct., 1874
Conlan, M.	Yass	22 Feb., 1868	Hickey, W.	117, George-street	7 June, 1877
Cooper, J. J.	Railway Station	31 Jan., 1867	Hill, Geo.	79, George-street	13 Feb., 1877
Cottrell, J.	Yass	18 Feb., 1863	Hill, J.	790, George-street	16 June, 1858
Coul, W.	Pictou	27 Aug., 1864	Hill Brothers	128, William-street	19 Oct., 1877
Cox, Annie M.	167, Castlereagh-street	16 April, 1867	Hinchcliffe, S. A.	Waterloo	2 Aug., 1875
Crane, Kate	6, South Head Road	3 Jan., 1873	Hinder, E. J.	Glebe Road	10 Oct., 1877
Cropley, R. B.	Cottage Bridge, New- castle.	27 Dec., 1877	Hobbs, W. J.	Newcastle	6 Oct., 1870
Dalby, James	Anson-street, Orange.	24 July, 1877	Hogan, J.	147, King-street	23 July, 1868
Davies, J.	York-street	13 Nov., 1863	Hogan, W. H.	Milson's Point, North Shore.	18 June, 1877
Davies, P. A.	25, Parramatta-street	4 July, 1870	Holder, Thos.	Australian Club	28 Nov., 1870
Davies, J. H.	85, King-street	3 Mar., 1877	Hobroyd, Michael	305, George-street	13 May, 1864
Davis, E.	Parramatta	22 Mar., 1871	Hordern, J. L.	259, Pitt-street	17 Mar., 1877
Davis, R.	64, Bathurst-street	21 July, 1863	Hoy, Alfred	Wallangra, near War- ralda.	5 Nov., 1877
Davis Richard	Auburn-street, South Gundagai.	19 Mar., 1877	Hughes J.	Elizabeth and Devon- shire Streets.	28 May, 1877
Davis, Mrs. I.	33, Argyle-st., Sydney	28 Sept., 1877	Hunter, W. C.	Wagga Wagga	19 July, 1869
Dawson, C. H.	Hay	31 Dec., 1866	Iron, David	339, Castlereagh-street	25 Sept., 1871
Deacon, Thomas	Milson's Point, St. Leonards.	1 July, 1869	Isaacs, Leven	Sydney	24 July, 1877
Dixon, Thomas	Parramatta	31 May, 1870	James, D.	41, South Head Road.	27 April, 1870
Dixon, E.	Greta, Anvil Creek	2 Aug., 1875	James & Co.	505, George-st., Sydney	17 May, 1877
Dodd, A.	Grey-street, Glen Innes	28 Feb., 1877	Jansen, F.	72, Market-street	29 Sept., 1877
Dole, James	Glebe-road	2 June, 1865	Jones, A.	803, George-street	2 Dec., 1868
Donaldson, Wm.	768, George-street	23 May, 1871	Jones, W. H.	57, Parramatta-street	18 June, 1870
Downes, R.	333, Pitt-street, Sydney	20 Aug., 1877	Jones, J. R.	Bathurst	1 Oct., 1862
Drake, S.	Church Hill	8 Jan., 1872	Jones, A. S.	Breadalbane, near Mutt- billy.	13 June, 1864
Drew, T. E.	Hunter-street, New- castle.	10 Oct., 1876	Jones, Saml.	Glebe Store, Glebe, Newcastle.	25 May, 1876
Duff, Thos.	Wingham	27 Aug., 1867	Johnson, J. M.	18, Sussex-st., Sydney	8 Feb., 1876
Dugdale, T. W.	Tareo	4 Jan., 1876	Johnson, G.	"City Cafe," 288, George-street.	30 June, 1876
Dunn, Patrick	Mulwala	8 Dec., 1864	Johnson, F. G.	Webb's Buildings, Bathurst-street.	16 June, 1876
Eames, W. D.	16, South Head Road	28 Jan., 1864	Johnson, W.	564, Castlereagh-street	9 July, 1875
Eason, Miss Rebec.	Brial-street, Burrows	29 Aug., 1876	Johnstone, G.	Australian Club, Bent- street.	31 Mar., 1875
Edwards, A. E.	89, William-street	28 Mar., 1871	Jordan, Mrs. Jane	108, King-st., Sydney	12 Dec., 1876
Egan, Elizabeth	Old Newtown Road	27 Oct., 1873	Joseph, L. S.	Wagga Wagga.	26 Aug., 1876
Egan, M. F.	639, Elizabeth-street	6 June, 1873	Kavanagh, M.	Liverpool and Harbour Streets.	2 Aug., 1877
Ellis, J. T.	Araluen Valley, Araluen.	10 Mar., 1869	Kelly, John E.	426, George-st., Sydney	20 May, 1876
Ellis, Thos. E.	477, George-street	17 Oct., 1873	Kennedy, John	19, Kent-street	17 Jan., 1873
Eve, Jas.	205, Pitt-street	13 Nov., 1877	Kerr, A. A.	Goulburn	13 June, 1872
Fairfax & Sons	Hunter-street	5 April, 1864	Kidd, John	Campbelltown	5 April, 1867
Falls, Mrs.	West Maitland	19 May, 1870	Kingcott, J.	Kingston, Newtown	14 Aug., 1876
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864	Kirschbaum, A.	124, King-street	20 April, 1869
Fitzpatrick, Mary A.	23, King-street	17 May, 1873	Kline, J.	Campbell's Hill, West Maitland.	9 June, 1875
Flanagan, E. F.	594, George-street	28 June, 1864	Knaggs & Co.	Newcastle	20 June, 1865
Foot, H. B.	Yass	21 Mar., 1868	Knowle, E. W.	209, Sussex-street	2 Nov., 1874
Ford, Eliza	Ocean-st., Woollahra	8 Feb., 1871	Koyminsky, M.	59, King-street, Sydney	19 April, 1876
Ford, Mrs.	Parramatta	3 Aug., 1877	Labal, Robert	Teuterdield	4 May, 1869
Ford, Mrs.	83, Sussex-street	14 Nov., 1866	Lamont, D.	George-street, Bathurst	25 Mar., 1874
Fortier, Wm.	Hull's Creek, Denman	23 June, 1869	Langley, W.	135, Goulburn-street	10 Jan., 1877
Foster Joseph	309, Castlereagh-street	17 Feb., 1869	Laurence, P.	Mudgee	5 May, 1869
Fowles, Geo.	Buckland-st., Waterloo	27 Mar., 1876	Lawrence, Richard	68, Oxford-street	13 Feb., 1877
Foxall, W. S.	Auburn-st., Goulburn	14 Feb., 1877	Laws, W. L.	Darling Road, Balmain	29 May, 1876
Fry, W. E.	Balmain	24 Dec., 1873	Lea, Charles	92, South Head Road.	28 Aug., 1868
Fulton, W.	Penrith	23 Jan., 1877	Leigh & Co., S. T.	21, Hunter-street	25 Nov., 1870
Gazzard, Moses	Church-street, Parra- matta.	8 Aug., 1876	Levien, A.	West Maitland	1 Nov., 1862
George, R. R.	Bathurst	21 May, 1866	Lorimer Bros.	414, George-street	8 Mar., 1872
Gerber, C.	Yong	1 Oct., 1862	Lowe, Ralph	Reid's Flat	17 Nov., 1873
Gerrard, Mrs.	Newtown	20 Jan., 1873			
Gibbs, Shallard, & Co.	108, Pitt-street	17 Aug., 1868			
Gill, G.	115, George-street	19 Dec., 1865			
Glover, Ed.	Darling-st., Balmain	4 April, 1865			
Goldstein, Albert.	217, Lower George-street	30 Jan., 1873			

D—continued.

Name.	Residence	Date of Appointment	Name.	Residence	Date of Appointment
Lowther, Edward	Sussex-street	13 May, 1865	Rokos, W. N.	40, Park-street	16 Feb., 1877
Lucas, Mrs. Jane	Oxford-street, Sydney	5 Sept., 1876	Rose, Frank W.	122, King-street	25 Feb., 1873
Lunt, Thomas	Luntvale, Tarentta	19 Jan., 1871	Roth, Max.	Deniliquin	1 June, 1869
McAusland, Alex.	Junction Point, near Bmda.	3 Feb., 1871	Rout, Charles	Victoria-street	29 July, 1871
McCoy, J.	Paddington	12 Nov., 1875	Russell, Jas.	174, Lower George-st.	29 May, 1869
McGuigan, Jno.	Bathurst	9 Mar., 1866	Saddling, John	Phillip-street	9 Mar., 1866
M'Phail, Emma	William-street	3 Dec., 1872	Salier, J. J.	Botany-st., Surry Hills	7 Feb., 1868
M'Neil, J.	40 Sussex-street	20 Mar., 1860	Sandou, C. T.	George-street	16 Feb., 1857
M'Nicoll, Agnes	Newcastle	21 Sept., 1869	Saunders, Robert	George-street	25 Sept., 1873
Maddock, W.	George-street	6 Aug., 1863	Savage, F. J.	Narrandera	26 April, 1866
Mader, —	256, George-street	21 April, 1873	Saywell, T. R.	14, Park-street	7 April, 1863
Mallan, H. G.	Bearly-street, Armidale	9 Feb., 1877	Scardon, G. D.	Lake Macquarie Road	10 May, 1867
Manning, Thos.	Dubbo	6 Sept., 1866	Schroder, W. S.	George-street, South	15 April, 1869
Marks, E. P.	Pretty Plains, near Orange.	4 May, 1867	Schwormstedt	Bathurst	31 Dec., 1872
Marshall, F.	Glen Innes	8 Dec., 1876	Scriven, E.	West Maitland	15 April, 1875
Martel, H. C.	Dandaloo Station, Bogan River.	19 July, 1866	Seymour, Jas.	Hunter's Hill	15 April, 1873
Mason & Co., W.	Parramatta	30 Sept., 1869	Sigmont, F. M.	570, George-street	13 June, 1874
Matthews, W. H.	182, Prince-street	17 June, 1874	Simpson, J.	Piper-street, Bathurst	1 June, 1875
Mayo, J., senr.	Goulburn	5 April, 1875	Sippel Bros.	526, George-street	7 July, 1871
Menser, L.	Church-st., Parramatta	16 Feb., 1877	Sippel Bros.	Young	1 Nov., 1862
Millar, William	Penrith	14 Nov., 1863	Shaw, Wm.	Liverpool-street, Darlinghurst.	22 Aug., 1867
Miller, Mrs.	49, New Pitt-street	4 Dec., 1874	Smith, J.	Deniliquin	26 April, 1875
Milne, Mary	Park and Elizabeth Sts. Newtown	20 Feb., 1874	Smith, R. H.	Honeysuckle Point, Newcastle.	24 Feb., 1875
Mills, M.	Newtown	19 Dec., 1873	Smith, Hy.	Regent-street, Botany Road.	13 Feb., 1873
Montgomery, Hugh	Railway Camp, Marulan	17 Sept., 1867	Smith, D.	183, George-street	10 Aug., 1872
Moore, Mrs.	William-st., Bathurst	17 Dec., 1877	Smyth & Wells	Hunter-street	28 Mar., 1859
Moore, J.	George-street	23 July, 1856	Sommerville, Wm.	Darling Road, Balmain	7 Nov., 1876
Morgan, Francis, Mrs.	Regent-street, New town	16 Mar., 1877	Soul & Son	221, Pitt-street	13 Aug., 1874
Mort, H.	Erskine-street	11 June, 1866	Stace, R. A.	Wellington	18 Oct., 1866
Morton, M.	72, Market-street	31 May, 1870	Stallwood, R.	Castlereagh-street	20 April, 1875
Moss, M. M.	Dubbo	6 Mar., 1876	Stank, Mrs. H.	Park-street	26 Mar., 1877
Mountford, Martha	236, George-street	11 Aug., 1871	Stark, Mrs.	Piper-street, Woollahra	26 Nov., 1877
Mulholland & Wood	163, Pitt-street	4 Nov., 1873	Stead, E. C.	Woolloomooloo and Bourke Streets.	30 Nov., 1872
Muir, W. R.	Alt-street, Ashfield	25 May, 1876	Stead, Thomas	Corowa	30 May, 1874
Muirhead, Robt.	Grafton	15 Aug., 1876	Stephens, H. W.	Punch Office, 42, Hunter-street.	27 Sept., 1872
Murphy, Sidney	Elizabeth and King Streets, Sydney.	16 Aug., 1876	Stock, Wm.	41, Park-street	11 Mar., 1872
Murphy, P.	226, George-street	11 Sept., 1872	Stormer, J. B.	Young	8 Dec., 1862
Murphy, F.	455, Bourke-street	1 Feb., 1860	Street, T.	Sassafras, Narriga	8 May, 1875
Musgrave, T.	Windmill-street	25 Nov., 1864	Stroud, J.	Botany-street, Relfern	14 July, 1870
Muspratt, E.	William-street	18 Jan., 1860	Stutton, A. W.	414, George-street	15 April, 1868
Nagle, J. H.	West Maitland	2 June, 1873	Swayne, H. S.	Blane-street, Newcastle	14 April, 1875
Nash, Wm.	629, George-street	20 Jan., 1873	Tapscott, C. F.	Church-st., Parramatta	16 Aug., 1875
Newman, J. M.	647, George-st., Sydney	9 Feb., 1870	Tatham, S.	Balmain	27 Oct., 1866
Noake, John	460, George-street	14 Feb., 1872	Taylor, S.	Bridge-street	22 Aug., 1870
Norris, W. J.	Forest Lodge, Glebe	22 July, 1873	Taylor, T.	Unity Hotel, Balmain	25 June, 1868
Norwood, W. J.	Bathurst	13 April, 1876	Taylor, Thos.	Tamworth	14 June, 1876
Palmer, T.	George-st. (Buckfield Hill.)	23 May, 1865	Thomas, H.	West Maitland	9 Dec., 1864
Page, Joseph	Ramornie, Grafton	17 July, 1872	Thomson, John	110, Pitt-street	22 Aug., 1871
Page, Joseph	Armidale	18 Sept., 1876	Tilbury, W. T.	86, Woolloomooloo-st.	27 April, 1872
Page, G. W.	525, George-st., Sydney	21 Dec., 1876	Turner, E.	26, Hunter-street	9 Dec., 1864
Payne, J. T.	Newcastle	4 Mar., 1864	Vial, Emma	372, Riley-st., Sydney	21 Jan., 1876
Penfold & Co.	394, George-street	11 July, 1874	Volkers, H. A.	Prince-street, Grafton	25 Sept., 1876
Perry, W. B.	Cippis and Macquarie Streets, Surry Hills.	23 Nov., 1872	Walker, W.	Sofala	13 May, 1864
Phillip, Mr.	397, Crown-street, Surry Hills.	13 Dec., 1870	Wallace, Geo.	113, King-street	30 April, 1873
Pierce, T.	Yurong and Stanley Sts.	9 July, 1860	Walsh, G.	Goulburn	25 May, 1864
Popplewell, Mrs. E.	645, George-street	1 Mar., 1871	Watkinson, James	Balmain	30 Oct., 1866
Porter, E.	478, Crown-street, Surry Hills.	29 May, 1868	Watson, R. A.	Circular Quay	17 April, 1868
Potter W.	Goulburn	19 Oct., 1868	Webb, A.	Milson's Point, North Shore.	1 Aug., 1870
Protestant Standard, Proprietors of.	377, Pitt-street	24 Mar., 1874	Weber, P.	Araluen	14 Feb., 1870
Rae, A. B.	Bathurst	31 Aug., 1863	Weckes, N.	101, Parramatta-street	1 Mar., 1865
Rain, Michael	Petersham	25 May, 1876	Wells, Henry	Darley-st., Newcastle	23 April, 1877
Ramsay, Edward	St. John's Road, Forest Lodge.	6 April, 1877	Weston, John	West Maitland	28 Oct., 1862
Randerson, R. S.	Albion-st., Surry Hills	13 Dec., 1876	Wheeler, J. W.	202, George-street	19 April, 1871
Randerson, R. S.	Market-street	12 April, 1869	Whipple, W. F.	Orange	13 May, 1869
Reading, James	George-street	20 June, 1868	White, F.	Goulburn	23 April, 1868
Reay, F. W.	Plaisburgh, Wallsend	9 Aug., 1877	White, Laban	Windsor	4 April, 1864
Redgate, Wm.	390, Bourke-street	25 Feb., 1873	White, J. C.	Bathurst	17 May, 1864
Regan, D.	Tamworth	6 Aug., 1863	Whiting, Jas.	Double Bay	9 Mar., 1869
Reilly, P.	Macquarie-street, South	8 April, 1863	Whiting & Son	Taraiga	19 July, 1866
Reynolds, P. E.	426, George-st., Sydney	13 July, 1876	Whitton Joseph	Camberwell	25 Aug., 1864
Richardson, Jane	Murrygon, Mungoonan	17 May, 1869	Wickenden, Mrs.	Bathurst	15 Aug., 1873
Richardson, R.	Church-st., Parramatta	4 June, 1877	Wilkinson, W. M.	Grafton	14 Nov., 1876
Riley, W. R.	Goulburn	27 Nov., 1862	Wilshire, W. J.	Royal Hotel, Sydney	30 Dec., 1875
Roberts, D.	Pitt-street	31 Aug., 1859	Wilson, E. S.	St. George's Parade, Waterloo.	21 June, 1877
Roberts, Jas.	Cragie, near Delegate	4 Aug., 1871	Wilson, G.	Tenterfield	21 Feb., 1865
Robinson, John	117, George-st., Sydney	19 Aug., 1876	Wimill, H.	Myall Creek, Bingera	18 Aug., 1875
			Winton, E. S.	St. Leonards	11 Aug., 1870
			Woods & Hedges	Bay and William Sts., Double Bay.	15 May, 1877
			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, 1877.

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	Orange, Irvinstone, Shepherd's Creek, Ironbarks, Black Rock, Wellington, and Montefiores; and Orange, Shepherd's Creek, Molong, Black Rock, Wellington, and Montefiores.	Three...	2 or 4 horse Coach.	16,200 0 0	31 Dec., 1879.
		Wellington, Montefiores, Maryvale, and Dubbo.	Six			
		Dubbo, Minore, Timbriungie, Warren, Cannonbar, Willeroon, Gongolgon, and Bourke.	Two ...			
		Carcoar, Mandurama, Lyndhurst, Sheet of Bark, and Cowra.	Six			
		Wagga Wagga, Cookardinia, Gerogery and Albury via Mangoplah.	Six			
		Tarcutta and Wagga Wagga	Six			
		Wagga Wagga, Urana, Jerceclerie, Coree, Conargo, and Deniliquin, via Broogong.	Four ...			
		Railway Station, Murrurundi, and Post Offices, Haydonton, Murrurundi, Willow-tree, Wallabadah, Goonoo Goonoo, Tamworth, Moonbi, Bendemeer, Carlisle Gully, Uralla and Armidale.	Six			
		Bendemeer, Kingstown, Bundarra, Stanborough, and Inverell, via Carlisle Gully.	Three...			
		Railway Station and Post Offices Blayney and Carcoar.	Six			
		Back Creek Railway Station (Duramana), and Trunkey Creek.	Three...			
		Railway Station, Bowning, and Post Offices, Bowning, Bookham, Jugiong, Coolse, Gundagai, South Gundagai, Adelong Crossing-place, Hillas Creek, Tarcutta, Little Billabong, Garryowen, Germanton, Woomargama, Bowna, Thurgoona, and Albury.	Six			
		WESTERN ROADS.				
1 Wm. Ashley	Parramatta	Railway Station and Post Office, Parramatta.	Fourtimes or oftener daily.	Horseback or vehicle	75 0 0	31 Dec., 1877.
2 James Fishburn ...	Castle Hill	Parramatta, Field of Mars, and Pennant Hills.	Six	Horseback	42 0 0	31 Dec., 1877.
3 Joseph Jacklin ... (Transferred to H. Sergeant from 1. November, 1877.)	Rouse Hill	Parramatta Railway Station, and Post Offices, Parramatta, Baulkham Hills, and Rouse Hill.	Six	Horseback	90 0 0	31 Dec., 1878.
4 James Fishburn ...	Castle Hill	Baulkham Hills, Castle Hill, and Dural.	Six	Horseback	39 0 0	31 Dec., 1877.
5 Richd. Wall	Blacktown	Blacktown, Prospect, and Eastern Creek.	Six	Horseback	38 0 0	31 Dec., 1878.
†6 H. J. Kirwan	Windsor	Windsor and Wilberforce, via the new bridge.	Six	Horseback	25 0 0	31 Dec., 1877.
7 Geo. Turnbull	Wilberforce	Wilberforce, Ebenezer, and Sackville Reach.	Three	Horseback	25 0 0	31 Dec., 1877.
8 Mathew Thompson	Pitt Town	Sackville Reach & Lower Portland	Three	Horseback	30 0 0	31 Dec., 1879.
9 H. J. Kirwan	Windsor	Windsor and Pitt Town	Six	Horseback	23 0 0	31 Dec., 1877.
10 Thomas Thompson	Pitt Town	Pitt Town, Wiseman's Ferry, Central M'Donald, and St. Alban's.	Two	Horseback	45 0 0	31 Dec., 1878.
11 Henry Wilson	Wiseman's Ferry	Wiseman's Ferry and Mangrove Creek.	One	Horseback	22 0 0	31 Dec., 1877.
12 William George Cross.	Wiseman's Ferry	Wiseman's Ferry and Lower Hawkesbury.	One	Horseback	16 0 0	31 Dec., 1879.
13 C. Houghton	Richmond	Richmond, North Richmond, and Kurrajong.	Six	Horseback or by 4-wheeled conveyance	35 0 0	31 Dec., 1877.

*Contractors allowed £300 per annum extra to adopt an unconditional time table between Wagga Wagga and Albury, from 20th November, 1877. In consequence of the extension of the Railway to Werrah, that portion of contract between Railway Station, Murrurundi, Willow-tree, and Werrah Railway Station cancelled from 13th August, 1877. A deduction of £220 per annum made from this contract in consequence of the communication between Tarcutta and Wagga Wagga being reduced to three times a week from 1st November, 1877.
 † Contractors allowed £375 per annum extra for conveying an extra five times a week mail by huggy from Germanton to Albury, in connection with the acceleration of the Melbourne mails, from the 6th July, 1877. Arrangement to terminate at one month's notice.
 ‡ Contractor allowed £30 per annum extra to clear the Letter Receiver on Richmond Road, and deliver letters once daily to the residents in the same locality, from 7th May, 1877.

Contractors'		Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
14 Wm. Blundell.....	Colo	Kurrajong and Colo	No. of times per week One	Horseback	£ s. d. 22 0 0	31 Dec., 1877.
15 Wm. Wells	Howe's Valley ...	Colo and Howe's Valley	One	Horseback	60 0 0	31 Dec., 1878.
(Transferred to Henry Gall from 1 April, 1877).						
16 Wm. J. Kelly	Richmond.....	Richmond, Castlereagh, Penrith, Mulgoa, Luddenham, Bringelly, and Camden via Greendale.	Three.....	Horseback	144 0 0	31 Dec., 1877.
17 Geo. Nash	Penrith	Penrith Post Office, and Railway Station, Penrith.	Three times or oftener daily.	Horseback	30 0 0	31 Dec., 1879.
*18 Geo. Nash	Penrith	Penrith Post Office, Emu Ferry, and Emu.	Once or oftener daily.	Horseback	34 0 0	31 Dec., 1879.
19 John Worthington	St. Mary's.....	Railway Station, South Creek, and Post Office, St. Mary's.	Twelve	Horseback	30 0 0	31 Dec., 1879.
20 Patk. Phillips	Hartley	Railway Station, and Post Office, Mount Victoria; and Railway Station, Mount Victoria, and Post Offices, Mount Victoria, Little Hartley, and Hartley.	Twice or oftener daily. Seven.....	Horseback Horseback	55 0 0	31 Dec., 1878.
21 Patrick Dwyer	Lowther	Lowther and Hartley	One	Horseback	8 0 0	31 Dec., 1877.
22 Robt. Evans	Hartley	Hartley and Hartley Vale	Five	Horseback	35 0 0	31 Dec., 1878.
(Transferred to Mrs. Ellen Evans from 1 May, 1877.)						
23 Chas. Orchard	Bowenfels	Post Offices, Lithgow and Bowenfels, and Lithgow and Eskbank.....	Six.....	} Horseback.	50 0 0	31 Dec., 1877.
24 Cobb & Co.....	Sydney	Wallerawang Railway Station, and Post Offices, Wallerawang, Lidsdale, Cullen Bullen, Capertee, Ilford, Cudgegong, Appletree Flat, and Mudgee.	Seven..... Six.....			
25 Cobb & Co.	Sydney	Mudgee, Cullenbone, Guntawang, Cobbora, Munderoran, Gilgandra, and Coonamble (to use Government Road between Mudgee and Cobbora, and to travel in times of flood on the north side of the Cudgegong River, via Guntawang.)	Two	2 or 4-horse conveyance.	975 0 0	31 Dec., 1878.
					(Contractors to carry out, if required, a thrice a week service at £1,375 per annum.)	
†26 John McDonald	Coonamble	Coonamble and Walgett, via Nebea, Urawilky, Terembone, Bogawan, and Bileroy, Colwell's Station (to follow the Castlereagh River between Bogawan and Walgett, travelling via Kidgear, Yowendah, and Euroka.)	One	Horseback	176 0 0	31 Dec., 1879. (Subject to termination by three months notice being given on either side).
27 David Thomson	Glen Alice	Cullen Bullen and Glen Alice	Two	Horseback	40 0 0	31 Dec., 1877.
28 John W. Jackson.....	Rylstone	Ilford and Rylstone	Three.....	Springcart or coach.	96 0 0	31 Dec., 1879.
29 John Drew	Ilford.....	Rylstone, Dungaree, and Mudgee	Two	2-horse buggy.	120 0 0	31 Dec., 1878.
30 Walter Robbins	Guntawang	Guntawang and Two-mile Flat	Two	Horseback	50 0 0	31 Dec., 1878.
‡31 Alex. Jones	Cobbora.....	Dubbo and Cobbora.....	Two	Horseback or coach.	89 0 0	31 Dec., 1879.
32 Cobb & Co	Sydney	Munderoran, and Coonabarabran, via Luckey's, Cuigan, Mobala, and Belar.	Two	Coach 2 or 3 horses.	239 0 0	31 Dec., 1877.
33 W. N. Kennedy.....	Tenandra, near Munderoran.	Munderoran and Baradine, via Bundella, Yarragren, Bearbong, Bidden, Youbong, Tunderbrine, Gumin Gumin, Tenandra, Panta, Wingadgen, and Goorinowa.	One	Horseback	150 0 0	31 Dec., 1877.
34 Cobb & Co.	Sydney	Gilgandra and Dubbo, via Terramungamine, Talbragar Bridge, and Coal Boggie Creek.	Two	Horseback of coach.	120 0 0	31 Dec., 1877.
§35 John Phillips	Dubbo	Gilgandra, Collie, and Quambone, via Haddon Riggs, Ingelgar, Carwell, and Burgess.	One	Horseback	140 0 0	31 Dec., 1877.
36 Edwd. S. Donnelly	Quambone	Gulgambone and Quambone	One	Horseback	90 0 0	31 Dec., 1877.
37 Edwd. S. Donnelly	Quambone	Quambone and Carinda via M'Quade's and Flynn's Station	One	Horseback	80 0 0	31 Dec., 1878.
38 Thos. Baker.....	Meadow Flat	Rydal, Meadow Flat, Mitchell's Creek, and Yetholme.	Three.....	Horseback	77 7 6	31 Dec., 1877.
39 Duncan Ferguson..	Palmer's Oakey...	Mitchell's Creek and Palmer's Oakey.	Two	Horseback	30 0 0	31 Dec., 1879.

* Contractor allowed £8 10s to forego his contract from 1st July, 1877.

† Contractor given stipulated notice of intention of the Postmaster General to terminate his contract from 31st December, 1877.

‡ Contract cancelled 31st August, 1877. See supplementary notice.

§ Contract cancelled 3rd August, 1877. See supplementary notice.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
			No. of times per week		£ s. d.	
40 T. E. Toohill	Oberon	Tarana, Mutton's Falls, and Oberon.	Three	Horseback	60 0 0	31 Dec., 1877.
41 J. B. Keen	Oberon	Oberon, Black Springs, Jerrong, Curraweela, and Taraiga, via Yokeborough	One	Horseback	74 0 0	31 Dec., 1877.
42 Albert Whalan	Oberon	Oberon and Gingkin	One	Horseback	29 0 0	31 Dec., 1877.
43 Geo. Roberts	O'Connell	Macquarie Plains and O'Connell, with branch mail to and from O'Connell and Dirty Swamp.	Three	Horseback	45 0 0	31 Dec., 1879.
44 Geo. Roberts	O'Connell	O'Connell and Essington	Two			
45 Martin Nash	Mudgee	Mudgee, Merrendee, Burrendong, and Ironbarks.	Two	Horseback	127 0 0	31 Dec., 1879.
46 Martin Nash	Mudgee	Mudgee, Grattai, Windeyer, Pure Point, Campbell's Creek, Long Creek, Upper Pyramul, and Crudine, with a branch mail to and from Grattai, Avisford, and Hargraves.	Two	Horseback	165 0 0	31 Dec., 1877.
47 Martin Nash	Mudgee	Mudgee, Cooyal, Barragon, and Wollar.	Two	Horseback	95 0 0	31 Dec., 1879.
48 Thos. Trotter	Cassilis	Mudgee, Budgee Budgee, and Cassilis.	Two	Horseback	127 0 0	31 Dec., 1879.
49 Wm. Readford	Cudgegong	Mudgee, New Pipe Clay, Home Rule, and Gulgong. (Contractor to travel via Canadian Lead instead of via Home Rule, if required).	Six	Coach	233 0 0	31 Dec., 1877.
50 Elizabeth Kennedy	Canadian Lead	Home Rule and Canadian Lead	Six	Horseback	40 0 0	31 Dec., 1877.
51 Jas. Pearce	Coolah	Gulgong and Denison Town	One	Springcart, 2 horses.	50 0 0	31 Dec., 1878.
52 Jas. Pearce	Coolah	Denison Town and Coolah	One	Springcart, 2 horses.	35 0 0	31 Dec., 1878.
53 Jas. E. Marsden, jun.	Kelso	Railway Station, Kelso, and Post Office, Kelso.	Twelve	Horseback	35 0 0	31 Dec., 1878.
54 J. E. Marsden	Kelso	Kelso and Glanmire, via Raglan...	Six	Horseback	50 0 0	31 Dec., 1879.
*55 Cobb & Co.	Sydney	Bathurst Railway Station and Post Offices, Bathurst, Dunkeld, Vittoria, Guyong, Lucknow, and Orange.	Six	Coach	860 0 0	31 Dec., 1879.
56 H. H. Nichols	Bathurst	Bathurst and Evans' Plains	Three	Horseback	49 10 0	31 Dec., 1877.
57 Cobb & Co.	Sydney	Bathurst, Peel, Wattle Flat, and Sofala.	Six	Coach	450 0 0	31 Dec., 1877.
58 P. Coyle	Hill End	Sofala, Tambaroora, and Hill End	Six	Coach, 2 or more horses	832 0 0	31 Dec., 1877.
59 J. Chippendall	Peel	Peel and Limekilns	Two	Horseback	26 0 0	31 Dec., 1877.
60 Jno. A. Johnson	Quartz Ridge	Peel, Millamurra, and Quartz Ridge.	Two	Horseback	50 0 0	31 Dec., 1878.
61 Michael McDonnell	Upper Turon	Sofala and Upper Turon (junction of Palmer's Oakley Creek with the Turon River).	Two	Horseback	29 10 0	31 Dec., 1877.
†62 John Shervy	Tabrabuoca, Ilford	Sofala, Crudine, and Ilford	Two	Horseback	95 0 0	31 Dec., 1877.
63 Timothy M'Carthy	Box Ridge	Sofala and Box Ridge	Two	Horseback	26 2 6	31 Dec., 1878.
64 Bridget Pedder	Hargraves	Tambaroora and Hargraves	One	Horseback	34 0 0	31 Dec., 1877.
65 Daniel Mayne	Bathurst	(Contractor to carry out a 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	Horseback	420 0 0	31 Dec., 1877.
†66 J. S. Willard	Tambaroora	Hill End and Ullamalah (Pullen's Hill).	Two	Horseback	45 0 0	31 Dec., 1877.
67 J. Ewer	Gowan, Bathurst	Bathurst and Chambers' Creek	One	Horseback	60 0 0	31 Dec., 1879.
68 Benja. Armstrong	Caloola	Back Creek, Railway Station (Duramana), and Caloola.	Three	Horseback	50 0 0	31 Dec., 1877.
69 Daniel Mayne	Bathurst	From Bathurst to Esrom	Five	Horseback	20 0 0	31 Dec., 1877.
70 John Costello	Teapot Swamp	Back Creek, Railway Station (Duramana), Teapot Swamp, and Teesdale.	One	Horseback	40 0 0	31 Dec., 1877.
71 Joseph Elliott	Hill's Dale, Long Swamp	Trunkey Creek and Long Swamp	One	Horseback	19 10 0	31 Dec., 1877.
72 W. Paton	Bathurst	Bathurst, Queen Charlotte's Vale, Cow Flat, and Rockley, via George's Plains.	Three	Vehicle	118 0 0	31 Dec., 1877.
73 Geo. R. Warby	Swallow's Nest	Rockley, Swallow's Nest, and Burrage, via M'Alpine's and Warby's, Eagle Vale.	One	Horseback	48 0 0	31 Dec., 1878.

* In consequence of railway extension to Orange, contractors were relieved of their contract from 7th May, 1877.

† Contract cancelled 1st May, 1877. See supplementary notice.

‡ Contractor allowed £15 to forego his contract from 17th June, 1877.

Contractors'		Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
74 John O'Neill	Lagoons	Cow Flat and Lagoons	Two	Horseback	£ s. d. 13 15 0	31 Dec., 1877.
75 John Hade	Trunkey Creek	Trunkey Creek and Tuena	One	Horseback	42 10 0	31 Dec., 1877.
76 W. P. Jones	Cowra	Cowra, Goolagong, and Forbes	Three	Horseback	286 0 0	31 Dec., 1877.
77 M. Hickey	Brown's Creek	Blayne and Brown's Creek	Three	Horseback	25 0 0	31 Dec., 1877.
78 Jno. Mendham	Mount Macquarie	Carcoar and Mount Macquarie	One	Horseback	40 0 0	31 Dec., 1877.
79 Jas. Lypch	Sheet of Bark	Sheet of Bark and Canowindra, via "The Islands."	Three	Horseback	92 10 0	31 Dec., 1878.
80 Jas. Grant (Transferred to James O'Neil from 1 February, 1877.)	The Grove, Cargo	Canowindra and Cargo	Three	Horseback	92 10 0	31 Dec., 1878.
81 Patk. Dwyer, junr.	Wood's Flat, via Milburn Creek.	Sheet of Bark, Wood's Flat, and Milburn Creek.	Three	Horseback	100 0 0	31 Dec., 1877.
		Milburn Creek and Darby's Falls	Two			
82 John Fagan	Carcoar	Cowra and Grenfell	Six	4-horse coach.	499 0 0	31 Dec., 1879.
*83 Jas. Marshall (Contract cancelled 1 May, 1877. See Supplementary Notice.)	Morangarell	Grenfell, Morangarell, and Temora, via Moonbucca and Narraburra.	Two	Horseback	150 0 0	31 Dec., 1879.
84 Jas. Marshall	Morangarell	Morangarell and Wyalong No. 3, via Tarangalay and Barmedman	One	Horseback	52 0 0	31 Dec., 1877.
85 Fredk. C. Lloyd (Transferred to Alex. Fraser from 1 April, 1877.)	Bland, Grenfell	Grenfell and Marsden's	Two	Horseback	130 0 0	31 Dec., 1879.
86 James Bell	Wood's Creek, near Grenfell.	Grenfell and Brundah Creek	Two	Horseback	30 0 0	31 Dec., 1879.
87 Thos. M'Farland	Grenfell	Grenfell and Goolagong, via Waraderry Creek and Tin Pot.	One	Horseback	52 0 0	31 Dec., 1879.
88 Chas. Allcorn	Guyong	Guyong, Byng, and Icely	Three	Horseback	55 0 0	31 Dec., 1877.
89 Wm. Webb (Contract cancelled 15 July, 1877. See supplementary notice.)	Spring Grove	Guyong and Spring Grove	Two	Horseback	18 0 0	31 Dec., 1877.
90 Jas. M'Kenna (Contract cancelled 14 May, 1877. See supplementary notice.)	Forest Reefs	Lucknow and Forest Reefs	Two	Horseback	33 0 0	31 Dec., 1878.
91 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.
92 B. Ivison & C. M'Lean (Transferred to A. Shean & C. M'Lean from 1 August, 1877.)	Bejerebong, Monwonga.	Forbes, Monwonga, and Condoholin.	Two	4-horse coach	325 0 0	31 Dec., 1879.
93 A. W. Cooper & W. O. Smith (Contract cancelled 1 July, 1877. See supplementary notice.)	Forbes	Condoholin, Eauabalong, Hillston, and Booligal.	Two	Coach, 2 or more horses.	650 0 0	31 Dec., 1879.
94 P. & T. Joyce (Contract cancelled 1 May, 1877. See supplementary notice.)	Cudjee Creek, Young.	Forbes, Grenfell, Musgrave, and Young.	Two	2-horse coach.	227 0 0	31 Dec., 1877.
95 Peter Dogger	Parkes	Forbes, Tichborne, M'Guigan's, Parkes, and Billabong, via Welcome Lead and London.	Three	Coach, 2 or 3 horses.	129 0 0	31 Dec., 1879.
96 Dennis Clancy	Bob's Creek, near Molong.	Molong and Cheeseman's Creek	Three	Horseback	54 12 0	31 Dec., 1878.
†97 O. Sproule	Bourke	Hillston and Cobar, via Roto, Maroopa, Mummuon, Hermes Hotel, Gilgunnia, M'Kellar's, M'Donald's, Summons's Priory, Gwynne's, and Hurley's, and Eauabalong and Cobar, via Frews', Walsh's, Campbell's, Dine Dine, Tara, Smith's, Whittenall's, Gilgunnia, M'Kellar's, Priory, Gwynne's, and Hurley's. (Contractor to carry out a coach service at £650 per annum if required).	Once a fortnight	Horseback	520 0 0	31 Dec., 1877.
98 John Buckley	Eauabalong	Eauabalong, Lake Cudgellico, and Rankin's Springs.	One	Horseback	90 0 0	31 Dec., 1878.
99 Dennis Toohey	Parkes	Orange, Heifer Station, Cheeseman's Creek, Meranburn, Parkes, and Billabong, via Boree and Bunberry.	Three	4-horse coach.	480 0 0	31 Dec., 1878.
100 Henry Wood	Orange	Orange and Cargo	Three	4-wheeled vehicle, 2 horses.	132 0 0	31 Dec., 1878.

* In consequence of Contractor's failure to carry out his contract, Thos. Holten's offer to perform service at the rate of £200 per annum, accepted from 11th March to 30th April, 1877.

† Contractor allowed £80 per annum extra to convey mails between Hillston and Cobar, by coach from 1st January, 1877; also allowed £150 per annum extra to convey mails once a week between the same places from 1st July, 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*101 John Rice	Ophir	Orange and Ophir	No of times per week One	Horseback	£ s. d. 40 0 0	31 Dec., 1878.
102 Wm. Walsh	Orange	Orange, Springside, Cadia, and Carcoar, via Burnt-yards.	One	Horseback	65 0 0	31 Dec., 1877.
†103 S. H. Gavin	Nubrygyn, Ironbarks.	Molong and Ironbarks	Three	Horseback	100 0 0	31 Dec., 1877.
104 William Hill (Transferred to Henry Paton from 1st Feb., 1877.)	Orange	Molong, Yullundry, Goodrich, and Obley.	Two	Horseback	120 0 0	31 Dec., 1879.
105 Geo. Cooper	Obley	Obley, Bulgandramine, and Dandaloo.	Two	Horseback	250 0 0	31 Dec., 1877.
106 Jno. Cunningham	Parkes	Parkes and Bulgandramine, via Ginnaniguy and Coradgery.	Two	Horseback	150 0 0	31 Dec., 1877.
107 Henry T. Pratt	Warren	Dandaloo and Cannonbar	One	Horseback	140 0 0	31 Dec., 1878.
108 Henry T. Pratt	Cannonbar	Dandaloo and Cannonbar	One	Horseback	150 0 0	31 Dec., 1878.
109 Wm. Linch	Arthurville	Obley and Dubbo, via Wambangalang, The Springs, and the Meadows.	One	Horseback	77 10 0	31 Dec., 1877.
110 Patrick Kelly	Meranburn	Molong and Meranburn	One	Horseback	32 10 0	31 Dec., 1878.
111 P. J. Hennessy	Arthurville	Wellington, Ponto, and Arthurville, via Bushranger's Creek.	One	Horseback	34 0 0	31 Dec., 1877.
112 W. F. Wynn (Transferred to C. J. Moran from 1st July, 1877.)	Wellington	Wellington, Lincoln, Goolma, and Gulgong, via the Crossing over Reedy Creek.	Two	Horseback	160 0 0	31 Dec., 1879.
113 Cobb & Co.	Sydney	Warren, Mount Harris, and Wammerawn, via Drungalee.	Two	Horseback	275 0 0	31 Dec., 1879.
114 W. H. Dean	Tenandra	Warren and Tenandra	One	Horseback	32 0 0	31 Dec., 1879.
115 P. Gilmartin	Brewarrina	Willercon and Brewarrina (to travel along the left bank of the Marra Creek).	One	Horseback	120 0 0	31 Dec., 1879.
116 Harris Cohen	Brewarrina	Gongolgon and Brewarrina	Two	2-horse coach.	105 0 0	31 Dec., 1877.
117 P. Gilmartin	Brewarrina	Brewarrina and Enngonia, via The "Horse and Jockey Hotel" (Birce), Biree Station, Cocklerina, Kimibri, Colless', Corella, Lunapper, Colless' Springs, and Shearer's Garari Station.	One	Horseback	125 0 0	31 Dec., 1879.
118 C. J. Conway	Enngonia	Bourke, Enngonia, and Barrington, via Perillie and Lela, or Belalic, or Bourke and Cameron's, Cuttaburra Creek.	One	Horseback	200 0 0	31 Dec., 1877.
119 N. M'Phec	Wileannia	Bourke, Hoodsville, and Hungerford, via Ford's Bridge, Yantabulla-bulla, and Brindigabba.	One	Horseback	208 0 0	31 Dec., 1879.
120 O. Sproule	Bourke	Bourke, Cobar, and the Cornish, Scottish & Australian Copper Mines.	One	4-horse coach.	150 0 0	31 Dec., 1877.
SOUTHERN ROADS.						
1 Joseph H. Stanfield	Bringelly	Liverpool, Doukam Court (on return by Kemp's Creek), and Bringelly.	Six	Horseback	73 0 0	31 Dec., 1878.
2 Arthur Morehead	Greendale	Bringelly and Greendale	Six	Horseback	30 0 0	31 Dec., 1877.
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	2-horse coach.	65 0 0	31 Dec., 1879.
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	Six	Horseback	30 0 0	31 Dec., 1878.
7 James Waterworth	Camden	Railway Station, Campbelltown, and Post Offices, Campbelltown, Appin, Bulli, Woonona, and Wollongong.	Six	Coach, 3 or more horses.	375 0 0	31 Dec., 1879.
8 Geo. Mercier	Albion Park	Wollongong, Fig-tree, Charcoal Creek, Dapto, Albion Park, Jamberoo, and Kiama. (Contractor to carry out service as follows if required, at £225 per annum, viz.:—Wollongong, Fig-tree, Charcoal Creek, Dapto, Albion Park, Shellharbour, and Kiama.)	Six	2-horse coach.	240 0 0	31 Dec., 1879.
9 Wm. Christie	Gerringong	Kiama, Gerringong, and Broughton's Creek.	Six	Horseback	130 0 0	31 Dec., 1879.
10 C. Kunkler	Broughton's Creek	Broughton's Creek and Bonadary	Three	Horseback	37 0 0	31 Dec., 1877.
†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 Jas. Cracknell	Picton	Picton Railway Station, and Post Office, Picton.	Two or three times daily.	Horseback	15 0 0	31 Dec., 1879.
14 Francis Gray	Picton	Picton and West Bargo	Two	Horseback	18 0 0	31 Dec., 1879.

* Contractor allowed £20 per annum extra to convey mails an additional once a week, and travel via Lewis's Ponds, from 1st October, 1877.

† Contractor's sureties (Wm. Brazier and D. Dengate) paid for carrying out contract, from 2nd October, 1877.

‡ Contractor allowed £15 per annum extra to convey mails six times a week, from 15th November, 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names	Addresses.					
15 Francis Gray	Pictou	Pictou and Oaks	No of times per week. Six	Horseback	£ s. d. 33 0 0	31 Dec., 1879.
16 P. Reilly	Burraborang	Oaks and Burraborang	Three	Horseback	30 0 0	31 Dec., 1878.
17 P. J. O'Reilly	Cox's River	Burraborang and Cox's River	Three	Horseback	30 0 0	31 Dec., 1879.
*18 Joseph Limond	Moss Vale	Railway Station, and Post Office, Moss Vale.	Fifteen or oftener	Horseback	44 0 0	31 Dec., 1878.
19 H. W. Taylor	Moss Vale	Post Offices, Moss Vale and Berrima.	Twelve	Horseback	69 0 0	31 Dec., 1877.
20 James Nye, junr.	Moss Vale	Moss Vale and Sutton Forest	Seven	Horseback	30 0 0	31 Dec., 1878.
21 James Nye, junr.	Moss Vale	Sutton Forest and Cross Roads	Four	Horseback	20 0 0	31 Dec., 1878.
22 Thomas Graham	Burrawang	Moss Vale, Burrawang, Robertson, East Kangaloon, Kangaloon, and Bowral, with a branch mail to and from Burrawang and Wild's Meadow.	Three	Horseback	100 0 0	31 Dec., 1878.
23 Wm. Kennedy	Bomadary	Moss Vale, Barrangarry, Kangaroo Valley, Cambewarra, Bomadary and Nowra, via the Bomadary Ferry.	Six	Horseback	368 0 0	31 Dec., 1877.
†24 Philip Murray	Ulladulla	Nowra, Tomerong, Wandandian, Yatteyattah, Milton, and Ulladulla.	Three	Horseback	145 0 0	31 Dec., 1877.
25 Saml. Huxley	Kangaroo Valley	Kangaroo Valley, Broughton's Creek, and Coolangatta.	Six	Horseback	115 0 0	31 Dec., 1877.
26 Adam Ulrick	Wattamolla	Kangaroo Valley and Wattamolla	Two	Horseback	25 0 0	31 Dec., 1879.
27 Richard Bartlett, senr.	Terara	Nowra, Terara, Numba, and Pyree, via Green Hills.	Six	Horseback	52 0 0	31 Dec., 1877.
28 Rodk. McDonald	Barrier	Nowra and Barrier	Two	Horseback	28 0 0	31 Dec., 1879.
29 James Tyrrell	Wollomin, Terara	Tomerong and Huskisson	Three	Horseback	28 0 0	31 Dec., 1879.
30 Chas. Jones	Moorooloolen	Moorooloolen and Murrumbah	Three	Horseback	27 0 0	31 Dec., 1877.
31 Joseph Pallier (Transferred to John O'Neil, from 1st April, 1877.) (Transferred to W. Roberts from 1st October, 1877.)	Marulan, via Moorooloolen	Moorooloolen, Marulan, and Bungonia.	Six	Horseback or buggy.	60 0 0	31 Dec., 1878.
32 James Armstrong	Bungonia	Bungonia and Windellama	Two	Horseback	66 0 0	31 Dec., 1878.
33 Chas. Jones	Moorooloolen	Moorooloolen, Long Reach, and Big Hill.	Three	Horseback	40 0 0	31 Dec., 1878.
34 Thomas Moran	Goulburn	Goulburn, Woodhouslee, Laggan, Crookwell, Binda, Junction Point, and Tuena.	Two	Coach, 1 or more horses when practicable, or otherwise, horseback.	200 0 0	31 Dec., 1877.
35 A. W. Bennett	Greenwich Park	Long Reach and Greenwich Park	Three	Horseback	13 0 0	31 Dec., 1878.
†36 Jas. S. Morgan	Laggan	Laggan and Peelwood	Two	Horseback	90 0 0	31 Dec., 1877.
		Peelwood and Tuena	One	Horseback	36 0 0	31 Dec., 1879.
37 Wm. Ritchie, senr.	Fullerton	Laggan and Fullerton	Two	Horseback	99 0 0	31 Dec., 1879.
38 A. E. McDonald	Binda	Binda, Bigga, and Reid's Flat, via Markdale.	Two	Horseback	18 0 0	31 Dec., 1877.
§39 Geo. Ridley	Greenmantle	Bigga and Greenmantle	One	Horseback	71 0 0	31 Dec., 1878.
40 Wm. Wilson (Contract cancelled 20th June, 1877. See Supplementary notice.)	Tarlo	Goulburn, Munnell, 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	Horseback	20 0 0	31 Dec., 1877.
41 Richard Gover	Pomeroy, Woore	Woore and Pejar	One	Horseback	94 14 0	31 Dec., 1878.
42 B. M'Sorley	Wheeo	Wheeo, Reid's Flat, Graham, Darby's Falls, and Cowra.	One	Horseback	53 0 0	31 Dec., 1878.
43 Owen M'Sorley (Transferred to James M'Dermott, from 1st February, 1877.)	Mountville, near Wheeo.	Wheeo and Dalton	Two	Horseback	370 0 0	31 Dec., 1877.
44 J. Kingsland & O. Malone	Braidwood	Goulburn, Tarago, Boro, Manar, and Braidwood.	Six	Coach, 2 or more horses	450 0 0	31 Dec., 1879.
45 J. Kingsland and O. Malone	Braidwood	Braidwood, Ball's Creek, Upper Araluen, Araluen, Lower Araluen, Mullenderree, and Moruya: with a branch mail to and from Braidwood and Reidsdale.	Six	4-wheeled conveyance 1 or more horses.	90 0 0	31 Dec., 1879.
46 E. Corrigan	Moruya	Moruya, Bergalia, Bodalla, and Eurobodalla	Two	Horseback	247 10 0	31 Dec., 1877.
||47 John M'Gregor	Bega	Eurobodalla, Cobargo, Brogo, and Bega.	Three	Horseback	85 0 0	31 Dec., 1877.
48 Michael Flood	Bega	Bega, Woluhla, Merimbula, Pambala, and Eden.	Two	Horseback	200 0 0	31 Dec., 1877.
49 F. Pooley and J. Malone	Queanbeyan	Tarago or Boro, Bungendore, and Queanbeyan.	Three	Coach, 2 or more horses		31 Dec., 1877.

* Contractor allowed £10 per annum extra in consequence of the increased number of mails passing between the Post Office and Railway Station from 8th November, 1877.

† In consequence of Contractor's failure to carry out his contract, his sureties (C. Murray and R. Johnson) paid for performing service from 14th August, 1877.

‡ Contractor allowed £10 per annum extra in consequence of the removal of the Tuena Post Office from 10th January, 1877.

§ Contractor allowed £30 per annum extra to extend his contract to Lyndhurst from 1st August, 1877.

|| In consequence of Contractor's failure to carry out his contract, his sureties (C. J. M'Gregor and T. Baldwin) paid for performing service from 1st October, 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
50 Jas Malone	Braidwood	Queanbeyan, Michelago, Collington, Bredbo, and Cooma.	Three.....	Coach, 2 or more horses	520 0 0	31 Dec., 1877.
*51 James Moran (Contract cancelled, 1st April, 1877. See Supplementary notices.)	Cooma	Queanbeyan, Michelago, Collington, Bredbo, and Cooma.	Three.....	3 or 4-horse coach.	195 0 0	31 Dec., 1877.
52 Louis Alfonso	Kiandra	Cooma, Adaminaby, and Kiandra, via Dairyman's Plains, Wambrook, Dry Plain, Queengallery, and Bolern.	One	Horseback	120 0 0	31 Dec., 1878.
53 Jas. Donaldson	Adaminaby	Cooma, Adaminaby, Russell's, and Kiandra, via Middling Bank.	One	Horseback	110 0 0	31 Dec., 1878.
54 Jas Donoghoe	Molonglo	Bungendore, Molonglo, and Foxlow.	Three.....	Horseback	39 0 0	31 Dec., 1877.
55 Jas. O'Neill (Transferred to P. C. Palmer, from 1st April, 1877.)	Queanbeyan	Queanbeyan, Lanyon, and Cuppacumbalong.	Three.....	Horseback or 1-horse coach.	50 0 0	31 Dec., 1879.
56 Robert Scott (Transferred to Wm. Freebody from 1st April, 1877.)	Cooma	Cooma, Gegedzerick, and Buckley's Crossing-place, via Woolway	Two	Horseback	116 10 0	31 Dec., 1878.
†57 Thos. Prior	Gegedzerick	Gegedzerick and Jindabyne	Two	Horseback	50 0 0	31 Dec., 1878.
58 William Hennessey (Transferred to Joseph Gregory, from 1st April, 1877.)	Braidwood	Cooma, Numeralla, Whinstone Valley, and Ballalaba.	One	Horseback	115 0 0	31 Dec., 1878.
59 F. Pooley and J. Malone.	Queanbeyan	Cooma, Nimitybelle, & Bombala... (Contractor to carry out a four times a week service, if required, on one month's notice being given, at £580 per annum.)	Two	4-wheeled vehicle.	375 0 0	31 Dec., 1879.
60 Geo. Reed	Bombala	Bombala, Craigie, and Delegate.	Three.....	Horseback	120 0 0	31 Dec., 1879.
61 Mark Rollason	Cooma	Cooma and Bobundarah	Two	Horseback	105 0 0	31 Dec., 1878.
62 F. Pooley and J. Malone.	Queanbeyan	Bobundarah and Bombala, via Gunningrah and Buckalong.	One	4-wheeled vehicle or horseback	145 0 0	31 Dec., 1879.
63 R. Turbet	Wyndham, Pambula.	Bombala, Cathcart, & Pambala...	One	Horseback	88 0 0	31 Dec., 1879.
64 John Diversi	Bombala	Bombala and Candelo	One	Carriage, 4 horses.	70 0 0	31 Dec., 1877.
65 Patrick Brown	Brown Mountain	Nimitybelle and Brown Mountain; Brown Mountain and Kameruka	One ... } Two ... }	Horseback	100 0 0	31 Dec., 1877.
66 W. H. Hopkins	Bega	Bega, Kameruka, and Candelo	Two	Horseback	40 0 0	31 Dec., 1877.
67 Neal Deeney	Corrowong	Delegate and Corrowong	Three.....	Horseback	45 0 0	31 Dec., 1878.
68 Patk. Griffin	Boro Creek	Boro and Mulloon	Three.....	Horseback	25 0 0	31 Dec., 1878.
69 Joseph M'Grath and Geo. Thomas. (Transferred to James Whelan, from 1st May, 1877.)	Corang	Braidwood, Charleyong, Corang, Nerriga, and Nowra.	One	Horseback	98 0 0	31 Dec., 1878.
70 B. Malone	Braidwood	Braidwood and Monga (Little or Mongarlo River).	Two	Horseback	20 0 0	31 Dec., 1877.
71 Michael Dowling	Glenbower, Braidwood.	Braidwood and Nelligen.....	Two	Horseback	77 0 0	31 Dec., 1879.
72 Michael Dowling	Glenbower, Braidwood.	Braidwood, Jembaicumbene, and Major's Creek.	Three.....	Horseback	37 0 0	31 Dec., 1879.
73 M. Monaghan	Major's Creek	Major's Creek and Ballalaba	Two	Horseback	20 0 0	31 Dec., 1878.
74 M. N. O'Connell	Braidwood	Ballalaba and Fairfield	One	Horseback	29 0 0	31 Dec., 1879.
75 Patk. Cahill (Contract cancelled, 31st December, 1877.)	Braidwood	Braidwood, Hoskins Town, and Queanbeyan, or Braidwood, Hoskins Town, and Queanbeyan, via Molonglo	One	Horseback	49 0 0	31 Dec., 1878.
†76 Ed. Harper	Kiara	Moruya and Kiara	Two	Horseback	12 0 0	31 Dec., 1879.
77 Wm. Murphy	Eurobodalla	Eurobodalla and Nerrigundah	Two	Horseback	26 0 0	31 Dec., 1877.
78 Wm. Wilcocks	Wagonga	Eurobodalla and Wagonga	One	Horseback	24 0 0	31 Dec., 1877.
79 Richard M. Bate	Tilba Tilba	Cobargo and Tilba Tilba	One	Horseback	25 0 0	31 Dec., 1877.
80 Thomas Moran	Goulburn	Railway Station and Post Office, Goulburn.	Twelve or more.	Coach, one or more horses.	49 8 0	31 Dec., 1877.
81 Mary Johnson	Spring Valley, Currawang.	Goulburn and Currawang	Two	Horseback	80 0 0	31 Dec., 1877.
82 Jas. Cahir	Middle Arm	Goulburn and Middle Arm	One	Horseback	33 14 0	31 Dec., 1878.
83 Wm. Wilson	Goulburn	Goulburn, Tarlo, Myrtleville, and Taralga, via Chatsbury. (Contractor to carry out a coach service, if required, at £102 per annum.)	Two	Horseback	80 0 0	31 Dec., 1879.
84 Alex. Cameron	Taralga	Taralga and Golspie	One	Horseback	12 0 0	31 Dec., 1879.
85 J. G. Webster	Taralga	Taralga and Banaby	Two	Horseback	35 10 0	31 Dec., 1878.

* In consequence of Contractor's failure to carry out his contract, arrangements made with Thomas Moran, sen., to perform the service from the 10th February to 31st March, 1877, at £420 per annum.

† In consequence of Contractor's imprisonment his sureties (W. H. Brooks and W. R. Hepburn), paid for performing service from 1st April to 31st July, 1877.

‡ Contractor allowed a sum at the rate of £12 per annum from 11th August to 31st December, 1877, to forego his contract from the former date.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses					
86 Patk. Byrne	Collector	Breadalbane Platform (near Breadalbane), and Collector. (Contractor to travel to the Breadalbane Post Office wherever it may be placed.)	Three.	Horseback	£ 52 0 0	31 Dec., 1877
87 Owen O'Neal	Gurrundah	Breadalbane Platform or Breadalbane Post Office and Gurrundah; or Gullen and Gurrundah.	One	Horseback	20 0 0	31 Dec., 1877.
88 Rd. Calthorpe	Merrilla	Breadalbane and Merrilla, via schoolhouse at Parkesbourn.	Three	Horseback	35 0 0	31 Dec., 1877.
89 John O'Brien	Gunning	Railway Station, Gunning, and Post Office, Gunning.	Six or seven.	Buggy	26 0 0	31 Dec., 1877.
90 Thos. Moran	Goulburn	Railway Station, Gunning, and Post Offices Gundaroo Township, Gundaroo, Ginnindera, Canberra, and Queanbeyan; and Gundaroo, Township, Gundaroo, Sutton, and Queanbeyan. (Contractor to carry out service as follows, if required, viz.,—Railway Station, Gunning, and Post Office, Gundaroo, Township, three times a week; Gundaroo Township, Gundaroo, Ginnindera, Canberra, and Queanbeyan, twice a week; and Gundaroo, Township, Gundaroo, Sutton, and Queanbeyan, twice a week.)	Three	Coach	270 0 0	31 Dec., 1879.
			One		33 0 0	31 Dec., 1879.
91 Richd. Sherriff	Gunning	Gunning and Dalton	Two	Horseback	26 0 0	31 Dec., 1877.
92 Geo. Couch (Contract cancelled, 1st April, 1877. See Supplementary Notice.)	Burrowa	Dalton and Rye Park	One	Horseback	34 10 0	31 Dec., 1878.
93 Geo. Couch (Contract cancelled 1st April, 1877. See Supplementary notice.)	Burrowa	Burrowa and Rye Park	One	Horseback	80 0 0	31 Dec., 1878.
94 Henry Dodds	Yass	Yass Railway Station & Post Office, Yass, including the clearing of the Letter Receiver at North Yass.	Twelve	2-horse coach.	112 10 0	31 Dec., 1877.
95 W. Wall	Limestone Creek via Bowning.	Bowning and Tangmangaroo	Two	Horseback	27 0 0	31 Dec., 1877.
*96 Jas. Roberts	Harden	Yass, Tangmangaroo, and Burrowa, via Limestone and Lang's Creek; and Burrowa, Marengo, and Young.	Four	Coach	320 0 0	31 Dec., 1877.
			Three	buggy, 1 or more horses		
97a Geo. Couch (Contract cancelled 1st April, 1877. See supplementary notice.)	Burrowa	Burrowa, Frogmoor, and Reid's Flat, via Hovell's Creek and Phil's Creek.	One	Horseback	33 0 0	31 Dec., 1878.
97b Geo. Couch (Contract cancelled 1st April, 1877. See supplementary notice.)	Burrowa	Burrowa and Frogmoor	One	Horseback	30 0 0	31 Dec., 1878.
98 E. Morgan	Marengo	Marengo & Cowra, via Bang Bang, Watemandra, and Crowther.	One	1-horse buggy.	60 0 0	31 Dec., 1877.
†99 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.
100 Geo. Burgess	Young	Young, Morangaroll, and Marsden's	One	Horseback	85 0 0	31 Dec., 1877.
102 Carlo Marino	Moppitts, Young	Marsden's and Wollongough, via Hiawatha.	One	Horseback	75 0 0	31 Dec., 1877.
103 J. J. Thirtle	Wagga Wagga	From Wagga Wagga to Marrar, The Rocks (M'Donald's), Mimosa, Quandary, Broken Dam, and Arianah, returning to Wagga Wagga, via Warri, Murrill Creek, Cowabee, and Kindra.	One	Horseback	150 0 0	31 Dec., 1877.

* Contractor relieved of the Marengo and Young portion of his contract in consideration of his conveying the mails six times a week between Binalong and Burrowa from 1st August, 1877. 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 16th 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 15th October, 1876; also in consequence of the extension of the railway to Murrumburrah that portion of contract between Binalong and Murrumburrah cancelled from 12th March, 1877.

‡ Contractor allowed to cease running via Harden on condition that he supplied that place with bi-weekly communication from Murrumburrah from 1st March, 1877. Contractor instructed to increase the communication between Murrumburrah and Harden to three times a week from 22nd April, 1877. A reduction of £25 per annum made from this contract on account of contractor being relieved of the Murrumburrah and Harden service from 15th August, 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
104	W. O'Brien, jun...	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 Commis's, of Combaning, and O'Brien's, Gundabingle Station.	One	Horseback	200 0 0	31 Dec., 1877.
*105	A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Murrumburrah, Wallendbeen, Coramundra, Cungegong, Bethunga, Junee, Wallaceton, and Wagga Wagga, and Wagga Wagga, Narrandera, and Hay, via Angel's Station.	Three... Two ..	} 4-wheeled vehicle, 1 or more horses ...	1,275 0 0	31 Dec., 1879.
106	Denis Kaveneh ...	Sebastopol	Junee and Sebastopol, via Junee Reefs.	One .....				Horseback	50 0 0	31 Dec., 1877.
107	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	Horseback	70 0 0	31 Dec., 1879.
108	John Johns.....	Murrumbateman	Yass and Murrumbateman.....	One	Horseback	12 0 0	31 Dec., 1877.
109	Jas. R. Slater.....	Greenfield Farm	Yass and Greenfield Farm	One	Horseback	15 0 0	31 Dec., 1879.
110	John Carberry ...	Gobarralong via Jugiong.	Jugiong and North Gobarralong...	Two	Horseback	30 0 0	31 Dec., 1877.
111	J. H. Fitzgerald..	Gundagai	Gundagai and Clarendon, via Kimo, Nangus, Tenandra, and Wantabadgery.	Two	Horseback	60 0 0	31 Dec., 1879.
†112	E. J. Everitt ...	Mundarloo, via Gundagai.	Clarendon and Wagga Wagga, via Oura and Eunonyharsenyhu.	Two	Horseback	65 0 0	31 Dec., 1879.
‡113	Jno. Reardon ...	Gilmore	Adelong Crossing-place, Shepard's Town, Adelong, Gilmore, and Tumut.	Six	2-horse coach.	175 0 0	31 Dec., 1879.
114	Jas. Armstrong	Muttama Reef ...	Coolac and Coramundra, via Muttama Reef.	Two	Horseback	120 0 0	31 Mar., 1877.
115	John A. Kennedy.	Albury	Adelong, Reedy Flat, Tumberumba, Tooma, Welaregang Station, Tintaldra (Victoria), Welaregang Station, Ournie, and Bowna, via Camberoona, Wagra, Dora Dora, Talmalmei, Meracket, Jingillic, and Ournie Diggings. (Contractor to travel main road between Camberoona and Wagra)	Two	Horseback	300 0 0	31 Dec., 1878.
116	Edgar Sheather ..	Greg Grog, via Tooma.	Tooma and Khancoban, via Opossum Point.	One	Horseback	49 0 0	31 Dec., 1877.
117	Robt. Hughes, jun	East Blowering, near Tumut.	Tumut and Kiandra	One	Horseback	100 0 0	31 Dec., 1878.
118	D. & A. McGruer..	Brungle.....	Tumut and Brungle.....	Two	Horseback	46 0 0	31 Dec., 1878.
119	Patk. Townsell & John O'Connell (Transferred to Messrs. Robertson & Wagner from 1st April, 1877.)	Deniliquin	Deniliquin, Moulamein, and Balranald, via Moolpar.	Two	Coach, 2 or more horses.	449 0 0	31 Dec., 1878.
120	A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Hay, Wanganella, and Deniliquin, Deniliquin, Moama, and Echuca	Three..... Six.....	} Coach Railway	} 2,000 0 0	31 Dec., 1877.
121	E. Potter	Urana	Urana and Narrandera, via Urana Station, Coonong, Widgawa, Yarrabee, Cuddle Township, and Gillenbar.	Two .....				Coach, 2 or 4 horses.	186 0 0	31 Dec., 1879.
122	J. Wade & W. H. Airston.	Wollongough ...	Rankin's Springs and Wollongough, via Eurathra, Malonga, Nariab, Willendray, Bulygulman, and Merringham.	One	Horseback	186 0 0	31 Dec., 1877.
123	Thos. Parsons	Mossgiel	Hay, Maude, Oxley, and Balranald; and Hay, Maude, Oxley, and Balranald, via Gilam.	One ... One ...	} Horseback	} 360 0 0	31 Dec., 1879.
124	Chas. J. Silvester	Balranald	Balranald, Tooleybue, and Swan Hill.	Two .....				2-horse coach.	240 0 0	31 Dec., 1879.
125	Cobb & Co.....	Sydney	Booligal and Hay	Two	Coach, 2 or 4 horses.	500 0 0	31 Dec., 1879.
126	T. J. Grace..... (Transferred to Thos. Parsons, from 1 July, 1877.)	Lake Cudgellico..	Booligal, Mossgiel, Ivanhoe, and Wilcannia.	Two ..	4-horse coach.	750 0 0	31 Dec., 1879.
127	D. & M. Morrison	Bourke	Wilcannia, Tankerooka, Louth, Toorale, and Bourke, travelling on either side of the Darling River.	One	Coach ...	565 0 0	31 Dec., 1878.

* In consequence of the extension of the railway to Coramundra that portion of contract between Murrumburrah and Coramundra cancelled from 1st November, 1877. Contractors allowed £250 per annum extra to convey mails an additional once a week between Wagga Wagga and Narrandera from 1st December, 1877.

† Contractor's sureties (W. Booles and R. Beaver) paid for carrying out contract from 1st April, 1877.

‡ Contractor absconded. His sureties (J. Simmers and R. McKay) paid for carrying out contract. Sureties relieved of contract from 31 Dec.

1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
128 Hy. Boran	Bourke	Wilcannia and Hoodsville	No of times per week. One	Horseback	£ s. d. 453 0 0	31 Dec., 1878.
		(Contractor to carry out service by 4-horse coach, if required, at £537 per annum.)				
129 F. C. Piggin	Corowa	Jereelderie and Corowa	One	Horseback, and conveyance when convenient.	110 0 0	31 Dec., 1878.
		(Transferred to Messrs. H. A. Crawford & Co., from 1 May, 1877.)				
130 Z. & S. Burton ..	Swan Hill, Victoria.	Balranald, Euston, and Wentworth.	One	Coach, 3 horses.	450 0 0	31 Dec., 1877.
		(Contractors to carry out a twice a week service if required, at £800 per annum.)				
131 Robert Felgate ...	Wilcannia	Wentworth, Pooncaric, Menindie, and Wilcannia.	One	Coach, 4 horses.	1,067 0 0	31 Dec., 1879.
		(Transferred to Messrs. Z. & S. Burton, from 1 July, 1877.)				
132 Geo. Miller	Menindie	Menindie and Mount Gipps	Once a fortnight.	Horseback	59 10 0	31 Dec., 1878.
133 Jno. Winterbottom.	Wilcannia	Wilcannia, Gnalta, and Mount Gipps, via Sturt's Meadows and Poolamacca.	Once a fortnight.	Horseback	350 0 0	31 Dec., 1879.
		(Contractor to carry out either of the following services if required by the Postmaster General to do so at any time during the currency of this contract, viz:—Wilcannia, Gnalta, and Mount Gipps, via Sturt's Meadows, and Poolamacca, once a week, for £550 per annum; Wilcannia and Thackerings by same route (omitting Mount Gipps if required) once a fortnight for £400, or once a week for £600 per annum.)				
134 Peter Jno. Hartnott.	Tarcutta Creek, via Tarcutta.	Tarcutta to Murruguldrie, via Oberne, returning to Tarcutta, via Hartnett's and Nugent's on the south side of the Tarcutta Creek.	Two	Horseback	49 0 0	31 Dec., 1877.
135 Hy. Huggins	Balranald	Balranald and Ivanhoe, via Darling Block D, Hatfield Hotel, Til Til, Clare, Manfred and Kilferri Station.	One	Coach, 2 horses.	280 0 0	31 Dec., 1879.
136 Jas. Crichton	Germanton	Germanton, Yarrara Reefs, and Tumberumba.	Two	Horseback	100 0 0	31 Dec., 1879.
137 Jno. Thos. Vardy, jun.	Germanton	Germanton and Walbundrie	Two	Horseback	65 0 0	31 Dec., 1877.
		(Transferred to Michael Cusack, from 1 July, 1877.)				
138 H. A. Crawford & Co.	Beechworth, Victoria.	Albury, Bungowannah, Howlong, Corowa, Mulwaha, Tocumwall, and Deniliquin.	Two	Coach, 2 or more horses, or in time of floods on horseback.	592 0 0	31 Dec., 1878.
139 H. Howard	Howlong	Howlong and Moorwatha	Two	Horseback	40 0 0	31 Dec., 1877.
140 E. Pettiford	Howlong	Moorwatha and Goombargona	Two	Horseback	40 0 0	31 Dec., 1877.
141 J. Baker	Carnsdale	Goombargona and Carnsdale	One	Horseback	25 0 0	31 Dec., 1877.
142 H. A. Crawford & Co.	Beechworth, Victoria.	Corowa and Wahgunyah	Twelve	Coach or buggy, 1 or more horses.	25 0 0	31 Dec., 1879.
		(Contractor is required to provide proper means for crossing the river Murray when the bridge is flooded.)				
143 F. Baker	Dight's Forest	Albury and Dight's Forest	Two	Horseback	35 0 0	31 Dec., 1877.
144 Ed. Lynch	Mullenderree	Bateman's Bay, Mogo, Mullenderree, and Moruya.	Two	Coach, 4 horses.	39 0 0	31 Dec., 1879.
		(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.)				
145 Geo. Haiser	Bateman's Bay	Nelligen, Bateman's Bay, and Milton, via Woodburn.	One	Horseback	55 0 0	31 Dec., 1879.
146 A. Rixon	Bega	Merimbula, Wolumla, and Bega, on arrival and departure of steamer.	.....	2-horse coach.	50 0 0	31 Dec., 1877.
147 Wm. Shea	Pambula	Merimbula Wharf, and Post Offices, Merimbula, Pambula, and Eden.	One	Horseback	38 0 0	31 Dec., 1877.
148 Michael Corcoran ..	Towamba	Eden and Towamba	One	Horseback	26 0 0	31 Dec., 1879.
149 John Diversi	Bombala	Merimbula and Candelo, on arrival of steamer at Merimbula.	On arrival of steamer at Merimbula.	Coach.	50 0 0	31 Dec., 1877.
NORTHERN ROADS.						
1 C. C. Fagan	Gosford	Sydney, St. Leonard's, Lane Cove, Hornsby, Peat's Ferry, Gosford, and Kincumber.	Two	Horseback	263 0 0	31 Jan., 1877.
2. Jas. Wamsley, jun.	Cooranbong	Gosford, Blue Gum Flat, Cooranbong, and Mount Vincent.	Two	Horseback	95 0 0	31 Dec., 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
3 Patrick Owens	Cooranbong	Cooranbong & Catherine Hill Bay	Two <small>No of times per week</small>	Horseback	£ 50 0 0	31 Dec., 1878.
4 Irvine Coulfur	Gosford	Gosford and Wamberal	Two	Horseback	25 0 0	31 Dec., 1877.
5 William N. Cain	Gosford	Gosford and Blackwall	Two	Boat	28 0 0	31 Dec., 1879.
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 A. Copeland	Newcastle	Newcastle Wharf, Post Office, and Railway Terminus.	Fourteen or more.	Spring van or cart.	100 0 0	31 Dec., 1877.
8 Wm. Rinker	Stockton	Newcastle and Stockton	Six or more	Boat	35 0 0	31 Dec., 1878.
9 William 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 John Convery.	Kempsey Cundletown	Tinonee, Taree, Cundletown, Camden Haven, Port Macquarie, Telegraph Point, East Kempsey, and Kempsey, via the Telegraph Line.	Three	Horseback and vehicle.	700 0 0	31 Dec., 1877.
13 Chris. Felten	Kempsey	Kempsey, Frederickton, Seven Oaks, Gladstone, and Summer Island, and also to convey an extra mail weekly to and from Frederickton and Kempsey.	Two	Horseback	60 0 0	31 Dec., 1877.
14 John M'Innes	Barrington River	Gloucester, Nowendoc, and Walcha.	One	Horseback	119 0 0	31 Dec., 1878.
15 John M'Lennan	Barrington	Gloucester and Barrington, via Young and Bogg's Station.	Two	Horseback	35 0 0	31 Dec., 1878.
16 P. Langworthy	Barrington	Barrington and Back Creek Diggings.	Two	Horseback	15 0 0	Contract* to terminate at one month's notice on either side.
17 Chas. Dee	Myall River	Booral and Myall River	Three	Horseback	63 15 0	31 Dec., 1877.
18 Thos. Benn	Myall River	Myall River, Upper Myall, and Cape Hawke (Clarkin's Crossing-place), via Bunyah Station, and Waterloo.	One	Horseback	41 0 0	31 Dec., 1879.
19 Patrick Flanagan	Myall River	Myall River, Bungwall Flat, and Forster, via M'Rae's Sawmills and Burraduc.	One	Horseback	87 0 0	31 Dec., 1878.
20 Thos. Benn	Myall River	Myall River and Hawke's Nest	One	Horseback	41 0 0	31 Dec., 1879.
21 C. Wallace	Dingo Creek	Tinonee, Wingham, and Dingo Creek; and Dingo Creek and Marlec.	Three Two	Horseback	70 0 0	31 Dec., 1879.
22 J. M'Pherson	Dingo Creek	Dingo Creek and Wherrol Flat	Two	Horseback	16 0 0	31 Dec., 1877.
23 Jas. Andrews	Woodside	Wingham and Woodside, Upper Manning.	Two	Horseback	50 0 0	31 Dec., 1879.
24 J. R. Hawkins and T. Gray.	Redbank	Tinonee and Redbank	Two	Horseback	30 0 0	31 Dec., 1877.
25 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.	Two	Horseback	40 0 0	31 Dec., 1878.
26 Thos. Galloway	Cundletown	Cundletown, Ghinni Ghinni, and Croki.	Two	Horseback	40 0 0	31 Dec., 1878.
27 D. Williams	Camden Haven	Camden Haven and Laurieton (Peach Orchard).	Two	Horseback	16 0 0	31 Dec., 1879.
28 E. Maher	Ashburner's Hill, Port Macquarie	Port Macquarie, Huntingdon, and the junction of the Ellenborough and Hastings Rivers.	Two	Horseback	58 0 0	31 Dec., 1879.
29 G. Melville	Walcha	Ellenborough and Walcha, via Yarras, Lalhey, Yarowitch, Lia Liara, Waterloo, Europambola, and Ohio.	One	Horseback	109 0 0	31 Dec., 1879.
30 Ed. M'Inherny	Port Macquarie	Port Macquarie and Ennis, via Fernbank Creek.	Two	Horseback	36 0 0	31 Dec., 1878.
31 Geo. W Wharcs	West Kempsey	Kempsey, West Kempsey, and Warneton.	Three	Horseback	21 0 0	31 Dec., 1878.
32 J. S. Ducat	Moonaba, Kempsey	West Kempsey and Inghiston	One	Horseback	15 0 0	31 Dec., 1879.
33 Geo. Henderson	Nambucca	Frederickton, Nambucca, Fernmount, and Boat Harbour, via Howrville, and Nambucca River Heads.	Two	Horseback	145 0 0	31 Dec., 1878.
34 Wm Webber	Rolland's Plains	Telegraph Point and Rolland's Plains.	Three	Horseback	33 0 0	31 Dec., 1877.
35 Jas. M'Nally	Rainbow Reach	Summer Island and Rainbow Reach.	Two	Horseback	18 10 0	31 Dec., 1879.
*36 Jas. Thompson	Hamilton	Waratah, Lambton, and Wallsend	Six	Horseback	80 0 0	31 Dec., 1877.
37 Edward Thomas	Hillsborough, near Lambton.	Lambton and Winding Creek (Hillsborough.) (Contractor to carry out in lieu of this service, a service to and from Wallsend and Winding Creek, at £30 per annum, if required.)	Three	Horseback	28 0 0	31 Dec., 1877.

* Contractor allowed £45 per annum extra for additional work imposed on him, in consequence of the removal of the Waratah Post Office, from 23rd June, 1877

Contractors'		Postal Lines	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
38 James Wamsley ...	Cooranbong	Wallsend and Cooranbong	No. of times per week. Two	Horseback	£ s. d. 75 0 0	31 Dec., 1878.
*39 R. J. Fitzgerald ...	West Maitland...	Hexham Railway Station and Raymond Terrace. (Mails to be conveyed in one hour and a half.)	Six	Coach, 2 or more horses.	150 0 0	31 Dec., 1879.
40 R. Shaw, sen. (Contractor deceased.) (Transferred to Mrs Barbara Shaw, from 1st March, 1877.)	Minmi	Hexham and Minmi	Six	Horseback	52 0 0	31 Dec., 1877.
41 John Bluford	Largs	East Maitland, Largs, and Paterson, to travel via Belmore Bridge in times of flood, 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	Gresford and Lostock	Two	Coach, 2 horses.	30 0 0	31 Dec., 1878.
44 H. J. Sivyer	Eccleston	Gresford, Lewinsbrook, and Eccleston.	Two	Horseback	39 6 8	31 Dec., 1877.
45 B. Hector	Mount Vincent...	East Maitland, Buchanan, and Mount Vincent.	Three	Horseback	39 0 0	31 Dec., 1877.
(Contract cancelled 1st May, 1877. See Supplementary Notice.)						
46 S. Fitzgerald, sen...	West Maitland...	Railway Station, High-street, and Post Office West Maitland.	Twenty-eight or more.	1-horse mail-cart	49 0 0	31 Dec., 1879.
47 Patk. Hickey, jun.	Wollombi	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three	Horseback, twice a week, coach, once a week.	175 0 0	31 Dec., 1878.
48 P. J. Tierney	Rosebrook, West Maitland.	West Maitland and Elderslie, along the left bank of the Hunter River, calling at Rosebrook, Hillsborough, Lamb's Creek, Irishtown, and Stanhope.	Two	Horseback	70 0 0	31 Dec., 1879.
49 Fredk. Akhurst ...	Laguna	Wollombi and Laguna	Three	2-wheeled coach or horseback.	20 0 0	31 Dec., 1877.
†50 W. E. Hughes ...	Branxton	Branxton, and Rothbury	Three	Horseback	35 0 0	31 Dec., 1879.
51 Jas. A. Tulloch ...	Branxton	Railway Station and Post Office, Branxton.	Fourteen or more.	Horseback	35 0 0	31 Dec., 1877.
52 William Tierney	Elderslie	Branxton and Elderslie	Two	Horseback	25 0 0	31 Dec., 1879.
53 Wm. Claxton, sen.	Lochinvar	Railway Station and Post Office, Lochinvar.	Thirteen or more.	2-horse omnibus.	40 0 0	31 Dec., 1879.
54 S. Fitzgerald, sen...	West Maitland	Morpeth and Hinton	Fourteen..	Coach 3 or 4-horses or horseback.	29 10 0	31 Dec., 1877.
55 R. J. Fitzgerald ...	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 more horses or horseback	139 0 0	31 Dec., 1879.
56 Thos. Irwin	Telgra, near Bandon Grove.	Dungog and Bandon Grove	Three	Horseback	44 0 0	31 Dec., 1878.
57 Jas. Thompson	Bandon Grove ...	Bandon Grove and Underbank ..	One	Horseback	24 0 0	31 Dec., 1877.
58 Geo. Titeume ...	Monkerai	Dungog and Monkerai	One	Horseback	18 0 0	31 Dec., 1878.
59 J. Wilkinson ...	Monkerai	Monkerai and Langworthy's ...	One	Horseback	12 0 0	31 Dec., 1879.
60 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	Horseback	70 0 0	31 Dec., 1879.
61 Jas. P. Quinn ...	Singleton	Railway Station and Post Office, Singleton.	Fourteen or more.	Covered conveyance.	35 0 0	31 Dec., 1879
†62 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.
63 Wm. Wells	Howe's Valley ...	Warkworth and Howe's Valley ..	One	Horseback	40 0 0	31 Dec., 1878.
64 Jas. Rowe	Fordwich	Singleton, Vere, and Fordwich ..	Three	Horseback	55 0 0	31 Dec., 1878.
65 Jno. Radnidge ...	Singleton	Singleton, Scott's Flat, Westbrook, and Glendon Brook, via Sedgefield.	Two	Horseback	51 0 0	31 Dec., 1877.
§66 A. A. Campbell ...	St. Clair	Singleton, Bridgeman, St. Clair, and Goorangoola, via Goorangoola Head Station.	One	Horseback	40 0 0	31 Dec., 1877.

* Contractor allowed £25 per annum extra to convey an additional mail weekly from Hexham to Raymond Terrace, from 1st July, 1877.

† Contractor allowed £20 per annum extra to extend his contract to Pokolbin from 15th February, 1877.

‡ Contractor allowed £30 per annum extra to travel via Thorley's instead of via Dight's Crossing, from 1st June, 1877.

§ Contractor instructed to travel as follows, viz, Singleton, Bridgeman, Goorangoola, and St. Clair, via Goorangoola Head Station, from 1st May, 1877.

Contractors'		Postal Lines.	Frequency of Communication	Mode of Conveyance	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses					
67 G. A. Hewitt	Camberwell	Glennie's Platform and Post Office, Camberwell. (Contractor to convey the mails arriving by the evening train when the steamer arrives too late at New castle for them to be forwarded by the mail train.)	Six	Horseback	£ s. d. 40 0 0	31 Dec., 1877.
68 Thos. Linene	Muswellbrook	Railway Station and Post Office, Muswellbrook.	Fourteen	Spring cart	34 0 0	31 Dec., 1877.
69 Cobb & Co.	Sydney	Muswellbrook, Denman, Merriwa, and Cassilis. (Contractors will be required to provide boat at Denman.)	Three	2 or 4-horse coach.	500 0 0	31 Dec., 1877.
70 Thos. Trotter	Cassilis	Cassilis, Turce, and Coolah	Two	Horseback	87 0 0	31 Dec., 1878.
71 F. Klumm	Coonabarabran	Coolah and Coonabarabran	One	Horseback	100 0 0	31 Dec., 1877.
72 Jethro G. Wiblum	Gunnedah	Coonabarabran, Rocky Glen, and Gunnedah, via Clark's Cattle Station, Jackson's Goodhi, and Garrawilli.	One	Horseback	90 0 0	31 Dec., 1878.
(Transferred to R. J. Nowland from 1 July, 1877.)						
73 Jas. Parkinson	Denman	Denman and Kerrabee, via Rosemount, Richmond Grove, and Belmont.	Three	Horseback	73 0 0	31 Dec., 1878.
74 M. Murphy	Denman	Wollar and Kerrabee, via Bylong.	Two	Horseback	77 0 0	31 Dec., 1878.
75 A. M'Rac	Merriwa	Merriwa and Cracton (M'Rac's Krui River), via Terragong Mountain Station, Cream of Tartar Creek, and Messrs. Bourke and Simmons' residence.	Two	Horseback	72 0 0	31 Dec., 1877.
76 Robt. Head	Cassilis	Cassilis, Uarbry, and Denison Town, via Tongva.	Two	Horseback	110 0 0	31 Dec., 1878.
77 W. J. Weston, jun.	Cobbora	Denison Town and Cobbora	Two	Horseback	63 0 0	31 Dec., 1879.
78 B. Leeson	Coolah	Coolah and Mundooran, via Queensborough Flat, Bothero, Digilah, and Dumikimini	One	Horseback	85 0 0	31 Dec., 1879.
*79 J. R. Nowland	Gunnedah	Coolah, Tambar Springs, and Gunnedah, via Oaky Creek and Mellay's.	Two	Horseback or coach.	225 0 0	31 Dec., 1879.
80 F. Klumm	Coonabarabran	Coonabarabran, Baradine, and Unawilky. (Contractor to extend service to Terembone, for £110 per annum, if required.)	One	Horseback	80 0 0	31 Dec., 1877.
81 William Pincham	Coonabarabran	Coonabarabran and Tambar Springs, via the Box Ridges and Saltwater Creek.	One	Horseback	60 0 0	31 Dec., 1879.
82 W. Nowland	Wybong	Muswellbrook and Wybong	Two	Horseback	40 0 0	31 Dec., 1878.
83 J. Clifford	Timor	Blanford and Timor (Silver Mines)	One	Horseback	38 0 0	31 Dec., 1877.
84 Thos. Patterson	Aberdeen	Aberdeen and Rouchell Brook	One	Horseback	14 0 0	31 Dec., 1877.
85 W. Harper	Scone	Scone, Gundy, and Moonan Brook	Two	Horseback	80 0 0	31 Dec., 1879.
86 F. Smith	Scone	Scone, and Merriwa, via Owen's Gap, Wybong, and Hall's Creek.	One	Horseback	60 0 0	31 Dec., 1877.
†87 R. J. Nowland	Gunnedah	Willow Tree, Quirindi, Quipolly, Breeza, Gunnedah, Boggabri, and Narrabri; and Tamworth, Somerton, Carroll, and Gunnedah.	Three ... Two ...	Coach ..	1,900 0 0	31 Dec., 1879.
88 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.
89 R. J. Nowland	Gunnedah	Narrabri, Wee Waa, and Walgett	One	Horseback	275 0 0	31 Dec., 1877.
90 George Millar	Wee Waa	Wee Waa and Baradine, via Coghill, Cubble, Yalgie, Cumble, Upper Cumble, and Gibbean.	One	Horseback	100 0 0	31 Dec., 1879.
91 Geo. Taylor	Brewarrina	Walgett, Brewarrina, and Bourke, via Moorabie (to travel once a week on north side of river, via Milrea, Booroomba, Ulah, & Gingi.)	Two	Horseback	439 0 0	31 Dec., 1879.
92 Wm. McIlveen, jun.	Nundle	Quirindi and Pine Ridge, via Walhollow, 4 D., and Mooki Stations.	Two	Horseback	49 0 0	31 Dec., 1878.
93 John O'Neill	West Maitland	Pine Ridge and Colly Blue, via Kickerbil and Webland.	Two	Horseback	35 0 0	31 Dec., 1878.
94 Wm. McIlveen, jun.	Nundle	Colly Blue and Tally-ho, via Darby's Downs, M'Clelland's, and Goran Lake.	Two	Horseback	39 0 0	31 Dec., 1878.
95 Geo. Humphries	Boggabri	Boggabri and Barraba, via Guest's, Chamberland's, Wolfe's, Clifford's, Carter's, Douse's, Harvey's, Eather's, Billoyena, Cox's Station, Fitzgerald's, Leard's, Goldman's Birrcny, Coolah Station (Lloyd's), and Burinda Station (St. Clair's).	One	Horseback	104 0 0	31 Dec., 1879.

* Contractor instructed to travel on Wednesdays via Limekiln (Thomson's), Wondobah, Mellalee, Bando, &c., returning on Saturday by same route, and on Sunday via Black Jack, Basin Plain, Mellalee, Bando, &c., returning by same route.

† In consequence of the extension of the railway to Quirindi, that portion of contract between Willow-tree Post Office, and Quirindi Railway Station, cancelled from 13 August, 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
96 Wm. Gordon	Millic.....	Narrabri, Millic, and Mores	No. of times per week Two	4-horse coach.	£ s. d. 250 0 0	31 Dec., 1878.
(Transferred to R. J. Nowland from 1 October, 1877.)						
*97 E. B. Purser	Mores	Mores, Pallsma'lawa, and Warialda, via Boolooroo.	Two	Horseback	120 0 0	31 Dec., 1879.
98 A. S. Wilde	Millic.....	Millic and Mogil Mogil, via Bunna Bunna, Munyga, Oriel, Buleori, Collortadula, Merriwynebone, Pockataroo, Collimungie, and Werribilli. (Contractor to travel by the following route if required, viz., via Bunna Bunna, Bulcori, Oriel, Munyga, Burrundoon, Collimungie, and Werribilli.)	One	Horseback	130 0 0	31 Dec., 1879.
99 Michael Reddon ..	Walgett.....	From Mogil Mogil to Currawillinghi, via Bagot's, Medlicott's, Brown's, and Hill's Stations, returning from Currawillinghi to Mogil Mogil via Bloxson's.	One	Horseback	130 0 0	31 Dec., 1878.
100 Thos. R. Bushell	Mores	Mores and Kunopia, via Bogree, Midkin, Welbon, Garah, and Whalan.	Two	Horseback	170 0 0	31 Dec., 1878.
101 R. Dowding	Goondawindi ..	Kunopia and Goondawindi.....	One	Horseback	69 0 0	31 Dec., 1879.
102 Mary Sweetman...	Mores	Mores and Meroe.....	Two	Horseback	120 0 0	31 Dec., 1878.
103 Alex. Robertson...	Mungindie	Garah and Mungindie	Two	Horseback	125 0 0	31 Dec., 1878.
104 Thos Boyle.....	Narrabri	Narrabri, Rocky Glen, and Coonabarabran, via Bohemia, Robinson's, Ryan's, Bowle's, Kain's, Cucubi, Pebbles, Borah, Yaminal, Sandbank, Dundy, and Slatery's.	One	Horseback	120 0 0	31 Dec., 1878.
†105 Wm. M'Kenzie	Pilliga	Pilliga, Baradine, and Coonamble	One	Horseback	130 0 0	31 Dec., 1878.
106 Joseph Ivory Capp	Millic, Pilliga ..	From Pilliga to Capp's, Millic, thence to Bucklebone, Burren, Capel's, and Cryan, returning to Pilliga by the same route.	One	Horseback	75 0 0	31 Dec., 1877.
107 Michael Reddon ..	Walgett.....	Walgett, Mogil Mogil, and Mungindie, via Collarenebri and Barrington.	One	Horseback	210 0 0	31 Dec., 1877.
108 John Peirec.....	Brewarrina	Brewarrina, Goodooga, and Brenda via Moorabilla, Bundabulla, Willah, Muckemawa, Bumble, and Bree Police Station.	One	Horseback	100 0 0	31 Dec., 1879.
(Transferred to Aleck Moffatt from 1 October, 1877.)						
109 P. Gilmartin	Brewarrina	Brewarrina, Talawanta, and Brenda, via Bundabulla, Llanghoyde, on the Bree, Weilmoriugh Station, on the Culgoa, Tatala, Guomery, and the Bree Stations.	One	Horseback	95 0 0	31 Dec., 1877.
110 Michael Reddon..	Mogil Mogil	Walgett, Currawillinghi, Yarrambah, Goodooga, and Brenda (Tate's Station, Culgoa River) via "Gideon's Inn," Forrester's, on the Burwon and Narran River, and Thorold's on Bokhara River. (Contractor to travel between Currawillinghi and Goodooga, on south side of the Bekira and Bree Rivers via the "Finger Post Inn" and Doyle's Station.)	One	Horseback	165 0 0	31 Dec., 1879.
111 Hy. Hall	Murrurundi	Murrurundi, Blackville, Yarraman, Bundella, and Tambar Springs. (Contractor to travel 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 Miller's Creek, travelling via M'Donald's Creek (Mrs. Sevil), Taylor's Creek (Holme's), Yarraman Creek, and Philip's Creek (Hook's), Cattle Creek (Dorby's), calling at the selector's places on Black Creek, on the road to Blackville.)	Two	Horseback	239 0 0	31 Dec., 1877.
112 S. Kermode and S. A. Graham. (Transferred to Messrs. T. J. M'Ilveen and W. A. Greer from 1st April, 1877.)	Nundle	Wallabadah, Nundle, and Bowling Alley Point, with a branch mail to and from Nundle and Hanging Rock, via Mount Pleasant.	Three	Horseback	167 0 0	31 Dec., 1878.

* Contractor allowed £10 per annum extra for travelling via Boolooroo and Mungie Bendic (M'Donald's new Head Station) from 1 December, 1877.

† In consequence of drought Contractor allowed to cease running between Baradine and Coonamble, from 29th November, 1877, and to be paid at the rate of £85 per annum, only, until he is able to take the service up again.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
113 J. H. Leslie	Nundle	Bowling Alley Point, Dungowan, and Tamworth, via Nemingha Flat (to travel along the Peel River.)	Two	Horseback	£ s. d. 82 10 0	31 Dec., 1878.
(Transferred to Thos M'Ilveen, from 1st April, 1877.)						
114 Michael Daly	Currabubula	Goonoo Goonoo and Currabubula	Three	Horseback	40 0 0	31 Dec., 1877.
115 Geo. Wilkinson, and A. L. Bowden.	Tamworth	Tamworth, Manilla, Barraba, Bingera, and Warialda, via Baker's, North Bingera.	Two	Coach, 2 horses.	745 0 0	31 Dec., 1879.
116 A. T. Simpson	Yetman	Warialda, Yetman, and Goondawindi, via Gournama.	One	Horseback	146 0 0	31 Dec., 1878.
117 Geo. Ross	Yetman	Warialda, Yetman, and Goondawindi, via Gournama and Wallangra.	One	Horseback	118 0 0	31 Dec., 1878.
118 C. J. Walker	Barraba	Barraba and Moree, via Tareela, Mount Lindsay, Currangandi, Ullebarella, Eulourie, Pallal, Derra, Banghet, Gincroi, Gravesend, Binnigi, and Baldwin's.	One	Horseback	110 0 0	31 Dec., 1877.
119 E. B. Purser	Moree	Barraba, Cobbadah, and Moree via Crawley's station, Currangandi, Ullebarella, Eulourie, Rocky Creek, Terri-hi-hi, and Ticanna.	One	Horseback	100 0 0	31 Dec., 1879.
120 Henry Hartoy	Bingera	Bingera and Inverell	One	Horseback	65 0 0	31 Dec., 1878.
121 John Crane	Warialda	Warialda, and Goondawindi, via Oragon, Gunyerwaridi, Yalaroi, Tooloona, Coppermarenbillen, & Boggabilla.	One	Horseback	130 0 0	31 Dec., 1877.
122 M. Fitzgerald	Keepit	Somerton and Keepit	Two	Horseback	48 0 0	31 Dec., 1878.
123 D. Lynch	Walcha	Bendemeer and Walcha; and Walcha and Glen Morrison.	Two One	Horseback	110 0 0	31 Dec., 1877.
124 Thos. Parkinson	Inverell	Inverell and Warialda, via Bannockburn, Piersby Hall, Reedy Creek, Gragin, and Myalla.	Two	Horseback	169 0 0	31 Dec., 1879.
125 Thos. Hobson	Stanborough	Stanborough and Tingha	Three	Horseback	48 0 0	31 Dec., 1877.
126 Jas. M'Crossin	Uralla	Uralla and Rocky River	Three	Horseback	20 0 0	31 Dec., 1879.
127 Cobb & Co.	Sydney	Armidale, Falconer, and Glen Innes, via Ben Lomond, with a branch mail from Armidale to Puddledock.	Three	2 or 4-horse coach.	800 0 0	31 Dec., 1879.
128 Wm. Harman	Grafton	Armidale and Grafton, via Gara Station.	One	Horseback	130 0 0	31 Dec., 1878.
129 N. O'Donnell	Armidale	Armidale and Kempsey, via Toorookoo, Nulla Nulla, Peedre Creek, Towel Creek, Long Flat, Giogha, Wollumbie, and Hillgrove.	One	Horseback	109 0 0	31 Dec., 1877.
*130 Richd. Marshall	Armidale	Armidale and Bundarra	One	Horseback	80 0 0	31 Dec., 1877.
131 Patk. Wade (Transferred to R. C. Smith from 1st April, 1877.)	Armidale	Armidale, and Uralla; and Uralla and Walcha.	One Two	2-horse coach.	82 0 0	31 Dec., 1879.
*132 Richd. Marshall	Armidale	Armidale, Oban, and Paddy's Gully, via Guyrah, Rock Vale, and Aberfoil.	Two	Horseback	174 0 0	31 Dec., 1877.
133 Patk. Wade	Armidale	Armidale, Wandsworth, Flsmore, and Inverell, via Eversleigh, Ollera, Moredon, Paradise Creek, and Newstead.	Three	Horseback	500 0 0	31 Dec., 1877.
†134 Patk. Wade	Armidale	Inverell, Ashford, and Bonshaw, via Byron and Buckulla	Two	Horseback	175 0 0	31 Dec., 1879.
135 Thos. Herbert	Tenterfield	Bonshaw and Tenterfield, via Clifton Station, Mole Station, and the south side of the Severn River.	One	Horseback	80 0 0	31 Dec., 1877.
136 Cobb & Co.	Sydney	Glen Innes, Dundee, Deepwater, Tenterfield, Willson's Downfall, and Maryland.	Three	2 or 4 horse coach.	1,700 0 0	31 Dec., 1879.
137 Patk. Wade	Armidale	Glen Innes and Wellingrove Wellingrove and Inverell, via King's Plains. Wellingrove and Inverell, via Waterloo.	Two One One	Horseback	135 0 0	31 Dec., 1879.
138 Wm. Krauss	Wellingrove	Wellingrove and Vegetable Creek, via Strathbogie.	One	Horseback	48 0 0	31 Dec., 1879.
†139 Jas. Braham	Glen Innes	Glen Innes, Dalmorton, South Grafton, and Grafton, via Shambigne, Buccarimbi, Broad Meadows, Newton Boyd, and the Big Hill.	Two	Horseback	300 0 0	31 Dec., 1879.
§140 Cobb & Co.	Sydney	Glen Innes, Y Water, and Vegetable Creek.	Three	2 or 4 horse coach.	150 0 0	Contract to terminate at three months' notice on either side.
141 B. M'Cormack	Vegetable Creek	Vegetable Creek and Tent Hill	Three	Horseback	48 0 0	31 Dec., 1877.
142 John Kiernen	Deepwater	Deepwater and Tableland, via Nine-mile.	One	Horseback	39 0 0	31 Dec., 1877.

* Contractor imprisoned. Service performed by Mrs Marshall from 1st October, 1877.

† Contractor allowed £20 per annum extra for calling at Edgerton once a week, from 15th December, 1877.

‡ Contractor allowed £200 per annum extra to perform service by coach, from 15th June, 1877.

§ Contractors given stipulated notice of the intention of the Postmaster General to cancel contract from 31st December, 1877.

Contractor's		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
143 Wm. Nond	Grafton	Tenterfield, Timbarra, Lunatic Reefs, Drake, Tabulam, Copmanhurst and Grafton calling at Eatonswill, Smith 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	Horseback	£ 270 0 0	31 Dec., 1877.
144 J. S. Williams	Grafton	Grafton and Lawrence	Two	Horseback	75 0 0	31 Dec., 1879.
145 T. Walsh	Casino	Tabulam and Tooloom	One	Horseback	40 0 0	31 Dec., 1879.
146 Jas. Webster (Transferred to Richard Keats, from 1st February, 1877).	Lismore	Clarence River Heads (Woolh), Woodburn, Wyrallah, and Lismore via Gundurimba.	Two	Horseback	159 0 0	31 Dec., 1878.
147 James McDonald	Huka	Clarence River Steamers, and Post Office, Huka, when steamers do not call at the wharf.		Boat	30 0 0	31 Dec., 1877.
148 James Campbell	Woodburn	Woodburn, Wardell, North Wardell, and Ballina, via Green's and Kiggins.	Two	Boat	85 0 0	31 Dec., 1878.
*149 Thos. Hart	Casino	Woodburn, Coraki, Codrington, South Casino, and Casino.	Two	Horseback	80 0 0	31 Dec., 1877.
150 Jas. Graham (Transferred to James Cox, from 1st April, 1877).	Casino	Lismore and Kynnumboon	One	Horseback	100 0 0	31 Dec., 1878.
151 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.
152 Jas. Graham	Casino	Lismore and Tirranna	One	Horseback	15 0 0	31 Dec., 1878.
153 E. W. Stocks	Alstonville	Post Offices Wardell and Alstonville.	Two	Horseback & boat.	41 2 6	31 Dec., 1877.
154 John L. Vesper	Casino	Lawrence and Casino	Two	2-horse coach.	110 0 0	31 Dec., 1877.
155 G. H. Pearce (Transferred to John L. Vesper, from 1st April, 1877).	Casino	Casino and Lismore; and	Two	Two-horse coach.	100 0 0	31 Dec., 1878.
		Lismore, Alstonville, and Ballina	One	Horseback		
156 Thos. Jordan	Deep Creek, Tabulam.	Lawrence and Tabulam	One	Horseback	96 0 0	31 Dec., 1877.
157 Thos. Walsh	Casino	Casino and Tabulam, via Wooroolgin, Dyraba, and Sandiland.	One	Horseback	34 0 0	31 Dec., 1879.
*158 Thos. Hart	Casino	Casino and Unungar (Sherwood's Station).	One	Horseback	38 0 0	31 Dec., 1878.
159 Henry Gill	Grafton	Steamer's Wharf, Grafton, and Post Office, Grafton, on arrival and departure of steamers.			40 0 0	31 Dec., 1877.
160 Wm. Nond	Grafton	Grafton, Lionsville, and Solferino (Contractor to travel by the new line of road).	Two	Horseback	90 0 0	31 Dec., 1877.
161 Wm. Harman	Grafton	Grafton, Kangaroo Creek, and Fernmount, via Nicholson's, Glenreagh, and Coutts's Crossing. (To travel in time of flood by the Bridge on the Old Armidale Road).	One	Horseback	100 0 0	31 Dec., 1878.
SUBURBAN LINES.						
1 Wm. Harmer	Watson's Bay	General Post Office, Sydney, and Watson's Bay.	Twelve	Steamer	60 0 0	31 Dec., 1879.
2 Charles Howe	Botany	General Post Office, Redfern Branch Post Office, and Botany.	Twelve	Mail-cart or on horseback.	87 0 0	31 Dec., 1878.
3 W. H. Ireland	Burwood	General Post Office, Camperdown, Annandale, Ashfield, Enfield, Bark Hutts, 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.	Twelve	} Car, 2 horses. }	60 0 0	31 Dec., 1878.
		St. Peter's, Kogarah, and Ganon's Forest.	Six			
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 at one month's notice on either side.

* Contractor's sureties (A. C. Simpson and James Britton) carried out contract, from 7th August, 1877.

† Contractor allowed £10 per annum extra in consideration of his calling at McDonald Town, from 1st January, 1876; also allowed £20 per annum extra in consequence of an alteration in Time Table, from 9th June, 1877.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st February, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*121	Herbert M. Benzoville...	Forbes	WESTERN ROAD. Forbes and Dandaloo, via Blow-clear, Gunning Bland, the Troughs, Gobondry, Burra Burra, Mumble Plains, Block H. Woodlands, and Albert Waterholes.	No. of times per week. One	Horseback	£ s. d. 275 0 0	1877. 31 Dec.
*150	E. Potter	Urana	SOUTHERN ROAD. Narranderra and Rankin's Springs via Medium, Mumbledool, Barellan, North Gogeldra, Binya, Ballandra, and Coonapaira.	One	Horseback	175 0 0	1879. 31 Dec.
†1	C. C. Fagan	Gosford.....	NORTHERN ROAD. Sydney, St. Leonard's, Lane Cove, Hornsby, Pent's Ferry, Gosford, and Kincumber.	Two	Horseback	360 0 0	1877. 31 Dec.

* New lines.

† In lieu of No. 1, Northern Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st March, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*122	Ebenezer Davis	King's Plains	WESTERN ROAD. Blayney and King's Plains.....	No. of times per week. Two	Horseback	£ s. d. 30 0 0	1877. 31 Dec.
*151	Patrick Carey	Cavan	SOUTHERN ROAD. Yass and Cavan (Mr. John Carey's Gum Flat) via Brunsell's Inn, Warro, and the Cavan Homestead.	One	Horseback	30 0 0	31 Dec.

* New Lines.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st February, 1877.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*162	Edward Thomas	Hillsborough, Winding Creek.	NORTHERN ROAD. Winding Creek and Charles-town.	No. of times per week. Three.....	Horseback	£ s. d. 14 0 0	1877. 31 Dec.

* New Line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st April, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses					
*51	Thos. Moran, son.	Goulburn	SOUTHERN ROAD. Queanbeyan, Michelago, Collington, Bredbo, and Cooma.	No. of times per week. Three	1 or more horse coach	£ s. d. 394 0 0	1877. 31 Dec.
†92	Allen Hancock.....	Burrowa	Dalton and Rye Park.....	One	Horseback	34 10 0	1878. 31 Dec.
‡93	Allen Hancock.....	Burrowa	Burrowa and Rye Park.....	One	Horseback	18 0 0	31 Dec.
§97a	Allen Hancock.....	Burrowa	Burrowa, Frogmoor, and Reid's Flat, via Hovell's Creek and Phil's Creek.	One	Horseback	43 0 0	31 Dec.
||97b	Allen Hancock.....	Burrowa	Burrowa and Frogmoor.....	One	Horseback	30 0 0	31 Dec. 1879.
¶114	George Simpson	Muttama Reef	Coolac and Coramundra, via Muttama Reef.	Two	Horseback	80 0 0	31 Dec.
**152	Alex. Augustus Piggin...	Corowa	Corowa and Urana	Two	Horseback and by coach when practicable.	150 0 0	1878. 31 Dec.
**163	James Leunox	Summer Hill, Cassilis.	NORTHERN ROAD. Cassilis and Wollar. (Contractor to carry out a twice a week service if required, at £75 per annum)	One	Horseback	50 0 0	1879. 31 Dec.

* In lieu of No. 51, Southern Road, in general list.

† Do. 92 do.

‡ Do. 93 do.

§ Do. 97a do.

|| In lieu of 97b, Southern Road, in general list

¶ Do. 114 do.

** New lines.

†† Contractor absconded. Arrangements made with F. A. Broughton to carry on the service temporarily at £80 per annum, from 5th May, 1877.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st May, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
*123	Wm. Brotherton	No. 2 West Bogan	WESTERN ROAD. Nyngon and No. 2 West Bogan (Contractor will be required to meet the Dandaleo and Cannonbar mailman at Nyngon).	Two	Horseback	10 0 0	1878. 31 Dec.
†62	Stephen O'Brien	Crudine	Sofala, Crudine, and Ilford ...	Two	Horseback	100 0 0	1877. 31 Dec.
‡83	Thomas M'Farland	Grenfell	Grenfell Morangarell, and Temora, via Moonbucca and Narraburra.	One	Horseback	170 0 0	1879. 31 Dec.
§94	Joseph Still	Forbes	Grenfell and Forbes	Two	Coach, 2 horses.	245 0 0	1878. 31 Dec.
¶94b	Thos. Joyce	Forbes	Young, Musgrave, and Grenfell. (Contractor to carry out a coach service at £180 per annum if required.)	Two	Horseback	140 0 0	31 Dec.
||45	Patrick Burke	Buchanan	NORTHERN ROAD. East Maitland, Buchanan, and Mount Vincent.	Three	Horseback	49 0 0	31 Dec.
††*164	Harvey Robinson.....	Gloucester.....	Gloucester and Rawden Vale, via Berrico.	Two	Horseback	25 0 0	31 Dec.

* New lines.

† In lieu of No. 62, Western Road, in general list.

‡ do. 83 do.

§ In lieu of No. 94, Western Road, in general list.

¶ Do. 45, Northern Road, do.

¶ Contractor instructed to carry out the coach service, from 1st June, 1877.

†† Contractor not having entered upon his contract, it was cancelled, and a fresh one entered into with Robert Herkes. (See Supplementary Notice.)

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 16th May, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amounts payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*124	Jas. Butler	Bathurst	WESTERN ROAD. Bathurst and Dunkeld	Three	Horseback	49 10 0	1877. 31 Dec.
*125	Wm. Walsh	Orange	Orange and Lucknow	Six	4-wheeled vehicle, 1 or 2 horses	97 0 0	31 Dec.
*126	Jas. Kelly	Forest Reefs.....	Spring Grove and Forest Reefs, and Forest Reefs and Cadia	Two	Horseback	35 0 0	31 Dec.
*127	Wm. Webb	Spring Grove ...	Spring Grove Railway Platform, and Post Office, Spring Grove, and Spring Grove Post Office and Guyong.	One	Horseback	20 0 0	31 Dec.
	(Contract cancelled 15th July, 1877. See Supplementary notice.)			Three... } One ... }		34 13 4	31 Dec.
*128	Wm. Jenner.....	Dungeon Creek, Vittoria.	Blayney and Vittoria	Two	Horseback	39 0 0	31 Dec.

* New Lines.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 11th May, 1877.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*164	Robert Herkes	Gloucester.....	NORTHERN ROAD. Gloucester and Rawden Vale, via Berrico.	Two	Horseback	48 0 0	1878. 31 Dec.

* In lieu of No. 104 in list of Contracts commencing on 1st May, 1877.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 10th June, 1877.

No.	Contractor's		Postal Line	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*165	R. J. Nowland.....	Gunnedah.....	NORTHERN ROAD. Walgett, Goodooga, and Brenda (Contractor allowed to perform a horseback service of £170 per annum until he can place a coach on the line.)	One	Coach ...	280 0 0	1878. 31 Dec.

* Contractor commenced coach service on 2nd August, 1877. New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from 1st July, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amounts payable to Contractors.	Date of Termination of Contracts.
	Names	Addressees.					
*129	James Stibbard..... (Transferred to Wm. Walsh from 1 December, 1877.)	Orange	WESTERN ROAD. Railway Station and Post Office, Orange.	No. of times per week. Six or more.	Spring cart, 1 or 2 horses.	£ s. d. 95 0 0	1879. 31 Dec.
*130	Wm. Dresser	Condobolin	Parkes and Condobolin via Watkin's, Gunning Bland Head Station, Bogan Gate, Old Gunning Bland, and Burrawang.	One	Horseback	120 0 0	31 Dec.
*131	Henry H. Nichols	Bathurst	Railway Station and Post Office, Bathurst.	Twelve or more.	2 or 4 wheeled vehicle.	69 10 0	31 Dec. 1877.
†93	Wm. Budd	Lake Cudgellico	Condobolin, Eauabalong, Hillston, and Booligal.	Two	Horseback	600 0 0	31 Dec.

*New Lines.

†In lieu of No. 93, Western Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from 20th June, 1877.

No.	Contractors'		Postal Lines	Frequency of Communication.	Mode of Conveyance	Annual amounts payable to Contractors.	Date of Termination of Contracts.
	Names.	Addressees.					
*114	Thos. Smith	South Gundagai	SOUTHERN ROAD. Coolac and Cootamundra via Muttama Reef.	No. of times per week. Two	Horseback	£ s. d. 100 0 0	1877. 31 Dec.
†40	William Hearn..... (Contract cancelled 4 August, 1877. See supplementary notice.)	Gullen	Goulburn, Murrumbidgee, Woore, (Pomeroy), Gullen, and Wheoco. (Contractor to convey letters, &c., on mail days, to and from the Wheoco Post Office and Wesleyan Chapel, at Wheoco.)	Two	Horseback	95 0 0	1878. 31 Dec.

*In lieu of No. 114, Southern Road, in list of Contracts commencing on 1st April, 1877.

†In lieu of No. 40, Southern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st August, 1877.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*153	Thos. J. Kennedy	Yamina, Jerolderie.	SOUTHERN ROAD. Jerolderie and Darlington Point.	No. of times per week. One	Horseback	£ s. d. 120 0 0	1879. 31 Dec.

* New Line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails from the 4th August, 1877.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name	Address.					
*35	Fredrick Taylor	Tenandra	WESTERN ROAD. Gilgandra, Collic, Tenandra, and Quambone, via Haddon Riggs, Inglogar, Curwell, and Burgess.	No. of times per week. One	Horseback	£ s. d. 360 0 0	†.....

* In lieu of No. 35, Western Road, in general list. Contractor given stipulated notice of intention of the Postmaster General to cancel his Contract from 31 December, 1877.

† Subject to termination on one month's notice being given by the Postmaster General.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 5th August, 1877.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*114	Jas. Armstrong	Muttama Reef ...	SOUTHERN ROAD. Coolac and Cootamundra, via Muttama Reef.	No. of times per week. Two	Horseback	£ s. d. 115 0 0	1877. 31 Dec.

* In lieu of No. 114, Southern Road, in list of Contracts commencing on 20th June, 1877.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th August, 1877.

No.	Contractor's		Postal Line	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract
	Name.	Address.					
*167	Robt. Kelly	Bendolba	NORTHERN ROAD. Bendolba and Underbank	No. of times per week. Two	Horseback	£ s. d. 32 0 0	1877. 31 Dec.

* New Line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st September, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
*31	Geo. Day	Dubbo	WESTERN ROAD. Dubbo and Cobbora	No. of times per week. Two	Horseback	£ s. d. 175 0 0	1878. 31 Aug.
†155	John Fitzpatrick	Yamba, Burragarang.	SOUTHERN ROAD. Burragarang and Upper Burragarang.	Two	Horseback	30 0 0	31 Dec.
†168	John Gordon	Lambton	NORTHERN ROAD. Charlestown and Belmont.....	Two	Horseback	21 15 0	31 Dec.

* In lieu of No. 31, Western Road, in general list. † New lines.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th July, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names	Addresses.					
*127A	William Webb.....	Spring Grove ..	WESTERN ROAD. Spring Grove, Railway Platform, and Post Office, Spring Grove.	No. of times per week. Three.....	Horseback	£ s. d. 47 0 0	1877. 31 Dec.
*127B	William Webb.....	Spring Grove ..	Spring Grove and Guyong..	Three.....	Horseback	48 0 0	31 Dec.
†132	Cobb & Co.	Sydney	From Railway Station, Blayney, to Post Offices, Blayney and Carcoar.	Six	2 or 4 horse coach.	153 0 0	31 Dec.

* In lieu of No. 127, Western Road, in list of Contracts commencing on 15th May, 1877. † New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 13th August, 1877.

No.	Contractor's		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address					
*166	Geo. Inman, jun.	Murrurundi	NORTHERN ROAD. Railway Station, Murrurundi, and Post Offices, Murrurundi, and Haydonton.	No. of times per week. Twice a day.	One-horse buggy.	£ s. d. 40 0 0	1879. 31 Dec.

* New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st April, 1877.

No.	Contractor's		Postal Line	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name	Address.					
*154	Cobb and Co.	Sydney	SOUTHERN ROAD. Murrumburrah, Wombat, and Young.	No. of times per week. Three ..	Four-horse coach.	220 0 0	1878. 31 Dec.

* Additional communication.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st October, 1877.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*156	E. Fletcher	Jerlecderie	SOUTHERN ROAD. Jerlecderie and Colombo Creek, via Yanko Creek.	No. of times per week. Two	Horseback	£ s. d. 120 0 0	1879. 31 Dec.

* New Line.

PARTICULARS of a Contract entered into for the Conveyance of Post-Office Mails, from the 1st November, 1877.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Names.	Address.					
*157	Cobb & Co.	Sydney	SOUTHERN ROAD. Cootamundra, Cungegong, Bethungra, Junee, Wallacet- ton, and Wagga Wagga.	No. of times per week. Thre.....	Coach ...	£ s. d. 327 15 0	1879. 31 Dec.

* Additional communication.

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 1877.

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Aberdeen	125	£ s. d. 482 8 11	36	£ s. d. 124 19 3	Clarence Town... Collector	358 114	£ s. d. 1,080 14 5 388 7 8	81 37	£ s. d. 297 10 2 155 10 5
Adaminaby	380	1,088 11 2	55	190 16 8	Condobolin	274	1,043 6 0	19	106 13 2
Adelong	680	2,378 8 11	225	762 3 8	Coolah	282	1,076 19 2	24	134 2 2
Albury	681	1,923 9 1	672	2,614 5 0	Cooma	1,113	3,706 3 7	331	1,199 16 5
Anvil Creek.....	391	1,050 17 6	99	252 3 0	Coonabarabran... Coonamble	577 666	2,012 5 10 2,796 9 11	102 101	493 4 8 522 9 11
Appin	99	263 0 1	55	216 5 10	Cooranbong.....	179	710 15 2	23	135 16 8
Araluen	407	1,075 1 6	320	879 9 6	Coraki	103	472 9 10	26	175 15 10
Armidale	1,150	4,224 3 2	504	2,096 16 7	Cootamundra ... Corowa	999 263	3,822 2 3 815 5 7	154 113	629 3 3 551 6 4
Ashfield	204	495 4 10	186	601 15 6	Cow Flat	143	382 2 0	70	343 8 10
Ashford	31	149 0 9	14	71 3 4	Cowra	491	1,908 10 8	126	642 10 3
Avisford	28	52 17 7	7	10 10 6	Crookwell.....			1	2 0 0
Ballina	289	1,890 16 8	37	167 12 8	Cundletown.....	144	529 15 0	53	235 18 1
Balmain	449	1,500 8 0	706	2,567 6 4	Currahubula .. Currawong	102 78	245 4 8 231 0 11	9 46	51 2 11 164 2 9
Balranald.....	241	925 16 0	42	223 13 4	Dalmorton	54	224 14 9	10	32 19 6
Baradine	154	321 14 5	16	115 18 3	Dandaloo			1	8 0 0
Barraba	203	557 14 10	24	99 2 8	Dapto	67	124 14 4	12	37 8 6
Bateman's Bay... Bathurst	293 2,285	1,000 8 7 7,739 2 2	52 2,005	253 15 11 9,903 13 3	Deniliquin	998	3,665 16 4	382	1,241 8 7
Bega	913	3,602 14 7	268	1,107 9 0	Denman	184	422 11 6	56	274 7 4
Bendeneer	288	971 10 10	47	220 18 8	Dight's Forest... Dubbo	7 1,137	9 1 6 3,727 5 7	1 503	6 19 0 2,150 5 0
Berrima	362	900 7 3	96	286 7 2	Dundee	47	173 19 0	9	44 4 0
Binalong	361	1,475 19 6	63	239 8 3	Dungog	354	1,104 4 7	87	361 1 7
Bingera	304	1,099 15 1	94	418 6 0	East Maitland... Eden.....	653 664	2,338 8 9 4,436 12 6	414 58	1,373 9 11 225 11 6
Blackville..... Blackrock.....	103	252 0 6 .....	..... 2	..... 10 19 0	Emu	47	141 6 9	67	246 16 1
Blayney	439	1,318 12 4	182	891 5 0	Euston	228	1,299 17 0	12	58 19 2
Bodalla	243	613 3 5	19	71 8 10	Ferunount	224	1,107 0 4	41	238 4 0
Boggabri	132	415 19 7	18	120 16 2	Forbes	898	3,287 0 3	354	1,578 1 5
Bombala	801	3,602 9 2	179	598 9 8	Forest Reefs ... Frogmoor.....	53 214	92 10 4 829 16 11	5 9	23 8 6 53 5 9
Booligal	102	493 0 10	22	128 17 7	Gegedzerick..... Germantown.....	82 374	222 19 3 1,682 11 3	3 34	7 17 0 155 17 4
Botany	24	77 12 9	17	64 4 6	Gerogery	33	96 5 2	7	33 7 8
Bourke	1,116	5,818 12 2	146	439 1 9	Gildandra	43	146 0 5	8	28 15 6
Bourke-street ... Bowenfels	36 110	136 13 4 371 3 6	10 75	30 16 0 320 15 3	Gladstone	149	660 7 5	5	14 18 8
Bowna	26	70 6 0	14	73 8 3	Glebe	75	212 0 8	184	594 14 5
Bowling	288	822 12 10	76	357 12 5	Glen Innes	570	2,337 5 7	309	1,218 4 5
Braidwood	830	2,748 14 9	707	2,762 10 9	Goderich	60	220 1 0	10	35 2 0
Branxton	362	1,190 13 4	203	892 9 2	Goonoo Goonoo... Gosford	147 361	486 2 6 1,634 15 10	10 80	45 7 0 412 10 8
Breeza	96	374 0 11	11	47 6 8	Goulburn..... Grafton	2,067 1,410	7,640 12 3 5,449 19 11	2,196 619	8,128 7 10 2,457 3 6
Brewarrina	491	2,052 4 8	54	264 4 8	Grenfell	512	1,545 0 0	211	739 12 3
Bringelly	48	107 17 8	16	33 12 0	Gulgong	612	1,991 18 2	676	2,760 19 0
Broughton Creek Brushgrove	268 85	897 6 9 275 1 2	42 18	180 19 1 62 18 0	Gundagai..... Gunnedah	880 533	3,281 16 11 1,852 12 0	256 193	926 6 3 723 0 2
Bull	145	474 17 0	13	43 14 3	Gunning	446	1,462 6 10	150	512 4 6
Bundarra	367	1,340 12 3	67	255 19 9	Guyong	82	246 7 0	20	66 1 9
Bungendore..... Burrawang	305 44	809 3 10 225 16 10	67 22	203 15 3 80 4 9	Hargraves	137	436 11 1	26	74 11 0
Burrowa	690	2,722 5 11	177	693 4 10	Hartley	841	6,267 18 5	123	470 5 2
Burwood	165	503 15 9	188	731 2 9	Hay	1,018	4,263 7 5	212	824 0 11
Cadia	53	98 3 4	13	64 17 0	Haymarket	968	3,526 8 3	375	1,558 17 2
Camden	307	897 18 6	249	904 0 10	Hexham	86	253 11 2	246	1,032 2 3
Campbelltown... Camperdown ...	256 39	828 7 1 172 13 6	241 66	805 15 9 191 16 9	Hill End	1,011	2,766 7 7	454	1,414 16 2
Cannonbar	118	387 6 1	11	55 16 6	Hillston	96	392 12 0	27	129 16 6
Cape Hawke	82	220 16 4	11	64 11 3	Home Rule	191	443 5 11	116	391 17 4
Carcoar	634	2,146 7 4	251	974 18 6	Hoskinstown .. Hford	44 125	134 15 7 297 4 3	4 51	20 13 0 326 16 3
Cargo	197	893 0 10	33	127 0 8	Iaverell	1,266	5,615 10 6	286	1,195 10 7
Carroll	110	242 19 5	16	53 15 4	Ironbarks.....	417	1,696 6 9	37	122 19 2
Casino	410	1,358 5 2	154	714 13 2					
Cassilis	1,483	11,538 16 10	77	314 2 8					
Catherine Hill Bay	56	190 16 1	3	12 10 1					
Chatsworth Is- land	85	285 18 2	8	33 15 10					

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Jamberoo.....	110	295 7 8	29	136 0 10	Redfern.....	617	1,563 1 8	755	2,299 9 3
Jereelderie.....	359	1,173 13 11	49	151 8 0	Reedy Flat.....	83	168 2 0	10	49 7 7
Jordan's Crossing.....	264	881 0 1	31	156 13 4	Richmond.....	533	1,577 13 8	230	1,082 7 10
Kelso.....	227	989 9 11	84	354 3 11	Rockley.....	188	540 7 5	56	259 16 11
Kempsey.....	301	1,169 6 0	94	409 6 10	Rocky Mouth.....	423	1,276 6 4	51	266 14 11
Kiama.....	636	2,216 6 9	228	754 18 11	Rookwood.....	15	53 10 0	9	38 4 8
Kiandra.....	355	1,667 10 3	47	266 14 7	Rydal.....	202	627 16 0	75	303 6 11
Lambton.....	760	2,553 10 6	200	597 1 1	Ryde.....	106	327 18 6	69	302 12 5
Lawrence.....	216	595 9 1	28	110 8 8	Rylstone.....	369	1,013 15 0	97	413 6 2
Lidsdale.....	244	1,188 15 2	118	618 1 5	St. Leonards.....	244	654 1 2	173	660 13 2
Lionsville.....	75	187 7 5	9	20 8 6	St. Marks.....	27	88 9 6	6	20 7 0
Lismore.....	750	2,619 13 5	94	380 6 9	St. Mary's.....	294	753 4 2	40	109 7 2
Lithgow.....	755	2,954 11 3	59	254 0 5	St. Peter's.....	101	294 9 7	39	164 16 10
Little Hartley.....	206	775 7 3	28	157 15 8	Scone.....	797	2,709 19 7	152	748 2 6
Liverpool.....	347	1,026 16 9	231	686 3 10	Singleton.....	1,352	4,858 5 10	650	2,740 1 3
Lochinvar.....	127	493 8 4	188	917 16 6	Sofala.....	365	922 2 8	149	471 12 3
Lower Gundaroo.....	113	299 18 9	10	28 3 1	Solferino.....	26	126 6 0	1	9 10 0
Lucknow.....	146	464 10 1	88	385 2 1	Somerton.....	49	117 5 7	5	32 0 0
Lunatic Reefs.....	55	157 6 0	11	74 16 10	South Grafton.....	215	909 15 1	87	559 18 6
Major's Creek.....	194	510 11 3	139	513 3 7	Stanhorough.....	348	2,966 3 11	9	42 5 6
Manilla.....	164	413 0 0	16	79 2 0	Stroud.....	755	5,116 7 11	90	360 2 1
Manly.....	194	520 13 10	90	348 10 7	Summer Island.....	12	77 16 6	.....	.....
Maryland.....	83	66 1 0	7	51 2 0	Tambarooora.....	138	401 11 8	80	173 11 8
Merrimbula.....	218	730 12 10	45	159 0 4	Tambar Springs.....	53	218 19 9	20	132 0 5
Merriwa.....	458	1,906 8 6	60	234 7 2	Tamworth.....	1,552	5,913 2 5	1,103	4,607 10 2
Michelago.....	122	348 14 1	25	96 13 3	Taralga.....	157	616 13 0	42	286 7 6
Milton.....	394	1,167 9 8	56	217 18 11	Tarona.....	185	565 1 0	7	18 14 0
Minmi.....	372	1,121 10 11	47	139 15 0	Tarcutta.....	168	568 16 8	40	229 9 10
Mittagong.....	585	1,551 2 4	312	1,149 16 10	Taree.....	319	1,180 7 9	76	255 0 8
Moama.....	209	753 16 10	106	385 10 8	Tenterfield.....	444	1,710 0 0	157	542 0 1
Molong.....	624	2,253 3 2	178	760 15 10	Terrara.....	394	1,154 14 8	96	329 10 8
Molonglo.....	67	140 12 6	16	38 12 7	Tocumwal.....	277	1,457 19 3	10	50 14 3
Monga.....	88	394 17 3	10	38 14 6	Trunkey Creek.....	188	882 14 8	90	470 9 0
Mooroolooloolo.....	324	872 7 5	93	333 12 3	Tuena.....	144	521 9 10	22	55 14 4
Moroe.....	269	1,282 10 1	35	160 12 0	Tumberumba.....	271	1,223 12 6	20	59 7 0
Morpeth.....	404	1,340 12 3	362	1,282 2 2	Tunmut.....	533	1,564 7 8	212	795 8 0
Moruya.....	793	3,121 6 3	222	875 10 4	Twced Junction.....	73	191 8 7	36	225 6 5
Moss Vale.....	305	878 18 5	191	643 0 6	Ulladulla.....	57	149 16 10	26	88 19 4
Mount Victoria.....	283	812 10 7	43	192 18 6	Ulmarra.....	237	782 9 4	31	172 12 10
Mudgee.....	1,820	6,073 1 2	996	3,655 5 6	Uralla.....	554	1,948 3 3	152	698 19 0
Murrumburrah.....	1,062	4,103 13 4	191	773 3 8	Urana.....	236	749 0 10	63	286 11 7
Murrurundi.....	1,369	5,604 8 6	1,043	4,869 12 6	Upper Gundaroo.....	135	338 17 5	54	274 17 0
Muswellbrook.....	831	3,190 16 9	483	1,959 19 1	Vegetable Creek.....	723	3,273 2 0	73	307 6 9
Narrabri.....	723	3,546 12 10	234	867 10 1	Wagga Wagga.....	1,681	7,182 15 5	732	2,034 18 1
Narrandera.....	275	1,177 17 6	34	146 13 1	Walcha.....	478	1,703 12 3	66	256 11 9
Nelligen.....	413	1,578 11 0	58	270 0 7	Walgett.....	533	2,939 6 5	98	611 4 6
Nerrigundah.....	67	282 3 4	10	34 12 8	Wallabadah.....	219	796 8 10	42	250 0 8
Newcastle.....	4,259	15,976 10 3	2,467	8,742 11 3	Wailsend.....	766	2,157 4 4	325	1,152 17 8
Newtown.....	595	1,895 10 4	710	2,535 1 1	Waratah.....	303	894 16 8	110	391 2 6
Nimitybelle.....	433	2,263 13 2	26	111 4 9	Warialda.....	309	1,257 9 6	88	342 15 7
North Wardell.....	136	503 12 2	14	49 9 11	Warren.....	350	1,333 15 7	44	209 0 0
Nowra.....	186	594 10 2	88	318 13 4	Watson's Bay.....	36	49 10 1	13	53 17 10
Numba.....	132	493 1 2	37	163 7 0	Wattle Flat.....	181	587 8 5	74	301 14 0
Nundle.....	292	1,386 17 10	122	431 7 6	Waverley.....	147	258 13 0	89	250 4 2
Oberon.....	322	1,086 15 6	42	184 3 11	Wee Wee.....	360	1,902 19 3	22	91 2 9
Obley.....	55	230 17 2	24	102 18 6	Wellingrove.....	69	227 9 11	12	90 4 6
Orange.....	2,748	9,963 0 9	1,094	4,425 1 9	Wellington.....	733	2,993 12 0	260	1,026 7 1
Oxford-street.....	1,080	3,284 1 5	915	2,960 2 11	Wentworth.....	314	1,359 19 6	68	320 17 2
Paddington.....	347	1,197 5 5	271	894 12 8	West Kempsey.....	245	1,064 9 4	83	341 7 5
Pambula.....	193	764 5 0	34	165 11 4	West Maitland.....	1,633	6,645 4 2	2,693	9,617 8 11
Parke.....	632	2,204 7 9	390	1,662 15 2	Wilcannia.....	327	1,137 2 11	46	175 15 9
Parramatta.....	703	2,280 5 3	1,097	3,327 8 6	William-street.....	1,117	4,005 4 1	484	1,658 9 10
Parramatta-street.....	558	1,771 16 11	493	1,692 12 0	Windsor.....	102	500 18 8	48	195 16 6
Paterson.....	335	1,640 18 9	94	505 18 2	Wingham.....	752	2,604 0 2	429	1,741 9 5
Penrith.....	442	1,289 0 9	405	1,413 1 0	Wingham.....	623	4,591 2 8	68	290 10 1
Petersham.....	133	294 10 2	152	838 18 3	Wiseman's Ferry.....	171	581 6 0	22	92 13 0
Pieton.....	356	1,106 3 10	164	756 18 11	Wollar.....	24	74 10 6	2	11 0 0
Pilliga.....	177	559 6 6	16	99 18 1	Wollombi.....	379	2,129 5 5	66	409 3 7
Port Macquarie.....	744	4,105 10 0	141	607 7 0	Wollongong.....	955	3,631 11 9	374	1,378 2 2
Pymont.....	457	1,517 13 9	110	361 19 7	Wombat.....	85	304 5 10	29	178 6 9
Queanbeyan.....	783	2,785 6 2	322	1,005 17 2	Woollahra.....	112	239 2 9	110	380 8 4
Quirindi.....	564	2,218 0 2	128	571 8 4	Woonoona.....	228	787 12 4	32	113 14 0
Randwick.....	50	241 1 5	96	209 15 4	Yass.....	1,359	5,165 5 3	644	2,371 9 0
Rankin's Springs.....	13	54 12 6	1	3 0 0	Young.....	1,286	4,374 4 7	531	1,926 15 9
Raymond Terrace.....	272	769 7 9	245	1,311 9 4	Sydney.....	15,631	65,577 18 11	71,230	260,789 14 10
Totals.....						129,120	494,468 19 2	120,493	450,476 15 9

GOVERNMENT SAVINGS' BANK.

RETURN shewing 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 1877; also the amount at the credit of Depositors on the 31st December, 1877.

Name of Branch.	Date of establishment.	Number of Accounts open at close of 1876.	Number of Accounts opened during 1877.	Number of Accounts closed during 1877.	Number of Accounts remaining open at close of 1877.	Balance on 31st Decem-ber, 1876.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors at close of 1877.
							Number	Amount.	Number	Amount.	
Aberdeen	11 Dec, 1871	27	3	8	22	£ s. d.	16	267 15 5	23	£ s. d.	£ s. d.
Adaminaby	12 July, 1875	2	21	2	21	997 6 9	91	17 10 7	3	3 0 5	776 18 6
Adelong	11 Dec, 1871	72	37	38	71	1,028 13 4	180	1,128 0 3	07	1,201 7 4	965 6 3
Albury	1 Oct., 1875	75	30	22	33	721 7 3	244	890 19 7	59	803 6 7	905 0 3
Anvil Creek	1 Mar, 1877	...	32	16	16	...	56	363 12 11	27	103 12 6	260 0 5
Araluen	1 Sept., 1872	11	2	1	12	161 13 1	12	175 10 3	7	50 4 0	286 19 4
Armidale	1 Oct., 1871	64	45	16	93	2,095 19 6	433	1,724 15 4	62	955 6 7	2,865 8 3
Ashfield	1 Feb., 1875	2	15	4	13	7 12 0	42	104 5 0	5	20 5 7	32 12 5
Ballina	1 Sept., 1872	...	1	1	1	...	2	8 13 11	...	...	9 13 11
Bahmain	1 Oct., 1871	217	110	71	256	3,688 1 7	934	4,254 3 1	321	3,635 10 7	4,256 14 1
Bathurst	1 Sept., 1872	231	108	32	257	8,434 5 0	585	5,613 4 6	282	4,740 8 2	9,307 1 4
Bega	1 Oct., 1871	55	27	21	61	843 14 11	103	775 1 8	49	449 0 3	1,209 16 4
Berrima	1 Feb., 1875	30	0	9	27	687 13 5	20	197 18 5	11	293 3 5	592 3 5
Binalong	1 Oct., 1871	...	...	...	...	...	...	...	...	...	...
Bingera	12 July, 1875	5	15	2	13	15 17 11	55	269 14 8	5	86 10 10	199 1 9
Bodalla	11 Dec, 1871	27	12	8	31	1,162 9 11	29	323 4 10	24	369 19 6	1,115 15 3
Bombala	1 Sept., 1874	43	27	15	55	316 14 6	161	244 6 4	37	201 11 4	359 9 6
Botany	1 Oct., 1871	21	11	3	29	199 1 2	42	445 9 2	10	259 0 2	345 10 2
Bourke	1 Feb., 1875	...	...	...	...	...	...	...	...	...	...
Bowenfels	1 Oct., 1871	85	24	6	103	2,483 6 1	197	1,746 11 11	59	1,054 0 4	3,175 17 8
Braidwood	1 Sept., 1874	13	3	3	13	85 9 9	17	201 7 9	10	116 16 10	170 0 8
Branxton	4 June, 1877	...	24	3	21	...	61	556 16 4	7	99 4 0	457 11 7
Bulli	1 Jan., 1874	25	4	4	25	373 11 0	29	99 18 5	0	163 11 0	313 18 6
Bundarra	12 July, 1875	23	17	10	30	495 13 3	105	586 14 1	41	351 6 9	731 0 7
Burrows	1 Sept., 1872	28	19	7	38	351 14 5	30	306 17 11	25	276 3 8	382 8 6
Burwood	1 Oct., 1871	139	27	19	147	2,627 13 10	208	1,215 19 8	60	674 2 5	3,169 16 1
Camden	1 Oct., 1871	47	14	7	54	1,016 3 10	110	675 15 2	22	494 1 0	1,097 17 3
Campbelltown	11 Dec, 1871	6	4	2	4	156 7 1	19	110 16 9	5	4 14 0	6 7 2
Campdown	12 July, 1875	2	...	...	...	...	...	...	...	...	...
Cannonbar	1 Sept., 1872	31	9	12	23	1,218 13 8	49	800 14 11	24	872 18 11	1,146 9 8
Carcoar	1 Feb., 1875	13	11	8	16	553 3 3	20	209 0 0	16	410 4 2	471 19 1
Casino	1 Sept., 1872	83	21	17	87	3,007 17 5	151	1,424 13 2	46	1,355 4 5	3,077 6 2
Cassilis	4 June, 1877	...	12	...	12	...	25	207 17 2	...	...	...
Chatsworth Island	1 Oct., 1871	66	21	12	75	1,360 7 6	73	719 11 10	36	933 4 1	1,146 15 3
Cooma	12 July, 1875	17	8	3	22	193 19 9	42	216 12 5	6	128 1 0	282 11 2
Coonabarabran	1 Mar, 1877	...	75	22	63	...	133	1,590 5 5	33	407 3 11	1,173 1 6
Cooranbong	1 Sept., 1874	27	15	11	31	1,044 6 5	50	689 11 8	30	504 9 6	1,229 8 7
Cootnamundra	1 Sept., 1872	27	11	5	33	641 3 0	60	368 5 1	20	299 19 9	709 8 10
Cow Flat	11 Dec, 1871	52	50	30	72	481 10 1	186	1,308 11 0	52	1,031 8 2	758 12 11
Cowra	1 Jan, 1874	13	7	4	21	228 2 1	32	545 17 0	11	394 3 10	379 15 8
Deniliquin	11 Dec, 1871	27	13	14	26	545 3 9	59	690 9 5	34	880 13 10	354 19 4
Denman	1 Sept., 1874	14	6	4	16	543 16 5	30	166 5 0	24	322 11 7	387 9 10
Dubbo	1 Oct., 1871	12	20	7	25	549 19 4	98	401 13 6	19	134 15 6	316 17 4
Dungog	1 Jan., 1874	24	2	1	25	406 2 7	25	127 10 1	10	190 4 8	334 8 0
East Maitland	1 Sept., 1872	39	12	6	45	480 6 9	59	753 15 2	26	281 7 7	952 14 4
Eden	11 Dec, 1871	95	27	38	84	1,723 7 3	123	743 1 3	65	1,065 8 3	1,401 0 8
Fermount	12 July, 1875	3	...	...	3	...	...	...	...	...	...
Forbes	1 Sept., 1872	12	9	3	18	404 1 3	24	533 16 11	8	204 8 1	733 10 1
Germanton	1 Oct., 1871	12	10	3	19	206 11 3	37	115 6 7	23	183 3 0	183 14 10
Gladstone	1 Sept., 1874	51	22	12	61	393 10 11	90	723 11 5	34	258 15 2	353 7 2
Glebe	1 Oct., 1871	12	2	2	12	299 17 3	15	165 12 9	13	167 0 7	279 9 5
Glen Innes	1 Oct., 1871	188	63	40	150	5,709 6 11	304	3,070 6 7	104	2,149 0 7	6,720 3 11
Gosford	1 Oct., 1871	34	36	12	68	1,468 0 0	82	1,480 0 1	39	666 5 10	1,981 15 0
Goulburn	15 Jan., 1872	76	28	16	88	1,461 15 7	129	1,836 14 0	61	1,045 17 8	1,749 11 11
Grafton	11 Dec, 1871	27	19	21	69	1,312 10 5	124	889 17 0	76	1,123 10 1	1,678 8 4
Gulgong	12 July, 1875	22	8	...	35	647 11 0	23	208 15 3	8	196 14 7	659 11 8
Gundagai	12 July, 1875	22	17	12	27	301 0 10	58	518 15 8	32	352 13 0	466 13 6
Gunnedah	1 June, 1870	69	84	43	110	696 12 5	318	1,710 17 11	60	915 17 11	1,481 12 6
Hay	1 Mar, 1877	...	466	90	367	...	640	12,749 17 0	402	3,701 9 4	8,988 7 8
Haymarket	1 Feb., 1875	6	1	...	7	206 2 0	5	112 10 7	3	53 0 0	205 12 7
Hexham	1 Jan., 1874	131	56	47	140	5,039 8 9	332	2,741 4 8	198	3,480 3 4	4,300 10 1
Hill End	1 Sept., 1875	9	1	1	9	118 17 4	22	131 3 8	3	54 7 9	195 13 3
Home Rule	1 Oct., 1871	86	32	18	100	1,888 2 9	256	1,150 11 3	58	685 8 3	2,382 5 9
Inverell	1 Sept., 1874	45	39	15	69	1,217 15 7	199	1,600 19 2	65	698 1 5	2,120 13 4
Kempsey	12 July, 1875	10	9	3	16	193 2 6	22	333 15 7	6	73 1 3	423 16 10
Kinross	1 Feb., 1875	20	11	0	25	143 12 10	81	455 0 11	18	296 3 11	302 9 10
Lambton	1 Oct., 1871	62	31	13	80	1,543 1 8	143	1,624 17 10	45	1,144 5 1	2,023 14 5
Lidsdale	1 Oct., 1871	68	22	22	66	1,402 9 2	214	1,177 13 1	64	944 17 0	1,695 5 3
Lismore	12 July, 1875	...	5	1	4	...	8	105 0 3	4	47 0 0	118 0 3
Lithgow	1 Feb., 1875	14	6	6	14	117 9 2	39	120 5 7	14	177 7 4	66 7 5
Liverpool	1 Jan., 1874	26	23	16	48	110 15 8	135	295 6 11	57	267 18 2	144 4 6
Lochinvar	1 Jan., 1874	25	7	5	27	516 18 5	50	358 11 9	26	215 16 8	650 13 0
Major's Creek	1 Sept., 1875	13	1	5	9	342 8 6	10	96 5 8	10	279 6 0	129 8 2
Marilyn	1 Jan., 1874	33	11	3	41	222 10 0	75	361 14 7	18	217 2 10	367 1 9
Merimbula	1 Jan., 1874	14	40	16	38	246 4 1	157	1,498 10 10	40	863 16 4	880 18 7
Merrilwa	1 Sept., 1872	115	16	27	104	3,002 14 10	153	1,121 14 8	77	1,109 7 4	8,015 2 2
Milton	1 Oct., 1871	40	17	19	33	1,070 8 7	180	479 14 6	33	600 11 3	359 11 10
Minni	1 Oct., 1871	24	14	9	29	290 8 6	96	333 16 6	40	185 16 8	438 2 4
Mittagong	10 April, 1876	114	34	24	124	3,255 3 8	213	1,795 18 7	80	1,431 6 11	3,539 13 4
Molong	1 Oct., 1871	41	11	7	45	777 13 0	64	518 3 6	30	263 17 6	1,024 19 0
Moorewollan	1 Sept., 1876	1	20	8	18	0 15 0	54	242 6 6	11	83 0 3	160 1 3
Morpeth	1 Oct., 1871	6	31	13	24	101 10 6	50	894 18 7	22	246 12 4	720 5 9
Moruya	1 Oct., 1871	77	35	24	38	2,088 0 5	196	1,884 6 2	70	1,007 14 0	2,694 12 7
Moss Vale	1 Mar, 1877	...	50	13	32	...	111	1,003 12 5	31	344 0 11	719 11 6
Mount Victoria	1 Oct., 1871	175	71	69	177	6,672 19 8	379	4,135 15 4	197	3,288 19 7	7,519 15 6
Mudgee	11 Dec, 1871	65	29	20	74	1,898 4 3	136	845 13 4	52	878 13 0	1,865 4 7
Murrumburrah	2 June, 1873	46	17	9	54	1,392 14 0	65	546 12 6	12	218 16 9	1,720 9 9
Murrurundi	12 July, 1875	12	11	...	23	9 14 10	44	33 13 1	...	...	43 7 11
Muswellbrook	1 Oct., 1871	604	382	283	703	23,452 11 8	2,029	17,447 13 7	786	15,521 16 9	25,378 8 6
Narrabri	1 Oct., 1871	...	...	...	...	...	...	...	...	...	...
Nelligen	1 Oct., 1871	...	...	...	...	...	...	...	...	...	...
Newcastle	1 April, 1870	...	...	...				

G—continued.

Name of Branch	Date of establishment.	Number of Accounts open at close of 1876.	Number of Accounts opened during 1877.	Number of Accounts closed during 1877.	Number of Accounts remaining open at close of 1877.	Balance on 31st December, 1876.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors at close of 1877.
							Number	Amount.	Number	Amount	
Paterson	12 July, 1875	6	7	2	11	122 8 5	22	196 8 2	12	90 11 8	221 4 11
Penrith	1 Oct., 1871	80	20	14	92	3,035 3 10	196	1,307 2 11	46	1,032 13 8	3,819 13 1
Petersham	1 Feb., 1875	45	32	14	63	304 11 6	141	627 4 3	43	314 2 8	677 18 1
Pictou	1 Sept., 1874	41	29	11	59	827 1 6	124	1,340 6 11	40	1,039 1 7	1,137 6 10
Port Macquarie	11 Dec., 1871	108	25	13	120	6,203 9 6	165	3,164 2 0	78	2,246 10 11	6,211 0 7
Pyrmont	1 Oct., "	26	18	8	36	208 19 5	184	518 7 11	43	268 6 8	459 0 8
Queanbeyan	11 Dec., "	45	5	8	42	531 16 0	90	290 4 10	26	306 19 4	516 1 6
Raymond Terrace	1 Sept., 1872	77	14	12	70	1,760 3 4	97	1,017 18 4	35	911 10 8	1,836 11 0
Redfern	1 Oct., 1871	226	128	97	257	3,471 1 4	982	3,296 17 4	306	3,434 14 1	3,303 4 7
Richmond	11 Dec., "	56	22	7	71	462 14 11	108	393 19 5	49	233 0 6	623 13 10
Rookwood	12 July, 1875	17	4	3	18	65 15 9	47	54 1 11	12	69 2 3	50 15 6
Rydal	1 Jan., 1874	41	21	9	53	2,938 12 11	91	897 14 0	48	624 19 10	2,811 7 7
Ryde	1 Feb., 1875	18	11	1	28	104 2 1	57	744 0 7	16	224 16 0	623 6 8
Rylstone	2 June, 1873	8	2		10	89 18 6	13	86 0 5	2	20 0 0	125 18 11
St. Leonards	1 Feb., 1875	155	85	50	181	1,747 11 11	315	2,251 4 10	188	1,770 15 0	2,222 1 3
St. Mary's	1 Sept., 1876	3	11	1	13	14 1 3	37	263 14 2	13	96 5 2	181 10 3
Scone	11 Dec., 1871	12	5	2	15	393 12 3	16	170 12 7	11	105 17 3	308 7 7
Singleton	1 Oct., "	250	78	50	273	3,662 11 2	662	1,964 3 3	135	1,963 15 7	3,662 18 10
Sofala	1 Oct., 1874	50	11	14	47	1,147 11 11	75	712 0 8	42	793 1 6	1,067 0 1
Stroud	1 Feb., 1875	13	16	5	29	449 12 5	80	688 16 1	21	436 12 11	686 15 7
Tamworth	11 Dec., 1871	109	60	45	124	1,447 7 11	245	1,483 0 9	95	1,242 12 3	1,691 16 5
Taree	1 Feb., 1875	23	21	9	40	460 10 0	72	654 2 0	26	362 2 0	652 10 0
Tenterfield	1 Sept., 1874	21	29	10	40	683 13 9	65	448 7 8	15	468 19 9	663 1 3
Terara	" 1872	127	23	29	121	4,235 9 0	167	1,571 2 9	82	1,828 0 3	3,973 11 6
Trunk Creek	1 Feb., 1875	13	5	8	10	409 2 4	35	125 8 10	12	343 19 10	230 11 4
Tumut	" "	12	15	5	22	85 7 1	49	324 13 1	10	116 7 8	263 12 6
Tweed Junction	1 Sept., 1874	8	7	2	13	118 7 0	10	157 2 3	3	42 2 4	233 6 11
Ulladulla	" 1872	22		1	21	490 0 0	25	83 13 2	3	206 12 11	357 5 3
Ullmarra	12 July, 1875	12	10	7	15	157 18 10	27	221 6 2	8	104 8 7	274 16 5
Vegetable Creek	1 Sept., 1874	120	37	72	85	1,364 12 10	141	1,386 18 11	110	2,065 5 3	3,292 6 6
Wagga Wagga	11 Dec., 1871	125	71	50	137	568 15 3	200	1,217 13 6	126	1,158 12 8	2,167 16 1
Wallend	1 Sept., 1874	70	67	34	103	947 7 2	250	2,195 5 4	90	1,352 8 6	2,790 4 6
Waratah	11 Dec., 1871	35	11	3	43	915 17 2	38	629 6 11	21	336 5 4	1,208 18 9
Warialda	1 Sept., 1874		4		4		4	61 11 9			61 11 9
Watson's Bay	1 Feb., 1875	4	27	14	17	3 10 6	90	86 13 8	21	47 16 0	42 7 8
Waverley	1 Aug., 1876	17	49	23	43	39 4 2	202	588 4 6	57	426 17 9	200 10 11
Wee Waa	11 Dec., 1871	30	8	7	31	619 3 4	23	449 5 8	19	587 19 11	510 9 1
Wellington	2 June, 1873	45	10	12	43	400 0 11	68	489 4 4	40	759 14 6	1,129 10 9
West Kempsey	1 Sept., 1874	28	10	9	29	290 14 10	48	275 2 0	17	227 6 3	303 10 7
West Maitland	1 Oct., 1871	57	37	23	71	541 9 8	170	2,331 13 2	72	2,031 3 10	2,841 19 0
William-street	11 Aug., 1873	634	373	269	738	1,770 11 2	2,082	13,883 6 0	934	9,870 9 6	15,783 7 8
Windsor	1 Oct., 1871	32	5	4	33	717 19 6	57	601 10 5	30	443 5 9	2,856 4 2
Wingham	11 Dec., 1871	11	4	1	14	451 15 6	23	267 1 9	8	25 13 7	713 3 8
Wollombi	" "	15	3	2	16	644 14 3	35	407 17 1	14	126 6 6	926 4 10
Wollongong	1 Oct., 1871	109	34	35	108	6,290 5 6	185	1,864 0 2	103	2,855 19 11	5,298 5 9
Woolahra	8 Feb., 1872	98	29	24	103	354 13 2	260	818 19 4	66	637 8 0	976 4 6
Woonona	11 Dec., 1871	103	38	27	114	4,428 3 5	290	2,136 12 9	68	1,869 16 0	4,695 5 2
Yass	1 Sept., 1872	126	43	39	130	3,941 16 5	270	1,201 18 8	113	1,905 18 8	3,237 16 0
Young	11 Dec., 1871	144	61	41	164	2,329 5 9	331	1,712 18 5	108	1,024 11 2	3,017 13 0
(Sydney) Shipping Master.	1 April, 1876	5	2		2	69 12 6	7	52 5 7	6	61 12 5	60 5 8
Sydney	1 Oct., 1871	3,003	2,348	1,056	3,695	156,067 1 4	13,082	135,507 2 4	6,275	111,365 4 11	180,298 18 9
		13,270	8,268	5,462	10,076	401,297 11 9	47,948	344,637 4 8	17,871	278,532 5 7	467,452 10 10

H.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1877, together with a statement of the total amount due to all Depositors at the close of 1877.

Balance brought forward from 1876	£ 401,297 11 9	By Amount of Repayments during 1877	£ 278,532 5 7
To cash received from Depositors during 1877	329,273 11 6	Balance as per S. B. Ledgers	465,895 19 2
Interest added to Depositors' Accounts for 1877	15,413 13 2	Unpaid Warrants	1,556 11 8
	£ 745,984 16 5		£ 467,452 10 10
			£ 745,984 16 5

LIABILITIES AND ASSETS.

To Balance due to all Depositors at close of 1877	£ 467,452 10 10	By Amount of Securities in the Treasury Chest, being investments made on behalf of the Government Savings' Bank, viz. :—	£ s. d.
		New South Wales "Four per Cent," valued at 97%	369,448 16 3
		Cash in hands of Controller	8,648 6 7
		Ditto in Treasury not invested	85,347 13 0
		Interest due on balance remaining uninvested to 31st December, 1877, computed at 4%	1,767 5 9
Balance	2,460 5 8	Interest due on Investments to 31st Dec., 1877	4,700 14 11
	£ 469,912 16 6		£ 469,912 16 6

H—continued.

PROFIT AND LOSS ACCOUNT.

	£	s.	d.		£	s.	d.	
To Departmental Expenses for 1877	1,549	8	10	Balance from preceding Account	2,367	14	1	
Interest added to Depositors' Accounts for 1877	15,413	13	2	By Amount, being the difference in the value of Securities purchased in 1877	166	16	5	
				Amount of Interest on investments in "Four per Cents"	15,121	11	5	
Balance	2,460	5	8	Interest due on balance in the Treasury, not invested to 31st December, 1877, at 4%	1,767	5	9	
	£	19,423	7	8	£	19,423	7	8

F. W. HILL, Controller.
Savings' Bank Department, Sydney, 23rd February, 1878.

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, 1877, has been examined and found to correspond with the Books and Accounts of the Government Savings' Bank.

8th March, 1878.

C. ROLLESTON,
Auditor General.

1878-9.

NEW SOUTH WALES.

TWENTY-FOURTH ANNUAL REPORT

OF THE

POSTMASTER GENERAL,

ON THE DEPARTMENTS UNDER HIS MINISTERIAL CONTROL.

BEING THAT FOR THE YEAR

1878.

Presented to Parliament by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1879.

567—A

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THE POSTMASTER GENERAL TO HIS EXCELLENCY THE GOVERNOR,

TRANSMITTING THE

ANNUAL REPORT FOR THE YEAR 1878 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-fourth Annual Report on the Departments under the Ministerial control of the Postmaster General.

I.—POST OFFICE DEPARTMENT.

INLAND SERVICE.

The new postal route opened during the year 1878 amounted to 1,131 miles, viz. :—

In the Western Country.

- From Black Rock to Red Hill, three times a week.
- „ Capertee Camp to Rylstone, twice a week.
- „ Coonamble to Walgett, *via* Wingadee and Nugal, once a week.
- „ Evans' Plains to Fitzgerald's Valley, three times a week.
- „ Forbes to Marsden's, once a week.
- „ George's Plains to Rockley, six times a week.
- „ Hill End to Brumbin, three times a week.
- „ Irvinstone to Carr's Creek, six times a week.
- „ Wellington to Parkes, twice a week.

In the Southern Country.

- „ Ballalaba to Braidwood, once a week.
- „ Bega to Tanja, once a week.
- „ Bombala to Mila, once a week.
- „ Braidwood to Little Bombay, once a week.
- „ Cobargo to Tilba Tilba, *via* Bermagui, once a week.
- „ Dight's Forest to Walla Walla, twice a week.
- „ Dight's Forest to Mohonga, twice a week.
- „ Foxlow to Hoskins' Town, twice a week.
- „ Jereelderie to Wilson, once a week.
- „ Junee to the Reefs, once a week.
- „ Marengo to Young, three times a week (re-established).
- „ Moruya to Kiora, twice a week (re-established).
- „ Pejar to Crookwell, once a week.
- „ Queanbeyan to Molonglo, once a week.
- „ Queanbeyan to Uriarra, once a week.
- „ Rookwood to Upper Bankstown, six times a week.
- „ The Reefs to Sebastopol, once a week.
- „ Wagga Railway Station to Wagga Wagga, six times a week.
- „ Wagga Wagga to Germanton, seven times a week.
- „ Wagga Wagga to Wallaceton, twice a week.
- „ Yass to Good Hope, twice a week.

In the Northern Country.

- „ Brush Grove to Broadmouth Creek, twice a week.
- „ Bulahdelah to Coolongolook, once a week.
- „ Camden Haven to Camden Haven Punt, twice a week.
- „ Cape Hawke to Taree, once a week.
- „ Clarence Town to Glen William, three times a week.
- „ Cundletown to Lansdown, twice a week.
- „ Cundletown to Oxley Island, twice a week.
- „ Kunopia to Mungindi, once a week.
- „ Narrabri to Bingera, once a week.

From

- From Narrabri to Dunmore's, once a week.
 „ Newcastle to Charlestown, three times a week.
 „ Paterson to Dungog, three times a week.
 „ Quirindi to Wallabadah, three times a week.
 „ Quirindi to Werris Creek, three times a week.
 „ Rainbow Reach to Arakoon (Trial Bay), once a week.
 „ Rocky Mouth to Chatsworth Island, on the days that the Grafton steamers from Sydney arrive at Rocky Mouth.
 „ Tableland to Silent Grove, once a week.
 „ Tweed Junction to Tweed Heads, once a week.
 „ Vegetable Creek to The Gulf, once a week.
 „ Wardell to Alstonville, twice a week.
 „ Woodside to Nowendoc, once a week.

In the Suburbs of the Metropolis.

- „ Marrickville to Forest Hill, three times a week.

463 miles of postal route were abolished, viz:—

Western Roads.

- Between Bathurst and Rockley, three times a week.
 „ Bathurst and Tambaroora, by the Bridle Track, six times a week.
 „ Bringelly and Camden, three times a week.
 „ Cullen Bullen and Glen Alice, twice a week.
 „ Eauabalong and Gilgunnia, once a fortnight.

Southern Roads.

- „ Braidwood and Queanbeyan, once a week.
 „ Germanton and Walbundrie, twice a week.
 „ Junee and Sebastopol, once a week.

Northern Roads.

- „ Cundletown and Croki, twice a week.
 „ East Wardell and Alstonville, twice a week.
 „ Lambton and Higham Road, three times a week.
 „ Wallabadah and Nundle, three times a week.

Increased accommodation on existing lines was afforded during the year 1878 as follows, viz:—

Western Roads.

- Between Brenda and Goodooga, from three to four times a week.
 „ Carcoar and Mount Macquarie, from once to twice a week.
 „ Coonamble and Walgett, from twice to thrice a week.
 „ Forbes and Condobolin, from twice to thrice a week.
 „ Forbes and Marsden's, from once to twice a week.
 „ Kurrajong and Colo, from once to twice a week.
 „ Molong and Obley, from twice to thrice a week.
 „ Mudgee and Gulgong, from six to seven times a week.
 „ Orange and Forbes, from three to six times a week.

Southern Roads.

- „ Albion Park and Shellharbour, from six to seven times a week.
 „ Balranald and Euston, from once to twice a week.
 „ Candelo and Merimbula, from once to twice a week.
 „ Cooma and Bombala, from twice to four times a week.
 „ Eurobodalla and Bega, from three to six times a week.
 „ Germanton and Albury, from six to fourteen times a week.
 „ Hay and Deniliquin, from three to six times a week.
 „ Molonglo and Foxlow, from three to four times a week.
 „ Moryua and Eurobodalla, from three to six times a week.
 „ Murrumburrah and Barwang, from twice to thrice a week.
 „ Wilcannia and Mount Gipps, from once a fortnight to once a week.
 „ Young and Grenfell, from two to five times a week.
 „ Young and Marsden's, from once to twice a week.

Northern

Northern Roads.

Between	Armidale and Bundarra, from once to twice a week.
„	Bowling Alley Point and Tamworth, from twice to thrice a week.
„	Gloucester and Back Creek, from twice to thrice a week.
„	Gresford and Eccleston, from twice to thrice a week.
„	Gresford and Lostock, from twice to thrice a week.
„	Kynnumboon and Tweed Junction, from twice to thrice a week.
„	Muswellbrook and Denman, from three to four times a week.
„	Narrabri and Moree, from twice to thrice a week.
„	Newcastle and Charlestown, from three to six times a week.
„	Quirindi and Gunnedah, from three to four times a week.
„	Tamworth and Warialda, from twice to thrice a week.
„	Warialda and Goondiwindi, from once to twice a week.
„	Warkworth and the Bulga, from once to thrice a week.

The communication existing on the following lines was decreased during the year 1878 :—

Western Road.

Between Orange and Cheesman's Creek, from six to three times a week.

Northern Road.

„ Grafton and Lionsville from twice to once a week.

The extent of postal route traversed in the Colony on the 31st December, 1878, was 20,176 miles viz. :—

On horseback	... ..	12,806 miles.
By coach	... ..	6,640 „
By railway	... ..	730 „

The extension of mail route by railway during 1878 was as follows :—

Cootamundra to North Wagga Wagga	... ..	51 miles.
Quirindi to Tamworth	... ..	38 „
Total	... ..	89 miles.

The number of miles travelled in the year 1878 was 4,389,925, being an increase of 294,395 miles on the mileage of the previous year.

Official offices (*i.e.*, in charge of persons unconnected with private business) for the transaction of the combined postal, telegraphic, Money Order, and Government Savings' Bank business were created at the following places :—

King-street, Sydney	... ..	on 11th March.
Miller's Point, Sydney	... ..	„ 6th February.
Park-street, Sydney	... ..	„ 20th May.
Bombala	... ..	„ 1st December.
Booligal	... ..	„ 1st November.
Bundarra	... ..	„ 16th October.
Condobolin	... ..	„ 12th August.
Cooranbong	... ..	„ 16th October.
Cowra	... ..	„ 15th January.
Goodooga	... ..	„ 1st January.
Gloucester	... ..	„ 20th July.
Lambton	... ..	„ 19th November.
Liverpool	... ..	„ 12th July.
Manilla	... ..	„ 11th November.
Menindie	... ..	„ 11th July.
Moree	... ..	„ 21st January.
Pooncarie	... ..	„ 1st April.
Stroud	... ..	„ 20th April.
Waratah	... ..	„ 28th November.
Wickham	... ..	„ 7th October.
Wilcannia	... ..	„ 16th March.

The number of Post Offices established was 49, viz. :—

Arakoon	Forest Hill
Arncliffe	Gilgunnia
Blowering	Glebeland
Boggy Flat	Glen William
Brumbin	Good Hope
Buggil	Homebush
Camden Haven Punt	Joadja Creek
Carr's Creek	Junea Railway Station
Clarence Tunnel	King-street
Coolongolook	Landsdown
Cullinga	Miller's Point
Curban	Mohonga
Druitt Town	Morton's Creek
Eulourie	Oxley Island
Fitzgerald's Valley	Park-street

Parramatta Junction

Parramatta Junction	Turlinjah
Red Hill	Tweed Heads
Rexcourt	Uriarra
Silent Grove	Wagga Railway Station
Swanbrook	Walla Walla
Tanja	Wallarobba
Tatbam	Werris Creek
The Bulga	Willanthry
The Gulf	Wilson
The Reefs	

The number of Post Offices re-established was 2, viz. :—

Kiora	Pooncarie
-------	-----------

The number of Post Offices discontinued was 14, viz. :—

Billabong	Murrumbah
Coogee	Murrumbidgee
Craigie	Puddledock
Cunningham	Snaphook
Doughboy Hollow	Upper Araluen
Greenmantle	Willow Tree
Lower Turon	Yarrara Reefs

Appendix A. making an actual increase of 37 in the number of Post Offices. In the Appendix will be found a list of the 847 Post Offices in the Colony on the 31st December, 1878.

Receiving Offices were established at the following places during the year 1878, viz. :—

Annan Vale	Duramana
Argoon	Fairy Meadow
Bago	Jerrawa
Barron Ground	Junee Railway Station
Bermagui	Kaiser
Borambil	Kangaroo Camp
Brucedale	Knorrit Flat
Burslem's	Little Bombay
Carrawobity	Mount Wilson
Cave Creek	Nangus
Clarevaux	Redmyre
Craigie	The Bulga
Cunningham	Tomboy
Doughboy Hollow	Upper Lostock
Downside	Waddai
Dry River	Wagra
Duke's Springs	Wallarobba
Dulladulladerry	Yarrara

The Receiving Offices at Corang and Tunstall were discontinued. Those at Boggy Flat Gilgunnia, Junee Railway Station, Redmyre (Druitt Town), The Bulga, Turlinjah, and Wallarobba, were converted into Post Offices.

Appendix B. A list of the Receiving Offices in the Colony is given in the Appendix, showing the number to be 74. The changes of Postmasters during the year amounted to 159.

Appendix C. In the Appendix is given a return showing in what parts of the Colony the Government possess 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. The Government buildings completed and occupied during 1878 were at Grafton and Young, in July, and at Bombala and Singleton, in November.

Large iron letter-receivers were erected at the following places, viz. :—1 at Coogee; 1 at the intersection of Bridge and Macquarie Streets, Sydney; 1 at Clarendon, near Windsor; 1 at the intersection of Pitt and Wells Streets, Redfern; and 1 at Hunter's Hill.

At Tamworth a large receiver was erected in lieu of the small one at the corner of Peel and Surry Streets.

6 letter receivers were removed, viz. :—1 from Mount Wilson, being no longer required; 1 at Goulburn, to a new site at Clifford and Cowper Streets; and 1 at Albury, from Albury Flat to near Mate's store. The receivers at the intersection of Argyle and Kent Streets, at Sussex-street, and at No. 23, King-street, were removed in consequence of Post Offices being established in the vicinity.

Small iron letter-receivers were placed as follows, viz. :—

1 at Bombala, near Mr. White's store; 1 at Cabramatta Railway Station; 3 at Goulburn—viz., 1 at Clinton and Deccan Streets, 1 at Monday and Auburn Streets; and 1 opposite Public School, North Goulburn; 1 at Hill End—Tambaroora and Bathurst Roads; 1 at Macquarie Plains Railway Station; 1 at Point-street, Pyrmont; 1 in front of Post Office at Rooty Hill; 1 at Walker and Redfern Streets, Redfern; 1 at Victoria-street, Sydney; 1 at Crebert and Kerr Streets, Waratah; 2 at West Maitland—viz., 1 at Elgin-street Railway Station, and 1 at High-street; and 1 at Main and Burrowa Streets, Young.

Newspaper-receivers were erected at the following places, viz. :—1 at the intersection of Bridge and Macquarie Streets, Sydney; and 1 at the intersection of Pitt and Wells Streets, Redfern.

On the 31st December the number of iron letter-receivers erected in the Colony (including both large and small) was 180; the number of other kinds of receiving boxes was 6, and the number of newspaper-receivers, 12.

At Albury, Ashfield, Bathurst, Deniliquin, Newtown, Orange, Redfern, Richmond Road, St. Leonards, Wagga Wagga, and Wollongong 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.

The number of licenses for the sale of postage stamps issued in 1878 to persons other than post-masters or receiving-office-keepers was 34. In the Appendix is given a return of the number of persons Appendix D. holding these licenses throughout the Colony.

There were 8 additional letter-carriers employed during the year 1878. There were at the end of the year 105 letter-carriers distributed throughout the Colony as follows :—

Sydney and Suburbs	...	...	...	...	...	...	70
Albury	...	...	...	...	...	...	1
Armidale	...	...	...	...	...	...	1
Bathurst	...	...	...	...	...	...	2
Deniliquin	...	...	...	...	...	...	1
East Maitland	...	...	...	...	...	...	1
Forbes	...	...	...	...	...	...	1
Goulburn	...	...	...	...	...	...	3
Grafton	...	...	...	...	...	...	2
Hay	...	...	...	...	...	...	1
Hill End	...	...	...	...	...	...	1
Morpeth	...	...	...	...	...	...	1
Mudgee	...	...	...	...	...	...	1
Newcastle	...	...	...	...	...	...	3
Orange	...	...	...	...	...	...	1
Parramatta	...	...	...	...	...	...	3
Parramatta Suburbs	...	...	...	...	...	...	1
Singleton	...	...	...	...	...	...	1
Tamworth	...	...	...	...	...	...	2
Wagga Wagga	...	...	...	...	...	...	2
Wallsend	...	...	...	...	...	...	1
West Maitland	...	...	...	...	...	...	2
Wickham and Hamilton	...	...	...	...	...	...	1
Windsor	...	...	...	...	...	...	1
Young	...	...	...	...	...	...	1

A free delivery of correspondence is also afforded, under special arrangements with persons who are expected to devote only part of their time to delivering correspondence, in the following localities, viz. :—

Anvil Creek	Macdonald Town
Ashfield	Manly
Botany	Oakhampton Road, West Maitland
Burwood	Penrith
Dubbo	Petersham
Five Dock	Richmond
Gladesville	Richmond Road
Hamilton	Ryde
Hunter's Hill	St. Peter's
Lambton	Waratah
Leichhardt	

The number of persons employed in connection with the Postal Department, exclusive of Mail Contractors, for the year 1878 is as follows:—

Postmaster General	1
Secretary	1
Accountant	1
Superintendent, Mail Branch	1
Chief Clerk, Post Office	1
Cashier	1
Clerks	65
Probationary Clerks	12
Postal Inspectors	4
Mail Guards	12
Railway Mail Sorters	11
Stampers, Letter-carriers, &c.	174
Country Postmasters	847
Assistant do.	105
Clearing receivers and delivering letters	35
Detective	1
Total	<u>1,272</u>

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.	
1878.	1877.		Days.		Days.	
			1877.	1878.	1877.	1878.
41	40	Clerks	657	439	16	11
14	12	Sorters	336	191	24	16
23	20	Letter-carriers.....	216	317	9	16
14	19	Messengers, Guards, Grooms, &c.	178	252	13	13

On the 4th November, 1878, Mr. Wallis Adams Ring, the cashier of the Post Office, who had been connected with the Department since the year 1862, and with the Public Service for nearly 25 years, died, and Mr. John Thompson was appointed to succeed him.

The Postal Inspectors travelled over and inspected 20,412 miles of mail route, and visited the undermentioned Post Offices:—

Adamstown	Bowing	Condobolin
Albury	Braidwood	Cooma
Annandale	Brewarrina	Coonamble
Anvil Creek	Bridgeman	Coopernook
Apple-tree Flat	Bringelly	Cooranbong
Araluen	Brogo	Cootamundra
Attunga	Broke	Corrowong
Back Creek	Brookfield	Craigie
Balmain	Buggil	Croki, Manning River
Barraba	Bungendore	Crookwell
Barrengarry	Bunnan	Cudgegong
Barrington	Cambewarra	Cullenbone
Bateman's Bay	Camden	Cullen Bullen
Bathurst	Camden Haven	Cundletown
Bega	Campbelltown	Delegate
Bell's Creek	Canadian Lead	Denman
Bergalia	Canberra	Dight's Forest
Berrima	Candelo	Dingo Creek
Bibbenluke	Canowindra	East Kempsey
Bishop's Bridge	Carcoar	East Maitland
Black Rock	Castlereagh	Eauabalong
Bodalla	Cathcart	Eden
Bombala	Cessnock	Ellalong
Booligal	Charlestown	Ellenborough
Borenore	Cheesman's Creek	Ennis
Boro	Clarence Town	Eskbank
Bourke	Cobar	Eurobodalla
Bowenfels	Cobargo	Eurunderee
Bowna	Cobbora	Fish River Creek

Forbes

Forbes	Luddenham	Sedgefield
Frederickton	Lyndhurst	Sheet of Bark
George's Plains	Manar	Singleton
Germantou	Mandurama	Smith Town
Ghinni Ghinni	Manilla	Snaphook
Gilgandra	Manly	Sofala
Gilgunnia	Marlee	Stockton
Ginninderra	Marsden's	Stroud
Gladstone	Meranburn	Summer Island
Glebeland	Merimbula	Tamworth
Glendon Brook	Merriwa	Tankerooka
Glen Innes	Michelago	Tarago
Glen Morrison	Milburn Creek	Taralga
Gloucester	Mogo	Tarcutta
Goolagong	Molong	Taree
Goono Goonoo	Monga	Tarlo
Goorangoola	Monwonga	Teapot Swamp
Goulburn	Moorooloolen	Telegraph Point
Greenhill	Morpeth	Terara
Gulargambone	Morton's Creek	The Bulga
Gungal	Moruya	The Junction
Gunning	Mossgiel	Tichborne
Guntawang	Mudgee	Tighe's Hill
Guyong	Mulgoa	Tilba Tilba
Hamilton	Mullenderee	Tinonee
Hanging Rock	Mundooran	Tomago
Hay	Murrumburrah	Toogong
Haydonton	Murrurundi	Turlinjah
Hexham	Muswellbrook	Upper Gundaroo
Higham Road	Mutton's Falls	Upper Manilla
Hill End	Myrtleville	Vegetable Creek
Hillston	Nerrigundah	Vere
Hinton	Newcastle	Wagga Wagga
Home Rule	Newtown	Wagonga
Howe's Valley	Nimitybelle	Walbundrie
Huntingdon	North Willoughby	Wallabadah
Ilford	Nowra	Wallerawang
Ingliston	Numba	Walgett
Inverell	Nundle	Wallsend
Ironbarks	Oberon	Waratah
Ivanhoe	Orange	Warialda
Jerry's Plains	Pambula	Warkworth
Jugiong	Parkes	Warneton
Junee	Parramatta	Wellington
Kameruka	Peel	Westbrook
Kangaroo Valley	Penrith	West Kempsey
Kayuga	Port Macquarie	West Maitland
Kempsey	Queanbeyan	Wherrol Flat
Kimbriki	Queen Charlotte's Vale	Wickham
Kiora	Quipolly	Wilcannia
Laggan	Quirindi	Willanthry
Lambton	Rainbow Reach	William Town
Langworthy's	Randwick	Willow Tree
Laurieton	Raymond Terrace	Wingham
Limeburner's Creek	Redbank	Wolumla
Lithgow	Reidsdale	Woodhouselee
Liverpool	St. Clair	Woodside
Louth	Scone	Yarras
Lower Gundaroo	Scott's Flat	Yass
Lucknow	Seaham	

FOREIGN SERVICE.

For several years the maintenance of mail communication between the mother country and the Colonies by way of San Francisco involved a great deal of labour and anxiety on the part of the Sydney Post Office. It is therefore gratifying to observe that since the mail service to and from San Francisco has been performed by the Pacific Mail Steamship Company there has not been any difficulty experienced in providing regular communication, while there has been every desire manifested on the part of the Company to make the service alike creditable to themselves and to the countries interested. This is the more noticeable as the Company have not had the inducement and profit, as regards the passenger traffic, they expected when they undertook to place such large and powerful vessels as the Zealandia, Australia, City of Sydney, and City of New York on the line, owing to the competition brought about by the establishment of a through passenger service to England, with a class of steamships such as the Lusitania, Garonne, and Cusco.

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 1878:—

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.
City of New York	2 Jan. ...	2 Jan. ...	27	48
Zealandia	30 „ ...	27 „ ...	26	45
City of Sydney ..	18 Feb. ...	19 Feb. ...	28	47
Australia	18 Mar. ...	17 Mar. ...	26	45
City of New York	15 April ...	14 April ...	26	45
Zealandia	13 May ...	12 May ...	26	45
City of Sydney	10 June ...	12 June ...	29	48
Australia	8 July ...	11 July ...	30	49
City of New York	5 Aug. ...	6 Aug. ...	28	47
Zealandia	2 Sept. ...	2 Sept. ...	27	46
City of Sydney	30 „ ...	29 „ ...	26	45
Australia	28 Oct. ...	28 Oct. ...	27	46
City of New York	25 Nov. ...	25 Nov. ...	27	46
Zealandia	23 Dec. ...	22 Dec. ...	26	45

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.
Australia	3 Jan. ...	31 Jan. ...	29 Jan. ...	27	44
City of New York	31 „ ...	28 Feb. ...	27 Feb. ...	28	45
Zealandia	28 Feb. ...	28 Mar. ...	27 Mar. ...	28	47
City of Sydney	*29 Mar. ...	26 April ...	26 April ...	29	46
Australia	*26 April ...	24 May ...	22 May ...	27	45
City of New York	23 May ...	20 June ...	19 June ...	28	45
Zealandia	20 June ...	18 July ...	17 July ...	28	45
City of Sydney	18 July ...	15 Aug. ...	14 Aug. ...	28	45
Australia	15 Aug. ...	12 Sept. ...	11 Sept. ...	28	45
City of New York	12 Sept. ...	10 Oct. ...	8 Oct. ...	27	44
Zealandia	10 Oct. ...	7 Nov. ...	5 Nov. ...	27	45
City of Sydney	7 Nov. ...	5 Dec. ...	3 Dec. ...	27	46
Australia	5 Dec. ...	1879. 2 Jan. ...	1879. 2 Jan. ...	29	48

*Detained one day to allow time for replies to letters received by Suez mail.

27 days are allowed for the conveyance of mails to and from Sydney and San Francisco, by way of Auckland.

Average number of days occupied in the conveyance of mails to and from Sydney and London, *via* San Francisco:—

<i>Inward.</i>	
London to Sydney	46½
<i>Homeward.</i>	
Sydney to London	45½

The

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> Southampton			<i>Via</i> Brindisi.	<i>Via</i> Southampton
Assam	7 Jan. ...	45	53	Assam	21 Jan. ...	48	57
Tanjore	5 Feb. ...	46	54	Tanjore	18 Feb. ...	48	56
Siam	1 Mar. ...	42	50	Siam	18 Mar. ...	47	54
Assam	29 Mar. ...	42	50	Assam	13 April..	48	55
Tanjore	26 April..	42	50	Tanjore	11 May ...	50	57
Siam	22 May ...	40	48	Siam	8 June ...	49	56
Assam	22 June ...	43	51	Assam	6 July ...	51	58
Tanjore	18 July ...	41	49	Tanjore	3 Aug. ...	47	54
Siam	13 Aug. ...	39	47	Siam	31 Aug. ...	50	58
Assam	13 Sept. ...	42	50	Assam	1 Oct. ...	47	55
Tanjore	11 Oct. ...	42	50	Tanjore	29 Oct. ...	47	54
Siam	6 Nov. ...	40	48	Siam	26 Nov. ...	46	53
Assam	7 Dec. ...	43	51	Assam	24 Dec. ...	46	55

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	42
Do. Southampton	50
Homeward, <i>via</i> Brindisi	48
Do. Southampton... ..	55½

The letter portion of the mails received *via* Galle was brought overland from Melbourne, and arrived on the dates shown in the second column*—the newspaper portion was conveyed to Sydney by steamer, and arrived generally a day or two later.

The quickest transit of English mails from Melbourne to Sydney overland occupied 32 hours.

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> Southampton			<i>Via</i> Brindisi.	<i>Via</i> Southampton
Somerset	3 Jan. ...	55	63	Somerset	26 Jan. ...	...	62
Brisbane	30 Jan. ...	54	62	Brisbane.....	23 Feb. ...	55	64
Bowen	27 Feb. ...	54	62	Bowen	23 Mar. ...	55	63
Somerset	29 Mar. ...	56	64	Normanby.....	16 April..	61	69
Brisbane	24 April..	54	62	Somerset	14 May ...	60	67
Bowen	23 May ...	55	63	Bowen	13 June...	58	65
Normanby.....	22 June...	57	65	Normanby.....	10 July ...	58	67
Somerset	18 July ...	55	63	Somerset	7 Aug. ...	59	67
Bowen	12 Aug. ...	52	60	Bowen	4 Sept ...	59	67
Normanby.....	16 Sept. ...	59	67	Normanby.....	5 Oct. ...	55	63
Menmuir	9 Oct. ...	54	62	Somerset	2 Nov. ...	57	63
Bowen	4 Nov. ...	52	60	Bowen	30 Nov. ...	56	63
Brisbane	2 Dec. ...	52	60	Brisbane	28 Dec. ...	56	63

Average

Average number of days occupied in the conveyance of the mails to and from Sydney and London *via* Brisbane and Torres Straits:—

Inward, <i>via</i> Brindisi	54½
Do. Southampton	62½
Homeward, <i>via</i> Brindisi	57½
Do. Southampton... ..	64½

Arrangements were made with the Imperial Government during the year by which a reduction of postage was effected on correspondence for Chili, Peru, Ecuador, and Bolivia.

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 1878, as compared with the number posted in the preceding year, viz:—

	1877.	1878.
LETTERS.		
Posted for town delivery.....	2,950,000	3,156,400
„ country delivery	11,579,500	12,782,900
„ foreign despatch	935,300	1,074,400
Total Number of Letters posted.....	15,464,800	17,013,700
NEWSPAPERS.		
Posted for country delivery	6,733,000	7,811,600
„ foreign despatch	989,700	1,004,900
Total number of Newspapers posted.....	7,722,700	8,816,500
PARCELS, &c.		
Posted for country delivery	263,600	403,700
„ foreign despatch	42,200	35,300
Total number of Parcels, &c., posted.....	305,800	439,000
Total number of Postal Cards posted	109,080	123,720

The increase during 1878 in the number of letters posted is at the rate of about 10½ per cent., on the number of newspapers about 14½ per cent., and on the number of packets about 43½ per cent.

The average number of letters posted in 1878 in proportion to the population of the Colony is estimated at twenty-four to each person.

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.
1877	<i>Via</i> Gallé and Melbourne.	6,232	411	7,133	109,377	3,055	81,225	3,085	237	2,042	139,246	13,866	51,221
1878	„ „ „	2,003	220	5,013	151,809	3,706	140,704	2,317	323	2,138	140,688	14,557	68,277
1877	„ San Francisco ..	20,638	5,202	33,242	107,003	4,545	201,780	6,832	497	5,305	232,668	33,223	257,347
1878	„ „ „	20,749	3,494	21,623	159,392	3,504	183,614	6,437	352	4,415	274,283	33,985	289,780
1877	„ Torres Straits ..	12,927	575	17,651	16,533	556	10,316	4,605	116	2,140	42,920	4,019	18,739
1878	„ „ „	14,736	546	19,329	12,741	202	8,144	5,880	167	2,464	34,029	3,629	17,537

* 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.	
1877	87,421	7,435	1,585	580	97,021	1,101	738	11,331	5,229	747	19,146	25,841
1878	93,468	7,397	1,577	578	103,010	1,088	880	12,149	5,128	741	18,018	27,937
Increase	6,047	.....	.....	.....	5,989	.....	142	818	.....	.....	.....	2,096
Decrease	.....	38	8	2	.....	13	.....	.....	101	6	1,128	.....

In 880 unregistered letters which were opened in the Dead Letter Branch during the year 1878 there was found an amount of money equal to £11,791 8s. 5d.

The number of letters, &c., delivered by the letter-carriers attached to the head office during the years 1877 and 1878 was as follows:—

	1877.	1878.
Unregistered letters	3,297,033	3,818,262
Registered letters	23,167	24,110
Books	34,103	47,040
Newspapers	467,213	520,274

The above figures do not include letters, &c., for Newtown or Balmain, as correspondence for those places is enclosed in direct mails and sent to the Newtown and Balmain Post Offices for delivery by letter-carriers.

REGISTRATION BRANCH.

The number of Registered Letters which passed through the General Post Office in 1878 was 152,549, against 147,274 in 1877, giving an increase of 5,275.

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 1877 and 1878:—

Year.	Received.		Despatched.		Total number of Mails which passed through the Office.
	Inland.	Foreign.	Inland.	Foreign.	
1877	66,952	7,459	66,308	5,795	146,514
1878	78,216	8,281	72,661	6,045	165,203
Increase	11,264	822	6,353	250	18,689

The number of written communications received from the public during 1878, intimating changes of address or requesting letters, &c., to be forwarded, was 8,663, against 8,173 in 1877.

The number of communications addressed to the Secretary to 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 1878, was 22,936, against 21,301 in 1877.

REVENUE AND EXPENDITURE.

The following statement will show the Revenue and its resources for the year 1878:—

Revenue.

The amount collected in the Colony for the year 1878 was obtained as under, viz. :—

Sale of Postage Stamps	£137,653	17	9
Fees for Private Boxes	422	7	0
Postage on Unpaid Letters	2,895	10	7
Total collected in Colony	£140,971	15	4

To which should be added the following :—

One-half of amount due by other Colonies for use of San Francisco Mail Line	£2,870	14	9
United Kingdom for Mails received in Colony by San Francisco, Galle, and Torres Straits Lines	9,625	8	0
		12,496	2 9
Amount due from Public Offices for Stamps and Postage		2,154	1 5
Showing total of	£155,621	19	6

In 1877 the Revenue amounted to £143,320 14s. 9d., showing an increase for the year 1878 of £12,801 4s. 9d.

The amount due by the non-contracting Colonies for the use of the San Francisco Mail Line during the year 1878 is as under :—

Victoria	£3,682	5	5
Queensland	997	0	9
South Australia	707	12	3
Western Australia	52	5	1
Tasmania	302	6	1
	£5,741	9	7

Distributed as follows :—

New South Wales	£2,870	14	9
New Zealand	2,870	14	10
	£5,741	9	7

The contribution from the non-contracting Colonies towards the San Francisco Service is larger for the year 1878 than the previous year by the sum of £688 1s. 5d., showing a more extended use of this line of communication.

Revenue derived from Ocean Mails for the year 1878.

Via San Francisco—

On Outward Mails—estimated	£7,823	5	0
On Inward Mails per United Kingdom	6,358	9	4
Half-share non-contracting Colonies	2,870	14	9
	£17,052	9	1

Via Melbourne and Suez—

On Outward Mails	£7,042	9	8
On Inward Mails per United Kingdom	3,568	3	5
	10,610	13	1

Via Queensland and Torres Straits—

On Outward Mails	£600	19	6
On Inward Mails per United Kingdom	764	0	7
	1,365	0	1
	£29,028	2	3

The following return shows the number, description, and value of Postage Stamps issued at the General Post Office during the years 1877 and 1878:—

Number.		Description.	Value.	
1877.	1878.		1877.	1878.
7,431,180	8,085,240	Penny.....	£ 30,963 5 0	£ 33,688 10 0
9,962,140	10,791,540	Two-penny.....	82,934 10 0	89,929 10 0
37,500	31,800	Three-penny.....	468 15 0	397 10 0
152,660	168,150	Four-penny.....	2,544 6 8	2,802 10 0
768	972	Five-penny.....	16 0 0	20 5 0
414,280	439,590	Six-penny.....	10,357 0 0	10,989 15 0
44,784	50,921	Eight-penny.....	1,492 16 0	1,697 7 4
1,920	1,380	Nine-penny.....	72 0 0	51 15 0
42	426	Ten-penny.....	1 15 0	17 15 0
82,927	84,668	Shilling.....	4,146 7 0	4,228 8 0
4,606	4,681	Five-shilling.....	1,151 10 0	1,170 5 0
.....	3,600	Newspaper wrappers.....	.....	15 0 0
2,200	.....	Envelopes— one-penny.....	9 18 0	.....
109,080	123,720	Post-cards.....	454 10 0	515 10 0
			£134,612 12 8	£145,524 0 4

The following return shows the number, description, and value of Postage Stamps exchanged for the public for cash, less a discount of 5 per cent., during the year 1878:—

Description.	Number.
One-penny	13,506
Two-penny	81,513
Three-penny	110
Four-penny	486
Six-penny	2,801
Eight-penny	120
Ten-penny ... ..	.....
One shilling	499
Five shilling	28
1d. envelopes, 25 in each packet ... ..	.....

The value of the stamps so exchanged was ... £851 0 0

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 4-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	483,600	2d.	4,479
1875	537,200	2d.	4,924
1876	583,600	2d.	5,350
1877	647,600	2d.	5,936
1878	720,900	2d.	6,608

Expenditure.

The expenditure of the Department for 1878, compared with that for 1877, is as under, viz. :—

	1877.	1878.
Salaries	£62,723 18 4	£68,733 7 10
Contingencies	10,667 1 5	14,005 6 4
Conveyance of Mails	153,570 18 5	165,477 17 6
	£226,961 18 2	£248,216 11 8

The expenditure on Conveyance of Mails for 1878 is distributed as follows, viz. :—

Mails <i>via</i> San Francisco	£41,789 12 6
„ „ Melbourne and Suez	13,314 16 3
„ „ Torres Straits and Suez	1,798 18 11
„ „ Sydney and Levuka	2,600 0 0
„ Horse, stage, and rail... ..	96,023 8 4
„ Steam and sailing vessels	6,964 12 3
„ to and from Railway Stations, and portorage	2,986 9 3
	£165,477 17 6

Ocean Mails.

The expenditure on account of Ocean Mail Services for 1878, *vid* San Francisco, Melbourne, and Suez, Torres Straits and Suez, and Sydney and Levuka, is as follows, viz. :—

Via San Francisco—

*Subsidies	£41,538 7 6
Cablegrams	56 5 0
Special trips with Victorian Mails between Sydney and Albury	195 0 0
	<u>£41,789 12 6</u>

Via Melbourne and Suez—

Amount paid to Victoria	£12,002 2 6
Overland Mails by Special Trains, and Agent's expenses in Melbourne	721 7 6
Gratuities to P. & O. Co. for conveying letters between Sydney and Melbourne	591 6 3
	<u>13,314 16 3</u>

Via Torres Straits and Suez—

Amount paid to Queensland	1,798 18 11
Fiji and Levuka—Contribution for twelve months	2,600 0 0
	<u>£59,503 7 8</u>

The cost to the Colony for Ocean Mail Services for 1878 is as under :—

San Francisco Service—

Dr.

Subsidies, &c., (26 voyages)	£40,251 3 4
-------------------------------------	-------------

Cr.

By Postage on Outward Mails	£7,823 5 0
„ „ Inward Mails per United Kingdom	6,358 9 4
„ „ half-share from non-contracting Colonies	2,870 14 9
	<u>17,052 9 1</u>

Actual cost £23,198 14 3

Melbourne and Suez Service—

Dr.

Amount paid Victoria	£12,002 2 6
Overland Mails by Special Trains and Coach, and Agent's expenses in Melbourne	721 7 6
Gratuities to P. & O. Co. for conveying letters between Sydney and Melbourne	591 6 3
	<u>£13,314 16 3</u>

Cr.

By Postage on Outward Mails	£7,042 9 8
„ „ Inward Mails per United Kingdom	3,568 3 5
	<u>10,610 13 1</u>

Actual cost £2,704 3 2

Torres Straits and Suez Service—

Dr.

Amount paid Queensland	£1,798 18 11
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Cr.

By Postage on Outward Mails	£600 19 6
„ „ Inward Mails per United Kingdom	764 0 7
	<u>1,365 0 1</u>

Actual cost £433 18 10

In the year 1878 the average cost per mile of the Inland Mail Conveyance was about 5½d., against 5¼d., the price per mile paid in the year 1877. The particulars as to the Mail Contracts for the Conveyance of Inland Mails during the year 1878 will be found in the Appendix. II.—

Appendix E.

* 27 voyages completed in 1878, and paid for in that year, but 26 voyages is the number properly belonging to each year.

II.—MONEY ORDER OFFICE.

The following return shows the increase in the number and amount of Money Order transactions during 1878, as compared with the year 1877 :—

Year.	Number of Offices.	Orders Issued.		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
			£ s. d.		£ s. d.		£ s. d.
1877	273	129,120	404,468 19 2	120,493	450,476 15 9	249,613	944,945 14 11
1878	299	142,025	538,799 17 8	129,143	487,458 6 3	271,168	1,026,258 3 11
Increase.....	26	12,905	44,330 18 6	8,650	36,981 10 6	21,555	81,312 9 0

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

Amosfield	Eskbank	Meranburn
Arakoon	Eauabalong	Miller's Point
Back Creek	Eugowra	Millie
Brown's Creek	George's Plains	Park-street, Sydney
Buckley's Crossing-place	Gongolgon	Spring Hill
Bulahdelah	Howlong	Tinonee
Cambewarra	Kangaroo Valley	Wagga Railway Station
Cobar	Kincumber	Werris Creek
Cobargo	King-street, Sydney	Willow Tree
Crookwell	Mathoura	Yetman
Delegate	Menindie	

The offices at Brown's Creek, Buckley's Crossing-place, George's Plains, Rankin's Springs, Spring Hill, and Yetman were abolished.

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 1878, compared with the year 1877.

Where payable.	Issued in 1877.		Issued in 1878.		Increase in 1878.		Decrease in 1878.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
In the United Kingdom ...	10,907	44,976 4 2	12,040	49,962 16 11	1,133	4,986 12 9	...	.....
New South Wales	103,992	397,094 5 1	113,760	429,565 4 5	9,768	32,470 19 4	...	.....
New Zealand	877	3,609 5 8	864	3,617 12 9	.....	8 7 1	13	.....
Queensland	2,149	8,667 7 3	2,073	8,566 13 3	.....	.....	76	100 14 0
South Australia	774	2,981 9 3	880	3,583 8 9	115	601 19 6	...	.....
Tasmania	587	2,719 2 11	636	2,824 18 4	49	105 15 5	...	.....
Victoria	9,812	34,324 5 10	11,727	40,527 5 9	1,915	6,202 19 11	...	.....
Western Australia	22	96 19 0	36	151 17 6	14	54 18 6	...	.....
Totals	129,120	494,468 19 2	142,025	538,799 17 8	12,994	44,431 12 6	89	100 14 0

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 1878, compared with the year 1877.

Where issued.	Issued in 1877.		Issued in 1878.		Increase in 1878.		Decrease, 1878.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
In the United Kingdom ...	1,586	6,602 9 5	1,682	6,889 17 8	96	287 8 3	...	.....
New South Wales... ..	103,596	399,061 13 5	113,469	429,566 10 9	9,873	30,504 17 4	...	.....
New Zealand	2,110	6,340 1 8	2,375	8,368 19 8	265	2,028 18 0	...	.....
Queensland	5,226	17,443 4 6	4,892	19,695 16 0	.....	2,252 11 6	334	.....
South Australia	992	3,285 2 4	1,096	3,415 14 0	104	130 11 8	...	.....
Tasmania	668	2,242 19 10	720	2,490 1 0	52	247 1 2	...	.....
Victoria	6,233	15,132 18 7	4,809	16,688 18 8	.....	1,556 0 1	1424	.....
Western Australia	82	368 6 0	100	342 8 6	18	.....	...	25 17 6
Totals	120,493	450,476 15 9	129,143	487,458 6 3	10,408	36,981 10 6	1758	25 17 6

The amount of revenue, in the shape of commission received on Money Orders, for the year 1878 was £5,772 Os. 6d.

The expenditure for salaries was £2,670 ; for contingencies, £2,850 17s. 1d.

III.—GOVERNMENT SAVINGS' BANKS.

The following return will show the progress of the business of Government Savings' Bank system for the year 1878, compared with the transactions of the year 1877, 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.	
1878	166	9,853	6,961	18,957	59,932	£ 377,704 8 4	22,596	£ 365,132 1 9	£ 480,024 17 5
1877	155	8,268	5,462	16,076	47,948	£ 344,687 4 8	17,871	£ 278,532 5 7	£ 467,452 10 10
Increase..	11	1,585	1,499	2,881	11,984	£ 33,017 3 8	4,725	£ 86,599 16 2	£ 12,572 6 7

The amount of interest, at 4 per centum, added to depositors' accounts was £16,999 18s. 2d. In consequence of the inducement offered to depositors by the Savings' Bank of New South Wales and other Banks in the shape of a higher rate of interest than four per centum, a large amount is believed to have been transferred from the Government Savings' Bank to those institutions, and these operations will no doubt account for the fact that the amount withdrawn during the year almost equals the sum deposited. Notwithstanding this, it is satisfactory to notice that the increased usefulness of the Government Savings' Bank is shown by an augmentation of 16,707 in the number of transactions during the year.

The average amount of each deposit is about £6 Os. 4d., and of each withdrawal £16 3s. 2d.

The average amount at the credit of each depositor's account at the close of the year was £25 6s. 5d.

During the year 1878 the system was extended to the following places, viz. :—

Back Creek	King-street, Sydney
Blayney	Miller's Point, Sydney
Bulahdelah	Park-street, Sydney
Cobargo	Uralla
Condobolin	Wagga Railway Station
Eskbank	

Appendix G & H

A detailed return, showing the business transacted at each branch in the Colony, will be found in the Appendix, as also a statement of the Liabilities and Assets, with the Auditor General's certificate thereon.

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 1878, as compared with the year 1877 :—

Year.	Extent of Electric Telegraph Line Wire in actual use on the 31st December.	Number of Electric Telegraph Stations on 31st December.	Number of Telegraph 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.
1877	Miles. chs. links. 9,761 13 70	201*	1,001,884	£ s. d. 67,253 9 7	£ s. d. 85,857 11 11
1878	11,760 39 56	236	1,132,237	76,226 18 11	95,797 18 7
Increase	1,999 25 86	35	130,403	8,973 9 4	9,940 6 8

* 11 of these stations were opened on Railway circuit and were not brought into comparison in the Report for 1877.

The lines of Electric Telegraph in this Colony completed during the year 1878 were :—

Name of Line.	New Line.			Additional Wire.			Cost of Const action.		
	Miles	chains	links	Miles	chains	links	£	s.	d.
Bourke to Wentworth	444	60	0				27,077	5	7
Bourke to Rutherford's	84	63	79	1	0	0	4,611	0	4
Young to Morangarell	33	40	0	10	0	0	1,809	10	9
Murrurundi to Tamworth				224	40	0	3,436	14	6
Hay to Booligal	36	60	0				2,269	3	0
Redfern to Bathurst				136	0	0	1,409	15	4
Wagga Wagga to Demiliquin				181	26	66	2,064	2	0
Goulburn to Bowring and Wagga				342	40	0	5,340	0	0
Moorce to Warialda	50	22	40	0	73	0	845	3	9
Morangarell to Marsdens	29	50	0				1,176	16	10
Tamworth to Barraba	57	26	30				2,326	9	5
Gladesville to Ryde	2	45	80				100	15	9
Albury to Corowa, <i>via</i> Howlong	34	67	20				1,351	17	6
Adelong to Tumbarumba	37	3	0				1,773	8	3
Forbes to Condobolin	58	0	0				1,916	10	3
Cooranbong to Gosford	50	10	77				1,989	16	10
Cowra to Grenfell	33	32	0				1,124	11	6
Kiama to Moss Vale	36	50	0	2	50	0	1,255	0	0
Grafton to Copmanhurst <i>via</i> Ramornie	16	12	20	3	22	80	632	12	3
Merriwa to Denman	31	31	80				1,359	12	1
Braidwood to Bungendore	10	70	66	10	70	66	332	15	8
Jerry's Plains to Warkworth	3	20	0	5	0	0	80	0	0
Kempsey to Trial Bay	15	0	0				606	8	0
Bulli to Coal Cliff	6	40	0	1	0	0	158	1	0
Newcastle to Bullock Island	1	0	0	2	0	0	50	0	0
Newcastle to Wickham	1	20	0	0	20	0	22	0	0
Extension to Nambuccera	2	76	82				115	8	11
Total number of miles of wire completed 31st December, 1878	1,078	2	74						
Total number of miles of wire erected on existing poles to 31st December, 1878				921	23	12			
Grand Total				1,999	25	86			
Total Cost							£65,234	19	6

The total cost of the whole extent of telegraphic communication in the Colony on the 31st December, 1878, viz., 11,760 miles 39 chains 56 links, was £413,258 4s. 2d.

The following Telegraph Stations were opened during the year 1878 :—

Arakoon (late Trial Bay)	Miller's Point
Bungendore	Michelago
Barraba	Manilla
Brushgrove	Nelligen
Bethungra	Nambuccera
Barrington	Nulla Nulla
Booligal	North Wagga
Cooranbong	Park-street
Cundletown	Ryde
Condobolin	Smithtown
Cannonbar	Springwood
Central Kempsey	Seven Hills
Frederickton	Tumbarumba
Gosford	Tinonee
Howlong	Wilcannia
Junec	Warkworth
King-street	Wickham
Louth	

The

The following lines were in course of construction in the year 1878 :—

Bathurst to Rockley
 Casino to Coraki, on the Richmond River
 Booligal to Hillston
 Cootamundra to Gundagai, *via* Colac
 Warren to Bourke
 Milton to Bateman's Bay, *via* Nelligen

The following is a Return showing the number of Telegrams sent from each Station in New South Wales during the year 1878, with the revenue collected thereon.

Station.	No. of Messages.	Revenue.			Station.	No. of Messages.	Revenue.		
		£	s.	d.			£	s.	d.
Sydney	253,478	23,358	4	1	Forbes	9,866	709	4	8
Albury	110,939	843	6	10	Glebe	1,558	97	10	0
Ashfield	939	60	7	10	Goulburn	12,513	864	15	7
Araluen	768	46	6	2	Gunning	1,792	124	0	8
Adelong	2,759	176	8	11	Gundagai	3,716	227	6	6
Adaminiby	1,099	74	0	8	Germanton	1,205	82	9	8
Anvil Creek	777	50	18	9	Gosford	708	45	2	3
Armidale	7,820	610	18	3	Gunnedah	6,106	406	14	9
Balmain	1,875	116	10	5	Gloucester	1,200	81	3	4
Burwood	1,264	82	14	6	Glen Innes	6,790	519	0	8
Botany	146	6	8	3	Grafton	15,218	1,088	0	11
Blacktown	633	38	8	1	Grenfell	3,986	270	8	1
Blue Mountains	185	9	17	1	Gulgong	3,603	286	0	1
Bowenfels	428	24	0	4	Googooga	1,562	134	9	2
Back Creek	330	19	7	7	Haymarket	8,063	514	9	3
Broughton Creek	1,538	101	6	3	Hunter's Hill	983	60	18	5
Berrima	657	40	19	2	Homebush	1,002	67	2	0
Braidwood	3,253	234	3	9	Howlong	660	47	3	7
Bateman's Bay	1,694	99	19	11	Hill End	2,067	124	13	4
Bulli	940	45	9	0	Hay	10,806	1,130	3	8
Bombala	5,121	427	16	9	Inverell	7,367	582	0	3
Bega	5,613	427	8	5	Jervis Bay	193	5	13	9
Bodalla	1,344	103	11	8	Jerry's Plains	977	59	17	6
Bungendore	727	45	13	5	Junee	438	25	10	8
Bowning	1,126	53	18	3	Jerilderie	2,665	242	1	6
Binalong	681	41	7	2	King-street	8,516	566	10	0
Burrows	3,035	231	5	4	Kelso	461	27	11	7
Bulahdelah	581	40	0	1	Kiama	4,492	282	3	4
Branxton	1,010	67	5	3	Kiandra	855	56	17	5
Boggabri	1,914	159	4	10	Kyamba	335	21	8	1
Bendemeer	1,139	69	16	3	Kynaboona	567	49	0	2
Bundarra	1,942	135	9	1	Liverpool	1,390	77	17	11
Bingera	2,155	150	0	0	Lambton	1,198	62	7	8
Barraba	491	32	18	6	Lawrence	2,124	126	10	1
Ballina	3,658	217	11	3	Lismore	4,998	350	15	1
Brushgrove	640	41	6	2	Lithgow	2,083	122	6	7
Bathurst	13,336	967	11	10	Lucknow	564	35	17	11
Blayney	2,242	124	4	4	Louth	1,324	137	16	0
Bethungra	871	50	3	8	Manly Beach	2,437	145	15	1
Baradine	926	69	1	3	Miller's Point	1,149	96	1	6
Brewarrina	5,397	526	7	8	Macquarie Plains	303	18	7	5
Bourke	10,246	1,057	12	10	Moss Vale	2,159	130	11	2
Barrington	610	67	15	8	Marulan	825	47	5	7
Balranald	3,742	37	5	9	Moruya	2,898	190	10	5
Booligal	1,023	90		1	Merimbula	1,943	101	7	0
Corowa	2,310	184	14	2	Michelago	714	46	9	0
Campbelltown	2,581	151	7	11	Molonglo	457	32	9	10
Camden	1,726	119	7	11	Murrumburrah	3,616	213	14	3
Cooma	6,419	560	6	8	Morpeth	3,515	194	19	10
Candelo	1,917	121	19	0	Muswellbrook	4,254	260	2	5
Cobargo	807	47	12	9	Murrurundi	4,759	340	0	11
Cooranbong	314	19	15	6	Moree	3,324	251	2	10
Clarence Town	1,255	68	18	8	Millie	1,234	83	5	1
Casino	4,469	340	0	1	Manilla	460	28	18	2
Clarence Heads	2,164	113	15	9	Macleay Heads	509	18	10	6
Cundletown	374	21	8	5	Mount Victoria	1,852	96	10	5
Carcoar	2,253	149	19	4	Molong	2,320	153	16	11
Cowra	2,899	195	18	10	Morangarell	1,042	79	11	10
Condoblin	2,111	115	4	5	Mudgee	11,199	774	3	2
Cootamundra	5,314	328	7	6	Merriwa	2,044	154	9	0
Cannonbar	271	19	12	9	Moama	1,604	136	5	4
Cassilis	1,552	114	6	11	Moulamien	1,630	150	17	0
Coolah	1,287	84	11	0	Menindie	2,433	241	5	8
Coonabarabran	2,662	179	19	5	Newtown	2,727	153	12	6
Coonamble	6,923	569	13	10	North Shore	1,652	89	1	0
Central Kempsey	994	77	5	1	Nattai	2,410	141	3	9
Dungog	1,621	100	12	2	Nimitybelle	1,420	97	7	5
Denman	1,109	77	1	1	Nelligen	84	5	0	6
Dubbo	12,360	819	11	2	Nelson's Bay	425	18	17	0
Deepwater	915	68	18	2	Newcastle	34,423	2,569	17	7
Deniliquin	11,781	1,115	0	7	Narrabri	6,609	467	0	10
Edgecliff	2,064	127	18	10	Newton Boyd	567	40	6	10
Eden	1,312	86	18	9	Nambuccera	860	54	5	9
East Maitland	3,231	215	1	7	Nulla Nulla	60	3	19	3
Euston	915	78	6	8	Narrandera	3,420	235	13	9
Fordwich	643	42	6	6	North Wagga	692	34	17	1
Fermount	1,720	112	15	10	Oxford-street	5,198	312	8	7
Frederickton	261	15	11	7	Orange	14,673	979	5	5

RETURN of Telegrams—continued.

Station.	No. of Messages.	Revenue.	Stations.	No. of Messages.	Revenue.
		£ s. d.			£ s. d.
Paddington	1,828	93 2 10	Tarcutta	530	35 18 5
Petersham	976	64 14 2	Tumberumba	383	30 4 6
Park-street	2,795	188 10 0	Tinonee	282	18 5 3
Parramatta-street	1,934	115 19 6	Trial Bay	51	3 15 6
Parramatta	6,352	378 17 0	Ulmarra	1,755	100 16 8
Port Stephens	23	1 5 8	Urana	2,941	248 13 0
Paterson	1,024	62 4 2	Uralla	1,916	137 3 6
Port Macquarie	2,871	175 16 7	Ulladulla	2,266	158 17 4
Palmer's Island	1,230	79 10 1	Vegetable Creek	3,236	268 0 11
Penrith	2,431	135 8 4	Warialda	2,845	204 13 11
Parkes	3,406	231 19 2	Wagga Wagga	18,738	1,590 7 9
Pilliga	1,231	86 17 11	Wentworth	22,966	537 5 10
Pictou	1,089	65 17 8	Wallerawang	2,236	124 18 1
Pooncairie	1,138	101 18 10	Wellington	4,763	322 17 11
Queanbeyan	3,964	281 2 9	Windsor	3,560	210 9 1
Quirindi	7,827	436 17 9	Wiseman's Ferry	421	21 18 1
Randwick	1,499	73 13 10	Wollombi	510	30 11 7
Ryde	434	26 4 3	West Maitland	18,475	1,448 19 7
Rydal	379	21 1 2	Wee Waa	1,087	75 9 0
Raglan	82	4 12 3	Walgett	4,559	369 17 3
Redfern	5,227	304 6 9	West Kempsey	4,940	357 17 8
Richmond	3,111	189 3 4	Wollongong	5,557	318 15 4
Raymond Terrace	2,096	121 18 10	Waratah	691	47 3 6
Rocky Mouth	3,399	239 16 8	Wallsend	2,632	127 19 5
Rylstone	1,578	104 12 0	Wallabadah	1,032	64 2 9
Robertson			Waterloo	1,880	109 14 3
South Head	519	29 5 7	William-street	4,702	292 13 11
Sofala	696	41 14 3	Waverley	1,008	56 4 5
Singleton	5,732	384 19 2	Warren	3,615	274 17 1
Scone	1,811	117 3 9	Walcha	1,986	130 1 3
South Creek	593	32 5 11	Wilcannia	8,253	969 0 11
St. Leonards	(See North Shore.)		Warrah	2,633	132 2 3
South Grafton	2,280	146 1 9	Warkworth	280	14 16 2
Stroud	1,582	101 13 1	Wickham	94	5 13 2
Seal Rocks	128	7 7 3	Young	8,146	622 6 11
Smithtown	1,295	81 17 9	Yass	4,785	356 7 6
Springwood	90	5 0 8	Yetman	723	58 12 4
Seven Hills	5	0 5 0			
Tenterfield	61,615	331 18 0		1,124,858	73,531 2 1
Tarana	304	17 16 4			
Taree	4,315	270 1 11	Foreign telegrams	2,814	20,893 9 4
Tamworth	14,523	1,009 11 0	New Zealand telegrams	4,615	3,700 17 2
Terrara	3,136	187 16 1			
Tumut	3,660	249 9 5			
Tabulam	696	52 14 10	Total	1,132,287	98,125 8 7

The matter of duplicating the telegraphic communication with Europe was further considered at a conference of representatives of the various Colonies, held at Melbourne, in May, 1878, when it was arranged that the Governments of New South Wales and Victoria should take certain action with this object in view.

The subsequent proceedings resulted in the following arrangement, viz. :—

Memorandum of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called the Company), on the other.

1. That the Company shall, subject to the approval of the shareholders, contract with the Governments for the construction of a second cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy of £32,400, and shall sign the contract and necessary conditions on or before the 1st July, 1879.

2. That such subsidy shall be payable for a period of twenty years, subject to the provisions hereinafter contained.

3. That the Company shall throughout the whole of the period during which such subsidy shall be payable maintain in full working order, the act of God or the Queen's enemies excepted, such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

4. That the Company shall before such subsidy shall become payable lay a second cable between Singapore and Penang, and thereafter shall, in like manner, maintain the same, the act of God or the Queen's enemies excepted, and its present lines of cable between Singapore and Penang, Penang and Madras, Penang and Rangoon, in full working order.

5. That the Company shall, in consideration of the subsidy herein agreed to be paid, and whilst that subsidy is payable, allow a rebate on Government messages, hereinafter defined, exchanged between England and Port Darwin, reducing their own proportion of the charge to the extent of 50 per cent. upon the present rate; and on press messages exchanged between England and Port Darwin, as hereinafter defined, will reduce their own proportion of the charge to the extent of 75 per cent. upon the present rate: Provided that such reduction shall not be extended to any Colony other than such as may contribute towards the subsidy.

6. That the Company shall complete and open for communication the second cables above mentioned between Singapore and Port Darwin and Singapore and Penang within eight months from the date of the signing of the contract: Provided always that the Company shall not be held liable for any loss

loss or damage which the Colonies may sustain in consequence of delay in completing the said cables, in the event of such delay being caused by war, inevitable accident, or other contingency over which the Company can have no control.

7. That in the event of the Company completing and having the duplicate cable above mentioned open for communication within the period herein contracted for, the subsidy payable by the Government shall commence and accrue four months after the signing of the contract; but the Company shall not be entitled to any payment under this clause until the said cables shall have been actually completed and are open for communication as above stated,

8. That the said subsidy shall be payable quarterly in London to the Company in sterling money, free of all deductions.

9. That in the event of any total interruption in the communication between Port Darwin and Singapore the subsidy shall cease *pro rata* for the period of such interruption: Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments.

10. The Company shall at all times hereafter give priority in transmission through the said cable to all Government messages; being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies or the various Agents General on the one hand, and the Governors or Chief Secretaries of the various Colonial Governments on the other, on matters relating to the administration of the Governments.

11. Press messages must be addressed to registered newspapers only, and shall be for *bona fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning to be used.

12. The Company shall not during the currency of this agreement increase its own proportion of the charges for messages exchanged between Port Darwin and London beyond the rates provided for herein, viz. :—

For Governmental messages, per word	...	...	2s. 10d.
For Press messages, per word	...	...	1s. 5d.
For all other messages, per word	...	...	5s. 8d.

13. That the Government shall have the right during the currency of the subsidy aforesaid to purchase the Company's cable, lines, and other property between Singapore and Port Darwin, on equitable terms, to be fixed in case of difference by arbitration; twelve months previous notice to be given to the Company of the intention to exercise this right: Provided always that the right shall not be exercisable till the Company shall for five years have paid a dividend equal to 10 per cent. per annum, or shall for that period have passed 10 per cent. per annum to its Reserve or other Accumulated Fund.

Witness to signature,—
S. H. LAMPTON.

J. F. BURNS,
New South Wales.

Witness to signature,—
W. H. ODGERS.

GRAHAM BERRY,
Victoria.

Witness to signature,—
T. BAWDEN.

T. G. GLOVER,
Eastern Extension Australasian and China
Telegraph Company.

Dated this 4th day of December, A.D. 1878.

On the land section, across the Australian Continent to Port Darwin, the following interruptions took place in the year 1878, viz. :—

When interrupted.	Length of Interruption.	When interrupted.	Length of Interruption.
January 1st	1 day.	May 9th	1½ day.
Do. 14th	5 days.	Do. 16th	3½ days.
February 9th	1 day.	June 9th	3 days.
March 16th	5 days.	July 1st	2 days.
Do. 23rd	2½ days.	August 30th	1 day.
Do. 25th	2 days.	September 14th	3 days.
Do. 29th	1 day.	October 26th	4½ days.
April 17th	2½ days.	November 15th	2 days.
Do. 30th	2½ days.	December 16th	1 day.

And the cable between Australia and India was interrupted during the same period as follows :—

Between Rangoon and Penang—
From 1st January to 13th January.
" 23rd March to 7th April.
" 8th April to 11th April.
Between Singapore and Penang—
From 1st October to 4th October.
" 30th November to 1st December.
" 14th December to 15th December.
Between Singapore and Batavia—
From 22nd January to 2nd February.
On the 14th February.
From 1st May to 9th May.
" 16th May to 18th October.
" 27th October to 31st October.
On the 1st November.
From 28th December to 31st December.
Between Banjoewangie and Port Darwin—
From 26th September to 5th October.

I have the honor to be, Sir,

Your Excellency's most obedient servant,

General Post Office,
Sydney, 15th May, 1871.

SAUL SAMUEL,
Postmaster-General.

APPENDIX.

A.

List of Post Offices on 31 December, 1878.

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	Bobundarah	14 0 0	Canowindra	12 0 0
Adaminiy*	3 0 0	Bodalla*	39 0 0	Canterbury	13 0 0
Adamstown	10 0 0	Do. Assistant	15 0 0	Cape Hawke	13 0 0
Adelong*	50 0 0	Boggabri	29 0 0	Capertee Camp	29 0 0
Do Assistant	26 0 0	Boggy Flat	10 0 0	Carcoar*	58 0 0
Adelong Crossing-place	34 0 0	Bomadary	22 0 0	Do. Assistant	50 0 0
Albion Park	39 0 0	Bombala*	30 0 0	Cargo	22 0 0
Albury	263 0 0	Do. Assistant	104 0 0	Carinda	11 0 0
Do. 1st Assistant	150 0 0	Bonshaw	14 0 0	Carlisle Gully	27 0 0
Do. 2nd Assistant	125 0 0	Bookham	33 0 0	Carnsdale	10 0 0
Do. 3rd Assistant	125 0 0	Booligal*	Nil	Carrick	13 0 0
Alstonville	11 0 0	Booral	16 0 0	Carroll	20 0 0
Amosfield	10 0 0	Borcunore	10 0 0	Carr's Creek	10 0 0
Annandale	28 0 0	Boro	20 0 0	Casino*	10 0 0
Anvil Creek†	25 0 0	Botany	28 0 0	Do. Assistant	45 0 0
Appin	50 0 0	Bourke	85 0 0	Cassilis*	9 0 0
Apple-tree Flat	13 0 0	Bourke-street	18 0 0	Castle Hill	24 0 0
Arakoon	10 0 0	Bowenfels	22 0 0	Castlereagh	11 0 0
Araluen*	11 0 0	Bowling Alley Point	18 0 0	Cathcart	13 0 0
Armidale	247 0 0	Bowna	50 0 0	Catherine Hill Bay	11 0 0
Do. Assistant	50 0 0	Bowning†	48 0 0	Cavan	10 0 0
Arncliffe	10 0 0	Bowral†	47 0 0	Central M'Donald	14 0 0
Arthurville	10 0 0	Bowraville	11 0 0	Cessnock	14 0 0
Ashfield†	35 0 0	Box Ridge	11 0 0	Chambers Creek	18 0 0
Do. Assistant	25 0 0	Braidwood*	20 0 0	Charcoal Creek	21 0 0
Ashford	18 0 0	Branxton*	47 0 0	Charlestown	16 0 0
Attunga	11 0 0	Breadalbanet	38 0 0	Charleyong	10 0 0
Avisford	13 0 0	Breca	39 0 0	Chatsworth Island	16 0 0
		Brenda	22 0 0	Cheesman's Creek	21 0 0
Back Creek	20 0 0	Brewarrina*	50 0 0	Clarence River Heads*	26 0 0
Ballalaba	11 0 0	Bridgeman	12 0 0	Clarence Town*	15 0 0
Ballina	24 0 0	Bringelly	25 0 0	Do. Assistant	13 0 0
Balnain (Branch Office)	150 0 0	Broadmouth Creek	10 0 0	Clarence Tunnel	10 0 0
Balranald*	9 0 0	Brogo	12 0 0	Clarendon	12 0 0
Do. 1st Assistant	25 0 0	Broke	24 0 0	Cobar	18 0 0
Do. 2nd Assistant	25 0 0	Brookfield	12 0 0	Cobargo*	22 0 0
Bandon Grove	14 0 0	Broughton's Creek	35 0 0	Cobbadah	10 0 0
Bankstown	13 0 0	Brownlow Hill	13 0 0	Cobbitty	15 0 0
Bannaby	10 0 0	Brown Mountain	15 0 0	Cobbora	18 0 0
Baradine*	Nil	Brown's Creek	12 0 0	Codrington	13 0 0
Bargo	10 0 0	Brumbin	10 0 0	Collector	19 0 0
Barraba	35 0 0	Brundah Creek	10 0 0	Collie	14 0 0
Barragon	12 0 0	Brungle	13 0 0	Colly Blue	11 0 0
Barranjoey	11 0 0	Brush Grove	25 0 0	Colo	14 0 0
Barrengarry	10 0 0	Buchanan	12 0 0	Colombo Creek	16 0 0
Barrington	13 0 0	Buckley's Crossing-place	16 0 0	Conargo	18 0 0
Barrington	10 0 0	Budgee Budgee	17 0 0	Concord	20 0 0
Barwang	10 0 0	Buggal	10 0 0	Condobolin*	Nil
Bateman's Bay	32 0 0	Bukkulla	14 0 0	Do. Assistant	52 0 0
Bathurst	300 0 0	Bulahdelah*	20 0 0	Cookardina	12 0 0
Do. 1st Assistant	175 0 0	Do. Assistant	26 0 0	Coolac	21 0 0
Do. 2nd Assistant	120 0 0	Bulgandramine	15 0 0	Coolah*	30 0 0
Do. 3rd Assistant	78 0 0	Bulli	40 0 0	Coolongolook	10 0 0
Baulkham Hills	18 0 0	Bundarra*	Nil	Cooma*	50 0 0
Bega*	65 0 0	Do. Assistant	100 0 0	Do. 1st Assistant	75 0 0
Do. Assistant	26 0 0	Bundella	13 0 0	Do. 2nd Assistant	30 0 0
Belford	12 0 0	Bugendore	26 0 0	Coonabarabran*	28 0 0
Bell's Creek	16 0 0	Bungoma	37 0 0	Coonamble*	11 0 0
Belmont	10 0 0	Bungowannah	14 0 0	Do. Assistant	100 0 0
Bendemeer*	58 0 0	Bungwall Flat	12 0 0	Cooperbrook	10 0 0
Do. Assistant	20 0 0	Bunnan	10 0 0	Cooranbong*	23 0 0
Bendolba	15 0 0	Burrage	10 0 0	Cootamundra*	30 0 0
Bergalia	14 0 0	Barragorang	13 0 0	Do. Assistant	52 0 0
Berrima	59 0 0	Burrawang	19 0 0	Cooyal	10 0 0
Bethungra†	20 0 0	Burrendong	13 0 0	Copmanhurst	14 0 0
Bibbenluko	15 0 0	Burrier	11 0 0	Coraki, Richmond River	16 0 0
Bigga	15 0 0	Burrows*	25 0 0	Coree	13 0 0
Big Hill	17 0 0	Do. Assistant	5s. 3 ^d week	Corowa*	12 0 0
Biloela	16 0 0	Burwood*	104 0 0	Do. 1st Assistant	104 0 0
Binalong	25 0 0	Byng	14 0 0	Do. 2nd Assistant	26 0 0
Binda	17 0 0	Cadia	13 0 0	Corrowong	11 0 0
Bingera*	10 0 0	Caloola	16 0 0	Cow Flat	30 0 0
Do. Assistant	52 0 0	Camberwell	20 0 0	Cowra*	25 0 0
Binnaway	10 0 0	Cambewarra	21 0 0	Do. Assistant	52 0 0
Bishop's Bridge	14 0 0	Camden	110 0 0	Cox's River	11 0 0
Black Rock	30 0 0	Do. Assistant	50 0 0	Craeton	10 0 0
Black Springs	12 0 0	Camden Haven	20 0 0	Croki, Manning River	15 0 0
Blacktown†	38 0 0	Camden Haven Punt	10 0 0	Crookwell	23 0 0
Blackville	10 0 0	Campbelltown*	80 0 0	Cross Roads	12 0 0
Blackwall	10 0 0	Do. Assistant	50 0 0	Crudine	15 0 0
Blandford†	23 0 0	Camperdown	25 0 0	Cudal	11 0 0
Blayney†	75 0 0	Canadian Lead	20 0 0	Cudgegong	19 0 0
Blowering	10 0 0	Canberra	14 0 0	Cullenbone	11 0 0
Blue-gum Flat	11 0 0	Candelo*	Nil	Cullen Bullen	42 0 0
Boat Harbour	11 0 0	Cannonbar	38 0 0	Cullinga	10 0 0

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Cundletown	23 0 0	Germanton Assistant	35 0 0	Hoskins' Town	11 0 0
Cungegong	20 0 0	Gerringong	24 0 0	Howe's Valley	11 0 0
Curban	10 0 0	Ghinni Ghinni	17 0 0	Howlong	20 0 0
Currabubula	21 0 0	Gilgandra	24 0 0	Hungerford	12 0 0
Currawang	16 0 0	Gilgannia	10 0 0	Hunter's Hill*	52 0 0
Curraweela	11 0 0	Gilmore	11 0 0	Huntingdon	11 0 0
Dalmorton	18 0 0	Gingkin	10 0 0	Huskisson	11 0 0
Dalton	18 0 0	Ginninderra	20 0 0	Icely	16 0 0
Dandaloo	15 0 0	Gladsville	18 0 0	Ilford	46 0 0
Dapto	40 0 0	Gladstone	17 0 0	Iluka	22 0 0
Darby's Falls	10 0 0	Glaumire	39 0 0	Ingliston	10 0 0
Darlington Point	20 0 0	Glasston	10 0 0	Inverell*	32 0 0
Daysdale	10 0 0	Glebe†	25 0 0	Do. Assistant	70 0 0
Deepwater*	15 0 0	Glebeland	10 0 0	Ironbarks	34 0 0
Delegate	25 0 0	Glen Alice	14 0 0	Ironcove Bridge	19 0 0
Denham Court	13 0 0	Glendon Brook	11 0 0	Ivanhoe	19 0 0
Deniliquin	225 0 0	Glen Innes*	57 0 0	Jamberoo	40 0 0
Do. 1st Assistant	200 0 0	Do. Assistant	130 0 0	Jembaicumbene	13 0 0
Do. 2nd Assistant	100 0 0	Glen Morrison	12 0 0	Jereelderie*	30 0 0
Denison Town	30 0 0	Glen William	10 0 0	Do. Assistant	26 0 0
Denman*	36 0 0	Gloucester*	10 0 0	Jerrong	11 0 0
Dight's Forest	12 0 0	Do. Assistant	52 0 0	Jerry's Plains	25 0 0
Dingo Creek	14 0 0	Gnalta	10 0 0	Jindabyne	13 0 0
Dirty Swamp	15 0 0	Golspie	11 0 0	Joadja Creek	10 0 0
Douglas Park	17 0 0	Gongolgon	17 0 0	Jordan's Crossing	24 0 0
Druitt Town	10 0 0	Good Hope	10 0 0	Jugiong	29 0 0
Dry Plain	10 0 0	Goodooga*	Nil	Junction Point	12 0 0
Dubbo*	85 0 0	Goodrich	20 0 0	Junee	10 0 0
Do. Assistant	100 0 0	Goolagong	10 0 0	Junee Railway Station	10 0 0
Dundee	17 0 0	Goolma	10 0 0	Kameruka	17 0 0
Dungaree	11 0 0	Goombargona	10 0 0	Kangaloon	14 0 0
Dungog*	10 0 0	Goonoo Goonoo	29 0 0	Kangaroo Creek	11 0 0
Do. Assistant	52 0 0	Goorangoola	14 0 0	Kangaroo Valley	28 0 0
Dungowan	14 0 0	Gosford	35 0 0	Kayuga	11 0 0
Dunkeld	12 0 0	Goulburn	250 0 0	Keepit	12 0 0
Dural	12 0 0	Do. 1st Assistant	175 0 0	Kelso	59 0 0
Eastern Creek	13 0 0	Do. 2nd Assistant	150 0 0	Kempsey	38 0 0
East Kangaloon	15 0 0	Do. 3rd Assistant	120 0 0	Kerrabee	20 0 0
East Kempsey	16 0 0	Do. 4th Assistant		Khancohan	10 0 0
East Maitland	153 0 0	and occasional Mail		Kiama*	71 0 0
Do. Assistant	52 0 0	Guard and Letter		Kiandra*	3 0 0
East Raleigh	10 0 0	Carrier	120 0 0	Kimbriki	11 0 0
East Wardell	14 0 0	Grafton*	68 0 0	Kincumber	13 0 0
Eauabalong	32 0 0	Do. Assistant	100 0 0	King's Plains	10 0 0
Ebenezer	11 0 0	Graham	13 0 0	Kingstown	10 0 0
Eccleston	18 0 0	Greendale	15 0 0	King-street (Branch Office)	150 0 0
Eden*	5 0 0	Greenfield Farm	11 0 0	Kiara	11 0 0
Elderslie	12 0 0	Greenwich Park	10 0 0	Kogarah	12 0 0
Edgecliff*	10 0 0	Grenfell*	32 0 0	Kunopia	15 0 0
Ellalong	13 0 0	Do. Assistant	50 0 0	Kurrajong	25 0 0
Ellenborough	11 0 0	Greenhill	10 0 0	Kurrajong Heights	12 0 0
Elsmore	11 0 0	Gresford	29 0 0	Kynnumboon*	23 0 0
Emu	22 0 0	Guildford	11 0 0	Laggan	14 0 0
Emu Ferry†	24 0 0	Gulgargambone	10 0 0	Laguna	17 0 0
Enfield	18 0 0	Gulgong*	Nil	Lake Cudgellico	14 0 0
Enngonia	11 0 0	Do. Assistant	75 0 0	Lambton*	29 0 0
Ennis	12 0 0	Gullen	11 0 0	Landsdown	10 0 0
Eskbank	33 0 0	Gundagai*	20 0 0	Lane Cove	14 0 0
Esrom	25 0 0	Gundurimba	10 0 0	Langworthy's	19 0 0
Essington	10 0 0	Gundy	12 0 0	Lanyon	14 0 0
Eugowra	25 0 0	Gungal	15 0 0	Largs	22 0 0
Eulourie	13 0 0	Gunnedah*	17 0 0	Laurieton	10 0 0
Eurobodalla	30 0 0	Do. Assistant	70 0 0	Lawrence	23 0 0
Eurunderee	14 0 0	Gunning	75 0 0	Lewinsbrook	15 0 0
Euston*	3 0 0	Guntawang	19 0 0	Lidsdale	31 0 0
Do. Assistant	25 0 0	Gurrundah	10 0 0	Limekilns	11 0 0
Evans' Plains	12 0 0	Guyong	21 0 0	Limeburner's Creek	15 0 0
Fairfield	11 0 0	Guyra	10 0 0	Lincoln	14 0 0
Falconer	13 0 0	Hamilton	37 0 0	Lionsville	15 0 0
Farley†	10 0 0	Hanging Rock	12 0 0	Lismore*	32 0 0
Ferunmount	21 0 0	Hargraves	19 0 0	Do. Assistant	25 0 0
Field of Mars	20 0 0	Harrington	10 0 0	Lithgow †	54 0 0
Fig-tree	25 0 0	Hartley	33 0 0	Little Billabong	24 0 0
Fish River Creek	13 0 0	Hartley Vale	11 0 0	Little Hartley	24 0 0
Fitzgerald's Valley	10 0 0	Harwood Island	11 0 0	Liverpool	150 0 0
Five Dock	10 0 0	Hawke's Nest	10 0 0	Lochinvar	37 0 0
Firefly Creek	10 0 0	Hay*	95 0 0	Long Reach	16 0 0
Forbes*	43 0 0	Do. Assistant	130 0 0	Long Swamp	13 0 0
Do. Assistant	104 0 0	Haydonton	44 0 0	Lostock	14 0 0
Forest Hill	10 0 0	Haymarket (Branch Office)	150 0 0	Louth	12 0 0
Forest Reefs	17 0 0	Do. Assistant	78 0 0	Lower Gundaroo	19 0 0
Forster	12 0 0	Hexham	40 0 0	Lower Hawkesbury	11 0 0
Foxlow	13 0 0	Higham Road	10 0 0	Lower Portland	11 0 0
Fredericton	16 0 0	Hillas Creek	11 0 0	Lowesdale	10 0 0
Frogmoor	10 0 0	Hill End*	37 0 0	Lowther	10 0 0
Fullerton	11 0 0	Do. Assistant	40 0 0	Lucknow*	23 0 0
Gannon's Forest	11 0 0	Hillston	37 0 0	Luddenham	13 0 0
Gegedzerick	13 0 0	Hinton	30 0 0	Lunatic Reefs	18 0 0
George's Plains†	10 0 0	Homebush*	52 0 0	Lyndhurst	25 0 0
Gerogery	25 0 0	Home Rule	50 0 0	Macdonald Town	12 0 0
Germanton*	50 0 0	Hornsby	11 0 0	Macquarie Plains†	34 0 0

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Major's Creek	27 0 0	Muttama Reef	10 0 0	Queen Charlotte's Vale	10 0 0
Manar	14 0 0	Mutton's Falls	14 0 0	Quipolly	20 0 0
Mandurama	30 0 0	Myrtleville	13 0 0	Quirindi*	20 0 0
Mangrove Creek	11 0 0	Nambucca	13 0 0	Do. Assistant	104 0 0
Manilla*	17 0 0	Narellan	37 0 0		
Do. Assistant	26 0 0	Narrabri*	43 0 0	Rainbow Reach	11 0 0
Manly (Branch Office)	52 0 0	Do. 1st Assistant	100 0 0	Randwick*	22 0 0
Do. Assistant	25 0 0	Do. 2nd Assistant	26 0 0	Raukin's Springs	35 0 0
Manna Field	19 0 0	Narrandera*	34 0 0	Ravensworth†	20 0 0
March	10 0 0	Do. Assistant	52 0 0	Rawden Vale	10 0 0
Marengo	21 0 0	Nelligen	21 0 0	Raymond Terrace*	71 0 0
Marlee	10 0 0	Nelson's Plains	10 0 0	Redbank	11 0 0
Marrickville	17 0 0	Nerriga	11 0 0	Redfern (Branch Office)	150 0 0
Marsden's	15 0 0	Nerrigundah	18 0 0	Red Hill	10 0 0
Marulan†	45 0 0	Newbridge	24 0 0	Reedy Flat	13 0 0
Maryland	18 0 0	Newcastle	330 0 0	Reidsdale	12 0 0
Maryvale	10 0 0	Do. 1st Assistant	200 0 0	Reid's Flat*	18 0 0
Mathoura†	19 0 0	Do. 2nd Assistant	150 0 0	Rexcourt	10 0 0
Maude	13 0 0	Do. 3rd Assistant	75 0 0	Richmond	178 0 0
Meadow Flat	27 0 0	Do. 4th Assistant and occasional Mail Guard and Letter Carrier.	150 0 0	Riverstone†	10 0 0
Menangle†	24 0 0	New Lambton	25 0 0	Robertson	13 0 0
Menindie*	20 0 0	Newtown (Branch Office.)	27 0 0	Rockley	36 0 0
Do. Assistant	65 0 0	Do. Assistant	10 0 0	Rocky Glen	10 0 0
Meranburn	21 0 0	Nimitybelle*	21 0 0	Rocky Mouth*	25 0 0
Merimbula*	63 10 0	North Gobarralong	16 0 0	Rocky River	18 0 0
Meroc	11 0 0	North Richmond	12 0 0	Rolland's Plains	14 0 0
Merrendee	14 0 0	North Willoughby	47 0 0	Rookwood†	16 0 0
Merrilla	16 0 0	Nowendoc	27 0 0	Do. Assistant	15 0 0
Merriwa*	9 0 0	Nowra	11 0 0	Roody Hill†	10 0 0
Michelago	28 0 0	Numba	27 0 0	Rothbury	10 0 0
Middle Arm	11 0 0	Numeralla		Rouchell Brook	11 0 0
Milburn Creek	10 0 0	Nundle	18 0 0	Rouse Hill	20 0 0
Millamurra	11 0 0	Oaks	11 0 0	Rydal†	57 0 0
Miller's Forest	19 0 0	Oban	20 0 0	Ryde	30 0 0
Miller's Point (Branch Office.)	120 0 0	Oberon	30 0 0	Rye Park	11 0 0
Millfield	16 0 0	Obley	22 0 0	Rylstone*	9 0 0
Millie*	22 0 0	O'Connell	15 0 0		
Milton*	29 0 0	Onebygamba	10 0 0	Sackville Reach	12 0 0
Minmi	23 0 0	Ophir	52 0 0	St. Alban's	12 0 0
Mitchell's Creek	17 0 0	Orange*	66 0 0	St. Clair	11 0 0
Mittagong†	66 0 0	Do. 1st Assistant	50 0 0	St. Leonards (Branch Office.)	150 0 0
Moama*	20 0 0	Do. 2nd Assistant	150 0 0	St. Mark's	31 0 0
Do. Assistant	25 0 0	Oxford-street (Branch Office.)	10 0 0	St. Mary's*	52 0 0
Mogil Mogil	18 0 0	Oxley Island		St. Peter's	120 0 0
Mogo	12 0 0	Paddington (Branch Office)	150 0 0	Scone	93 0 0
Mohonga	10 0 0	Pallamallawa	10 0 0	Scott's Flat	10 0 0
Molong*	Nil.	Palmer's Island*	25 0 0	Seaham	13 0 0
Do. Assistant	75 0 0	Palmer's Oakley	11 0 0	Sebastopol	10 0 0
Molonglo	17 0 0	Pambula	32 0 0	Sedgefield	10 0 0
Monga	12 0 0	Parkes*	55 0 0	Seven Hills†	13 0 0
Monkerai	11 0 0	Do. Assistant	52 0 0	Sheet of Bark	20 0 0
Montefiores	25 0 0	Park-street (Branch Office.)	120 0 0	Shellharbour	22 0 0
Monwonga	11 0 0	Parramatta*	160 0 0	Shepherd's Town	13 0 0
Moonan Brook	16 0 0	Do. 1st Assistant	124 0 0	Shepherd's Creek	14 0 0
Moonli	21 0 0	Do. 2nd Assistant	50 0 0	Silent Grove	10 0 0
Moorilda	11 0 0	Parramatta Junction†	10 0 0	Singleton*	85 0 0
Moorwatha	12 0 0	Parramatta-street (Branch Office.)	150 0 0	Do. Assistant	50 0 0
Morangarell	25 0 0	Do. Assistant	25 0 0	Smithfield	30 0 0
Moree*	Nil.	Paterson*	15 0 0	Smith Town	10 0 0
Do. Assistant	40 0 0	Do. Assistant	26 0 0	Sofala*	47 0 0
Morpeth*	84 0 0	Peat's Ferry	11 0 0	Somerton	18 0 0
Do. Assistant	20 0 0	Peel	39 0 0	South Grafton*	Nil
Morton's Creek	10 0 0	Peelwood	14 0 0	South Gundagai	33 0 0
Moruya*	61 0 0	Pejar	10 0 0	Spring Grove†	21 0 0
Do. Assistant	52 0 0	Pennant Hills	13 0 0	Springside	15 0 0
Mossiel	18 0 0	Penrith	200 0 0	Stanborough	22 0 0
Moss Vale	75 0 0	Petersham*	77 0 0	Stockton	13 0 0
Moulamein*	83 0 0	Picton	80 0 0	Stroud*	15 0 0
Mount Gipps	12 0 0	Pilliga*	17 0 0	Do. Assistant	26 0 0
Mount Harris	17 0 0	Pine Ridge	18 0 0	Summer Island	14 0 0
Mount Macquarie	11 0 0	Pitt Town	22 0 0	Sutton Forest	29 0 0
Mount Victoria*	29 0 0	Pokolbin	10 0 0	Swallow's Nest	13 0 0
Mount Vincent	16 0 0	Ponto	10 0 0	Swan Bay	15 0 0
Mudgee	210 0 0	Pooncaric*	Nil	Swanbrook	10 0 0
Do. Assistant	100 0 0	Do. Assistant	12 0 0		
Mulgoa	16 0 0	Port Macquarie*	13 0 0	Tabulam	21 0 0
Mullenderree	25 0 0	Do. Assistant	25 0 0	Talawanta	11 0 0
Mulloon	11 0 0	Prospect	17 0 0	Tally Ho	10 0 0
Mulwala	18 0 0	Putty	10 0 0	Tambaroora	63 0 0
Mummell	11 0 0	Pyrec	14 0 0	Tambar Springs	16 0 0
Mundooran	33 0 0	Pymont	25 0 0	Tamworth*	54 0 0
Mungindi	28 0 0	Quambone	20 0 0	Do. Assistant	150 0 0
Murga	22 0 0	Quartz Ridge	11 0 0	Tangmangaroo	19 0 0
Murraguldrie	11 0 0	Queanbeyan*	100 0 0	Tanja	10 0 0
Murrumbateman	11 0 0	Do. Assistant	52 0 0	Tankerooka	13 0 0
Murrumburrah*	20 0 0			Tarago	27 0 0
Do. Assistant	80 0 0			Taralga	24 0 0
Murrurundi	150 0 0			Tarana†	36 0 0
Musgrave	10 0 0			Tareutta	45 0 0
Muswellbrook	125 0 0			Taree*	5 0 0

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Tarlo	21 0 0	Upper Pyramul	17 0 0	Whealbah	10 0 0
Tatham	10 0 0	Upper Taron	11 0 0	Wheeo	28 0 0
Teesdale	10 0 0	Uralla*	11 0 0	Wherrol Flat	10 0 0
Telegraph Point	16 0 0	Do. Assistant	26 0 0	Whinstone Valley	11 0 0
Temora	11 0 0	Urama*	14 0 0	Wickham*	60 0 0
Tempe	34 0 0	Do. Assistant	26 0 0	Wilberforce	20 0 0
Tenandra	12 0 0	Uriarra	10 0 0	Wilcannia*	36 0 0
Tenterfield*	18 0 0	Vacy	14 0 0	Do. 1st Assistant...	50 0 0
Do. Assistant	104 0 0	Vegetable Creek*	Nil.	Do. 2nd Assistant..	26 0 0
Tent Hill	12 0 0	Vere	10 0 0	Wild's Meadow	13 0 0
Terara	34 0 0	Vittoria	14 0 0	Willanthry	10 0 0
The Bulga	10 0 0	Wagga Railway Station	10 0 0	Willeroon	15 0 0
The Gulf	10 0 0	Wagga Wagga	250 0 0	William-street (Branch Office).	150 0 0
The Junction	18 0 0	Do. 1st Assistant...	200 0 0	William Town	12 0 0
The Lagoon	11 0 0	Do. 2nd Assistant..	130 0 0	Willow-tree*	20 0 0
The Reefs	10 0 0	Wagonga	11 0 0	Willson's Downfall	19 0 0
The Valley	10 0 0	Walbundrie	20 0 0	Wilson	10 0 0
Thurgoona	20 0 0	Walcha*	20 0 0	Wilton	14 0 0
Tichborne	10 0 0	Wallabadah	33 0 0	Windellama	12 0 0
Tighe's Hill	20 0 0	Wallaceton	10 0 0	Windyeyer	18 0 0
Tilba Tilba	11 0 0	Wallerobba	10 0 0	Windsor	139 0 0
Timbarra	14 0 0	Walla Walla	10 0 0	Wingen	11 0 0
Timbriungic	10 0 0	Wallendbeen	10 0 0	Wingham	22 0 0
Timor	10 0 0	Wallerawang	83 0 0	Wiseman's Ferry*	14 0 0
Tingha	35 0 0	Walgett*	36 0 0	Wollar	17 0 0
Tinonee	44 0 0	Do. Assistant	20 0 0	Wollombi*	27 0 0
Tirrania	10 0 0	Wallsend*	75 0 0	Wollongbar	10 0 0
Tocumwall	23 0 0	Do. Assistant	7/6 per week.	Wollongong*	78 0 0
Tomago	16 0 0	Wamberal	11 0 0	Wollongough	12 0 0
Tomerong	13 0 0	Wammerawa	14 0 0	Wolumba	13 0 0
Toogong	20 0 0	Wandandian	13 0 0	Wombat	31 0 0
Tooleybuc	11 0 0	Wandsworth	15 0 0	Woodburn	30 0 0
Tooloom	11 0 0	Wanganella	25 0 0	Woodhouselee	13 0 0
Tooma	13 0 0	Waratah*	52 0 0	Woodside	11 0 0
Towamba	11 0 0	Wardell	12 0 0	Woodville	18 0 0
Trunkay Creek	40 0 0	Warialda*	35 0 0	Woollahra	39 0 0
Tuena	21 0 0	Warkworth	27 0 0	Woolloomou	10 0 0
Tullimbar	11 0 0	Warneton	14 0 0	Woomargama	20 0 0
Tumberumba	33 0 0	Warren*	26 0 0	Woonona	27 0 0
Tumut*	90 0 0	Watson's Bay	25 0 0	Woore	11 0 0
Do. Assistant	62 10 0	Wattamolla	10 0 0	Wyalong	10 0 0
Turlinjah	10 0 0	Wattle Flat	31 0 0	Wyong	11 0 0
Tweed Heads	10 0 0	Waverley*	52 0 0	Wyong Creek	10 0 0
Tweed Junction	12 0 0	Wee Waa	33 0 0	Wyrallah	14 0 0
Two-mile Flat	13 0 0	Wellingrove	20 0 0	Yarraman	13 0 0
Tyndale	10 0 0	Wellington*	61 0 0	Yarras	10 0 0
Uarby	11 0 0	Do. 1st Assistant	75 0 0	Yass	200 0 0
Ulladulla	22 0 0	Do. 2nd Assistant.	37 10 0	Do. Assistant	52 0 0
Ulmara*	19 0 0	Wentworth*	22 0 0	Yatheyatah	14 0 0
Underbank	15 0 0	Do. Assistant	25 0 0	Yetholme	19 0 0
Unungar	23 0 0	Werris Creek	13 0 0	Yetman	18 0 0
Upper Bankstown	13 0 0	Westbrook	13 0 0	Young*	30 0 0
Upper Burragorang	10 0 0	West Kempsey*	3 0 0	Do. Assistant	104 0 0
Upper Gundaroo	20 0 0	West Maitland	262 0 0	Yullundry	11 0 0
Upper Manilla	10 0 0	Do. 1st Assistant	100 0 0	Y. Water	10 0 0
Upper Myall	11 0 0	Do. 2nd Assistant.	52 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, 1878.

Name of Receiving Office.	Salary.	Name of Receiving Office.	Salary.	Name of Receiving Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Aberglasslyn	5 0 0	Doughboy Hollow	5 0 0	Mullengandra	5 0 0
Annan Vale	5 0 0	Downside	5 0 0	Nangus	5 0 0
Argoon	5 0 0	Dry River	5 0 0	Narrara	5 0 0
Bago	5 0 0	Duke's Springs	5 0 0	North Lismore	5 0 0
Barren Ground	5 0 0	Dulladullacerry	5 0 0	No. 2 West Bogan	5 0 0
Bedgerabong	5 0 0	Duramana	5 0 0	Ornie	5 0 0
Bermagui	5 0 0	Eschol	5 0 0	Parkesbourne	5 0 0
Boggabilla	5 0 0	Fairy Meadow	5 0 0	Redmyret	5 0 0
Bolaro	5 0 0	Farnham	5 0 0	Rocky Hall	5 0 0
Boolambayte	5 0 0	Faulconbridge	5 0 0	Rosebrook	5 0 0
Borambil	5 0 0	Garryowen	5 0 0	Salisbury Plains	5 0 0
Botany Road	5 0 0	Gol Gol	5 0 0	Sandy Creek	5 0 0
Bredbo	5 0 0	Irvinstone	5 0 0	Shaw	5 0 0
Broadwater	5 0 0	Jerrawa	5 0 0	Spring Hill†	5 0 0
Bruceedale	5 0 0	Kaiser	5 0 0	Springwood	5 0 0
Bumberry	5 0 0	Kangaroo Camp	5 0 0	Sutton	5 0 0
Bumble	5 0 0	Kilgin	5 0 0	The Snowball	5 0 0
Burslem's	5 0 0	Knorrit Flat	5 0 0	Tomboy	5 0 0
Carrawobity	5 0 0	Kyamba*	5 0 0	Upper Lostock	5 0 0
Cave Creek	5 0 0	Lamb's Creek	5 0 0	Waddai	5 0 0
Clarevaux	5 0 0	Little Bombay	5 0 0	Wagra	5 0 0
Craigie	5 0 0	Little Plain	5 0 0	Ward's River	5 0 0
Croydon†	5 0 0	Morven	5 0 0	Waterloo	5 0 0
Cunningham	5 0 0	Mount Wilson	5 0 0	Yarrara	5 0 0
Deep Creek	5 0 0	Mulgrave†	5 0 0	Yarra Mundi	5 0 0

* The postal and telegraph duties at this place are amalgamated. † The postal duties at these places are conducted in the Railway Stations.

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	Premises rented.
Anvil Creek.....	do.	Accommodation provided at Railway Station.
Do.	Telegraph Office	Premises rented.
Arakoon	do.	Premises provided free.
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.
Back Creek	Telegraph Office	do. do
Ballina	do.	Premises rented.
Balmain	Post and Telegraph Office.....	do.
Baradine	do.	do.
Balranald.....	do.	Government possess a building.
Barraba	Telegraph Office	Premises rented.
Barrington	do.	do.
Bateman's Bay	do.	do.
Bathurst	Post Office	Government possess a building.
Do.	Telegraph Office	do. do.
Bega	Post and Telegraph Office	do.* do.
Bendemeet*	do.	Premises rented.
Berrina	Telegraph Office	Government possess a building.
Bethungra	Post and Telegraph Office.....	Accommodation provided at Railway Station.
Binalong	Telegraph Office	do. do.
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.
Do.	Post Office	Accommodation provided at Railway Station.
Blue Mountain	Telegraph Office	do. do.
Bodalla	Post and Telegraph Office	Office provided by guarantors.
Boggabri	Telegraph Office	do. do.
Bombala	Post and Telegraph Office.....	Government possess a building.
Booligal	do.	Premises rented.
Bowenfels	Telegraph Office	Accommodation provided at Railway Station.
Bourke	Post and Telegraph Office.....	Premises rented.
Bowring	do.	Accommodation provided at Railway Station.
Bowrnall	do.	do. do.
Braidwood	do.	Government possess a building.
Branxton	do.	Accommodation provided at Railway Station.
Breadalbane	Post Office	do. do.
Brewarrina	Post and Telegraph Office.....	Premises rented.
Broughton's Creek	Telegraph Office	do.
Broke	do.	do.
Brush Grove	do.	Office provided by guarantors.
Bulabulalah	Post and Telegraph Office.....	Premises rented.
Bulli	Telegraph Office	Office provided by guarantors.
Bundarra	Post and Telegraph Office.....	Premises rented.
Bungendore	Telegraph Office	do.
Burrowa	Post and Telegraph Office.....	Government possess a building.
Burwood	do.	Accommodation provided at Railway Station.
Camden	Telegraph Office	Premises rented.
Campbelltown	Post and Telegraph Office	do.
Candelo	do.	do.
Cannonbar	Telegraph Office	do.
Carcoar	Post and Telegraph Office.....	do.
Casino	do.	do.
Cassilis	do.	do.
Central Kempsey	Telegraph Office	Office provided by guarantors.
Clarence River Heads	Post and Telegraph Office.....	Accommodation provided at Customs' Station.
Clarence Town	do.	Premises rented.
Cobargo	do.	Office provided by guarantors.
Condobolin	do.	Premises rented.
Coolah	do.	do.
Cooma	do.	do.
Coonabarabran	do.	do.
Coonamble	do.	do.
Cooraubong	do.	do.
Cootamundra	do.	do.
Corowa	do.	do.
Cowra	do.	do.
Cundletown	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.....	do.	Government possess a building.
Eden	do.	Premises rented.
Edgecliff	do.	do.
Emu Ferry	Post Office	Accommodation provided at Railway Station.
Euston	Post and Telegraph Office.....	Government possess a building.
Farley	Post Office	Accommodation provided at Railway Station.
Fernmount	Telegraph Office	Premises rented.
Forbes	Post and Telegraph Office.....	do.

C—continued.

Frederickton	Telegraph Office	Office provided by guarantors.
George's Plains	Post Office	Accommodation provided at Railway Station.
Germanton	Post and Telegraph Office	Government possess a building.
Glebe	do.	Premises rented.
Glen Innes	do.	Government possess a building.
Gloucester	do.	Premises rented.
Goodooga	do.	do.
Gosford	Telegraph Office	do.
Goulburn	Post Office	do.
Do.	Telegraph Office	Government possess a building.
Grafton	Post and Telegraph Office	do. do.
Grenfell	do.	do. do.
Gulgong	do.	do. do.
Gundagai	do.	Premises rented.
Gunnedah	do.	do.
Gunning	Telegraph Office	Accommodation provided at Railway Station.
Hay	Post and Telegraph Office	Government possess a building.
Haymarket	do.	Premises rented.
Hill End	do.	Government possess a building.
Homebush	do.	Accommodation provided at Railway Station.
Howlong	Telegraph Office	Premises rented.
Hunter's Hill	Post and Telegraph Office	do.
Inverell	do.	Government possess a building.
Jereelderie	do.	Premises rented.
Jerry's Plains	Telegraph Office	do.
Jervis Bay	do.	Signal and Pilot Station.
June	do.	Accommodation provided at Railway Station.
Kelso	do.	do. do.
Kiama	Post and Telegraph Office	Premises rented.
Kiandra	do.	Government possess a building.
King-street	do.	Premises rented.
Kyamba	do.	Government possess a building.
Kynnumboon	do.	Premises provided free.
Lambton	do.	Premises rented.
Lawrence	Telegraph Office	Office provided by guarantors.
Lismore	Post and Telegraph Office	Premises rented.
Lithgow	Post Office	Accommodation provided at Railway Station.
Do.	Telegraph Office	Premises rented.
Liverpool	Post and Telegraph Office	do.
Louth	Telegraph Office	do.
Lucknow	Post and Telegraph Office	Premises provided free.
Macquarie Plains	Post Office	Accommodation provided at Railway Station.
Do.	Telegraph Office	do. do.
Macleay River Heads	do.	Signal and Pilot Station.
Manilla	do.	Premises rented.
Manly	Post and Telegraph Office	do.
Marulan	do.	Accommodation provided at Railway Station.
Menangle	Post Office	do. do.
Do.	Telegraph Office	do. do.
Menindie	do.	Premises rented.
Merimbula	Post and Telegraph Office	do.
Merriwa	do.	do.
Michelago	Telegraph Office	Office provided by guarantors.
Miller's Point	Post and Telegraph Office	Premises rented.
Millie	do.	do.
Milton	do.	do.
Mittagong	Post Office	Accommodation provided at Railway Station.
Moama	Post and Telegraph Office	Premises rented.
Molong	do.	do.
Molonglo	Telegraph Office	do.
Morangarell	do.	do.
Moree	Post and Telegraph Office	do.
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. do.
Murrumburrah	Post and Telegraph Office	Premises rented.
Murrurundi	Telegraph Office	Government possess a building.
Do.	Post Office	Premises rented.
Muswellbrook	Post and Telegraph Office	Government possess a building.
Nambucca	Telegraph Office	Premises rented.
Narrabri	Post and Telegraph Office	do.
Narrandera	do.	do.
Nattai	Telegraph Office	Accommodation provided at Railway Station.
Nelligen	do.	Premises rented.
Nelson's Bay	do.	Signal and Pilot Station.
Newcastle	do.	Government possess a building.
Do.	Post Office	do. do.
Newton Boyd	Telegraph Office	Premises rented.
Newtown	Post and Telegraph Office	do.
Nimitybelle	do.	do.
North Wagga	Telegraph Office	Accommodation provided at Railway Station.
Nulla Nulla	do.	Premises rented.
Orange	Post and Telegraph Office	Government possess a building.
Oxford-street	do.	Premises rented.
Paddington	do.	do.
Palmer's Island	do.	do.
Parkes	do.	do.

C—continued.

Park-street	Post and Telegraph Office	Premises rented.
Parramatta	do.	do.
Parramatta Junction	do.	Accommodation provided at Railway Station.
Parramatta-street	do.	Premises rented.
Paterson	do.	do.
Penrith	Post Office	do.
Penrith	Telegraph Office	Accommodation provided at Railway Station.
Petersham	Post and Telegraph Office	do. do.
Pictou	Telegraph Office	do. do.
Pilliga	Post and Telegraph Office	Premises rented.
Pooncarie	do.	do.
Port Macquarie	do.	do.
Queanbeyan	do.	do.
Quirindi	do.	do.
Raglan	Telegraph Office	Accommodation provided at Railway Station.
Randwick	Post and Telegraph Office	Premises rented.
Ravensthorpe	Post Office	Accommodation provided at Railway Station.
Raymond Terrace	Post and Telegraph Office	Government possess a building.
Redfern	do.	Premises rented.
Do Railway Station	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.
Rooty Hill	do.	do. do.
Rydal	do.	do. do.
Ryde	Post and Telegraph Office	Office provided by guarantors.
Rylstone	do.	Premises rented.
Scone	Telegraph Office	do.
Seal Rocks	do.	Signal Station.
Seven Hills	Post and Telegraph Office	Accommodation provided at Railway Station.
Singleton	do.	Government possess a building.
Smithtown	Telegraph Office	Premises rented.
Sofala	Post and Telegraph Office	do.
South Head	Telegraph Office	Signal Station.
South Grafton	Post and Telegraph Office	Premises rented.
Spring Grove	Post Office	Accommodation provided at Railway Station.
Springwood	Telegraph Office	do. do.
St. Leonards	Post and Telegraph Office	Premises rented.
St. Mary's	do.	do.
Stroud	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.
Tareutta	Telegraph Office	Premises rented.
Taree	Post and Telegraph Office	Government possess a building.
Tenterfield	do.	do. do.
Terrara	Telegraph Office	Office provided by guarantors.
Timonee	do.	Premises rented.
Tumberumba	do.	Office provided by guarantors.
Tumut	Post and Telegraph Office	Premises rented.
Ulladulla	Telegraph Office	do.
Ulmara	Post and Telegraph Office	do.
Uralla	do.	do.
Urana	do.	Government possess a building.
Vegetable Creek	do.	Premises rented.
Wagga Wagga	do.	Government possess a building.
Walcha	do.	Premises rented.
Walgett	do.	do.
Wallabadah	Telegraph Office	Office provided by guarantors.
Wallerawang	do.	Accommodation provided at Railway Station.
Wallsend	Post and Telegraph Office	Premises rented.
Waratah	do.	do.
Warialda	do.	do.
Warkworth	Telegraph Office	do.
Warren	Post and Telegraph Office	do.
Waverley	do.	do.
Wce 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.
Wickham	Post and Telegraph Office	Premises rented.
Wilcannia	do.	do.
William-street	do.	do.
Willow-tree	do.	do.
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.
Yetman	do.	Premises rented.
Young	Post and Telegraph Office	Government possess a building.

APPENDIX D.

List of Stamp-sellers on the 31st December, 1878.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abbott, Elizabeth	109, South Head Road	21 June, 1873	Cox, Annie M.	167, Castlereagh-street.	16 April, 1867
Abrahams, M. C.	Elizabeth-st., Sydney.	13 Nov., 1877	Crane, Kate	6, South Head Road	3 Jan., 1873
Abrou, A. F.	690, George-st. South.	6 Aug., 1867	Cropley, R. B.	Cottage Bridge, New-	27 Dec., 1877
Adams, Thomas M.	Rose and Cleveland Streets, Darlington.	23 April, 1877	Dalby, James	Anson-street, Orange.	24 July, 1877
Adnam, Elizabeth	266, George-street	27 July, 1869	Davies, J.	York-street	13 Nov., 1863
Allman, J.	Bathurst	15 Jan., 1868	Davies, P. A.	25, Parramatta-street.	4 July, 1870
Anderson, M. E. J.	Hunter-street, New-	14 May, 1872	Davies, J. H.	85, King-street	3 Mar., 1877
	castle.		Davies, Charles T.	Rose and Cleveland sta., Darlington.	4 Feb., 1878
Andrews, John	313, Pitt-street	25 Aug., 1869	Davis, E.	Parramatta	22 Mar., 1871
Armstrong, E. A.	Tintaldra, Victoria	6 Dec., 1876	Davis, R.	64, Bathurst-street.	21 July, 1868
Asser, N. F.	Scone	3 Mar., 1863	Davis, Richard	Auburn-street, South Gundagai.	19 Mar., 1877
Atkinson, F.	Bathurst	11 Nov., 1868	Davis, Mrs. L.	33, Kent-street, Sydney	17 Jan., 1878
Austin, E. W.	Bathurst	6 Sept., 1867	Dawson, C. H.	Hay	31 Dec., 1866
Bale, Mary	Woollahra	11 May, 1870	Deacon, Thomas.	Milson's Point, St. Leonards.	1 July, 1869
Ball, E.	Goulburn	30 Dec., 1862	Dixon, Thomas	Parramatta	31 May, 1870
Barker, F. J.	85, Sussex-street	23 June, 1870	Dixon, E.	Greta, Anvil Creek	2 Aug., 1875
Barratt, Mrs. M.	158, King-street	14 Jan., 1878	Dodd, A.	Grey-street, Glen Innes	28 Feb., 1877
Bartram, W. T.	Buckland-st., Waterloo	21 April, 1874	Dole, James	Glebe Road	2 June, 1865
Beare, J. C.	216, William-street	25 June, 1868	Donaldson, Wm.	768, George-street	23 May, 1871
Beck, Miss Eliza	Burrowa East	29 Nov., 1878	Downes, R.	333, Pitt-street, Sydney	20 Aug., 1877
Becke, E. H.	110, King-street	25 Sept., 1871	Drake, S.	Church Hill	8 Jan., 1872
Bonnett, Eliza	Tamworth	8 Oct., 1873	Drew, T. E.	Hunter-street, New-	10 Oct., 1876
Bennett, G. M.	King-street	17 Sept., 1869		castle.	
Bennett, S.	Empire Office, 190, Pitt-	29 Sept., 1869	Duff, Thos.	Wingham	27 Aug., 1867
	street.		Dugdale, T. W.	Taree	4 Jan., 1876
Bennett, William	King-street	1 June, 1872	Dunn, Patrick	Mulwala	8 Dec., 1864
Bent, Chas.	641, George-street	13 Aug., 1869	Eames, W. D.	16, South Head Road.	28 Jan., 1864
Berne, F.	Bega	14 June, 1870	Eason, Miss Rebec.	Brial-street, Burrowa.	29 Aug., 1876
Black, J. M.	Ayrdale, Merimbula	4 Dec., 1874	Edwards, A. E.	89, William-street	23 Mar., 1871
Bluhdorn, J. H.	195, Phillip-st., Sydney	26 June, 1877	Egan, Elizabeth	Old Newtown Road	27 Oct., 1873
Board, A.	Paddington	24 Mar., 1868	Egan, M. F.	639, Elizabeth-street	6 June, 1873
Bodin, Louis	Bathurst	12 Nov., 1875	Ellis, J. T.	Araluen Valley, Ara-	10 Mar., 1869
Bohrsman, C.	39, South Head Road	10 May, 1869		luen.	
Bowyer, George	Elizabeth-street South	26 May, 1865	Ellis, Thos. E.	477, George-street	17 Oct., 1873
Boylson, M. & Son	Ashfield	22 May, 1876	Eye, Jas.	205, Pitt-street	13 Nov., 1877
Boys, L. F.	128, King-street	30 May, 1868	Fairfax & Sons	Hunter-street	5 April, 1864
Bozon, F.	William-street	29 Jan., 1866	Falls, Mrs.	West Maitland	19 May, 1870
Breckenridge, Rbt.	Newcastle	14 Aug., 1876	Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864
Brightfield, J. W.	4, Argyle-terrace, Ar-	7 Aug., 1874	Fitzosborne, James	Howick-st., Bathurst.	12 Nov., 1878
	gyle-street, Sydney.		Fitzpatrick, Mary	23, King-street	17 May, 1873
Broadhead, Maria	West Maitland	27 July, 1863		A.	
Brown, Mungo	Bruce-street, Newcastle	12 Mar., 1877	Flanagan, E. F.	594, George-street	28 June, 1864
Bryant, R. H.	31, King-street, Sydney	14 April, 1875	Foot, H. B.	Yass	21 Mar., 1868
Buist, H.	101, King-street	13 June, 1870	Ford, Eliza	Ocean-st., Woollahra	8 Feb., 1871
Burrows, Jno.	Newcastle	18 Oct., 1865	Ford, Mrs.	Parramatta	3 Aug., 1877
Butcher, E.	169, South Head Road	7 Oct., 1868	Fortier, Wm.	83, Sussex-street.	14 Nov., 1866
Butter, Thos.	199, York-street	22 Dec., 1870	Foster, Joseph	Hull's Creek, Denman	23 June, 1869
Butters, R.	Bathurst	14 April, 1875	Fowler, H. P.	309, Castlereagh-street	17 Feb., 1869
Byrnes & Co.	Tenandra, via Warren	11 Dec., 1873	Fowles, Geo.	Buckland-st., Waterloo	27 Mar., 1876
Callaghan, M. J.	Mort-street, Balmain	16 June, 1874	Foxall, W. S.	Auburn-st., Goulburn	14 Feb., 1877
Callaway, R.	136, King-st., Sydney.	4 Oct., 1877	Fry, W. E.	Balmain	24 Dec., 1873
Cameron, Annie	High & St. Andrew Sts., West Maitland.	13 Sept., 1875	Fulton, W.	Penrith	23 Jan., 1877
			Gazzard, Moses	Church-st., Parramatta	8 Aug., 1876
Campbell, James	Pitt-street, Redfern	3 Aug., 1875	George, R. R.	Bathurst	21 May, 1866
Cannon, Martin	Foveaux-street, Surry Hills.	10 June, 1878	Gerber, C.	Young	1 Oct., 1862
			Gerrard, Mrs.	Newtown	20 Jan., 1873
Caselmane, Mrs. R.	Noumea, New Caledonia	30 Dec., 1872	Gibb, James	Liverpool Road, Ashfield	15 Feb., 1878
Casperson, Mrs. L.	Tumut	29 May, 1871	Gibbs, Shallard, & Co.	108, Pitt-street	17 Aug., 1868
Cassidy, Wm.	Umon Club	22 Sept., 1865			
Castner, J. L.	Redfern Railway Station	10 Feb., 1875	Gill, G.	115, George-street	19 Dec., 1865
Chapman, H.	Greta	6 July, 1877	Glover, Ed.	Darling-st., Balmain	4 April, 1865
Chatterton, E.	Sackville Reach	8 Sept., 1863	Goldstein, Albert.	217, Lower George-st.	30 Jan., 1873
Chinchen, J.	Hunter-st., Newcastle	22 Aug., 1874	Goodsir, E.	Mullens-street, Balmain	6 Nov., 1871
Clappison, C. T.	143, King-street	8 Aug., 1870	Gordon & Gotch	281 George-street	8 April, 1865
Clark, W.	414, George-street	11 May, 1870	Grady & Co.	Corner Elizabeth and Devonshire Streets, Sydney.	27 July, 1874
Clark, C. W.	High-street, West Maitland.	14 Feb., 1876			
Clarke, E.	195, South Head Road	24 Dec., 1868	Grainger, John	Council Chambers, Ul-	21 June, 1876
Clement, W.	5, Stephen-street, Wool-	12 Sept., 1872		marra.	
	loomooloo Bay.		Graham, F.	Haymarket	14 July, 1856
Clifford, James	Botany Road, Redfern	20 Sept., 1865	Gray, John	15, Market-street	13 June, 1871
Coates & Post	William-street	27 April, 1872	Greisen, Martin	274, George-street	16 Feb., 1871
Cochrane, Josh.	Wingham	9 Nov., 1865	Griffiths, John	23, Erskine-street	25 Mar., 1869
Cole, F. & D.	380, George-street	22 Oct., 1867	Guinery, A.	Argyle-street, Miller's Point.	17 Aug., 1870
Cole, J.	Emmore Road, Newtown	6 Feb., 1875			
Collwell, J.	Gipps and Mary Streets, Surry Hills.	5 Nov., 1875	Gulliver, John	Newcastle	30 June, 1869
			Hagett, Mrs.	17, Argyle-place, Mil-	23 Aug., 1872
Collings, Thos.	182, Princes-street	4 Mar., 1871		ler's Point.	
Collis, John	198, Parramatta-street	14 Nov., 1867	Hains, Hyam	405, George-street	18 May, 1871
Comans, M.	Comabang, near Cora-	29 Jan., 1870	Halloran, L. H.	Barraba	11 April, 1878
	undra.		Hamilton, J.	Chippendale	16 Mar., 1860
Conlan, M.	Yass	22 Feb., 1868	Harper, W.	Upper William-street, South.	24 June, 1869
Cooper, J. J.	Railway Station	31 Jan., 1867			
Cottrell, J.	Yass	18 Feb., 1863			
Coul, W.	Picton	27 Aug., 1864			

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Harris, B.	8, Miller's Road, Miller's Point.	11 May, 1870	Marshall, F.	Glen Innes	8 Dec., 1876
Harrison, W. S.	146, William-street	3 May, 1873	Martel, H. C.	Dandalo Station, Bogan River	19 July, 1866
Harrison, M.	177, Castlereagh-street	20 Aug., 1876	Mason & Co., W.	Parramatta	30 Sept., 1869
Harvey, T. F.	Pitt and Wells Streets, Redfern.	25 June, 1878	Mattasi, D.	Quirindi	13 Feb., 1878
Henderson, Wm.	79, King-street	22 Oct., 1874	Matthews, W. H.	182, Princes-street	17 June, 1874
Hickey, W.	117, George-street	7 June, 1877	Mayo, J., senr.	Goulburn	5 April, 1875
Hill, Geo.	794, George-street	13 Feb., 1877	Menser, L.	Church-st., Parramatta	16 Feb., 1877
Hill, J.	790, George-street	16 June, 1858	Millar, Wilham	Penrith	14 Nov., 1865
Hill Brothers	128, William-street	19 Oct., 1877	Miller, Mrs.	49, New Pitt-street	4 Dec., 1874
Hinchcliffe, S. A.	Waterloo	2 Aug., 1875	Milne, Mary	Park and Elizabeth Sts. Newtown	20 Feb., 1874
Hinder, E. J.	Glebe Road	10 Oct., 1877	Mills, M.	Newtown	19 Dec., 1873
Hobbs, W. J.	Newcastle	6 Oct., 1870	Montgomery, Hugh	Railway Camp, Marulan	17 Sept., 1867
Hogan, J.	147, King-street	23 July, 1868	Mooney, M.	138, Oxford-street	23 Aug., 1878
Hogan, W. II.	Milson's Point, North Shore.	18 June, 1877	Moore, Mrs.	William-st., Bathurst	17 Dec., 1877
Holder, Thos.	Australian Club	28 Nov., 1870	Moore, J.	George-street	23 July, 1856
Holling, J. W.	27, Market-street	24 April, 1878	Morgan, Francis	Regent-st, Newtown	16 Mar., 1877
Holroyd, Michael	306, George-street	13 May, 1864	Mort, H.	Erskine-street	11 June, 1866
Hordern, J. L.	259, Pitt-street	17 Mar., 1877	Morton, M.	72, Market-street	31 May, 1870
Hoy, Alfred	Wallangra, near Warialda.	5 Nov., 1877	Moss, M. M.	Dubbo	6 Mar., 1876
Hughes, J.	Elizabeth and Devonshire Streets.	28 May, 1877	Mountford, Martha	236, George-street	11 Aug., 1871
Hunter, W. C.	Wagga Wagga	19 July, 1869	Mullholland & Wood	163, Pitt-street	4 Nov., 1873
Iron, David	339, Castlereagh-street	25 Sept., 1871	Muir, W. R.	Alt-street, Ashfield	25 May, 1876
Isaacs, Leven	Sydney	24 July, 1877	Muirhead, Robt.	Grafton	16 Aug., 1876
James, D.	41, South Head Road	27 April, 1870	Murphy, Sidney	Elizabeth and King Streets, Sydney.	16 Aug., 1876
James & Co.	505, George-st., Sydney	17 May, 1877	Murphy, P.	226, George-street	11 Sept., 1872
Jansen, F.	72, Market-street	29 Sept., 1877	Murphy, F.	455, Bourke-street	1 Feb., 1860
Jones, A.	803, George-street	2 Dec., 1868	Musgrave, T.	Windmill-street	25 Nov., 1864
Jones, W. H.	57, Parramatta-street	18 June, 1870	Muspratt, E.	William-street	18 Jan., 1860
Jones, J. R.	Bathurst	1 Oct., 1862	Nagle, J. H.	West Maitland	2 June, 1873
Jones, A. S.	Breadablane, near Muttibilly.	13 June, 1864	Nash, Wm.	629, George-street	20 Jan., 1873
Jones, Saml.	Glebe Store, Glebe, Newcastle.	25 May, 1876	Newman, J. M.	647, George-st., Sydney	9 Feb., 1870
Jones, Thomas	Greta	18 Jan., 1878	Newman, Mrs. R.	George-st., Bathurst	18 Oct., 1878
Johnson, J. M.	18, Sussex-st., Sydney	8 Feb., 1876	Nicol, David	171, Victoria-street	27 July, 1878
Johnson, G.	"City Cafe," 288, George-street.	30 June, 1876	Noake, John	460, George-street	14 Feb., 1872
Johnson, F. G.	Webb's Buildings, Bathurst-street.	16 June, 1876	Noblett, G.	Union-street, Pymont	21 Dec., 1878
Johnson, W.	564, Castlereagh-street	9 July, 1875	Norris, W. J.	Forest Lodge, Glebe	22 July, 1873
Johnstone, G.	Australian Club, Bent-street.	31 Mar., 1875	Norwood, W. J.	Bathurst	13 April, 1876
Jordan, Mrs. Jane	224, Market-st., Sydney	24 Sept., 1878	Olsson, P.	76, King-street	7 May, 1878
Joseph, L. S.	Wagga Wagga	26 Aug., 1876	Palmer, T.	George-st. (Brickfield Hill.)	23 May, 1865
Kavanagh, M.	Liverpool and Harbour Streets.	2 Aug., 1877	Page, Joseph	Ranornic, Grafton	17 July, 1872
Kelly, John E.	426, George-st., Sydney	20 May, 1876	Page, Joseph	Armidale	18 Sept., 1876
Kennedy, John	19, Kent-street	17 Jan., 1873	Page, G. W.	525, George-st., Sydney	21 Dec., 1876
Kerr, A. A.	Goulburn	13 June, 1872	Payne, J. T.	Newcastle	4 Mar., 1864
Kidd, John	Campbelltown	5 April, 1867	Penfold & Co.	394, George-street	11 July, 1874
Kingcott, J.	Kingston, Newtown	14 Aug., 1876	Perry, W. B.	Gipps and Macquarie Streets, Surry Hills.	23 Nov., 1872
Kirby, Mrs. S. S.	230, Pitt-street	11 Oct., 1878	Phillip, Mr.	397, Crown-street, Surry Hills.	13 Dec., 1870
Kirschbaum, A.	124, King-street	20 April, 1859	Pierce, T.	Yurong & Stanley Sts.	9 July, 1860
Kline, J.	Campbell's Hill, West Maitland.	9 June, 1875	Plowman, R.	March and Hill Sts., Orange.	7 Dec., 1878
Knaggs & Co.	Newcastle	29 June, 1865	Poole, R. L.	Bolten-st., Newcastle	8 June, 1878
Knowle, E. W.	209, Sussex-street	2 Nov., 1874	Popplewell, Mrs. E.	645, George-street	1 Mar., 1871
Koyminsky, M.	59, King-street, Sydney	19 April, 1876	Porter, E.	478, Crown-st., Surry Hills.	29 May, 1868
Laird, Robert	Tenterfield	4 May, 1869	Potter, W.	Goulburn	19 Oct., 1868
Lamont, D.	George-st., Bathurst	25 Mar., 1874	Potts, W. E.	Tamworth South	20 Nov., 1878
Langley, W.	135, Goulburn-street	10 Jan., 1877	Protestant Standard, Proprietors of.	377, Pitt-street	24 Mar., 1874
Lansdown, John	Goulburn	7 Dec., 1878	Rain, Michael	Petersham	25 May, 1876
Laurence, F.	Mudgee	5 May, 1869	Ramsay, Edward	St. John's Road, Forest Lodge.	6 April, 1877
Lawrence, Richard	68, Oxford-street	13 Feb., 1877	Randerson, R. S.	Albion-st., Surry Hills	13 Dec., 1876
Laws, W. L.	Darling Road, Balmain	29 May, 1876	Randerson, R. S.	Market-street	12 April, 1869
Lea, Charles	92, South Head Road	28 Aug., 1868	Reading, James	George-street	20 June, 1868
Leigh & Co. S. T.	21, Hunter-street	25 Nov., 1870	Reay, F. W.	Platsburg, Wallsend	9 Aug., 1877
Levien, A.	West Maitland	1 Nov., 1862	Redgate, Wm.	390, Bourke-street	25 Feb., 1873
Lorimer Bros.	414, George-street	8 Mar., 1872	Regan, D.	Tamworth	6 Aug., 1863
Lowe, Ralph	Reid's Flat	17 Nov., 1873	Reilly, P.	Macquarie-street South	8 April, 1863
Lowther, Edward	Sussex-street	13 May, 1865	Reynolds, P. E.	426, George-st., Sydney	13 July, 1876
Lucas, Mrs. Jane	Oxford-street, Sydney	5 Sept., 1876	Richardson, Jane	Murrygon, Munderoo	17 May, 1869
Lunt, Thomas	Luntvale, Tarcutta	19 Jan., 1871	Richardson, R.	Church-st., Parramatta	4 June, 1877
M'Ausland, Alex.	Junction Point, near Binda.	3 Feb., 1871	Riley, W. R.	Goulburn	27 Nov., 1862
M'Coy, J.	Paddington	12 Nov., 1875	Roberts, D.	Pitt-street	31 Aug., 1859
M'Guigan, Jno.	Bathurst	9 Mar., 1866	Roberts, Jas.	Craigie, near Delegate	4 Aug., 1871
M'Phail, Emma	William-street	3 Dec., 1872	Robertson, G.	125, New Pitt-street	13 Aug., 1878
M'Neil, J.	40 Sussex-street	20 Mar., 1860	Robinson, John	117, George-st., Sydney	19 Aug., 1876
M'Nicoll, Agnes	Newcastle	21 Sept., 1869	Rokes, W. N.	40, Park-street	16 Feb., 1877
Maddock, W.	George-street	6 Aug., 1863	Rose, Frank W.	122, King-street	25 Feb., 1873
Mailer, —	256, George-street	21 April, 1873	Rossiter, Edwin G.	103, Liverpool-street	10 Sept., 1878
Mallam, H. G.	Beardy-st., Armidale.	9 Feb., 1877	Roth, Max.	Deniliquin	1 June, 1869
Manning Thos.	Dubbo	6 Sept., 1866	Rout, Charles	Victoria-street	29 July, 1871
Marks, E. P.	Pretty Plains, near Orange.	4 May, 1867	Russell, Jas.	174, Lower George-st.	29 May, 1869
			Saddling, John	Phillip-street	9 Mar., 1866
			Salier, J. J.	Botany-st., Surry Hills	7 Feb., 1868

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Salmon, J.	King-street, Newtown	21 Oct., 1878	Tapscott, C. F.	Church-st., Parramatta	16 Aug., 1875
Salmon, Phillip H.	Botany Road, Redfern	8 Feb., 1878	Tatham, S.	Balmain	27 Oct., 1866
Sandon, C. T.	George-street	16 Feb., 1857	Taylor, S.	Bridge-street	22 Aug., 1870
Sands, Robert.....	George-street	25 Sept., 1873	Taylor, T.	"Unity Hotel," Balmain	25 June, 1868
Savage, F. J.	Narrandera	26 April, 1866	Taylor, Thos.	Tamworth	14 June, 1876
Saywell, T. R.	14, Park-street	7 April, 1863	Thomas, H.	West Maitland	9 Dec., 1864
Scardon, G. D.	Lake Macquarie Road	10 May, 1867	Thomson, John ..	110, Pitt-street	22 Aug., 1871
Schroder, W. S.	George-street, South	15 April, 1869	Tilbury, W. T.	86, Woolloomooloo-st.	27 April, 1872
Schwormstedt ..	Bathurst	31 Dec., 1872	Turner, E.	26, Hunter-street	9 Dec., 1864
Scriven, E.	West Maitland	15 April, 1875	Vial, Emma.....	372, Riley-st., Sydney	21 Jan., 1876
Seymour, Jas.	Hunter's Hill	15 April, 1873	Volikers, H. A.	Prince-street, Grafton	25 Sept., 1876
Short, E. T.	Bathurst	21 Dec., 1878	Walker, W.	Sofala	13 May, 1864
Sigmont, F. M.	570, George-street	13 June, 1874	Wallace, Geo.	113, King-street	30 April, 1873
Simpson, J.	Piper-street, Bathurst	1 June, 1875	Walsh, G.	Goulburn	25 May, 1864
Sippel Bros.	526, George-street	7 July, 1871	Watkinson, James	Balmain	30 Oct., 1866
Sippel Bros.	Young	1 Nov., 1862	Watson, R. A.	Circular Quay	17 April, 1868
Shaw, Wm.	Liverpool-street, Dar- hughurst.	22 Aug., 1867	Watters, Thomas..	Blue's Point, St. Leonards.	12 July, 1878
Smith, J.	Deniliquin	26 April, 1875	Webb, A.	Milson's Point, North Shore.	1 Aug., 1870
Smith, R. H.	Honeysuckle Point, Newcastle.	24 Feb., 1875	Webber, Mrs.	37, Pitt-street	12 Oct., 1878
Smith, Hy.	Regent-street, Botany Road.	13 Feb., 1873	Weber, P.	Araluen	14 Feb., 1870
Smith, D.	183, George-street	10 Aug., 1872	Weekes, N.	101, Parramatta-street	1 Mar., 1865
Smyth & Wells ..	Hunter-street	28 Mar., 1859	Wells, Henry	Darley-st., Newcastle	23 April, 1877
Sommerville, Wm.	Darling Road, Balmain	7 Nov., 1876	Weston, John....	West Maitland	28 Oct., 1862
Soul & Son	221, Pitt-street	13 Aug., 1874	Wheeler, J. W.	202, George-street	19 April, 1871
Sparks, John G.	Macquarie-st., North	23 Sept., 1878	Whipple, W. F.	Orange	13 May, 1869
Stace, R. A.	Wellington	18 Oct., 1866	White, F.	Goulburn	23 April, 1868
Stallwood, R.	Castlereagh-street	20 April, 1875	White, Laban	Windsor	4 April, 1864
Stark, Mrs. H.	Park-street	26 Mar., 1877	White, J. C.	Bathurst	17 May, 1864
Stark, Mrs.	Piper-street, Woollahra	26 Nov., 1877	Whiting, Jas.	Double Bay	9 Mar., 1869
Stead, E. C.	Woolloomooloo and Bourke Streets.	30 Nov., 1872	Whiting & Son ..	Taralga	19 July, 1866
Stead, Thomas ..	Corowa	30 May, 1874	Whitton, Joseph..	Camberwell	25 Aug., 1864
Stephens, H. W.	Punch Office, 42, Hun- ter-street.	27 Sept., 1872	Whyte, Henry P. ..	Bombala	2 Oct., 1878
Stephens, Joseph..	Milson's Point, North Shore.	2 Feb., 1878	Wickenden, Mrs. ..	Bathurst	15 Aug., 1873
Stock, Wm.	41, Park-street	11 Mar., 1872	Wilkinson, W. M. ..	Grafton	14 Nov., 1876
Stormer, J. B.	Young	8 Dec., 1862	Wilshire, W. J.	"Royal Hotel," Sydney	30 Dec., 1875
Street, T.	Sassafraz, Nerriga	8 May, 1875	Wilson, E. S.	St. George's Parade, Waterloo.	21 June, 1877
Strong, A.	Elgin-street, West Maitland.	28 Sept., 1878	Wilson, G.	Tenterfield	21 Feb., 1865
Stroud, J.	Botany-street, Redfern	14 July, 1870	Winnill, H.	Myall Creek, Bingera	18 Aug., 1875
Sutton, A. W.	414, George-street	15 April, 1868	Winton, E. S.	St. Leonards	11 Aug., 1870
Swayne, H. S.	Blane-street, Newcastle	14 April, 1875	Woods & Hedges ..	Bay and William Sts., Double Bay.	15 May, 1877
			Woolley, G. H. ..	Native Home, Vale Road, Bathurst.	4 Dec., 1874
			Yeo, T. R.	227, Pitt-street	24 Sept., 1874

APPENDIX E.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails from 1st January, 1878.

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 & Co.	Sydney	Orangs, March, Shepherd's Creek, Ironbarks, Black Rock, Wellington, and Montefiores; and Orange, March, Shepherd's Creek, Molong, Black Rock, Wellington, and Montefiores.	Three	2 or 4 horse coach.	15,980 0 0	31 Dec., 1879.
		Wellington, Montefiores, Maryvale, Murrumbidgee, Eschol, and Dubbo.	Three			
		Dubbo, Minore, Timbriungie, Warren, Cannonbar, Willeroon, Gongolgon, and Bourke.	Three			
		Carcoar, Mandurama, Lyndhurst, Sheet of Bark, and Cowra.	Three			
		Wagga Wagga, Cookardinia, Morven, Gerogery, and Albury, via Mangoplah.	Three			
		Tareutta and Wagga Wagga	Four			
		Wagga Wagga, Urana, Jerelderie, Coree, Conargo, and Deniliquin, via Broogong.	Four			
		Railway Station, Murrurundi, and Post Offices, Haydnton, Murrurundi, Willow-tree, Wallabadah, Goonoo Goonoo, Tamworth, Moonbi, Bendemeer, Carlisle Gully, Uralla, and Armidale.	Six			
		Bendemeer, Kingstown, Bundarra, Stanborough, and Inverell, via Carlisle Gully.	Three			

* Contractors allowed £300 per annum extra to adopt an unconditional time table between Wagga Wagga and Albury, from 20th November, 1877. In consequence of the extension of the Railway to Warruh, that portion of contract between Railway Station, Murrurundi, Willow-tree, and Warruh Railway Station cancelled from 13th August, 1877; and in consequence of the extension of the Railway to Tamworth, that portion of contract between Willow-tree and Tamworth Railway Station cancelled from 15th October, 1878. Communication between Wagga Wagga and Albury reduced to three times a week from 22nd April, 1878.

Contractors'		Postal Lines	Frequency of Communication	Mode of Conveyance	Annual Amount payable to Contractors	Date of Termination of Contracts.
Names.	Addresses.					
			No. of times per week		£ s. d.	
*2 Cobb & Co.	Sydney	Railway Station and Post Offices Blayney and Canecer. Buck Creek Railway Station (Durrmana) and Trunkay Creek Railway Station, Bowning, and Post Offices, Bowning, Bookham, Jugiong, Coelac, Gurdugai, South Gundagai, Adelong Crossing place, Hillas Creek, Tareutta, Kyamba, Little Billabong, Garryowen, Germanton, Woomargama, Mullengandra, Bowna, Thurgoona, and Albury.	Three .. Six	2 or 4 horse coach.	3,900 0 0	31 Dec., 1879
WESTERN ROADS.						
1 Geo. Booth	Parramatta	Railway Station and Post Office, Parramatta.	Four times or oftener daily.	Horseback	60 0 0	31 Dec., 1878.
2 Thos. Thompson	Pennant Hills	Parramatta, Field of Mars, and Pennant Hills.	Six	Horseback	58 0 0	31 Dec., 1880.
3 Harry Sargent	Rouse Hill	Parramatta Railway Station, and Post Offices, Parramatta, Baulkham Hills, and Rouse Hill.	Six	Horseback	90 0 0	31 Dec., 1878.
4 James Fishburn	Castle Hill	Baulkham Hills, Castle Hill, and Dural.	Six	Horseback	50 0 0	31 Dec., 1880.
5 Richd. Wall	Blacktown	Blacktown, Prospect, and Eastern Creek.	Six	Horseback	38 0 0	31 Dec., 1878.
6 H. J. Kirwan	Windsor	Windsor and Wilberforce, via the new bridge.	Six	Horseback	47 10 0	31 Dec., 1880.
7 Chas. Hawkins	Wilberforce	Wilberforce, Ebenezer, and Sackville Reach.	Three	Horseback	20 0 0	31 Dec., 1880.
8 Mathew Thompson	Pitt Town	Sackville Reach & Lower Portland	Three	Horseback	30 0 0	31 Dec., 1879.
9 H. J. Kirwan	Windsor	Windsor and Pitt Town	Six	Horseback	45 0 0	31 Dec., 1880.
10 Thomas Thompson	Pitt Town	Pitt Town, Wiseman's Ferry, Central M'Donald, and St. Albans.	Two	Horseback	45 0 0	31 Dec., 1878.
11 John Fuller	Wiseman's Ferry	Wiseman's Ferry and Mangrove Creek.	One	Horseback	17 0 0	31 Dec., 1878.
12 William George Cross	Wiseman's Ferry	Wiseman's Ferry and Lower Hawkesbury.	One	Horseback	16 0 0	31 Dec., 1879.
13 C. Houghton	Richmond	Richmond, North Richmond, and Kurrajong.	Six	Horseback or by 4-wheeled conveyance	55 0 0	31 Dec., 1880.
14 Michael Gill	Colo	Kurrajong and Colo	Two	Horseback	34 0 0	31 Dec., 1879.
15 H. Gill	Colo	Colo, Putty, and Howe's Valley	One	Horseback	60 0 0	31 Dec., 1878.
16 Geo. Stanfield	Bringelly	Richmond, Castlereagh, Penrith, Mulgoa, Luddenham, and Bringelly.	Three	Horseback	100 0 0	31 Dec., 1880.
17 Geo. Nash	Penrith	Penrith Post Office, and Railway Station, Penrith.	Three times or oftener daily.	Horseback	30 0 0	31 Dec., 1879.
18 John Worthington	St. Mary's	Railway Station, South Creek, and Post Office, St. Mary's.	Twelve ..	Horseback	30 0 0	31 Dec., 1879.
19 Patk. Phillips	Hartley	Railway Station, and Post Office, Mount Victoria; and Railway Station, Mount Victoria, and Post Offices, Mount Victoria, Little Hartley, and Hartley.	Twice or oftener daily. Seven	Horseback Horseback	55 0 0	31 Dec., 1878.
20 Mrs. Ellen Evans	Hartley	Hartley and Hartley Vale	Five	Horseback	35 0 0	31 Dec., 1878.
21 Daniel Ryan	Lowther	Hartley and Lowther	One	Horseback	11 16 0	31 Dec., 1878.
22 Charles Orchard	Bowenfels	Post Offices, Lithgow and Bowenfels, and Lithgow and Eskbank	Six	Horseback	50 0 0	31 Dec., 1878.
23 Cobb & Co.	Sydney	Wallerawang Railway Station, and Post Offices, Wallerawang, Lidsdale, Cullen Bullen, Capertee, Camp, Ilford, Cudgegong, Apple-tree Flat, and Mudgee.	Seven .. Six	Horseback 2 or 4 horse coach.	711 0 0	31 Dec., 1879.
24 David Thomson	Capertee Camp	Capertee Camp, Glen Alice, and Rylstone, via Gallagher's, Coco, the Crown, and Bogie.	Two	Horseback	175 0 0	31 Dec., 1878.
25 Jno. W. Jackson	Rylstone	Ilford and Rylstone	Three	Springcart or coach.	96 0 0	31 Dec., 1879.
26 John Drew	Ilford	Rylstone, Dungaree, and Mudgee	Two	2-horse buggy.	120 0 0	31 Dec., 1878.
27 Stephen O'Brien	Crudine	Ilford, Crudine, and Sofala	Two	Horseback	98 0 0	31 Dec., 1878.
28 John Smith (Transferred to J. H. Corrie from 1 July, 1878.)	Windeyer	Mudgee, Grattai, Windeyer, Pure Point, Campbell's Creek, Long Creek, Upper Pyramul, and Crudine, with a branch mail to and from Grattai, Avisford, and Hargraves.	Two .. Two	Horseback Horseback	168 0 0	31 Dec., 1880.

* Contractors allowed £375 per annum extra for conveying an extra five times a week mail by buggy from Germanton to Albury, in connection with the acceleration of the Melbourne mails, from the 5th July, 1877. Arrangement to terminate at one month's notice.

* Contractors allowed £350 per annum extra for conveying a daily mail between Wagga Wagga, Germanton, and Albury, and increasing the communication by buggy between Germanton and Albury from five to six times a week, from 22nd April, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
29 Cobb & Co.	Sydney	Mudgee, Cullenbone, Guntawang, Cobbora, Mudooran, Gilgandra, Gulargambone, and Coonamble (to use Government road between Mudgee and Cobbora, and to travel in times of flood on the north side of the Cudgegong River, via Guntawang.) (Contractors to carry out, if required, a thrice a week service at £1,375 per annum.)	Two	2 or 4 horse conveyance	£ s. d. 975 0 0	31 Dec., 1878.
30 Martin Nash	Mudgee	Mudgee, Merrendee, Burrendong, and Ironbarks.	Two	Horseback	127 0 0	31 Dec., 1879.
31 Martin Nash	Mudgee	Mudgee, Cooyal, Barragon, and Wollar.	Two	Horseback	95 0 0	31 Dec., 1879.
32 Thos. Trotter	Cassilis	Mudgee, Budgee Budgee, and Cassilis.	Two	Horseback	127 0 0	31 Dec., 1879.
33 Thos. Randell	Mudgee	Mudgee, Eurunderee, Home Rule, and Gulgong. (Contractor to travel via Canadian Lead instead of via Home Rule, if required.)	Seven	2-horse coach.	228 0 0	31 Dec., 1878.
34 Elizabeth Kennedy (Transferred to J. W. Bowman from 1 May, 1878.)	Canadian Lead ..	Home Rule and Canadian Lead...	Six	Horseback	30 0 0	31 Dec., 1878.
35 Jas. Pearce	Coolah	Gulgong and Denison Town	One	Springcart 2 horses.	50 0 0	31 Dec., 1878.
36 Jas. Pearce	Coolah	Denison Town and Coolah	One	Springcart 2 horses	85 0 0	31 Dec., 1878.
37 Walter Robbins ...	Guntawang	Guntawang and Two-mile Flat	Two	Horseback	50 0 0	31 Dec., 1878.
38 George Day	Dubbo	Dubbo and Cobbora	Two	Horseback	175 0 0	31 Aug., 1878.
(Transferred to James Laurie from 1 April, 1878.)						
39 Cobb & Co.	Sydney	Mudooran, Binnaway, and Coonabarabran, via Luckey's, Caigan, Mobala, and Belar.	Two	2 or 4 horse coach.	355 0 0	31 Dec., 1880.
40 B. Leeson	Coolah	Mudooran and Coolah, via Queensborough Flat, Bothero, Digilab, and Dunikimini.	One	Horseback	85 0 0	31 Dec., 1879.
41 W. N. Kennedy ...	Tenandra, near Mudooran.	Mudooran and Baradine, via Bundella, Yarragren, Bearbong, Bidden, Youlbong, Tunderbrine, Gummin Gummin, Tenandra, Panta, Wingadgen, and Goorinowa.	One	Horseback	200 0 0	31 Dec., 1878.
42 William Pincham	Coonabarabran...	Coonabarabran and Tambar Springs, via the Box Ridges and Saltwater Creek.	One	Horseback	60 0 0	31 Dec., 1879.
43 Cobb & Co.	Sydney	Gilgandra and Dubbo, via Terramungamine, Talbragar Bridge, and Coal Boggie Creek.	Two	2 or 4 horse coach.	235 0 0	31 Dec., 1880.
*44 Jas. M'Dougall ...	Corrodgerie, Collie.	Gilgandra, Collie, Tenandra, and Quambone, via Haddon Riggs, Ingelgar, Carwell, and Burgess.	One	Horseback	180 0 0	31 Dec., 1880.
(Transferred to E. S. Donnelly from 1 November, 1878.)						
†45 Jas. M'Dougall ...	Corrodgerie, Collie.	Gulargambone and Quambone ...	One	Horseback	80 0 0	31 Dec., 1880.
46 Edwd. S. Donnelly	Quambone	Quambone and Carinda, via M'Quade's and Flynn's Stations.	One	Horseback	80 0 0	31 Dec., 1878.
‡47 John M'Donald ...	Coonamble	Coonamble and Walgett, via Nebea, Urawilky, Terembone, Bogawan, and Billeroy, Colwell's Station (to follow the Castlereagh River between Bogawan and Walgett, travelling via Kidgear, Yowendah, and Euroka.)	One	Horseback	227 0 0	31 Dec., 1880. (Subject to termination by three months' notice being given on either side.)
§48 Cobb & Co.	Sydney	Coonamble and Walgett, via Yowee, Bundy, Buggil, Wingadde, and Nugal.	One	2 or 4 horse coach.	297 10 0	31 Dec., 1880.
49 Thos. Baker	Meadow Flat ...	Rydal, Meadow Flat, Mitchell's Creek, and Yetholme.	Three	Horseback	99 19 0	31 Dec., 1880.
50 Duncan Ferguson..	Palmer's Oaky...	Mitchell's Creek and Palmer's Oaky.	Two	Horseback	30 0 0	31 Dec., 1879.
51 J. B. Keen	Oberon	Tarana, Mutton's Falls, and Oberon.	Three	Horseback	66 0 0	31 Dec., 1880.
52 L. P. Hanrahan ...	Campbell's River Black's Springs	Oberon, Black Springs, Jerrong, Curraweela, and Taralga, via Yokeborough.	One	Horseback	64 0 0	31 Dec., 1880.
53 John Bateheldor .	Gingkin.	Oberon and Gingkin	One	Horseback	20 0 0	31 Dec., 1880.
54 Geo. Roberts	O'Connell	Macquarie Plains and O'Connell, with branch mail to and from O'Connell and Dirty Swamp.	Three... } Two ... }	Horseback	45 0 0	31 Dec., 1879.
55 Geo. Roberts	O'Connell	O'Connell and Essington	Two ... }	Horseback	45 0 0	31 Dec., 1879.
56 Jas. E. Marsden, jun.	Kelso	Railway Station, Kelso, and Post Office, Kelso.	Twelve ..	Horseback	35 0 0	31 Dec., 1878.
57 J. E. Marsden	Kelso	Kelso and Glanmire, via Raglan...	Six	Horseback	50 0 0	31 Dec., 1879.
58 Henry H. Nichols.	Bathurst	Railway Station and Post Office, Bathurst.	Twelve or more.	2 or 4 wheeled vehicle.	69 10 0	31 Dec., 1879.

* Contractor's sureties (Samuel Meers and W. Hall) performed contract from 29 January, 1878.

† Contractor's sureties (Samuel Meers and W. Hall) performed contract from 1 January, 1878.

‡ Contractor given 3 months' notice from 28 November, 1878, of the intention of the Postmaster General to terminate contract at the end of that period

§ Contractors allowed £295 per annum extra for conveying mails twice a week, from 1 July, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
59 Job Boardman	Evans' Plains	Bathurst and Dunkeld	Three	Horseback	£ s. d. 36 0 0	31 Dec., 1880.
60 Job Boardman	Evans' Plains	Bathurst, Evans' Plains, and Fitzgerald's Valley.	Three	Horseback	76 0 0	31 Dec., 1880.
61 J. Ewer	Gowan, Chambers's Creek	Bathurst and Chambers's Creek	One	Horseback	60 0 0	31 Dec., 1879.
*62 J. E. Tonkin	Bathurst	Bathurst and Esrom	Six	Horseback	16 10 0	31 Dec., 1880.
63 Cobb & Co.	Sydney	Bathurst, Peel, Wattle Flat, and Sofala; and Sofala and Hill End.	Six	2 or 4 horse coach.	880 0 0	31 Dec., 1878.
64 J. S. Willard	Tambaroora	Hill End and Tambaroora	Six	Horseback	70 0 0	31 Dec., 1878.
65 W. A. Cummings (Transferred to Wm Mahir from 1 July, 1878.)	Peel	Peel and Lunckilus	Two	Horseback	20 0 0	31 Dec., 1878.
66 Jno. A. Johnson	Quartz Ridge	Peel, Millamurra, and Quartz Ridge.	Two	Horseback	60 0 0	31 Dec., 1878.
†67 Emanuel Lewis	Junction, Palmer's Oakley.	Sofala and Upper Turon (junction of Palmer's Oakley Creek with the Turon River).	Two	Horseback	28 10 0	31 Dec., 1878.
68 Timothy M'Carthy	Box Ridge	Sofala and Box Ridge	Two	Horseback	26 2 6	31 Dec., 1878.
69 William Pilley	Hargraves	Tambaroora and Hargraves (Contractor to carry out a twice a week service, if required, at £50 per annum.)	One	Horseback	29 0 0	31 Dec., 1880.
70 James Tier	Cow Flat	George's Plains Railway Station and Post Offices, Cow Flat and Rockley.	Six	Horseback	99 10 0	31 Dec., 1880.
71 John O'Neill	The Lagoon	Cow Flat and The Lagoon	Two	Horseback	14 15 0	31 Dec., 1878.
72 Geo. R. Warby	Swallow's Nest	Rockley, Swallow's Nest, and Burrage, via M'Alpine's and Warby's, Eagle Vale.	One	Horseback	48 0 0	31 Dec., 1878.
73 John Hade	Trunkey Creek	Back Creek, Railway Station (Duramana), and Ouloola.	Three	Horseback	80 0 0	31 Dec., 1880.
74 James Vaughan	Reedy Creek, Duramana.	Back Creek, Railway Station (Duramana), Teapot-Swamp, and Teesdale.	One	Horseback	25 0 0	31 Dec., 1880.
75 John Hade	Trunkey Creek	Trunkey Creek and Long Swamp	One	Horseback	17 10 0	31 Dec., 1880.
76 John Hade	Trunkey Creek	Trunkey Creek and Tuena	One	Horseback	37 0 0	31 Dec., 1880.
77 Martin Hickey	Blayney	Blayney and Brown's Creek	Three	Horseback	27 0 0	31 Dec., 1878.
78 Mary J. B. Lee	King's Plains	Blayney and King's Plains	Two	Horseback	20 0 0	31 Dec., 1880.
79 Martin Hickey	Blayney	Blayney and Vittoria	Two	Horseback	28 0 0	31 Dec., 1878.
80 Cobb & Co.	Sydney	From Railway Station, Blayney to Post Offices, Blayney and Carcoar.	Six	2 or 4 horse coach.	104 0 0	Contract to terminate by one month's notice on either side.
81 Geo. Elliott	Mount Macquarie	Carcoar and Mount Macquarie	Two	Horseback	48 0 0	31 Dec., 1878.
82 James Lynch	Sheet of Bark	Sheet of Bark and Canowindra, via "The Islands."	Three	Horseback	92 10 0	31 Dec., 1878.
83 Jas. Lynch	Sheet of Bark	Sheet of Bark, Wood's Flat, and Milburn Creek; and Milburn Creek and Darby's Falls	Three	Horseback	59 0 0	31 Dec., 1878.
84 W. P. Jones	Cowra	Cowra, Goolagong, and Forbes	Three	Horseback	216 0 0	31 Dec., 1878.
85 John Fagan	Carcoar	Cowra and Grenfell	Six	4-horse coach.	409 0 0	31 Dec., 1879.
86 Jas. O'Neil	Cargo	Canowindra and Cargo	Three	Horseback	92 10 0	31 Dec., 1878.
87 Alex. Fraser	Grenfell	Grenfell and Marsden's	Two	Horseback	130 0 0	31 Dec., 1879.
88 James Bell	Wood's Creek, near Grenfell.	Grenfell and Brundah Creek	Two	Horseback	30 0 0	31 Dec., 1879.
89 Thos. M'Farland	Grenfell	Grenfell and Goolagong, via Warraderry Creek and Tin Pot.	One	Horseback	52 0 0	31 Dec., 1879.
90 Thos. M'Farland	Grenfell	Grenfell, Morangarell, and Temora, via Moonbucca and Narraburra.	One	Horseback	170 0 0	31 Dec., 1879.
91 Wm. Webb	Spring Grove	Spring Grove Railway Platform and Post Office, Spring Grove.	Three	Horseback	33 6 8	31 Dec., 1880.
92 Wm. Webb	Spring Grove	Spring Grove and Guyong	Three	Horseback	33 6 8	31 Dec., 1880.
93 Wm. Hagar	Forest Reefs	Spring Grove and Forest Reefs; and Forest Reefs and Cadia.	Two One	Horseback	52 0 0	31 Dec., 1880.
94 Wm. Webb	Spring Grove	Guyong, Byng, and Icey	Three	Horseback	33 6 8	31 Dec., 1880.
95 William Walsh	Orange	Railway Station and Post Office, Orange.	Six or more.	Spring cart. 1 or 2 horses.	95 0 0	31 Dec., 1879.
96 Charles Slack	Orange	Orange and Lucknow	Six	Horseback	80 0 0	31 Dec., 1880.
97 Henry Wood	Orange	Orange and Cargo	Three	4-wheeled vehicle, 2 horses.	132 0 0	31 Dec., 1878.
98 John Rice	Ophir	Orange and Ophir, via Lewis Ponds.	Two	Horseback	60 0 0	31 Dec., 1878.
99 J. & J. F. Collins	Springside	Orange, Springside, Cadia, and Carcoar, via Burnt-yards.	One	Horseback	70 0 0	31 Dec., 1880.
†100 Joseph Strickland (Transferred to F. L. Richardson from 15 June, 1878.) (Transferred to Cobb & Co. from 8 December, 1878.)	Forbes	Orange, Boremore, Cheesman's Creek, Cudal, Fogong, Murgah Eugowra, and Forbes. (Contractor to carry out a thrice a week service, if required, for £600 per annum.)	Six	Coach, 3 or 4 horses.	1,080 0 0	31 Dec., 1880.

* Contract cancelled, 12 February, 1878. See Supplementary Notice.

† Contractor allowed an additional £2 per annum in consideration of the extra distance travelled by him in consequence of the removal of the Upper Turon Post Office, from 21st January, 1878.

‡ Contractor allowed £40 per annum extra for conveying the Sandy Creek, Meraburn, Parkes, and Billabong Mails between Orange and Cheesman's Creek, from 1 May, 1878.

Contractors*		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*101 Dennis Toohey ...	Parkes	Orange, Cheeseman's Creek, Sandy Creek, Meranburn, Parkes, and Billabong, via Boree and Bumberry.	Three.....	4-horse coach.	480 0 0	31 Dec., 1878.
102 Dennis Clancey ...	Bob's Creek, near Molong.	Cheeseman's Creek and Molong...	Three.....	Horseback	54 12 0	31 Dec., 1878.
103 A. Shean & C. M'Lean. (Transferred to Cobb & Co. from 8 December, 1878.)	Bedgerebong, Monwonga.	Forbes, Bedgerebong, Monwonga, and Condobolin.	Two	4-horse coach.	325 0 0	31 Dec., 1879.
104 Peter Dogger	Parkes	Forbes, Tichborne, M'Guigan's, Parkes, and Billabong, via Welcome Lead and London.	Three.....	Coach, 2 or 3 horses.	120 0 0	31 Dec., 1879.
105 Herbert M. Beuzeville.	Forbes	Forbes and Dandaloo, via Blow-clear, Gunning Bland, the Troughs, Gobondry, Burra Burra, Mumble Plains, Block II, Woodlands, and Albert Waterholes.	One	Horseback	320 0 0	31 Mar., 1878.
†106 William Gill.....	The Gap, Forbes.	Forbes and Marsden's, via Bundaburra and the Gap.	One	Horseback	75 0 0	31 Dec., 1879.
107 Jno. Cunningham.	Parkes	Parkes and Bulgandramine, via Ginnaniguy and Coradgery.	Two ...	Horseback	180 0 0	31 Dec., 1878.
108 A. Mazoudier	Parkes	Parkes and Condobolin, via Watkin's, Gunning Bland Head Station, Bogan Gate, Old Gunning Bland, and Burrawang.	One ...	Horseback	120 0 0	31 Dec., 1879.
109 A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Condobolin, Manabalong, Lake Cudgellico, Hillston, Whealbah, and Booligal.	Two	4-horse American coach.	645 0 0	31 Dec., 1880.
110 John Buckley	Eauabalong	Eauabalong, Lake Cudgellico, and Rankin's Springs.	One	Horseback	90 0 0	31 Dec., 1878.
111 T. J. Grace	Lake Cudgellico..	Hillston, Gilgunnia, and Cobar, via Roto, Maroopa, Munnunon, Herme's Hotel, M'Kellar's, M'Donald's, Sunmon's, Priory, Gwynne's, and Hurley's.	One	Coach, 4 or more horses	450 0 0	31 Dec., 1880.
112 Geo. Coloman..... (Transferred to H. Tilling from 1 April, 1878.)	Molong	Molong and Ironbarks.	Three.....	Horseback	106 0 0	31 Dec., 1878.
†113 Henry Paton.....	Obley	Molong, Yullandry, Goodrich, and Obley.	Two	Horseback	120 0 0	31 Dec., 1879.
114 Patrick Kelly	Meranburn	Molong and Meranburn	One	Horseback	32 10 0	31 Dec., 1878.
§115 Jas. Denning.....	Molong	Obley, Bulgandramine, and Dandaloo. (Contractor to travel once a week via Wanda Wondong, and once a week via Graham's Dillederry.)	Two	Horseback	220 0 0	31 Dec., 1880.
116 John Harper	The Springs, Dubbo	Obley and Dubbo, via Wambangalang, The Springs, and the Meadows.	One	Horseback	75 0 0	31 Dec., 1878.
117 Henry T. Pratt ...	Warren	Dandaloo and Cannonbar	One	Horseback	140 0 0	31 Dec., 1878.
118 Henry T. Pratt ...	Cannonbar	Dandaloo and Cannonbar	One	Horseback	150 0 0	31 Dec., 1878.
119 Wm. Brotherton...	No. 2 West Bogan via Cannonbar.	Nyngan and No. 2 West Bogan (Contractor will be required to meet the Dandaloo and Cannonbar mailman at Nyngan.)	Two	Horseback	10 0 0	31 Dec., 1878.
120 P. J. Hennessy ...	Arthurville	Wellington, Ponto, and Arthurville, via Bushranger's Creek (Contractor carry out a twice a week service, if required, for £68 per annum).	One	Horseback	34 0 0	31 Dec., 1878.
* 121 C. J. Moran..... (Transferred to Joseph Ewer from 1 January, 1878.) (Transferred to C. J. Moran from 1 November, 1878.)	Montefiores	Wellington, Lincoln, Goolma, and Gulgong, via the Crossing over Reedy Creek and Kaiser.	Two	Horseback	180 0 0	31 Dec., 1879.
122 Cobb & Co.	Sydney	Warren, Mount Harris, and Wamerawa, via Drungalee.	Two	Horseback	275 0 0	31 Dec., 1879.
123 W. H. Dean	Tenandra	Warren and Tenandra	One	Horseback	32 0 0	31 Dec., 1879.
124 P. Gilmartin	Brewarrina	Willeroon and Brewarrina (to travel along the left bank of the Marra Creek).	One	Horseback	120 0 0	31 Dec., 1879.
125 Cobb & Co.	Sydney	Gongolgon and Brewarrina	Two	2 or 4 horse coach.	174 0 0	31 Dec., 1880.
125 P. Gilmartin	Brewarrina	Brewarrina and Enngonia, via The "Horse and Jockey Hotel" (Biree), Biree Station, Cocklerina, Kinibri, Colless, Corolla, Linapper, Colless' Springs, and Shearer's Garari Station.	One	Horseback	125 0 0	31 Dec., 1879.

* Contractor relieved of Orange and Cheeseman's Creek portion of contract in consideration of his foregoing £40 per annum, from 1 May, 1878.

† Contractor allowed £55 per annum extra for conveying mails twice a week, from 1 December, 1878.

‡ Contractor allowed £70 per annum extra for conveying mails thrice a week, from 15 May, 1878.

§ Contractor allowed £15 per annum extra for travelling once a week regularly via Dillederry, from 20 May, 1878.

Contractors*		Postal Lines	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
127 Alock Moffatt	Birco Creek, Brewarrina.	Brewarrina, Goodooga, and Brenda, via Moorubilla, Bundabulls, Willah, Muckerawah, Bumble, and Bree Police Station.	One	Horseback	£ s. d. 100 0 0	31 Dec., 1879.
*128 J. T. Rogan	Brewarrina	Brewarrina, Talawanta, Brenda, and Goodooga, via Bundabulla, Llangboyde, on the Birco, Weilmorrough Station, on the Culgoa, Talala, Guomery, and the Birco Stations.	One	Horseback	119 0 0	31 Dec., 1880.
129 C. J. Conway .. (Transferred to Thomas R. Hancock from 1 April, 1878.)	Enngonia	Bourke, Enngonia, and Barrington, via Perillie and Lela, or Belalie, or Bourke and Cameron's, Cuttaburra Creek.	One	Coach, 2 or more horses	175 0 0	31 Dec., 1880.
130 N. M'Phee	Wilcannia	Bourke, Hoolsville, and Hungerford, via Ford's Bridge, Yantabulla-bulla, and Brindigabba.	One	Horseback	208 0 0	31 Dec., 1879.
131 Oliver Sproule	Bourke	Bourke, Cobar, and the Cornish, Scottish, & Australian Copper Mines.	One	Coach	290 0 0	31 Dec., 1880.
SOUTHERN ROADS.						
1 F. H. Eyre	Bankstown	Rookwood, Bankstown, and Upper Banktown. (Contractor to perform the service by a four-wheeled vehicle, if required, for £40 per annum.)	Six	Horseback	25 0 0	31 Dec., 1878.
2 Joseph M. Stanfield	Bringelly	Liverpool, Denham Court (on return by Kemp's Creek), and Bringelly.	Six	Horseback	73 0 0	31 Dec., 1878.
3 Arthur Morehead	Greendale	Bringelly and Greendale	Six	Horseback	30 0 0	31 Dec., 1880.
4 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.
5 James Waterworth	Camden	Railway Station, Campbelltown, and Post Offices, Campbelltown, Narellan, and Camden.	Twelve	2-horse coach.	65 0 0	31 Dec., 1879.
6 Jane T. Wasson	Brownlow Hill	Camden and Brownlow Hill	Six	Horseback	50 0 0	31 Dec., 1880.
7 Thomas Cummings	Cobbitty	Narellan and Cobbitty	Six	Horseback	30 0 0	31 Dec., 1878.
8 James Waterworth	Camden	Railway Station, Campbelltown, and Post Offices, Campbelltown, Appin, Bull, Woonona, and Wollongong.	Six	Coach, 3 or more horses.	375 0 0	31 Dec., 1879.
9 Geo. Moreer	Albion Park	Wollongong, Fig-tree, Charcoal Creek, Dapto, Albion Park, Jamberoo, and Kiama. (Contractor to carry out service as follows, if required, at £225 per annum, viz.:—Wollongong, Fig-tree, Charcoal Creek, Dapto, Albion Park, Shellharbour, and Kiama.)	Six	2-horse coach.	240 0 0	31 Dec., 1879.
10 Wm. Christie	Gerrington	Kiama, Gerrington, and Broughton's Creek.	Six	Horseback	130 0 0	31 Dec., 1879.
11 Wm. Kennedy	Bomadary	Broughton's Creek and Bomadary	Three	Horseback	50 0 0	31 Dec., 1880.
†12 Benjn. Clarke	Albion Park	Albion Park and Shellharbour	Six	Buggy, 1 horse.	52 0 0	31 Dec., 1878.
13 Levi White	Wilton	Douglass Park and Wilton	Three	Horseback	30 0 0	31 Dec., 1880.
14 Jas. Cracknell	Picton	Picton Railway Station, and Post Office, Picton.	Two or three times daily.	Horseback	15 0 0	31 Dec., 1879.
15 Francis Gray	Picton	Picton and Bargo	Two	Horseback	18 0 0	31 Dec., 1879.
16 Francis Gray	Picton	Picton and Onks	Six	Horseback	33 0 0	31 Dec., 1879.
17 P. Reilly	Burrarorang	Onks and Burrarorang	Three	Horseback	30 0 0	31 Dec., 1878.
18 P. F. O'Reilly	Cox's River	Burrarorang and Cox's River	Three	Horseback	30 0 0	31 Dec., 1879.
19 John Fitzpatrick	Janba, Burrarorang.	Burrarorang and Upper Burrarorang.	Two	Horseback	30 0 0	31 Dec., 1878.
20 Joseph Limond	Moss Vale	Railway Station, and Post Office, Moss Vale.	Fifteen or oftener	Horseback	54 0 0	31 Dec., 1878.
21 Heary Taylor	Moss Vale	Post Offices, Moss Vale and Berrima.	Twelve	Horseback	60 0 0	31 Dec., 1880.
22 James Nye, junr. ...	Moss Vale	Moss Vale and Sutton Forest	Seven	Horseback	30 0 0	31 Dec., 1878.
23 Thomas Graham	Burrawang	Moss Vale, Burrawang, Robertson, East Kangaloon, Kangaloon, and Bowral, with a branch mail to and from Burrawang and Wild's Meadow.	Three	Horseback	100 0 0	31 Dec., 1878.
‡24 James M'Cleerey (Transferred to George Thomson from 1 December, 1878.)	Wollongong	Moss Vale, Barrengarry, Kangaroo Valley, Cambowarra, Bomadary, and Nowra, via the Bomadary Ferry.	Six	Horseback and two-wheeled coach.	365 0 0	31 Dec., 1880.
25 James Nyo, junr. ...	Moss Vale	Sutton Forest and Cross Roads	Four	Horseback	20 0 0	31 Dec., 1878.
26 Thos. Graham	Burrawang	Kangaroo Valley, Broughton's Creek, and Coolangutta.	Six	Horseback	111 0 0	31 Dec., 1880.
27 Adam Ulrich	Wattamolla	Kangaroo Valley and Wattamolla	Two	Horseback	25 0 0	31 Dec., 1879.

* In consequence of drought, Contractor relieved of Brenda and Goodooga portion of contract from 14 June to 28 September, 1878.

† Contractor allowed £7 10s. per annum extra for conveying mails seven times a week from 1 February, 1878.

‡ Contractor's sureties, B. A. Jones and Alex. Reed, performed contract from 22 October to 30 November, 1878.

Contractors' Names.		Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts
				No. of times per week		£ s. d.	
*28	James M'Cleerey Transferred to George Thomson from 1 December, 1878.)	Wollongong	Nowra, Tomerong, Wandandian, Yatterattah, and Milton; and Milton and Ulladulla.	Three..... Three.....	Coach, Horseback or coach	} 210 0 0	31 Dec., 1880.
29	C. M. Bindon	Terara	Nowra, Terara, Numba, and Pyree, via Green Hills.	Six.....	Horseback			43 0 0	31 Dec., 1880.
30	Rodk. McDonald..	Barrier	Nowra and Barrier	Two.....	Horseback	28 0 0	31 Dec., 1879.
31	James Tyrrell	Wollongong, Tomerong,	Tomerong and Huskisson	Three.....	Horseback	28 0 0	31 Dec., 1879.
32	Thos. Brown	Moorewoolen	Moorewoolen and Murrumbah... Moorewoolen and Bungonia	Three..... Six.....	Horseback Horseback or buggy	34 0 0 60 0 0	31 Dec., 1880. 31 Dec., 1878.
33	William Roberts..	Moorewoolen	Moorewoolen, Long Reach, and Big Hill.	Three.....	Horseback	40 0 0	31 Dec., 1878.
34	Chas. Jones	Moorewoolen	Bungonia and Windellama	Two.....	Horseback	66 0 0	31 Dec., 1878.
35	James Armstrong	Bungonia	Long Reach and Greenwich Park	Three.....	Horseback	13 0 0	31 Dec., 1878.
36	A. W. Bennett ...	Greenwich Park	Goulburn, Woodhouselee, Laggan, Crookwell, Binda, Junction Point, and Tuena.	Two.....	Vehicle or on horse- back.	199 0 0	31 Dec., 1880.
37	John Millane, jun	Goulburn	Laggan and Peelwood; and Peelwood and Tuena	Two .. One	Horseback Horseback	} 85 0 0	31 Dec., 1878.
38	R. H. Granger ...	Woodhouselee ...	Laggan and Fullerton	Two	Horseback			36 0 0	31 Dec., 1879.
39	Wm. Ritchie, sen	Fullerton	Binda, Bigga, and Reid's Flat, via Markdale.	Two	Horseback	99 0 0	31 Dec., 1879.
40	A. E. M'Donald ...	Binda	Bigga, Greenmantle, & Lyndhurst Goulburn, Mummell, Woore (Pomero), Gullen, and Wheeo. (Contractor to convey letters, &c., on mail-days to and from the Wheeo Post Office and the Wesleyan Chapel at Wheeo.)	One	Horseback	50 0 0	31 Dec., 1878.
41	Geo. Ridley	Greenmantle.....	Woore, Pejar, and Crookwell.....	Two	Horseback	95 0 0	31 Dec., 1878.
42	Wm. Hearn	Gullen	Wheeo, Narrawa, Reid's Flat, Graham, Darby's Falls, and Cowra	One	Horseback	29 0 0	31 Dec., 1878.
43	Elizabeth Jennings	Pomero, Woore	Wheeo, Narrawa, Reid's Flat, Graham, Darby's Falls, and Cowra	One	Horseback	94 14 0	31 Dec., 1878.
44	B. M'Sorley	Wheeo	Wheeo and Dalton	Two	Horseback	53 0 0	31 Dec., 1878.
45	James M'Dermott	Wheeo	Goulburn, Tarago, Boro, Manar, and Braidwood.	Six.....	2 or 4 horse coach.	310 0 0	31 Dec., 1879.
46	J. Kingsland & O. Malone.	Braidwood	Tarago or Boro, Bungendore, and Queanbeyan.	Three.....	2 or more horse coach	100 0 0	31 Dec., 1880.
47	Thos. Moran	Goulburn	Bungendore, Molongio, and Foxlow; or Bungendore and Molongio three times a week, and Molongio and Foxlow six times a week.	Three.....	Horseback	45 0 0	31 Dec., 1880.
48	Thos. Smith	Foxlow	Boro and Mullooon	Three.....	Horseback	25 0 0	31 Dec., 1878.
49	Patk. Griffin	Boro Creek	Queanbeyan, Molongio, & Foxlow	One	Horseback	20 0 0	31 Dec., 1880.
50	Thos. Smith	Foxlow	Queanbeyan, and Uriarra, via Yarralumla.	One	Horseback	26 0 0	31 Dec., 1880.
51	Arch M'Donald...	Queanbeyan	Queanbeyan, Lanyon, and Cuppa- cumbalong.	Three.....	Horseback or 1-horse coach.	50 0 0	31 Dec., 1879.
52	P. C. Palmer	Queanbeyan	Queanbeyan, Michelago, Col- lington, Bredbo, and Cooma.	Six.....	2 or more horse coach	484 0 0	31 Dec., 1880.
53	Thos. Moran	Goulburn	Foxlow and Hoskins' Town	Two	Horseback	20 0 0	31 Dec., 1878.
54	Owen Maloney ...	Hoskins' Town...	Cooma, Gegedzerick, and Buck- ley's Crossing-place, via Woolway Cooma, Numeralla, Whinstone Valley, and Ballalaba.	Two	Horseback	116 10 0	31 Dec., 1878.
55	Wm. Freebody ...	Cooma	Cooma, Nimitybelle, Bibbenluke, and Bombala. Contractor to carry out a four times a week service, if required, on one month's notice being given, at £580 per annum)	Two	Horseback	115 0 0	31 Dec., 1878.
56	Joseph Gregory ...	Cooma	Cooma and Bobundarah	One	Horseback	120 0 0	31 Dec., 1878.
57	F. Pooley and J. Malone.	Qeanbeyan	Cooma, Dry Plain, Adaminaby, and Kiandra, via Dairyman's Plains, Wambrook, Queengallery, and Bolera	Two	4-wheeled vehicle.	375 0 0	31 Dec., 1879.
58	Mark Rollason ...	Cooma	Cooma, Adaminaby, Russell's, and Kiandra, via Middling Bank.	Two	Horseback	105 0 0	31 Dec., 1878.
59	Jas. Donaldson ...	Adaminaby	Gegedzerick and Jindabyne	One	Horseback	50 0 0	31 Dec., 1878.
60	Jas. Donaldson ...	Adaminaby	Nimtybelle and Brown Mountain; Brown Mountain and Kamuruku	Two .. One ..	Horseback Horseback	80 0 0	31 Dec., 1878.
61	Thos. Prior	Gegedzerick	Bombala, Craigie, and Delegate...	Two ..	Horseback	120 0 0	31 Dec., 1879.
62	Patrick Brown ...	Brown Mountain	Bombala, Cathcart, Rocky Hall, and Pambula.	One	Horseback	83 0 0	31 Dec., 1879.
63	George Reed	Bombala		Three.....	Horseback		
64	R. Turbet	Wyndham, Pam- bula.		One	Horseback		

* Contractors sureties, D. A. M'Donald and A. Lysaght, performed contract from 22 October, to 30 November, 1873.

† The Crookwell and Tuena portion of this contract was transferred to Jeremiah Tlorney, who was paid at the rate of £105 per annum, from 1st April, 1878. This portion was transferred to John Howard from 1 August, 1878.

‡ Contractor allowed £20 per annum to extend contract to Braidwood and travel via Farrington, from 12 May, 1878.

§ Contractors commenced four times a week service from 1st March, 1878.

¶ Contractor allowed £15 per annum extra to convey mails once a week between Bombala and Mila, via Mahratia, and to perform service as follo viz.: Bombala, Craigie, and Delegate, once a week on horseback, and Bombala and Delegate twice a week by conveyance, from 19 August, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
65 Giovanni Diversi...	Bombala	Bombala, Cathcart, Candelo, and Merimbula.	One	2-horse coach.	£ 110 0 0	31 Dec., 1878.
66 F. Pooley and J. Malone.	Queanbeyan	Bobundarah and Bombala, via Gunningrah and Buckalong.	One	4-wheeled vehicle or horseback.	145 0 0	31 Dec., 1879.
67 Neal Deeney	Corrowong	Delegate and Corrowong.....	Three.....	Horseback	45 0 0	31 Dec., 1878.
68 J. Kingsland and O. Malone.	Braidwood	Braidwood, Bell's Creek, Upper Araluen, Araluen, Snaphook, Mullenderge, and Moruya; with a branch mail to and from Braidwood and Reidsdale.	Six	4-wheeled conveyance 1 or more horses.	450 0 0	31 Dec., 1879.
69 James Whelan	Nerriga	Braidwood, Charleyong, Corang, Nerriga, and Nowra.	Two	Horseback	98 0 0	31 Dec., 1878.
70 B. Malone	Braidwood	Braidwood and Monga (Little or Mongarlo River.)	One	Horseback	20 0 0	31 Dec., 1880.
71 Michael Dowling...	Glenbowar, Braidwood.	Braidwood and Nelligen.....	Two	Horseback	77 0 0	31 Dec., 1879.
72 James Allen.....	Braidwood	Braidwood and the School-house near Little Bombay.	One	Horseback	9 0 0	31 Dec., 1878.
73 Michael Dowling...	Glenbowar, Braidwood.	Braidwood, Jembaicumbene, and Major's Creek.	Three	Horseback	37 0 0	31 Dec., 1879.
74 M. Monaghan	Major's Creek ..	Major's Creek and Ballalaba	Two	Horseback	20 0 0	31 Dec., 1878.
75 M. N. O'Connell ..	Braidwood	Ballalaba and Fairfield	One	Horseback	29 0 0	31 Dec., 1879.
76 Edmond Corrigan	Moruya	Moruya, Bergalia, Turlinjah, Bodalla, and Eurobodalla.	Three.....	Horseback	90 0 0	31 Dec., 1879.
77 Edmond Corrigan	Moruya	Eurobodalla, Cobargo, Brogo, and Bega.	Three.....	Horseback	243 0 0	31 Dec., 1879.
78 Edmond Corrigan	Moruya	Moruya, Bergalia, Turlinjah, Bodalla, Eurobodalla, Cobargo, Brogo, and Bega.	Three.....	Horseback	267 0 0	31 Dec., 1879.
79 Wm. Murphy	Eurobodalla	Eurobodalla and Nerrigundah ..	Two	Horseback	26 0 0	31 Dec., 1880.
80 Wm. Murphy.....	Eurobodalla	Eurobodalla and Wagonga.....	One	Horseback	22 0 0	31 Dec., 1880.
*81 Wm. M. Hobbes...	Tilba Tilba	Cobargo and Tilba Tilba	One	Horseback	21 0 0	31 Dec., 1880.
82 James Spears	Pambula	Bega, Wolunla, Merimbula, Pambula, and Eden.	Two	Horseback	95 0 0	31 Dec., 1878.
83 Michael Flood	Bega	Bega, Kameruka, and Candelo ..	Two	Horseback	37 0 0	31 Dec., 1879.
84 Peter Millane	Goulburn	Railway Station and Post Office, Goulburn.	Twelve or more.	Vehicle ...	39 19 0	31 Dec., 1880.
85 Michael Purcell ..	Collector	Goulburn and Currawang	Two	Horseback	62 0 0	31 Dec., 1878.
86 J. Cahir	Middle Arm.....	Goulburn and Middle Arm	One	Horseback	33 14 0	31 Dec., 1878.
87 Wm. Wilson	Goulburn	Goulburn, Tarlo, Myrtleville, and Taralga, via Chatsbury. (Contractor to carry out a coach service, if required, at £102 per annum.)	Two	Horseback	80 0 0	31 Dec., 1879.
88 Alex. Cameron	Taralga	Taralga and Golspie	One	Horseback	12 0 0	31 Dec., 1879.
89 J. G. Webster.....	Taralga	Taralga and Banaby	Two	Horseback	35 10 0	31 Dec., 1878.
90 Michael Purcell ..	Collector	Breadalbane and Collector.. ..	Three.....	Horseback	41 12 0	31 Dec., 1880.
91 David Field.....	Breadalbane	Breadalbane and Gurrundah.....	One	Horseback	18 0 0	31 Dec., 1878.
92 Rd. Calthorpe ..	Merrilla.....	Breadalbane and Merrilla, via schoolhouse at Parkesbourn.	Three.....	Horseback	35 0 0	31 Dec., 1880.
93 John Taylor	Gunning	Railway Station, Gunning, and Post Office, Gunning.	Six or seven	Horseback	26 0 0	31 Dec., 1878.
94 Thos. Moran	Queanbeyan ..	Railway Station, Gunning, and Post Offices, Lower Gundaroo, Upper Gundaroo, Ginnindera, Canberra, and Queanbeyan; and Lower Gundaroo, Upper Gundaroo, Sutton, and Queanbeyan. (Contractor to carry out service as follows, if required, viz.:—Railway Station, Gunning, and Post Office, Lower Gundaroo, three times a week; Lower Gundaroo, Upper Gundaroo, Ginnindera, Canberra, and Queanbeyan, twice a week; and Lower Gundaroo, Upper Gundaroo, Sutton, and Queanbeyan, twice a week.)	Three.....	Coach ...	270 0 0	31 Dec., 1879.
95 Richd. Sherriff ...	Gunning	Gunning and Dalton	One .....	.....	33 0 0	31 Dec., 1879.
96 Allen Hancock ..	Burrowa	Dalton and Rye Park	Two	Horseback	25 0 0	31 Dec., 1878.
97 Allen Hancock ..	Burrowa	Rye Park and Burrowa	One	Horseback	34 10 0	31 Dec., 1878.
98 Henry J. Sampson	Yass	Yass Railway Station and Post Office, Yass, including the clearing of the Letter Receiver at North Yass.	One	Horseback	18 0 0	31 Dec., 1878.
99 Patrick Carey	Cavan	Yass and Cavan, via Brassell's Inn, Warro, and the Cavan Homestead.	Twelve ...	4-wheeled vehicle, 2 horses.	60 0 0	31 Dec., 1880.
100 Alex. Dyce	Gundaroo	Yass, Murrumbateman, Greenfield Farm, Lower Gundaroo, and Upper Gundaroo, via Nanima Station. (To travel alternately, if required, by Nanima and by Yass River routes.)	One	Horseback	40 0 0	31 Dec., 1878.

* Contractor allowed £30 per annum extra for conveying mails between Cobargo and Tilba Tilba, via Bermagui, once a week, from 23rd September, 1878.

Contractors'		Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
101 John Johns	Murrumbateman	Yass and Murrumbateman	No. of times per week One	Horseback	£ s. d. 12 0 0	31 Dec., 1880.
102 Jas. R. Slater	Greenfield Farm	Yass and Greenfield Farm	One	Horseback	15 0 0	31 Dec., 1879.
*103 Jas. Roberts (Transferred to Cobb & Co. from 1 Jan., 1878.)	Harden	Yass, Bowning, Binalong, Cunningham, Murrumburrah, Wombat, and Young, via Derrill, Stony Creek, and Spring Creek.	Three	4-horse coach.	475 0 0	31 Dec., 1878
104 E. J. Dempsey	Tangungaroo	Bowning and Tangungaroo	Two	Horseback	24 0 0	31 Dec., 1880.
105 William and John Carter.	Binalong	Railway Station, Binalong, and Post Offices, Binalong and Burrowa; and Burrowa, Marengo, and Young	Six	4-wheeled coach, 1 or more horses.	375 0 0	31 Dec., 1880.
106 Allen Hancock	Burrowa	Burrowa, Marengo, and Young	Three	Horseback			43 0 0	31 Dec., 1878.
107 Allen Hancock	Burrowa	Burrowa and Frogmoor	One	Horseback	30 0 0	31 Dec., 1878.
108 Edward Morgan	Marengo	Marengo & Cowra, via Bang Bang, Watmandra, and Crowther	Two	2-horse buggy.	100 0 0	31 Dec., 1880.
109 Geo. Williams	Barwang	Murrumburrah and Barwang	Three	Horseback	60 0 0	31 Dec., 1878.
110 Cobb & Co.	Sydney	Murrumburrah, Wombat, and Young.	Three	4-horse coach.	220 0 0	31 Dec., 1878.
(a b) 111 A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Murrumburrah, Wallendbeen, Cootamundra, Cungogong, Bethungra, Junee, Wallaceton, Wagga Wagga, and Narrandera; and Narrandera, Darlington Point, and Hay, via Angel's Station.	Three Two	4-wheeled vehicle, 1 or more horses	1,525 0 0	31 Dec., 1879.
112 William Spring	Cudgol Creek, Young	Young, Morangarell, & Marsden's	One	Horseback			90 0 0	31 Dec., 1878.
113 Thos. Joyce	Forbes	Young, Musgrave, and Grenfell (Contractor to carry out a horseback service at £140 per annum, if required.)	Two	Coach	180 0 0	31 Dec., 1878.
114 Jas. Marshall	Morangarell	Morangarell and Wyalong, via Tarangany and Burnedman.	One	Horseback	65 0 0	31 Dec., 1879.
115 Robert Cowley	Wollongough	Marsden's and Wollongough, via Hiawatha.	One	Horseback	72 10 0	31 Dec., 1878.
116 Joseph Still	Forbes	Grenfell and Forbes	Two	Coach, 2 horses.	245 0 0	31 Dec., 1878.
117 John Catberry	North Gobarralong.	Jugiong and North Gobarralong	Two	Horseback	50 0 0	31 Dec., 1880.
118 Jas. Armstrong	Muttama Reef	Coolac, Muttama Reef, and Cootamundra.	Two	Horseback	100 0 0	31 Dec., 1878.
119 J. H. Fitzgerald	Gundagai	Gundagai and Clarendon, via Kimo, Nangus, Tenandra, and Wantabadgery.	Two	Horseback	60 0 0	31 Dec., 1879.
120 E. J. Evcntt	Mundarlo, via Gundagai.	Clarendon and Wagga Wagga, via Oura and Eunonyhareonyha.	Two	Horseback	65 0 0	31 Dec., 1879.
(b) 121 Cobb & Co.	Sydney	Cootamundra, Cungogong, Bethungra, Junee, Wallaceton, and Wagga Wagga.	Three	Coach	327 15 0	31 Dec., 1879.
122 Jas. Wilesmith	Cootamundra	From Cootamundra to Temora via Dacey's, Davidson's Station Geraldra, Telford's, Grogan's Station, and Keane's, Narraburrah Station, returning to Cootamundra, via Commis's, of Combaing, and O'Brien's, Gundabingle Station.	One	Horseback	156 0 0	31 Dec., 1878.
123 Richard Hancock.	Junee	Junee and The Reefs	One	Horseback	30 0 0	31 Dec., 1878.
124 R. J. Montgomery	Wagga Wagga	From Wagga Wagga to Marrar, The Rocks (McDonald's), Mimoso, Quandary, Broken Dam, and Ariah, returning to Wagga Wagga, via Warr, Murrill Creek, Cowabee, and Kindra.	One	Horseback or coach.	126 0 0	31 Dec., 1880.
125 Cobb & Co.	Sydney	Adelong Crossing-place, Shepard's Town, Adelong, Gilmore, and Tumut.	Six	4-wheeled coach, 1 or more horses.	255 0 0	31 Dec., 1880.
126 John A. Kennedy	Albury	Adelong, Reedy Flat, Tumberumba, Toona, Welaregang Station, Tintalra (Victoria), Welaregang Station, Ournic, and Bowna, via Camberooona, Wagra, Dora Dora, Talmalmei, Meracket, Jingillie, and Ournic Diggings. (Contractor to travel main road between Camberooona and Wagra)	Two	Horseback	300 0 0	31 Dec., 1878.

* In consequence of the extension of the railway to Bowning, that portion of contract between Yass and Bowning cancelled from 3rd July, 1876.

* In consequence of the extension of the railway to Binalong, that portion of contract between Bowning and Binalong cancelled from 16th October, 1876.

* In consequence of the extension of the railway to Murrumburrah, that portion of contract between Binalong and Murrumburrah cancelled from 12th March, 1877.

(a) In consequence of the extension of the railway to Cootamundra, that portion of contract between Murrumburrah and Cootamundra cancelled from 1st November, 1877.

(b) In consequence of the extension of the railway to Bethungra, that portion of contract between Cootamundra and Bethungra cancelled from 16th April, 1878. In consequence of the extension of the railway to Wagga Wagga, that portion of contract between Junee and Wagga Wagga cancelled from 6th July, 1878. In consequence of the extension of the railway to Wagga Wagga, that portion of contract between Junee and Wagga Wagga cancelled from 3rd September, 1878.

† Contractor allowed £91 per annum extra to convey mails twice a week from 10th September, 1878.

‡ Contractor allowed £220 per annum extra to convey mails five times a week from 16th March, 1878.

§ Contractor's sureties, W. Booles and R. Beaver, performed contract from 1st April, 1877.

¶ Contractor's sureties, R. Kennedy and L. Jones, performed contract from 10th August, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
127 Robt. Hughes, jun.	East Blowering, near Tumut.	Tumut and Kiandra	No. of times per week One	Horseback	£ s. d. 100 0 0	31 Dec., 1878.
128 D. & A. M'Gruer...	Brungle	Tumut and Brungle	Two	Horseback	46 0 0	31 Dec., 1878.
129 Edgar Sheather ...	Greg Greg, via Tooma.	Tooma and Khancoban, via Opesum Point.	One	Horseback	64 0 0	31 Dec., 1878.
130 H. A. Crawford & Co.	Beechworth, Victoria.	Urana, Colombo Creek, and Narrandera, via Urana Station, Coonong, Widgiewa, Yarrabee, Cundle Township, and Gillenbar.	Two	Coach, 2 or 4 horses.	186 0 0	31 Dec., 1879.
131 H. A. Crawford & Co.	Beechworth, Victoria.	Urana, Daysdale, and Corowa ..	Two	Horseback and by coach when practicable.	150 0 0	31 Dec., 1878.
132 H. A. Crawford & Co.	Beechworth, Victoria.	Narrandera and Rankin's Springs, via Medium, Mumbledool, Barelhan, North Cogeldra, Binya, Ballandra, and Coonapaira.	One	Horseback	175 0 0	31 Dec., 1879.
133 Richard Phillips...	Bygones, Rankin's Springs.	Rankin's Springs and Wollongough, via Eurathra, Malonga, Nariath, Willendray, Balygulman, and Merringham.	One	Horseback	175 0 0	31 Dec., 1878.
134 A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Hay, Wangandina, and Deniliquin	Six	4-wheeled coach, 1 or more horses.	1,450 0 0	31 Dec., 1880.
135 Thos. Parsons	Mossgiel	Hay, Maude, Oxley, and Balranald; and Hay, Maude, Oxley, and Balranald, via Gilam.	One ... } One ... }	Horseback	360 0 0	31 Dec., 1879.
136 Cobb & Co.....	Sydney	Hay and Booligal	Two	Coach, 2 or 4 horses.	500 0 0	31 Dec., 1879.
137 A. W. Robertson & J. Wagner.	Melbourne, Victoria.	Railway Station and Post Office, Deniliquin.	Twelve or more.	Horseback	75 0 0	Contract to terminate at three months' notice on either side.
138 A. W. Robertson & J. Wagner	Melbourne, Victoria.	Deniliquin, Moulamein, and Balranald, via Moolpar.	Two ...	Coach, 2 or more horses.	449 0 0	31 Dec., 1878.
139 Deniliquin and Moama Railway Company.	Deniliquin ...	Deniliquin, Mathoura, Moama, and Echuca.	Six or more	Railway...	900 0 0	Contract to terminate at three months' notice on either side.
140 Chas. J. Silvester	Balranald	Balranald, Tooleybuc, and Swan Hill.	Two	2-horse coach.	240 0 0	31 Dec., 1879.
141 Hy. Huggins ...	Balranald	Balranald and Ivanhoe, via Darling Block D, Hatfield Hotel, Til Til, Clare, Manfred, and Kilfer Station.	One	Coach, 2 horses.	250 0 0	31 Dec., 1879.
142 Z. & S. Burton ...	Swan Hill, Victoria.	Balranald, and Euston; and Euston, Gol Gol, and Wentworth (Contractors to carry out a twice a week service, if required, at £800 per annum)	Two	} 2-horse coach.	} 675 0 0	31 Dec., 1880.
143 Thos. Parsons ...	Mossgiel	Booligal, Mossgiel, Ivanhoe, and Wilcannia.	Two			
144 Z. & S. Burton ...	Wentworth	Wentworth, Pooncarie, Menindie, and Wilcannia.	One	Coach, 4 horses.	1,067 0 0	31 Dec., 1879.
145 Geo. Miller.....	Menindie	Menindie and Mount Gipps	Once a fortnight	Horseback	59 10 0	31 Dec., 1878.
146 D. and M. Morrison.	Bourke	Wilcannia, Tankerooka, Louth, Toorale, and Bourke, travelling on either side of the Darling River.	One	Coach ..	565 0 0	31 Dec., 1878.
147 Hy. Boran	Bourke	Wilcannia and Hoodsville	One	Horseback	453 0 0	31 Dec., 1878.
*148 Jno. Winterbottom (Transferred to John Saunders, junior, from 1 January, 1878.)	Wilcannia.....	Wilcannia, Gnalta, and Mount Gipps, via Sturt's Meadows and Poolamacca. (Contractor to carry out either of the following services if required by the Postmaster General to do so at any time during the currency of this contract, viz:—Wilcannia, Gnalta, and Mount Gipps, via Sturt's Meadows, and Poolamacca, once a week, for £550 per annum; Wilcannia and Thackerings by same route (omitting Mount Gipps if required) once a fortnight for £400, or once a week for £600 per annum)	Once a fortnight.	Horseback	350 0 0	31 Dec., 1879.
149 H. A. Crawford & Co.	Beechworth, Victoria.	Jereelderie, Daysdale, Lowesdale, and Corowa.	One	Horseback, and conveyance when convenient.	110 0 0	31 Dec., 1878.
150 Thos. J. Kennedy	Yamina, Jereelderie.	Jereelderie and Darlington Point.	One	Horseback	120 0 0	31 Dec., 1879.
†151 E. Fletcher	Jereelderie	Jereelderie and Colombo Creek, via Yanko Creek.	Two	Horseback	120 0 0	31 Dec., 1879.

Contractor commenced weekly service on 15th April, 1878.
Contractor allowed £12 per annum extra for calling at Bundure Head Station from 1st July, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractors	Date of Termination of Contracts.
Names.	Addresses					
152 S. W. Abbott	Murraguldrick	From Tarcutta to Murraguldrick, via Oberne, returning to Tarcutta, via Hartnett's and Nugent's, on the south side of the Tarcutta Creek.	Two	Horseback	£ 39 0 0	31 Dec., 1880.
153 James Oughton	Germanton	Germanton, Yarrara Reefs, and Tumberumba.	Two	Horseback	100 0 0	31 Dec., 1879.
154 H. A. Crawford & Co.	Beechworth, Victoria.	Albury, Bungowanah, Howlong, Corowa, Mulwalla, Tocumwall, and Deniliquin.	Two	Coach, 2 or more horses, or in time of floods on horseback.	592 0 0	31 Dec., 1878.
155 Thos. Everitt	Albury	Albury, Dight's Forest, Burrumbuttock, Walbundrie, and Murrumbidgee.	Two	Horseback	168 10 0	31 Dec., 1878.
156 Edwin Pettiford	Howlong	Howlong, Moorwatha, and Goombargona.	Two	Horseback	75 0 0	31 Dec., 1878.
157 William Pettiford	Goombargona	Goombargona and Carnisdale. (Contractor to carry out a twice a week service if required, at £35 per annum.)	One	Horseback	24 0 0	31 Dec., 1878.
158 H. A. Crawford & Co.	Beechworth, Victoria.	Corowa and Wahgunyah. (Contractors are required to provide proper means for crossing the river Murray when the bridge is flooded.)	Twelve	Coach or buggy, 1 or more horses.	25 0 0	31 Dec., 1879.
159 Thomas Everitt	Albury	Dight's Forest, Ebenezer, and Walla Walla Station.	Two	Horseback	95 0 0	31 Dec., 1878.
160 Ed. Lynch	Mullenderree	Bateman's Bay, Mogo, Mullenderree, and Moruya. (It is clearly understood that the mail shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya in time to meet the steamer leaving Bateman's Bay for Sydney; the Contractor finding adequate means for both requirements.)	Two	Coach, 4 horses.	39 0 0	31 Dec., 1879.
161 Geo. Haiser (Transferred to E. G. Ladmire from 1 April, 1879)	Bateman's Bay	Nellgen, Bateman's Bay, and Milton, via Woodburn.	One	Horseback	55 0 0	31 Dec., 1879.
162 W. Rixon	Bega	Merimbula, Wolumba, and Bega, or Tathra, Wolumba, and Bega, on arrival and departure of steamer.	.....	4-horse coach.	60 0 0	31 Dec., 1880.
163 John Haywood	Pambula	Merimbula Wharf, and Post Offices, Merimbula, Pambula, and Eden.	One	Horseback	35 0 0	31 Dec., 1880.
164 Michael Corcoran	Towamba	Eden and Towamba	One	Horseback	26 0 0	31 Dec., 1879.
165 Giovanni Diversi	Bombala	Merimbula and Candelo, on arrival of steamer at Merimbula.	On arrival of steamer at Merimbula	2 or 4-horse coach.	40 0 0	31 Dec., 1878.
NORTHERN ROADS.						
1 C. C. Fagan	Gosford	Sydney, St. Leonards, Lano Cove, Hornsby, Peat's Ferry, Gosford, and Kincumber.	Two	Horseback	375 0 0	31 Dec., 1878. and thereafter to terminate at three months' notice on either side.
2 J. F. Foster	Mount Vincent	Gosford, Blue Gum Flat, Wyong Creek, Cooranbong, and Mount Vincent.	Two	Horseback	95 0 0	31 Dec., 1880.
3 Irvine Coulter	Gosford	Gosford and Waumberal	Two	Horseback	24 0 0	31 Dec., 1880.
4 William N. Cain	Gosford	Gosford and Blackwall	Two	Boat	28 0 0	31 Dec., 1879.
5 Patrick Owens	Cooranbong	Cooranbong & Catherine Hill Bay	Two	Horseback	50 0 0	31 Dec., 1878.
6 Jno. Collins	Pitt Water, via Manly.	Manly and Barranjoey, via Brady's, Jenkins's, Wilson's, and Collins's	One	Horseback	36 0 0	31 Dec., 1880.
7 Mathew Downie	Newcastle	Newcastle Wharf, Post Office, and Railway Terminus.	Fourteen or more	Spring van	89 0 0	31 Dec., 1880.
8 Wm. Rinker	Stockton	Newcastle and Stockton	Six or more	Boat	35 0 0	31 Dec., 1878.
*9 George Smith	Higham Road	Newcastle, and Charlestown	Three	Horseback	27 15 0	31 Dec., 1880.
10 George Smith	Higham Road	Charlestown and Higham Road	Three	Horseback	14 0 0	31 Dec., 1878.
11 John Gordon	Lambton	Charlestown and Belmont	Two	Horseback	21 15 0	31 Dec., 1878.
12 Donald M'Queen	Tonago	Tonago and Williamtown	Two	Horseback	18 0 0	31 Dec., 1878.
13 Samuel Brown	Nelson's Plains	Raymond Terrace and Nelson's Plains.	Six	Horseback	40 0 0	31 Dec., 1878.
14 C. M'Intyre	Newcastle	Raymond Terrace, Lambburners' Creek, Booyal, and Stroud.	Four	2-horse coach.	259 0 0	31 Dec., 1880.
15 John M'Innes	Barrington	Stroud, Langworthy's, Ward's River, Gloucester, and Tinonee	Three	Stroud to Gloucester by coach, Gloucester to Tinonee on horseback.	449 0 0	31 Dec., 1878.

* Contractor allowed £32 5s. per annum extra for conveying mails six times a week and travelling via Glebehead from 15 March, 1878.

Contractors'		Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*16 John Convery	Cundletown	Tinonee, Taree, Cundletown, Camden Haven, and Port Macquarie.	Three.....	Horseback	400 0 0	31 Dec., 1880.
17 Chris. Felten	Kempsey	Port Macquarie, Telegraph Point, East Kempsey, and Kempsey, via the Telegraph Line.	Three.....	Twice a week by coach & once a week on horseback	192 0 0	31 Dec., 1880.
18 Patrick Flanagan	Bulahdelah	Booral and Bulahdelah	Three.....	Horseback	83 15 0	31 Dec., 1880.
19 John M'Innes.....	Barrington	Gloucester, Nowendoc, and Walcha.	One	Horseback	119 0 0	31 Dec., 1878.
†20 John M'Lennan	Barrington	Gloucester and Barrington, via Young's and Bogg's Station.	Two	Horseback	35 0 0	31 Dec., 1878.
21 Robt. Herkes	Gloucester	Gloucester and Rawden Vale, via Berrico.	Two	Horseback	49 0 0	31 Dec., 1878.
†22 P. Langworthy	Barrington	Barrington and Back Creek Digging.	Two	Horseback	15 0 0	Contract to terminate at one month's notice on either side.
23 Thos. Benn	Bulahdelah	Bulahdelah, Upper Myall, Firefly Creek, and Cape Hawke (Clarkin's Crossing-place), via Bunyah Station, and Waterloo.	One	Horseback	41 0 0	31 Dec., 1879.
(Transferred to Patrick O'Neill from 1 July, 1878.)						
24 Patrick Flanagan	Bulahdelah	Bulahdelah, Boolaunbayte, Bungwall Flat, and Forster, via M'Rac's Sawmills and Burradue.	One	Horseback	87 0 0	31 Dec., 1878.
25 Thos. Benn.....	Bulahdelah	Bulahdelah and Hawke's Nest ..	One	Horseback	41 0 0	31 Dec., 1879.
(Transferred to Patk O'Neill from 1 July, 1878)						
26 Patk. O'Neill	Bulahdelah	Bulahdelah and Coolongolook ..	One	Horseback	33 0 0	31 Dec., 1880.
27 C. Wallace	Dingo Creek	Tinonee, Wingham, and Dingo Creek; and Dingo Creek and Marlee.....	Three.....	Horseback	70 0 0	31 Dec., 1879.
28 J. R. Hawkins	Redbank	Tinonee and Redbank	Two	Horseback	45 0 0	31 Dec., 1880.
29 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	Two	Horseback	40 0 0	31 Dec., 1878.
30 Jas. Andrews	Woodside	Wingham and Woodside, Upper Manning.	Two	Horseback	50 0 0	31 Dec., 1879.
31 J. M'Pherson	Dingo Creek	Dingo Creek and Wherrol Flat...	Two	Horseback	18 0 0	31 Dec., 1880.
§32 Thos. Galloway	Cundletown	Cundletown, Ghinni Ghinni, and Croki, Manning River.	Two	Horseback	40 0 0	31 Dec., 1878.
||33 D. Williams	Camden Haven...	Camden Haven and Laurieton (Peach Orchard.)	Two	Horseback	16 0 0	31 Dec., 1879.
34 E. Maher.....	Ashburner's Hill, Port Macquarie	Port Macquarie, Huntingdon, and the junction of the Ellenborough and Hastings Rivers.	Two	Horseback	58 0 0	31 Dec., 1879.
35 Ed. M'Inherny	Port Macquarie...	Port Macquarie and Ennis, via Fernbank Creek.	Two	Horseback	36 0 0	31 Dec., 1878.
36 G. Melville	Walcha	Ellenborough, Yarras, & Walcha, via Lahey, Yarrowitch, Lia Laara, Waterloo, Europumbela, and Ohio.	One	Horseback	109 0 0	31 Dec., 1879.
37 Thos. Farrarwell	Telegraph Point	Telegraph Point and Rolland's Plains.	Three.....	Horseback	52 0 0	31 Dec., 1880.
38 Geo. W. Whares... ..	West Kempsey..	Kempsey, West Kempsey, Greenhill, and Warneton.	Three.....	Horseback	21 0 0	31 Dec., 1878.
39 Chris. Felten	Kempsey	Kempsey and Frederickton, and Frederickton, Seven Oaks, Gladstone, and Summer Island. (Mails to be conveyed between Kempsey, Frederickton, and Gladstone by boat in times of flood).	Three... } Two ... }	Horseback or vehicle when required.	48 0 0	31 Dec., 1880.
40 J. S. Ducat	Moonaba, Kempsey.	West Kempsey and Ingliston.....	One	Horseback	15 0 0	31 Dec., 1879.
41 Geo. Henderson	Nambucca	Frederickton, Nambucca, Deep Creek, Fernmount, and Bout Harbour, via Bowraville and Nambucca River Heads.	Two	Horseback	145 0 0	31 Dec., 1878.
42 Jas. M'Nally	Rainbow Reach	Summer Island and Rainbow Reach.	Two	Horseback	18 10 0	31 Dec., 1879.
43 John & Fred. Cox	Rainbow Reach	Rainbow Reach and Arakoon (Tidal Bay).	One	Horseback and boat.	30 0 0	31 Dec., 1880.
44 John Gordon	Lambton	Railway Station, Waratah, and Post Office, Waratah.	Six or seven	Coach ..	18 0 0	31 Dec., 1880.
45 John Gordon	Lambton	Railway Station, Waratah, and Post Offices, Waratah, Lambton, and Wallsend	Six	Horseback & coach	67 0 0	31 Dec., 1880.
46 James Wamsley	Cooranbong	Wallsend and Cooranbong	Two	Horseback	75 0 0	31 Dec., 1878.

* Arrangements made with Contractor to travel via Ghinni Ghinni, Croki, Cooperook, and Camden Haven Punt, and to convey mails once a week by coach, from 1 July, 1878.

† Contractor allowed £17 10s per annum extra for conveying mails three times a week from 1 March, 1878.

‡ Contractor allowed £30 per annum extra for conveying mails three times a week from 1 March, 1878.

§ Arrangements made with Contractor to substitute for this contract a bi-weekly mail service between Cundletown and Landsdown from 1 July, 1878.

|| Contractor allowed £18 per annum extra to extend his contract to Camden Haven Punt from 1 July, 1878.

Contractors ¹		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
47 R. J. Fitzgerald ...	West Maitland...	Hexham Railway Station and Raymond Terrace. (Mails to be conveyed in one hour and a half.)	Seven ...	Coach, 2 or more horses.	£ s. d. 175 0 0	31 Dec., 1879.
48 Mrs. Barbara Shaw	Minmi	Hexham and Minmi	Six	Horseback	52 0 0	31 Dec., 1879.
49 Henry Fry	Paterson	East Maitland, Largs, and Paterson, to travel via Belmore Bridge in times of flood, with a branch mail from and to Largs and Woodville	Seven	2 or 3 horse coach.	62 0 0	Contract to terminate at 3 months' notice on either side.
50 Patrick Burke.....	Buchanan	East Maitland, Buchanan, and Mount Vincent.	Three.....	Horseback	49 0 0	
51 Geo. Brooker, jun.	Gresford	Paterson, Vacy, and Gresford ..	Three.....	Coach, 2 horses.	69 10 0	31 Dec., 1878.
52 J. Wells and G. Seabrook. (Transferred to Jas. Wells from 4 August, 1878.)	Paterson	Paterson and Dungog, via Wallarobba.	Three.....	Horseback	52 0 0	31 Dec., 1878.
53 M. M'Namara.....	Lostock	Gresford and Lostock	Two	Horseback	30 0 0	31 Dec., 1878.
54 John Turnbull ...	Lostock	Gresford and Lostock	One	Horseback	12 0 0	31 Dec., 1878.
55 H. J. Svyer	Eccleston	Gresford, Lewinsbrook, and Eccleston.	Three.....	Horseback	59 0 0	31 Dec., 1880.
56 S. Fitzgerald, sen..	West Maitland...	Railway Station, High-street, and Post Office, West Maitland.	Twenty-eight or more.	1-horse mail-cart	49 0 0	31 Dec., 1879.
57 Patk. Hickey, jun.	Wollombi	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three	Horseback, twice a week; coach once a week.	175 0 0	31 Dec., 1878.
*58 P. J. Tierney	Rosebrook, West Maitland.	West Maitland and Elderslie, along the left bank of the Hunter River, calling at Rosebrook, Hillsborough, Lamb's Creek, Irishtown, and Stanhope.	Two	Horseback	70 0 0	31 Dec., 1879.
59 George Sternbeck, junr.	Laguna	Wollombi and Laguna	Three.....	Horseback	13 0 0	31 Dec., 1880.
60 S. Fitzgerald, sen..	West Maitland.	From Morpeth to Hinton; and From Hinton to Morpeth.	Fourteen Seven.....	2 or 4 horse coach or on horseback.	70 0 0	31 Dec., 1880.
61 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.....				Horseback	70 0 0	31 Dec., 1879.
62 R. J. Fitzgerald ...	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 Dunnore Bridges.)	Three.....	Coach, 3 or more horses, or horseback	139 0 0	31 Dec., 1879.
63 Thos. Irwin.....	Teliga, near Bandon Grove.	Dungog, Bendolba, and Bandon Grove.	Three.....	Horseback	44 0 0	31 Dec., 1878.
64 Geo. Titcume	Monkerai	Dungog and Monkerai	One	Horseback	18 0 0	31 Dec., 1878.
65 Robert Kelly	Bendolba	Bendolba and Underbank	Two	Horseback	29 17 0	31 Dec., 1880.
66 Jas. Thompson ...	Bandon Grove ..	Bandon Grove and Underbank ..	One	Horseback	24 0 0	31 Dec., 1880.
†67 J. Wilkinson	Monkerai	Monkerai and Langworthy's	One	Horseback	12 0 0	31 Dec., 1879.
68 Jas. A. Tulloch ...	Branxton	Railway Station and Post Office, Branxton.	Fourteen or more.	Horseback	35 0 0	31 Dec., 1880.
69 W. E. Hughes ...	Branxton	Branxton, Rothbury, and Pokolbin	Three	Horseback	55 0 0	31 Dec., 1879.
70 William Tierney...	Elderslie	Branxton and Elderslie	Two	Horseback	25 0 0	31 Dec., 1879.
71 Wm. Claxton, sen.	Lochinvar	Railway Station and Post Office, Lochinvar.	Thirteen or more.	2-horse omnibus.	40 0 0	31 Dec., 1879.
72 Jas. P. Quinn ...	Singleton	Railway Station and Post Office, Singleton.	Fourteen or more.	Covered conveyance.	35 0 0	31 Dec., 1879.
73 John Vigers	Jerry's Plains ..	Singleton, Boggy Flat, Warkworth, and Jerry's Plains, via Thorley's.	Three.....	Waggonette.	100 0 0	31 Dec., 1880.
74 Jas. Rowe	Fordwich	Singleton, Vere, and Fordwich ...	Three.....	Horseback	55 0 0	31 Dec., 1878.
75 Hugh M'Gowan ...	Warkworth	Singleton, Scott's Flat, Sedgfield, Westbrook, and Glendon Brook.	Two	Horseback	46 15 0	31 Dec., 1880.
76 George Crittenden	St. Clair	Singleton, Bridgeman, Goorangoola, and St. Clair, via Goorangoola Head Station.	One	Horseback	40 0 0	31 Dec., 1878.
†77 John T. Harris ...	Howe's Valley ..	Warkworth and Howe's Valley...	One	Horseback	40 0 0	31 Dec., 1878.
78 Dennis Grant	Camberwell	Glennie's Platform and Post Office, Camberwell. (Contractor to convey the mails arriving by the evening train when the steamer arrives too late at Newcastle for them to be forwarded by the mail train.)	Six.....	Horseback	34 0 0	31 Dec., 1880.

* Contractor allowed £10 per annum extra for calling at Aberglasslyn from 1 March, 1877.

† In consequence of Contractor's decease, one of his sureties (Samuel Wilkinson) performed contract from 14 August to 30 September, 1878. Contract cancelled, 1 October, 1878. See Supplementary notice.

‡ Contractor allowed £10 per annum extra for travelling via the Bulga, from 9 February, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
79 Thos. Linene	Muswellbrook	Railway Station and Post Office, Muswellbrook.	Fourteen or more.	Horseback	50 0 0	31 Dec., 1880.
*80 Cobb & Co.....	Sydney	Muswellbrook, Denman, Gungah, Merriwa, and Cassilis. (Contractors will be required to provide boat at Denman.)	Three	2 or 4-horse coach.	890 0 0	31 Dec., 1880.
81 W. Nowland	Wybong	Muswellbrook and Wybong	Two	Horseback	40 0 0	31 Dec., 1878.
82 James Parkinson	Denman	Denman and Kerrabee, via Rosemount, Richmond Grove, and Belmont.	Three	Horseback	73 0 0	31 Dec., 1878.
83 M. Murphy	Denman	Kerrabee and Wollar, via Bylong.	Two	Horseback	77 0 0	31 Dec., 1878.
84 Farquhar M'Donald.	Merriwa	Merriwa and Craton (M'Rae's, Krui River), via Terragong Mountain Station, Cream of Tartar Creek, and Messrs. Bourke and Simmons' residence.	Two	Horseback	65 0 0	31 Dec., 1880.
85 Thos. Trotter	Cassilis	Cassilis, Turce, and Coolah	Two	Horseback	87 0 0	31 Dec., 1879.
86 Robert Head	Cassilis	Cassilis, Uarbry, and Denison Town, via Tongva.	Two	Horseback	110 0 0	31 Dec., 1878.
87 James Lennox.....	Summer Hill, Cassilis.	Cassilis and Wollar	One	Horseback	50 0 0	31 Dec., 1879.
88 John Higgins, jun.	Coolah	(Contractor to carry out a twice a week service, if required, at £75 per annum). Coolah, Binnaway, and Coonabarabran.	One	Horseback	100 0 0	31 Dec., 1880.
89 J. B. Nowland ...	Gunnedah	Coolah, Tambar Springs, and Gunnedah. (Contractor to travel on Wednesdays via Limekiln (Thomson's), Wondobah, Mellaley, Bando, &c., returning on Saturday by same route, and on Sunday via Black Jack, Basin Plain, Mellaley, Bando, &c., returning by same route.)	Two	Horseback or coach.	225 0 0	31 Dec., 1879.
90 R. J. Nowland.....	Gunnedah	Coonabarabran, Rocky Glen, and Gunnedah via Clark's Cattle Station, Jackson's Goolhi, and Garrawilli.	One	Horseback	90 0 0	31 Dec., 1878.
91 John Higgins, jun.	Coolah	Coonabarabran, Baradine, and Urawilky. (Contractor to extend service to Terembone, for £127 per annum, if required.)	One	Horseback	100 0 0	31 Dec., 1878.
92 W. J. Weston, jun.	Cobbora.....	Denison Town, Bolaro, and Cobbora.	Two	Horseback	63 0 0	31 Dec., 1879.
93 Joseph Tripp	Aberdeen	Aberdeen and Rouchell Brook ...	One	Horseback	13 0 0	31 Dec., 1880.
94 W. Harper	Scone	Scone, Gundy, and Moonan Brook	Two	Horseback	80 0 0	31 Dec., 1879.
95 Jas. Richardson ... (Transferred to Fredk. Upward from 1 April, 1878.) (Transferred to Hugh Eipper from 1 July, 1879)	Aberdeen	Scone, Bunnan, and Merriwa, via Owen's Gap, Wybong, and Hall's Creek.	One	Coach	90 0 0	31 Dec., 1880.
96 Edward Edmonds	Timor	Blanford and Timor (Silver Mines)	One	Horseback	30 0 0	31 Dec., 1880.
97 Geo. Inman, jun.	Murrurundi	Railway Station, Murrurundi, and Post Offices, Haydonton and Murrurundi.	Twice a day.	1-horse buggy.	40 0 0	31 Dec., 1879.
98 Hy. Hall.....	Murrurundi	Murrurundi, Glasston, Blackville, Yarraman, Bundella, and Tambar Springs. (Contractor to travel by the Black Creek Road as far as what is called the Cattle Creek, following the Cattle track to Mr. Glass's head station at Miller's Creek, travelling via M'Donald's Creek (Mrs. Sevil), Taylor's Creek (Holme's), Yarraman Creek, and Philip's Creek (Hook's), Cattle Creek (Darby's), calling at the selectors' places on Black Creek, on the road to Blackville.)	Two	Horseback	277 0 0	31 Dec., 1880.
†99 R. J. Nowland ...	Gunnedah.....	Willow Tree, Quirindi, Quipolly, Breza, Gunnedah, Boggabri, and Narrabri; and Tamworth, Somerton, Carroll, and Gunnedah.	Three... } Two ... }	Coach ...	1,900 0 0	31 Dec., 1879.
100 R. J. Nowland ...	Gunnedah.....	Quirindi Railway Station and Post Offices, Quirindi, Quipolly, Breza, and Gunnedah.	One	2 or more horse coach.	287 10 0	31 Dec., 1879.

* Contractors allowed £25 per annum extra for conveying a mail from Muswellbrook to Denman on Saturdays, from 17 August, 1878.

† In consequence of the extension of the railway to Quirindi, that portion of contract between Willow-tree Post Office and Quirindi Railway Station cancelled from 18 August, 1877.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*101 Chas. Morgan ...	Quirindi	Quirindi and Werris Creek.....	Three	Horseback	£ s. d. 80 0 0	Contract to terminate on one month's notice being given by the Postmaster General.
102 Wm. McIlveen, jun	Nundle	Quirindi and Pine Ridge, via Wathollow, 4 D., and Mooki Station.	Two	Horseback	49 0 0	31 Dec., 1878.
103 John O'Neill	West Maitland ..	Pine Ridge and Colly Blue, via Kickerbil and Webland.	Two	Horseback	35 0 0	31 Dec., 1878.
104 Wm. McIlveen jun.	Nundle	Colly Blue and Tally-ho, via Darby's Downs, McClelland's, and Goran Lake.	Two	Horseback	39 0 0	31 Dec., 1878.
105 Geo. Humphries...	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	Horseback	104 0 0	31 Dec., 1879.
106 R. J. Nowland ...	Gunnedah	Narrabri, Wee Waa, Pilliga, and Walgett.	Three	Coach, 2 or more horses.	2,200 0 0	31 Dec., 1878. and thereafter to terminate at 3 months' notice on either side.
107 Thomas Boyle.....	Narrabri.....	Narrabri, Rocky Glen, and Coonabarabran, via Bohemia, Robinson's, Ryan's, Bowle's, Kain's, Cucubi, Pebbles, Borah, Yaminabal, Sandbank, Dundy, and Slattery's	One	Horseback	120 0 0	31 Dec., 1878.
108 R. J. Nowland ...	Gunnedah	Narrabri, Millie, and Moree ..	Two	4-horse coach.	250 0 0	31 Dec., 1878.
109 R. J. Nowland ...	Gunnedah	Narrabri, Millie, and Moree ..	One	Coach, 2 or more horses.	250 0 0	31 Dec., 1878.
110 James Ward, senr.	Eulah Creek, Narrabri.	Narrabri and Dummore's, via Gregory's, Arndell's Farm, Baker's, Billingsley's, Davis's, Capell's, Roache's, Orman's, Stanford's, Pratt's, Sorel's, Thirkettle's, Miller's, and Ward's, Eulah Creek.	One	Horseback	45 0 0	31 Dec., 1880.
111 C. J. Walker ...	Barraba	Narrabri and Bingera, via Killarney, Edgeroi, Irwin's (Gurley Out-station), Single's, Berrigal (Terri-hi-hi Out-station), Rocky Creek, Enlourie, Pallal, and Derra Derra.	One	Horseback	150 0 0	31 Dec., 1880.
112 George Millar.....	Wee Waa	Wee Waa and Baradine, via Coghull, Cubble, Yuligle, Cumble, Upper Cumble, and Gibbean.	One	Horseback	100 0 0	31 Dec., 1879.
†113 Wm. McKenzie ...	Pilliga	Pilliga, Baradine, and Coonamble	One	Horseback	130 0 0	31 Dec., 1878.
114 Joseph Ivory Capp	Millie, Pilliga ..	From Pilliga to Capp's, Millie, thence to Bucklebone, Burren, Capell's, and Cryan, returning to Pilliga by the same route.	One	Horseback	85 0 0	31 Dec., 1878.
115 Geo. Taylor.....	Browarrina	Walgett, Brewarrina, and Bourke, via Moorabie (to travel once a week on north side of river, via Milrea, Boorooma, Ulah & Gingi.)	Two	Horseback	489 0 0	31 Dec., 1879.
116 Michael Reddon...	Mogil Mogil....	Walgett, Mogil Mogil, and Mungindie, via Collarenebri and Barrington	One	Horseback	179 0 0	31 Dec., 1878.
117 Michael Reddon...	Mogil Mogil....	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 Birce Rivers, via the "Finger-post Inn" and Doyle's Station).	One	Horseback	165 0 0	31 Dec., 1879.
118 R. J. Nowland ...	Gunnedah.....	Walgett, Goodooga, and Brenda	One	Coach ..	280 0 0	31 Dec., 1878.
119 A. S. Wilde	Millie.....	Millie and Mogil Mogil, via Bunnabunna, Mynyga, Oriel, Bulcori, Colleytudula, Merriwynebone, Pockataroo, Collimungle, and Werribilli. (Contractor to travel by the following route if required, viz., via Bunnabunna, Bulcori, Oriel, Mynyga, Burrundoon, Collimungle and Werribilli)	One	Horseback	130 0 0	31 Dec., 1879.

* In consequence of the extension of the railway to Tamworth, contract cancelled from 15 October, 1878.

† In consequence of drought, Contractor was allowed to cease running between Baradine and Coonamble from 29th November, 1877, until the 4th April, 1878, but he was paid at the rate of £65 per annum only during that period.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
120 E. B. Purser	Moree	Moree, Pullamallawa, and Wari- alda, via Boolooroo and Mungie Bundie (McDonald's New Head Station).	Two	Horseback	£ s. d. 130 0 0	31 Dec., 1879.
121 Thos. R. Bushell... (Transferred to James Skinner, junr., from 1 April, 1878.)	Moree	Moree and Kunopia, via Bogree, Midkin, Welbon, Garah, and Whalau.	Two	Horseback	170 0 0	31 Dec., 1878.
122 Mary Sweetman ...	Moree	Moree, Bumble, and Moree ...	Two	Horseback	120 0 0	31 Dec., 1878.
123 Michael Reddon...	Walgett	From Mogil Mogil to Currawil- linghi, via Bogot's, Medlicott's, Brown's, and Hill's Stations, returning from Currawillinghi to Mogil Mogil via Bloxson's.	One	Horseback	130 0 0	31 Dec., 1878.
124 R. Dowding	Goondawindi ...	Kunopia and Goondawindi	One	Horseback	69 0 0	31 Dec., 1879.
125 Alex. Robertson ...	Mungindie	Garah and Mungindie	Two	Horseback	125 0 0	31 Dec., 1878.
*126 T. J. McIlveen and W. A. Greer	Nundle	Wallabadah, Nundle, and Bowling Alley Point, with a branch mail to and from Nundle and Hanging Rock, via Mount Pleasant.	Three	Horseback	167 0 0	31 Dec., 1878.
*127 Thos. McIlveen ...	Nundle	Bowling Alley Point, Wooloomon, Dungowan, and Tamworth, via Nemingha Flat (to travel along the Peel River).	Two	Horseback	82 10 0	31 Dec., 1878.
†128 Geo. B. G. King...	Goonoo Goonoo...	Goonoo Goonoo and Currabubula	Three	Horseback	65 0 0	31 Dec., 1878.
129 Geo. Wilkinsen and A. L. Bowden.	Tamworth	Tamworth, Attunga, Manilla, Upper Manilla, Barraba, Cobba- dah, Bingera, and Wariakla, via Barker's, North Bingera.	Two	Coach, 2 horses.	745 0 0	31 Dec., 1879.
130 Geo. Wilkinson & A. L. Bowden.	Tamworth	Tamworth, Attunga, Manilla, Upper Manilla, Barraba, Cob- badah, Bingera, and Wariakla, via Barker's, North Bingera.	One	Horseback	250 0 0	31 Dec., 1879.
131 C. J. Walker	Barraba	Barraba and Moree, via Tareela, Mount Lindsay, Currangandi, Ullebavella, Eulourie, Pallal, Derra, Banghet, Ginerol, Graves- end, Bimigi, and Baldwin's.	One	Horseback	120 0 0	31 Dec., 1880.
132 E. B. Purser	Moree	Barraba, Cobbadah, and Moree, via Crawley's Station, Currangandi, Ullebavella, Eulourie, Rocky Creek, Terri-hi-hi, and Ticanna.	One	Horseback	100 0 0	31 Dec., 1879.
133 Henry Hartoy	Bingera	Bingera, Little Plain, and Inverell	One	Horseback	65 0 0	31 Dec., 1878.
134 A. T. Simpson	Yetman	Wariakla, Yetman, and Goonda- windi, via Gournama.	One	Horseback	146 0 0	31 Dec., 1878.
135 Geo. Ross	Yetman	Wariakla, Yetman, and Goonda- windi, via Gournama & Wallangra	One	Horseback	118 0 0	31 Dec., 1878.
136 George Wilkinson	Tamworth	Wariakla, Boggabilla, and Goon- dawindi, via Oragon, Gunyer- warildi, Yalaroi, Tooloona, and Coppermarenbillen.	One	Horseback	122 10 0	31 Dec., 1880.
137 M. Fitzgerald	Keepit	Somerton and Keepit	Two	Horseback	48 0 0	31 Dec., 1878.
138 Lloyd McGinty ...	Bendemeer	Bendemeer and Walcha; and Walcha and Glen Morrison.	Two	Horseback	139 0 0	31 Dec., 1880.
139 Thos. Hobson	Stanborough	Stanborough and Tingha	One			
140 Thos. Parkinson...	Inverell	Inverell and Wariakla, via Ban- nockburn, Piersby Hall, Reddy Creek, Gragin, and Myalia.	Three	Horseback	48 0 0	31 Dec., 1878.
141 Patk. Wade	Armidale	Inverell, Bulkkulla, Ashford, and Bonshaw, via Byron (contractor to travel once a week via Edgerton).	Two	Horseback	169 0 0	31 Dec., 1879.
142 Thos. S. Morgan...	Tenterfield	Bonshaw and Tenterfield, via Clif- ton Station, Mole Station, and the south side of the Severn River.	One	Horseback	65 0 0	31 Dec., 1878.
143 R. C. Smith	Armidale	Armidale and Uralla; and Uralla, Salsbury Plains, and Walcha.	One ... Two ...	2-horse coach.	82 0 0	31 Dec., 1878.
144 Cobb & Co.	Sydney	Armidale, Guyra, Falconer, and Glen Innes, via Ben Lomond, with a branch mail from Armidale to Puddledock.	Three .....				2 or 4 horse coach.
†145 Wm. Diamond ...	Armidale	Armidale and Bundarra	One	Horseback	80 0 0	31 Dec., 1880.
146 Gabriel Nixon, jr	Armidale	Armidale and Obau, via Guyrah, Rock Vale, Aberfoil, and Ward's Mistake head station.	Two	Horseback	140 0 0	31 Dec., 1880.
147 Patk. Wade	Armidale	Armidale, Wandsworth, Elsmore, and Inverell, via Erersieigh, Ollera, Morcdon, Paradise Creek, Newstead, and Kangaroo Camp.	Three	Horseback	450 0 0	31 Dec., 1880.
148 E. M. Scott	Kempsey	Armidale and Kempsey, via Too- rookoo, Nulla Nulla, Peedre Creek, Towel Creek, Long Flat, Giogla, Wollumbie and Hillgrove	One	Horseback	99 0 0	31 Dec., 1878.

* Arrangements made with Contractors to substitute for these contracts a tri-weekly mail service between Tamworth, Dungowan, Wooloomon, Bowling Alley Point, and Nundle, with a branch mail to and from Hanging Rock three times a week for the same amount, namely £249 10s. per annum, from 1st July, 1878.

† Contractor allowed £35 per annum extra for conveying mails six times a week, from 15th October, 1878.

‡ Contractor allowed £80 per annum extra for conveying mails twice a week, from 15th June, 1878.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
149 Wm. Harman	Grafton	Armidale and Grafton, via Gara Station.	No of times per week One	Horseback	£ s. d. 130 0 0	31 Dec., 1878.
150 Jas. M'Crossin ...	Uralla	Uralla and Rocky River	Three	Horseback	20 0 0	31 Dec., 1879.
151 Cobb & Co.	Sydney	Glen Innes, Dundee, Deepwater, Tenterfield Willson's Downfall, Amosfield, and Maryland.	Three	2 or 4 horse coach.	1,700 0 0	31 Dec., 1879.
*152 Patk. Wade	Armidale	Glen Innes and Wellingrove	Two	Horseback	135 0 0	31 Dec., 1879.
		Wellingrove and Inverell, via King's Plains.	One			
		Wellingrove and Inverell, via Waterloo.	One			
153 Cobb & Co.	Sydney	Glen Innes, Y. Water, and Vegetable Creek.	Three	Coach, 2 or 4 horses.	200 0 0	31 Dec., 1880.
154 Jas. Braham	Glen Innes	Glen Innes, Dalmorton, South Grafton, and Grafton, via Shambigne, Buccarimbi, Broad Meadows, Newton Boyd, and the Big Hill.	Two	Coach ..	500 0 0	31 Dec., 1879.
155 John Kiernen	Deepwater	Deepwater and Silent Grove, via Nine-mile and Tableland.	One	Horseback	75 0 0	31 Dec., 1878.
156 Wm. Krauss	Wellingrove	Wellingrove and Vegetable Creek via Strathbogie.	One	Horseback	48 0 0	31 Dec., 1879.
157 Kenneth M'Kenzie	Tent Hill	Vegetable Creek and Tent Hill ...	Three	Horseback	38 0 0	31 Dec., 1880.
158 Thos. S. Morgan...	Tenterfield	Tenterfield, Timbarra (Commissioner's Camp), Luatic Reefs, Tabulam, Copmanhurst, and Grafton, calling at Eatonswill, Smith Flat, Newbold Grange Station, the new Copper Mines, Gordon Brook, Yugalbar, Drake, Darcy's public-house, and Barney Down Station (in times of flood to travel by the surveyed road).	Two	Horseback	250 0 0	31 Dec., 1880.
159 T. Walsh	Casino	Tabulam and Tooloom	One	Horseback	40 0 0	31 Dec., 1879.
160 Richard Keats	Lismore	Clarence River Heads (Woolli), Iluka, Woodburn, Wyrallah, Gandurimba, and Lismore.	Two	Horseback	159 0 0	31 Dec., 1878.
					and £15 per annum extra so long as Contractor is required to call at Iluka.	
161 James M'Donald...	Iluka	Clarence River Steamers, and Post Office, Iluka, as required, to meet steamers that arrive and depart, or that pass up and down the river.	.....	Boat	46 0 0	31 Dec., 1878.
162 James Campbell ...	Woodburn	Woodburn, Broadwater, Wardell, North Wardell, and Ballina, via Green's and Kulgin's.	Two	Boat	85 0 0	31 Dec., 1878.
163 Richard Keats ...	Lismore	Woodburn, Swan Bay, Coraki, Codrington, and Casino.	Two	Horseback	90 0 0	31 Dec., 1878.
164 Jas. Cox	Casino	Lismore and Kynnumboon	One	Horseback	100 0 0	31 Dec., 1878.
165 Jas. Graham	Casino	Lismore and Tirranra	One	Horseback	15 0 0	31 Dec., 1878.
166 Jas. Cox	Tweed River, Casino.	Kynnumboon and Tweed Junction.	Three	Horseback or boat.	55 0 0	31 Dec., 1878.
167 E. W. Stocks	Alstonville	North Wardell and Alstonville ...	Two	Horseback	41 2 6	31 Dec., 1880.
168 Henry Gill	Grafton	Steamers' Wharf, Grafton, and Post Office, Grafton, on arrival and departure of steamers.	.....	.....	40 0 0	31 Dec., 1878.
169 Wm. Nond	Grafton	Grafton and Lionsville. (Contractor to travel by the new line of road.)	One	Horseback	80 0 0	31 Dec., 1878.
170 Wm. Harman	Grafton	Grafton, South Grafton, Kangaroo Creek, and Ferrimount, via Nicholson's, Glenreagh, and Coutts's Crossing. (To travel in time of flood by the Bridge on the Old Armidale Road.)	One	Horseback	100 0 0	31 Dec., 1878.
171 J. S. Williams	Grafton	Grafton and Lawrence	Two	Horseback	75 0 0	31 Dec., 1879.
172 John L. Vesper ..	Casino	Lawrence and Casino	Two	2-horse coach.	200 0 0	31 Dec., 1878.
173 Thos. Jordan	Deep Creek, Tabulam.	Lawrence and Tabulam	One	Horseback	68 0 0	31 Dec., 1880.
174 John L. Vesper ...	Casino	Casino and Lismore; and	Two	2-horse coach.	100 0 0	31 Dec., 1878.
		Lismore, Alstonville, and Ballina	One	Horseback		
175 Thos. Walsh	Casino	Casino and Tabulam, via Wooroolgin, Dyrnaba, and Sandilands.	One	Horseback	34 0 0	31 Dec., 1879.
†176 Thos. Hart	Casino	Casino and Unungar (Sherwood's Station).	One	Horseback	38 0 0	31 Dec., 1878.

* Contractor allowed £23 per annum extra for calling at Clarenceville, from 20th November, 1878.

† Contractor's sureties, Messrs. A. C. Simpson and James Britton, performed contract from 11th August, 1877.

Contractors'		Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
177 Michael Rush	Rocky Mouth	Rocky Mouth and Chatsworth Island, on the days that the Grafton Steamers from Sydney arrive at Rocky Mouth.	No. of times per week	Boat	£ s. d. 51 15 0	31 Dec., 1878.
SUBURBAN LINES.						
1 Wm. Harmer	Watson's Bay	General Post Office, Sydney, and Watson's Bay.	Twelve ...	Steamer...	60 0 0	31 Dec., 1879.
2 Charles Howe	Botany	General Post Office, Redfern Branch Post Office, and Botany.	Twelve ...	Mail-cart or on horseback	87 0 0	31 Dec., 1878.
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.	Twelve ...	} Car, 2 horses }	30 0 0	31 Dec., 1878.
		St. Peter's, Kogarah, and Gannon's Forest.	Six			
5 James Challinor ...	Coogee	General Post Office, Randwick and Coogee.	Twelve ...	1 or 2 horse conveyance.	80 0 0	31 Dec., 1880.
6 Edward M'Namara	109, 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 at one month's notice on either side.
7 Thomas Stores	Bexley, Marrickville.	Marrickville and Forest Hill	Three ...	Horseback	13 0 0	31 Dec., 1878.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1878.

No.	Contractor's		Postal Line	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*178	James Devlin	Glen Innes	NORTHERN ROAD. Vegetable Creek and The Gulf	No. of times per week. One	Horseback	£ s. d. 52 0 0	1879. 31 Dec.

* New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th February, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract
	Name.	Address.					
*182	Geo. D. Smith.	Carr's Creek ...	WESTERN ROAD. Receiving Office, Irvinstone and Carr's Creek.	No. of times per week. Six	Horseback	£ s. d. 45 0 0	†.....

* New line.

† Contract to terminate at one month's notice on either side.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 13th February, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*62	W. B. Davies ..	Esrom	WESTERN ROAD. Bathurst and Esrom	No. of times per week. Six	Horseback	£ s. d. 20 0 0	1878. 31 Dec.

* In lieu of No. 62, Western Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 16th April, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractor	Date of termination of Contract.
	Name.	Address.					
*167	Thomas Evans.....	Cootamundra ...	SOUTHERN ROAD. Railway Station and Post Office, Cootamundra.	No. of times per week. Six	Horseback or by coach	£ s. d. 30 0 0	1880. 31 Dec.

* New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st April, 1878.

Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Dates of termination of Contracts.
	Names.	Addresses.					
*133	John P. Smith	Redhill	WESTERN ROADS. Black Rock and Redhill (Hughes' Camp). Contractor to carry out a coach service if required, for £40 per annum.	No. of times per week Three	Horseback	£ s. d. 35 0 0	1878. 31 Dec.
*134	Roland Gillis	Spicer's Creek, Wellington.	Wellington, Goodrich, and Parkes, via Buckinbar.	Two	Horseback	190 0 0	1880. 31 Dec.
*166	Duncan McIntyre	Yauko, near Jereelderie.	SOUTHERN ROAD. Jereelderie and Wilson (Mr. Alex. Gardiner's.)	One	Horseback	30 0 0	1878. 31 Dec.
*179	John Crane	Warialda	NORTHERN ROAD. Warialda and Goondiwindi, via Oregon, Gunyerwarildi, Yalaroi, Tooloona, Coppermarenbillen, and Boggabilla	One	Horseback	115 0 0	1880. 31 Dec.

* New lines.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st April, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor	Date of termination of Contract
	Name.	Address.					
*105	Michael Guinen	Forbes	WESTERN ROAD. Forbes and Dandaloo, via Blowclear, Gunning, Bland, The Troughs, Golondry, Burra Burra, Mumble Plains, Block H, Woodlands, and Albert Waterholes.	No. of times per week. One	Horseback	£ s. d. 175 0 0	1878. 31 Dec.

* In lieu of No. 105, Western Road, in general list

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th April, 1878.

Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Dates of termination of Contracts.
	Names.	Addresses.					
*135	John B. Keene	Oberon	WESTERN ROAD. Oberon and Fish River Creek	No. of times per week Three	Horseback	£ s. d. 18 0 0	1880. 31 Dec.
*168	Edward Harper	Kiora	SOUTHERN ROAD. Moruya and Kiora	Two	Horseback	14 0 0	1878. 31 Dec.

* New line. † Re-established line.

Particulars of a Contract entered into for the Conveyance of Post Office Mails, from the 15th May, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*180	Alexander Campbell	Brush Grove	NORTHERN ROAD. Brush Grove and Broadmouth Creek.	No. of times per week. Two	Horseback	£ s. d. 18 0 0	1878. 31 Dec.

* New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st July, 1878.

Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Dates of termination of Contracts.
	Names.	Addresses.					
*181	James Brown	Upper Manning (Woodside)	NORTHERN ROAD. Woodside and Nowendoc, via Knorrit Flat and Cooplacurripa.	No. of times per week. One	Horseback	£ s. d. 85 0 0	1880. 31 Dec.
*182	William Shaw	Ballina	Tweed Junction and Tweed Heads, via Cudgen (Boyd's).	One	Boat	52 0 0	31 Dec.
*169	D. Kavenah	Sebastopol	SOUTHERN ROAD. The Reefs and Sebastopol, via Erinvale.	One	Horseback	40 0 0	1878. 31 Dec.

* New lines.

[PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 18th July, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*136	Edward Hancock	Lower Turon, via Hill End.	WESTERN ROAD. Hill End and Brumbin	No. of times per week Three	Horseback	£ s. d. 80 0 0	1878. 31 Dec.

* New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th July, 1878.

Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Dates of termination of Contracts.
	Names.	Addresses.					
*170†	James Inglis, jun.	Wagga Wagga	SOUTHERN ROAD. Wagga Wagga Post Office and Wagga Railway Station.	No. of times per week Six or seven.	One horse buggy or horseback	£ s. d. 52 0 0	1878. 31 Dec.
*171	John Flanagan	Good Hope	Yass and Good Hope.	Two	Horseback	26 0 0	1880. 31 Dec.
*183§	Donald M'Kinnon	Wallamba River, Cape Hawke.	NORTHERN ROAD. Cape Hawke (Clarkin's Crossing-place) and Taree.	One	Horseback	50 0 0	1879. 31 Dec.

* New lines.

† Contract to terminate at fourteen days' notice on either side.

‡ Contract cancelled 3rd September, 1878.

§ Contractor allowed £8 per annum extra for travelling via Thinnock, from 14th October, 1878.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st September, 1878.

Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Dates of termination of Contracts.
	Names.	Addresses.					
*38	Isaac Blekemore	Boonley, Cobbora.	WESTERN ROAD. Dubbo and Cobbora	No. of times per week Two	Horseback	£ s. d. 144 0 0	1880. 31 Dec.
†172	William Davis	Tanja	SOUTHERN ROAD. Bega and Nelson (Braine's)	One	Horseback	15 0 0	1879. 31 Dec.
‡184	Edward Ball	Warkworth	NORTHERN ROAD. Warkworth and the Bulga	Two	Horseback	30 0 0	1878. 31 Dec.

* In lieu of No. 38, Western Road, in general list.

† New line.

‡ Additional communication.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 4th September, 1878.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*173	James Clarke	Bruceedale, near Wallaceton.	SOUTHERN ROAD. Wagga Wagga, Bruceedale, and Wallaceton.	No. of times per week Two	Horseback	£ s. d. 45 0 0	1879. 31 Dec.

* New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 4th September, 1878.

No.	Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Date of termination of Contract.
	Names.	Address.					
*174	Cobb & Co.	Sydney	SOUTHERN ROAD. Wagga Railway Station and Post Offices Wagga Railway Station and Wagga Wagga.	No. of times per week Six	2 or 4 horse conveyance.	£ s. d. 250 0 0	1879. 31 Dec. Contract to terminate at one month's notice, should tramway be laid.

* New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st October, 1878.

Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Dates of termination of Contracts.
	Names.	Addresses					
			NORTHERN ROADS.	No. of times per week.		£ s. d.	
*185	John Robson, senr.	Cundletown	Cundletown and Oxley Island	Two .....	.....	20 0 0	1880. 31 Dec.
†186	Thomas F. Guy	Kayuga	Muswellbrook and Kayuga ...	Three ...	Horseback	18 0 0	1879. Dec.
‡187	Donald Titeume	Monkerai	Monkerai and Langworthy's	One	Horseback	18 0 0	Dec. 1880.
*188	Frederick Moody	Myall Plain, Kunopia.	Kunopia and Mungindi, via Graman, Colunah, Cham- pain's, and Myall Plain.	One	Horseback	80 0 0	31 Dec.

* New lines. † New arrangement. ‡ In lieu of No. 67, Northern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th October, 1878.

No.	Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
			NORTHERN ROAD.	No. of times per week.		£ s. d.	
*189	D. J. Hogan	Wallabadah	Quirindi and Wallabadah, via Quirindi Station, and Main Road	Three ...	Horseback	54 4 6	1878. 31 Dec.

*New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st November, 1878.

No.	Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contract.
	Names.	Address.					
			WESTERN ROAD.	No. of times per week.		£ s. d.	
*137	Cobb & Co.	Sydney	Forbes, Bedgerebong, Mon- wonga, and Condobolin	One ...	2 or 4 horse coach.	202 0 0	1879. 31 Dec.

* Additional communication.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 16th November, 1878.

No.	Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
			NORTHERN ROAD.	No. of times per week.		£ s. d.	
*190	C. F. Holmes	Woodside, near Clarence Town	Clarence Town and Glen Wil- liam	Three ...	Horseback	2 0 0	1879. 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 1878.

Name of District.	Orders issued.		Orders paid.		Name of District.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.			£ s. d.		£ s. d.
Sydney (Head Quarters.)	16,398	68,845 8 11	70,742	269,679 14 1	Back Creek.....	327	1,496 13 9	309	1,586 17 4
Aberdeen.....	121	407 7 9	43	189 14 0	Ballina	307	1,468 9 6	47	251 13 3
Adaminaby.....	438	1,425 7 3	50	167 8 1	Balranald.....	601	1,904 8 10	709	2,588 11 10
Adelong	584	1,953 6 8	240	920 2 8	Baradine	136	349 13 3	13	70 0 0
Albury	764	2,168 3 0	664	2,247 13 11	Barraba	256	718 9 7	45	259 1 10
Amosfield	33	67 12 0	1	2 14 0	Bateman's Bay..	369	1,190 15 0	75	496 19 3
Anvil Creek	464	1,548 1 2	137	439 14 4	Bathurst	2,411	8,293 16 1	2,852	10,399 19 11
Appin	93	315 5 6	47	203 4 7	Bega	961	3,684 18 11	295	1,158 5 3
Arakoon	18	56 8 2	13	43 2 0	Bendemeer	259	831 18 11	63	288 14 9
Araluen	406	1,221 1 11	231	675 0 1	Berrima	380	879 15 7	101	243 1 10
Armidale	1,189	4,220 7 7	568	1,803 10 7	Binalong	285	867 6 6	43	175 14 11
Ashfield	183	488 8 1	213	733 19 5	Bingera	263	1,258 16 0	148	720 3 3
Ashford	46	145 10 8	17	72 1 8	Blackville	104	282 5 4	10	38 18 11
Avisford	16	26 17 4	10	24 0 6	Blayney	519	1,735 16 1	175	704 15 0

F—continued.

Name of District.	Orders issued.		Orders paid.		Name of District.	Orders issued.		Orders paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Bodalla	269	£ 758 2 7	25	£ 119 6 1	Gilgandra	62	£ 214 18 7	6	£ 15 9 9
Boggabri	287	895 9 8	60	261 4 11	Gladstone	204	777 10 10	9	51 18 0
Bombala	774	2,835 18 11	180	632 16 9	Glebe	210	679 5 9	264	900 7 0
Booligal	170	714 1 6	26	91 6 10	Glen Innes	590	2,813 16 3	362	1,446 3 6
Botany	28	95 4 3	40	109 15 0	Godenich	64	192 13 1	31	127 16 6
Bourke	1,020	5,030 7 11	199	958 1 8	Gongolgon	103	378 15 11	6	26 4 5
Bourke-street	34	92 17 3	32	71 11 0	Goonoo Goonoo	157	561 0 0	3	14 7 0
Bowenfels	125	427 9 0	123	424 10 10	Gosford	481	2,259 8 7	84	413 1 8
Bowna	32	101 17 6	10	64 19 6	Goulburn	2,253	7,823 13 9	2,410	7,704 18 2
Bowring	291	892 5 6	59	241 0 8	Grafton	1,344	5,743 16 4	737	2,785 19 8
Braidwood	1,000	3,501 8 3	729	2,670 10 2	Grenfell	555	1,836 7 0	235	950 10 2
Branxton	464	1,619 2 10	206	1,057 9 7	Gulgong	559	1,654 8 7	625	2,229 0 2
Breeza	442	2,196 1 3	16	61 1 2	Gundagai	995	3,951 18 4	262	901 16 8
Brewarrina	392	1,742 4 9	67	347 0 10	Gunnedah	652	2,583 9 7	264	935 9 11
Bringelly	64	153 12 6	12	27 14 2	Gunning	420	1,236 19 3	251	868 6 7
Broughton Crk.	316	943 7 0	55	266 13 5	Guyong	61	136 2 7	24	129 9 9
Brown's Creek	11	24 3 2			Hargraves	161	744 8 7	21	115 0 6
Brushgrove	168	495 7 10	25	136 17 11	Hartley	866	6,181 4 9	127	403 2 10
Bulahdelah	223	876 17 10	25	116 2 8	Hay	1,132	4,832 17 3	314	1,179 1 5
Buckley's Crossing					Haymarket	1,575	5,981 6 10	886	3,279 5 1
Bull	415	1,407 15 1	49	184 13 7	Hexham	136	578 19 5	310	1,326 4 11
Bundarra	478	1,622 6 10	82	334 16 5	Hill End	866	2,530 5 8	422	1,328 3 7
Bungendore	375	973 8 5	64	201 3 1	Hillston	169	640 0 0	22	77 3 2
Burrawang	66	226 2 6	35	132 8 8	Home Rule	189	629 12 7	165	661 16 7
Burrowa	665	2,586 6 5	240	970 11 6	Hoskinstown	25	64 13 4	1	0 5 0
Burwood	215	571 0 3	254	925 0 9	Howlong			2	12 10 0
Cadia	48	103 16 8	26	156 8 7	Ilford	172	447 9 8	52	279 10 0
Cambewarra	47	157 4 8	4	10 13 9	Inverell	1,166	5,276 9 8	394	1,709 5 9
Camden	365	1,123 18 4	231	932 13 7	Ironbarks	494	2,692 8 1	54	223 9 1
Campbelltown	347	1,089 6 10	273	906 13 10	Jamberoo	101	329 1 2	22	73 14 7
Camperdown	90	377 3 4	79	360 8 9	Jercelderie	373	1,265 7 0	68	237 12 4
Cannonbar	192	764 11 3	25	103 5 0	Jordan's Crossg.	225	680 17 7	43	176 19 10
Cape Hawke	81	186 14 7	7	32 6 10	Kangaroo Valley				
Carcoar	631	2,086 6 5	305	1,079 4 7	Kelso	261	1,072 9 8	87	290 12 1
Cargo	184	631 9 9	25	132 1 1	Kempsey	364	1,631 3 0	109	326 19 1
Carroll	112	322 1 5	17	110 9 10	Kiama	754	3,100 3 11	259	926 13 1
Casino	528	2,348 1 3	216	957 19 6	Kiandra	323	1,471 7 7	20	97 19 11
Cassilis	398	1,286 18 6	105	412 9 4	Kincumber	8	57 5 5	4	35 0 0
Catherine Hill Bay.*	92	299 7 7	6	21 6 4	King-street	392	2,050 10 3	42	125 2 3
Chatsworth Island.	174	670 14 2	11	36 13 5	Lambton	915	3,303 9 7	202	508 6 2
Clarencetown	358	1,271 15 3	86	354 15 7	Lawrence	217	687 6 2	48	212 3 10
Cobar	244	1,329 15 2	10	45 10 0	Lidsdale	239	967 5 0	160	775 1 2
Cobargo	113	352 16 5	10	18 13 8	Lionsville	67	179 12 7	4	29 7 6
Collector	91	284 12 0	24	69 4 4	Lisnore	854	2,985 1 0	146	504 0 1
Condobolin	362	1,616 3 10	51	228 18 7	Lithgow	758	2,551 1 3	130	458 10 11
Coolah	259	693 10 5	31	105 11 3	Little Hartley	281	1,360 0 5	20	77 8 6
Cooma	1,115	3,984 5 5	430	1,383 3 10	Liverpool	380	1,046 8 8	235	773 7 10
Coonabarabran	353	1,273 19 2	137	476 2 7	Lochinvar	107	409 0 11	210	980 13 6
Coonamble	728	2,755 16 9	123	448 15 1	Lower Gundaroo	200	472 2 8	36	151 4 10
Cooranbong	196	695 17 1	37	225 12 3	Lacknow	137	404 7 8	96	356 18 4
Coraki	146	619 15 1	17	80 11 4	Lunatic Reefs.	44	145 13 1	13	79 18 8
Cootamundra	1,091	3,439 6 7	251	1,047 0 7	Major's Creek	211	504 15 8	134	461 4 0
Corowa	230	682 5 5	237	806 16 8	Manilla	162	413 0 1	21	109 9 8
Cow Flat	117	445 8 1	100	517 16 8	Manly	233	682 0 8	80	351 8 0
Cowra	597	2,187 9 5	112	513 1 4	Marulan	369	962 14 7	106	361 14 0
Crookwell	244	691 1 9	52	235 13 11	Maryland	27	115 6 8	6	15 0 0
Cundletown	186	711 5 7	71	358 6 8	Mathowra	1	1 11 7		
Currahubula	137	481 8 0	23	123 11 3	Menindee	3	11 4 0	1	0 10 0
Currawang	100	333 8 11	55	300 4 4	Meranburn	3	4 17 0		
Dalmorton	64	205 1 2	4	13 9 4	Merrimula	192	676 19 7	72	283 5 3
Dandaloo	75	430 14 3	2	9 19 0	Merriwa	375	1,400 16 6	130	431 16 9
Dapto	72	195 2 0	22	91 4 9	Michelago	197	448 13 9	33	109 9 9
Delegate	104	287 19 5	9	36 18 9	Miller's Point	241	950 8 7	26	53 8 4
Demirquin	833	2,342 18 4	461	1,755 6 5	Milbe	145	613 17 4	8	52 12 7
Demnan	232	682 6 11	29	126 16 4	Minmi	455	1,553 19 0	49	158 4 1
Dight Forest	30	109 4 6			Mittagong	614	1,898 0 6	330	1,124 8 8
Dubbo	1,018	3,835 4 9	634	2,460 2 1	Moama	126	292 4 4	202	770 11 9
Dumdee	39	199 1 4	10	30 11 0	Molonglo	161	339 6 2	8	26 1 0
Dungog	403	1,142 19 7	107	397 6 8	Molong	742	2,241 18 0	210	997 2 4
East Maitland	711	2,530 16 4	407	1,457 3 6	Milton	371	1,300 18 11	78	326 17 10
Eauabalong	70	207 7 8	2	4 8 6	Monga	67	231 6 6	20	80 8 6
Eden	612	3,977 19 0	78	257 5 3	Moree	439	1,975 13 8	54	260 6 11
Emu	53	124 17 2	106	416 5 11	Morpeth	418	1,437 0 1	382	1,506 1 9
Eskbank	277	815 5 11	10	51 16 6	Moruya	882	3,847 19 6	225	743 14 10
Eugowra					Moss Vale	404	1,224 6 0	153	521 0 4
Euston	264	1,369 2 8	19	74 10 2	Mount Victoria	497	1,674 5 10	69	291 0 8
Ferrymount	310	1,191 3 4	37	234 4 3	Mudgee	1,622	5,925 11 8	1,064	3,597 14 10
Forbes	989	3,673 6 7	455	1,532 8 10	Murrumburrah	936	3,099 2 5	178	641 10 10
Forest Reefs	63	206 7 10	12	72 5 0	Murrurundi	1,003	3,770 17 1	593	2,721 6 2
Frogmore	334	1,519 7 2	17	70 18 9	Muswellbrook	827	2,886 12 11	438	1,712 0 11
Gagedzerick	82	201 16 5	4	12 12 0	Narrabri	681	3,294 19 1	382	1,237 16 1
George's Plains					Narrandera	520	1,926 15 8	63	257 2 3
Germanton	306	1,033 3 11	32	144 12 0	Narrigen	369	1,212 9 0	58	251 12 11
Gerogery	55	153 6 6	2	2 14 0	Nerrigunda	94	440 17 2	3	7 0 0
					Newcastle	4,403	15,970 19 5	3,051	10,831 2 0
					Newtown	651	2,402 1 8	804	2,674 2 0
					Nimitybello	397	1,716 10 11	38	154 15 8

F—continued.

Name of District.	Orders issued.		Orders paid.		Name of District.	Orders issued.		Orders paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Nowra	100	£ 673 13 6	90	£ 279 5 10	Taree	360	£ 1,462 7 1	49	£ 223 13 10
Numba	169	581 3 10	41	122 5 9	Tenterfield	529	2,025 5 0	147	436 19 2
Nundle	318	1,548 5 1	140	707 8 3	Terara	391	1,374 12 1	98	307 17 10
Oberon	343	1,236 0 3	59	213 2 1	Umence	81	200 14 10	25	136 15 0
Obley	92	306 19 2	11	30 14 4	Tocumwal	280	1,624 6 11	19	96 6 5
Orange	2,857	10,628 10 2	1,427	6,023 11 10	Trunkey Creek	247	1,210 4 0	58	232 10 0
Oxford-street	1,169	3,657 1 2	1,117	3,417 3 4	Tucna	113	420 11 6	32	142 14 6
Paddington	333	1,271 13 6	457	1,581 12 11	Tumberumba	269	1,080 3 4	23	95 6 9
Pambula	195	854 1 8	32	102 12 8	Tumut	463	1,560 16 3	232	767 0 11
Parkes	526	1,539 10 1	312	1,304 11 6	Twiced Junction	78	249 1 7	36	217 18 1
Park-street	447	1,404 1 0	37	111 6 7	Ulladulla	51	150 16 1	39	128 15 2
Parramatta	823	2,734 12 8	1,437	4,722 8 6	Umarra	251	800 8 6	26	129 12 2
Parramatta-st.	544	1,873 19 8	435	1,540 16 8	Upper Gundaroo	96	276 4 5	41	163 15 10
Paterson	409	2,040 7 4	82	384 3 0	Uralla	630	1,871 5 1	181	812 0 6
Penrith	501	1,434 2 2	429	1,604 15 11	Urana	360	1,236 9 7	71	318 15 0
Petersham	327	822 1 5	233	1,037 6 5	Vegetable Creek	815	4,322 11 7	81	352 3 7
Pictou	430	1,492 2 11	168	527 2 9	Wagga Wagga	2,077	8,573 12 0	894	3,471 7 8
Pilliga	271	836 10 6	25	107 6 1	Wagga R. S.	30	97 12 3	1	1 15 0
Port Macquarie	874	4,931 6 5	167	896 4 0	Walcha	535	2,185 2 2	92	300 14 1
Pyrmont	263	773 6 0	160	507 7 7	Walgett	554	2,963 4 10	58	223 16 4
Queanbeyan	807	2,501 0 0	370	1,106 7 11	Wallabadah	194	528 3 6	53	240 10 0
Quirindi	971	4,149 10 5	539	2,707 3 1	Wallsend	734	2,175 13 1	489	1,990 13 6
Randwick	155	708 3 8	278	512 3 4	Waratah	318	950 14 9	125	340 10 0
Rankin's Spring	9	53 13 6	4	24 4 10	Wardell	151	602 0 9	25	136 16 1
Raymond Terrace	306	935 10 6	310	1,491 17 5	Warialda	349	1,503 15 1	111	467 12 2
Redfern	632	1,873 13 7	851	2,732 13 5	Warren	453	1,867 11 2	62	357 13 8
Reedy Flat	52	120 8 6	9	35 3 0	Watson's Bay	37	59 17 4	7	20 4 0
Richmond	573	1,739 16 2	270	1,210 3 2	Wattle Flat	128	344 0 2	76	320 4 9
Rockley	261	752 8 5	40	127 5 3	Waverley	189	359 12 10	146	384 14 5
Rocky Mouth	529	2,153 7 0	112	419 18 0	Wee Wee	383	1,869 5 1	24	113 4 10
Rookwood	17	61 10 0	19	80 13 6	Wellingrove	73	278 12 11	7	46 6 6
Rydal	271	727 19 4	94	343 11 11	Wellington	797	2,734 0 8	325	1,288 7 2
Ryde	183	486 17 10	56	280 13 4	Wentworth	430	1,781 17 7	79	355 17 9
Rylstone	426	1,019 3 4	91	300 7 5	Werris Creek	237	793 5 3	9	37 7 6
St. Leonards	302	964 7 5	164	487 14 1	West Kempsey	326	1,465 16 3	143	660 19 9
St. Mark's	71	229 10 9	10	26 11 6	West Maitland	1,930	7,334 3 0	2,841	10,222 16 9
St. Mary's	308	891 0 2	63	212 16 2	Wileannia	519	2,614 10 6	68	313 0 8
St. Peter's	93	241 17 10	83	304 18 0	William-street	1,137	4,263 13 6	554	1,794 10 8
Scone	746	2,320 8 10	235	1,004 15 4	Willow-tree	375	1,303 6 10	328	850 9 6
Singleton	1,471	5,222 2 1	900	3,591 16 5	Windeyer	61	370 11 2	48	231 7 0
Sofala	411	1,212 17 1	164	481 15 4	Windsor	844	2,771 18 2	430	1,508 0 11
Somerton	47	100 8 8	14	38 16 4	Wingham	811	6,528 12 7	46	195 19 5
South Grafton	304	1,122 8 1	181	1,077 13 4	Wiseman's Ferry	166	609 17 5	43	228 13 2
Spring Hill .....	.....	.....	.....	.....	Wollar	57	152 17 5	6	38 17 10
Stanborough	182	1,315 0 1	19	71 9 2	Wollombi	407	2,402 18 0	102	721 11 6
Stroud	622	3,795 16 7	113	482 7 7	Wollongong	1,075	4,083 0 3	500	1,716 13 5
Summer Island	27	108 9 0	.....	.....	Wombat	66	225 12 6	14	71 12 8
Tambaroora	141	527 14 6	82	272 6 10	Woollahra	132	429 8 5	159	516 11 0
Tambar Springs	122	508 8 11	15	94 12 9	Woonona	141	514 4 3	35	143 0 4
Tamworth	1,943	8,448 12 9	1,349	5,046 16 3	Yass	1,312	4,710 12 6	495	1,586 9 4
Taralga	182	553 3 4	58	355 18 1	Yetman	63	272 11 7	3	9 10 1
Tarana	192	518 12 6	32	134 9 8	Young	1,151	3,913 13 6	568	1,991 11 2
Tareutta	161	452 9 7	39	210 18 0	General Total	142,025	538,799 17 8	129,143	487,458 6 3

GOVERNMENT SAVINGS' BANK.

RETURN showing the names of the various Branches, the date 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 1878; also the amount at the credit of Depositors on the 31st December, 1878.

Name of Branch.	Date of establishment.	Number of Accounts open at close of 1877	Number of Accounts opened during 1878	Number of Accounts closed during 1878.	Number of Accounts remaining open at close of 1878	Balance on 31st December, 1877	Total Deposits, including Interest.		Total Withdrawals.		Balance at credit of Depositors at close of 1878.
							Number	Amount.	Number	Amount.	
						£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Aberdeen	11 Dec, 1871	22	5	6	21	776 18 6	14	137 0 5	12	456 11 1	457 7 10
Adaminaby	12 July, 1875	21	1	0	16	32 15 11	33	11 8 10	9	18 10 2	25 5 7
Adelong	11 Dec, 1871	71	40	33	78	955 0 3	202	1,090 15 8	67	756 1 5	1,290 0 6
Albury	1 Oct, 1871	83	38	28	93	305 0 3	221	904 1 10	58	627 12 4	1,081 9 0
Anvil Creek	1 Mar, 1877	16	18	12	22	260 0 5	59	593 13 10	36	424 11 2	374 3 1
Araluen	1 Sept, 1872	12	3	15	15	286 39 4	20	281 15 10	12	108 0 0	400 15 2
Armidale	1 Oct, 1871	93	93	27	159	2,865 8 3	696	2,200 19 8	89	1,670 15 11	3,386 12 0
Ashfield	1 Feb, 1875	13	16	3	26	82 12 5	62	245 14 5	12	121 15 4	206 11 6
Back Creek	1 Mar, 1878	5	5	2	3	...	10	153 3 0	2	74 3 4	70 0 2
Ballina	1 Sept, 1872	11	11	...	11	£ 13 11	14	40 0 1	1	19 0 0	33 14 0
Bathurst	1 Oct, 1871	256	148	85	319	4,250 14 1	994	4,333 18 8	336	4,755 17 5	3,939 15 4
Bega	1 Sept, 1872	257	182	114	325	9,307 1 4	818	6,105 11 2	304	7,327 2 1	8,065 10 5
Berri	1 Oct, 1871	61	27	17	71	1,260 16 4	111	654 12 2	33	931 5 10	943 2 8
Binalong	1 Feb, 1875	27	9	8	23	592 3 5	43	277 3 7	14	151 5 11	718 1 1
Bingera	...	2	2	...	2	...	2	5 19 6	...	...	5 19 6
Blayney	1 April, 1873	...	19	2	17	...	67	208 5 2	7	58 5 3	239 19 11
Bodalla	12 July, 1875	18	10	9	19	199 1 9	64	359 7 10	21	248 9 4	310 0 3
Bombala	11 Dec, 1871	31	6	5	32	1,115 15 3	27	673 15 11	14	538 6 10	1,131 4 4
Rotary	1 Sept, 1874	55	17	23	49	359 0 6	200	501 1 10	31	301 11 4	209 6 0
Bourke	...	29	9	8	30	345 10 2	53	229 1 11	11	232 2 5	232 9 8
Bowenfels	1 Feb, 1875	...	...	...	...	...	...	...	...	...	...
Bradwood	1 Oct, 1871	103	27	20	110	3,175 17 8	185	1,382 16 2	72	1,897 10 1	2,600 14 10
Brantton	1 Sept, 1874	13	9	4	18	170 0 8	31	427 18 7	7	312 7 3	285 12 0
Bulahdelah	1 Mar, 1878	...	26	7	19	...	75	174 19 5	11	22 10 11	152 8 6
Bull	4 June, 1877	21	40	13	64	457 11 7	160	1,042 4 6	42	746 10 5	1,332 16 8
Bundarra	1 Jan, 1874	25	1	3	23	313 18 5	7	68 7 9	4	132 16 2	244 10 0
Burrowa	12 July, 1875	30	5	6	29	731 0 7	55	273 16 10	20	503 12 9	506 4 8
Burwood	1 Sept, 1872	33	35	13	60	382 8 8	134	742 11 8	45	400 14 1	604 6 3
Camden	1 Oct, 1871	147	27	37	137	3,169 16 1	250	1,205 7 0	81	1,304 14 6	2,570 8 7
Campbelltown	...	54	20	10	64	1,097 17 3	146	583 2 3	27	575 15 9	1,060 3 9
Campersdown	11 Dec, 1871	2	10	4	8	6 7 2	42	120 13 1	16	73 7 2	59 13 1
Cannondra	15 July, 1875	4	1	2	3	276 3 10	4	24 17 7	4	235 7 3	65 14 2
Carcoar	1 Sept, 1872	23	17	10	35	1,116 9 8	67	713 4 4	25	1,214 4 11	745 9 1
Casino	1 Feb, 1875	16	6	7	15	471 19 1	25	246 0 5	15	458 15 3	250 4 3
Castles	1 Sept, 1872	87	10	23	74	3,077 0 2	87	906 12 10	55	1,631 7 0	2,452 12 0
Chattsworth Island	4 June, 1877	12	18	5	25	207 17 2	57	457 11 10	14	274 5 5	301 8 7
Cobargo	2 Dec, 1878	6	6	...	6	...	7	2 10 0	...	...	2 10 0
Codobolin	...	12	...	...	12	...	13	95 6 6	...	...	95 6 6
Cooma	1 Oct, 1871	75	25	12	88	1,146 16 3	120	786 17 2	37	643 5 4	1,240 7 1
Coonabarabran	12 July, 1875	22	6	11	17	282 11 2	19	96 19 7	17	307 2 2	72 8 7
Coonahong	...	2	1	...	3	1 2 10	8	94 19 2	...	...	90 2 0
Cootamundra	1 Mar, 1877	53	47	33	67	1,173 1 6	236	1,550 9 2	94	1,101 13 8	1,601 12 0
Cow Flat	1 Sept, 1874	31	11	9	33	1,229 8 7	42	679 12 1	38	701 7 0	1,147 13 8
Covra	1872	33	6	7	32	709 8 10	42	312 1 7	22	410 0 10	611 9 7
Deniliquin	11 Dec, 1871	72	61	40	93	753 12 11	289	1,074 16 7	70	911 4 8	922 4 10
Denham	1 Jan, 1874	21	2	1	22	370 15 3	21	228 3 7	9	170 10 4	437 4 6
Dubbo	11 Dec, 1871	26	23	8	31	351 19 4	77	1,015 4 5	29	444 11 4	625 12 5
Dungog	1 Sept, 1874	16	7	5	18	387 9 10	23	221 18 6	9	141 15 0	467 12 7
East Maitland	1 Oct, 1871	25	27	12	40	816 17 4	153	378 8 6	33	300 8 5	1,394 17 5
Eden	1 Jan, 1874	25	4	25	4	394 8 0	44	98 13 10	9	91 6 3	342 0 7
Esk Bank	2 Dec, 1878	...	...	...	...	...	...	...	...	...	...
Fermount	1 Sept, 1872	45	35	3	77	952 14 4	91	1,392 10 7	27	628 14 7	1,716 10 4
Forbes	11 Dec, 1871	84	34	22	96	1,401 0 3	151	721 19 5	58	608 2 0	1,454 16 11
Gormanton	12 July, 1875	3	...	...	3	6 1 2	1	1 4 7	...	...	7 5 9
Gladstone	1 Sept, 1872	18	11	6	23	733 10 1	30	620 0 10	11	452 11 9	800 19 2
Glebe	1 Oct, 1871	19	47	26	40	138 14 10	186	496 17 3	72	819 19 2	315 13 4
Glen Innes	1 Sept, 1874	61	37	30	63	858 7 2	100	1,015 3 5	58	936 7 4	937 3 3
Gosford	12	2	2	12	12	279 9 5	9	96 5 5	11	201 13 5	173 16 5
Goulburn	1 Oct, 1871	159	84	55	183	6,720 3 11	473	4,148 8 8	168	4,613 12 5	6,255 0 2
Grafton	...	88	28	30	56	1,981 15 0	97	1,093 1 9	64	1,093 14 1	1,073 2 8
Grenfell	15 Jan, 1872	88	14	25	77	1,740 11 11	83	813 13 6	34	1,230 11 5	1,332 19 0
Gulgong	...	69	16	19	66	1,073 8 4	110	582 6 1	65	890 5 8	1,454 8 9
Gundagai	11 Dec, 1871	35	15	12	38	650 11 8	56	342 12 1	25	546 16 3	455 7 6
Gunnedah	12 July, 1875	27	8	8	27	406 18 0	32	362 6 1	18	398 8 1	499 16 6
Hay	1 June, 1876	110	74	66	118	1,431 12 5	331	1,812 10 8	100	2,244 18 4	900 4 9
Haymarket	1 Mar, 1877	367	647	343	671	8,938 7 8	3,678	27,473 5 10	1,140	14,820 4 6	15,641 9 0
Hoxham	1 Feb, 1875	7	2	...	9	265 12 7	17	143 12 10	7	103 5 8	305 19 9
Hill End	1 Jan, 1874	140	48	42	146	4,300 16 1	255	2,642 17 9	203	2,494 16 1	4,448 11 9
Home Rule	...	14	10	8	16	238 16 11	37	446 3 2	32	312 0 7	431 19 6
Inverell	1 Sept, 1874	72	42	22	92	1,208 19 6	160	956 4 8	61	708 16 2	1,395 19 11
Kempsey	1 Feb, 1875	9	12	5	16	195 13 3	37	513 11 6	14	238 1 5	471 3 4
Kiama	1 Oct, 1871	100	24	25	99	2,332 5 9	261	848 3 3	69	1,964 12 0	1,865 26 6
King-street	11 Mar, 1873	...	58	24	34	...	246	927 2 3	73	463 13 10	463 8 5
Lambton	1 Sept, 1874	69	37	30	76	2,120 13 4	219	1,662 4 4	94	1,655 8 2	2,127 9 0
Lisadule	12 July, 1875	10	5	2	19	423 16 10	52	268 8 0	9	152 5 10	239 19 0
Lismore	...	25	19	5	39	802 9 10	174	509 6 5	24	291 12 6	620 3 9
Lithgow	1 Feb, 1875	80	32	31	81	2,023 14 5	131	1,827 2 1	77	1,567 1 6	1,783 15 0
Liverpool	1 Oct, 1871	69	39	21	84	1,695 5 3	271	1,685 17 3	80	1,125 5 0	2,255 17 6
Lochnivar	12 July, 1875	4	2	1	5	118 0 3	13	73 13 11	7	110 16 9	90 17 5
Major's Creek	1 Feb, 1875	14	6	6	14	96 7 5	18	101 2 11	13	89 5 1	81 5 3
Maundy	...	48	38	30	56	144 4 5	174	390 13 3	58	295 12 8	239 5 5
Marulan	10 April, 1875	29	11	4	36	438 2 4	65	602 8 1	27	298 13 4	741 17 1
Merriwulla	1 Jan, 1874	27	5	10	22	639 13 6	47	290 7 3	24	464 2 8	455 18 1
Merriwa	1 Sept, 1874	9	2	5	6	120 8 2	9	19 18 6	9	129 10 4	19 16 4
Miller's Point	6 Feb, 1878	...	120	52	77	...	626	1,164 8 7	153	554 10 9	609 17 10
Milton	1 Jan, 1874	41	8	0	43	307 1 9	66	149 17 10	15	151 14 10	265 4 9
Minni	1 June, 1876	38	44	15	67	890 13 7	216	1,434 5 8	52	683 18 5	1,331 5 10
Mittagong	1 Sept, 1872	104	27	22	109	3,015 2 12	145	1,959 18 5	68	1,539 0 6	2,565 14 1
Molong	1 Oct, 1871	93	12	13	37	850 11 0	63	357 10 0	24	373 0 4	830 1 6
Morpeth	...	124	25	35	114	3,539 13 4	158	1,470 1 5	90	2,004 1 3	3,005 13 1
Moruya	1 Jan, 1874	45	27	13	50	1,624 19 0	125	884 19 3	42	618 4 3	1,391 14 0
Mose Vale	1 Sept, 1876	18	22	12	28	160 1 8	56	328 5 4	25	212 10 3	276 16 2
Mount Victoria	1 Aug, 1876	24	19	29	720 5 9	70	953 12 4	47	646 15 7	1,027 2 6	
Mudgee	1 Oct, 1871	88	24	20	92	2,604 12 7	120	1,445 10 11	76	1,517 4 7	2,532 18 11
Murrumburrah	1 Mar, 1877	32	19	10	41	710 11 6	191	1,066 5 10	35	378 5 9	1,400 21 7
Murrumbundi	1 Oct, 1871	177	41	74	114	7,510 15 5	192	2,637 3 5	109	4,957 8 1	5,199 10 9
Muswellbrook	11 Dec, 1871	74	25	74	74	1,865 4 7	141	779 1 0	64	397 7 1	1,746 18 6
Narrabri	2 June, 1873	54	17	14	57	1,720 9 9	86	607 19 4	27	979 7 8	1,319 1 5
Neligen	12 July, 1875	28	9	7	25	43 7 11	43	702 12 5	10	39 13 1	106 0 3
Newcastle	1 Oct, 1871	703	436	329	811	25,378 8 0	2,400	21,111 15 5	894	17,772 13 5	23,717 10 0
Newtown	...	718	283	202	794	8,304 13 0	2,190	7,270 17 0	608	6,248 8 3	9,338 6 9

G.—continued

Name of Branch.	Date of establishment.	Number of Accounts open at close of 1871.	Number of Accounts opened during 1876.	Number of Accounts closed during 1878.	Number of Accounts remaining open at close of 1878.	Balance on 31st December, 1877.	Total Deposits, including Interest.		Total Withdrawals.		Balance at credit of Depositors at close of 1878.
							Number	Amount.	Number	Amount.	
						£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	
Orange	11 Dec, 1871	197	171	102	266	4,793 13 1	790	5,331 7 0	236	4,133 10 10	5,971 10 0
Oxford-street	11 Aug, 1873	1,008	661	404	1,205	22,147 18 8	5,201	22,067 18 0	1,752	20,373 16 5	23,832 0 3
Paddington	"	269	129	73	325	4,193 19 3	1,273	5,173 2 9	350	4,362 13 10	5,008 10 2
Parkes	1 Jan, 1874	79	19	23	75	1,323 13 11	178	903 8 0	64	870 0 11	1,302 1 0
Park-street	20 May, 1878	"	135	47	88	"	483	1,063 19 5	110	644 16 2	1,021 8 3
Parramatta	1 Oct, 1871	142	93	66	174	3,618 5 7	649	2,743 17 7	132	2,520 15 8	3,846 7 6
Parramatta-street	11 Aug, 1873	437	310	230	517	10,137 6 7	2,394	9,639 10 3	707	9,243 6 9	9,633 10 1
Paterson	12 July, 1875	11	11	3	19	221 4 11	21	169 8 2	9	144 13 7	245 10 6
Penrith	1 Oct, 1871	92	19	23	88	3,319 13 1	177	1,001 3 2	65	2,078 8 1	2,242 8 2
Petersham	1 Feb, 1875	63	59	13	109	677 13 1	285	1,107 4 0	61	563 6 10	1,226 10 3
Picton	1 Sept, 1874	59	36	14	81	1,137 6 10	150	1,520 9 0	48	1,105 11 11	1,551 3 11
Port Macquarie	11 Dec, 1871	120	41	25	136	6,211 0 7	206	3,232 7 9	93	3,934 19 3	5,563 9 1
Pymont	1 Oct, 1871	36	38	23	51	450 0 8	336	334 13 9	72	662 15 1	640 16 4
Queanbeyan	11 Dec, 1871	42	25	9	58	516 1 6	263	310 10 11	37	486 19 5	339 13 0
Raymond Terrace	1 Sept, 1872	79	20	17	82	1,836 11 0	113	1,194 3 2	47	1,238 12 11	1,742 1 3
Redfern	1 Oct, 1871	257	184	115	325	3,303 4 7	1,416	4,528 0 1	363	3,503 3 6	4,328 1 2
Richmond	11 Dec, 1871	71	47	18	100	623 13 10	171	979 10 6	54	578 12 1	1,026 1 3
Rookwood	12 July, 1875	18	3	5	16	50 15 5	13	13 4 0	6	33 5 6	30 14 5
Ryde	1 Jan, 1874	63	12	11	54	2,311 7 7	89	896 6 4	34	676 10 3	2,440 17 8
Ryde	1 Feb, 1875	23	21	3	46	633 6 3	90	572 5 5	20	734 2 5	401 9 8
Rylstone	2 June, 1873	10	3	1	12	125 18 11	5	14 0 8	7	84 17 7	55 2 0
St Leonards	1 Feb, 1876	181	115	81	212	2,222 1 3	923	2,223 3 2	211	2,004 10 7	2,330 13 10
St Mary's	1 Sept, 1876	13	6	2	17	131 10 3	24	109 8 6	11	169 17 1	121 1 8
Scone	11 Dec, 1871	15	2	4	13	398 7 7	13	95 15 0	14	208 12 0	224 10 7
Singleton	1 Oct, 1871	273	65	74	264	3,662 18 10	591	2,512 6 4	165	2,668 0 1	3,507 5 1
Sofala	1 Sept, 1874	47	10	2	55	1,067 0 1	74	417 10 7	13	166 12 3	1,317 18 5
Stroud	1 Feb, 1875	29	17	7	39	699 15 7	110	1,457 7 6	16	755 10 4	1,333 3 0
Tamworth	11 Dec, 1871	124	95	56	163	1,691 16 5	420	3,101 6 10	108	1,942 13 2	2,850 8 1
Taree	1 Feb, 1875	40	16	9	47	652 10 0	56	599 4 3	19	344 3 0	907 11 3
Tenterfield	1 Sept, 1874	40	13	12	41	663 1 8	49	200 11 1	34	239 13 0	563 19 9
Terara	1872	121	23	23	121	3,973 11 6	139	1,335 7 0	82	1,671 0 0	3,742 13 6
Trunkay Creek	1 Feb, 1875	10	5	5	10	230 11 4	12	198 6 2	11	166 7 2	262 10 4
Tumut	22	16	2	36	233 12 6	84	461 4 8	8	155 16 8	649 0 6	
Tweed Junction	1 Sept, 1874	13	8	8	13	233 6 11	23	113 11 4	11	179 7 9	167 10 6
Ulladulla	1872	21	"	"	21	337 5 3	15	38 7 9	5	71 10 0	304 3 0
Ulladulla	12 July, 1875	15	8	7	16	274 16 5	22	204 8 6	14	196 0 0	233 4 11
Urala	1 Mar, 1878	"	5	"	5	"	12	22 18 1	"	"	22 18 1
Vegetable Creek	1 Sept, 1874	35	24	24	85	3,202 0 6	101	1,266 0 2	50	1,647 8 0	2,910 18 8
Wagga Wagga	11 Dec, 1871	137	104	64	177	2,167 16 1	358	2,836 7 11	136	1,805 9 8	3,198 14 4
Do. Railway Station	2 Dec, 1878	"	4	"	4	"	4	46 4 0	"	"	46 4 0
Wallend	1 Sept, 1874	103	43	37	109	2,790 4 6	220	1,442 16 4	108	1,701 0 8	2,532 0 2
Waratah	11 Dec, 1871	43	9	17	35	1,208 18 9	66	473 11 4	35	902 16 5	669 13 8
Wardell	1 Jan, 1876	20	13	7	23	132 3 6	44	226 3 10	17	300 9 3	37 18 1
Warralda	1 Sept, 1874	4	7	7	4	61 11 9	10	169 7 10	10	187 5 0	43 14 1
Watson's Bay	1 Feb, 1875	17	27	20	15	42 7 8	100	147 11 11	39	134 2 7	55 17 0
Waverley	1 Aug, 1876	43	46	20	69	260 10 11	207	567 0 3	78	458 8 0	609 2 5
Wee Waa	11 Dec, 1871	31	7	8	30	510 9 1	18	157 15 0	13	386 13 4	231 10 9
Wellington	2 June, 1873	43	30	23	50	1,129 10 9	81	625 7 11	48	1,143 6 1	611 12 7
West Kempsey	1 Sept, 1874	29	11	5	35	399 10 7	41	327 1 0	12	325 3 9	310 8 7
West Maitland	1 Oct, 1871	71	40	38	73	2,341 19 0	241	1,600 12 4	87	2,192 14 0	2,249 17 4
William-street	11 Aug, 1873	738	460	327	801	15,733 7 8	3,733	12,755 15 6	1,037	12,193 7 4	16,343 15 10
Windsor	1 Oct, 1871	33	7	15	25	2,376 4 2	29	209 9 1	29	1,966 0 4	1,110 12 11
Wingham	11 Dec, 1871	14	4	2	16	713 3 8	16	175 2 6	9	206 5 9	632 0 5
Wollombi	"	16	"	5	11	926 4 10	11	136 2 10	13	414 19 2	647 8 6
Wollongong	11 Oct, 1871	108	75	47	136	5,298 5 9	233	2,240 18 3	132	3,373 2 1	3,666 1 11
Woollahra	8 Feb, 1872	103	38	22	119	976 4 6	262	921 9 9	74	885 7 3	1,211 7 9
Woonona	11 Dec, 1871	114	25	29	110	4,635 5 2	218	2,408 3 7	93	3,107 18 3	3,905 10 6
Yass	1 Sept, 1872	130	45	29	146	3,237 16 0	228	1,296 17 7	90	1,638 9 8	2,901 3 11
Young	11 Dec, 1871	164	59	46	177	3,017 13 0	277	1,937 3 8	112	1,815 13 3	3,139 3 5
Sydney	1 Oct, 1871	3,634	2,558	2,032	4,160	180,239 18 9	15,073	142,304 17 2	7,929	145,598 0 4	179,065 15 7
Shipping Master	1 April, 1876	2	"	"	2	60 5 8	6	43 1 6	3	31 0 0	72 7 2
Newcastle	do.	"	"	"	"	"	"	"	"	"	"
General Total		16,065	9,853	6,961	13,937	467,452 10 10	59,932	377,704 8 4	22,593	365,132 1 0	480,024 17 5

Notes:—Rate of interest allowed to depositors, 4 per cent. per annum. Deposits invested in Government securities.

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H.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1878, together with a statement of the total amount due to all Depositors at the close of 1878.

	£	s.	d.		£	s.	d.	
Balance brought forward from 1877	467,452	10	10	By Amount of Repayments during 1878 ...	365,132	1	9	
To Cash received from Depositors during 1878	360,704	10	2	Balance as per S. B.				
Interest added to Depositors' Accounts for 1878.....	16,999	18	2	Ledger	478,292	8	4	
				Unpaid Warrants.....	1,732	9	1	
	£	845,156	19	2		480,024	17	5
					£	845,156	19	2

LIABILITIES AND ASSETS.

	£	s.	d.		£	s.	d.		
To Balance due to all Depositors at close of 1878.....	480,024	17	5	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%	374,096	13	11		
				Cash in hands of Controller	10,145	0	3		
				Ditto in Treasury not invested	92,769	15	7		
				Interest due on balance remaining uninvested to 31st December, 1878, computed at 4%	3,381	3	4		
Balance	2,151	15	8	Interest due on investments to 31st December, 1878	1,784	0	0		
	£	482,176	13	1		£	482,176	13	1

PROFIT AND LOSS ACCOUNT.

	£	s.	d.		£	s.	d.		
To Departmental Expenses for 1878	2,212	5	1	Balance from preceding Account	2,460	5	8		
Interest added to Depositors' Accounts for 1878.....	16,999	18	2	By Amount, being the difference in the value of Securities purchased in 1878 ...	143	14	11		
				Amount of Interest on investments in "Four per Cents".....	15,378	15	0		
				Interest due on balance in the Treasury, not invested to 31st December, 1878, at 4%	3,381	3	4		
Balance	2,151	15	8						
	£	21,363	18	11		£	21,363	18	11

F. W. HILL, Controller.
Savings' Bank Department, Sydney, 7 March, 1879.

SAUL SAMUEL,
Postmaster General.

I certify the foregoing Statement of Accounts of all Deposits received and paid from 1st January to 31st December, 1878, has been examined and found to correspond with the Books and Accounts of the Government Savings' Bank.

21st March, 1879.

C. ROLLESTON,
Auditor General.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.

(FURTHER PAPERS).

Ordered by the Legislative Assembly to be printed, 7 November, 1878.

No. 1.

Messrs. Foster & Thomson, New York, to The Postmaster General, New South Wales.

Sir,

New York, 29 January, 1878.

We enclose herewith letter from Messrs. John Mackrell & Co., of London; also duplicate declaration by the Pacific Mail Steamship Company and their sureties in regard to the New South Wales and New Zealand Mail Service which we have obtained to be executed by the said Company.

We are, &c.,

FOSTER & THOMSON.

[Enclosure.]

Messrs. Mackrell & Co. to The Postmaster General, N.S.W.

Sir,

21, Cannon-street, London, E.C., 10 January, 1878.

We have the honor to transmit you herewith a deed of declaration, signed by the Pacific Mail Steamship Company and their sureties, sanctioning for the year 1878 the carrying of the mails by such an altered route and at such a rate of payment as may have been or may be agreed upon between yourself and the Postmaster General of New Zealand and the Company.

We shall be obliged by your acknowledging the receipt.

We are, &c.,

JOHN MACKRELL & CO.

New South Wales and New Zealand Mail Service.

Declaration by the Pacific Mail Steam-ship Company and their Sureties,—Dated 25 May, 1877.

To all to whom these presents shall come We the Pacific Mail Steam-ship Company of New York in the United States of America John Francis Ure John Lennox Kincaid Jamieson and William Pearce of Glasgow in Scotland Engineers and Ship-builders trading under the style or firm of John Elder & Co. and Donald Robert Macgregor of Leith in Scotland Ship-owner and M.P. send greeting Whereas by a Bond or Obligation dated the twenty-third day of July one thousand eight hundred and seventy-five and sealed with the common seal of us the said Pacific Mail Steamship Company and with the respective seals of us the said John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor We the said Pacific Mail Steamship Company John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor acknowledge ourselves to be jointly and severally held and firmly bound to The Honorable John Fitzgerald Burns the Postmaster General of the Colony of New South Wales as such Postmaster General and acting for and on behalf of the Government of such Colony and to the Honorable Sir Julius Vogel a Knight Commander of the Most Distinguished Order of St. Michael and St. George the Postmaster General of the Colony of New Zealand as such Postmaster General and acting for and on behalf of the Government of such Colony in the sum of twenty-five thousand pounds of lawful money of the United Kingdom of Great Britain and Ireland to be paid to the said John Fitzgerald Burns and Sir Julius Vogel and their successors in their respective offices of Postmaster General of the said Colony of New South Wales and Postmaster General of the said Colony of New Zealand which said Bond or Obligation after reciting certain Articles of Agreement made and entered into on the twenty-third day of July one thousand eight hundred and seventy-five between the said John Fitzgerald Burns as Postmaster General of and acting for and on behalf of the Government of the said Colony of New South Wales of the first part the said Sir Julius Vogel as Postmaster General of and acting for and on behalf of the Government of the said Colony of New Zealand of the second part and the above bounden Pacific Mail Steamship Company of the third part relating to and providing for the conveyance by the said Pacific Mail Steamship Company during the period of eight years to be computed from the fifteenth day of November one thousand eight hundred and seventy-five of Her Majesty's Mails and all other mails of whatever country or place which the Postmasters General or either of them should at any time or from time to time require the said Pacific Mail Steamship Company to convey between Sydney and San Francisco and between San Francisco and Sydney and between New Zealand and San Francisco and between San Francisco and New Zealand and from and to all and every or any of these ports to and from the ports of Honolulu in the Sandwich Islands and Kandavau in the Fiji Islands

according to the routes within the respective times and in manner in the said Articles of Agreement provided is subject to a certain condition thereunder written by which it is declared that if in case the said Pacific Mail Steamship Company while the whole or any part of the services of the said Articles of Agreement in the said Bond or Obligation recited agreed to be performed or to be performed shall not provide or in any case having provided they shall not keep seaworthy and in complete repair and readiness for the purpose of conveying for a period of eight years to be computed from the fifteenth day of November one thousand eight hundred and seventy-five all Her Majesty's Mails which and all other mails which the Postmaster General for the time-being of the Colony of New South Wales and the Postmaster General for the time-being of the Colony of New Zealand or either of them shall at any time or from time to time require the said Pacific Mail Steamship Company to convey between Sydney and San Francisco and between San Francisco and Sydney and between New Zealand and San Francisco and between San Francisco and New Zealand and from and to all and every or any of those ports to and from the said ports of Honolulu and Kaudavau a sufficient number of and not less than five good substantial and efficient screw steam-vessels of the first-class and fully equal to Class 100 A1 Lloyd's Register and of not less gross registered tonnage than two thousand five hundred tons each constructed of iron and propelled by first rate engines of adequate power for a minimum continuous speed of 11 nautical miles per hour or in case any vessels shall be employed in the said service which shall not have been approved by the Postmaster General or an officer or officers appointed by them for the purpose or in case any vessel which on any such survey as mentioned in the said Articles of Agreement recited in the said Bond or Obligation shall have been disapproved of or in which such deficiency or defect as in the said recited Articles in the said Bond or Obligation mentioned shall have appeared shall be employed in the conveyance of Mails before such defect or deficiency has been repaired or supplied to the satisfaction of the Postmaster General or officer requiring the same the said Pacific Mail Steamship Company John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor or some or one of them or the successors executors or administrators of some or one of them do and shall in any or either of the said cases pay unto the Postmaster General of the said Colonies the sum of twenty-five thousand pounds as and for liquidated damages then the said Bond or Obligation now in recital shall be void. And whereas with the assent of us the said John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor Her Majesty's and other Mails have (for a portion of the said period of eight years in the said condition of the said Bond or Obligation mentioned) been conveyed by the said Pacific Mail Steamship Company between the said Colonies of New South Wales and New Zealand and San Francisco and between San Francisco and the said Colonies by other routes and within other times and at other rates of payment than those in the said Articles of Agreement mentioned. And whereas negotiations have been commenced and are still proceeding between the Postmasters General and the said Pacific Mail Steamship Company for a permanent alteration of the routes by which the times within which and the rates of payment at which Her Majesty's and other mails should according to the terms of the said Articles of Agreement be conveyed between the said Colonies and San Francisco and between San Francisco and the said Colonies and to enable a temporary arrangement or temporary arrangements to the like effect to be made the said Company have requested permission from the present Postmasters General of the said Colonies respectively to continue to convey during the remainder of the present year and (but only as hereinafter mentioned) during the year one thousand eight hundred and seventy-eight Her Majesty's and other mails between the said Colonies and San Francisco and between San Francisco and the said Colonies by routes and within times and at rates of payment other than the routes times and rates of payment in the said Articles of Agreement mentioned which permission the said Postmasters General are disposed to grant if we the said John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor will testify by executing these presents our assent to the variations which have already been made and to those which during the remainder of the present year one thousand eight hundred and seventy-seven and (but only as hereinafter mentioned) during the year one thousand eight hundred and seventy-eight shall or may be made in pursuance of such temporary arrangement or arrangements from the routes times and rates of payment in the said Articles of Agreement mentioned. Now these Presents witness that notwithstanding that Her Majesty's and other mails which the Postmasters General of the said Colonies respectively or either of them have required or may require the said Pacific Mail Steamship Company to convey between the said Colonies and San Francisco and between San Francisco and the said Colonies have already or may during the remainder of the present year one thousand eight hundred and seventy-seven or during the year one thousand eight hundred and seventy-eight (but as regards the year one thousand eight hundred and seventy-eight in so far only as such mails shall be conveyed during the completion of any voyage or voyages commenced in the present year) be conveyed by routes and within times and at rates of payment other than those in the said Articles of Agreement mentioned we the Pacific Mail Steamship Company John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor still are and will continue to be jointly and severally held and firmly bound in the said sum of twenty-five thousand pounds in the said Bond or Obligation mentioned in the same manner in all respects as we should be if such mails had been or should continue to be conveyed according to the routes within the times and at the rates of payment in the said Articles of Agreement mentioned and we declare that if during the remainder of the present year or during the year one thousand eight hundred and seventy-eight while the said mails shall be conveyed during the completion of any voyage or voyages commenced in the present year the mails shall be conveyed by routes other than those in the said Articles of Agreement mentioned the said condition written under the said Bond or Obligation shall if it be necessary so to do be read and have the same force and effect as if during the period when the mails shall be conveyed by such other routes the words in the said condition "between Sydney and San Francisco and between San Francisco and Sydney and between New Zealand and San Francisco and between San Francisco and New Zealand and from and to all and every or any of those ports to and from the said ports of Honolulu and Kaudavau" were not contained therein and as if the following words "between Sydney and San Francisco by way of Auckland or any port in New Zealand which may from time to time be appointed by the Postmasters General for the time being or either of them and assented to or adopted by the said Pacific Mail Steamship Company and between San Francisco and Sydney by way of Auckland or any port in New Zealand which may be so appointed and assented to or adopted as last aforesaid" were inserted in lieu thereof. And we do further declare that if the negotiations hereinbefore mentioned shall be

be without result and no agreement for a permanent alteration of the routes by which the times within which and the rates of payment at which the said mails should according to the terms of the said Articles of Agreement be conveyed shall be arrived at the said Bond or Obligation shall notwithstanding remain in full force and effect and the said conditions thereunder written shall (after the said mails shall have ceased to be conveyed by routes other than those in the said Articles of Agreement mentioned) cease to be read as if certain words were not contained therein and as if certain other words were inserted in lieu thereof as hereinbefore provided for. In witness whereof the said Pacific Mail Steamship Company have hereunto caused their Common Seal to be affixed and the said John Francis Ure John Lennox Kincaid Jamieson William Pearce and Donald Robert Macgregor have hereunto set their hands and seals the twenty-fifth day of May one thousand eight hundred and seventy-seven.

L.S.

Signed sealed and delivered by the within-named John Francis Ure John Lennox Kincaid Jamieson and William Pearce in the presence of—
 JOHN MILNE Accountant with John Elder & Co. Fairfield Goran Glasgow. }
 JOHN F. URE.
 JOHN L. K. JAMIESON.
 W. PEARCE.

Signed sealed and delivered by the within-named Donald Robert Macgregor in the presence of—
 JOHN MILNE Accountant with John Elder & Co. Fairfield Goran Glasgow. }
 DONALD R. MACGREGOR.

Signed sealed and delivered by Wm. P. Clyde, President, Pacific Mail Steamship Company, in the presence of—
 CHARLES S. HILL. }
 WM. P. CLYDE, President.

State of New York, county of New York, }
 city of New York. }

On this 20th day of September, 1877, before me personally came Wm. P. Clyde, President of the Pacific Mail Steamship Company, of the city of New York, with whom I am personally acquainted and know to be the said officer of the Company aforesaid, who, being duly sworn, declared that he resided in the city of Brooklyn, State of New York, that he knew the corporate seal of the Company aforesaid, that the seal affixed to the above instrument was such seal affixed by order of the Board of Directors of the said Company, and that he signed his name thereunto by like authority.

CHARLES S. HILL (20),
 Notary Public.

L.S.

Her Britannic Majesty's Consulate General, New York.

I, Edward Mortimer Archibald, Esq., Companion of the Most Honorable Order of the Bath, Her Britannic Majesty's Consul General for the States of New York, New Jersey, Connecticut, Rhode Island, and Delaware, do hereby certify, that I have reason to believe that the signature subscribed and seal affixed to the certificate hereunto annexed, are the true signature and seal of Charles S. Hill, who was, on the day of the date of said certificate, a Notary Public in and for the State of New York, duly commissioned and sworn, to whose official acts faith and credit are due,

In witness whereof, I do hereunto set my hand and seal of office at the city of New York, this twenty-first day of September, in the year of our Lord one thousand eight hundred and seventy-seven.

PIERREPONT EDWARDS,
 Vice-Consul.

Submitted.—S.H.L., 18/3/78.

Acknowledge receipt and let Mr. Williams, the Crown Solicitor, have the declaration for his perusal.—J.F.B., 18/3/78.

No. 2.

The Secretary to the Post Office, Sydney, to Messrs. Foster & Thomson,
 New York.

Gentlemen,

General Post Office, Sydney, 21 March, 1878.

I am directed to acknowledge the receipt of your communication of the 29th January last, enclosing a letter from Messrs. John Mackrell & Co., of London; also duplicate declaration of the Pacific Mail Steamship Company and their sureties in regard to the New South Wales and New Zealand Mail Service which you obtained to be executed by the said Company.

I have, &c.,
 S. H. LAMBTON,
 Secretary.

No. 3.

The Secretary to the Post Office to The Crown Solicitor.

Sir,

General Post Office, Sydney, 25 March, 1878.

I am directed to forward herewith for your perusal a duplicate declaration by the Pacific Mail Steamship Company and their sureties in regard to the New South Wales and New Zealand Mail Service which has been received from Messrs. John Mackrell & Co., of London, through Messrs. Foster & Thomson, of New York.

I have, &c.,
 S. H. LAMBTON.

No. 4.

No. 4.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, 18 April, 1878.

I have the honor to return herewith the declaration by the Pacific Mail Steamship Company and their sureties respecting alteration in the New South Wales and New Zealand Mail Service of date 24th December last, forwarded for my perusal, and to state that no action is required to be taken in the matter.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Read.—S.H.L., 23/4/78.

No. 5.

The Agent General, London, to The Colonial Secretary, Sydney.

Sir,

London, 3, Westminster Chambers, Victoria-street, S. W.,
28 February, 1878.

In continuation of my despatch of the 15th instant, respecting the San Francisco Mail Service, I have now the honor to enclose herewith letters, dated 21st and 22nd instant, from Messrs. Mackrell & Company, relative to Mr. D. R. Macgregor, one of the sureties under the contract, whose suspension of payment was reported in my despatch of the 13th ultimo.*

I have, &c.,

WILLIAM FORSTER.

P.S.—I annex a copy of a letter dated 9th instant, from Postmaster James, of New York, to Sir Daniel Cooper, relative to the transmission through America of the San Francisco Mails, received here on the morning of Monday, the 18th instant (delivered on the evening of Saturday, the 16th instant).—W.F.

[Enclosures.]

Messrs. Mackrell & Co. to The Agent General for New South Wales.

New Postal Contract.

Dear Sir,

21, Cannon-street, London, E.C., 21 February, 1878.

We beg to inform you that we have ascertained that the estate of Mr. Donald Robert Macgregor has been put in sequestration, in Scotland, and that Mr. Thomas Stephen Lindsay, of 55, Castle-street, Edinburgh, and 31, Poultry, in this city, has been appointed the trustee in such sequestration.

In pursuance of the instructions we have received, we have prepared and served on Mr. Lindsay, personally, a notice of the liability Mr. Macgregor is under to the Governments in respect of the present Postal Contract.

We have, &c.,

JOHN MACKRELL & CO.

Messrs. Mackrell & Co. to The Agent General for New South Wales.

Postal Contracts.

Dear Sir,

21, Cannon-street, London, E.C., 22 February, 1878.

On the other side we send you copy of a letter which we have received from Mr. Lindsay, the trustee under Mr. Macgregor's sequestration.

His suggestion that a new surety, or cautioner as he terms it, should be provided in the place of Mr. Macgregor, so as to relieve the estate of the latter from the liability which exists under the present Bond, can only be carried out with the consent of the Pacific Mail Steamship Company, and of the other sureties to the Bond. The new surety, moreover, if one were proposed, must be a person of whose responsibility the Governments would have to be satisfied.

In acknowledging the receipt of Mr. Lindsay's letter, we have thought it right to inform him that we take exception to his statement, that nothing has yet occurred which would entitle the Colonial Governments to claim on Macgregor and Co.'s estate, for that breaches of the contract may have occurred of which we are at present in ignorance.

We have, &c.,

JOHN MACKRELL & CO.

Mr. T. Lindsay to Messrs. Mackrell & Co.

D. R. Macgregor and Co.'s Sequestration.

Dear Sirs,

31, Poultry, London, E.C., 21 February, 1878.

With reference to the notice which you served here yesterday, on behalf of the Postmaster General of the Colony of New South Wales, and the Postmaster General of the Colony of New Zealand, I understand that the claim of £25,000 is contingent upon any breach under a certain contract for carrying the Mails between San Francisco and the Colonies.

The ships belong to John Elder & Co., of Glasgow, and are, I believe, under charter to the Pacific Mail Company of New York.

Nothing has yet occurred which would entitle the Colonial Governments to claim on Macgregor & Co.'s estate, and for aught I can now see nothing of the kind is likely to occur; but it might be a satisfactory solution of the difficulty and relieve the estate of any contingent claim if Elder & Co. were to satisfy the Governments' Agent by providing a new cautioner in room of Macgregor, who can now be of no further service to them. I shall be glad to hear from you as to this.

Yours, &c.,

THOMAS S. LINDSAY.

The Postmaster of New York to Sir Daniel Cooper.

My dear Sir Daniel,

Post Office, New York City, N.Y., Office of the Postmaster, 9 February, 1878.

Let me thank you for your kind letter, which I regret to have left unanswered so long, and also for the generous manner in which *The Times*, through your kind offices, spoke of our efforts in forwarding the Australian Mail.

I am pleased to say that, in receiving and forwarding your mail of this week, we have been equally fortunate.

Owing to the heaviest snow-storm of the season, the trains during the past ten days were all behind time; but, through the exertions of General Superintendent Vail, of the Railway Mail Service, and President Scott, of the Pennsylvania Railway, the train that morning was in time, arriving at 6:30 a.m., and the mail left New York on board the "Abyssinia" of the Cunard line, which sailed at 7 o'clock.

You

* NOTE.—Merely enclosing copy of the Declaration (*vide* enclosure to No. 1 of this series) and copies of correspondence with Messrs. J. Mackrell & Co. and others, on matters of detail not necessary to be published.

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You should have it in London on Saturday at least, thereby securing its arrival three days ahead of schedule time.
From New York to San Francisco the postal officials are all alive to the importance of rapid transit, and unless some unforeseen accident should occur, I don't think there will be any delay in the future.
With best wishes for your personal welfare,—

I am, &c.,
THOMAS L. JAMES,
Postmaster.

Postmaster General, B.C., 15/4/78.—M.F. The Secretary to the Post Office, B.C., 15/4/78.—M.R.A.

No. 6.

Minute of the Postmaster General.

I HAVE to request that my hon. colleague, the Colonial Secretary, will be good enough to send the following telegram to the Colonial Secretary, New Zealand, and also to the Agent General, London, viz. :—
“Assembly has approved modified contract for Pacific Mail Service.”—J.F.B., 2/5/78.

The Principal Under Secretary, B.C., 2/5/78.—S.H.L.
Telegrams to Agent General and Colonial Secretary, New Zealand, 2 May, 1878.
The Secretary to the Post Office, B.C., 3/5/78.—M.R.A. Read.—S.H.L., 4/5/78.

No. 7.

Minute of Secretary to the Post Office.

WILL the Principal Under Secretary be good enough to move the Colonial Secretary to cause the following telegram to be sent to the Agent General, London, and to the Colonial Secretary, New Zealand ?
“Legislative Council has approved modified contract for Pacific Mail Service.”

B.C., 10/5/78.—S.H.L. Telegram, Agent General, 10 May, 1878. The Secretary to the Post Office, B.C., 10/5/78.—M.R.A. Read.—S.H.L., 11/5/78.

No. 8.

The Postmaster General, New South Wales, to The Postmaster General, New Zealand.

Sir,

Sydney, 10 June, 1878.

As the modification of the terms of the Pacific Mail Company's contract has now been sanctioned by the Legislatures of both New Zealand and this Colony, it will be needful to prepare for execution a fresh Agreement to meet the altered conditions.

It would, perhaps be more convenient to have the necessary documents prepared in England, as was the case with the present Agreement and Bond.

If you concur in this view, it will perhaps be desirable that instructions be at once sent to our respective Agents General to take the necessary action ; and it would, I think, be as well to take advantage of the opportunity to obtain another surety in lieu of Mr. Macgregor, if the Agents General should now consider it advisable to make a change.

I enclose a printed form of the present Agreement, with alterations* noted thereon, which will perhaps afford the persons drafting the new Agreement information as to the nature of the modification, so far as relates to New South Wales.

If you would note in similar manner the effect of the modification as regards New Zealand, it would be a simple way of communicating instructions for the preparation of the new documents.

Should your views agree with those above expressed, I should be glad to be informed of your concurrence by telegram, as early as convenient.

I have, &c.,
J. F. BURNS.

No. 9.

Telegram, Postmaster General, Sydney (from N.Z.), to Colonial Secretary, Sydney.

Wellington, New Zealand, 12 July, 1878.

WILL you would send the following telegram to the Agents General :—Make joint application with Vogel to contractors Pacific Service to propose fresh surety in room Macgregor.

No. 10.

Telegram from Colonial Secretary, Sydney, to Agent General, London.

Sydney, 12 July, 1878.

MAKE joint application with Vogel to contractors Pacific Service to propose fresh surety in room Macgregor.

Read. The Colonial Secretary was asked to remind Mr. Forster as to the necessity for securing another surety in lieu of Mr. Macgregor. *Vide* letter G.P.O., 6/8/78, as to execution of new contract agreement modification Pacific Mail Service.—S.H.L., 6/8/78.

No. 11.

* NOTE.—Alterations made on printed copy of original contract, ordered by the Legislative Assembly to be printed, 19 November, 1875.

No. 11.

The Secretary, General Post Office, Wellington, New Zealand, to The Secretary to the Post Office, Sydney.

Sir,

General Post Office, Wellington, 20 July, 1878.

I have been directed by the Postmaster General to acknowledge receipt of the Hon. Mr. Burns' letter of the 10th ultimo, pointing out that as the modification of the terms of the Pacific Mail Company's Contract had now been sanctioned by the Legislatures of New South Wales and New Zealand, it would be necessary to have an amended agreement prepared and executed to meet the altered conditions of the service. I have also to acknowledge receipt of a printed copy of the existing Contract, showing the proposed alterations with respect to the modifications as affecting your Colony.

2. The opportune presence of the Hon. Mr. Burns in New Zealand enabled the matter of the modified service being fully discussed by the Hon. Mr. Burns and the Postmaster General of this Colony, and a mutual understanding has been arrived at.

3. It has been agreed that the amended Contract shall be prepared in London, and that the Agents General be instructed forthwith to take necessary action. Also, that the contractors be requested to submit another surety in the place of Mr. Macgregor; and with respect to this I am to state that on the 12th instant Sir Julius Vogel was directed by telegram to confer with the Agent General for your Colony, and make the necessary application to the contractors. Practically, therefore, this point has been disposed of, and it is assumed a somewhat similar telegram has been sent from your Colony to Mr. Forster.

4. I forward you a printed form of Contract, with particulars of the amendments, adapting the service to the requirements of this Colony. These amendments have also been agreed to by the Postmasters General.

5. I have only to remark that the Postmaster General is of opinion, in which opinion the Hon. Mr. Burns concurs, that all premiums and penalties should be paid and deducted in respect of the through voyages only, and that the sums should be paid and shared equally by the two Colonies. The contractors, however, to be still liable for penalties for late arrival at Auckland from San Francisco.

6. The necessary instructions to the Agent General, in connection with the preparation of the amended Agreement, go forward by the outgoing mail, and by a subsequent mail Sir Julius Vogel will be requested to take such steps as may give practical effect to the wishes of the Hon. Mr. Burns and the Hon. Mr. Fisher, as expressed in paragraph seven of the joint memorandum agreed to on the 11th instant, a copy of which I have to enclose for your information.

I have, &c.,
W. GRAY,
Secretary.

Extract from a Memorandum relative to Duplication of Cable, modified San Francisco Service, and General Postal Union, by the Honorable J. F. Burns, Postmaster General of New South Wales, and the Honorable J. T. Fisher, Postmaster General of New Zealand, dated, Wellington, 11 July, 1878.

We are of opinion:—

* * * * *
6. That the Agents General for New South Wales and New Zealand should be instructed by telegram to request the contractors for the Pacific Mail Service to propose a fresh surety in the room of Mr. Macgregor for the due performance of the service.
* * * * *

Submitted.—S.H.L., 31/7/78. Inform my hon. colleague the Colonial Secretary that I wish the Agent General to be requested to cause the new bond and agreement to be executed as herein proposed. The New Zealand office can be apprised of our intention to take this course.—J.F.B., 2/8/78.

No. 12.

The Secretary to the Post Office to The Under Secretary, Colonial Secretary's Department.

Sir,

Sydney, 5 August, 1878.

As the modification of the Pacific Mail Steamship Company's contract for the conveyance of mails between Sydney and San Francisco has been ratified by Parliament (in terms of the resolution, copy of which is appended hereto), it becomes necessary to take steps for the execution of an amended Contract Agreement.

Alterations noted on printed copy of original contract ordered by the Legislative Assembly to be printed, 19th November, 1875.

I am to state that Mr. Burns, when recently in New Zealand, personally discussed this matter with the Postmaster General of that Colony, and it was agreed between them that the alterations noted in manuscript on the printed copy of the existing Contract Agreement, forwarded herewith, represented the modifications approved of by the respective Parliaments of both Colonies. It was also considered by them desirable that the new Contract Agreement should be prepared in London.

I am therefore to request that you will be good enough to move the Colonial Secretary to cause instructions to be given by the next mail to the Agent General for New South Wales to co-operate with the Agent General of New Zealand (who has already been communicated with by his Government) in taking the necessary action in this matter. It would be well to add to the instructions to the Agent General that the opportunity should be availed of to request the contractors to submit another surety in the place of Mr. Macgregor, if Mr. Forster and Sir Julius Vogel have not already succeeded in obtaining one, in compliance with a request conveyed to them by cablegram on the 12th July last.

I have, &c.,
S. H. LAMBTON.

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No. 13.

The Secretary to the Post Office, Sydney, to The Secretary, General Post Office,
Wellington, New Zealand.

Sir,

General Post Office, Sydney, 14 August, 1878.

With reference to your letter of the 20th ultimo, in connection with the modification of the Pacific Mail Steamship Company's Contract for the conveyance of mails between Sydney and San Francisco, I am directed to inform you that a communication has been addressed to the Colonial Secretary's Office here, requesting that instructions may be sent by the next outgoing mail to the Agent General of this Colony to co-operate with the Agent General of New Zealand in having the new Contract Agreement prepared in London, and also in the matter of obtaining another surety in place of Mr. Macgregor.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 14.

The Agent General, London, to The Colonial Secretary, Sydney.

Sir,

London, 3, Westminster Chambers, Victoria-street, S.W., 18 July, 1878.

Adverting to your telegram of the 12th instant, received on the 13th instant,—

"Make joint application with Vogel to contractors, Pacific Service, to propose fresh surety in room Macgregor,"—

I have the honor to inform you that Sir Julius Vogel also received, on the 12th instant, the following telegram from his Government on this subject:—

"Frisco contract—confer with Forster, and jointly apply contractors to submit fresh surety in place of Macgregor."

And that in consequence a joint letter, dated 15th instant, a copy of which is enclosed, has been addressed to our solicitors, Messrs. Mackrell & Co., requesting them to give effect to the instructions contained in the telegrams.

I have, &c.,

WILLIAM FORSTER.

[Enclosure.]

The Agents General for New Zealand and New South Wales to Messrs. Mackrell & Co.

Gentlemen,

7, Westminster Chambers, S.W., 15 July, 1878.

We have the honor to request that you will give your attention to the request contained in the enclosed copy of telegrams, and make the necessary application to the contractors for the Mail Service to submit a fresh surety in the place of Mr. Macgregor.

We are, &c.,

JULIUS VOGEL.

A. A. JOPP, Capt. R.E., Sec.,

(For Agent General for New South Wales.)

Postmaster General, 4/9/78.—M.F.
Read.—J.F.B.

The Secretary to the Post Office, B.C., 4/9/78.—M.R.A.

[62.]

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGES ON OUTWARD AUSTRALIAN AND NEW ZEALAND
MAILS.

(CORRESPONDENCE CONCERNING ARRANGEMENTS WITH IMPERIAL GOVERNMENT.)

Ordered by the Legislative Assembly to be printed, 19 June, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, on the 20th day of May, 1879, That there be laid upon the Table of this House,—

“Copies of all Correspondence respecting the proposed or actual change in
“the amount payable to the English Postal Authorities out of the Postages
“on Outward Australian and New Zealand Mails.”

(Mr. Burns.)

SCHEDULE.

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POSTAGES ON OUTWARD AUSTRALIAN AND NEW ZEALAND MAILS.

No. 1.

Circular Despatch of the Secretary of State for the Colonies.

Sir,

Downing-street, January 17, 1879.

Referring to my circular despatch of the 1st July last, respecting the proportion to be retained by Her Majesty's Government in England of the postage receipts on correspondence passing between this country and the Australasian Colonies, I have now the honor to inform you that the Lords Commissioners of the Treasury have, at my suggestion, consented to allow the existing arrangements to continue until the 1st February, 1880, when the Imperial contract with the Peninsular and Oriental Company expires; so that during the interval the whole question of the mail service between this Country and the Colonies may be fully discussed, and arrangements made as to the terms upon which it is to be conducted in future.

The concession which is thus made in the interest of the Colonies will, I feel satisfied, be fully appreciated by your Government, and I trust that they will readily co-operate with Her Majesty's Government in the endeavours to arrive at a satisfactory and permanent settlement of the whole question.

I should remind you that before 1873 the cost of the Australian Service was divided equally between the Colonies and the Mother Country, the Colonies, in conjunction with India, paying their share of the service as far as Point de Galle, and half of the cost of the service between Ceylon and Sydney, which port was then the terminus of the Peninsular and Oriental Company's steamers conveying the mails.

The various Colonies being dissatisfied with the manner in which the Peninsular and Oriental Company performed the service between Point de Galle and Sydney, the Imperial Post Office, in deference to their representations, gave notice to the Company to terminate the contract for such service, and the contract consequently expired at the end of the year 1872.

By a letter from the Treasury, dated the 14th August, 1872, an offer was made through this office, on the part of the Imperial Government, to convey the Australian mails between this Country and Point de Galle free of all cost to the Colonies, and to contribute one-half of the expense of a service once every four weeks between Point de Galle and any port in the Colonies they themselves might select, such contribution, however, to be limited to £40,000 a year, the Colonies, in combination, providing their own packet service between Point de Galle and Australia.

It was also represented that the Imperial Government would be disposed to contribute towards a second service, provided it was alternative with the other, *i.e.*, that there should be sufficient interval between the arrival or departure of the steamers for the purpose of correspondence; and as the Treasury had been informed that it was the intention of Queensland to establish a line of packets between Brisbane and Singapore, *via* Torres Straits, the Treasury letter also contained an offer to convey the Queensland mails between England and Singapore free of all charge; but expressly declined, on the part of the Imperial Government to contribute towards the expense of the packet service between Singapore and Queensland.

This offer was followed by a conference, held at Melbourne, between delegates from the different Colonies, and the result of such conference was that, owing to the rivalry of Victoria and New South Wales, particularly with reference to the question as to whether Melbourne or Sydney should be the port for the arrival and departure of the mails, the Colonies were unable to come to any unanimous conclusion. The offer made by the Treasury on the part of the Imperial Government, therefore, fell to the ground. Victoria thereupon made a contract itself with the Peninsular and Oriental Company for the conveyance of mails between Point de Galle and Melbourne; Queensland a contract for a service between Brisbane and Singapore; New South Wales and New Zealand for one with San Francisco; and the Treasury, on behalf of the Imperial Government agreed to carry the mails which might go by the Galle and Melbourne route, free of charge, between this Country and Galle; those that might be sent by the Singapore and Brisbane route, free of charge between England and Singapore; and those mails which might be sent by the New South Wales, New Zealand, and San Francisco route, free of charge between England and San Francisco.

The Treasury likewise agreed that besides having these mails carried free of charge between this Country and Point de Galle, Singapore, and San Francisco, the Colonies should, in consideration of their providing their own packet service between those ports and Australia, &c., receive the whole of the postage on the mails conveyed, excepting only the British inland rate, on the correspondence sent from the United Kingdom, and the Foreign transit rates paid by the Imperial Post Office, on such portion of the correspondence as might be sent or received in the mails *via* Brindisi.

It was, however, distinctly stipulated that, so far as the Imperial Government was concerned, the arrangement above adverted to should only last for a period of five years, which has now expired. The Treasury in 1873 decidedly refused to entertain the question of the extension of such arrangements beyond such period, and it was clearly the intention of Her Majesty's Government at that time, that the question of the division of postage between the Imperial and Colonial Post Offices should be reconsidered before any fresh arrangements were come to at the end of such five years.

The offer made by Her Majesty's Government in 1872 contemplated only a service to the Australian Colonies *via* Point de Galle, towards which the Imperial Post Office would contribute; but that offer fell through, owing to the differences of opinion as to the terminal port entertained by Victoria and New South Wales; and Her Majesty's Government, in again approaching the subject, are compelled to look upon the Postal Services with the Australian Colonies, &c., as a whole; for I have to draw your attention to the fact that the Colonies, by adopting separate services, have entailed upon the Imperial Government a cost greatly in excess of what it would otherwise have been called upon to provide.

It

It appears from calculations made by direction of the Postmaster General that under the present arrangement the charge to the Imperial Government is as follows:—

Eastern Sea Service	....	....	....	....	....	£58,000
Egyptian Land Transit	...	...	...	...	...	1,700
Atlantic Sea Service	...	...	...	...	...	9,600
United States Land Transit	....	....	....	....	....	15,700
						£85,000

The Lords of the Treasury are unable to approve of so large an expenditure in future, feeling that it is more than is required for the conveyance of the mails in an efficient and adequate manner, and that this multiplicity of services, and the consequently enhanced cost does in fact result from the inability of the Colonies to agree amongst themselves upon any one route for the carriage of their mails. And the time being at hand when the existing arrangements would expire, their Lordships did not find themselves in a position to prolong those arrangements as desired by the Colony of Victoria, except upon terms which would tend to relieve the Imperial exchequer, and they resolved, as a simple and fair proposal, that the General Post Office should receive 4d. on each letter instead of the present inland postage.

The proposal will not be insisted on during the current year, but in opening fresh negotiations on the Mail Service I must point out to you that it is the duty of Her Majesty's Government to deal with the subject with due regard to the interests of the British public who are not concerned in the maintenance of separate Services for the convenience or pleasure of the several Colonies; and if it be desired to continue the three Services now in existence, viz.:—Melbourne—Galle, Brisbane—Singapore, and Sydney—San Francisco, or even to start an additional line, as appears to be contemplated in South Australia, it is only reasonable that the cost of maintaining them should be borne by the Colonies, and not by the Mother Country, which has no voice in the selection of these routes, or in the contracts under which they are worked.

I have therefore to request you to lay this despatch without delay before your Ministers, and to inform me whether any negotiations are in progress, or any arrangements made for the carriage of mails after the 1st of February, 1880, from the Colony under your government to any place on the homeward route; and I shall be glad if the Agent General for your Colony, or some other person, can be instructed and fully empowered to conduct the subsequent negotiations upon this subject with Her Majesty's Government, and to conclude whatever agreements may be arrived at.

I have, &c.,
M. E. HICKS BEACH.

No. 2.

The Agent General, London, to The Colonial Secretary, New South Wales.

Sir, 3, Westminster Chambers, Victoria-street, S.W., 30 January, 1879.

I have now the honor, in continuation of my letter, No. 14-79, of the 17th instant, to enclose copy of a letter from the Colonial Office, dated 17th instant, transmitting a copy of the circular despatch of that date from the Secretary of State for the Colonies to the Governors of the Australasian Colonies reviewing the position of the postal question, together with copy of my reply, dated 20th instant.

I have, &c.,
WILLIAM FORSTER.

[Enclosure 1.]

The Colonial Office to The Agent General.

Sir, Downing-street, 17 January, 1879.

With reference to the letter from this department of the 2nd instant, I am directed by the Secretary of State for the Colonies to transmit to you, for your information, copy of a circular despatch which he has this day addressed to the Governors of the Australasian Colonies reviewing the position of the postal question, and inviting the Colonial Governments to take part in negotiations for a fresh settlement of the question on the termination of the present arrangements on the 1st February, 1880.

I am, &c.,
ROBERT G. W. HERBERT.

Circular 17th January, 1879, *vide* No. 1 of this set of papers.

[Enclosure 2.]

The Agent General to The Colonial Office.

Sir, 3, Westminster Chambers, 20 January, 1879.

I have the honor to acknowledge the receipt of your letter of the 17th instant, transmitting for my information, with reference to your letter of the 2nd instant, copy of a circular despatch which the Secretary of State had on the 17th instant addressed to the Governors of the Australasian Colonies, reviewing the position of the postal question, and inviting the Colonial Governments to take part in negotiations for a fresh settlement of the question on the termination of the present arrangements on the 1st February, 1880.

I have, &c.,
WILLIAM FORSTER.

The Postmaster General.—H.P., 20/3/79. The Secretary to the Post Office. B.C., 21/3/79., M.R.A.

No. 3.

Minute of the Postmaster General, New South Wales.

General Post Office, Sydney, 22 April, 1879.

In May, 1873, the Imperial Government notified that they would convey the Australasian mails free of charge between the United Kingdom and Galle, Singapore, and San Francisco, respectively, allowing the Colonies, in consideration of their providing their own packet services between the three last-named ports and the Australasian Colonies, the whole of the postage on the mails despatched from the Colonies, and also the postage collected in Great Britain, less one-sixth of the latter as representing the British Inland rate.

rate. This arrangement, which was to continue for five years (and under which the mails have since been conveyed), expired last year, and was renewed for another year, at the instance of the present Secretary of State for the Colonies, in consequence of a remonstrance from the representatives of the Australian Colonies and New Zealand against the proposal of the Imperial Government, made in May last, to retain four-sixths instead of one-sixth of the postage collected at their end, which proposal was accompanied by an intimation that some, even less liberal arrangement was contemplated at the termination of the present Victorian contract; and I regret to observe that the twelfth paragraph of the despatch under notice seems to indicate that it is seriously contemplated by the Home Government to contribute in future to the support of one service only for the Australasian Colonies.

The question now remitted to the Colonies by Sir Michael Hicks Beach is embodied in the last paragraph of his despatch, in which he desires to be informed "whether any negotiations are in progress or any arrangements made for the carriage of mails after the 1st February, 1880, from the Colony under your government, to any place on the homeward route; and I shall be glad if the Agent General for your Colony, or some other person, can be instructed and fully empowered to conduct the subsequent negotiations upon this subject with Her Majesty's Government, and to conclude whatever agreement may be arrived at."

The first part of this paragraph would lead to the inference that the Secretary of State supposes that the whole of the contracts for the mail services in connection with these Colonies will expire this year, or early next, when in fact the contract for the San Francisco mail service will not terminate until 1883, and the only contract which does so expire is that of the Colony of Victoria for the service to Galle.

As the Agent General has already had this matter under his consideration, and the papers show that he is thoroughly acquainted not only with all that has transpired but with the full bearing of the question to be dealt with, I recommend that Mr. Forster be instructed to represent this Government in the negotiations which are proposed, with the view of arriving at an agreement as to the terms upon which the Imperial Government will unite with the Colonies in providing mail communication between the Mother Country and her Australasian possessions.

There are statements in the Secretary of State's despatch which seem to me to require some notice. The ninth paragraph states that "it was however distinctly stipulated that, so far as the Imperial Government was concerned, the arrangement above adverted to [that is, the existing arrangement] should only last for a period of five years, which has now expired. The Treasury, in 1873, decidedly refused to entertain the question of the extension of such arrangements beyond such period." The Government of this Colony, so far as I can learn, had no intimation whatever to this effect. It is true that the arrangement was to be for five years, but there is nothing in the correspondence which was sent here to lead to the supposition that a less liberal arrangement would be proposed at the termination of the five years, especially after the Australasian Colonies had committed themselves to the costly enterprise of establishing on their sole responsibility three mail services. Believing that these services were as advantageous to the Mother Country as to the Colonies themselves, the expectation was naturally entertained that at the termination of the five years we should receive at least the same support from the Imperial Government as was accorded in 1873; especially as it was distinctly stated in a letter from Mr. Monsell to the Lords of the Treasury, dated the 15th May, 1873, enclosed in Lord Kimberley's despatch of the 13th June, 1873, that "looked at financially, the scheme [*i.e.*, the one now in operation] "will be somewhat beneficial to the Imperial revenue, as compared with the existing arrangement."

I note that in the eleventh paragraph, in stating the charge to the Imperial Government of the present mail services, the Lords of the Treasury add that they "are unable to approve of so large an expenditure in future, feeling that it is more than is required for the conveyance of the mails in an efficient and adequate manner, and that this multiplicity of services, and the consequently enhanced cost, does in fact result from the inability of the Colonies to agree amongst themselves upon any one route for the carriage of their mails. And the time being at hand when the existing arrangements would expire, their Lordships did not find themselves in a position to prolong those arrangements as desired by the Colony of Victoria, except upon terms which would tend to relieve the Imperial exchequer; and they resolved, as a simple and fair proposal, that the General Post Office should receive 4d. on each letter, instead of the present inland postage." In answer to this, I would point out that no *one* mail service could meet the requirements of the whole of the Australasian Colonies, geographically situated as they are. For instance, if South Australia, Tasmania, and Victoria had to rely upon the San Francisco service as their only means of communication with the Mother Country, the course of post between South Australia and England would be lengthened by nearly ten days, and in the cases of Victoria and Tasmania about seven days; whilst, as regards the Point de Galle route, if that were the only line, the communication between New Zealand and England would be about eleven days longer in each direction. The same applies to Queensland; if that Colony had to depend on either the San Francisco or Suez-Melbourne route as the only means of communication, its course of post would also be lengthened by several days.

In the case of New South Wales, we get our letters conveyed by way of America in about 45 days, at a cost of 6d., against about 55 days occupied *via* Suez and Southampton. By paying the extra 2d. no doubt letters can be conveyed *via* Brindisi in about the same time as *via* San Francisco, but a further and a greater advantage to the Australasian Colonies, more especially New South Wales and New Zealand, of the mail service *via* San Francisco, is the maintenance of rapid and regular communication with the great continent of America, the advantages of which both to the Mother Country and the Colonies must be apparent. Not the least important result has been that the competition caused by the establishment of this service has greatly expedited the delivery of the mails by the Galle route, and it has thus shortened the course of post. Moreover, the service cannot be given up at present, as the contract will not expire for four years.

It may be further urged that all the Colonies contribute to each other's services at a loss to themselves. Take the case of the Galle service,—for every letter sent to and from New South Wales *via* Galle, this Colony pays to Victoria at the rate of 6d. per half-ounce, being the full letter rate, and in the case of letters received from England we actually lose the one penny kept by Great Britain. The same applies to Queensland as the contracting Colony for the Torres Straits line, and to New South Wales as the contracting Colony for the Pacific line. New South Wales, even under the present arrangements with the Imperial Government, in using the Galle line, actually sustains an annual loss of about £3,000 (this sum representing one-sixth of the postage collected in England, and the cost of conveying mails to and from Melbourne); whilst in maintaining communication with San Francisco, and taking into account all postage received under existing arrangements, she sustains an actual loss of about £23,200 per annum. I

I am quite aware that the San Francisco service occasions extra expense to England, inasmuch as she has actually to pay for the conveyance of our mail matter across the Atlantic and by the American railways; whereas in the case of the other two routes—Galle and Torres Straits—she uses her own means of conveyance for the Australian mails to and from Point de Galle, and to and from Singapore. The vessels conveying the mails to and from these places and Great Britain would still run in Imperial and Indian interests, and even if not a single Australian letter were sent that way, the cost would be the same; so that I do not quite see the basis on which the charge of £58,000 for the Eastern Seas service, mentioned in the eleventh paragraph of the despatch, is arrived at. The facts are, I believe, that it actually costs the Imperial Government only the small amount of £1,700 for Egyptian land transit, to carry out the part of their agreement with the Colonies which provides for the conveyance of Australian mails between England and Galle, and England and Singapore.

So far as can be ascertained from information at my command, the loss sustained for 1878 by New South Wales, New Zealand, Victoria, and Queensland—the Colonies that respectively maintain the mail services between Sydney and San Francisco, Melbourne and Point de Galle, Brisbane and Singapore,—is about as follows:—

The cost to New South Wales and New Zealand of the service between Sydney and San Francisco	£82,450
They receive in postage collected in the Colonies on outward mail matter	£21,122
Do. do. from the United Kingdom on inward mail matter	19,258
Do. do. from non-contracting Colonies for use of the line	5,740
	<hr/> 46,120
Loss sustained by New South Wales and New Zealand	£36,330
The cost to Victoria of the service between Melbourne and Point de Galle is...	£92,500
She receives in postage collected on outward mail matter	£16,000
Do. do. from the United Kingdom on inward mail matter	14,000
Do. do. the non-contracting Colonies for the use of line	48,000
	<hr/> 78,000
Loss sustained by Victoria	£14,500
The cost to Queensland of the service between Brisbane and Singapore is	£20,000
She receives in postage collected on outward mail matter	£3,900
Do. do. from the United Kingdom on inward mail matter	3,600
Do. do. from the non-contracting Colonies for the use of line	1,450
	<hr/> 8,950
Loss sustained by Queensland	£11,050
The total loss to the Colonies on the three services is therefore about	£61,880

If the Imperial Authorities were to retain any larger portion of the postage, the loss on these services would be increased, whilst the cost to Great Britain would be correspondingly reduced.

Under existing arrangements the cost to the United Kingdom, according to the despatch dated the 17th January, 1878, of Sir Michael E. Hicks Beach, of these three services, is as under:—

Eastern Sea Service	£58,000
Egyptian Land Transit	1,700
Atlantic Sea Service	9,600
United States Land Transit	15,700
Total	<hr/> £85,000

As I have before observed, the charge of £58,000 the Imperial Government would have to bear, whether the Australian mails were conveyed by the Eastern Sea Service or not. If this amount therefore is deducted, it will leave only £27,000 as the cost of the several services to the Home Government, and this will be still further reduced by the amount retained for Inland Postage, estimated at £10,000, leaving the comparatively small sum of £17,000 as representing the actual loss, under present arrangements, in maintaining communication with the Australasian Colonies.

The principle which I believe the English Postal Authorities endeavour to carry out is to make every service self-supporting as far as possible; but this, I hardly think, is expected in the case of their Ocean Mail Services, for I find it stated in the Report of the Postmaster General of the United Kingdom for the year 1878, that the annual loss sustained by the Imperial Post Office in maintaining mail communication with the East Indies, China, Japan, America, and other countries, is no less than £291,300 per annum. It may therefore be strongly urged that the relationship which exists between the Australasian Colonies and the Mother Country (conferring, as it does, such an immense benefit to the latter, in the shape of trade), fully justifies the Colonies in expecting that the Imperial Government should share any loss that may be incurred in maintaining the very necessary services that are now in existence, and which have been found to satisfy the different interests of the various Australasian Colonies. In fact, it appears to me that the first endeavour of our representative should be to try to induce the Imperial authorities to recognize the principle that they should bear a fair portion of the burden of mail communication with the Colonies, in its national interest, and quite apart from the consideration of the costliness or profitableness of the services, as viewed from a purely postal and economical stand-point. At the same time the fact should not be lost sight of, that even viewing the question of cost, the more expensive half of these services, under present arrangements, falls upon the Colonies, owing to the partial development of steamship traffic at this end of the line, while the competition of the numerous steam companies at the other end reduces the cost of mail communication to a comparatively small amount—so small indeed that in the case of the San Francisco Service, the retention by the United Kingdom of two-thirds of the postage collected in that country, would defray the whole cost of conveyance to and from the United Kingdom and San Francisco. This

This minute, in which I have dealt briefly with some of the points likely to arise in the course of the negotiation, might be forwarded to Mr. Forster, and he should be fully empowered to make the best arrangement he can for the settlement of the question. It is hoped, however, that the Imperial Government will recognize that the Colonies have a strong claim for more liberal consideration than suggested in the last paragraph but one of the despatch, and that no action will be taken by the withdrawal of Imperial aid from any of the existing services which will imperil their continuance.

SAUL SAMUEL.

No. 4.

The Secretary to the Post Office to The Principal Under Secretary.

General Post Office,

Sir,

Sydney, 24 April, 1879.

I am directed to forward a minute of the Postmaster General, dated the 22nd instant (together with some printed copies of it), on the subject of the despatch of the Right Honorable the Secretary of State for the Colonies, dated the 17th January, 1879, relating to future arrangements for the Australian Mail Services, and to request that you will move the Colonial Secretary to be good enough to cause the Agent General to be empowered to represent this Colony in the manner indicated by Mr. Samuel, and also to cause the Secretary of State for the Colonies to be informed that the Agent General for New South Wales has been empowered to act for this Colony, in accordance with the request contained in the last paragraph of Sir Michael Hicks Beach's despatch.

I have, &c.,

S. H. LAMBTON.

[Enclosure. Vide No. 3.]

No. 7.

No. 5.

The Colonial Secretary to The Agent General.

Sir,

Colonial Secretary's Office, Sydney, 24 April, 1879.

By a circular despatch from the Secretary of State, dated 17th January, the Governments of the Australasian Colonies are pressed to give an answer on the subject of the future arrangements for the conveyance of the mails to and from Europe and America; and each Colony is invited to appoint a person in London "who can be instructed and fully empowered to conduct subsequent negotiations on this subject with Her Majesty's Government and to conclude whatever agreements may be arrived at."

2. The Government of this Colony has decided to entrust you with the representation of its interests in this matter; and I now inclose copies of a minute by the Postmaster General, which will serve in the main for your guidance. By the next outgoing mail, I shall cause a memorandum to be transmitted to the Secretary of State, embodying the substance of Mr. Samuel's minute, so far as it contains no special instruction to yourself as Agent for the Colony.

3. I have the fullest confidence that in the somewhat difficult negotiations which may arise out of this matter, not only with the Imperial Government, but with the representatives of the other Colonies, you will use every care and vigilance to protect the interests of New South Wales.

4. This communication is made to apprise you without loss of time of the important duties you are required to undertake. By the same mail that conveys the decision of the Government to the Secretary of State, a Commission under the Great Seal of the Colony shall be transmitted to you giving you full powers.

I have, &c.,

HENRY PARKES.

No. 6.

Minute of the Postmaster General to The Colonial Secretary.

REFERRING to the telegram from New Zealand herewith, and the annexed paragraph from the *Sydney Morning Herald* of this day, I would suggest to the Colonial Secretary that the following messages be sent to the Agent General and the Secretary of State for the Colonies, viz. :—

To the Agent General,—*Re* Secretary of State's despatch, 17th January, you are fully empowered to represent this Government in proposed negotiations. Contend for continuance of assistance to 'Frisco service until termination of contract. Letter sent to you 24th.

To the Secretary of State,—*Re* despatch, 17th January, Agent General empowered to represent this Government in proposed negotiations.

S.S., 28 April, 1879.

Extract from Sydney Morning Herald of 28th April, 1879.

Fortnightly Mail Service *via* Suez.

WE have been courteously furnished by Sir Bryan O'Loghlen, Acting Chief Secretary of Victoria, with the following telegram :—

Mr. Berry has interviewed the Lords of the Treasury, who have consented to reduce the demand of the Imperial share of postage from 4d. to 2d.

The Victorian Government have instructed Mr. Berry to accept the tender of the Peninsular and Oriental Company for a fortnightly service.

No. 7.

7

No. 7.

Telegram from Acting Chief Secretary, Victoria, to Colonial Secretary, New South Wales.

28 April, 1879.

Mr. Berry has interviewed the Lords of the Treasury, who have consented to reduce the demand of the Imperial share of postage from four-pence to two-pence. The Victorian Government have instructed Mr. Berry to accept tender of Peninsular and Oriental Company for fortnightly service.

Submitted, 28/4/79. Postmaster General.—H.P., 28/4/79. The Secretary to the General Post Office, B.C., 28/4/79.—C.W. Seen.—S.S., 30/4/79.

No. 8.

Telegram from Colonial Secretary, New South Wales, to Agent General, London.

2/5/79.

Re Secretary of State's despatch, 17th January, you fully empowered to represent this Government. Letter of instructions, 24th April. Contend for continued assistance to American service during contract.

No. 9.

Telegram from Agent General to Colonial Secretary, New South Wales.

2 May, 1879.

TREASURY propose fortnightly service by Galle, impounding two-pence upon all service after February, Graham Berry stating his belief of approval from Sydney. Have protested, Vogel concurring. * * *

Seen by P.-M.-G.—S.H.L., 5.

No. 10.

Telegram from Secretary to Post Office, Wellington, New Zealand, to Secretary to Post Office, Sydney.

7 May, 1879.

FOLLOWING telegram, dated London, 2nd May, received from Agent General, on Saturday last:—"Treasury consequent upon Graham Berry's stationing fortnightly Suez service Melbourne, Sydney probably intimate impound twopence all services after February. Have expressed doubt Berry's authority act Sydney, or that Sydney favor fortnightly Suez service. Protested also against changes during present Frisco contract; Forster concurring. Sir Bryan O'Loughlen also telegraphed the Colonial Secretary that consequence upon interview Mr. Berry had with Lords of the Treasury, they had consented to reduce their demand for Imperial share of postage from fourpence to twopence." Postmaster General is of opinion Agents General should continue to urge our claims for continuance existing payments until expiry Frisco contract. Postmaster General would also be glad to be informed whether Mr. Berry was acting with authority on behalf of your Colony.

No. 11.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

Sydney, 8 May, 1879.

THIS Government no party to arrangement made by Mr. Berry for fortnightly service *via* Suez. We contend, like yourselves, for continuance of present contribution to Frisco service until termination of contract.

No. 12.

The Colonial Secretary to His Excellency the Lieutenant-Governor.

Sir,

Colonial Secretary's Office, Sydney, 8 May, 1879.

I have the honor to enclose telegraphic message, which your Excellency will oblige by forwarding to the Secretary of State, in reference to proposal submitted by the circular despatch of January 17, and an arrangement recently reported to have been made by the Imperial Government with Mr. Graham Berry.

I have, &c.,

HENRY PARKES.

Send telegram accordingly.—A.S., 9/5/79. Telegram sent accordingly.—R.B., P.S., 9/5/79.

[Enclosure.]

Telegram from Government of New South Wales to The Right Honorable the Secretary of State.

Sydney, 8 May, 1879.

WITH reference to circular despatch of January 17th, Agent General appointed to represent this Government. Fortnightly service *via* Galle will not meet the wants of New South Wales, nor do we think it will be accepted by Queensland or New Zealand.

No. 13.

No. 13.

Telegram from the Governor of South Australia to the Lieutenant-Governor of
New South Wales.

RECEIVED following telegram from Secretary of State, London, 13th May:—"Inform other Governors Treasury will continue present arrangement, carriage of mails, but after 1st February next will retain two-pence instead of penny.—HICKS BEACH."

Colonl. Secty.—A.S., 15/5/79. Postmaster Genl.—H.P., 17/5/79. The Secretary to the
General Post Office, B.C., 19th May, /79.—C.W.

No. 14.

Telegram from Postmaster General, New Zealand, to Postmaster General, Sydney.

25 May, 1879.
In response to late telegram from Secretary of State, Agent General instructed by cable to conduct negotiations on behalf of Colony in the matter of postage payments; also informed that Government approved of the views expressed in his letter of 24 July last to Colonial Office (see our printed papers F.V.A., 1878, page 9). Agent General also desired to contend for continuance existing postage payments until termination Frisco service.

[6d.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

 POSTAL COMMUNICATION BETWEEN THE UNITED KINGDOM
 AND THE AUSTRALASIAN COLONIES.

(CORRESPONDENCE CONCERNING ARRANGEMENTS WITH IMPERIAL GOVERNMENT.)

Ordered by the Legislative Assembly to be printed, 12 December, 1878.

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POSTAL COMMUNICATION BETWEEN THE UNITED KINGDOM AND THE
AUSTRALASIAN COLONIES.

No. 1.

Minute of the Secretary, Post Office.

As the existing agreement with the Imperial Government for the conveyance of our mails between San Francisco and England has now only nine months to run, and as no communication has yet been made to us relative to the probable terms under which these mails will be conveyed in the future, I would suggest the desirability of the Agent General being telegraphed to and requested to make some inquiry as to what is being done by the Home authorities in reference to this matter, and to let us know as soon as possible what the future terms are likely to be.

The correspondence which took place in 1876, in connection with the increased charge for American transit, shows that Mr. Forster is fully cognizant of the present position of this question, and will no doubt be prepared, if necessary, to advocate an adherence on the part of the Imperial Government to the terms of existing arrangements.

S. H. LAMBTON,
22/3/78.

No. 2.

Minute of the Postmaster General.

I HAVE to request that my honorable colleague the Colonial Secretary, will be pleased to send the telegram annexed to Mr. Forster, the Agent General.—J.F.B., 26/3/78.

[Telegram referred to.]

PARLIAMENT has voted subsidy for Pacific Service, also for service between Sydney and Fiji for this year. We intend asking Parliament this week to approve modified Pacific Contract. Wish you would ascertain if English Government inclined in future agreement to be no less liberal than at present, with Pacific Service.

The Principal Under Secretary, B.C., 26/3/78.—S.H.L. Telegram sent, 26 March, 1878.

No. 3.

Telegram from Agent General, London, to Colonial Secretary, New South Wales.

CONSULTED Cooper, Vogel; all think English Government not now indicating intention alter present postal arrangement. Highly impolitic to raise question which might suggest alteration. Await instructions. 4/4/78.

Postmaster General, B.C., 6/4/78.—M.F. The Secretary to the Post Office, B.C., 6/4/78.—M.R.A. Read.—J.F.B., 9/4/78.

No. 4.

The Agent General, London, to The Colonial Secretary, New South Wales.

Sir,

London, 12 April, 1878.

I have the honor to inform you that having received, on the 28th ultimo, your following telegram, without date (probably Sydney, 27th ultimo)—“Parliament has voted subsidy for Pacific Service, also for service between Sydney and Fiji, for this year, we intend asking Parliament this week to approve modified Pacific Contract. Wish you would ascertain if English Government inclined in future agreement to be no less liberal than at present with Pacific Service.”—I invited Sir Daniel Cooper, and Sir Julius Vogel, Agent General for New Zealand, to confer with me on this subject. A copy of the correspondence, &c., in connection therewith is herewith enclosed, and I have the honor to invite your attention to my minute of the 4th instant, which embodies the result of our consultation, in consequence of which I telegraphed to you on the 4th instant—

“Consulted Cooper, Vogel; all think English Government not now indicating intention alter present postal arrangement. Highly impolitic to raise question which might suggest alteration. Await instructions.”

I have, &c.,

WILLIAM FORSTER.

[Enclosures.]

Mr. Forster to Sir Julius Vogel.

Sir,

3, Westminster Chambers, S.W., 1 April, 1878.

I have the honor to enclose herewith a copy of a telegram, without date, but believed to have been dispatched from Sydney on the 27th ultimo, which I received on the 28th ultimo, from the Chief Secretary of New South Wales, relative to the San Francisco Mail Service.

I shall be glad to have an interview with you before taking any further steps to carry out the instructions which I have received in this telegram. I propose also to invite the assistance and advice of Sir Daniel Cooper, who, as you are aware, has on former occasions been consulted by my Government in matters connected with the Mail Service, and who co-operated with us in the negotiations with Lord Carnarvon relative to the transit charges which took place about two years ago, and which will probably now have to be reopened.

If

If convenient to yourself, I would ask Sir Daniel Cooper to meet us, at this office, at 12 o'clock on Thursday next, the 4th instant, when we can fully consider the steps which it may be desirable to take, in order, if possible, to bring to a satisfactory issue the important question raised in the telegram.

I have, &c.,

WILLIAM FORSTER.

MEMO.—Mr. Cashel Hoey called to say that Sir Julius Vogel would be happy to attend as proposed above.—
A.A.J., 1/4/78.

Minute by Mr. Forster.

Telegram from Sydney, received 28 March, about Pacific Service.

Sir Daniel Cooper and Sir Julius Vogel kindly came to this office, at my request, to consult. It occurred to us as possible that the attention of the Government of New South Wales may not have been directed to the fact that since the question of requiring from the Colonies of New South Wales and New Zealand a contribution towards the extra cost of transit of Colonial and Imperial mails across the American Continent, between New York and San Francisco, proposed to be exacted by the Government of the United States from that of Great Britain, had been raised in January, 1876, the cost of transit had been lowered, so as to be now actually below the original rates when the agreement for the Pacific Mail Service was made between the Imperial and Colonial Governments, and consequently that the reasons which actuated the Imperial Government in proposing or requiring that contribution no longer exist. The alteration of the cost of transit is shown in the Special Agreement, dated October 6, 1876, terminable by a year's notice, signed by "Edward Thornton, H.B.M.'s Minister," at Washington, and "Jas. N. Tyner, Postmaster General of the United States." Accordingly the result of my consultation with the gentlemen named above was, that I have dispatched to Sydney the telegram appended, and that I await the result.—W.F., 4/4/78.

GENERAL POST OFFICE.

AGREEMENT between the General Post Office of the United Kingdom of Great Britain and Ireland and the General Post Office of the United States of America. Signed at Washington, the 6th October, 1876.

SPECIAL ARRANGEMENT between the General Post Offices of the United Kingdom and the United States, fixing rates of Territorial transit charges on British closed mails conveyed across the American Continent, between Boston or New York and San Francisco.

WHEREAS Article X of the treaty concerning the formation of a General Postal Union, signed at Berne, October 9, 1874, provides that the territorial transit charges on the mails conveyed across the United States of America by the railways between New York and San Francisco shall continue to form the object of special arrangements between the post offices concerned. And whereas the territorial transit rates for the conveyance of correspondence in closed mails through the United States, fixed by the eleventh article of the Postal Convention of 7-24 November, 1868, between the General Post Office of the United Kingdom of Great Britain and Ireland and the General Post Office of the United States of America, were by a notice of one year terminated on the 24th August, 1876. The undersigned, being thereunto duly authorized by their respective Governments, and acting for and in behalf of the General Post Offices of the United Kingdom and of the United States respectively, do hereby agree that the territorial transit charges to be paid by the British Post Office to the United States Post Office on the British closed mails conveyed on and after the 24th August, 1876, across the territory of the United States between Boston or New York and San Francisco, shall be six francs per kilogramme of letters and two francs per kilogramme of newspapers, other printed matter, and patterns and samples of merchandise.

This agreement shall be terminable at any time on a notice by either office of one year.

In testimony whereof the undersigned have subscribed their names and affixed their seals hereto, at Washington, in duplicate original, this 6th day of October, 1876.

(L.S.)

EDWD. THORNTON,
H. B. M.'s Minister.

(L.S.)

JAS. N. TYNER,
Postmaster General of the United States.

Telegram from Agent General, London, to The Colonial Secretary, Sydney.

April 4, 1878.

CONSULTED Cooper, Vogel; all think English Government not now indicating intention alter present postal arrangement. Highly impolitic to raise question which might suggest alteration. Await instructions.

Postmaster General, B.C., 23/5/78.—M.F. The Secretary to the Post Office, B.C., 23/5/78.—M.R.A.

No. 5.

Telegram from Agent General, London, to The Colonial Secretary, Sydney.

20 July, 1878.

IMPERIAL Government propose, after 1878, retain four-pence out of sixpence collected here for mails by Galle, Singapore, Frisco. Colonial Office wrote Brindisi fifth. I wrote Frisco eighteenth. Shall I object now or will you instruct after receiving papers; express authority desirable before taking action.

Postmaster General, 22/7/78.—M.F. The Secretary to the Post Office, B.C., 22/7/78.—M.R.A.

Minute of the Secretary to the Post Office.

22 July, 1878.

UP to 1872 the mails of the Australasian Colonies were conveyed to and from England by way of Galle (with the exception of occasional experimental voyages by way of Panama and Torres Straits), under a contract between the Imperial Government and the P. and O. Company, the shares payable by the Colonies being assessed year by year upon the basis of letters conveyed.

Since the 1st January, 1873, the Imperial Government has conveyed the mails to and from London and Galle, to and from London and Singapore, and to and from London and San Francisco, free of charge, and has paid to the Colonies the postage received in England, less the continental transit rates, and the British inland postage of a penny out of every sixpence, the Colonies retaining the whole of the postage collected at this end—the arrangement was for five years—which period will expire on the 31st December next.

It now appears that the Imperial Government proposes to retain fourpence instead of, as heretofore, a penny out of every sixpence. In the absence of the despatches which are on their way, the only reason that can be suggested for this is, that the Imperial authorities find the present arrangement is not a profitable one for them; although I may point out the fact, that in the case of the services *via* King George's Sound and *via* Torres Straits, our mails are conveyed to and from Singapore and Galle respectively by steamers under contract with the Imperial Government, which contract would have to be maintained independently of any of the Australian mails,
In

In the case of the San Francisco mails the matter may be somewhat different. The Imperial Government, under convention with America, has to pay a certain sum per lb. on all mail matter conveyed over the American Railway, and it is understood that under the present arrangements for conveying the mails across the Atlantic, payment is also made to the steam-ship companies by weight.

It will of course be borne in mind that no part of the mail services between Sydney and San Francisco, Brisbane and Singapore, and Melbourne and Galle, is paid for by the Home Government. These mail services are maintained at the sole expense of the respective Colonies, and the value of the work done by the Imperial Government in conveying the mails to and from these three termini, represents the cost to England of the maintenance of mail communication with the Australasian Colonies.

No estimate can therefore be given of the cost to England of conveying Australian mails between England and the three termini mentioned, but it would appear from the telegram now to hand that it is considered that the cost of this work can only be met by retaining four-pence instead of a penny, as hitherto, for every sixpenny letter posted in Great Britain.

As this is a matter that concerns the whole of the Australasian Colonies, I would suggest that a copy of Mr. Forster's telegram be transmitted to each Colony, with an expression of opinion that no further action should be taken in the matter until the receipt of the Colonial Office Despatch of the 5th instant, which it is presumed will contain the reasons for the alteration proposed.—S. H. LAMBTON, 22/7/78.

The Principal Under Secretary, B.C. Telegraph Mr. Forster—Will await Despatches *re* new Postal arrangement.—23/7/78. Telegram to Agent General.—23 July, 1878. Return to Postmaster General.—23/7/78. The Secretary to the Post Office.—B.C., 23/7/78, M.R.A. Read.—J.F.B., 2/8/78.

No. 6.

Minute of the Secretary to the Post Office.

The following resolution was unanimously agreed to (at the Intercolonial Conference held in Melbourne, in May, 1878) after mature deliberation, viz.:—

“That the Agents General be requested, in view of the early termination of the Postal Treaty of 1873, between the Imperial Government and the Colonies, to elicit from the Secretary of State for the Colonies the intentions of the Imperial Government in reference to the Suez, Pacific, and Torres Straits Mail Services.”

As the Imperial Government has notified its intentions with regard to this matter, in a Despatch which will arrive here about the 15th instant, further action might be deferred until the Despatch arrives.—S.H.L., 2/8/78.

I concur, 3/8/78.—J.F.B.

No. 7.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

Sydney, 5 August, 1878.

During my absence, New Zealand, following telegram received from Agent-General, namely:—“Imperial Government propose, after 1878, retain four-pence out of sixpence collected here for Mails by Galle, Singapore, Frisco. Colonial Office wrote *via* Brindisi, fifth. I wrote Frisco, eighteenth. Shall I object now, or will you instruct after receiving papers? Express authority desirable before taking action.” To this message Colonial Secretary replied, on same day, twenty-third July, that we would await despatches. Despatches will probably arrive here end next week.

No. 8.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 5 August, 1878.

London telegrams state Imperial Government and Agents-General dealing to question payment of postages to Colonies. Were you aware matter being dealt with? Understood from you that Agents-General should not be required to deal with question until you had seen Berry.

No. 9.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 6 August, 1878.

Telegrams allege Agents-General already objected new proposal. If this be correct, seems desirable Agents-General should be urged to proceed. What is your opinion?

No. 10.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

Sydney, 6 August, 1878.

Concur with you that Agents-General should be urged to take such steps as may seem to them desirable for obtaining reversion decision Colonial Office.

No. 11.

No. 11.

The Secretary to the Post Office to The Principal Under Secretary.

Sir,

Sydney, 6 August, 1878.

With reference to the telegram from the Agent General, dated 20th ultimo, forwarded under blank cover to this office on the 22nd idem, relative to the proposal of the Imperial Government to retain four-pence out of every sixpence collected in London for Mails *via* Galle, Singapore, and San Francisco, I am directed by the Postmaster General to request that the Colonial Secretary will cause the accompanying telegram to be transmitted to Mr. Forster.

I am to add that the course now proposed is concurred in by the Government of New Zealand.

I have, &c.,

S. H. LAMBTON.

Telegram from Colonial Secretary, Sydney, to Agent General, London.

August, 1878.

ADVERTISING my telegram, 23rd ultimo, take such steps as may seem to you desirable in conjunction with Vogel to obtain reversion decision Colonial Office to charge four-pence out of sixpence collected London, for Mails by Galle, Singapore, 'Friseo.

No. 12.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

HAVE wired Vogel to protest against decision Colonial Office as to payment postages; presume you wire Forster.

No. 13.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

8 August, 1878.

"WE have also telegraphed to Agent General, who will co-operate with Vogel."

No. 14.

Secretary of State for the Colonies to His Excellency the Governor, New South Wales.

Sir,

Downing-street, 1 July, 1878.

I have the honor to transmit to you for communication to your Government, copy of a correspondence with the Lords Commissioners of the Treasury in reference to the change which, in their Lordships' opinion, should be made at the end of the present year, and should continue in force until the 1st of February, 1880, in the arrangement entered into with the Governments of the Australian Colonies and New Zealand in the year 1873, with respect to the proportion in which the postage on correspondence passing between the colonies and this country should be divisible between the Imperial and Colonial Post Offices.

I have caused a copy of this despatch and of its enclosures to be communicated to the Agent-General in this country for the colony under your Government.

I have, &c.,

M. E. HICKS BEACH.

[Enclosure 1, in No. 14.]

The Treasury to the Colonial Office.

Sir,

Treasury Chambers, 23rd May, 1878.

The Lords Commissioners of Her Majesty's Treasury have had under their consideration Mr. Malcolm's letter of the 24th November last, forwarding copy of a despatch from the Governor of Victoria, with its enclosure, urging the extension of the present postal arrangements between this country and the Australian Colonies, until the 1st February, 1880, the date on which the Colonial and Imperial contracts with the Peninsular and Oriental Steam Navigation Company will expire.

My Lords have likewise had before them the correspondence which took place in 1873, wherein their predecessors expressly declined, on the part of H. M. Government, to bind themselves as respects the arrangements in question, for a period exceeding five years, such period expiring at the end of the present year.

I am commanded to acquaint you for the information of Secretary Sir Michael Hicks Beach, that although my Lords are willing to sanction the continuance until the termination of the present contract with the Peninsular and Oriental Steam Navigation Company of that part of the arrangement made in 1873, under which the Imperial Government undertook, until the end of this year, the conveyance, free of charge, to the Colonies of the Victoria, &c. Mails between this country and Galle, the Queensland Mails between this country and Singapore, and the New South Wales and New Zealand Mails, between this country and San Francisco, and *vice versa*, they are of opinion that the arrangement under which, besides the free transmission of the mails between the above points, the whole postage on the correspondence conveyed (exclusive of the British inland rate of one penny on the outward correspondence, and the additional foreign transit rates on such of the correspondence as is forwarded *via* Brindisi) is handed over to the respective Colonies, should be modified; and that a larger share of such postage should accrue to the Imperial Post Office than it now receives, towards defraying the expense which it incurs in the conveyance of such mails.

Although perhaps the fair solution of this question would be for the Colonial and Imperial Post Offices each to retain the postage which they collect, my Lords will not now prefer such a demand; but the modification they would propose, is, that from the commencement of next year, and until the 1st February, 1880, the Imperial Post Office, instead of merely retaining, as at present, the British inland rate of one penny on outward letters, shall keep four-pence out of the postage of sixpence on all letters sent from this country to the Australian Colonies and New Zealand, handing over to the Colonies the remaining two-pence, the Colonies on their side retaining, as they do now, the whole of the postage of six-pence on the homeward letters; but accounting, however, as at present, for the additional rates upon such letters as are sent from the Colonies by the route of Brindisi, such rates being levied to defray the cost of transit through Italy and France.

According to the principle above laid down, $\frac{2}{3}$ of the postage on the outward correspondence will accrue to the Imperial Post Office, and the same principle will of course be applicable to the intermediate correspondence (*e.g.*, to letters from the Continent of Europe, India, China, &c., addressed to the Colonies), and to the outward postage of newspapers, books, and patterns.

I am, in conclusion, to request that a copy of this letter may be communicated to the Governments of the respective Colonies for their information.

I am, &c.,

WILLIAM LAW.

[Enclosure

[Enclosure 2 in No. 14.]

The Colonial Office to The Treasury.

Sir,

Downing-street, 6 June, 1878.

I have laid before the Secretary of State for the Colonies your letter of the 23rd ultimo, stating that the Lords Commissioners of the Treasury are prepared to sanction the continuance, until the termination of the present contract with the Peninsular and Oriental Steam Navigation Company, of that portion of the existing arrangement under which the Imperial Government undertakes, until the end of the present year, to convey, free of charge, to the Colonies, the Australian and New Zealand Mails to and from Galle, Singapore, and San Francisco; but that their Lordships are of opinion that a modification should take place from the commencement of next year, to continue to the 1st February, 1880, in the arrangement as to postage on the correspondence conveyed, by which a larger share may accrue to the Imperial Post Office.

Before transmitting a copy of your letter to the Governors of the Colonies concerned, Sir Michael Hicks Beach would be glad to be furnished with a statement explanatory of the reasons for which their Lordships propose this modification of the arrangements which, after much discussion, were agreed upon in 1873, in order that the Colonial Governments may at once have before them the necessary information.

I am, &c.,

J. BRAMSTON.

[Enclosure 3 in No. 14.]

The Treasury to The Colonial Office.

Sir,

Treasury Chambers, 15 June, 1878.

The Lords Commissioners of Her Majesty's Treasury have had before them Mr. Bramston's letter of the 6th instant, requesting to be informed of the reasons which have induced them to propose a modification of the arrangements under which the mails for the Australian Colonies and New Zealand are now conveyed.

I am commanded to request that you will observe to Secretary Sir Michael Hicks Beach that the arrangements referred to were limited in 1873 to a period which will expire at the end of the present year. Her Majesty's Government having, at that time, expressly declined to agree to their being extended beyond such period, my Lords need only refer the Secretary of State to the letter from this Board of the 21st August, 1873, and to the Earl of Kimberley's Despatch of the 15th September following.

On receipt of Mr. Malcolm's letter of the 24th of November last, forwarding copy of a Despatch from the Governor of Victoria, requesting the extension of the present postal arrangements until the 1st February, 1880, my Lords referred the matter for the consideration of the Postmaster General. A copy of his Lordship's report thereon, dated 10th December last, is forwarded herewith, for the information of the Secretary of State: and I am at the same time to state that, my Lords concurring in his observations, felt that they were warranted in proposing the modifications referred to in their letter of the 23rd ultimo, whereby a larger share of the postage on the outward correspondence with the Australian Colonies and New Zealand than it now receives, would accrue to the Imperial Post Office.

My Lords would only further remark that, taking the entire postage on the correspondence outwards and homewards as cue, the Imperial Post Office will only retain one-third, whilst two-thirds of the whole postage will accrue to the respective Colonial Post Offices.

I am &c.,

WILLIAM LAW.

[Enclosure 4 in No. 14.]

Lord John Manners to Lords of the Treasury.

My Lords,

General Post Office, 10 December, 1877.

I have the honor to return the letter from the Colonial Office on the subject of the Australian Mail Service, which was referred to me by your Lordships on the 28th ultimo.

That letter covers a copy of a Despatch from the Governor of Victoria, calling attention to the arrangement made by H. M. Government with the Governments of the several Australian Colonies and of New Zealand, in 1873, with respect to the carriage of the mails between the mother country and those Colonies.

The five years which that arrangement was to last will expire in December, 1878, and the Governor urges that it should be extended until the 1st of February, 1880, on which day the contract entered into between the Government of Victoria, and the Peninsular and Oriental Steam Navigation Company, on the 10th of June, 1873, will expire.

I do not feel myself at liberty to recommend a compliance with that request.

The question was very attentively considered at the time. Your Lordships' predecessors stated very decidedly, in a letter to the Colonial Office, dated the 21st of August, 1873, that H. M. Government declined to bind itself to the new arrangement for a longer period than five years, and that decision was communicated, in as decisive terms, to the Governor of Victoria in a Despatch dated the 15th September of that year.

It appears to me desirable to adhere to the resolution then come to, more especially as (so far as the Australian mails forwarded *via* San Francisco are concerned), the mother country is in a much less favourable position than she was in 1873, when the arrangement was made. At that time the contracts with the Cunard and Inman Companies were in force, and, as they were paid fixed annual subsidies, no increased cost was incurred in consequence of mails for Australia being sent to New York with the American mails.

At the present time a subsidy after the rate of four shillings per pound for letters, and four-pence per pound for printed papers and patterns is paid for the conveyance of the Australian mails from Queenstown to New York.

A largely increased payment has also been made, since October, 1876, to the United States Post Office, for the land-carriage between New York and San Francisco, of the newspapers, printed papers, and patterns contained in the Australian mails, the transit rate having been raised from six cents to one franc per pound.

Under the scheme sanctioned in 1873, the mother country retains its inland rate—one penny per half ounce—on all letters sent to Australia or New Zealand, but pays over to the Colonies the remainder of the postage collected, less the additional foreign transit rates levied on such of the letters as are forwarded by the route of Brindisi, which foreign rates are paid to the French and Italian Post Offices.

On the other hand, the mother country bears the cost of conveying by sea, as far as Point de Galle, Singapore, or New York, the Australian and New Zealand letters, as well as the charge made by the United States Post Office for the land transit over the American territory, of letters, &c., sent *via* San Francisco.

On the homeward correspondence the mother country receives nothing.

The Colonies account to this office for the foreign transit rates levied on letters from the public *via* Brindisi, but this office has to pay the whole amount to Italy and France.

While obtaining no part of the postage, the mother country undertakes to convey, at its sole expense, the mails from Singapore, Point de Galle, or New York, and also defrays the United States' transit charges on the letters to be brought by the San Francisco route.

I have, &c.,

JOHN MANNERS.

No. 15.

The Agent General, London, to The Colonial Secretary, Sydney.

Sir,

London, 3 Westminster Chambers, Victoria-street, S.W., 18 July, 1878

I have the honor to transmit for your consideration, and that of the Government, which it is obvious ought not to be delayed longer than is absolutely necessary, a letter from the Colonial Office, dated July 5, covering a Circular despatch therefrom, and other correspondence between the Treasury and various Departments of Her Majesty's Government, having reference to proposed alterations in the terms of the several Postal Services between Great Britain and the Australian Colonies, including New Zealand.

Zealand. The documents are accompanied by two separate Memoranda,* from Sir Daniel Cooper, with whom, in a postscript to the covering letter, I am requested to communicate, and who, as you are aware, has often given me valuable advice and assistance in matters relating to the Postal Service by way of San Francisco, and also from Captain Jopp, R.E., Secretary to this Office. The substance of the proposal is, that in the event of the existing arrangements for the Services in question being continued beyond the present year—a contingency which is at least rendered doubtful by the general tenor of the correspondence—"from the commencement of next year, and until the 1st January, 1880, the Imperial Post Office, instead of merely retaining, as at present, the British inland rate of one penny on outward letters, shall keep four-pence out of the postage of sixpence on all letters sent from this country to the Australian Colonies and New Zealand, handing over to the Colonies the remaining two-pence," but accounting, as at present, for the postage by way of Brindisi. In such a matter it will of course be readily understood that so far as the interests of New South Wales are concerned, it will be for the Government themselves to decide whether any and what steps will require to be taken, and that my duty is simply to place before them the circumstances as they present themselves to my apprehension, adding whatever explanation or suggestion may occur to me as available to assist the Government in arriving at their decision. And in order to avoid the appearance of committing the Government of New South Wales to a particular course, I have as yet refrained from placing myself in further communication with the Imperial authorities, or consulting the other Agents General upon the matter.

The documents and correspondence furnish, or involve, an answer to the inquiry suggested in the telegram from Sydney, received in this office on March 28, having reference to modifications of the Pacific Contract. If the inquiry had been then pressed, the Imperial Government would probably not have been prepared with an immediate answer. If an answer had been given, it would have been probably to the same effect as the one implied in the documents and correspondence before me, which it will be seen however, is not conclusive, and rather indicates a decision at which the Imperial Government may possibly arrive, after fuller and more mature consideration, than an absolute and peremptory decision. The question therefore still remains open for discussion and remonstrance by such of the several parties concerned as may consider their interests affected, or liable to be affected, by the proposed alteration.

It does not appear that the intentions of the Imperial Government in this matter, whatever they may be, and as now communicated, would, if they had been communicated or ascertained at an earlier stage, have in any material degree affected the proceedings of the Government and Legislature of New South Wales, as indicated by the telegram referred to. Whatever objections were once urged, or may have actually existed, to the Pacific Service, there can be no question now of the desirability of its continuance, or of the fixed determination of the Colonial Governments concerned to continue it permanently. The modifications referred to in the telegram in no way involved the questions of the distribution of revenue or of expenses, or of the charges for, or arising out of, the transmission of letters or packages. The modification was doubtless, and in fact is shown from other sources to have been, made, whether upon general or special grounds, irrespective of the formal co-operation of the Imperial Government, or of whatever course they might take in more or less maintaining or departing from the existing arrangement. There is accordingly no reason for supposing that any loss or injury to the service was sustained by not pressing the inquiry at the time, or that any future difficulty will be caused by the delay. And, moreover, it must be borne in mind, that had the inquiry been so pressed, the course taken would have been taken without the concurrence of the Agent General for New Zealand, and the risk might have been thereby incurred, as was at the time suggested, and the apprehension of which seems to have mainly influenced Sir Julius Vogel and Sir Daniel Cooper in recommending inaction, of inciting the Imperial Government to adopt the decision which they now seem disposed to adopt.

The question may be considered upon its merits, 1, With special reference to the contracts, whether implied or expressed, between the several Governments concerned and the Pacific Company; and 2, With reference to general or Imperial interests in their widest sense, including, of course, the public interests of Great Britain and of the several Colonies concerned. It has been demonstrated, or at any rate estimated, by Captain Jopp, in the able memorandum bearing his signature, that by the modification proposed the Imperial Government claim to be, and would be, fully reimbursed for their expenditure for the Australian service *via* San Francisco. I concur with Captain Jopp in attaching little weight, as an argument in favour of the modification proposed, to the fact of a reservation having been made by the Imperial Government, enabling them to terminate their participation in the existing arrangement at the end of the present year. Of course their technical right to use this reservation cannot be denied. But it should be remembered that it was probably not intended, and it has certainly not been regarded by the other parties concerned as intended, to be used for the mere purpose of altering the terms or minor obligations of what is virtually an agreement by which these other parties are still, or by which they consider themselves bound, or in the absence of special circumstances obviously rendering necessary the termination or modification of such agreement in the interest of all parties concerned, that is to say, of the Empire generally. In other words, the reservation on the part of Great Britain was agreed to by, and has been considered in, the Colonies, as in the nature of a trust conferred upon and held by Great Britain for the benefit of the Empire and of the public interest generally, rather than as a means of making a better bargain for Great Britain in her capacity of a party to the transaction, much less of forcing upon the other parties, that is to say upon the Colonies, the hard terms of what is in effect another agreement, to which, however objectionable, the latter are actually precluded from objecting, by the very position in which they have been induced to place themselves under a belief in the permanent character of the existing agreement. That any such special circumstances as are above adverted to, have since occurred, or are now occurring, can scarcely be, nor indeed is it so, asserted by the Imperial Government. But in proof of the opinion held in the Colonies, and by the Colonial Governments, of the permanent character of this arrangement, may be adduced the fact of these Governments having entered into contracts, with at least the implied sanction of the Imperial Government, for the performance of the services in question, which subsist beyond the present year, and in particular of such a contract having been entered into, and even extended, by the Governments of New South Wales and New Zealand, by which they are bound until November, 1883. Under all these circumstances it is not easy to avoid the disagreeable conclusion that the Imperial Government are disposed to strain, in order to drive a hard bargain with the Colonies, an authority conferred for a very different purpose.

Accordingly, from a strictly legal or technical view of the case, and upon the presumption that the Imperial Government are bound to, or that they would insist upon, their extreme rights in making such

an arrangement, or in modifying the existing arrangement, exclusively for the benefit or in the special interest of Great Britain, irrespective of her duties towards, and relations with, other parts of the Empire, and if, as no doubt must be the case, the Colonies feel that these Postal Services, both for the general and for special interests, ought to be maintained at all costs and hazards, the Colonial Governments may find it difficult to refuse their assent to the proposed modification, however hardly it may seem to bear upon one or other Colony, as a party to the existing arrangement, and to other arrangements collateral thereto.

But from the very fact of such an arrangement as the existing arrangement having been entered into between the mother country and the Colonies, as well as from the liberal spirit in which such arrangements have been generally interpreted and carried into effect, the Colonial Governments are surely entitled to assume that the Imperial Government recognize and have always recognized a higher principle of Imperial duty than the merely legal or technical obligations created by, or the purely special or local interests involved in, such arrangements. The practice and the apparent necessity, of granting subsidies in such cases, to the companies who undertake the service, always over and above the actual cost of conveyance of mails, imply the assent of all the other parties, that is to say, of all the Governments concerned, to an expenditure in excess of the anticipated revenue, and consequently to a certain amount of pecuniary sacrifice, for which no direct reimbursement can be reasonably asked or expected, and for which the only compensation consists in the maintenance and promotion of general, that is to say, of Imperial interests. It is obvious, that by insisting upon an exact equivalent for their expenditure, the Imperial Government must impose a disproportionate, and therefore an unfair burden, upon the Colonies, and exact terms quite inconsistent with the spirit of the original agreement. And this imposition—this exaction—are rendered more oppressive by the method used to carry them into effect. Surely the Colonies are entitled to expect that the Government of the mother country, in the interests not only of the Colonies but of the Empire generally, would be prepared, and would even expect, to incur a certain amount of unliquidated expenditure, and to undergo a certain degree of pecuniary sacrifice, such as are involved in the very nature of arrangements of this character. The Colonial Governments and Legislatures have always felt and acknowledged these general obligations in entering into such arrangements. It has always been understood that the Imperial Government felt and acknowledged similar obligations. Nothing has subsequently occurred, nor has any substantial reason been assigned, for now departing from this high standard of Imperial policy. And, to say the least, much disappointment and vexation will be felt among the several Colonies concerned, if the Imperial Government now for the first time insist upon the extreme rights which they have hitherto been content to leave in abeyance for the general benefit of the Empire.

It may be added that so far as New South Wales and New Zealand are concerned, a more inconvenient time than the present could scarcely have been chosen for the proposed modification, so soon after the renewal of the old, and virtual execution of a new, contract between these Colonies and the Pacific Mail Company, that is to say, five years before the expiry of a contract, of which the success and the justification depend greatly upon the maintenance of the original and existing arrangement in its integrity.

I have, &c.,

WILLIAM FORSTER.

[Enclosure 1, in No. 15.]

The Under Secretary of State for the Colonies to the Agent-General for New South Wales.

Sir,

Downing-street, 5th July, 1878.

Circular, 1 July 1878, and enclosures.

I am directed by the Secretary of State for the Colonies to transmit to you for your information a copy of a circular despatch* which he has addressed to the Governors of the Australian Colonies and New Zealand, in reference to the change which in the opinion of the Lords Commissioners of the Treasury should be made at the end of the present year in the arrangement entered into with the Colonies in 1873, with respect to the proportion in which the postage on correspondence passing between the Australian Colonies and New Zealand and this country should be divisible between the Imperial and Colonial Post Offices.

I am, &c.,

ROBERT G. W. HERBERT.

P.S.—I am to enclose an additional copy of the circular despatch and of its enclosures, and to request that you will communicate it to Sir Daniel Cooper, Bart.

[Enclosure 2 in No. 15.]

The Agent-General for New South Wales to The Under Secretary of State for the Colonies.

Sir,

3 Westminster Chambers, Victoria-street, S.W., 11 July, 1878.

I have the honor to acknowledge the receipt of your letter of the 5th inst., transmitting a copy of a circular despatch and enclosures, which the Secretary of State for the Colonies has addressed to the Governors of the Australian Colonies and New Zealand, in reference to certain proposed changes in the division between the Imperial and Colonial Governments of the postages on correspondence between the Australian Colonies and New Zealand and this country.

The additional copy of the circular despatch and enclosures, transmitted with your letter, has been communicated to Sir Daniel Cooper, Bart., in compliance with your request.

I have, &c.,

A. A. JOPP, Capt. R.E.,

(For Agent General for New South Wales.)

[Enclosure 3 in No. 15.]

Memorandum by Sir Daniel Cooper, Bart., relative to proposed changes in the division between the Imperial and Colonial Governments of the postages on correspondence between the Australian Colonies and New Zealand, and this Country.

1. Lord John Manners remarks, in his letter of 10th December, 1877, a copy of which is attached to the Colonial Office Circular Despatch, of 1st July, 1878, "At that time," (1873) "the contracts with the Cunard and Inman Companies were in force, and as they were paid fixed annual subsidies, no increased cost was incurred in consequence of Mails for Australia being sent to New York with the American mail."

With reference to this remark, I desire to point out that when the English Government were altering the improvident arrangement therein alluded to, the Colonies were asked not to raise any objections, although for several months it interfered materially with the mails going to Australia and New Zealand. This excuse, therefore, ought not to be used against the Colonies to diminish their income from the mails, and so increase the amount of subsidy paid between San Francisco and Australia. It is ungenerous, to say the least of it.

The subsidy paid to the Cunard and Inman Companies was £108,000 a year. The subsidy, or rate per pound under the present system, does not, I believe, much exceed £20,000 a year.

2.

2. Lord John Manners goes on to say, "At the present time a subsidy after the rate of four shillings per pound for letters and four-pence per pound for printed papers and patterns is paid for the conveyance of the Australian mails from Queenstown to New York."

As on an average fifty letters, or six printed papers, &c., go to the pound, the above rates are equivalent to about a penny per letter, and three farthings per packet of printed matter.

3. With reference to Lord John Manners' further remark, that "A largely increased payment has also been made, since October, 1876, to the United States Post Office, for the land carriage between New York and San Francisco, of the newspapers, printed papers, and patterns contained in the Australian mails, the transit having been raised from six cents to one franc per pound," it should be remembered that before 1876 the average received by the United States on letters, printed matter, &c., was over 25 cents a pound, whereas by Sir Edward Thornton's agreement of the 6th October, 1876, the average is 20.3 cents per pound. It is, therefore, unfair to quote the raising of the rate on papers from six cents to one franc, and to omit the reduction on the letters, and, therefore, on the average of the whole mail. The bulk of mails has greatly increased, and therefore the gross payments to the United States have increased, but on the items the amount has decreased.

The English Government want to retain 4d. for each letter, whereas it costs them say 1d. to Queenstown, 1d. from Queenstown to New York, and 1d. from New York to San Francisco. They, therefore, make a profit of about 1½d. towards the loss on printed matter, &c., and the giving up all the postage homewards.

DANIEL COOPER.

[Enclosure 4 to No. 15.]

MEMORANDUM by Captain A. A. Jopp, R.E., Secretary New South Wales Government Agency.

Agent General.

With reference to the circular despatch of 1st July, 1878, and annexed correspondence, transmitted under cover of Colonial Office letter of 5th July, 1878, relative to the proposed changes in the division between the Imperial and Colonial Governments of the postages on correspondence between the Australian Colonies and New Zealand and this country, I venture in the first place to suggest that the stress which is laid on the fact of existing arrangements being terminable at the end of the present year is not altogether justified by the form in which this limitation appears in the official correspondence which passed in 1873, and which was subsequently laid before the Parliament of New South Wales. In the Treasury letter of 15th June, 1878, it is stated that any extension beyond the period of five years, to which the arrangements in question were limited in 1873, was then expressly declined by the Imperial Government. A Treasury letter, dated 21st August, 1873, and a despatch of the Earl of Kimberley to the Governor of Victoria, dated 15th September, 1873, are referred to as evidence of this decision. This letter and despatch do not appear in the correspondence laid before the Parliament of New South Wales, in which the only reference to the limitation is to the effect that the arrangement agreed upon in 1873 was to continue for five years. Some limit was necessary, as it would be in any agreement of the nature in question; but there were no such emphatic indications as are now set forth of five years being the absolute limit, beyond which an extension was not to be hoped for. Accordingly, in 1873 the Postmaster General of New South Wales prepared an estimate, based on the arrangements which had just been agreed to. Guided by this estimate, the Government of New South Wales entered into an agreement for the payment of a large subsidy to contractors by whom the mails were to be conveyed, *via* San Francisco, for a period of six years, which would not have terminated until the 27th of November, 1880; and, subsequently, when these contractors failed to carry out their engagements, another similar agreement was entered into, in 1875, for a period of eight years, which will not terminate until the 15th of November, 1883. If the proposed changes are adopted they will considerably, and I think also somewhat unexpectedly, add to the expenditure of the Colony, on account of the mail service *via* San Francisco, for which, with the concurrence of the Imperial Government, the Government of New South Wales will be responsible, with the same outlay as before, but with a reduced revenue, for about five years at least after the reduction of revenue is to take effect.

On the other hand, it is doubtless fair that we should consider, from first principles, and without reference to the expectations, however reasonable, of past years, the actual merits of the new proposal. Taking it in its application to letters, it is to the effect that on every outward letter for which a postage of sixpence, for not more than half an ounce, is charged, the Imperial Post Office shall keep four-pence, and hand over the remaining two-pence to the Colony; that the Imperial Post Office shall receive nothing on account of the homeward letters, on account of which, therefore the whole sixpence will be received by the Colony, and that the Imperial Government shall pay for the conveyance of the letters between England and San Francisco, while the Colony pays for the conveyance between San Francisco and Sydney. This arrangement for payment to the Imperial Post Office on account of outward, but not on account of homeward letters, is probably adopted for convenience of accounts; but practically we may say that for a letter out, and a letter home, not exceeding half an ounce, the charge is one shilling for the double journey, and that of this shilling the Imperial Government would receive four-pence and the Colony eight-pence. Taking, against this four-pence, the cost to the Imperial Government, we find that they have to arrange for the transit—

- (a) From (say) London to Queenstown.
- (b) From Queenstown to New York.
- (c) From New York to San Francisco.
- (d) From San Francisco to New York.
- (e) From New York to Queenstown.
- (f) From Queenstown to (say) London.

For (a), from London to Queenstown, the English postage is a penny. For this payment an ounce letter is carried; but this rate is perhaps not remunerative, and it may be right that the Imperial Post Office should recover the whole penny, which they would undoubtedly receive if the carriage of the half-ounce letter were confined within the limits of London and Queenstown.

For (b), from Queenstown to New York, the Imperial Government pays four shillings per pound. In the memorandum attached to Sir Edward Thornton's letter to Sir Daniel Cooper, of the 28th October, 1876, it is stated that of the Australian letters conveyed *via* San Francisco, about 50 go to the pound. The payment of four shillings per pound is therefore equivalent to about a penny on each letter.

For (c), from New York to San Francisco, the Imperial Government pays six francs per kilogramme, or about two shillings per pound. This is equivalent—again taking 50 letters to the pound—to about a halfpenny on each letter.

For (d), from San Francisco to New York, the payment will be the same as (c), a halfpenny.

For (e), from New York to Queenstown, I think that the Imperial Government pays nothing. I am under the impression that the mails between this country and America are now carried under a reciprocal arrangement by which England pays for the carriage to America, and America pays for the carriage to England. If this be so, then (e), from New York to Queenstown, is practically included in (b), Queenstown to New York.

For (f), from Queenstown to London, the payment will be the same as (a), a penny.

Taking these payments together, we have—

- (a) London to Queenstown, a penny.
- (b) Queenstown to New York, a penny.
- (c) New York to San Francisco, a halfpenny.
- (d) San Francisco to New York, a halfpenny.
- (e) New York to Queenstown, nil.
- (f) Queenstown to London, a penny.

Giving a total of four-pence paid by the Imperial Government, being the exact proportion which they now propose to retain.

A similar calculation would also probably show the amount proposed to be retained for printed matter to be also susceptible of similar explanation.

The additional rates *via* Brindisi, to defray the cost of transit through France and Italy, are clearly due as heretofore to the Imperial Government.

But I venture to think that four-pence on letters *via* San Francisco is the full amount to which the Imperial Government can lay any claim, and that for the Colonial and Imperial Post Offices each to retain the postage which they collect, as suggested in Treasury letter of 23rd May, 1878, could not, either "now" or at a future date, be regarded by the Colony as a "fair solution of this question."

The figures which I have detailed have reference to the San Francisco Service only. But if it can be shown that the Australian Colonies which contribute to other services ought not, on the technical merits of their particular case, to be required

to pay so large a proportion as four-pence, then, on the principle of the "most favoured nation," we ought I think, to have the benefit of the lower rate of payment which they may be able to establish as the limit justly due from them.

In the above estimate, I have confined myself to the strictly technical aspect of the question. But it cannot be forgotten that in a matter affecting very seriously the postal intercourse between the mother country and its distant Colonies, the Colonies have, or at least wish to feel that they have, a claim on the assistance of the Imperial Government, which has been extended to them for the last five years, but which, if the new proposal were adopted, would be replaced by a rigid system of charge and countercharge, in which there would be no evidence of the former liberal spirit of the mother country. A postal service does not necessarily imply remuneration to its conductors, or to anyone of them. It is fair, then, that in the case of the unremunerative postal services to and from Australia, which are for the mutual and reciprocal benefit of mother country and Colonies, the Imperial Government, who happen to conduct, under a system of direct payments to the carriers of the mails, the comparatively simple and less costly part of the service, should be recouped their entire outlay, but that for the more difficult and expensive part of the service, which happens to be at the Australian end, and which must be paid for by a subsidy in excess of the postage receipts, the whole burden of the *deficit* should be imposed upon the Colonies? May we not rather hope for the "liberality and fairness" which are indicated by the Earl of Kimberley, in his circular despatch of the 18th June, 1873, as the characteristics of the arrangement then proposed to the Colonies by the Imperial Government and adopted by all concerned as the basis of our existing services?

11/7/78.

A. A. JOPE, Capt. R.E.,
Secy. N. S. Wales Govt. Agency.

No. 16.

Agent-General, London, to Colonial Secretary, Sydney.

Sir,

3, Westminster Chambers, Victoria-street, S.W., 2 August, 1878.

Adverting to my letter of the 18th ultimo, relative to proposed changes in the distribution between the Imperial and the Colonial Governments of the postages on correspondence between the Australian Colonies and New Zealand and this country, I have now the honor further to explain that after the despatch of my above quoted letter I thought it desirable to telegraph to you, on the 20th ultimo, as follows:—

"Imperial Government propose, after 1878, retain four-pence out of sixpence collected here for mails by Galle, Singapore, Frisco. Colonial Office wrote Brindisi, fifth. I wrote Frisco, eighteenth. Shall I object now, or will you instruct after receiving papers? Express authority desired before taking action."

One circumstance which influenced me in sending this telegram was that the other Agents-General were of opinion that they ought at once to address a remonstrance to the Imperial Government, and the Agent-General for Victoria had telegraphed to his Government accordingly, and had also requested the Secretary of State to grant an interview. I thought, on the other hand, that the circumstances and urgency of the case were not such as to make it necessary or even desirable for any action to be taken here until the views of the Colonial Governments concerned had been ascertained, whereby we might and doubtless would be armed with instructions and authority which would enable us to take whatever action might be necessary with greater force and effect than could possibly be the case without such instructions and authority. Your reply of the 23rd ultimo, received here on that day, "Will await despatches re new postal arrangements," appeared to me to confirm the view which I had taken. Accordingly, on the receipt of the letter from the Colonial Office, dated 24th ultimo, of which a copy is enclosed, offering me an opportunity of being present at an interview with the Secretary of State on the 26th ultimo, Captain Jopp, who is fully acquainted with my opinions on this matter, at once wrote, in my absence from London, the letter dated 24th ultimo, of which a copy is enclosed, explaining, in terms of which I entirely approve, that in the absence of instructions which I expected to receive from you, I would not consider it necessary to attend on the occasion in question.

If I learn that the interview above referred to has led to any important results I will at once communicate them to the Government; and in the meantime I await such instructions as you may think it desirable to give me, when I will be prepared to make the necessary representations or remonstrance on behalf of the public interests concerned.

I have, &c.,

WILLIAM FORSTER.

P.S.—Just before the closing of the mail I have received from the Agent-General for New Zealand the accompanying copy of a letter—which I have not had time to examine—addressed by him on the 24th ultimo to the Secretary of State for the Colonies.—W. F.

[Enclosures.]

Mr. Herbert to Mr. Forster.

Sir,

I am directed by the Secretary of State for the Colonies to inform you, that he has appointed Friday next, the 26th instant, at noon, for receiving the Agents-General for Victoria, South Australia, Queensland, and New Zealand, who desire to lay before him their views with reference to the change which the Lords Commissioners of the Treasury consider should be made at the end of the present year in the amount of the contribution by the Australasian Colonies towards the cost of the Mail Service, and I am to say that Sir Michael Hicks Beach would be glad to receive you at the same time if you like to be present on the occasion.

I have, &c.,

ROBERT G. W. HERBERT.

Captain Jopp to the Colonial Office.

Sir,

In reply to your letter of this day to the Agent-General for New South Wales, informing him that the Secretary of State has appointed Friday next, the 26th instant, for receiving the Agents-General for Victoria, South Australia, Queensland, and New Zealand with reference to certain proposed changes in the division between the Imperial and Colonial Governments of the postages on correspondence between the Australian Colonies and New Zealand and this country, and adding that Sir Michael Hicks Beach would be glad to receive the Agent-General for New South Wales at the same time if he liked to be present on the occasion, I have the honor to inform you—your letter being marked "Immediate"—that Mr. Forster is now absent from London. I think, however, that this of itself would not have prevented Mr. Forster's being present on Friday on the occasion indicated in your letter. But having regard to the intimation received from the Government of New South Wales on this subject, as set forth in the Chief Secretary's telegram of the 23rd in reply to the Agent-General's of the 20th instant, copies of which I had the honor of submitting to you this morning, and which I now enclose, I think that Mr. Forster would probably consider that unless it were in fulfilment of the express wish of the Secretary of State, it would not be desirable, in the absence of the instructions from his Government which the above quoted telegram have led him to expect, that he should attend on the occasion in question. I trust, however, that I may be permitted, in the Agent-General's absence, to express a hope that the Secretary of State may be pleased to receive Mr. Forster at some future time with reference to the important postal matter now at issue, in the event of instructions from his Government appearing to him to render such a course desirable.

I have, &c.,

A. A. JOPE, CAPT. R.E.,
Secy., N.S.W. Govt. Agency.
Letter

Letter from the Agent General of New Zealand to the Secretary of State for the Colonies on the subject of the proposed postal changes.

Sir,

7, Westminster Chambers, Victoria-street, S.W., 24th July, 1878.

I have the honor to acknowledge the receipt of your despatch of the 5th of July, enclosing copy of a despatch sent by you to the Governor of New Zealand, relating to a change which the Lords Commissioners of the Treasury propose should be made after the close of the present year, with respect to the proportion in which the postage on correspondence passing between the Colonies and this country should be divided by the Imperial and Colonial Governments.

Sir Archibald Michie, the senior Agent General, has already, on behalf of other Agents-General, asked you to receive them, to enable them to make a personal representation on the subject of the correspondence under consideration.

It may, however, be convenient that the nature of their remarks should first be placed before you in writing; and I do myself the honour to bring under your notice the scope of the representations which I propose to make on behalf of New Zealand.

I take on myself the responsibility of protesting most strongly on behalf of the Colony against the proposed change, both on account of its arbitrary and its excessive nature.

It would be well to briefly describe the circumstances which have led to the subsisting arrangement which it is now proposed to supersede. Up to the close of 1873, the mails to Australia were carried to and from the Colonies under two contracts entered into by the Imperial Government with the Peninsular and Oriental Steam Navigation Company. The one contract provided for the carriage of all mails between Great Britain, India, and China, the other related to the carriage of mails between Point de Galle, in the Island of Ceylon, and Australia. The leading features of the terms of the arrangement which existed between the Imperial Country and the Colonies were, that a rateable amount (based on the proportion of correspondence) of the cost of the service between Galle and England should be added to the cost of the service between Galle and Australia, and that the Colonies should pay one-half the joint amount, the Imperial Government the other; the receipts for postage to be retained by the mother country and Colonies respectively collecting the same. It is unnecessary to refer to minor details respecting the Egyptian transit rates. The Colonies were so discontented with the manner in which the service from Galle to Australia was performed, and with its heavy cost, that they instigated the Imperial Government to give the necessary notice to end the contract. This was accordingly done, and the contract expired at the end of 1873. Parenthetically it may be remarked that the action of the Colonies was justified by subsequent results. The service has been much better worked under the new contract, and the cost has been £30,000 per annum less, against which it should be said the contract boats run to Melbourne only instead of to Sydney. When the contract which was to expire in 1873 was approaching its termination, the Imperial Government recognizing that the Colonies could better watch over the working of a similar contract, proposed that they should make the new arrangements, and offered to carry the mails free to Galle and to Singapore, and to contribute half the cost (such half cost not to exceed £40,000) for the service, to be arranged by the Colonies between Galle and Australia, each to retain postages as before. This proposal fell through because of the Colonies not being able to agree as to the terminal port in Australia. The Imperial Government then proposed to continue the existing service for two or three years. The Colonies declined the offer. A third proposal was then made, that the Imperial Government should carry without cost mails to and from Galle and England, to and from Singapore and England, and to and from San Francisco and England, the Colonies to pay the whole cost of the services between Australia and Galle, Singapore, and San Francisco; the postages collected in Great Britain, less the inland rate, to be handed over to the Colonies, and the arrangement to last for five years. The proposal was accepted, and the Colony of Victoria entered into a contract for the conveyance of mails between Galle and Melbourne; Queensland entered into a contract for the conveyance of mails between its ports and Singapore; and New South Wales and New Zealand entered into a contract for the carriage of mails between those Colonies and San Francisco. The first and last of these have yet a considerable time to run, and I believe the same is the case with the Queensland Contract. The five years mentioned by the Imperial Government as the terms of their proposal ends with the present year, and the correspondence under reply refers to the conditions according to which my Lords of the Treasury are willing to renew the arrangement. Those terms are that they retain two-thirds, instead of as now one-sixth of the postages collected by the Imperial Post Office.

It will be seen from the foregoing review that hitherto Her Majesty's Government have recognized a joint responsibility for the carriage of the Australasian mails. When, for convenience sake, it was found better that the Colonies should themselves make and watch over the contract for that end of the service which touched their own shores, the Government did not disclaim their liability. They offered to give the use of the home sections of the service free, and to contribute £40,000 to the Colonial sections, dividing the postages, and when that plan could not be adopted they offered the use of the same sections free, and in lieu of £40,000, to give up the whole of the postages except the inland rate. It is reserved for the present Government, which on several occasions have asserted their desire to be particularly friendly to the Colonies, to propose the new arrangement.

It is singular that this new arrangement consists of a claim at so short a notice that it would be difficult for the Colonies to effectually resist it to considerably better terms than those at present subsisting. It is true that the existing arrangement was only to last for five years, but the Colonies understood, as a matter of good faith, that further arrangements would be based on the same principle, and that they were therefore safe in making contracts, which to secure reasonable terms it was absolutely necessary should extend beyond 1878. It did not enter into their calculations that the Imperial Government would abandon the principle of the existing arrangement, and seek to acquire a larger share of the postal receipts on the strength of which the Colonies entered into costly contracts.

If my Lords of the Treasury were to assert that they could not agree to the mother country being placed on worse terms than in 1873, and that some extra payment was required to place them on such terms, the Colonies might recognize that the proposal was at any rate not of an arbitrary nature, and consider the amount of increase necessary. It is my duty to show that the present proposal is both arbitrary and unreasonable.

I may claim that you recognize the justice of my contention, for when the Lords Commissioners of the Treasury announced to you the intended change, Mr. Bramston, under your directions, wrote to the Secretary of the Treasury, that you "would be glad to be furnished with a statement explanatory of the reasons for which their Lordships propose this modification of the arrangements which after much discussion were agreed upon in 1873, in order that the Colonial Governments may at once have before them the necessary information."

I have now to refer to the answer which was sent to you explanatory of the change, and to contend that it wholly fails to justify it. That answer comprised the following points to which I will refer in the order named. 1st. That my Lords refused in 1873 to prolong the duration of the arrangement beyond the period of five years, and that this was stated in some correspondence quoted. 2nd. That the "mother country is in a much less favourable position than she was in 1873 when the arrangement was made." 3rd. That taking the entire postage on the correspondence outwards and homewards as one, the Imperial Post Office will only retain one-third, whilst two-thirds of the whole postage will accrue to the respective Colonial Post Offices.

With reference to the first point, I have already admitted the fact that the arrangement was for five years, but contended that it could not have been contemplated at the end of that time to reverse the principle of mutual responsibility which had always been recognized as that upon which the Anglo-Australasian service was to be conducted. It is one thing to consider if the circumstances press more hardly now on the mother country than when the agreement was made in 1873, and quite another to insist on a change without showing adequate reasons for it. Upon the force of the second point depends therefore the weight of the first. I may however remark that the correspondence referred to under the first point does not seem to have found its way to New Zealand, as I cannot find it amongst the printed papers.

I proceed now to discuss the second point, and to consider if the assertion is warranted that the "mother country is in a much less favourable position than she was in 1873, when the arrangement was made." There is no allegation that I can discover that the mother country is worse placed in respect to the two services of Galle and Singapore. Now, as then (and until the end of 1880) the mails are carried to and from Galle and England, and to and from Singapore and England, under a contract with the Peninsular and Oriental Company for a stated sum for the whole mails, and the addition of the Australian mails makes no addition to the cost. That they may be looked upon as representing a part of the cost of the contract in connection with the India and China mails is of course clear. But so they were before 1873, and when the Government divided the postage and the cost of the Galle-Australian section, a proportionate amount of the charge for the Anglo-Indian section was taken into account. The 1873 arrangement superseded this, because the Colonies became responsible for the whole cost of the Galle-Australian section, receiving as a consideration in return the whole of the postages and the free use of the Anglo-Indian section. The position is in no way changed since then, and I fail to see respecting the Galle and Singapore services any justification for the Postmaster-General's remarks, which I have twice quoted. Lord John Manners appears however

however to rely for his justification on the altered conditions of the San Francisco service. I so far concur with his Lordship, that if the altered condition of the San Francisco service required an increased amount to be impounded upon the postage receipts, that impounding should be divided amongst and extended over the whole three services, as it was an essential understanding that they should be placed on the same footing. Indeed Lord Kimberley specially encouraged the maintenance of the San Francisco service; for in his letter announcing the proposed arrangement of 1873, his Lordship concluded with these words: "In the event of a service from San Francisco to Australia or New Zealand being established, its maintenance will be greatly assisted through the assumption by Her Majesty's Government of the whole cost of the transit of postal matter between this country and San Francisco." In every way it is fair that the three services should be placed on one footing, and if the change of circumstances of the San Francisco service justified an increased retention of postages, such increase should be over all the postages, and to the extent the loss warranted.

Immediately following the remark I have quoted twice, that "the mother country is in a much less favourable position than she was in 1873, when the arrangement was made," Lord John Manners adds, "At that time the contracts with the Cunard and Inman Companies were in force, and, as they were paid fixed annual subsidies, no increased cost was incurred in consequence of mails for Australia being sent to New York with the American mails." "At the present time a subsidy after the rate of four shillings per pound for letters, and four-pence per pound for printed papers and patterns, is paid for the conveyance of the Australian mails from Queenstown to New York."

I respectfully contend that this statement is misleading, for the obvious inference to be drawn from it is that the mother country is paying more for the American service than she was in 1873, whereas by the payment of so much a pound the total payment, including that for the Australian and New Zealand letters leaves a saving to the country of over fifty thousand pounds as compared with the payment in 1873. The payment up to 1876 was £105,000, whilst the payment for this year is estimated to amount to only £52,000. So that the mother country is really in a better position. It is true that as the payment is made at a rate per pound, its evidence is more apparent. But it never was disguised at any time that the payment of lump sums for the English sections still made the carriage of the Australasian mails a valuable consideration. Under the old arrangement, a portion of the lump sum paid to the Peninsular and Oriental Company was taken into account. The new arrangement substituted for that payment the whole payment of the Australian section, yet the free use of the English sections was a valuable consideration. Supposing instead of the present payment of £400,000 to the Peninsular and Oriental Company for the Anglo sections, another arrangement of so much a pound was made under which, including the Australian mails, a saving of over two hundred thousand pounds was made—could it be said the mother country was worse placed? With just as little reason can it be stated she is worse placed because she saves under the altered arrangement at least a like proportion of the Anglo-American cost of carriage.

But Lord John Manners further justifies the statement that the mother country is in a worse position by a reference to the altered rates of carriage across the American Continent. He says, "A largely increased payment has also been made since October, 1876, to the United States Post Office, for the land carriage between New York and San Francisco, of the newspapers, printed papers, and patterns contained in the Australian mails, the transit rate having been raised from 6 cents to 1 franc per pound." Respecting this charge alone am I able to see that the mother country is in a worse position than in 1873, and the amount involved by the increased rate is absurdly small as compared with the means which are proposed for recouping it. Lord John Manners is, I have reason to think, mistaken in stating that the rate has been raised to one franc a pound; the rate is two francs per kilogramme, which is some ten per cent. less than one franc a pound; and on the other hand, the rate for letters has been reduced. The old rate was sixty cents per lb. on letters, now reduced to fifty-two decimal five, and was six cents on printed matter, now increased to (17.5) seventeen decimal five. I have before me a statement of the weights of six mails in 1876—the aggregate was as follows:—6,291 lbs. of letters—39,488 lbs. of printed matter. Assuming these to be of the average, which I have no reason to doubt, the total extra amount of charge on printed matter for a year for thirteen services each way, less the saving on the reduction on the cost of transmitting letters, will amount to £3,600. To this extent England, in respect to the American transit, is in a worse position than in 1873, whilst it saves greatly on the total cost of the service to the United States. On the terms of the arrangement of 1873 the mother country is in a greatly better position, that is to say, the value represented by the free carriage of mails to and from San Francisco is much less than is represented by the then payments. Yet for the increased cost of transit across the Continent, amounting to £3,600; without taking into account the saving on the Ocean Service, the Post Office proposes to impound two-thirds, instead of as at present, one-sixth of the postage receipts.

The change means that the Home Government will retain some thirty-three thousand pounds of postage more than they keep at present, and the sole excuse for it is some four thousand pounds extra charge on the United States carriage, which extra charge is less than one-half the amount saved on the ocean transit to New York. This is easily shown. The saving by the present Atlantic service is one-half the entire amount that used to be paid. The present cost of sending the Australian mails to New York is £7,124, and this represents one-half the former proportion, so that there is a saving in the Atlantic service of £7,124, against an increase of £3,600 on the land transit service. Even supposing, which I strenuously object to, it was held that, notwithstanding the saving of cost, the £7,124 represented an extra payment, and that it should be added to the £3,600, the two together would only amount to £10,724, and it is proposed to impound £33,000 to cover it.

To avoid misunderstanding, I may say that the figures I have given refer to the Australian and New Zealand mails combined. By the San Francisco route there are heavy mails for New South Wales as well as for New Zealand. I believe Queensland also, to some extent, uses this service.

Touching the third point, my Lords, when they claim to be liberal because they only ask one-third of the total postages, appear to forget altogether the enormous cost the Colonies are put to for the subsidies for which they alone are liable.

The subsidies for carrying the English mails paid by the Colonies amount to close upon £200,000 annually. For this they get the postages less the inland rate, and free carriage on the Anglo-Galle, Anglo-Singapore, and Anglo-San Francisco sections. They lose considerably by the present arrangement.

The old plan was a division of the receipts and the cost between the mother country and the Colonies. The alterations made have avowedly been for convenience sake, and not to change the principle of payment. I respectfully, but strongly protest against the claim which is now made, as it is not justified by any change in the circumstances under which the existing agreement was entered into, and because it will create the gravest possible dissatisfaction in the Colony. That dissatisfaction will not arise so much from the loss of the money as from the sense of the injustice of the Imperial Government forcing upon the Colonies an arbitrary payment quite uncalled for by the conditions of the case, but from which the Colonies, having entered into liabilities for the sectional services, would have no power to free themselves.

I have, &c.

JULIUS VOGEL,

Agent-General for New Zealand.

No. 17.

Minute of the Secretary to the Post Office.

LET accountant see the papers respecting the proposal of the Imperial Government to retain 4d. out of every 6d. collected there on Australian letters, and furnish as soon as possible an estimate of the loss the revenue of this Department will sustain in the event of the proposal referred to being carried out.—S.H.L., 14/8/78.

The loss to the revenue of this Department would be about £5,000 per annum. This estimate applies to letters only. No mention as to parcels and newspapers appears in papers.—CHAS. N., 15/8/78. Submitted.—S.H.L., 26/8/78.

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No. 18.

Telegram from Agent General, London, to Colonial Secretary, Sydney.

20th August, 1878.

INTERVIEW, August 17, Secretary State, Vogel, Forster, Jopp. Postal alteration merely proposed, not decided. Government will await opinion from all Colonies before deciding.

Postmaster General, 24/8/78.—M.F. The Secretary to the Post Office, B.C., 24/8/78.—M.R.A.

No. 19.

MINUTE OF POSTMASTER GENERAL concerning proposed alteration of the arrangements between the Imperial and Colonial Governments for the division of Postages on Australasian Mails.

General Post Office, Sydney, 24 September, 1878.

It appears that, although the Agents General for the Colonies of Australia and New Zealand have jointly protested against the proposed increase in the amount retainable by the Imperial Post Office out of its receipts on mail matter for transmission by the several services, the Colonial Office still looks for an expression of opinion on the subject direct from the Government of each Colony. I do not know that the case for the Colonies can be put more forcibly than has already been done for them by the Agents General, but there are reasons other than those which have been advanced, which in my opinion should induce the Imperial Government to refrain from adopting the proposed change.

The proposal made by Lord Kimberley, in 1873, to convey the mails to and from Galle, Singapore, and San Francisco free of charge, and to account to the respective Colonies for the postage on the outward mails, less the British inland rate, was naturally regarded as the outcome of the deliberations of his Cabinet on the obligations of the Mother Country in reference to mail communication with her Colonies.

The attention of the English Government had been specially directed to this question by the then approaching termination of the contract for the Suez service, and also by the dissension which had arisen respecting the Ocean mail services at the Intercolonial Conference held at Sydney, in January, 1873, about which communications had passed between Lord Kimberley and the Colonial Governments. Indeed, all the circumstances could but confirm this impression. Under the arrangement which was then drawing to a close, the English Government had borne one-half of the whole cost of the Australian and New Zealand mails; and when the question of future arrangements was first brought under its notice, it proposed to relieve the Colonies of the entire cost of conveying the mails between Galle and England, and to divide equally with them the expense of the service between Galle and Australia, which no doubt would have been a better arrangement financially considered for the Colonies.

It would be somewhat irrelevant to my purpose to advert in this minute to the causes which led to that proposal falling through. It is sufficient for me to point out that the agreement of 1873, as was shown by Mr. Postmaster General Monsell, in his letter to the Lords of the Treasury of the 15th May of that year, entailed a smaller charge on the Imperial funds than the one which it superseded, or the one which had been rejected, would have involved; and that as there was nothing in the language in which it was proposed, nor in any subsequent communication from the Colonial Office, suggestive of the idea that it was contemplated to treat the Colonies less liberally from the time of its expiration in 1878, the Colonial Governments were justified in relying upon the continuance of no less support towards the maintenance of their Ocean services than was then freely and unreservedly conceded.

In view of that agreement, the Government of Victoria entered into a fresh contract for the Suez service. The Governments of New South Wales and New Zealand jointly established the Pacific service, and the Government of Queensland established the Torres Straits service. The contract for the Suez service, which leaves a charge on the revenue of Victoria of about £17,000 per annum after deducting all the receipts for postages, and taking into account the allowances of the English Government, will not expire till February, 1880. The contract for the Pacific service, which leaves an annual charge of about £22,000 on the revenue of New South Wales, and of £17,000 on the revenue of New Zealand, will not expire till November, 1883. In like manner, the contract for the Torres Straits service, which leaves an annual charge on the revenue of Queensland of about £13,000, will not expire till the 31st October, 1880.

I submit, then, that the proposal now made that the English postal authorities should, after this year, retain four-sixths instead of one-sixth of the outward postages on letters for transmission by the Australian and New Zealand mails, contemplates so great a reversal of the policy which has hitherto been pursued in relation to postal matters, as to be in some measure unjust to the Colonies which have contracted liabilities for Ocean mail services for periods beyond this year.

J. F. BURNS.

Would it be desirable to send a copy of this minute, through the Colonial Secretary, to the Governments of the other Australian Colonies, and New Zealand?—S.H.L., 4/10/78. My Honorable Colleague the Colonial Secretary may be asked to be good enough to send a copy to the Government of each Colony, and also to the Agent General of this Colony.—J.F.B., 7/10/78. Copies sent to Principal Under Secretary with letter.—8/10/78.

No. 20.

No. 20.

The Agent-General, London, to The Colonial Secretary, Sydney.

Sir, London, 3, Westminster Chambers, Victoria-street, S.W., 13 August, 1878.

I have the honor to forward, for the use as well as for the information and consideration of the Government, printed copies, which I have had prepared, of the entire correspondence and other documents having reference to the recent proposal of the Lords Commissioners of the Treasury, communicated to me in a despatch of the 5th ultimo, from the Secretary of State for the Colonies,—a copy of which was submitted to you under cover of my letter of the 18th ultimo,—to introduce an alteration in the distribution of the Postal Revenues derived from Ocean Postal Services between Great Britain and the Australasian Colonies. These documents, supplemented by certain explanations and observations which I now propose to offer, will serve to make the Government fully acquainted with whatever steps have been taken by myself and the other Agents-General, with reference to the course proposed or indicated in the matter by Her Majesty's Government, and pursuant to your instructions as conveyed to me in your telegram of the 23rd ultimo, and subsequently in your telegram of the 7th instant, received on the 8th instant, as follows:—"Adverting my telegram twenty-third ultimo, take such steps as may seem to you desirable, in conjunction with Vogel, to obtain reversion decision, Colonial Office to charge fourpence out of sixpence collected London for mails by Galle, Singapore, 'Frisco.'"

2. I shall, of course, pursuant to these instructions, willingly seek the co-operation of, and act in conjunction with, the Agent-General for New Zealand, or any of the other Agents-General who are so disposed, with a view to obtain a reversion of the proposed alteration, and I had already intimated my willingness to that effect to Sir Julius Vogel, even before my receipt of your telegram. Nor, indeed, has any step been taken by me or any of the other Agents-General, inconsistent with the general idea of united action. But almost immediately upon receipt of the communications in question from Her Majesty's Government, I found myself at variance with the other Agents-General upon a point of minor importance—that is to say, not in the least upon the question of the necessity or desirability of united action, but as to whether such action should precede, or follow communication with and instructions and authority from our respective Governments. For myself, regarding the proposed alterations as amounting in effect to a withdrawal on the part of Her Majesty's Government from the existing arrangements for Ocean Steam Postal Services between Great Britain and the Colonies, and the substitution instead thereof of an entirely new and different arrangement, it seemed to me that without distinct instructions I was scarcely armed with authority sufficient to open and carry on negotiations for such a purpose, the conduct of which I considered to be properly one of those functions of a Government which can be rightly assumed or performed only by the Government itself, or by a delegate or plenipotentiary specially instructed and authorized for the purpose. It was obvious then, and I think it must be obvious now, that as Agents-General we have no authority or materials for such a negotiation, that we can do no more than protest or remonstrate, and that such protest or remonstrance, whether jointly or singly, can amount to no more than a mere expression of that dissent which doubtless would be unanimously felt and shared by all the Governments and Colonies concerned, and which certainly could not be weakened or impaired, but on the contrary must be greatly strengthened, by instructions and authority so to protest or remonstrate, and which, as a matter of course, were sure to come to us sooner or later. It was clear then, and I think it is now clearer, that the short delay required to obtain these instructions and authority as desired by me could in no way affect the action or decision of Her Majesty's Government in the matter, and consequently that the immediate action desired by the other Agents-General, however much it might serve to illustrate our zeal and eagerness in the discharge of our public duties, could really be of no substantial benefit to the interests we have in charge, or advance in any material respect the object we all have in view, while there was evident danger of our committing the Governments we represented to a course of language or of action which might prove inconvenient, or even place serious obstacles in the way of future negotiation or accommodation. And this danger of course would be the greater in proportion to the degree of importance we might attach to, or of the warmth of feeling with which we might be disposed to judge, the course proposed by Her Majesty's Government. Accordingly, I lost no time in communicating with you both by telegram and letters. But in the meantime, an interview, in spite of my suggestions, with the Secretary of State for the Colonies, had been arranged by the other Agents-General. In accordance with the views already above expressed, I thought this interview premature, and therefore at the time neither necessary nor desirable. The result has justified my hesitation. Not only has the course I took been sanctioned by your telegram of the 23rd ultimo, but I am informed that when the interview took place, the Secretary of State for the Colonies, though of course he listened with accustomed courtesy to arguments no doubt ably urged by Sir Archibald Michie and the other Agents-General who spoke on the occasion, yet expressly declined entering upon any negotiation or discussion of the matter at issue until an opportunity should have been afforded to the several Governments or Colonies concerned to express their feelings or opinions on the subject. And at this moment, notwithstanding your instructions by telegram of the 7th instant, already above referred to, I feel that whatever steps I, or the other Agents-General, jointly or singly, may take in this important matter, will be of very small effect upon the ultimate decision of Her Majesty's Government, until and unless strengthened and supplemented by general and combined protests and remonstrances from the several Governments, speaking as the voices and on behalf of the people of the Colonies concerned.

3. Nevertheless, pursuant to your instructions already above adverted to, as conveyed in your latest telegram, I have, with the concurrence of Sir Julius Vogel, addressed to the Secretary of State for the Colonies, by way of protest and remonstrance, the letter dated 12th instant,* in which I have advanced similar arguments to those laid before you in my letter of the 18th ultimo, and have asked for an interview with the Minister in question. I think, moreover, that in addition to our efforts here, the Agents-General should recommend their respective Governments, and I now have the honor to recommend the Government of New South Wales, that joint memorials to Her Majesty's Government and to Parliament should emanate from the several Governments and if possible the Legislatures of the Colonies concerned.

I have, &c.,

WILLIAM FORSTER.

[Enclosure

[Enclosure 1 in 20.]

Captain A. A. Jopp, R.E., Secretary New South Wales Government Agency, to Sir Daniel Cooper, Bart.

Sir,

3, Westminster Chambers, Victoria-street, S.W., 6 July, 1878.

I am directed by the Agent General to enclose herewith for your information a copy of a letter, dated 5th instant, which he has received from the Under Secretary of State for the Colonies, relative to proposed changes in the division between the Imperial and the Colonial Governments of the postages on correspondence between the Australian Colonies, and New Zealand, and this country, together with a copy of the Circular despatch and its enclosures, which are referred to in the letter, and which Mr. Herbert requests, in his postscript, may be communicated to you.

I have, &c.,

A. A. JOPP, Capt., R.E.,

Secretary, New South Wales Government Agency.

[Enclosure 2 in 20.]

The Agent-General for New South Wales to the Secretary of State for the Colonies.

Sir,

3, Westminster Chambers, Victoria-street, S.W., 12 August, 1878.

Pursuant to instructions, in terms of the telegram from the Government of New South Wales, dated Sydney, 7th instant, of which a copy is appended hereto,* and with special reference to Mr. Herbert's letter of the 5th ultimo, transmitting, for my information, a copy of a circular despatch, with enclosures, which you had addressed to the Governors of the Australian Colonies with reference to certain proposed changes in the division between the Imperial and the Colonial Post Offices of the postages on correspondence between the Australasian Colonies and this country. I have the honor, on behalf of the Government and Colony of New South Wales, to protest against the alteration in the distribution of the Postal Revenues as proposed in the letter and communication above referred to, and also to express my hope that you may be able to obtain from Her Majesty's Government a reconsideration, and, if possible, a reversal, of the course indicated in the proposed alteration.

2. I am glad to understand, from the terms in which the proposal is conveyed, and especially from the circumstance of its being expressly initiated as a communication from the Lords Commissioners of the Treasury, that apparently Her Majesty's Government have not yet arrived at an absolute decision in the matter, but that the alteration is suggested rather as a course which Her Majesty's Government might possibly think fit to take in dealing with the Ocean Postal Service between Great Britain and the Colonies, at the close of an existing contract, yet which Her Majesty's Government would not desire to take without due warning to, and opportunity for consideration by, and remonstrance, from, all parties concerned. It is, therefore, of course, still open to me, pursuant to my instructions, and in fulfilment of the duties of my office, as well as for any other of the parties directly or indirectly concerned, to submit for your information and consideration whatever suggestions or objections they may have to offer in opposition to the proposal in question.

3. I have, accordingly, the honor to submit: 1st, that the proposed alteration in fact amounts to a practical withdrawal on the part of Her Majesty's Government from the general arrangement for Ocean Steam Postal Services between Great Britain and the Colonies, such as the Colonies and other parties to such arrangement had no reason to contemplate; 2nd, that the course indicated by the proposed alteration is inconsistent with the principles involved in the existing arrangement, as well as of such arrangements generally, and which have been virtually assented to and recognized by Her Majesty's Government on entering into such arrangements; and, 3rd, that it is not only unfair to the Colonies, but calculated to be injurious to their interests and to those of the Empire generally.

4. (1st), As the proposed alteration now stands in their Lordships' communication, taking into consideration and making due allowance for the progressive reduction in the cost of carriage of letters and packages, both by land and sea, as an element in future calculations, there are good grounds for anticipating that in a year or two Her Majesty's Government would, under the proposed alteration, all else remaining as it is, be actually drawing a surplus revenue. I prefer, however, not allowing myself to suppose that any idea so unworthy of, or inconsistent with, Imperial policy and functions, as that of making a profit out of such a transaction and drawing a surplus revenue for Great Britain from her Imperial connection with her dependent Colonies, could for a moment have been entertained or contemplated by Her Majesty's Ministers in proposing such an alteration. I content myself, therefore, with stating the obvious fact, that to say the least, the result of the proposed alteration will be to fully reimburse the Imperial Treasury for her expenses under the existing arrangement, other things remaining as before. This appears to me, as I have already above suggested, to amount to nothing more or less than a practical withdrawal of Her Majesty's Government, not only from the existing arrangement, but from all such arrangements in future, for Ocean Steam Postal Services between Great Britain and the Colonies. Indeed it is not easy to conceive how, in proposing such an alteration, either the Lords of the Treasury or Her Majesty's Government can imagine themselves to be parties to such an arrangement at all, or to intend retaining, or to retain, any mutuality in the Ocean Steam Postal Services. If Great Britain insist on either making a profit or on reimbursing herself for her expenses out of the proceeds or revenues of these Services, might not the Colonies as well carry on the services for themselves from both ends without Imperial assistance or co-operation, except, perhaps, that merely nominal assent which would consist simply in not objecting or throwing obstacles in the way—a sort of co-operation which could not be refused, but which would be of very little substantial value, and for which, therefore, the Colonies could have no reason to be grateful. This sort of co-operation is always readily obtained from Foreign Governments, and might easily be obtained from the Government of the United States. And, after all, if pecuniary assistance or contribution be withheld, what benefit are the Colonies to derive from, or what does Her Majesty's Government expect to confer by, the assistance or co-operation of the Mother Country in such undertakings?

5. (2nd), It seems to me still more manifest that the proposed alteration is utterly inconsistent with the principles involved in the existing arrangements for Ocean Steam Postal Services, and which were virtually assented to and recognized by Her Majesty's Government from the very fact of their having entered into such arrangements. These arrangements were never instituted or entered into with any expectation or intention that they would or could be either profitable or self-supporting. They obviously and necessarily, in their very inception, implied mutual sacrifices on the part of all and every one of the parties concerned, sacrifices which were understood and freely accepted by the Colonies and Great Britain, for the benefit, not only of themselves, but of the Empire at large, and which were supposed to be equally so understood and accepted by Her Majesty's Government, not, certainly, for the benefit of any single Colony or locality, much less of Great Britain herself, considered as an individual section and component part of the Empire. Indeed, from the Imperial position held by Great Britain, it was always supposed that she was prepared to undergo a proportionate, if not a greater sacrifice, than was required from the other parties,—proportionate not only to her share of the benefits, but to the duties that position appeared to impose upon her as trustee and guardian of general interests. It is plain, that, by insisting on complete reimbursement for her expenses, she abandons those principles, descends from the high standard of policy she has hitherto maintained in the matter of Ocean Steam Postal Services, and abrogates *pro tanto* her Imperial position and functions, in the spirit rather of a trader who refuses to engage in an undertaking or investment until he has, if not assured himself of profit, at least secures himself against the risk of pecuniary loss, than of an Imperial Trustee and Guardian of great national and general interests.

6. (3rd), If the above views be correct, it seems easily and necessarily to follow that the proposed alteration is unfair to the other parties concerned in the existing arrangements for Ocean Steam Postal Services, and that it must operate injuriously to the interests of the Colonies and of the Empire generally. That some understanding of the sort of principles, such as I have assumed to have been mutually assented to and recognized by the parties to existing arrangements, must have been present to the minds of all those parties when these arrangements were made, is shown by the very reservation, in favour of Great Britain, apparently relied upon by their Lordships as a legal or technical means of escape from the moral liabilities of what, it cannot be denied, are virtual and mutual engagements. No doubt Her Majesty's Government have legally and technically the right to withdraw from and to insist on an alteration of the terms of existing arrangements in their own favour. But how do they possess this right? They possess it by the confidence placed in them by the other parties concerned, that is to say by the Colonies who submitted to place this reservation in the hands of Her Majesty's Government, considered as Imperial Trustee and Guardian of national as well as of general rights, certainly not to be used as a means of driving a hard bargain with, and forcing the other parties to agree to another and totally different arrangement, injurious to the latter and advantageous

* See Enclosure in No. 11.

advantageous for the former, and wholly at variance with the spirit and principles of the original arrangement. Another proof of the same general understanding, and of the confidence thereby reposed in Her Majesty's Government by the other parties concerned, is to be found in the course taken by all or many of those other parties, in extending the original arrangements over longer periods, and in the formation of collateral contracts which are evident corollaries, as it were, of the original arrangement. By these contracts New South Wales and New Zealand are bound, and must continue to be bound, for many years to come. Of course if the Imperial Government insist upon full reimbursement for their expenses, a heavier and disproportionate loss and burden will fall upon those Colonies which, relying upon the recognition by the Imperial Government of the spirit and principles already above adverted to, have involved themselves in engagements which, equally with their original one, may be fairly assumed to be for the benefit of the Empire generally.

7. I can scarcely find language to express the deep disappointment and alarm with which this proposal of the Imperial Government, involving, as I have endeavoured to show, such pernicious consequences, and such injustice to other portions of the Empire, will be viewed by the Government and Colony of New South Wales. That their feelings will be shared by other Governments and Colonies similarly situated may be reasonably assumed. In short, the shock of the proposed alteration will be felt throughout the Empire. And though, doubtless, the sentiments of affection and attachment to the mother country are capable of the severest trials, yet I cannot but fear that persistence in a policy of the sort involved in the proposal under consideration must eventually put an extreme and dangerous strain even upon the notorious loyalty of British Colonies.

8. I enclose herewith printed copies of the correspondence on this subject which has passed through this office up to the present date, and I have the honor to invite your special consideration of the following parts thereof:—

1. My letter of the 18th ultimo to the Colonial Secretary of New South Wales, with enclosed memoranda by Sir Daniel Cooper, Bart.,—to whom, in compliance with the request contained in Mr. Herbert's letter of the 5th ultimo, the correspondence therewith transmitted was communicated,—and by Captain Jopp, R.E., Secretary of this Agency.

2. My letter of the 2nd instant to the Colonial Secretary of New South Wales.

These letters and memoranda explain the course which I have thought it my duty to take in this matter, and embody, moreover, certain facts and arguments which may be taken in connection with the remarks which I have now the honor to submit. I may add, that this communication is only apparently at variance with the instructions in the telegram of the 7th instant from my Government,—to the effect that I am to take such steps as may seem to me desirable in conjunction with the Agent General for New Zealand, inasmuch as Sir Julius Vogel and the other Agents General had already taken a similar course by communicating with you, whereas in the first instance I thought it better to wait for full instructions and authority from my Government. I am of course now prepared, pursuant to the instructions of that telegram, to act in conjunction with Sir Julius Vogel, and I desire to express my concurrence in the steps taken by him and the other Agents General, to the extent of those instructions.

9. In further pursuance of my instructions, I shall now, if it be your pleasure to receive me, be happy to wait upon you at any time that you may appoint for a personal interview.

10. I regret, in conclusion, that the Colonial Secretary's telegram of the 7th instant speaks of the matter at issue as a "decision of the Colonial Office." I am not aware what has led in the Colony to this inference, which you will observe from the correspondence is not borne out by any communication from this office, nor is it in accordance with the views entertained by myself or expressed in this letter.

I have, &c.,

WILLIAM FORSTER.

[MEMO: All the other enclosures referred to by the Agent-General in the foregoing despatch have been already printed in this series.]

No. 21.

The Agent General for New South Wales to The Secretary of State for the Colonies.

Sir,

3 Westminster Chambers, Victoria-street, S.W., 14 August, 1878.

Adverting to my letter to you of the 12th instant, relative to the proposed changes in the Australasian Postal arrangements, I have now the honor to enclose six additional printed copies of the correspondence on this subject, containing in addition to the other matter already submitted to you a copy of my above quoted letter to you; and also a further letter, dated 13th instant, which I have addressed to my Government, and of which I have the honor to invite your consideration in connection with the letters, etc., which precede it.

I have, &c.,

WILLIAM FORSTER.

[Enclosure 1 in No. 21.]

The Agent General, London, to The Colonial Secretary, Sydney.

Sir,

London, 3 Westminster Chambers, Victoria-street, S.W., 15 August, 1878.

I have the honor to enclose herewith a printed copy, which I have received just before the closing of the mail, of a memorandum, dated 31st ultimo, which has been addressed by the Agent General for Victoria to the Secretary of State for the Colonies, on the subject of the proposed postal charges.

I have, &c.,

WILLIAM FORSTER.

[Enclosure 2 in No. 21.]

Memorandum of the Agent General for Victoria, for Sir Michael Hicks-Beach, Her Majesty's Principal Secretary of State for the Colonies.*

REFERRING to Mr. Herbert's letter of the 5th instant, and to the letters accompanying it, mentioned in the margin, on the subject of postal charges to the Australasian Colonies, copies of which Sir Michael Hicks-Beach has been so good as to forward to the Agent General for Victoria for the information of his Government, the Agent General begs to submit the following reasons against the adoption by Her Majesty's Government of the proposal contained in Lord John Manners' communication.

That proposal is, that from the end of the present year, and until the 1st February, 1880, the Imperial Post Office shall receive fourpence, instead of a penny—as hitherto retained—out of the sixpence charged on a Colonial half-ounce letter posted in England. The principal, if not the only distinctly specified ground put forward in support of this suggestion appears to be that the United States Government have recently raised their terms for the carriage of book parcels and other printed matter across the American Continent, and that consequently the mother country is now (as alleged) in a worse position than that she held before the United States Government made the new regulation. It is not, however, stated that simultaneously with the making this charge a reduction of the postal charge on letters was conceded by the United States, so that at any rate the one would to some extent, perhaps to a considerable extent, balance the other.

Be this, however, as it may, and accepting the statement of Lord John Manners as it stands, the Agent General respectfully submits that it altogether fails to justify Lord John Manners' proposal as against any of the Colonies; and as regards those Colonies using the Suez route, the statement does not seem to apply at all, unless as a matter of course, the Colonies using the Suez route are assumed to be liable to contribute to any deficit which may be shown to result from changed conditions in the working of the San Francisco route.

His Lordship, however, appears partly to rely, as against all the Australasian Colonies—whether using one route or another—on the fact that the mother country carries, without cost to the Colonies, all Australasian letters as far as Galle, Singapore, and San Francisco. Here, however, it appears sufficient to answer that in this the mother country only does what she contracted to do, inasmuch as on her own proposal it was expressly agreed, at the time of the entering into the now subsisting contract between Victoria and the Peninsular and Oriental Steam Navigation Company in 1873, that the mother country should undertake this very service, and "my Lords" were particular in exacting the consideration for which such

service

* Communicated by Sir Archibald Michie to Mr. Forster on the 15th August, 1878.

Letter of Mr. Herbert to Agent General, of date 5th July, 1878.
Mr. Law's letter from the Treasury, of date 23rd May, 1878.

Mr. Bramston's letter from Colonial Office, 6th June, 1878.

Lord John Manners' letter 10th December, 1877.

service was to be performed. Mr. R. R. W. Lingen, writing on the 16th May, 1873, to the Colonial Office, from the Treasury, says:—"We have determined to carry mails to and from Galle, Singapore, and San Francisco and this country free of charge. If service is established by any one or more Colonies from Galle, we will pay to each Colony contributing to such service postage received on outward mail matter conveyed by such route to the Colony so contributing, less transit charges and inland British postage, provided steamers touch each way at a port in Western Australia. Similar payment will be made in case of establishment of service from Singapore or from San Francisco.

On the strength of this undertaking the Victorian Government forthwith entered into their existing contract with the Peninsular and Oriental Steam Navigation Company.

It is evident, if we refer to previous offers of "the Lords of the Treasury" that they regarded their carriage of the Australian mails (thus far as only their fair contribution to a service which, it was always seen, must necessarily be a very costly one to the Colonies, and which has since, and does still, actually cost Victoria primarily £90,000 a year, South Australia, Queensland, and Tasmania contributing. That this service was as much an Imperial as a Colonial one is apparent from the solicitude with which, at every point, their Lordships have stipulated for conditions which should subserve the commerce of the mother country with India, China, and Ceylon. If it continue to be insisted on—as put by Lord John Manners—that Her Majesty's Government declined to bind itself to the new arrangement for a longer period than five years, such a contention seems diametrically at variance with, and even repugnant to, the language of my Lords, in another and a previous communication.

See Lord John Manners' letter of 10th Dec., 1877.

On the 14th of August, 1872, when a proposal for the same service was under consideration, their Lordships say (*inter alia*) that having "given to the subject their attentive consideration, they undertake, on the part of the Imperial Government, on the termination of the then existing contract, so long as the contract of the Indian and China Mail Service is in existence, i.e., until the 31st of January, 1880, to convey the Colonial Mails between England and Point de Galle, and *vice versa*, free of all charge to the Colonies, on the Colonies in combination providing an efficient line of Packets, fitted at Point de Galle to the Suez and China packets, to run every four weeks between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient, and *vice versa*; their Lordships being prepared to contribute a sum not exceeding one-half of the expense of a four-weekly mail service between Point de Galle and the Australian Colonies and New Zealand, in the event of the latter Colony becoming a party to the arrangement, subject, however, to the distinct limitation, that the contribution to be made on the part of the Imperial Government in any one year, should in no case exceed £40,000, and on the understanding that the packets should call at King George's Sound, &c." We thus see that had this proposal been accepted—and which only miscarried in consequence of differences among the Colonies themselves—the mother country was prepared to make the above contribution until the 31st January, 1880, i.e., in other words, so long as the mother country could feel assured that such an arrangement would substantially and effectually subserve her commercial and social relations with India, China, and Ceylon. This proposal, however, having, for the reason before mentioned, fallen through, was replaced by another, which having been accepted by Victoria, was followed by the agreement now in force between that Colony and the Peninsular and Oriental Steam Navigation Company. Nothing has happened since in relation to any of the interests connected with the Suez route, to warrant a departure from, or rather a violation of, the above undertaking, in which Victoria has naturally trusted until the present time. The whole service *via* Galle may therefore properly be regarded as a joint service as between the mother country and Victoria, just as the service *via* San Francisco may be regarded as a joint service between the mother country on the one hand and New South Wales and New Zealand on the other. Although the cost of each service is distributed, or supposed to be distributed, as nearly as may be in equitable proportions, yet each party to either service is as much interested as the other in the whole continuous service being satisfactorily carried out. The expressions used by Mr. Stronge, in the letter above mentioned, are sufficiently plain and forcible to render it almost unnecessary further to labour this point. "The advantages"—he writes—"attendant on the present route (the P. and O. route) appear to my Lords to be so conclusive that they are decidedly of opinion that it should not be changed."

See Mr. Stronge's letter of 14th August, 1872, written under instructions of the Lords of the Treasury.

The whole correspondence down to this date will go far to meet the position urged by Lord John Manners, that "taking the entire postage on the correspondence outwards and homewards as one, the Imperial Post Office proposes only to retain one-third, whilst two-thirds of the whole postage will accrue to the respective Colonial Post Offices." But it is quite consistent with this statement, that in taking this one-third the mother country may yet be retaining much more than she is entitled to. We are not informed, nor, so far as the Agent-General knows, have we the means of exactly ascertaining, to what extent the mother country possesses an advantage over the Colonies by reason of the former having pre-existing postal arrangements with New York, Ceylon, and Singapore, but it appears distinctly enough as a leading fact, both from the admissions of the Lords of the Treasury, and from Lord John Manners' letter, that the mother country is much more favourably situated for making advantageous terms for carriage of mails from England to Point de Galle, and *vice versa*, than are the Australians for carrying mails to and from their country to Galle, and the same observation will apply to the services *via* New York or Singapore. To and from these places the mother country must have mails even if the Australian Colonies did not exist, and therefore the cost to the mother country of carriage of the Australian mails as far as these places cannot be a very heavy charge on the Imperial revenues.

In connection with this part of the case, Lord John Manners seems to pray in aid of his proposal that the mother country has now to pay a certain sum on every ounce of letters, instead of as formerly, paying a lump sum as a subsidy, under which she could then carry the Australian letters across America free of extra cost. What loss, if any, she is thus subject to does not appear; and it may be that in the net financial result as between the two systems, that the payment on the letters is very much more economical for this country than payment by a subsidy *eo nomine*. Those more particularly acquainted with the operation of the San Francisco route assert that this is actually the case, and that the mother country saves a very large sum by the change from a subsidy to payment on letters by the ounce. Still it may be contended, that whatever the mother country saves by the change, be it little or much, can confer no right on the Colonists to have their letters carried across America for nothing, or at the expense of the mother country. But even if we take this to be conceded on the part of the Colonies immediately concerned, viz., New South Wales and New Zealand, it must be apparent that, previously to their being required to meet any claim accruing to the mother country in this way, some account should be rendered to them on which it might be discovered how large a contribution (if any be claimable at all) should be made by each to meet the loss in equitable proportions. No such statement of account is even attempted in the letter of Lord John Manners, or in any other letter; so that the Colonists are invited to accept a proposal, whilst left utterly in the dark as to the merits of the case on which that proposal purports to be based. The unreasonableness of this course seems also to have struck Sir Michael Hicks-Beach, as appears by the communication he has addressed through Mr. Bramston to the Treasury, before even forwarding the Treasury proposal for the consideration of the Agents-General. However it may be entertained by other Colonies, the Agent-General cannot but protest against it on the simple ground that if enforced, as apparently intended, it would work as unjustly as injuriously to the interests of the Colony he has the honor to represent. It would be compelling a Colony, which is admitted to be in nowise directly or indirectly involved in the alleged deficit, to recoup to the mother country by far the largest share of that deficit (seeing that the letters which go to Victoria exceed in number by many thousands the number sent from England to any other Colony; and it would be doing this, too, against a Colony which has made the largest sacrifices for the purpose of securing an efficient postal system for herself and the Empire.

The Agent-General therefore very confidently contends, taking all the above considerations into account, that no case has yet been made out by Her Majesty's Postmaster General, or by the Treasury, to warrant any disturbance of the present postal arrangements, which, as Sir Michael Hicks-Beach has justly observed in his letter to the Lords of the Treasury on this subject, "were after much discussion agreed upon in 1873," and have remained in operation unquestioned until the present time.

See letter of Mr. Bramston, of 6th June, 1878, conveying Sir Michael Hicks-Beach's answer to the Treasury.

ARCHIBALD MICHIE,
Agent-General of Victoria.

8, Victoria Chambers, Westminster, 31st July, 1878.

[Enclosure 3 in No. 21.]

Copy of Telegram received by the Agent-General for Victoria from the Chief Secretary of Victoria, on the 15th of August, 1878.*

REPRESENTATIVES Australian Governments now in my (?) wish prompt communication result of protest Agents-General against proposed increase proportion postage retainable by English Government.

{ Enclosure

* Communicated by Sir Archibald Michie to Mr. Forster on the 15th August, 1878.

[Enclosure 4 in No. 21.]

Copy of Telegram sent from the Agent General for Victoria to The Chief Secretary of Victoria, on the 15th of August, 1878.*

AGENTS General, excepting Forster instructed by his Government to wait, made representations Secretary State, who promised consider them, but indicated would wait hear from Colonies. Forster since instructed act, and written Secretary State adopting action taken.

[Enclosure 5 in No. 21.]

The Agent General, London, to the Colonial Secretary, Sydney.

Sir,

London, 3, Westminster Chambers, Victoria-street, S.W., 20 August, 1878.

I have the honor to report an interview which was kindly granted to me by the Secretary of State for the Colonies on Saturday, the 17th instant, with reference to the question of the alteration proposed by Her Majesty's Government in the arrangements for the Ocean Steam Postal Service between Great Britain and the Colonies. Having asked permission, I was accompanied by the Agent General for New Zealand, and by Captain A. A. Jopp, R.E., Secretary to this office. I addressed Sir Michael Hicks-Beach to the following effect. I began by thanking him for his courtesy to myself and to the Government. I had the honor to represent in granting this interview. I hoped that there would be no necessity to apologize for having inflicted two interviews upon him, as probably the considerations upon which I had acted would commend themselves to his approval, namely, my desire to wait until I should have fuller instructions and authority. This interview would afford me an opportunity of expressing my opinion upon the proposed alteration, or in other words of protesting against it. I took it for granted that Her Majesty's Government would be prepared for combined objections from all the Colonies concerned, and would have anticipated that the Agents General would concur in some sort of protest. Sir Michael Hicks-Beach was probably aware that the Agents General had differed only upon one not very material point, namely, whether or not we should wait for instructions before communicating with Her Majesty's Government. We had all telegraphed for instructions. The other Agents General had thought it better not to wait for instructions. I thought it better to wait. But in all other respects, and upon the general merits of the question, I fully concurred with all the other Agents General had done, and desired to supplement their protests by my own. It was accordingly unnecessary for me to take up his time by attempting to recapitulate the objections that had been urged and arguments offered against the proposed alterations. I might, however, say that I had no doubt whatever that the proposal would be received in New South Wales with the utmost dissatisfaction and disappointment—and would be regarded as an abandonment of, and departure from, the principles involved in the arrangements for Ocean Steam Postal Services—and, in fact, an abnegation of those principles. I hoped it was not intended by Her Majesty's Government to draw any distinction between the Suez and San Francisco Services, which perhaps at present stood on a somewhat different footing, inasmuch as it was absolutely necessary for Her Majesty's Government to carry on postal communication as far as Galle. But we thought, looking at the establishment of a Colony at Fiji, and the possible extension of the Empire in the Pacific, that in a very short time the cases would be similar, and that accordingly we trusted Her Majesty's Government would not decide on giving up their connection with the advantageous arrangement with the Pacific Mail Steamship Company, which had worked so well hitherto. There was this advantage at least in the delay which had taken place, that we now met Her Majesty's Government after they had had an opportunity of further consideration, and after having heard the objections and arguments urged against the proposal from abler advocates and champions of Colonial interests than I could pretend to be. I should therefore be most happy to be authorized by Sir Michael Hicks-Beach to convey to the Government of New South Wales the information that Her Majesty's Government had, on reconsideration, seen fit to modify their views, and that possibly some arrangement might be made which would obviate the objections urged against the proposed alterations. I concluded by repeating my thanks.

Sir Michael Hicks-Beach replied, to the effect that he regretted that he could not give the definite reply which I wished him to give, but that I might consider myself fully authorized to state that the proposal had not been in any way intended as a decision of Her Majesty's Government, but as matter for discussion, and especially with a view to elicit the opinions of the several Governments and Colonies concerned. Sir Michael Hicks-Beach here made special reference to an expression of opinion in my letter to himself, which he was pleased to say correctly conveyed the views of Her Majesty's Government upon this point. He himself had not yet fully considered the matter. He even admitted that the arguments advanced by the Treasury in favour of the proposal were as yet insufficient, but he expected that the case would be yet more fully stated from that quarter. That for the present he could only undertake to forward my letters, &c., to the Treasury, as had already been done with the communications previously submitted by the other Agents General. That no definite action would be taken, nor decision definitely arrived at, until all the Colonial Governments concerned had replied to the communications sent to them from the Colonial Office on the subject, and that, therefore, he did not see that anything further could be done for at least the next two months. That the question had been opened now in consequence of the near approach of the time when it would be necessary to consider the arrangements for the India and China Mail subsidy. Sir Michael Hicks-Beach added, that he would be glad if the Colonies were disabused of the impression which apparently existed as to the "decision." What Sir Michael Hicks-Beach understood the Treasury to aim at was, that the cost of these services should be more evenly distributed, and that as the Colonies increased in importance and in wealth, they should relieve the mother country to some extent of the burdens which she had hitherto borne on their behalf, just as a parent expected to be relieved when his children grew older, and became able to do more for themselves; and he should like it to be understood that he also shared this view of the relative responsibilities of Mother Country and Colonies, and that he hoped that the Colonies would bear this in mind in considering the question.

Sir Julius Vogel explained why he was present on this occasion. Having been informed by Mr. Forster that he was to be admitted to an interview with Sir Michael Hicks-Beach, and being aware that Mr. Forster had been instructed to cooperate with himself, he (Sir Julius Vogel) had—in compliance with a suggestion made by Mr. Forster—considered it his duty to attend on the present occasion. He could not admit that a heavier burden was borne by the Colonies than by the Mother Country in this matter of Postal Services, the fact being quite the other way. He did not agree with Mr. Forster that we had a worse case than the other Colonies. I explained that I had not said so. Then Sir Julius Vogel endeavoured to impress upon Sir Michael-Hicks Beach the necessity of coming to a speedy decision.

Upon this point Sir Michael Hicks-Beach differed. He could see no advantage in not waiting. It was desirable to obtain an expression of opinion from all the Colonial Governments before a decision could be arrived at.

Captain Jopp enforced the case in favour of New South Wales and New Zealand, by reference to calculations of the cost as compared with revenue receipts, and suggested that it was not a share only of the burden, but the entire excess of outlay over income, which, by the new proposal, the Imperial Government appeared to be desirous of imposing on the Colonies, in respect of the San Francisco Service.

The Secretary of State appeared willing to admit that such an arrangement would not be in accordance with the views he held, and remarked that probably it might be fair that Mother Country and Colonies should bear in equal proportion the losses on the service, taken throughout between England and Australia.

I stated that upon Sir Michael Hicks-Beach's view of a half-and-half division of expenses, it would appear that the Colonies engaged in the San Francisco Service had a better case than the other Colonies, inasmuch as the cost of this service was greater on the Colonial side than in the case of the Suez route.

Some further conversation ensued, much to the same effect as above, after which the interview terminated.

I consider this interview very important, inasmuch as it leaves the question at issue in a more satisfactory state than before, with reference both to Colonial interests and the intentions of Her Majesty's Government. It has, moreover, clearly confirmed the correctness of my judgment upon two points, upon which there was a slight difference of opinion between myself and Sir Julius Vogel, to the effect, namely:—

1. That the proposals of Her Majesty's Government were never intended as an absolute decision, but rather to elicit discussion, and an expression of opinion, from the several Governments and Colonies concerned.

And, 2. That any immediate action on the parts of the Agents-General was neither necessary nor desirable, and not by any means desired by the Secretary of State for the Colonies.

It

* This telegram, in which Mr. Forster joined, was sent by Sir Archibald Michie in reply to the preceding telegram.

It was suggested by Sir Julius Vogel that Sir Archibald Michie should be requested to call an early meeting of the Agents-General, in order to communicate to them what had transpired. But this suggestion proved impracticable, in consequence of Sir Archibald Michie's being about to leave London. I therefore thought it advisable to despatch to you the following telegram:—

"Interview August 17, Secretary State, Vogel, Forster, Jopp. Postal alterations merely proposed, not decided. Government will await opinion from all Colonies before decision."

I have, &c.,
WILLIAM FORSTER.

No. 22.

The Agent-General, London, to The Colonial Secretary, Sydney.

Sir,

3, Westminster Chambers, S.W., London, 30 August, 1878.

I have the honor to forward copy of a letter, dated August 23, 1878, jointly addressed by the Agent-General for New Zealand and myself to the Right Honorable the Secretary of State for the Colonies, upon the subject of the alterations proposed by the Right Honorable the Lords Commissioners of the Treasury in the distribution of Postal Revenues between Great Britain and the Colonies.

This letter has been considered advisable in consequence of the receipt by the Agent-General for New Zealand of a telegram from his Government, of which a copy is appended, received and dated August 20, 1878.

As I have not received a similar telegram of about the same date, I assume that the instructions referred to are considered to have been implied or included in previous telegrams.

I have since received from the Agent-General for Victoria a letter dated August 22nd, 1878, covering copy of another telegram from his Government, dated August 21st, 1878, of both of which copies are also appended.

There appears to me a slight inconsistency between these two telegrams which may possibly have escaped the notice of the Honorable the Postmaster General for New South Wales, supposing him to have been aware of the first.

I have not, however, thought it right to refuse my concurrence with the Agent-General for New Zealand in the joint letter above adverted to.

I have again the honor most strongly to urge upon the Government of New South Wales the necessity of not remitting every possible effort on their own part, and as far as practicable, through and in concert with, the other Governments concerned, in the way of protest and remonstrance against the proposed alterations. It may be as well, moreover, for the Governments of New South Wales and New Zealand to prepare themselves with arguments and objections against any possible proposal of Her Majesty's Government to confine their Imperial co-operation in future to a single service, and, perhaps, virtually to abandon their share in the service by way of San Francisco. Nothing has yet been said or done either by Her Majesty's Government or by any of the Colonial Agents-General to suggest or to encourage such a proposal, but the singular and very candid admission of the Right Honorable the Secretary of State for the Colonies in the course of his late interview with the Agent-General for New Zealand and myself, to the effect that the arguments adduced by the Right Honorable the Lords Commissioners of the Treasury in favour of the alterations they propose are as yet insufficient, seems to me to point to some further disclosures and developments of Imperial policy in this matter, which may be still under consideration by the Right Honorable the Lords Commissioners.

I think, in the face of these telegrams, and after what has occurred, it must now be tolerably obvious that it would have been better for the several Agents-General to have waited for instructions, for which they had actually applied, from their respective Governments, before they entered upon a course of action towards the conduct of which these very telegrams constitute the most important part of the instructions of the Agents-General.

I have, &c.,
WILLIAM FORSTER.

[Enclosures.]

Telegram from Sir George Grey to Sir Julius Vogel.

Wellington, 20 August, 1878.

Re postages; urge Imperial Government continue present arrangement term, 'Frisco Service, 1883. Forster instructed.

G. GREY.

The Agents-General for New South Wales and New Zealand to The Secretary of State for the Colonies.

Sir,

London, 23 August, 1878.

Since the interview we had the honor to have with you on Saturday last, we have received further telegrams instructing us to urge that the present arrangements for dividing postages should be allowed to continue until the expiration of the contracts now in force. The San Francisco contract expires in 1883.

We beg to represent to you that it is very desirable this should be done. The Colonies seem to be satisfied with the present arrangement, whilst there appears to be a very strong feeling against the proposed change. We believe that this does not arise so much from its money effect as from the fact that it is made without any sufficient reasons being given to justify it. If there is to be a change it should be made after a consideration of all the figures, and it should be based on the principle of the mother country and the Colonies mutually bearing the burden of the cost of postal communication, a principle which we understood you, at our late interview, to approve. This has been the principle prevailing for years past. Owing, however, to the cost of the connecting services, the net cost to the Colonies is very much more than to the Mother Country, and much more than it was before the present arrangement. A fair revision of that arrangement would not be likely to place the Imperial Government in a better position than at present; and as the Colonial Governments are satisfied with the present arrangement, it is for the interest of the Imperial Government to continue it.

We have, &c.,
JULIUS VOGEL.
WILLIAM FORSTER.

The

The Agent-General for Victoria to The Agent-General for New South Wales.

Sir,

8, Victoria Chambers, London, 22 August, 1878.

I have the honor, by desire of the Agent General for Victoria, to forward for your information, copy of a telegram received this morning, from which it appears that the Governments of Victoria, New South Wales, and South Australia, in Conference at Melbourne, desire that the Imperial Government may be urged to continue the present postal arrangements with the Colonies until the expiration of the Mail Contract in February, 1880.

I have, &c.,
S. YARDLEY.

Telegram from Messrs. Berry, Burns, and Morgan, to the Agent-General for Victoria, London.

Melbourne, 21 August, 1878.

CONFERENCE of Victoria, New South Wales, and South Australia, strongly urge Imperial Government to continue present postal arrangements with Colonies until the expiration of Mail Contract in February, 1880.

BERRY.
BURNS.
MORGAN.

The Postmaster General.—M.F., 12/10/78. The Secretary to the Post Office.—M.R.A., B.C., 12/10/78.

No. 23.

Telegram from Colonial Secretary, Sydney, to Agent-General, London.

15 October, 1878.

GOVERNOR forwarded despatch covering minute Postmaster General against proposed division postages. We wish you continue co-operating with other Agents in getting present arrangements extended if possible till eighty-three.

No. 24.

The Agent General, London, to The Colonial Secretary, Sydney.

Sir,

3, Westminster Chambers, Victoria-street, S.W., 10 October, 1878.

Adverting to my letter to you, (No. 181-78) of the 20th August last, reporting the interview granted to me on the 17th August, by the Secretary of State for the Colonies, with reference to the proposed postal alterations, I have the honor to enclose herewith a copy of a letter from the Colonial Office, dated 18th ultimo, and of my reply dated 3rd instant, relative to my report (which I had communicated to the Secretary of State on the 29th August, when I forwarded to the Colonial Office copies of the additional printed correspondence (No. 2), copies of which were also transmitted to you under cover of my letter, (No. 186-78) of the 30th August last.)

I have, &c.,
WILLIAM FORSTER.

Postmaster General.—M.F., 28/11. The Secretary to the Post Office, B.C., 28/11/78.—M.R.A.

[Enclosure.]

R. H. Meade, Esq., to The Agent General.

Sir,

Colonial Office, Downing-street, 18 September, 1878.

I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 29th ultimo, enclosing further printed correspondence upon the subject of the proposed changes in the Australian postal arrangements.

2. Sir Michael Hicks Beach has perused the report which you have made to your Government of the interview which you held with him in reference to this question. He had not considered this interview to be of such a formal nature as to be reported in detail; but as an official character has been given to a conversation in which his object had been only to receive an expression of the views of the Agent General for New South Wales (who had not been present when the other Agents General were received), he desires me, in order to remove any possibility of misapprehension, to observe that, in making the remark quoted at page 33 of the print, to the effect, "that probably it might be fair that the Mother Country and the Colonies should bear in equal proportion the losses on the service taken throughout, between England and Australia," he was merely stating an idea which occurred to him at the time, and that he did not pledge himself, much less the Government as a whole, to its adoption, inasmuch as the practicability of such an arrangement would of course depend upon the result of calculations not yet before him.

3. I am to take this opportunity of acknowledging the receipt of the letter signed by yourself and by Sir Julius Vogel, relating to this matter, dated the 23rd of August, and I am to state that a copy of it has been submitted for the consideration of the Lord Commissioners of the Treasury, in connection with the previous correspondence now before them.

I am, &c.,
R. H. MEADE.

The Agent General to The Under Secretary, Colonial Office.

Sir,

3, Westminster Chambers, S.W., 8 October, 1878.

With reference to your letter of the 18th ultimo, acknowledging the receipt of my letter of the 29th August last, enclosing further printed correspondence upon the subject of the proposed changes in the Australian postal arrangements, and to the interview therein also referred to as held by me with the Secretary of State for the Colonies, which you inform me Sir Michael Hicks Beach had not considered to be of such a formal nature as to be reported in detail, and upon which he further remarks that "An official character has been given to a conversation in which his object had been only to receive an expression of the views of the Agent General for New South Wales (who had not been present when the other Agents General were received)",—I have the honor to express my regret that Sir Michael Hicks Beach should have conceived any opinion of the nature of that interview which might appear to preclude its being fully reported to my Government in any form necessary to make them rightly acquainted with the actual facts and circumstances of the case, and with the views and intentions of Her Majesty's Government. I trust, however, that due allowance will be made for the difficulty in which an agent or representative of a distant Colony and Government would be placed if he were suspected, or were to render himself liable to be accused, of withholding any important facts or communications with the Imperial Government bearing upon a question of such

such importance. I confess myself, moreover, at some loss to understand the distinction between interviews of such a formal nature as to be reported in detail and interviews the nature of which does not admit of their being so reported, or how any other than an official character could have been given to a conversation of which the object is described as "only to receive an expression of the views of the Agent General for New South Wales (who had not been present when the other Agents General were received)." I beg, however, to assure the Secretary of State that it was far from my intention in my report to convey the impression that I regarded any expressions of opinion by him in a different light from that in which he appears to wish his remarks to have been understood, or that in making them he was more than merely stating an idea which occurred to him at the time, and that he did not pledge himself—much less the Government as a whole—to its adoption." On the contrary, I not only cordially acquiesce in the interpretation put on his own words by Sir Michael Beach, but I have not intended otherwise to interpret them to my Government, nor do I desire now to regard them as amounting to more than expressions of individual opinion, and as in no way committing or binding the Secretary of State, or his colleagues, to any other course than may on further and full consideration appear to them compatible with reason and justice and with the interests of the Empire, and of the Colonies as component parts of the Empire.

I think it will be found, and indeed I have reason to know, that detailed reports of the interview between Sir Michael Hicks Beach, and the other Agents General, have been forwarded by them, or one or other of them, to their own Governments. I can perceive no valid reason for drawing any official or personal distinction between this interview and the one now under consideration, nor can I imagine that the Secretary of State intends any such distinction to be drawn. And I confess that in making my report I had in my mind the probability that such a report of the first interview would be made.

I have learned from Sir Julius Vogel that he takes exception to my version of the part he took in the conversation at the latter interview, in so far as to deny having said, as I put it, that he "could not admit that a heavier burden was borne by the Colonies than by the mother country in this matter of postal services, the fact being quite the other way." Sir Julius Vogel states that he said nothing of the kind, but expressed himself in a diametrically opposite sense. This appears to me a right occasion to express my regret for having misunderstood and misinterpreted his meaning. And of course I am quite willing to accept his interpretation as above conveyed.

I have, &c.,

WILLIAM FORSTER.

Sydney: Thomas Richards, Government Printer.—1878.

[1s. 3d.]

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1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL COMMUNICATION BETWEEN THE UNITED
KINGDOM AND THE AUSTRALASIAN COLONIES.

(FURTHER CORRESPONDENCE CONCERNING ARRANGEMENTS WITH IMPERIAL GOVERNMENT.)

Ordered by the Legislative Assembly to be printed, 26 March, 1879.

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No. 1.

The Agent General for New South Wales to The Colonial Secretary, Sydney.

Sir, 3, Westminster Chambers, Victoria-street, S.W., 25 October, 1878.

In continuation of my letter, No. 218-78, of the 10th instant, enclosing copy of correspondence with the Colonial Office relative to the report of my recent interview with the Secretary of State on the subject of the proposed changes in the Australian postal arrangements, I have the honor to enclose copy of a letter from the Colonial Office, dated 14th instant, in acknowledgment of my letter of the 3rd instant, to the Secretary of State.

In further reference to this subject I have the honor to inform you that I received on the 16th instant your following telegram, dated Sydney, 15th instant:—

“Governor forwarded despatch covering minute of Postmaster General against proposed division of postages; we wish you continue co-operating with other Agents in getting present arrangements extended, if possible, till eighty-three.”

On receipt thereof I addressed to the Secretary of State the letter, dated 17th instant, of which a copy is enclosed, and which I also communicated to each of the Agents General, with whom I will lose no opportunity of co-operating, in fulfilment of the instructions in your above telegram and previous communications. I do not anticipate, however, that there will now be any further opportunity or occasion for action here, until the communications to the Imperial from the several Colonial Governments have been received at the Treasury.

I have, &c.,
WILLIAM FORSTER.

[Enclosures.]

The Agent General for New South Wales to The Colonial Office.

Sir, 3, Westminster Chambers, S.W., 17 October, 1878.

I have the honor to inform you that I yesterday received from the Chief Secretary of New South Wales the following telegram, dated Sydney, 15th instant, relative to the proposed changes in the Australian mails:—

“Governor forwarded despatch covering minute Postmaster General against proposed division postages. We wish you continue co-operating with other agents in getting present arrangements extended if possible till eighty-three.”

I do not feel that I can at present add to my previous communications on this subject, except by placing before Her Majesty's Government the telegram which I have now the honor to submit, in confirmation of the action which, as you are aware, I have already taken in compliance with the instructions conveyed to me by my Government.

I have, &c.,
WILLIAM FORSTER.

The Secretary to the Agent General for New South Wales to The Agent General for New Zealand.

Sir, 3, Westminster Chambers, S.W., 18 October, 1878.
I am directed by Mr. Forster to communicate to you the enclosed copy of a telegram, dated Sydney, 15th instant, which he has received from the Chief Secretary of New South Wales, and the enclosed copy of a letter, dated 17th instant, which he has, in consequence, addressed to the Secretary of State for the Colonies, with reference to the proposed changes in the division of the postages on the Australian mails.

I have, &c.,

A. A. JOPP, Capt., R.E.

Letters identical with the above were also sent to the Agents General for Victoria, Queensland, and South Australia.

The Secretary to the Department of the Agent General for New Zealand to The Agent General for New South Wales.

Sir, 7, Westminster Chambers, S.W., 21 October, 1878.
I am directed by Sir Julius Vogel to acknowledge the receipt of Captain Jopp's letter of the 18th instant, in which, by your direction, he encloses copy of a telegram, dated Sydney, 15th instant, from the Chief Secretary of New South Wales, and also copy of the letter which you have in consequence addressed to the Secretary of State for the Colonies respecting the proposed changes in the division of the postages on the Australian mails.

I have, &c.,

WALTER KENNAWAY

The Colonial Office to The Agent General for New South Wales.

Sir, Colonial Office, Downing-street, 23 October, 1878.
I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 17th instant, communicating to this department a copy of a telegram which you have received from the Government of New South Wales respecting the proposed changes in the Australian Mail Services, and I am to inform you that a copy of your letter has been sent to the Lords Commissioners of the Treasury.

I am, &c.,

JOHN BRAMSTON.

Mr. Hamilton to Captain Jopp.

Sir, Queensland Government Offices, 32, Charing Cross, S.W., 22 October, 1878.
I am directed by the Agent General to acknowledge the receipt of your letter of the 18th instant (with enclosure) with reference to the proposed changes in the division of the postages on the Australian mails.

I am, &c.,

THOS. HAMILTON.

Postmaster General.—M.F., 10/12/78.
J.F.B., 16/12/78.

The Secretary to the Post Office, B.C., 10/12/78.—M.R.A. Read.—

No. 2.

The Colonial Secretary, Western Australia, to The Colonial Secretary, New South Wales.

Sir, Colonial Secretary's Office, Perth, 25 November, 1878.
I have the honor to acknowledge the receipt of your letter of the 14th October, enclosing printed copy of a minute made by the Postmaster General of New South Wales, concerning proposed alteration of the arrangements between the Imperial and Colonial Governments for the division of postages on Australasian mails, and in reply to inform you that His Excellency the Governor entirely concurs in the view therein set forth.

I have, &c.,

R. T. GOLDSWORTHY,
Colonial Secretary.

Postmaster General.—M.F., 10/12/78. The Secretary to the Post Office.—M.R.A., B.C., 10/12/78.

No. 3.

The Secretary of State for the Colonies to The Governor of New South Wales.

Sir, Downing-street, 4 December, 1878.
I have the honor to acknowledge the receipt of your despatch No. 110, of the 7th October last, enclosing a minute by the Postmaster General on the subject of the proposed re-arrangement of the division between the Imperial and Colonial Governments of the postage receipts on correspondence passing between the several Colonies of Australia and New Zealand and this country.

This minute is receiving the full consideration of Her Majesty's Government.

I have, &c.,

M. HICKS-BEACH.

Postmaster General.—H.P., 1/2/79. The Secretary to the Post Office.—M.R.A., B.C., 1/2/79.

No. 4.

The Agent General for New South Wales to The Colonial Secretary, Sydney.

Sir, 3, Westminster Chambers, Victoria-street, S.W., 5 December, 1878.
In reply to your letters No. 605 and No. 612, dated 9th October last, with minute of the Postmaster General under cover of the latter, relative to the proposed changes in the division between the Imperial and the Colonial Governments of the postages on the Australasian mails, I have the honor to submit herewith copies of letters, dated 25th ultimo, which I have in consequence addressed to each Agent General, and to the Secretary of State for the Colonies, on this subject, together with copy of reply, dated 4th instant, from the Colonial Office.

You

You will observe that I have not thought it desirable, in my letter to the Colonial Office, to add to what has already been written and said with reference to this question; and I now await, with some degree of confidence, the favourable reply from the Imperial Government which I think we are entitled to expect.

It will also be observed from the correspondence, that having received from Messrs. Charles Clark and Company, the London Agents of the Pacific Mail Steamship Company, a letter relative to the time-table for 1879 (which formed the subject of my last letter to you, No. 256-78, of the 22nd ultimo), Sir Julius Vogel and I thought it desirable, in communicating to the Imperial authorities the time-table which we had prepared and served on the Company, to protect ourselves against the possibility of its being supposed that in thus communicating our proposed arrangements for the future, we in any way prejudiced our position in the matter of the division of the postages.

I have, &c.,
WILLIAM FORSTER.

The Secretary to the Agent General for New South Wales to The Agent General for New Zealand.

Sir, 3, Westminster Chambers, S.W., 25 November, 1878.

I am directed by Mr. Forster to enclose for your information copies of two letters, No. 605 and No. 612, dated Sydney, 9th ultimo, and of a minute of the Postmaster General of New South Wales, under cover of No. 612, which he has this morning received from the Chief Secretary of New South Wales, on the subject of the proposed changes in the division between the Imperial and the Colonial Governments of the postages on the Australasian mails.

I am to add that Mr. Forster has sent copies of the above documents to each Agent General, and he has also submitted to the Secretary of State for the Colonies, a copy of the Postmaster General's minute, and Chief Secretary's covering letter, (No. 612.)

I have, &c.,
A. A. JOPP, Capt., R.E.,
Secretary, New South Wales Govt. Agency.

Letters identical with the above were also sent to the Agents General for Victoria, Queensland, and South Australia.

The Agent General for New South Wales to The Secretary of State for the Colonies.

Sir, 3, Westminster Chambers, S.W., 25 November, 1878.

Adverting to my letter of the 17th ultimo and previous communications, relative to the proposed changes in the division between the Imperial and the Colonial Governments of the postages on the Australasian mails, I have the honor to submit herewith a copy of a letter, dated Sydney, 9th ultimo, which I have this day received from the Chief Secretary of New South Wales, transmitting a copy of a minute of the Postmaster General of the Colony on the above subject.

I presume that this minute is the one referred to in my telegram from the Chief Secretary, dated 15th ultimo, and submitted to you under cover of my above quoted letter of the 17th ultimo, informing me that a communication of this nature had been addressed to you by His Excellency the Governor of the Colony.

I do not feel that I am able, or that I am at present called upon, to add to the expressions of opinion conveyed in the Postmaster General's minute, and in the previous communications which have been addressed to Her Majesty's Government on this subject.

I have, &c.,
WILLIAM FORSTER.

Messrs. Clark & Co. to The Agents General for New South Wales and New Zealand.

Dear Sirs, Windsor Chambers, Great Saint Helen's, London, E.C., 28 November, 1878.

We think it would be desirable that you should send to the Post Office a copy of the time-table for the San Francisco Mail Service for 1879, and we accordingly enclose a copy for that purpose.

We are, &c.,
CHARLES CLARK & Co.

The Agents General for New South Wales and New Zealand to The Secretary of State for the Colonies.

Sir, 3, Westminster Chambers, S.W., 29 November, 1878.

We have the honor to enclose herewith, for the information of Her Majesty's Government, a copy of the proposed time-table for 1879, for the Mail Service between Great Britain, New Zealand, and New South Wales, by way of San Francisco.

It is of course to be understood that, in communicating this time-table to the Imperial Post Office, we do not undertake on behalf of our respective Governments to carry the mails by the above route in the event of the Lords Commissioners of the Treasury being still desirous of adhering to their proposal to retain a larger proportion of the postages for this service than the Governments of the Colonies are prepared to concede. We trust, however, that this matter will be satisfactorily arranged.

We have, &c.,
WILLIAM FORSTER,
Agent General for New South Wales.
JULIUS VOGEL,
Agent General for New Zealand.

The Secretary to the Agent General for New South Wales to Messrs. C. Clark & Co.

Gentlemen, 3, Westminster Chambers, S.W., 29 November, 1878.

In reply to your letter of yesterday to the Agents General for New South Wales and New Zealand, relative to the time-table for 1879 for the San Francisco Mail Service, I am to inform you that the time-table of which a copy is enclosed has been communicated to the Postmaster General.

I am, &c.,
A. A. JOPP, Capt., R.E.,
Secty. New South Wales Govt. Agency.

The Colonial Office to The Agent General for New South Wales.

Sir, Colonial Office, Downing-street, 4 December, 1878.

I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 25th November, forwarding a letter from the Chief Secretary of New South Wales, in which is enclosed a minute by the Postmaster General of the Colony on the subject of the proposed changes in the division between the Imperial and the Colonial Governments of the postages on the Australasian mails.

I am to inform you that this minute has already been received in a despatch from the Governor of New South Wales, and is receiving the consideration of Her Majesty's Government.

I am, &c.,
JOHN BRAMSTON.

The

The Colonial Office to The Agents General for New South Wales and New Zealand.

Gentlemen,

Downing-street, 5 December, 1878.

I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 29th of November, in which you enclose, for the information of Her Majesty's Government, copies of the proposed time-table for 1879 for the mail service between this country and New South Wales and New Zealand by way of San Francisco, and I am to say that copies of your letter and of the time-table have been transmitted by this department to the Lords Commissioners of the Treasury and to the Postmaster General.

I am, &c.,
JOHN BRAMSTON.

The Postmaster General.—The Secretary to the Post Office, B.C., 28/1/79.—M.R.A.

No. 5.

Telegram from the Governor of South Australia to The Governor of New South Wales. dated 8 January, 1879.

I HAVE received telegram, dated 1st January, from Secretary of State, as follows:—"Inform other Governors, Treasury, at my suggestion, continue present division of postage until February, eighteenth eighty. [Qy. 1880]. Despatch follows, opening four [Qy. fair] arrangements."

No. 6.

The Agent General for New South Wales to The Colonial Secretary, Sydney.

Sir,

3, Westminster Chambers, Victoria-street, S.W., 17 January, 1879.

I have the honor to enclose herewith copy of a letter dated 2nd instant, and enclosure, from the Colonial Office, and of my reply, dated 3rd instant, relative to the proposed changes in the division of postal receipts between the Imperial and the Colonial Governments, respecting which you have already doubtless received information by telegram from the Secretary of State.

I have, &c.,
WILLIAM FORSTER.

[Enclosures.]

Mr. Herbert to Mr. Forster.

Sir,

Downing-street, 2 January, 1879.

With reference to previous correspondence, I am directed by the Secretary of State for the Colonies to transmit to you for your information a copy of a telegram which he has sent to the Governor of South Australia, requesting him to inform the Governors of the other Australasian Colonies that the Lords Commissioners of the Treasury have consented to the present arrangement with respect to the division of postal receipts continuing in force until the 1st of February in next year.

A despatch (of which you will receive a copy) will shortly be addressed to the Governors, requesting that their Governments will enable the discussion of the future postal arrangements to take place during the present year, by appointing duly authorized and instructed representatives to confer with Her Majesty's Government.

I have, &c.,
ROBERT G. W. HERBERT.

Copy of a telegram from Sir Michael Hicks-Beach to the Governor of South Australia, dated Downing-street, 1st January, 1879. Inform other Governors Treasury, at my suggestion, continue present division of postage until February eighteen eighty. Despatch follows opening future arrangements.

Mr. Forster to The Colonial Office.

Sir,

3, Westminster Chambers, Victoria-street, S.W., 3 January, 1879.

I have the honor to acknowledge the receipt of your letter of the 2nd instant, transmitting for my information a copy of a telegram which the Secretary of State has sent to the Governor of South Australia, requesting him to inform the Governors of the other Australasian Colonies that the Lords Commissioners of the Treasury have consented to the present arrangement with respect to the division of postal receipts continuing in force until the 1st February in next year; and adding, that a despatch, of which I am to receive a copy, will shortly be addressed to the Governors, requesting that their Governments will enable the discussion of the future postal arrangements to take place during the present year, by appointing duly authorized and instructed representatives to confer with Her Majesty's Government.

I have, &c.,
WILLIAM FORSTER.

The Postmaster General.—H.P., 3/3/79.

The Secretary to the Post Office.—B.C., 3/3/79, M.R.A.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FORMATION OF A GENERAL POSTAL UNION.
(PAPERS RELATING TO THE TREATY SIGNED AT BERNE, 9 OCTOBER, 1874.)

Ordered by the Legislative Assembly to be printed, 12 December, 1878.

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14. Telegram, Postmaster General, New Zealand, to Postmaster General, Sydney. 18 September, 1877	23
15. Telegram, Postmaster General, Sydney, to Postmaster General, New Zealand. 20 September, 1877	23
16. Telegram, Secretary to Post Office, to Postmaster General, New Zealand. 19 October, 1877	23
17. Telegram, Postmaster General, New Zealand, to Postmaster General, Sydney. 20 October, 1877	23
18. Principal Under Secretary to Secretary to Post Office. 12 December, 1877; and Secretary to Post Office to Principal Under Secretary. 14 December, 1877; also. Telegram, Secretary to Post Office, Sydney, to Secretary, General Post Office, Wellington, New Zealand. 14 December, 1877	23
19. Telegram, Secretary, General Post Office, Wellington, New Zealand, to Secretary to the Post Office, Sydney. 19 December, 1877	24
20. Telegram, Secretary, General Post Office, Wellington, New Zealand, to Secretary to the Post Office, Sydney. 26 December, 1877	24
21. Telegram, Secretary to Post Office, Sydney, to Secretary, General Post Office, Wellington, New Zealand. 27 December, 1877	24
22. Director of the General Post Office of the German Empire to Postmaster General Sydney. 25 October, 1877	24
23. Memo. from Principal Under Secretary to the Secretary, General Post Office	25
24. Telegram, Secretary, General Post Office, Wellington, New Zealand, to Secretary to Post Office, Sydney. 9 March, 1878	25
25. Principal Under Secretary to Secretary to the Post Office. 19 March, 1878	25
26. Secretary to the Post Office to Principal Under Secretary. 21 March, 1878	25
27. Principal Under Secretary to the Secretary to the Post Office. 28 March, 1878	25
28. Secretary, General Post Office, Wellington, New Zealand, to Secretary to the Post Office, Sydney (with enclosure). 11 April, 1878	26
29. Telegram, Secretary to Post Office, Sydney, to Secretary, General Post Office, Wellington, New Zealand. 30 April, 1878	26
30. Despatch from Agent General, New South Wales, to Colonial Secretary (with enclosures). 7 June, 1878. Referred to Post Office, 19 July, 1878	26
31. Secretary, General Post Office, Wellington, New Zealand, to Secretary to Post Office, Sydney. 15 June, 1878	27
32. Secretary to Post Office, Sydney, to Secretary, General Post Office, Wellington, New Zealand. 9 August, 1878	27

FORMATION OF A GENERAL POSTAL UNION.

No. 1.

The Secretary of State for the Colonies to The Officer Administering the Government
of New South Wales.

Sir,

Downing-street, 11 December, 1874.

I transmit to you for the consideration of your Ministers an extract from the Treaty, enclosing copies of a Treaty for the formation of a General Postal Union, which was signed at Berne on the 9th October last, and of the detailed Regulations for the execution of the Treaty, which were concluded at Berne on the same date.

The Lords Commissioners of the Treasury invite special attention to Clause 3 of Article XVII of the enclosed Treaty, and point out that, in the event of the Colonial Government desiring to enter the Union, they will regard a reconsideration of the proportions of the charge for Packet Service borne by the Imperial and Colonial Exchequers respectively as a necessary preliminary to their sanction to such a step, inasmuch as it would entail a considerable diminution in the receipts of the Post Office.

I have, &c.,
CARNARVON.

Col. Sec.—H.R., 5/4/75. Copy may be forwarded to the Postmaster General.—10/4/75.
JOURN R., 13/1/75. Sent to Secretary to Post Office.—B.C., 15/4/75.

Extract of Letter from the Treasury to the Colonial Office, dated 30th November, 1874.

My Lords are now informed that the Treaty was signed on the 9th ultimo, by the Delegates of twenty-one out of the twenty-two States represented at the Congress, the Government of France withholding the expression of their assent until the scheme had received the sanction of the National Assembly, and I am to enclose for the information of the Secretary of State six copies of the Treaty, and of the Regulations for the execution of the Treaty, to each of which an English translation has been appended.

I am to request that you will move the Earl of Carnarvon to send copies of the Treaties to the Governments of the larger Colonies, such as Canada, the Australian Colonies, and New Zealand, should his Lordship think it desirable.

I am further to request that you will invite his Lordship's special attention to Clause 3 of Article XVII, and I am to state that, in the event of the Colonial Governments desiring to enter the Union, my Lords will regard a reconsideration of the proportions of the charge for Packet Services borne by the Imperial and Colonial Exchequers respectively as a necessary preliminary to their sanction to such a step, inasmuch as it would entail a considerable diminution in the receipts of the Post Office.

TREATY concerning the formation of a General Postal Union, concluded between Germany, Austro-Hungary, Belgium, Denmark, Egypt, Spain, the United States of America, France, Great Britain, Greece, Italy, Luxembourg, Norway, the Netherlands, Portugal, Roumania, Russia, Servia, Sweden, Switzerland, and Turkey. Signed at Berne, October 9th, 1874.

This Treaty, as signed, was in the French language only. The English translation as follows was added in London.

The undersigned, Plenipotentiaries of the Governments of the countries above enumerated have, by common consent, and subject to ratification, agreed upon the following Convention:—

ARTICLE I.

The countries between which the present Treaty is concluded shall form, under the title of "General Postal Union," a single postal territory for the reciprocal exchange of correspondence between their Post Offices.

ARTICLE II.

The stipulations of this Treaty shall extend to letters, post-cards, books, newspapers, and other printed papers, patterns of merchandise, and legal and commercial documents originating in one of the countries of the Union and intended for another of those countries. They shall also apply to the exchange by post of the articles above mentioned between the countries of the Union and countries foreign to the Union whenever such exchange takes place over the territory of two at least of the contracting parties.

ARTICLE III.

The general Union rate of postage is fixed at 25 centimes for the single prepaid letter.

Nevertheless, as a measure of conversion, the option is reserved to each country, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it does not exceed 32 centimes or go below 20 centimes.

Every letter which does not exceed 15 grammes in weight shall be considered a single letter. The charge upon letters exceeding that weight shall be a single rate for every 15 grammes or fraction of 15 grammes.*

The charge on unpaid letters shall be double the rate levied in the country of destination on prepaid letters.

The prepayment of post cards is compulsory. The postage to be charged upon them is fixed at one half of that on paid letters, with power to round off the fractions.

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for a paid letter.

ARTICLE IV.

The general Union rate for legal and commercial documents, patterns of merchandise, newspapers, stitched or bound books, pamphlets, music, visiting cards, catalogues, prospectuses, announcements and notices of various kinds, whether printed, engraved, or lithographed, as well as for photographs, is fixed at 7 centimes for each single packet.

Nevertheless, as a measure of conversion, the option is reserved to each country, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it does not exceed 11 centimes or go below 5 centimes.

Every packet which does not exceed 50 grammes in weight shall be considered a single packet. The charge upon packets exceeding that weight shall be a single rate for every 50 grammes or fraction of 50 grammes.†

* By Article 24 of the Detailed Regulations for carrying this Treaty into effect, any country which has not adopted the decimal metrical system of weight may substitute half an ounce for 15 grammes.

† By Article 24 of the Detailed Regulations for carrying this Treaty into effect, any country which has not adopted the decimal metrical system of weight may substitute two ounces for 50 grammes, and may raise to four ounces the weight to be allowed for a single newspaper.

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for articles of this class.

The maximum weight of the articles mentioned above is fixed at 250 grammes for patterns of merchandise, and at 1,000 grammes for all the others.

There is reserved to the Government of each country of the Union the right to refuse to convey over its territory or to deliver articles specified in the present Article with regard to which the laws, orders, and decrees which regulate the conditions of their publication and circulation have not been observed.

ARTICLE V.

The articles specified in Article II may be registered.

Every registered packet must be prepaid.

The postage payable on registered articles is the same as that on articles not registered.

The charge to be made for registration and for acknowledgments of receipt must not exceed that made in the inland service of the country of origin.

In case of the loss of a registered article, and except in the case of force majeure, there shall be paid an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the office of the country in the territory or in the maritime service of which the loss has occurred—that is to say, where the trace of the article has been lost—unless, according to the legislation of such country, the office is not responsible for the loss of registered articles sent through its inland post.

The payment of this indemnity shall be effected with the least possible delay, and, at the latest, within a year dating from the date of application.

All claim for an indemnity is excluded if it be not made within one year counting from the date on which the registered article was posted.

ARTICLE VI.

Prepayment of postage on every description of article can be effected only by means of postage stamps or stamped envelopes valid in the country of origin.

Newspapers and other printed papers unpaid or insufficiently paid shall not be forwarded. Other articles when unpaid or insufficiently paid shall be charged as unpaid letters, after deducting the value of the stamped envelopes or postage stamps (if any) employed.

ARTICLE VII.

No additional postage shall be charged for the re-transmission of postal articles within the interior of the Union.

But in case an article which has only passed through the inland service of one of the countries of the Union should, by being re-directed, enter into the inland service of another country of the Union, the Post Office of the country of destination shall add its inland rate.

ARTICLE VIII.

Official correspondence relative to the Postal Service is exempt from postage.

With this exception, no franking or reduction of postage is allowed.

ARTICLE IX.

Each Office shall keep the whole of the sums which it collects by virtue of the foregoing Articles 3, 4, 5, 6, and 7. Consequently there will be no necessity on this head for any accounts between the several offices of the Union.

Neither the senders nor the addresses of letters and other postal packets shall be called upon to pay, either in the country of origin or in that of destination, any tax or duty other than those contemplated by the articles above mentioned.

ARTICLE X.

The right of transit is guaranteed throughout the entire territory of the Union.

Consequently, there shall be full and entire liberty of exchange, the several Post Offices of the Union being able to send reciprocally, in transit through intermediate countries, closed mails as well as correspondence in open mails, according to the wants of the traffic and the exigencies of the Postal Service.

Closed mails and correspondence sent in open mails, must always be forwarded by the most rapid routes at the command of the Post Offices concerned.

When several routes offer the same advantages of speed, the despatching office shall have the right of choosing the route to be adopted.

It is obligatory to make up closed mails whenever the number of letters and other postal packets is of a nature to hinder the operations of the Transit Office, according to the declaration of the office interested.

The despatching office shall pay to the office of the territory providing the transit the sum of 2 francs per kilogramme for letters, and 25 centimes per kilogramme for the several articles specified in Article IV, net weight, whether the transit takes place in closed mails or in open mails.

This payment may be increased to 4 francs for letters, and to 50 centimes for the articles specified in Article IV when a transit is provided of more than 750 kilometres in length over the territory of one office.

It is understood however, that in any case in which the transit is already actually gratuitous or subject to lower rates, those conditions shall be maintained.

Whenever a transit shall take place by sea over a distance exceeding 300 nautical miles within the district of the Union, the office by or at the expense of which this sea service is performed shall have the right to a payment of the expenses attending this transport.

The members of the Union engage to reduce those expenses as much as possible. The payment which the Office providing the sea conveyance may claim on this account from the despatching office shall not exceed 6 francs 50 centimes per kilogramme for letters, and 50 centimes per kilogramme for the articles specified in Article IV (net weight).

In no case shall these expenses be higher than those now paid. Consequently, no payment shall be made upon the sea routes on which nothing is paid at the present time.

In order to ascertain the weight of the correspondence forwarded in transit, whether in closed mails or in open mails, there shall be taken, at periods which shall be determined upon by common consent, an account of such correspondence during two weeks. Until revised, the result of that account shall serve as the basis of the accounts of the Post Offices between themselves.

Each Office may demand a revision,—

1. In case of any important modification in the direction of the correspondence;
2. At the expiration of a year after the date of the last account.

The provisions of the present Article are not applicable to the Indian mail, nor to the mails conveyed across the territory of the United States of America by the railways between New York and San Francisco. Those services shall continue to form the object of special arrangements between the Post Offices concerned.

ARTICLE XI.

The relations of the countries of the Union with countries foreign to the Union shall be regulated by the separate conventions which now exist, or which may be concluded between them.

The rates of postage chargeable for the conveyance beyond the limits of the Union shall be determined by those conventions; they shall be added, in each case, to the Union rate.

In conformity with the stipulations of Article IX the Union rate shall be appropriated in the following manner:—

1. The despatching office of the Union shall keep the whole of the Union rate for the prepaid correspondence addressed to foreign countries.
2. The receiving office of the Union shall keep the whole of the Union rate for the unpaid correspondence originating in foreign countries.
3. The office of the Union which exchanges closed mails with foreign countries shall keep the whole of the Union rate for the paid correspondence originating in foreign countries and for the unpaid correspondence addressed to foreign countries.

In

In the cases mentioned under the numbers 1, 2, and 3, the Office which exchanges the mails is not entitled to any payment for transit. In all the other cases the transit rates shall be paid according to the stipulations of Article X.

ARTICLE XII.

The exchange of letters with value declared and of Post Office money orders shall form the subject of ulterior arrangements between the various countries or groups of countries composing the Union.

ARTICLE XIII.

The Post Offices of the various countries composing the Union are competent to draw up, by common consent, in the form of detailed regulations, all the measures of order and detail necessary with a view to the execution of the present Treaty. It is understood that the stipulations of these detailed regulations may always be modified by the common consent of the Offices of the Union.

The several Offices may make amongst themselves the necessary arrangements on the subject of questions which do not concern the Union generally; such as the regulations of exchange at the frontier, the determination of radii in adjacent countries within which a lower rate of postage may be taken, the conditions of the exchange of Post Office money orders, and of letters with declared value, &c, &c.

ARTICLE XIV.

The stipulations of the present Treaty do not involve any alteration in the inland postal legislation of any country, nor any restriction on the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted unions with a view to a progressive improvement of postal relations.

ARTICLE XV.

There shall be organized, under the name of the International Office of the General Postal Union, a central office which shall be conducted under the surveillance of a Postal Administration to be chosen by the Congress, and the expenses of which shall be borne by all the Offices of the contracting States.

This Office shall be charged with the duty of collecting, publishing, and distributing information of every kind which concerns the International Postal Service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the detailed regulations; of notifying alterations adopted; of facilitating operations relating to international accounts, especially in the cases referred to in Article X foregoing; and in general of considering and working out all questions in the interest of the Postal Union.

ARTICLE XVI.

In case of disagreement between two or more members of the Union as to the interpretation of the present Treaty, the question in dispute shall be decided by arbitration. To that end, each of the Offices concerned shall choose another member of the Union not interested in the affair.

The decision of the arbitrators shall be given by an absolute majority of votes.

In case of an equality of votes the arbitrators shall choose, with the view of settling the difference, another Administration equally uninterested in the question in dispute.

ARTICLE XVII.

The entry into the Union of countries beyond sea not yet forming part of it, shall be effected on the following conditions:—

1. They shall make their application to the Administration charged with the management of the International Office of the Union.
2. They shall submit to the stipulations of the Treaty of the Union, subject to an ulterior understanding on the subject of the cost of sea conveyance.
3. Their adhesion to the Union must be preceded by an understanding between the Administrations having postal conventions or direct relations with them.
4. In order to bring about this understanding, the Administration charged with the management of the International Office of the Union shall convene, if there be occasion, a meeting of the Administrations interested, and of the Administration desiring admission.
5. When the understanding has been arrived at, the Administration charged with the management of the International Office of the Union shall give notice of the same to all the members of the General Postal Union.
6. If in a period of six weeks, counting from the date of that communication, no objections are presented, the adhesion shall be considered as accomplished, and notice thereof shall be given by the managing Administration to the Administration joining the Union. The definitive adhesion shall be completed by a diplomatic act between the Government of the managing Administration and the Government of the Administration admitted into the Union.

ARTICLE XVIII.

Every three years at least a Congress of plenipotentiaries of the countries participating in the Treaty shall be held with a view of perfecting the system of the Union, of introducing into it improvements found necessary, and of discussing common affairs.

Each country has one vote.

Each country may be represented either by one or several delegates, or by the delegation of another country.

Nevertheless, it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the one they represent.

The next meeting shall take place at Paris in 1877.

Nevertheless, the period of this meeting may be advanced, if a demand to that effect be made by one-third at least of the members of the Union.

ARTICLE XIX.

The present Treaty shall come into force on the 1st July, 1875.

It is concluded for three years from that date. When that term is passed, it shall be considered as indefinitely prolonged, but each contracting party will have the right to withdraw from the Union on giving notice one year in advance.

ARTICLE XX.

After the date on which the present Treaty comes into effect, all the stipulations of the special treaties concluded between the various countries and Administrations, in so far as they may be at variance with the terms of the present Treaty, and without prejudice to the stipulations of Article XIV, are abrogated.

The present Treaty shall be ratified as soon as possible, and, at the latest, three months previous to the date on which it is to come into force. The acts of ratification shall be exchanged at Berne.

In faith of which the plenipotentiaries of the Governments of the countries above enumerated have signed it at Berne, the 9th October, 1874.

Pour la Grande-Bretagne	WM. JAE. PAGE.	Pour la Grèce	... ..	{ A. MANSOLAS.
" l'Allemagne	{ STEPHAN.	" l'Italie	... ..	{ ALB. BÉTANT.
	{ GÜNTHER.	" le Luxembourg	... ..	{ TANTESIO.
" l'Autriche	... ..	" la Norvège	... ..	{ VON ROEBL.
	{ LE BARON DE KOLBENSTEINER.	" les Pays Bas	... ..	{ C. OPPEN.
" la Hongrie	... ..	" le Portugal	... ..	{ HOFSTEDE.
	{ PILHAL.	" la Roumanie	... ..	{ B. SWERTS DE LANDAS WYBORGH.
" la Belgique	... ..	" la Russie	... ..	{ EDUARDO LESSA.
	{ M. GERVAY.	" la Serbie	... ..	{ GEORGE F. LAHOTARI.
" le Danemark	... ..	" la Suède	... ..	{ BARON VELHO.
	{ P. HEIM.	" la Suisse	... ..	{ GEORGES POGGENPOHL,
" l'Égypte	... ..	" la Turquie	... ..	{ EUGÈNE BOREL.
" l'Espagne	... ..			{ NAEFF.
" les États-Unis	... ..			{ DR. J. HEER.
" d'Amérique	... ..			{ YANCO MACRIDI.
" la France	... ..		
	{ FASSIAUX.			
	{ VINCHENT.			
	{ J. GIFE.			
	{ FRNGER.			
	{ MUZZI BEY.			
	{ ANGEL MANSI.			
	{ EMILIO C. DE NAVASCUES.			
	{ JOSEPH H. BLACKFAN.			

PROTOCOLE FINAL.

Les soussignés plenipotentiaries des Gouvernements des pays qui ont signé aujourd'hui le traité concernant la création d'une Union générale des Postes, sont convenus de ce qui suit :

Dans le cas où le Gouvernement français, qui s'est réservé le protocole ouvert et qui figure en conséquence au nombre des parties contractantes au traité sans y avoir encore donné son adhésion, ne se déciderait pas à le signer, ce traité n'en sera pas moins définitif et obligatoire pour toutes les autres parties contractantes dont les représentants l'ont signé aujourd'hui.

En foi de quoi les plenipotentiaries ci-dessous ont dressé le présent protocole final qui aura la même force et la même valeur que si les dispositions qu'il contient étaient insérées dans le traité lui-même, et ils l'ont signé en un exemplaire qui restera déposé aux archives du Gouvernement de la Confédération suisse et dont une copie sera remise à chaque partie.

Berne, le 9 Octobre, 1874.

(*Suivent les signatures des délégués des Gouvernements de l'Allemagne, de l'Autriche-Hongrie, de la Belgique, du Danemark, de l'Égypte, de l'Espagne, des États-Unis d'Amérique, de la Grande-Bretagne, de la Grèce, de l'Italie, du Luxembourg, de la Norvège, des Pays-Bas, du Portugal, de la Roumanie, de la Russie, de la Serbie, de la Suède, de la Suisse, et de la Turquie.*)

(*These Detailed Regulations, as signed, were in the French language only. The English translation was made in London.*)

DETAILED REGULATIONS for the execution of the Treaty concerning the formation of a General Postal Union, concluded at Berne, the 9th October, 1874.

The undersigned, with reference to Art. 13, of the Treaty of the 9th October, 1874, concerning the formation of a General Postal Union, have, in the name of their respective offices, by common consent, agreed upon the following measures for ensuring the execution of the said Treaty :

I.

Rates of Postage within the Union.

The Post Offices composing the Union shall communicate reciprocally the rates of postage which they shall have adopted in conformity with Articles 3, 4, and 5 of the Treaty, for paid and unpaid letters, and for the other paid articles originating in and addressed to the Union, as well as the transit rates applicable to the land and sea services within the Union, by virtue of paragraphs 6, 7, 9, and 10 of Article 10 of the Treaty. Every modification adopted hereafter in the amount of those rates shall be notified without delay.

II.

Exchange in closed Mails.

The exchange of correspondence in closed mails between the Post Offices of the Union shall be regulated by common consent and according to the necessities of the service between the Post Offices concerned. If an exchange of mails should take place through the medium of one or of several other countries, due notice shall be given to the Post Offices of those countries.

III.

Application of the Stamps.

1. The correspondence to be reciprocally exchanged shall be impressed, on the upper part of the address, with a stamp indicating the place of origin and the date of posting.
2. Unpaid or insufficiently paid correspondence shall, in addition, be impressed with the stamp "T" (tax to be paid), the application of which shall devolve upon the office of the country of origin.
3. Registered articles shall bear the impression of the special stamp used for articles of a like nature in the country where they originate.
4. The several Post Offices shall forward to each other, through the medium of the International Office, an impression of the stamp last mentioned.
5. Every postal packet which does not bear the stamp "T" shall be considered as paid to destination and treated accordingly, unless there be an obvious error.

IV.

Indication of the Number of Rates.

1. When a letter or other postal packet shall be liable, by reason of its weight, to more than a single rate of postage, the despatching office shall indicate in the upper left-hand corner of the address, in ordinary figures, the number of rates paid, or to be paid.
2. This regulation shall not be obligatory in the case of correspondence addressed to a country of the Union fully prepaid.

V.

Insufficient Prepayment.

1. When an article shall be insufficiently prepaid by means of postage stamps, the despatching office shall indicate in figures, in black ink, placed by the side of the postage stamps, their total value. That value shall be expressed in francs and centimes.
2. In case postage stamps may be used which are not of any value in the country of origin, no account shall be taken of them. This fact shall be indicated by the figure "0" placed by the side of the postage stamps.
3. The office of the Country of destination shall charge the insufficiently paid articles with the amount of the deficient postage, calculated at the rate of an unpaid letter of the same weight. In case of need fractions may be raised to the monetary unit of charge in force in the country of destination.

VI.

Letter Bills.

1. The letter bills for the direct exchanges between two Post Offices shall be in conformity with the specimen A, appended to the present regulations.
2. No mention shall be made in the letter bill of the correspondence of any kind, whether paid, unpaid, or insufficiently paid, originating in one country of the Union and addressed to another of those countries, nor of the paid correspondence from foreign countries addressed to the Union, or of the unpaid correspondence from the Union addressed to foreign countries.

3. As regards other correspondence, there shall be entered,—
- 1st. Under table I, the total amount of the foreign postage due on the unpaid correspondence, and the amount of the claim on the correspondence retransmitted, for which credit will have to be given to the despatching office.
 - 2nd. Under table II, the total amount of the postage, and, when necessary, the foreign fees for registration, upon the paid correspondence, which will have to be credited to the office of destination, or to the farthest office of the Union.
4. The postage or claim to be entered in table I shall be indicated upon each article in *blue ink* at the lower left-hand corner of the address.
5. The postage and fees to be brought to account under table II shall be indicated on each article in *red ink* at the lower left-hand corner of the address.
6. In table III shall be entered, with such details as the table requires, the closed mails in transit which accompany the direct mails.
7. The registered correspondence shall be entered in table No. IV of the letter bill, with the following details: The name of the office of origin, the name of the addressee and the place of destination, or simply the name of the office of origin and the number given to the article at that office; the amount of the postage and foreign registration fees to be credited, when necessary, to the office of destination or the farthest office of the Union.
8. When the number of registered articles usually sent from one office of exchange to another shall require it, a special and separate list shall be used to take the place of table No. IV of the letter bill.
9. The amount of postage, credits, and debits shall be expressed in francs and centimes.
10. If, in order to facilitate operations of account, it should be deemed necessary in certain cases to adopt new articles under tables I and II of the letter bill, the necessary steps may be taken after an understanding between the Post Offices concerned. In such case, the forms of accounts shall be made to correspond with the wording of the letter bills.

VII.

Despatch of registered Correspondence.

1. The registered correspondence shall be enclosed in a separate packet, which must be suitably made up and sealed so as to preserve its contents.
2. This packet, with the letter bill round it, shall be placed in the centre of the mail.

VIII.

Making up the Mails.

1. Every mail exchanged between Offices of the Union, after having been first tied with string, must be enclosed in strong paper of sufficient quantity to prevent damage to the contents, then tied again with string on the outside, and sealed with wax or fastened by means of a gummed paper label bearing an impression of the seal of the office. The mail must be furnished with a printed address bearing in small characters the name of the despatching office, and in larger characters the name of the office to which it is to be forwarded: "From....." "For....."
2. If the size of the mail should require it, it must be enclosed in a bag properly closed and sealed.
3. The bags must be returned to the despatching office by the next mail.

IX.

Verification of the Mails.

1. The exchanging office which shall receive a mail shall, in the first place, ascertain whether the entries in the letter bill (debits, credits, closed mails in transit, registered articles) are correct.
2. If it discovers errors or omissions, it shall immediately make the necessary corrections on the letter bills or lists, taking care to strike out the erroneous entries with a pen, in such a manner as to let the original entries be seen.
3. These corrections shall be made by two officers. Except in the case of an obvious error, they shall be accepted in preference to the original statement.
4. A note of verification, in conformity with the specimen B hereto annexed, shall be prepared by the receiving office, and sent without delay, officially registered, to the despatching office.
5. The latter, after examination, shall return it with any observations to which it may give rise.
6. In case of the failure of a mail, of a registered article, or of a letter bill, the circumstance shall be immediately recorded in the manner agreed upon by two officers of the receiving office, and reported to the despatching office by means of the note of verification; and, if needful, the latter shall also be advised thereof by telegram.
7. In case the receiving office shall not have forwarded by the first mail to the despatching office a note of verification, reporting errors or irregularities of any kind, the absence of that document shall be regarded as evidence of the due receipt of the mail and of its contents, until proof to the contrary.

X.

Registered Articles.—Conditions as to Form and Manner of Fastening.

No stipulation is insisted upon as to the form or manner of fastening of registered articles. Each Office shall have the right to apply to such description of correspondence the regulations in force in its inland service.

XI.

Newspapers and Printed Papers.—Conditions as to Form.

1. In order to enjoy the reduced postage extended to them by Article 4 of the Treaty, books, newspapers, printed papers and other similar articles must be placed under bands, or in an envelope open, or simply folded, so as to admit of their being easily examined; and, except in the following particulars, they must contain no MS. writing, figure, or mark whatever.
2. Proofs of printing or of music may bear corrections, made with a pen, relating exclusively to the text or to the execution of the work. It shall be allowable to annex MS. to them.
3. Circulars, notices, &c., may bear the signature of the sender, with his trade or profession, and may also indicate the place of origin and the date.
4. Books shall be admitted with a manuscript dedication or a complimentary inscription from the author.
5. It shall be permitted to mark with a simple stroke the passages in the text to which it is desired to call attention.
6. Printed or lithographed stock and share lists, prices current, and market reports shall be admitted with the prices added in writing or by means of any impression whatever.
7. There shall not be admitted any other MS. additions, nor even those produced by means of typographical characters, if the latter tend to take from the packet its general character.
8. Such of the above-mentioned articles as shall not fulfil the foregoing conditions shall be considered as unpaid letters and charged accordingly, with the sole exception of newspapers and printed papers, such as circulars, notices, &c., which shall not be forwarded in such cases.

XII.

Patterns of Merchandise.—Conditions of Form.

1. Patterns of merchandise shall only be admitted to the benefits of the reduced postage which is extended to them by Article 4 of the Treaty under the following conditions:—
2. They must be placed in bags, or in boxes, or envelopes removable so as to admit of an easy examination.
3. They must not have any saleable value, nor bear any MS. writing other than the name or the trade or profession of the sender, the address of the person for whom the packet is intended, a manufacturer's or trade mark, numbers and prices.
4. It is forbidden to introduce these articles into a letter, or into a packet of any other kind, save in the case in which they form an integral part of a particular work.
5. Patterns which are not in accordance with the requisite conditions shall be charged as letters, except those which are valuable. The latter shall not be forwarded, nor those the conveyance of which would be attended with risk or danger.

XIII.

XIII.

Legal and Commercial Documents.

1. The following articles shall be considered as legal and commercial documents, and admitted as such to the reduced postage conferred by Art. 4 of the Treaty:—Acts or deeds of all kinds drawn up by public functionaries, invoices, the various documents on the service of insurance companies, copies or extracts of deeds under private seal written upon stamped or unstamped paper, scores or sheets of MS. music, and in general all MS. papers and documents which have not the character of an *actual* and *personal* correspondence.

2. Commercial and legal documents must be sent under a moveable band, and made up so as to admit of their being easily examined.

3. Packets which do not fulfil the conditions above enumerated shall be considered as unpaid letters and charged accordingly.

XIV.

Correspondence with Foreign Countries.

1. The Offices of the Union which have regular relations established with countries situated beyond the Union shall admit all the other Offices to take advantage of those relations for the exchange of their correspondence, on payment of the charges due for the conveyance beyond the limits of the Union.

2. They shall, consequently, furnish the Offices interested with a table similar to the specimen C appended to the present Regulations, which shall indicate the conditions as to payment under which may be exchanged the correspondence to be sent or received by the said routes.

3. Due notice shall be given of any alterations introduced into those conditions.

XV.

Misdirected Correspondence.

Misdirected articles of all kinds shall be re-forwarded without delay to their destination by the most direct route, subject, where the case occurs, to a charge or claim of the amounts for which they may have been originally brought to account.

XVI.

Undelivered Correspondence.

1. The correspondence which shall not be delivered, from whatever cause, shall be returned immediately through the respective offices of exchange.

2. Returned letters shall be tied up separately, and inscribed with a label bearing the words "Returned letters."

3. Those articles which shall have been paid shall be returned without any claim.

4. Unpaid or insufficiently paid letters shall, in like manner, be returned without claim, in so far as they may have originated in a country of the Union.

5. Those which may have been charged with foreign rates shall be entered to the credit of the Office making the return. (Table No. I. of the letter bill.)

XVII.

Accounts.

1. Each Office shall prepare monthly, for each mail received, a statement similar to the specimen D appended to the present Regulations, comprising the correspondence brought to account on the letter bills received.

2. Those statements shall afterwards be incorporated in an account similar to the specimen E.

3. The account, accompanied by the statements and the letter bills (from which table IV shall be detached) shall be submitted to the examination of the corresponding Office during the month following that to which it relates.

4. The monthly accounts, after having been mutually examined and accepted, shall be included in a quarterly general account to be prepared by the Office of that one of the two countries which shall be placed first in alphabetical order in the absence of any other arrangement on this point which may be adopted by the Offices interested.

5. These several accounts shall be drawn up in francs and centimes.

6. The balance resulting from the general account shall be paid to the country to which it is due in francs in cash, by means of bills drawn upon places to be determined beforehand by mutual consent.

XVIII.

Periods for Statistics.

1. The general statistical account to be taken by virtue of § 12, Art. 10 of the Treaty for the purpose of regulating the payment of the transit rates, shall be prepared, in the first instance, during seven consecutive days on each occasion, from the 1st August, 1875, and from the 1st December in the same year. It shall serve as a basis for the payments to be made up to the 30th June, 1876.

2. The subsequent statistical accounts shall be taken for the periods commencing on the 1st June and 1st December, respectively.

3. These statistical operations shall be carried out in conformity with the stipulations of Arts. XIX to XXIII following.

XIX.

Statistics of Transit in Open Mails.

1. The Office serving as the medium for the transmission of correspondence in transit *in open mails* received directly from another office shall prepare before hand for each separate service a table, according to the form F, in which it shall indicate, distinguishing, if needful, the different routes of transmission, the transit rates to be paid, by weight, to all the intermediate countries, starting from the frontier of exit of the despatching office up to the frontier of entry of the office of destination. If needful, it shall communicate in due time with the Offices of the countries to be traversed, as to the route which the correspondence shall take, and as to the rates to be paid upon it.

2. After having prepared this table, the said Office shall forward a copy of it to the despatching Office interested, in order to serve as the basis of a special account to be established between them with reference to this transit.

3. The despatching Office of exchange shall communicate in a table according to the specimen form G, which it shall join to its despatch, the total weight, in two categories, of the correspondence which it shall deliver in transit to the corresponding office of exchange; and the latter, after verification, shall undertake the further transmission of the correspondence to its destination in mixing it with its own, in respect to the payment of the further transit rates.

4. The special account above referred to shall be prepared by the Office which receives the correspondence in transit, and shall be submitted to the examination of the despatching Office.

XX.

Statistics of Transit in Closed Mails.

1. The correspondence forwarded in closed mails across the territory of one or more other Offices shall form the object of a statement similar to specimen H. The despatching office of exchange shall enter in the letter bill for the receiving office of exchange the net weight of the letters, and of the printed papers, &c., without distinction, of the origin of the correspondence. These entries shall be verified by the receiving office, which shall prepare, at the end of the period for taking the statistics, the statement above-mentioned, in as many copies as there are Offices interested, including the Office of the place of final despatch.

2. These statements shall be submitted to the verification of the despatching office, and after having been accepted by it, a copy of the same shall be sent to each of the intermediate Offices.

XXI.

Transit Accounts.

The table G and the statement H shall be incorporated in a special account, by which shall be determined the annual amount of transit payable to each Office, in multiplying by 26 the combined totals of the two periods. The duty of preparing this account shall fall upon the Office having to receive payment, subject to any other arrangement to be adopted by common consent.

XXII.

XXII.

Transit of Post Cards.

Post cards shall be assimilated to letters in so far as concerns the payment of the transit rates. Those articles must consequently be included in the weight of the letters.

XXIII.

Exemption from Transit Rates.

The following articles are exempt from payment of the costs of territorial transit and sea conveyance :—

Re-directed and missent correspondence, undelivered correspondence, post office money orders, documents of accounts, and other documents relating to the postal service.

XXIV.

Weight of Newspapers and Printed Papers.

As an exceptional measure, it is agreed that the States which, in consequence of their internal regulations, are unable to adopt the decimal metrical system of weight, shall have the right to substitute for it the ounce *avoirdupois* (28.3465 grammes), by assimilating a half-ounce to 15 grammes, and two ounces to 50 grammes, and to raise, if needful, the limit of the single rate of postage of newspapers to four ounces, but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper, even though several newspapers be included in the same packet.

XXV.

Money; Jewelry.

There shall not be admitted for conveyance by the post any letter or other packet which may contain either gold or silver money, jewels or precious articles, or any other article whatever liable to Customs duties.

XXVI.

Post Cards and Letters not admitted to Conveyance.

Post cards which are not fully prepaid shall not be forwarded. Each office shall have, moreover, the right not to forward or not to admit in its service post cards bearing any description of writing which may be forbidden by the statutory or administrative enactments in force in the country. The same shall be the case for letters and other articles which may bear externally any writing of the character referred to.

XXVII.

International Office.

1. The Administration of the Posts of the Swiss Confederation is selected to organise the International Office established by Art. 15 of the Treaty. That office shall commence its functions immediately after the exchange of the ratifications of the Treaty.

2. The ordinary expense of the International Office must not exceed the sum of 75,000 francs annually, exclusive of the special expenses to which the periodical meetings of the Postal Congress may give rise. That sum may be increased ultimately, with the consent of all the contracting offices.

3. The Administration named in par. 1 above shall superintend the expenses of the International Office, shall make the necessary advances, and shall prepare the annual account, which shall be communicated to all the other offices.

4. For the division of the expenses, the contracting countries, and those which may be hereafter admitted to join the Postal Union, shall be divided into six classes, each contributing in the proportion of a certain number of units, viz. :—

1st class	25 units.
2nd „ „ „ „ „ „ „ „ „ „ „ „ „ „ „ „	20 „
3rd „ „ „ „ „ „ „ „ „ „ „ „ „ „ „ „	15 „
4th „ „ „ „ „ „ „ „ „ „ „ „ „ „ „ „	10 „
5th „ „ „ „ „ „ „ „ „ „ „ „ „ „ „ „	5 „
6th „ „ „ „ „ „ „ „ „ „ „ „ „ „ „ „	3 „

5. These co-efficients shall be multiplied by the number of countries of each class, and the total of the products thus obtained shall furnish the number of units by which the whole expense shall be divided. The quotient will give the amount of the unit of expense.

6. The contracting countries are classified as follows, in view of the division of the expenses :—

1st class : Germany, Austro-Hungary, United States of America, France, Great Britain, Italy, Russia, Turkey.

2nd class : Spain.

3rd class : Belgium, Egypt, Netherlands, Roumania, Sweden.

4th class : Denmark, Norway, Portugal, Switzerland.

5th class : Greece, Servia.

6th class : Luxembourg.

7. The International Office shall serve as the medium for the regular and general notifications which concern international relations. It shall equally receive from each office published documents relative to its inland service.

8. Each office shall furnish the International Office, in the first half of each year, with a complete series of statistical details relating to the previous year, in the form of tables prepared according to directions from the International Office, which shall distribute with that view forms properly prepared. It shall incorporate those details in a general statistical report, which shall be distributed to all the offices.

9. The International Office shall publish, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

10. The numbers of this journal, as well as all the documents published by the International Office, shall be distributed to the offices of the Union in the proportion of the number of contributing units mentioned in par. 4. Any additional copies and documents which may be applied for shall be paid for separately at prime cost. Applications of this nature should be made in due time.

11. The International Office shall hold itself always at the disposal of the members of the Union for the purpose of furnishing them with any special information they may require upon questions relating to the International Postal Service.

12. When it shall have submitted to the solution of the several Offices a question which requires the assent of all the members of the Union, those which shall not have sent in their reply within a period of four months shall be considered as giving their consent.

13. The Office of the country in which the next Postal Congress is to be held, shall prepare, with the assistance of the International Office, the business to be submitted to the Congress.

14. The director of the International Office shall be present at the sittings of the Congress and shall take part in the discussions, but without the power of voting.

15. There shall be issued, under his superintendence, an annual report, which shall be communicated to all the members of the Union.

16. The official language of the International Office shall be the French language.

XXVIII.

Language.

1. The letter bills, accounts, and other forms used by the Post Offices of the Union shall, as a general rule, be drawn up in the French language, unless the offices interested arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things shall be maintained, unless any other arrangement should subsequently be agreed upon by common consent between the Offices interested.

XXIX.

XXIX.

District of the Union.

The following shall be considered as belonging to the General Postal Union:—

1. Iceland and the Faroe Islands, as forming part of Denmark.
2. The Balearic Isles, the Canary Islands, the Spanish possessions on the Northern Coast of Africa, and the Postal establishments of Spain upon the Western Coast of Morocco, as forming part of Spain.
3. Algeria, as forming part of France
4. The Island of Malta, as subordinate to the Post Office of Great Britain.
5. Madeira and the Azores, as forming part of Portugal.
6. The Grand Duchy of Finland, as forming an integral part of the Empire of Russia.

XXX.

Duration of the Regulations.

The present Regulations shall be put into execution on the day on which the Treaty of the 9th October, 1874, comes into force. They shall have the same duration as that Treaty, unless they should be modified by common consent between the parties interested.

Berne, 9th October, 1874.

Signé—

Pour la Grande-Bretagne	WM. JAS. PAGE.	Pour la Grèce ...	A. MANSOLAS.
„ l'Allemagne ...	{ STEPHAN.	„ l'Italie ...	{ ALB. BETANT.
„ d'Autriche ...	{ GÜNTHER.	„ le Luxembourg ...	{ TANTESIO.
„ la Hongrie ..	{ LE BARON DE KOLBENSTEINER.	„ la Norvège... ..	{ VON REBE.
„ la Belgique ...	{ PILLHAL.	„ les Pays Bas ...	{ C. OPPEN.
„ le Danemark ...	{ M. GERVAY.	„ le Portugal ...	{ HOFSTEDE.
„ l'Égypte ...	{ P. HEIM.	„ la Roumanie ...	{ B. SWEERTS DE LANDAS WYBORGH.
„ l'Espagne ...	{ FASSIAUX.	„ la Russie ...	{ EDUARDO LESSA.
„ les États Unis d'Amérique	{ VINCIENT.	„ la Serbie ...	{ GEORGE F. LAHOVARI.
„ la France ...	{ J. GIFE.	„ la Suède ...	{ BARON VELHO.
	{ FENGER.	„ la Suisse ...	{ GEORGES POGGENPOHL.
	{ MUZZI BEY.	„ la Turquie... ..	{ MLADEN Z. RADOJKOVITSCH.
	{ ANGEL MANSI.		{ W. ROOS.
	{ EMILIO C. DE NAVASCUES.		{ EUGÈNE BOREL.
	{ JOSEPH H. BLACKFAN.		{ NARFF.
			{ DR. J. HEER.
			{ YANCO MACRIDI.

A.

Administration des Postes
de _____

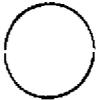
Correspondance avec l'Office
de _____

FEUILLE D'AVIS.

(Timbre du bureau expéditeur.)

Dépêche du bureau d'échange _____ d _____
pour le bureau d'échange _____ d _____

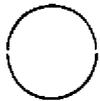
Départ du 187 à h. m. du
Arrivée le 187 à h. m. du



I. Avoir de l'Office d'échange expéditeur.			II. Avoir de l'Office d'échange destinataire.			
DÉBOURS. (Port étranger, taxe des correspondances réexpédiées.)	Fr.	Cs.	BONIFICATIONS (Taxe, etc.)	a. Objets ordinaires ... b. Objets recommandés..	Fr.	Cs.

Timbre du bureau expéditeur.

Timbre du bureau destinataire.



IV. ENVOIS RECOMMANDÉS.

Nos. d'ordre.	Timbre d'origine.	Numéros de registre des bureaux d'origine, ou noms des destinataires et lieux de destination.	A bonifier à l'Office d'échange destinataire.				Observations.
			Port étranger.		Droit de recommandation.		
1.	2.	3.	4.	5.	6.		
			Fr.	Cs.	Fr.	Cs.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

III. DÉPÊCHES CLOSÉS.

Bureau d'origine	Bureau de destination	Nombre des dépêches closes.	Observations.			

No d'ordre.	Timbre d'origine.	Numéros de registre des bureaux d'origine, ou noms des destinataires et lieux de destination.	A honifier à l'office d'échange destinataire.				Observations
			Port étranger.		Droit de recommandation.		
1	2	3.	4		5.		6.
			Fr.	Cs.	Fr.	Cs.	
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
etc.							
		Totaux					
	Total général, à reporter au Tableau No. II lit. b						
	L'employé du bureau expéditeur :				L'employé du bureau destinataire :		

B.

Administration des Postes.
d _____Correspondance avec l'Office.
d _____

BULLETIN DE VÉRIFICATION.

pour la rectification et la constatation des erreurs et irrégularités de toute nature reconnues dans la dépêche du bureau d'échange d _____ pour le bureau d'échange d _____

Expédition du _____ 187____, à _____ h. _____ m. du _____

Numéros des tableaux de la feuille d'avis.	Designation des correspondances	Déclaration du bureau d'échange expéditeur.		Vérification du bureau d'échange destinataire.		Causes de la rectification.
		3.	4.	5.	6.	
1	2.	Fr.	Cts.	Fr.	Cts.	5.
	ERREURS DE COMPTE.					

AUTRES ERREURS OU IRRÉGULARITÉS.

(Manque de la dépêche, manque d'objets recommandés ou de la feuille d'avis, dépêche spoliée, lacérée, en mauvais état, etc., etc.)

Vu et accepté

_____, le _____ 187____

A _____, le _____ 187____

Les employés du bureau d'échange destinataire : Le chef du bureau d'échange expéditeur :

C.

TABLEAUX indiquant les conditions auxquelles pourront être échangées à découvert, entre les Administrations de l'Union postale et l'Administration d _____, les lettres et les autres objets de correspondance originaires ou à destination des pays étrangers auxquels cette dernière Administration sert d'intermédiaire.

No	Pays de destination ou d'origine.	LETTRES ORDINAIRES						LETTRES RECOMMANDÉES.			JOURNAUX OU AUTRES IMPRIMÉS.		ÉCHANTILLONS DE MARCHANDISES.		Observations.	
		Condition de l'affranchissement	Limite de l'affranchissement.	Poids en gramme d'une lettre simple.	Lettres affranchies pour l'étranger		Lettres non affranchies de l'étranger.		Poids en grammes d'une lettre simple.	BONIFICATIONS		Poids en grammes d'un paquet simple.	Bonifications (Port étranger.)	Poids en grammes d'un paquet simple.		Bonifications (Port étranger.)
					BONIFICATIONS (Port étranger.)		DÉBOURS. (Port étranger.)			Droit de recommandation.	Port.						Fr.	Cs.	Fr.	Cs.
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
					Fr.	Cs.	Fr.	Cs.		Fr.	Cs.	Fr.	Cs.	Fr.	Cs.	

12

D.

Administration des Postes d' _____ Correspondance avec l'Office d' _____
 ETAT MENSUEL.
 du contenu des dépêches du bureau d' _____ pour le bureau d' _____
 Départ de _____ h. _____ m. du. _____
 Mois de _____ 187 _____

Dates.	Numéros des articles des comptes.						Observations.
	I. Avoir de l'Office d'échange expéditeur.		II. Avoir de l'Office d'échange destinataire.				
			a. Objets ordinaires		b. Objets recommandés.		
1.	2.		3.		4.		5.
	Fr.	Cts.	Fr.	Cts.	Fr.	Cts.	
1.							
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
13.							
14.							
15.							
16.							
17.							
18.							
19.							
20.							
21.							
22.							
23.							
24.							
25.							
26.							
27.							
28.							
29.							
30.							
31.							
Totaux							

E.

Administration des Postes d' _____ Correspondance avec l'Office d' _____
 COMPTE
 des Etats Mensuels de feuilles d'avis des bureaux _____
 pour les bureaux _____
 Mois de _____ 187 _____

Nos. d'ordre.	Désignation des dépêches.		Numéros des articles des comptes.						Observations.
			I. Avoir de l'Office d'échange expéditeur.		II. Avoir de l'Office d'échange destinataire.				
	Origine.	Destination.			a. Objets ordinaires.		b. Objets recommandés.		
1.	2.	3.	4.		5.		6.		7.
			Fr.	Cts.	Fr.	Cts.	Fr.	Cts.	
		Totaux							

13

F.

Office expéditeur

Office destinataire réexpéditeur.

TRANSIT À DÉCOUVERT.

TABEAU

indiquant les prix de transit pour les correspondances transmises à découvert par l'Office des Postes d _____ à l'Office des Postes d _____

No. d'ordre. 1.	Pays de destination ou de sortie 2.	Prix de transit par kilogramme			Observations. 6.
		de lettres. 3.	de journaux, etc. 4.	pour le parcours par 5.	
		Fr.	Cts.		

G.

Office expéditeur

Office destinataire réexpéditeur.

TRANSIT À DÉCOUVERT.

Dépêche

du Bureau d'échange de _____ pour le Bureau d'échange d _____ expédiée le _____ 187 à _____ h _____ m. du _____

No. d'ordre. 1.	Pays de destination ou de sortie 2.	Prix de transit par kilogramme		Déclaration du bureau d'échange expéditeur.		Vérification du bureau d'échange destinataire.	
		de lettres. 3.	de journaux, etc. 4.	Lettres. 5.	Journaux, etc. 6.	Lettres. 7.	Journaux, etc. 8.
		Fr.	Cts.	Grammes.	Grammes.	Grammes.	Grammes.

H.

Office expéditeur

Office destinataire

TRANSIT CLOS.

Dépêche du Bureau d'échange _____ pour le Bureau d'échange _____ expédiée en transit par _____

Dates. 1.	Dépêche du bureau d'échange pour le bureau d'échange _____		Dépêche du bureau d'échange pour le bureau d'échange _____		Dépêche du bureau d'échange pour le bureau d'échange _____	
	Poids net.		Poids net.		Poids net.	
	Lettres. 2.	Journaux, etc. 3.	Lettres. 4.	Journaux, etc. 5.	Lettres. 6.	Journaux, etc. 7.
	Grammes.	Grammes.	Grammes.	Grammes.	Grammes.	Grammes.
Totaux						

_____ le _____ 187 _____

Vu et accepté :

_____ le _____ 187 _____

Le Chef du Bureau d'échange destinataire :

Le Chef du Bureau d'échange expéditeur :

No. 2.

Telegram from Postmaster General, Adelaide, to Postmaster General, Sydney.

24 August, 1875.

I HAVE had before me some time copy of new Postal Convention in Europe, which the Australian Colonies are severally invited by the B. P. O. to join. It appears to me to require concurrent action. But before reporting to my Government, I should be glad to have your opinion without of course committing your Government as to desirability of joining Convention. There would be many advantages, the chief of which would be a uniform postage to all countries included in the Convention; but you will observe that, whilst we should be able to charge a maximum rate of fourpence halfpenny per half-ounce, we should have to pay a sum not yet ascertained as our share of cost of marine service. I believe Victoria does not intend to join.

The Postmaster General, Adelaide, might be informed that no decision has yet been arrived at in reference to this matter, but it is thought that under the existing arrangements for the conveyance of mails *via* Melbourne and Galle, and in consideration of the cost to this Colony of its ocean mail services generally, too great a loss would be sustained if we were at present to join in the Treaty.—S.H.L., 25/8/75.

I concur. A telegram can be sent to the above effect.—J.F.B., 25/8/75.

I think Mr. Day read over this Convention some time since. I will now be glad of his opinion as to the propriety of this Colony joining in it.—S.H.L., 3/9/75.

I think it would be undesirable for New South Wales to accede to the terms of this Treaty, for the following reasons:—

With regard to the outward mail, the maximum rate of postage we could collect under the Treaty would be 4½d. per single letter, or reckoning three letters to the ounce would only give 1s. 1½d. per oz., whilst we would have to allow Victoria 1s. 7d., thus showing a loss to New South Wales of 5½d. per oz., in addition to the cost of conveyance to Melbourne.

On correspondence from England the loss would be greater, inasmuch as we should only be credited, it is presumed, with 4½d. per single letter, or 1s. 1½d. per oz. less the British rate at present deducted from the postage collected in England, making a net allowance by England of only 10d. per oz., whilst we should have to pay to Victoria 1s. 7d. per oz., besides the cost of conveying correspondence from Melbourne to Sydney.

So far as regards letters *via* San Francisco, the loss would be greater.

In Article 5 it provides in case of loss of registered letters, that an indemnity not exceeding 50 francs is guaranteed. This of course is contrary to our postal act, and therefore would not, I presume, be entertained.

I consider that the reasons I have given tend to show that it would not be advisable for New South Wales to join the Treaty.—A.D., 13/9/75.

Submitted.—S.H.L., 21/9/75.

Telegram from Secretary, General Post Office, Sydney, to Postmaster General, Adelaide.

Sydney, 25 August, 1875.

No decision yet in matter of Berne Postal Treaty; but under existing arrangements for mail conveyance *via* Melbourne and Galle, and considering cost to this Colony of ocean mail services generally, it is thought too great a loss would be sustained if we were at present to join in Treaty.

S. H. LAMBTON,
Secretary.

No. 3.

The Secretary of State for the Colonies to The Officer Administering the Government of New South Wales.

Sir,

Downing-street, 1 June, 1875.

With reference to my circular despatch of the 11th December last, forwarding copies of a Treaty signed at Berne on the 9th October, concerning the formation of a General Postal Union, and of the detailed regulations for its execution, I have now the honor to transmit to you, for your information, a copy of a letter from the Lords Commissioners of the Treasury, enclosing a letter from the Postmaster General announcing the ratification of the Treaty at Berne on the 3rd ultimo, and I have to request that the Treaty as laid before the Imperial Parliament, copies of which are herewith enclosed, may be published in the usual manner in the Colony under your Government.

I have, &c.,
CARNARVON.

[Enclosure.]

The Treasury to the Colonial Office.

Sir,

Treasury Chambers, 25 May, 1875.

I am desired by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, to be laid before the Earl of Carnarvon, copy of a communication from the Postmaster General, announcing that the General Postal Union Treaty was duly ratified at Berne on the 3rd instant, and I am to state that copies of the Treaty were laid before Parliament on the 21st instant.

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

I am, &c.,
WILLIAM LAW.

The

The General Post Office to the Treasury.

General Post Office, 14 May, 1875.

My Lords,

I have the honor to inform your Lordships that the contemplated meeting for the exchange of ratifications of the General Postal Union Treaty took place at Berne on the 3rd instant, and in accordance with the authority conveyed in your letter of the 10th March last, No. 3,953/75, I deputed Mr. Maclean, of the Secretary's Office of this department, to attend it on behalf of the British Post Office.

I transmit herewith copy of the Procès-Verbal, which was drawn up on the occasion, and was signed by all the delegates present, from which you will see that the ratifications were found to be in good and due form; and further, that the French Government has, subject to the approval of the National Assembly, declared its intention to adhere to the Treaty on the 1st January, 1876.

The Treaty having been duly ratified, I presume that your Lordships will now think it well to lay it before Parliament. I have, &c.

JOHN MANNERS.

The Lords Commissioners of Her Majesty's Treasury.

Col. Sec.—For publication in Gazette.—H.R., 16/9/75.

To be published.—JOHN R., S/10/75. Secretary, Post Office.—H.H., B.C., 13 Oct., 1875.

No. 4.

Minute of Postmaster General.

MAKE an approximate estimate of the loss of revenue which the Colony would have to bear from the adoption of the Treaty.—J.F.B., 20/9/75.

In making a calculation as to the estimated loss that New South Wales would sustain by adopting the terms of this Treaty, I have taken the Postmaster General's Report for 1874, and find that by the outward mail we would lose about £1,400, and by the inward mail, £1,600; total loss, £3,000.

I have adopted the usual mode of taking three letters to the ounce, and then deducting one-fourth of the total amount of postage.—A. DAY, Supt., Mail Branch, 21/9/75.

No. 5.

Minute of the Postmaster General for Cabinet.

As this Colony would in all probability sustain a loss of about £4,000 per annum if it were to accede to the terms of the Postal Convention which held its sittings at Berne, without obtaining any appreciable advantage in return, I think it would be unwise to adopt the Treaty. In the case of mail matter transmitted *via* Galle, we have to pay to Victoria or Queensland, as the case may be, the whole of the postage now collected in the Colony; and whilst England allows us five-sixths of the postage levied there on letters for the Colony, the remaining portion being retained, we have, as in the case of correspondence sent from the Colony, to pay to Victoria or Queensland an amount equal to the whole of the postage collected in England. Besides these payments we bear the cost of conveying to and from Melbourne the mail matter transmitted by the King George's Sound route.

As I understand the terms of the Treaty, we could under its provisions only levy on letters for the United Kingdom a rate of 4½d. per half-ounce instead of 6d., as at present, and a reduced rate on other descriptions of correspondence, and, presumably, the amounts allowed us by England on correspondence sent to the Colony would be correspondingly reduced, whilst our payments to Victoria or Queensland would remain unchanged, these payments representing, as before stated, the postages at the rates now levied. The postages to be charged on correspondence to the European Continent, and the amount allowed to us on mail matter therefrom, would also be correspondingly reduced, whilst our payments to Victoria or Queensland would be the same as in the case of English correspondence. In the case of correspondence sent *via* San Francisco, the loss would be still greater, as we maintain a costly mail service between Sydney and San Francisco, and the postage collected, even at the present rate, falls far short of the subsidy.

It is difficult to estimate the total loss that our joining in this Treaty would entail, but I am of opinion that it would not be less than £4,000 per year, in addition to that already sustained in maintaining our ocean mail services.

I recommend that the Treaty be declined, but that it be published in this Colony, as requested in the despatch of the Secretary of State. J.F.B., 23/10/76.

Cabinet are of opinion that at any rate for the present the matter should remain as it is, as they concur with the terms of the Postmaster General.—JOHN R., 24/10/76.

The Principal Under Secretary.—S.H.L. B.C., 24/10/76.

Copy sent to Secretary of State in Sir H. Robinson's despatch, No. 135, of 24 Oct., 1876.—W.H.H.

No. 6.

The Secretary of State for the Colonies to The Officer Administering the Government of New South Wales.

Sir,

Downing-street, 1 April, 1876.

With reference to my circular despatch of the 11th of December, 1874, I have the honor to transmit to you the accompanying copy of a letter from the Treasury, and enclosures, relative to the Union rates of postage on letters for the Colonies. 15 March, 1876. I have, &c.

CARNARVON.

[Enclosure.]

The Treasury to the Colonial Office.

Treasury Chambers, 15th March, 1876.

Sir,

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith copy of a letter from the Postmaster General, calling attention to an opinion expressed at the Postal Conference recently held at Berne, to the effect that no higher rate of postage than 6d. the half-ounce should be charged on correspondence with any countries which may enter the Postal Union. 15 Feb., 1876.

Extract.

I enclose also an extract from a letter, addressed to the Postmaster General by the Postmaster General of Germany, which will show the nature of the scheme referred to by Lord John Manners, as having been put forth by the German Post Office.

Memorandum.

Also copy of a memorandum, showing the financial effects of the two proposals on the postal revenue of this country. I am to request that you will lay these papers before Lord Carnarvon, and will invite his consideration of the question so far as it affects the Colonies. The principle of the Postal Union is that each country admitted into it becomes responsible for the transmission of its own correspondence outwards, and consequently has to bear its proper share of any loss that may be caused by a reduction in the rate of postage, in accordance with the rules of the Union.

Looking however to the position of the Colonies in relation to this country, and to the engagements already subsisting and confirmed by contracts which cannot at once be terminated, my Lords would not insist on the rigid application of this principle to Colonies desiring to enter the Union, but inasmuch as entrance would confer much greater benefit on a Colony than would on this country, their Lordships think it would be only fair to ask that any Colony coming in should be required to bear half the additional loss on the conveyance of its mails, which its admission to the Union may entail.

Thus, if the principle of a maximum tariff of 6d. be adopted by the Union, Ceylon would have to contribute £1,650 to the cost of the mail service between it and this country; and the West Indian Colonies, £6,600 over and above any contribution that they may already make.

My Lords request that if Lord Carnarvon concurs with them in this opinion, his Lordship will cause inquiries to be made in order to ascertain how far these terms would be accepted by the several Colonial Governments.

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

I am, &c.,

WILLIAM LAW.

The General Post Office to the Treasury.

My Lords,

General Post Office, 15 February, 1876.

In my letter of the 19th ultimo, I submitted for the consideration of your Lordships, a scheme put forth by the Postmaster-General of Germany, for the purpose of settling the terms upon which, so far as charges for sea conveyance are concerned, all countries and Colonies beyond sea may hereafter be admitted into the Postal Union.

Those countries and Colonies were divided into four groups, and the total single rates of postage to be charged on letters forwarded to the countries comprised in such groups were 2½d., 5d., 7½d., and 10d. respectively.

British India was included in the second group, but, at the recent Post Conference at Berno, the arrangement concluded was drawn up in such a form that the postage to be collected upon a letter addressed to British India may be as much as 6d., instead of 5d., as proposed in the German scheme, and it is intended to levy the higher rate accordingly, and in conformity to the authority given by your Lordships.

In adverting to that circumstance I beg leave to inform your Lordships that, at the Conference just referred to, and which was attended by delegates from France, Germany, Belgium, Spain, the Netherlands, Egypt, Sweden, and Switzerland, a very decided opinion was expressed against the establishment of any maximum postage rate higher than that agreed upon in the case of British India, *i.e.*, 6d.

It is hardly necessary to remark that a reduction to 6d. per half-ounce letter on all the correspondence addressed to the countries and Colonies comprised in the third and fourth groups of the German scheme, would of course increase the loss which would have to be borne by this country.

Your Lordships, however, will probably be of opinion that a proposal, supported by so many States, deserves your serious consideration.

The Lords Commissioners of Her Majesty's Treasury, &c., &c., &c.

I have, &c.,

JOHN MANNERS.

EXTRACT from Letter from the Postmaster General, Germany, to the Postmaster General.

THE countries beyond sea might be divided into four groups:—

First Group:

Countries which belong to British North America.

Second Group:

East Indies, Further India, Australia.

Third Group:

West Indies, Venezuela, United States of Columbia, Central America, Mexico, Guiana, Brazil, Argentine Republic, Paraguay, Uruguay, China, Japan, Cape Colony, Natal.

Fourth Group:

West Coast of South America (Peru, Chili, Bolivia, Ecuador).

1st. The countries indicated under No. 1 would be able to enter the Union in the same manner as the United States of America without the necessity for any additional stipulation to the Postal Union Treaty.

2nd. *Sea Transit Payment* for the sea conveyance beyond the Union—

20 francs per kilog. for letters and post cards.

1 franc " printed papers.

Sea Postage Rates—

25 centimes for letters.

12½ centimes for post cards.

5 centimes for printed papers.

3rd. *Sea Transit Payment* for the sea conveyance beyond the Union—

40 francs per kilog. for letters and post cards.

1 franc " printed papers.

Sea Postage Rates—

50 centimes for letters.

12½ centimes for post cards.

5 centimes for printed papers, &c.

4th. *Sea Transit Payment* for the sea conveyance beyond the Union—

60 francs per kilog. for letters and post cards.

2 francs " printed papers.

Sea Postage Rates—

75 centimes for letters.

25 centimes for post cards.

10 centimes for printed papers.

MEMORANDUM.

On letters for British North America, the West Coast of Africa, Australia, and New Zealand, the rate of postage is already as low as it would be under the German scheme.

On letters for the East Indies, Cape Colony, and Natal, the rate will be as low as it would be under the German scheme, on the 1st July next.

Letters

Letters for the Mauritius and the Seychelles are conveyed by French packet, any loss therefore arising from a reduction of postage would be borne by France.

The German scheme, therefore, if adopted, will involve a loss consequent on a reduction of postage in the case of the following Colonies and countries, viz. :—

Ceylon	} Served by P. and O. packets.
The Straits Settlements	
Java	
The Philippines	
Labuan	
China and Japan	} Served by West Indian packets.
The British West Indies	
The Foreign West Indies	
Venezuela	
The United States of Columbia.....	
Central America	} Served by West India and Pacific packets.
Mexico	
Dutch Guiana	
Chili	
Peru	
Bolivia	} Served by Brazil Packets
Ecuador	
	{ Brazil.
	{ The Argentine Republic.
	{ Uruguay.

But it is believed that an arrangement could be made with two out of the three companies conveying mails to Brazil and the River Plate, by which the payment to them would be proportionately reduced, so that there would be a loss only on the correspondence carried by the packets of the third company, whose contract will not expire for upwards of two years.

Served by a branch packet between Halifax and St. ThomasBermuda.

The following table shows the cost of the lines of packets on which there would be a loss; the amount of revenue derived from each line; the present loss, the rate of postage now levied on letters; the reduced rate that would be levied under the German scheme; and the estimated additional loss which the reduction would occasion.

A statement showing the amount of subsidies paid to packet companies on account of mail service to and from the several places named, the estimated amount of sea postage derived from the correspondence conveyed, the estimated British loss incurred under the present rates of postage, and the additional loss which would arise if the proposed rates of postage per single letter were adopted.

	Subsidies.	Estimated British share of Sea Postage.	Present rate of Postage per single letter, exclusive of transit rate.	Estimated British loss per annum.	Proposed rate of Postage per single letter.	Estimated additional British loss by the adoption of the proposed rates of Postage per single letter. †
Ceylon	£ 14,000*	£ 8,800	s. d. 0 9	£ 5,200	s. d. 0 6	£ 3,300
Straits Settlements	17,500*	9,900	1 0	7,600	0 6	5,000
Java, Philippines, and Labuan ..	5,000*	2,600	1 0	2,400	0 6	1,200
China and Japan	115,000*	29,200	1 0	85,800	0 6	12,600
West Indies { British West Indies, including British Guiana	36,870	29,500	1 0	7,370	0 7½	10,200
West Indies { Foreign West Indies, including Venezuela, Columbia, Central America, Dutch Guiana, and Mexico, and the conveyance of the Pacific correspondence as far as Colon	49,880	48,500	1 0	1,380	0 7½	23,500
Pacific conveyance beyond Panama	18,000	17,500	1 6	500	0 10	9,300
Halifax, Bermuda, and St. Thomas	19,500	850	Via St. Thomas 1 0 Via Halifax 0 6	18,650	0 7½	Nl.
				128,900		65,100 German Scheme. 8,725
						73,825 Bernese Conference Scheme

General Post Office,
London, 11th February, 1876.

GEO. CHETWYND,
Receiver and Accountant General.

The duration of the existing contracts for these several services is as follows :—

P. & O. contract until 31st January, 1880.
W. I. " " 31st December, 1879.
Pacific " " 30th June, 1878.
Halifax and St. Thomas contract until 31st December, 1877.

There is much reason to doubt whether, when those contracts expire, new contracts will be obtainable at rates of payment which will be covered by the revenue collected on the correspondence carried, even if charged at the existing rates of postage much less if charged at the reduced rates.

On the Pacific, the only competition with the British Company is on the part of the Chilean Government, but even that competition is entirely for local traffic, as the Chileans, while maintaining packets of their own, send all their English mails by the British packets.

Between

* These sums represent the estimated proportions of the subsidy paid to the Peninsula and Oriental Steam Navigation Company, chargeable for the conveyance of the Ceylon, Straits Settlements, China, and Japan correspondence.

† It has been assumed that the sea transit rates for letters to be accounted for to this office by countries of the General Postal Union, will be those proposed by the German Office.

Between Halifax and St. Thomas, the contract packets are the only steam vessels running regularly.

There are several lines of British steamers running between England and India, and England and China, but none with a branch vessel from Brindisi fitted to a main line from an English port.

It is quite possible that tenders for a complete service may be sent in by other persons than the P. & O. Company, but the service will require a large capital and a considerable number of efficient vessels, and the lowest subsidy demanded will doubtless be largely in excess of the postage revenue received.

In like manner, on the West India line, British steam vessels, other than those belonging to the Royal Mail Steam Packet Company, run to certain ports, but a mail service which comprises a main line and branches fitted to it both on the outward and homeward voyage, can hardly, it is believed, be maintained at a cost much below the amount of subsidy now paid.

In addition to British steam vessels, there are French mail packets twice a month to Calcutta and China, twice a month to Colon, and once a month to a few of the British West India Colonies.

There is also a monthly steamer between Hamburg and Colon, and Spanish steamers between Cadiz and Cuba.

Since the German scheme was received, the conference at Berne has expressed an opinion in favour of a rate which shall not in any case exceed sixpence per single letter. The additional loss that would follow such a reduction is estimated as follows:—

West Indies	...	...	{ British £8,000, increasing total additional loss to £13,200.
			{ Foreign £4,500, " " 28,000.
Pacific	...	...	1,200, " " 10,500
Halifax, Bermuda, and St. Thomas	...	...	25, " " 25

General Post Office, 14th February, 1876.

£8,725

May be communicated to the Postmaster General.—JOHN R., 23/6/76. The Secretary to the General Post Office.—H.H., B.C., 24 June, 1876.

As this Colony does not intend to enter the Postal Union at present, it does not appear to me to be necessary to do more than state this fact, in acknowledging the despatch of 1st April last. The Honorable the Colonial Secretary might be moved to inform His Excellency accordingly.—Submitted, S.H.L., 18/11/76. Approved.—J.F.B., 18/12/76.

No. 7.

The Secretary, General Post Office, to The Principal Under Secretary.

Sir,

Sydney, 28 December, 1876.

I am directed by the Postmaster General to return the despatch of Lord Carnarvon, dated the 1st April last, transmitting copy of a letter from the Imperial Treasury, with enclosures respecting the rates of postage on letters for the Colonies proposed by the Berne Postal Union, which was referred to this department on the 24th June last.

Mr. Burns directs me to state that this Colony does not desire to enter the Postal Union at present, and to request that you will be good enough to move the Honorable the Colonial Secretary to inform His Excellency accordingly.

I have, &c.,

S. H. LAMBTON.

[For Enclosure vide No. 6.]

No. 8.

The Postmaster General, Western Australia, to The Secretary, General Post Office, Sydney.

Sir,

General Post Office, Perth, 11 June, 1877.

I shall esteem it a great favour if you will be kind enough to inform me whether it be the intention of your Government to enter the General Postal Union which was concluded at Berne in 1874; and, if such be not the case, to state the alleged reasons for declining to join it.

I have, &c.,

A. HELMICH,

Postmaster General.

No. 9.

The Secretary, General Post Office, Sydney, to The Postmaster General, Western Australia.

Sir,

General Post Office, Sydney, 27 June, 1877.

With reference to your letter, dated the 11th instant, requesting to be informed whether it is the intention of the Government of this Colony to enter the General Postal Union, which was concluded at Berne in 1874, and, in the event of such not being the case, to state the reasons for declining to join it, I am directed to inform you that it was decided not to join the Union, as it was estimated that, by joining, this Colony would incur a loss of about £4,000 a year without any appreciable advantage.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 10.

The Secretary of State for the Colonies to the Officer Administering the Government of New South Wales.

Sir,

Downing-street, 23 March, 1877.

With reference to previous correspondence on the subject of the General Postal Union, I have the honor to transmit to you, for the information of your Executive Council, a copy of a letter from the

the Treasury, enclosing a copy of a report from the Postmaster General, furnishing, in reply to inquiries from the Government of South Australia, information which may be useful in forming an opinion how far it may be for the advantage of an Australasian Colony to join the Union.

I have, &c.,
CARNARVON.

[Enclosures.]

The Treasury to the Colonial Office.

Sir,

With reference to your letter of the 22nd ultimo, forwarding copy of a despatch and its enclosures from the Governor of South Australia on the subject of the General Postal Union, I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith copy of a Report from the Postmaster General, dated the 5th instant, and its enclosures affording information in regard thereto, and I am to request that in laying the same before the Earl of Carnarvon, you will state to His Lordship that my Lords concur in the suggestion of the Postmaster General that the purport of his observations should be communicated not only to the Governor of South Australia, but also to the Governors of the other Australian Colonies and New Zealand.

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

Treasury Chambers, 14 March, 1877

I am, &c.,

WILLIAM LAW.

The Post Office to The Treasury.

My Lords,

General Post Office, 5 March, 1877.

In returning the despatch from the Governor of South Australia, which your Lordship referred to me on the 28th ultimo, I have the honor to furnish the following information, in order to assist the Colonial Government in judging how far it may be for the advantage of the Colony to join the General Postal Union.

Under the arrangement concerning the entry into the Union of British India and the French Colonies, which was signed at Berne on the 27th January, 1876, and which is being applied to all countries and Colonies now seeking admission, power is given to fix the Union rates of postage, if desired, at double the rates fixed by the Berne Treaty of 9th October, 1874. At the same time it is stipulated that for the sea conveyance of closed mails, any Union country despatching such mails, shall pay to the office or offices providing the conveyance a sum of 25 francs per kilogramme for letters and post cards, and one franc per kilogramme for all other descriptions of correspondence. In the event of the sea service being provided by two or more offices, the rates mentioned above are to be divided between them according to the distances traversed by each. The payments would be based, not upon the weight of each separate mail, but upon statistics taken twice a year.

If the Australian Colonies were to join the Union, the terms of the above-mentioned arrangement taken in connection with the treaty of October, 1874, would be strictly binding upon them, so far as their relations with the foreign countries of the Union are concerned. But this would not necessarily be the case as regards the mails exchanged with the United Kingdom, inasmuch as the conditions on which the mail service is maintained jointly by the Mother Country and the Colonies, and the expense apportioned between the parties interested, do not concern the members of the Union generally.

Having thus indicated the general bearing of the Postal Union stipulations, so far as they would affect the Australian Colonies, I now proceed to answer *seriatim* the various points raised in the report of the Postmaster General of South Australia.

1. As to the question whether the mail service would be continued on its present footing, I apprehend that it will not be the desire of the Imperial Government to make any alteration in the arrangements during the period for which they were entered into.

2. In such case this department would continue to account to the Australian Colonies for the postage collected in the United Kingdom on letters, &c., for the Colonies, less the British inland rates, and the supplementary postage charged for the purpose of covering the special payments due for the conveyance of the mails through France and Italy.

3. With respect to letters from Australia for countries of the Union, as the Colonies provide the packet service to Galle, Singapore, and San Francisco, as the case may be, while the Imperial Government makes no charge for the further conveyance, the Australian offices would only have to account for territorial transit rates to the several Union States through which the letters would pass, the rates being those mentioned in Article X of the Berne Treaty.

For example, on letters for Italy forwarded via Galle or Singapore, nothing whatever would have to be accounted for; on letters for Germany transit rates would have to be paid to Italy and Austria; and so on, according to the number of the intermediate countries traversed.

The payments would be based on statistics taken during prescribed periods.

4. On letters from Union countries for Australia, the Australian offices which provide the sea service from Galle, Singapore, or San Francisco, as the case may be, would receive the whole of the sea rate of 25 francs per kilogramme (equivalent to about 2½d. per half-ounce letter), this department foregoing all claim to any portion of the payment in respect to the conveyance as far as the three ports above mentioned.

5. As a higher charge would be made in this country on letters, &c., for Australia, forwarded *via* Brindisi, than if forwarded *via* Southampton, the route adopted for their transmission would depend upon the postage prepaid, or the special address upon the letters.

Correspondence between Australia and the continent of Europe would, no doubt, continue to be sent principally *via* Brindisi.

The "cost to the Colony" would depend upon the number of countries traversed, as explained in paragraph 3.

6. The Union rates of postage chargeable in Australia on newspapers and book packets might, if so desired, be as much as the double of the rates fixed by the Berne Treaty of 1874, provided always that existing charges be not increased.

The rates to be accounted for by the Australian Colonies on printed papers despatched would, as in the case of letters, be for territorial transit rates only, according to the number of countries traversed, and at the sums mentioned in Article X of the Berne Treaty.

In the opposite direction the despatching Union country would account to the Colony providing the packet service for 1 franc per kilogramme net weight.

The payments in both cases would be based upon statistics taken during prescribed periods.

7. If in any of the Australian Colonies newspapers are now exempt from postage, except foreign postage payable to other countries, it would not be necessary to make any alteration in this respect, inasmuch as Article XIV of the Berne Treaty expressly states that the stipulations of the Treaty do not involve any alteration in the inland postal legislation of any country.

8. As already explained, the arrangement under which the mail service between the United Kingdom and the Australian Colonies is maintained and the expense apportioned between the parties interested, do not concern the Union generally, so that no alteration need be made in the contributions of one Colony to another unless by mutual consent.

In the foregoing observations I have treated the matter from a general point of view, as affecting not only South Australia, but the whole of the Australian Colonies and New Zealand; and I would suggest that your Lordships should invite the Earl of Carnarvon to communicate the purport of this letter to the Governments of all the Colonies concerned, as it might perhaps be the means of their arriving at a joint decision in the matter, which would be very desirable.

Three of the Colonies—viz., New South Wales, Western Australia, and New Zealand—have already declined to join the Union, but their decision was in each case evidently based upon an insufficient knowledge of the facts of the case, and if they found that they had been under a misapprehension on some points they might probably be induced to reconsider the matter.

With regard to Victoria much of what appears in this letter was reported to your Lordships in my letter of the 6th October last, but in view of the importance of arriving at a joint decision, it may probably be deemed expedient to address another communication to the Governor of that Colony.

I have, &c.,

JOHN MANNERS.

The Lords Commissioners of Her Majesty's Treasury.

Arrangement

No. 11.

The Secretary of State for the Colonies to The Officer Administering the Government of New South Wales.

Sir,

Downing-street, 25 May, 1877.

31st March, 1877.

I have the honor to transmit to you the accompanying copy of a letter from the London Post Office, enclosing a correspondence with the Berlin Post Office, in which the latter submits the desirability of all British Colonies joining the International Postal Union before the meeting of the Postal Congress at Paris in 1878.

I enclose copies of the arrangement of the 27th of January, 1876, regarding the admission of British India and the French Colonies, which is being applied to all countries and Colonies now seeking admission. From the letter of the 15th of February from the General Post Office to the Treasury, enclosed in my circular despatch of the 1st of April, 1876, it appears that under that arrangement the single rate of postage may be made as high as 6d. The Colonies noted in the margin have already entered the Union under the same arrangement.

Bermuda.
Ceylon.
Demerara.
Hongkong.
Jamaica.
Labuan.
Mauritius.
Straits.
Trinidad.

I shall be glad to be informed as soon as possible of the decision of your Government on the subject.

I have, &c.,

CARNARVON.

[Enclosures.]

W. J. Page, Esq., to R. G. W. Herbert, Esq.

Sir,

General Post Office, London, 31 March, 1877.

In the course of last month the Postmaster General of the German Empire addressed a letter to this department, strongly urging the desirability of steps being taken for the early admission into the General Postal Union of all the British Colonies. He was informed in reply that Her Majesty's Secretary of State for the Colonies had already communicated with the Governor of every British Colony on the subject, and that, as a result of that communication, several of the Colonies had expressed a desire to enter the Union, and that others would before long doubtless come to a similar determination.

It was, however, pointed out that fiscal reasons might probably prevent some of the Colonies from taking that course at present, and the cases of the Australian and South African Colonies were cited as having entered into expensive contracts for the conveyance of the mails, which might render it difficult for those Colonies to sacrifice any portion of the postage revenue they at present receive for the sea conveyance of mails, in order to become members of the Union.

In a rejoinder to the letter from this office, Dr. Stephan takes exception to this view, contending that postal subsidies are granted as much in the general interests of trade and commerce as for purely postal purposes.

He suggests therefore that the Colonies which have hitherto abstained from joining the Postal Union should be invited to reconsider this decision, and he thinks that, looking to the probability of all foreign countries seeking admission to the Union, the Colonies, rather than stand alone, will be prepared to make some financial sacrifices for the sake of promoting the great advantage which would result from the universal character of the system.

Lord John Manners thinks that the Earl of Carnarvon will probably be of opinion that these views should be made known to the Governments of the several Colonies which have hitherto declined to enter the Postal Union, and he directs me therefore to transmit copy of the correspondence that has taken place with the German Post Office.

I am, &c.,

WM. JAS. PAGE.

The Imperial German Postmaster General.

(Translation)

Berlin, 18 February, 1877.

As the British Post Office is aware, the French Post Office brought forward at the Conference which was held at Bern, in the month of January, 1876, the proposal that the rates of payment for sea conveyance fixed by Article X of the Postal Union Treaty of the 9th October, 1874, of—

6 francs 50 centimes per kilogramme for letters, and

50 centimes per kilogramme for printed papers, &c.,

should be applied to all countries hereafter entering the Union.

Even before then the German Post Office was actuated by the desire to see the conditions for the entry of foreign countries into the Union regulated in a general manner, so as to facilitate the extension of the Union, and it accordingly entered into communication with the British Post Office in order, if it were possible, to establish beforehand an understanding on this important question between the two Offices.

As the German Office obtained from the correspondence which took place the conviction that the British Office would not then consent to the abovementioned proposal of the French Post Office, the German Office thought that an intermediate arrangement might be accepted at the Bern Conference, and accordingly, although it was on its side in a position to agree to the French proposal, it brought forward the motion that the payment for sea conveyance should be fixed for all countries beyond sea at—

25 francs per kilogramme for letters, and

1 franc per kilogramme for printed papers, &c.

These rates were in the first instance agreed to only for British India and the French Colonies.

The British Office declined the extension of the above rates to all countries, which was urged by the other delegates at the Conference, because it felt itself obliged, in the first instance, to come to an understanding on the subject with the more important British Colonies. In consequence of this the applications of Spain and the Netherlands for the admission of their colonies, as well as the application of the Brazilian Government, were postponed. With a view to the settlement of the matter, and to a consideration of the German proposals, a Conference was to be held in London, the period for the assembling of which, according to the views of the British Office, was not to be earlier than the spring of 1877.

This period has now nearly arrived. Meanwhile the question has taken a favourable course which was not then anticipated.

The British Office applied, even in the course of the year 1876, for the admission of various British Colonies into the Union under the same conditions as had been agreed upon for British India and the French Colonies.

The British Office at the same time declared its readiness to receive into the Union, under similar conditions, the Spanish and Netherlands Colonies, the Portuguese Colonies, and also Brazil, Japan, and the Argentine Republic.

As the other Offices of the Union have likewise agreed to the admission into the Union of the said Colonies and countries, a considerable extension of the limits of the Union will very shortly take place. The understanding in the case has been arrived at by means of a simple exchange of correspondence.

Thus, by this means has been attained in all essential particulars the objects for which the Conference in London was to be assembled, for it may naturally be assumed that the British Office, as well as all the other Union Offices, will concede also to the countries which do not yet belong to the Union the same conditions as to sea rates which have been agreed to in the cases of Brazil, Japan, and the Argentine Republic.

The effect would, however, be much more important if the sea rate of 25 francs per kilogramme for letters, and 1 franc per kilogramme for printed papers, &c., were expressly granted for all countries, because in such case the countries which still remained out of the Union would be in a position to see clearly the advantage of joining, and in consequence most of these countries would doubtless be led to seek admission to the Union. Nevertheless, I do not think it would be expedient now to summon a Conference in London for this object. A general discussion of this question might result in difficulties which have hitherto not been foreseen.

On

On the other hand, it must not be overlooked that in all probability the French Government will, at the Paris Congress in the spring of 1878, revert anew to its proposal, according to which for all fresh adherents to the Union only the stipulations of the Berne Treaty, including the rates of 6 francs 50 centimes per kilogramme for letters, and 50 centimes per kilogramme for printed papers, &c., shall be applied.

With reference to these considerations, and looking to the fact that it cannot possibly be to the interest of the trade and commerce of Great Britain that, while the whole of the Spanish, Netherlands, and Portuguese Colonies, as well as Brazil, Japan, and the Argentine Republic, are included in the Union, a part of the British Colonies in the West Indies, the whole of the British Possessions in Africa, and lastly the Australian Colonies, remain *outside* the Union, I do myself the honour to submit to the favourable consideration of the British Post Office whether it would not be desirable—

1. To bring about the entry of the whole of the British Colonies, especially those in Australia; and
2. To promote the admission of other foreign countries under the condition of the arrangement of the 27th January, 1876, in such a manner that before the meeting of the Paris Congress the question of the entry of foreign countries will be practically settled.

I should feel extremely obliged to the British Post Office for the favour of an early reply, stating its views on the subject.

(Signed) STEPHAN.

John Tilley, Esq., to the Imperial German Postmaster General.

Sir,

General Post Office, London, 6 March, 1877.

The Postmaster General has attentively considered your letter of the 18th ultimo, in which you strongly urge the desirability of steps being taken for the early admission into the General Postal Union under the conditions of the arrangement concluded at Berne, on the 27th January, 1876, of all the British Colonies, and of such foreign countries as have not yet entered the Union.

In reply, I am directed to acquaint you that Her Majesty's Secretary of State for the Colonies has already communicated with the Government of every British Colony, and recommended that the question whether it should not apply for permission to become a member of the Union should receive full and immediate attention.

Several of the Colonies have, in consequence of that communication, expressed a desire to enter the Union, and there can be no doubt that others will before long come to a similar determination.

But fiscal reasons may very probably prevent some of the Colonies from taking that course for the present at any rate.

The Government of the Cape of Good Hope has recently entered into contracts for the sea conveyance of the South African Mails to and from Europe, and has engaged to pay to the Contractors the whole amount derived from the sea postage, at fixed rates, besides giving premiums for voyages performed within the contract time.

Any reduction, therefore, in the sea rates of postage now payable to the Colonial Post Office would throw a serious charge on the general revenue of the Cape Colony.

The British Colonies in Australia and New Zealand have also entered into contracts for postal communication with Europe by means of expensive lines of mail packets, and they may in like manner find a difficulty in sacrificing any portion of the postage revenue which they at present receive for the sea conveyance of correspondence, in order to become members of the Union.

As regards foreign countries, the Postmaster General will be ready on all occasions, so far as depends upon arrangements to be made with this department, to facilitate in every way their admission into the Union.

His Excellency Dr. Stephan, Berlin.

I have, &c.,
JOHN TILLEY.

The Imperial German Postmaster General.

(Copy translation.)

Berlin, March 21, 1877.

I HAVE the honour to acknowledge the receipt of the letter from the British Post Office of the 6th March, 1877, respecting the further extension of the General Postal Union.

From the contents of this letter I have observed with great interest that Her Britannic Majesty's Secretary of State for the Colonies has taken suitable steps respecting the entry of the British Colonies into the Union; and that the British Post Office is prepared to facilitate the entry of foreign countries into the Union so far as in it lies.

As regards the Cape Colonies, the Australian Colonies, and New Zealand, the British Post Office has shown that at present financial considerations would very probably hinder the entry of these Colonies into the Union. The Cape Colony has only recently concluded contracts, on the basis of which high sea rates of postage have to be paid, as well as special premiums for performing the voyage within the contract time. The Australian Colonies are in a similar position, as they also are fettered with the maintenance of expensive Postal communications.

In reference to the above I beg leave to offer the following observations:—

It is well known that formerly the efforts of postal administrations were constantly directed towards recovering from the public, in the shape of sea postage, the expenses which the sea conveyance entailed.

The British Post Office will, however, agree with me that recently such a course has very properly been regarded as no longer just. In fact, subsidies are in no way paid solely for postal purposes; the general interests of trade and commerce, as well as political objects, come into consideration in an important degree. This circumstance must, in my opinion, always be borne in mind, equally whether the companies which perform the service receive payment in the form of a subsidy, or in the form of sea postage. It appears to me, therefore, that the reasons which have been adduced on behalf of the Colonies against joining the Union, are not of such a nature as to justify the resolution to remain apart from a Union, which, without doubt, will, in a short time, include all other countries of the World, and the wide significance of which will tend more and more from day to day to promote the peaceful intercourse of all nations.

I do not doubt that, if the said Colonies were to examine the question anew, and particularly with reference to its universal character, the great advantage of a Universal Postal Union would receive full recognition, and that, on the other hand, financial sacrifices, which, moreover, would probably soon be balanced by the increase in correspondence, would not present any real cause of hindrance to joining the Union.

(Signed) STEPHAN.

[Enclosure containing the arrangement of the 27th January, 1876, the same as enclosure to No. 10.]

Col. Secty.—Will you be so good as to inform me of the decision of Ministers on this subject?—
H.R., 23/8/77. Submitted, 29/8/77. The Postmaster General.—JOHN R., 4/9/77. Secretary to the
Post Office.—H.H., B.C., 4/9/77.

No. 12.

Telegram, Postmaster General, Adelaide, to Secretary, General Post Office, Sydney.

17 September, 1877.

WHAT is your answer to last correspondence re Postal Union? As we shall be able to retain present rates, and the existing financial arrangements with the London office are not to be altered, I am in favour of our joining. Should be glad to have your views.

No. 13.

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No. 13.

Telegram, Secretary, General Post Office, Sydney, to Postmaster General, Adelaide.

18 September, 1877.

Re Postal Union—We have sent no answer yet, but have now the matter under consideration.

No. 14.

Telegram, Postmaster General, New Zealand, to Postmaster General, Sydney.

18 September, 1877.

Would be glad to be informed by Thursday whether your Colony intends entering Postal Union. Recent correspondence from Colonial Office sets forth terms more favourable to Colonies.

I submit herewith a report upon this matter. Pending consideration of this report I would suggest that the Postmaster General of New Zealand be informed that the matter has been under consideration—that it is felt to be one in which the whole of the Australasian Colonies should take uniform action; and as it would now seem desirable that these Colonies should join the Union, it is proposed that one or two departmental officers from each Colony meet (say at Melbourne), to discuss the Australian details, and then bring up a report to be submitted to the Government of each Colony. The Postmaster General of New Zealand might be asked if he concurs in this idea.—S.H.L., 19/9/77.

[Report referred to.]

SEEING that so many countries of the world are joining the International Postal Union, agreed upon at the Berne Conference in 1874, and recognizing the advantages that the establishment of a postal system of a universal character would afford, I am of opinion that some effort (even involving a *reasonable* monetary sacrifice) might be made by the Australasian Colonies, so as to bring them into harmony with the leading nations that are endeavouring to make the International Postal Union embrace the entire world.

The regulations of the International Postal Union were prepared by qualified officials from the various Post Office departments, who met at Berne, and discussed the multitudinous details which composed the postal systems of each country. I do not think a better plan could be adopted by each of the Australasian Colonies than to follow the example of the older countries, and to appoint (say, one or two) qualified officers to meet (say at Melbourne) and discuss the *Australasian* details, and then furnish a report which could be subsequently adopted, or not, by each respective postal department. If this suggestion be agreed to, I would advise that the various postal departments be at once communicated with, in order to give effect thereto. His Excellency the Governor might think it right that a communication should be addressed to the Right Honorable the Secretary of State for the Colonies, intimating, in reply to his circular despatch of the 25th May, 1877, that the postal departments of the various Australian Colonies were consulting and considering whether they could not agree to join the International Postal Union; that is, of course, if the various Australasian postal authorities consent to consider the question in this manner.

S. H. LAMBTON, 19/9/77.

Approved.—J.D., 20/9/77.

No. 15.

Telegram from Postmaster General, Sydney, to Postmaster General, New Zealand.

Sydney, 20 September, 1877.

Re telegram eighteenth. Matter seems to me to be one in which whole of Colonies should take uniform action. It certainly now appears desirable that Colonies should look more favourably on proposal to join Union. I am inclined to propose that one or two officers from each Post Office meet (say at Melbourne) to discuss details involved and bring up report to be submitted to Government of each Colony. What is your opinion?

No. 16.

Telegram from Postmaster General, Sydney, to Postmaster General, New Zealand.

19 October, 1877.

PLEASE reply at earliest convenience to my telegram of 20 ultimo, respecting International Postal Union.

No. 17.

Telegram from Postmaster General, New Zealand, to Postmaster General, Sydney.

20 October, 1877.

POSTAL Union. Reply early next week. Regret delay. Occasioned, pressure important questions.

No. 18.

The Principal Under Secretary to The Secretary, General Post Office.

My dear Lambton,

Sydney, 12 December, 1877.

Will you kindly let me have an answer to despatch from Secretary of State, dated 25th May, respecting Postal Union, and sent to you on 4th September, as inquiries have been made about it from Government House.

Yours truly,

HENRY HALLORAN.

Telegram

Telegram from Secretary, General Post Office, Sydney, to Secretary, General Post Office, New Zealand.
14 December, 1877.

IMPERIAL Government urging answer to despatch in *re* Postal Union. Can you reply to my telegram twentieth September?

The Secretary, General Post Office, Sydney, to The Principal Under Secretary.

My dear Halloran,

Sydney, 14 December, 1877.

In answer to your note of the 12th instant, I have to state that the Postmaster General is not yet in a position to deal with the Postal Union matter, as it affects the San Francisco Mail Service in which New Zealand is interested jointly with this Colony. The New Zealand authorities were duly communicated with on the subject, and have promised to send an early reply, but have hitherto failed to do so. A telegram is now being sent urging prompt action on their part.

Yours, &c.,
S^r H. LAMBTON.

No. 19.

Telegram from Secretary, General Post Office, New Zealand, to Secretary, General Post Office, Sydney.

19 December, 1877.

POSTAL Union. When do you propose postal officers shall meet? This Government will send representative.

No. 20.

Telegram, Secretary General Post Office, New Zealand, to Secretary, General Post Office, Sydney.

26 December, 1877.

KINDLY reply my telegram of 19th *re* proposed meeting postal officers.

Inform that there is a new Ministry in office, and that the matter shall receive the early consideration of the Cabinet.—J.F.B., 27th Dec., 1877.

No. 21.

Telegram, Secretary, General Post Office, Sydney, to Secretary, General Post Office, New Zealand.

27 December, 1877.

NEW Ministry in office. Postmaster General states matter of proposed meeting of postal officers shall receive early consideration of Cabinet.

No. 22.

The Director of the General Post Office of the German Empire to The Postmaster General, Sydney.

Sir,

Berlin, 25 October, 1877.

I beg to acknowledge with best thanks the reception of one copy of the Twenty-second Report on the Post Office Department of New South Wales, for the year 1876, which you have had the kindness to send me with your letter, dated the 16th August last, No. 77 B. From the contents of the report, which I have perused with considerable interest, I have seen that during the last year many improvements have been introduced into the service, and many facilities afforded to the corresponding public of the Colony. Among the most prominent of these improvements I regard the arrangements which have been made on your side, in order to bring about a reduction of the taxes on correspondence exchanged with the United Kingdom and other countries. It appears to me, however, that there would be no more suitable way for your administration to accomplish in this respect a most satisfactory result, than to enter the General Postal Union. As you are aware, the Union, when constituted, consisted of the European countries, Asiatic Russia, and Turkey, Egypt with Nubia, the United States of America, and the Dependencies and Colonies of some of the European States in Africa, and the islands belonging to that continent. In the meantime, however, a great many countries and Colonies beyond the sea have been induced by the great advantages afforded to the countries of the Union as to cheapness of postage, regularity and simplicity in the management of the service, to join the convention of Berne.

I may mention among such countries entered into the General Union, subsequent to its foundation:—In Africa: all the French, Spanish, and Portuguese Colonies; and from English possessions: the island of Mauritius with its purlieu; in America: Greenland, the Spanish, Portuguese, French, Dutch, Danish Colonies, and the larger possessions of England (Jamaica and Trinidad); in West India: British, Dutch, and French Guyana, and Brazil; in Asia: British India, Persia, Japan; and in closer vicinity to Australia: the Dutch, Spanish, and French possessions of the south-eastern Asiatic, and the Australian archipelago, and the English Colonies in Eastern China.

Very recently the British Colonies in Western Africa, British Honduras, and the Falkland Islands, have likewise declared their intention to enter the Union.

The principal advantages obtained by such a measure are:—

1. Abrogation of the inconvenient diversity in the foreign postal rates, and the establishment of a uniform postage, independent on the way of conveyance with all the countries of the Union—that is, almost all the more important civilized countries of the globe.
2. A conform method of dealing with the correspondence; and
3. The abolition of the accounts.

I do not hesitate to point out the present time as a most opportune for the entrance of your Colony into the Postal Union, because, on the 1st of May next, a general Postal Congress will meet in Paris, and it might be of the greatest importance for your office if its interests would be represented there. I therefore beg to invite your attention to these facts, and to leave it to your consideration if it might not be profitable and expedient for the welfare of your Colony to apply speedily, if possible until the end of this year, to the Swiss Post Office Department, in Berne, for admission into the Postal Union.

I have, &c.,

WIEBE,

Director of the General Post Office of the German Empire.

No. 23.

Memo. from The Principal Under Secretary to The Secretary, General Post Office, Sydney.

"Circular. Secretary of State, 25 May, 1877."

My dear Lambton,

I am reminded by the Private Secretary that the despatch above quoted, forwarded to you on the 4th September last, remains unanswered. Please expedite.

Submitted.—S.H.L., 3/1/78.

Faithfully yours,
HENRY HALLORAN.

No. 24.

Telegram from Secretary, General Post Office, New Zealand, to Secretary, General Post Office, Sydney.

QUESTION of Colonies joining Postal Union again brought under notice of department. This Colony has delayed forwarding definite reply, pending views of other Colonies being ascertained; is it still desired matter be considered by all the Colonies, as proposed in your office?

No. 25.

The Principal Under Secretary to The Secretary, General Post Office.

Sir,

Colonial Secretary's Office, Sydney, 19 March, 1878.

With reference to my predecessor's communication of the 4th of September last, forwarding a copy of a despatch (with enclosures) from the Colonial Office, concerning the desirableness of the accession of all British Colonies to the International Postal Union before the meeting of the Postal Congress at Paris in 1878, I am directed by the Colonial Secretary to request that the Postmaster General may be invited to favour him with an answer on this subject, in order that the same may be communicated to his Excellency the Governor.

Submitted.—S.H.L., 20/3/78.

I have, &c.,

M. R. ALLAN.

The terms upon which the Colonies could enter the convention have been relaxed so much in favour of the Colonies, that I am disposed to recommend that we join the Union; but as it is important that there should be uniformity of action on the part of such of the Colonies as may propose to take this course, and we are to have an Intercolonial Conference during next month, when the provisions of the Berne Convention can be considered, I think we should postpone our decision until we are in possession of the opinion of the Conference.—J.F.B., 20/3/78.

No. 26.

The Secretary, General Post Office, to The Principal Under Secretary.

Sir,

Sydney, 21 March, 1878.

In reference to your letter of the 19th instant, in connection with the proposed accession of all British Colonies to the International Postal Union before the meeting of the Postal Congress at Paris during the current year, I am directed by the Postmaster General to state that the terms upon which the Colonies could enter the Union have been relaxed so much in favour of the Colonies that he is disposed to recommend the accession of this Colony to it; but, as it is important that there should be uniformity of action on the part of such of the Colonies as may propose to take this course, and as an Intercolonial Conference is to be held during next month, when the provisions of the Berne Convention can be considered, he thinks a decision should be deferred until the opinion of the Conference has been received.

I have, &c.,

S. H. LAMBTON.

No. 27.

The Principal Under Secretary to The Secretary, General Post Office.

Sir,

Colonial Secretary's Office, Sydney, 28 March, 1878.

In acknowledging the receipt of your letter of the 21st instant, in the matter of the Colonial Office despatch of the 25th of May, 1877, regarding the proposal that all British Colonies should join the International Postal Union before the meeting of the Postal Congress at Paris in 1878, I am directed by the Colonial Secretary to state, for the information of the Postmaster General, that a copy of your communication has been forwarded by His Excellency the Governor to the Principal Secretary of State for the Colonies, under date, the 25th instant.

I have, &c.,

M. R. ALLAN.

No. 28.

The Secretary, General Post Office, New Zealand, to The Secretary, General Post Office, Sydney.

Sir, New Zealand, General Post Office, Wellington, 11 April, 1878.

In forwarding you the attached copy of a telegram despatched to you from this office on the 9th ultimo, I beg to inform you that no reply to the same has as yet been received.

I have, &c.,
W. GRAY.

[Enclosure.]

Telegram from Secretary, General Post Office, New Zealand, to Secretary, General Post Office, Sydney.

Wellington, March 9th, 1878.

Question of Colonies joining Postal Union again brought under notice of department. This Colony has delayed forwarding definite reply, pending views of other Colonies being ascertained. Is it still desired matter be considered by all the Colonies, as proposed by your office?

Submitted.—S.H.L., 27/4/78.

A telegram can be sent in reply in terms of my minute of 20/3/78.—J.F.B., 30/4/78.

No. 29.

Telegram, Secretary, General Post Office, Sydney, to Secretary, General Post Office, New Zealand.

30 April, 1878.

THE terms upon which Colonies could enter convention have been relaxed so much that Postmaster General is disposed to recommend that we join the Union; but, as it is important that there should be uniformity of action on the part of such Colonies as may propose to take this course, and there is to be Colonial Conference next month, he proposes that the provisions of the Berne Convention be considered at that Conference.

No. 30.

The Agent General, London, to The Colonial Secretary, Sydney.

London, 3, Westminster Chambers,
Victoria-street, S.W., 7 June, 1878.

Sir,

I have the honor to enclose herewith, copy of a letter from the Colonial Office, dated 29th ultimo, with enclosures, together with a minute thereon by myself, relative to the accession of the Colony to the International Postal Union.

I have, &c.,
WILLIAM FORSTER.

[Enclosures.]

The Colonial Office to Mr. Forster.

Sir,

Downing-street, 29 May, 1878.

I am directed by the Secretary of State for the Colonies to transmit to you a copy of a despatch from the Governor of New South Wales, enclosing a copy of a letter from the Postmaster General, stating that he is now disposed to recommend the accession of the Colony to the International Postal Union, but that the decision should be deferred until the opinion of the Australian Postal Conference, which was to be held in the month of April, had been obtained.

In transmitting these documents I am to state for your information that the Paris Congress commenced on the 1st instant.

I am, &c.,
W. R. MALCOLM.

Governor Sir Hercules Robinson to The Earl of Carnarvon.

My Lord,

Government House, Sydney, 25 March, 1878.

I have the honor to inform you that I duly laid before Ministers your Lordship's circular despatch of May 25th, 1877, transmitting copies of a correspondence between the London and Berlin Post Offices, in which the desirability is suggested of all British Colonies joining the International Postal Union before the meeting of the Postal Congress at Paris during the current year; and I have been requested by the Honorable the Colonial Secretary to transmit in reply a copy of a letter from the Postmaster General stating that he is disposed to recommend the accession of this Colony to the International Postal Union, but thinks a decision should be deferred until the opinion of the Australian Postal Conference, to be held next month, has been obtained.

I have, &c.,
HERCULES ROBINSON.

The Secretary, General Post Office, Sydney, to the Principal Under Secretary, Sydney.

Sir,

Sydney, 21 March, 1878.

In reference to your letter of the 19th instant, in connection with the proposed accession of all British Colonies to the International Postal Union before the meeting of the Postal Congress at Paris during the current year, I am directed by the Postmaster General to state, that the terms upon which the Colonies could enter into the Union have been relaxed so much in favour of the Colonies that he is disposed to recommend the accession of this Colony to it; but, as it is important that there should be uniformity of action on the part of such of the Colonies as may propose to take this course, and as an Intercolonial Conference is to be held during next month, when the provisions of the Berne Convention can be considered, he thinks a decision should be deferred, until the opinion of the Conference has been received.

I have, &c.,
S. H. LAMBTON.

Minute

Minute by Mr. Forster.

It is evident that, as the Congress has already met in Paris, the accession of New South Wales would be merely nominal this year, even if the opinion of the Postmaster General in the Colony were adopted by the Government. But it may be as well to suggest that the Government should instruct this office so as to anticipate the next session of the Congress.—W.F., 4/6/78.

Postmaster General.—M.F., 19/7/78. The Secretary to the Post Office.—M.R.A., B.C., 19/7/78.

No. 31.

The Secretary, General Post Office, New Zealand, to the Secretary, General Post Office, Sydney.

Sir, General Post Office, Wellington, 15 June, 1878.

Adverting to the resolution at the foot of page 5 of the printed report of the proceedings of the Conference respecting the duplication of the Telegraph Lines between Australia and Europe, held in Melbourne during last month, to the effect "That the adoption of the amended treaty agreed to by the Berne Postal Convention be recommended for the favourable consideration of the Governments of Australia and New Zealand," I am directed to state that the Postmaster General will be glad to be informed of the nature of the data or recommendations upon which the resolution was based, or to receive, if possible, copies of any correspondence or papers submitted to the Conference in connection therewith, in order that this department may be enabled to give an expression of opinion on the matter treated of in the resolution under notice.

I have, &c.,

W. GRAY,

Secretary.

Submitted.—S.H.L., 15/7/78.

As this subject has since the date of this letter been considered by the Postmasters General of New South Wales and New Zealand, it will be sufficient to acknowledge the receipt of the letter, and to point out that we have no more papers than they have already received touching the Berne Convention.—J.F.B., 6/8/78.

No. 32.

The Secretary, General Post Office, Sydney, to The Secretary, General Post Office, New Zealand.

Sir, General Post Office, Sydney, 9 August, 1878.

With reference to your communication, dated the 15th June last, No. F, 78-462, requesting to be informed of the nature of the data or recommendation upon which the resolution, at the foot of page 5 of the report of the proceedings of the Telegraphic Conference, held in Melbourne in May last, was based, or to be furnished with copies of any correspondence or papers submitted to the Conference in relation to the resolution in question, I am directed by the Postmaster General to state, that this department has no papers, other than those similar to what your department has received, touching the Berne Convention.

I have, &c.,

S. H. JAMBTON,

Secretary.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MOLONG POST AND TELEGRAPH OFFICE SITE.

(CORRESPONDENCE, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 26 June, 1879.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 6 March, 1879, That there be laid upon the Table of this House,—

“Copies of all Papers, Petitions, Documents, Letters, Maps, Correspondence,
“and Minutes, &c., that have taken place with the Postmaster General,
“respecting the selection of a site for a Post and Telegraph Office at
“Molong.”

(*Mr. J. Davies.*)

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MOLONG POST AND TELEGRAPH OFFICE SITE.

No. 1.

Minute of the Secretary, General Post Office.

NOTHING appears to have been done respecting a site, or the style of building required to be erected at Molong. The necessary steps in the matter should be at once taken.—S.H.L., 5/10/76.

I believe the Government have land at Molong suitable for a post and telegraph office. Steps should be at once taken for securing the site, and the Colonial Architect be requested to prepare the plans and specifications for the building.—J.F.B., 9/10/76.

No. 2.

The Secretary, General Post Office, to The Under Secretary for Lands.

Sir, General Post Office, Sydney, 9 October, 1876.

The sum of £800 having been voted by Parliament for the erection of a post and telegraph office at Molong, I am directed to inform you that the Postmaster General is anxious that the necessary steps should be taken without delay towards the building of the office in question.

Before, however, the usual application can be made to the Works Department for the preparation of plans, &c., it is necessary to provide land for a site, and I am therefore to request that you will move the Secretary for Lands to be so good as to cause a suitable piece of land at Molong to be granted for the purpose.

Mr. Burns understands that there is Government land at the place in question which is available for use as required.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 3.

The Secretary, General Post Office, to The Postmaster, Molong.

General Post Office, Sydney, 28 November, 1876.

WITH reference to the proposed post and telegraph office at Molong, you are requested to be good enough to state your opinion as to the most eligible site for the erection thereon of the intended building.

Please report fully as to the Government and other land available for this purpose.

S. H. LAMBTON,
Secretary.

No. 4.

The Postmaster, Molong, to The Secretary, General Post Office.

Sir, Post Office, Molong, 19 December, 1876.

I have the honor to inform you that I have been making inquiries as to the most suitable site for a post and telegraph office available in this town, and have to report as follows:—1st. There is no Government land in my opinion suitable for the purpose. 2nd. I enclose a rough sketch* showing the positions of private land available, and in good positions marked thus, x. Bank is the main street, and the principal part of the traffic turns from Bank into Gidley Street and past the post office, and *vice versa*. My premises are considered to be in the best business site in Molong. The prices are as follows:—

No. 1.—W. Tanner, half-an-acre, Bank-street, £250.

No. 2.—J. M. Hughes, 33 feet frontage by a depth of about 70 feet, Bank-street, and adjoining telegraph office, £70.

No. 3.—J. M. Hughes, 34 feet frontage to Gidley-street, with right of gateway, by a depth of 60 feet, £70.

No. 4.—J. Haslam, frontage to Gidley-street,—if 30 feet, 25s. per foot; 40 feet, 30s.; 50 feet, 35s.; 60 feet, 40s. per foot frontage, by a depth of about 135 feet.

I have, &c.,
JAS. HASLAM.

No. 5.

Mr. Wm. Tanner, junr., to The Secretary, General Post Office.

Sir, Molong, 19 December, 1876.

The Postmaster here (Mr. Jas. Haslam) has made inquiries as to the purchase of a piece of and suitable for a post and telegraph office, and I have submitted a piece of my property situated in Bank-street. It is in the centre of the town, and no doubt exists here as to its being the most convenient.

When Mr. Buchanan was here lately, I took that gentleman and showed it to him, and he expressed himself satisfied with the site, which is nearly opposite Mr. Haslam's (the present Post Office) and joins the corner allotment of Bank and Gidley Streets.

I

* Appendix A

I mentioned a price to Mr. Jas. Haslam, but I am now willing to make an abatement of £25. The price I mentioned to him was £250.

Trusting you will be kind enough to give the matter your consideration, and begging the favour of a reply, I have the honor to be,

Yours, &c.,

WILLIAM TANNER, JUNR.

P.S.—If a smaller frontage would suit, I would be willing to meet your views, and reduce the price accordingly.

W.T., Junr.

Let Mr. Buchanan report upon this matter.—S.H.L., 22/12/76. The land offered by Mr. Tanner is in my opinion the most eligible spot for a post and telegraph office, but I am not prepared to express an opinion as to the price asked for it. When in Molong I was shown several portions of Government land, but none of the sites were suitable.—W. BUCHANAN, Postal Inspector, 3/1/77. Submitted.—S.H.L., 4/1/77.

No. 6.

Minute of Under Secretary for Works—Site for Post Office.

Additional Estimates, 1876.
Post and Telegraph Office at Molong, £1,000.
Amount voted £800.

Colonial Architect.—J.R. B.C., 17/8/76.

I do myself the honor to request I may be instructed as to the site on which the building is to be erected.—J.B., 12 Feb., /77. The Secretary to the Post Office.—J.R., B.C., 14 February, 1877.

Post office, Molong: Papers as to land offered for sale to the department are before the Postmaster General. The Lands Department has not replied to our letter of 9th October last, asking if there was any Government land available.—S.H.L., 16/2/77.

No. 7.

Minute of Postmaster General.

REQUEST the Lands Department to inform whether a piece of the recreation ground at Molong can be obtained by this department as a site for a post and telegraph office. Mr. J. S. Smith, M.P., who has called to see me in reference to this matter, to be informed.

J.F.B., 7/3/77.

The Trustees might also be written to.

No. 8.

The Secretary, General Post Office, to The Under Secretary for Lands.

Sir,

General Post Office, Sydney, 1st March, 1877.

I am directed to request that you will be so good as to inform me as early as possible, whether a piece of the recreation ground at Molong can be obtained by this department as a site for a post and telegraph office at that place.

I am to add that it has been suggested that a reference to the Trustees of this ground might facilitate the obtaining of it for the purpose mentioned.

I have, &c.,

S. H. LAMBTON.

No. 9.

The Secretary, General Post Office, to The Trustees of the Recreation Ground, Molong.

Gentlemen,

General Post Office, Sydney, 2 March, 1877.

I am directed to request that you will be so good as to inform me, as soon as convenient, whether a piece of the recreation ground at Molong can be obtained by this department as a site for a post and telegraph office at that place.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 10.

The Secretary, General Post Office, to J. S. Smith, Esq., M.P.

Sir,

General Post Office, Sydney, 2 March, 1877.

With reference to your interview with the Postmaster General, relative to the question of a piece of the recreation ground at Molong being obtained by this department as a site for a post and telegraph office at that place, I am directed to inform you that inquiries are being made in the matter, and when definite information is received you will be further communicated with.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 11.

No. 11.

Telegram from Dr. Ross, Molong, to The Secretary, General Post Office.

Molong, 5 March, 1877.

In reply to your letter, Yes. You can get piece of ground.

No. 12.

Dr. Ross to The Secretary, General Post Office.

Dear Sir,

Molong, 5 March, 1877.

I have this day sent you the following telegram:—"In reply to your letter,—'Yes.' You can have a piece of ground." This telegram is in answer to your letter, No. B'77 of 2nd instant, requesting to be informed if the Trustees will grant a piece of the recreation ground as a site for a post and telegraph office? I answer "Yes"; and should the offer be now accepted it will be found a most eligible situation, and the most centrally situated, perhaps, for general convenience, being almost right in the very centre of the village.

I beg further to state that I am at present the only remaining Trustee, and therefore should additional Trustees happen to be appointed the probability is that they may oppose the matter, and frustrate the design in every possible manner.

Better, therefore, take action at once in securing the land, and in marking out the permanent site without delay. I will be present to point it out. Please say how much or what area will be required?

I have, &c.,

ANDREW ROSS, M.D.,

Sole remaining Trustee.

Submitted.—S.H.L., 8/3/77.

Let the necessary steps be taken for securing sufficient of the reserve for a site for the Post and Telegraph Office, say 50 x 200 feet.—J.F.B., 8/3/77.

No. 13.

Telegram from Secretary, General Post Office, to Dr. Ross.

General Post Office, Sydney, 12 March, 1877.

POSTMASTER General has requested Lands Department to take steps at once to secure say fifty by two hundred feet of the recreation reserve for a site for a post and telegraph office at Molong, and will be glad if you will kindly aid in the accomplishment of the matter.

S. H. LAMBTON,
Secretary.

No. 14.

The Secretary, General Post Office, to The Under Secretary for Lands.

[Urgent.]

Sir,

General Post Office, Sydney, 12 March, 1877.

Adverting to my letter, dated the 1st instant, inquiring whether a piece of the Recreation Ground at Molong could be obtained as a site for a post and telegraph office, I am directed to inform you that a communication (a copy of which is transmitted herewith for your information) has been received from Dr. Andrew Ross on the subject, and to request that you will be good enough to cause the necessary steps to be taken as early as possible for securing a piece, say 50 feet by 200 feet, of the reserve referred to for the erection thereon of a post and telegraph office.

I have, &c.,

S. H. LAMBTON.

No. 15.

Dr. Ross to The Secretary, General Post Office.

Dear Sir,

Molong, 14 March, 1877.

Your telegram is to hand, and when the officer appointed to mark out the site for the post and telegraph office reaches Molong, I will be most happy to assist him in accomplishing the matter. The site, you may feel assured, is one of the best and most centrally situated in Molong.

I hope the Lands Department will lose no time in securing the land, but send some officer and have it marked out at once—50 by 200 feet. When the officer sees the land I am certain he will approve of the eligibility of the site on the recreation reserve.

I have, &c.,

ANDREW ROSS, M.D.,

Sole Trustee.

No. 16.

The Secretary, General Post Office, to The Under Secretary for Lands.

[Urgent.]

Sir,

General Post Office, Sydney, 16 March, 1877.

Adverting to my letter dated the 12th instant, respecting a site for a post and telegraph office at Molong, I am directed to enclose a copy of a communication which has been received from Dr. Ross on the subject, and to request that the matter may have early attention.

I have, &c.,

S. H. LAMBTON.

7

No. 17.

The Colonial Architect to The Secretary, General Post Office.

Colonial Architect's Office, Sydney, 21st March, 1877.

Sir, With reference to the sum of £800 on Estimates for erection of Post and Telegraph Offices at Molong, I do myself the honor to request that I may be informed as to the accommodation required and also as to the position of the site upon which the buildings are to be erected.

I have, &c.,

JAMES BARNET.

Referred to Superintendent of Telegraphs, for report as to accommodation.—B.C., 26/3/77. S.H.L. Four rooms, kitchen, and stable required in addition to an office. The Lands Department has been applied to for a portion of the recreation reserve, but no reply has yet been received in reference to the communication.—E.C.C., 28/3/77. The Secretary, General Post Office.—B.C.

No. 18.

Dr. Ross to The Secretary, General Post Office.

Molong, 24 March, 1877.

Dear Sir, No person has yet arrived here to mark out the site for the post and telegraph office on the recreation ground. I think you ought to urge on the Lands Department to take the necessary steps to peg out and secure the site with as little delay as possible.

Yours, &c.,

DR. ROSS.

No. 19.

The Secretary, General Post Office, to The Under Secretary for Lands.

General Post Office, Sydney, 3 April, 1877.

Sir, With reference to my letter dated the 16th ultimo, enclosing a copy of a letter which had been received from Dr. Ross on the subject of a site for a post and telegraph office at Molong, I am directed to forward herewith a copy of a further communication which has been received on the same subject from that gentleman.

I have, &c.,

S. H. LAMBTON.

No. 20.

Mrs. H. Phillips to The Postmaster General.

Molong, 21 April, 1877.

Sir, I am given to understand that it is the intention of the Government to erect at Molong suitable premises for a post and telegraph office. I have taken the liberty of bringing under your notice that I am the proprietress of considerable property in the centre of the main street of Molong adjoining the present telegraph office, and would be willing to dispose of such quantity of land as the Government might require for the purpose mentioned above, at a reasonable rate.

I have, &c.,

HANNAH PHILLIPS.

Submitted—JAS. D., 23/4/77. Apply again to Lands Department for reply to application for a portion of recreation reserve, and bring forward again.—S.S., 24/4/77.

No. 21.

The Secretary, General Post Office, to The Under Secretary for Lands.

General Post Office, Sydney, 26 April, 1877.

Sir, Adverting to my letter, dated the 3rd instant, and previous communications, on the subject of a site for the proposed new post and telegraph office at Molong, I am directed to remind you that no reply has yet been received to my letters, and to request that you will be so good as to inform me what steps have been taken to procure a portion of the recreation reserve in that town for the purpose mentioned, as desired.

I have, &c.,

JAS. DALGARNO,

Pro Secretary.

No. 22.

The Secretary, General Post Office, to The Under Secretary for Lands.

General Post Office, Sydney, 9 May, 1877.

[Urgent.]

Sir,

Adverting to my letters dated the 26th and 3rd ultimo, and the 16th, 12th, and 1st March last, respectively, on the subject of procuring a piece of the recreation reserve at Molong as a site whereon to erect the proposed new post and telegraph office for that town, I am directed to request that you will be so good as to state as early as possible, for the information of the Postmaster General, what steps have been taken in the matter.

I have, &c.,

S. H. LAMBTON.

No. 23.

No. 23.

Residents, Molong, to The Postmaster General.

Sir,

Molong, 19 May, 1877.

We desire respectfully to bring under your notice the inconvenience which will result to the residents of Molong by the adoption of the proposed site for the new post and telegraph office, which Mr. Surveyor Connelly has received instructions to "peg out."

Appendix B.

A reference to the plan* of the town and environs of Molong which accompanies this memorial will, we think, be sufficient to convince you that a palpable injustice would be inflicted upon the great majority of the inhabitants of the town and district by forcing the public away from every commercial centre to transact postal or telegraphic business, as would result by the erection of the new office upon the proposed site; we cannot better illustrate the absurdity of this proposal than by pointing out that it is as though the Sydney office were erected upon the shore of Darling Harbour, or upon the heights of Darlinghurst.

It is quite true that the Court House is built upon the bank of the rivulet; but we desire to urge upon your notice that, seemingly because the old stockade was placed there thirty years ago, it has been deemed necessary not only to erect the Court House upon the same inconvenient spot, but also all other public buildings. Week after week the situation of the Court House is found more and more inconvenient, since the extension of the town boundaries can never take place nearer to the rivulet, nor yet even on the other side of the stream, since the land there is a Crown grant of 1,280 acres to Mary Marsden.

These reasons are altogether beyond the fact that the site now chosen is distant quite half a mile from the present post office, telegraph office, banks, stores, &c.

We respectfully submit, further, that wherever the combined Post and Telegraph Office is erected, it should not be nearer to the Molong Rivulet than Bank-street; we desire also to urge that we would far rather see the present arrangement remain in force than be compelled to travel a mile (to and fro) right out of the town through what in wet weather is a perfect swamp.

We therefore, sir, respectfully entreat your earnest consideration of the matter, and hope you will afford us so much relief in the matter, that, at all events, the present arrangements may not be persisted in. Your kind attention will afford much relief to,—

Yours, &c,

G. H. Tempest, Manager, Austr. Joint Stock Bank

Wm. A. Gardiner, Manager, Comr. Bank

Jas. Haslam, storekeeper

William Tanner, junior, storekeeper

Andrew Parker, saddler

Johnsten Moore, saddler

Wm. Tanner, baker

Langdon & Sons, millers

John Neilson, accountant

Jno. D. Darney, storekeeper

J. T. Parslow, butcher

Jno. E. Leatham, journalist

A. G. Petersen, farmer and grazier

J. M. Hughes, "Royal Hotel"

Wm. H. Margrie, architect

H. Vale Leatham, journalist

R. J. Whiteford, saddler

John F. Wynne, "Freemasons' Hotel"

Ferguson & Rose, drapers

Jno. Arnold Touzeau, chemist

Calob Parker, storekeeper

John Liscombe, auctioneer

Samson Moss, blacksmith.

This is another case of disagreement as to site. The portion of the recreation reserve to which petitioners object was selected, as the attached papers will show, on the recommendation of Mr. J. S. Smith, M.P.—S.H.L., 21/5/77.

Mr. Inspector Buchanan is in the district and might report on the matter.—S.H.L.

No. 24.

Mr. Postal Inspector Buchanan to The Secretary, General Post Office.

Sir,

Molong, 20 May, 1877.

Several of the leading people of this town requested me to look at the site upon which it is proposed to build the new post and telegraph offices, and also the portions of land in other parts of the town that can be obtained, to the end that I might offer you my opinion as to which I thought was the most eligible and convenient position.

I have seen the petition already forwarded, and have no hesitation in saying that any one of the sites marked on the plan is more central and convenient than the one near the Court-house. The statements made in the petition are not overdrawn, and are worthy of your consideration.

I am, &c.,

W. BUCHANAN, P.I.

Submitted.—S.H.L., 23/5/77.

No. 25.

Mr. H. V. Leatham to The Secretary, General Post Office.

Dear Sir,

Molong, 20 May, 1877.

I had the pleasure of an interview with you upon the Molong post and telegraph office matter (in company with Mr. J. S. Smith, M.P.) a week or ten days ago.

Since returning home and explaining the result of that interview, I find the people are up in arms upon the subject, and I now desire to point out to you that the accompanying letter to Mr. Samuel is signed by every business man in the town, including both Bank Managers, who hope to secure a more suitable site for such an important office. I need perhaps hardly refer to the fact that most of us are compelled frequently to keep our business replies back until the very last minute of mails closing, and a walk of over half a mile, often through mud, would place us in a worse predicament than ever.

May

May I therefore, upon behalf of the persons signing, request your influence in favour of the request now made.

I have, &c.,
H. V. LEATHEM.

No. 26.

Dr. Ross to The Secretary, General Post Office.

Dear Sir,

Molong, 25 May, 1877.

In deciding on a site for the post and telegraph office here, I do hope that you will not be led astray by a few interested parties who want every thing built "agin their own doors." Either the site at the Court-house or on the recreation ground which I have offered you is most centrally situated, and the one that ought most unhesitatingly to be adopted.

Faithfully yours,
DR. ROSS.

Submitted.—S.H.L., 28/5/77. Write and ask Mr. J. S. Smith if he will be kind enough to call and see me when convenient with reference to this matter.—S.S., 2/6/77.

Mr. Smith called to-day. Put away till a further communication comes in from him or the residents.—S.H.L., 8/6/77.

No. 27.

Dr. Ross to The Secretary, General Post Office.

Dear Sir

Molong, 2 June, 1877.

I am rather astonished the Postmaster General is so undecided about a site for our post and telegraph office, especially after I have offered him an eligible site for the purpose free of charge on the recreation ground, which is in the centre of the town, and within 50 to 100 yards of the Banks and other particular places of business. It seems a petty public policy to think that every man should have this building erected again his own door. I was taken by surprise to hear that an Inspector was here lately making inquiries on this matter. What a public absurdity to erect public buildings next door to this man or that man, when a few yards can make but very little difference. I do hope the matter will be decided at once, and the erection of the building proceeded with for the convenience of the public.

Yours truly,
DR. A. ROSS.

P.S.—The Court-house reserve or recreation ground is decidedly the most central and eligible site for the building, in spite of what a few interested parties may say to the contrary.

Submitted.—S.H.L., 5/6/77.

No. 28.

Questions asked in Legislative Assembly.

General Post Office, Sydney, 13th June, 1877.

Extract from Votes and Proceedings :

(11.) Post and Telegraph Office, Molong:—Mr. Macintosh asked the Secretary for Public Works, pursuant to Notice,—Has any money been voted for the erection of a post and telegraph office at Molong; if so, what is the reason the Government is not proceeding with the work, and when will Tenders be called for the same?

Mr. Hoskins answered,—Money has been voted for this purpose; the only cause of delay in proceeding with the erection of the building, is the difficulty experienced in determining on a site which will be satisfactory to the residents—that originally fixed by the department having been petitioned against by a large number of the residents.

Read. Place with papers.—S.H.L., 13/6/77.

No. 29.

Dr. Ross to The Postmaster General.

Dear Sir,

Molong, 16 June, 1877.

By the Press notices during the week, I am sorry to see that there should be any delay or doubt about a site for a post and telegraph office at Molong, especially after I had offered a most eligible and centrally situated site for the purpose. Hole-and-corner got-up petitions won't, I am certain, assist the head of the department to arrive at a much better conclusion, in spite of that disgusting policy of building again every man's door. Did I deem it necessary, I could easily get up a counter-petition, but I prefer rather to wait to the General Election, which is surely but certainly fast approaching, and you may rest assured that I will make an effort to secure a seat in the House, so as to make my voice heard at the Post Office as well as other Public Departments.

Yours truly,
ANDREW ROSS, M.D.

"I bide my time."

Submitted.—S.H.L., 18/6/77. Mr. J. T. Lane, Police Magistrate at Orange, might be asked to oblige me and look at the different sites, and report to me which he considers the most eligible. The papers might be sent to P.M., Orange, for Mr. Lane's perusal.—S.S., 22/6/77.

No. 30.

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No. 30.

The Secretary, General Post Office, to The Police Magistrate, Orange.

Sir,

General Post Office, Sydney, 23 June, 1877.

I am directed to transmit herewith papers relating to the site of the proposed new post and telegraph office at Molong, and to state that the Postmaster General would be glad if you would be so kind as to oblige him by looking at the different sites which have been suggested, and report as to which you consider the most eligible one for the building in question.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 31.

The Under Secretary for Lands to The Secretary, General Post Office.

Sir,

Department of Lands, Sydney, 23 June, 1877.

Referring to your letter of the 9th ultimo, respecting the setting apart of a portion of the recreation reserve at Molong as a site for a post and telegraph office, and asking what steps had been taken in the matter, I am directed to inform you that the question has been referred to Mr. Licensed Surveyor Connolly, upon the receipt of a report from whom a further communication will be made to you.

I have, &c.,
W. W. STEPHEN.

Read.—S.H.L., 25/6/77.

No. 32.

Dr. Ross to The Postmaster General.

Sir,

Molong, 27 June, 1877.

Herewith you will please find petition signed by 42 *bonâ fide property or householders* in the town of Molong. In the face of such a document it will be something flagrantly unjust and wrong to attempt to erect our *new post and telegraph office* in any other part of the town than what is specified in the accompanying petition. Should the Government not think fit to build these public offices adjoining the Court House and police barrack, then I am willing to offer them free of cost an eligible and centrally situated site on the recreation ground opposite the public school, and no impartial person can have the audacity to say that the public school is not centrally situated.

I could have obtained scores of names to the petition, but I chose rather those who owned property and resided on the spot, and who will be benefited by the matter.

The Rev. Mr. Gardiner, M.A., or even Mr. Chas. Blakefield, would never, I am certain, have signed the petition unless they were thoroughly convinced that their public claim was a just and right one, and for the good and convenience of the general public.

I defy the opponents to the sites now suggested to show more real genuine *bonâ fide property or householders* to their petition, as the present petition is two to one against them.

The Government has no need to beg or exchange land for this purpose with any person, as it is impossible to get sites more suitable than those now submitted.

It is to be hoped, therefore, that you will see that it is to the general interest of the public to at once adopt the site for the post and telegraph office either at the *corner of the recreation ground opposite the public school*, or else at the *Court House reserve*, adjoining the police barracks.

I have, &c.,
ANDREW ROSS, M.D.

*Appendix C.

P.S.—On referring to a map of the town of West Molong,* you will at once see that the corner of the recreation is right in the very centre of the town. The largest number therefore will be benefited by adopting this *high and dry* most excellent site, which is also at the corner of Hill and Edward Streets.

[Enclosure]

Inhabitants, Molong, to The Postmaster General.

Sir,

Molong, 23 June, 1877.

We, the undersigned householders and residents of Molong, take this opportunity of protesting against the attempt now being made to cause the erection of the post and telegraph office in Bank-street, in place of at the Court House reserve, or else on the recreation ground opposite the public school, which is more centrally situated and the most suitable for the general convenience of the public.

2. The Government, we consider, have no need to purchase a site for such a building, seeing that there is already ample space for these offices adjoining the Court House and police barracks, or else on the recreation ground which may be obtained for that purpose.

3. We trust that the Postmaster General will not lend himself to the perpetration of such an injustice to the public, as that of either sanctioning or deciding to erect these public buildings in Bank-street or in any other part of Molong only on the *Court House reserve* or else on the *recreation ground*, which will be the means of affording the greatest convenience to the general public.

Andrew Ross, M.D.
J. Horsley, householder
W. H. Bennett
James P. Hull, builder
Allen W. Gardiner, M.A., Church of England
A. F. G. Stokes
Andrew Kerr, householder
John Morris, householder
Herbert Bennett, householder
William J. Rollo, teacher

John M'Farlane, householder
Arthur Hull, householder, builder
James William Hull, carpenter
W. J. Bloomfield, sheep farmer
George A. Bloomfield, farmer
James Grant, blacksmith
Tonhus Gorge, carter and householder
John Franklin, brickmaker
George Williams, labourer
William Staines, farmer, Reedy Creek
William

William Stacey, householder
 H. J. Langdon, householder
 John Langdon, Molong Flour Mills
 W. C. Langdon, miller
 Robert S. McGoveron, hotelkeeper
 William Gadd, householder and builder
 William Wilson, manager
 Edward Barlow, householder
 John Schuck, householder
 George Winton, householder
 William Gilmore, householder

Mr. William Neville, farmer
 Henry Place, carpenter
 Michael Downey, householder
 Samuel Starr, householder
 James Simpson, grazier
 Thomas Harris, grazier, householder
 Ed. Blunden, farmer, householder
 A. Blunden, farmer, householder
 Edward Blunden, jun., farmer, householder
 William Witton, storekeeper
 Charles Blakefield, gentleman.

Submitted.—S.H.L., 28/6/77. Refer with other papers to Mr. Lane, P. Magt., Orange, and say I shall feel obliged if he will favour me with an *early* report. Inform Dr. Ross that I will come to an early decision.—S.S., 29/6/77.

No. 33.

The Secretary, General Post Office, to Dr. Ross.

Sir,

General Post Office, Sydney, 2 July, 1877.

I am directed to acknowledge the receipt of your letter dated the 27th ultimo, forwarding a petition from Messrs. Andrew Ross, M.D., J. Horsley, W. H. Bennett, and other residents of Molong, protesting against the erection of the proposed new post and telegraph office in Bank-street, and in favour of its erection either on the Court-house reserve or on a portion of the recreation ground in that town, and in reply I am to inform you that the matter is now under the consideration of the Postmaster General, who will take an early opportunity of coming to a decision in the matter, the result of which will be communicated to you.

I have, &c.,

S. H. LAMBTON,
 Secretary.

No. 34.

The Police Magistrate, Orange, to The Postmaster General.

Sir,

Orange, 27 June, 1877.

In accordance with your request, as contained in your letter of 23rd instant, I have the honor to report as follows:—

1. I do not consider it necessary to go specially to see the sites referred to for the new post and telegraph office at Molong, as I am acquainted with every spot in the town.
2. It is absurd to speak of the Court house or recreation ground being "most central." It might be said, and with equal propriety, that the west-end of Bathurst-street, on the very edge of the water, was the centre of Sydney.
3. I would respectfully suggest that either No. 1, 2, or 3, as shown by Mr. Haslam's plan, should be chosen. Anywhere near the present Telegraph Office will be, for very many years to come, the most suitable or eligible part of the town, for should it ever grow to any size, it *must* be in an opposite direction to the Court-house and Reserve.
4. From what I have heard, I do not consider the amount named by Mr. Haslam too high.
5. I have had no conversation with any one touching the subject of this report.

I have, &c.,

JOHN T. LANE, P.M.

Submitted.—S.H.L., 2/7/77. Mr. Ross's letter and petition enclosed have not yet been sent to Mr. Lane. They were about going when this letter arrived.—S.H.L. Ask P.M. (Mr. Haslam) to be kind enough to inquire what frontage Tanner's land, marked 1 on plan, has to Bank-street.—S.H.L., 5/7/77.

No. 35.

Telegram from Secretary, General Post Office, to Postmaster, Molong.

General Post Office, Sydney, 6 July, 1877.

PLEASE inquire what frontage Tanner's land, marked "one" on your plan, has to Bank-street.

No. 36.

The Postmaster, Molong, to The Secretary, General Post Office.

Sir,

Post Office, Molong, July 7, 1877.

I have the honor to inform you that Mr. Tanner does not care to sell the land he offered a short time ago, *if another site can be got*. The frontage is 60 feet, but a much larger piece of at least three times the frontage has been offered by to-day's post through Mr. Lane, P.M., of Orange, and if anything a better position. The piece offered is worth from £400 to £500, and is a fine site for any public building that may at some future day be required, and the piece required by the owner in exchange would not, I feel sure, bring much more than upset price if anything, should the Government decide to sell it, as it is at the extreme end of the town, and away from all business, and another thing, Mrs. Phillips being an old resident, I don't think any person would oppose her. I can buy a piece of 5 acres, fenced, and in a better position, and within about 100 yards of the above piece, for £70. I merely quote this to show the great advantage to be gained by the Government making this exchange.

I have, &c.,

JAS. HASLAM,

Postmaster.

Submitted.

Submitted. I gather from this that we shall shortly have a further communication from Mr. Lane in reference to *another* piece of land.—S.H.L., 11/7/77. Bring forward when we get Mr. Lane's letter; if not received to-morrow, write to him and ask particulars and description of land mentioned by Mr. Haslam.—S.S., 12/7/77.

No. 37.

Memorandum from Police Magistrate, Orange, to Secretary, General Post Office.

The piece of ground Mrs. Phillips offers for the post and telegraph office is a very suitable site. Many are of opinion that it is of more value than the piece she is willing to take in exchange "marked, A" on the accompanying diagram. If the reserve were suitable, Dr. Ross has no power to give away any portion of it.—J.T.L. The Honorable the Postmaster General, Sydney. Orange, 12/7/77.

No. 38.

Mr. H. V. Leatham to The Police Magistrate, Orange.

My dear Mr. Lane,

Molong, 6 July, 1877.

Enclosed please find letter addressed to the Minister, together with a diagram and written document from Mrs. Hannah Phillips, agreeing to the exchange.

Will you please forward them on to the proper quarter, with any remarks you may think fit. Hoping for a successful issue,

I am, &c.,

H. V. LEATHAM.

[Enclosure.]

Mr. H. V. Leatham to The Police Magistrate, Orange.

Dear Sir,

Molong, 6 July, 1877.

The enclosed was omitted by inadvertence—we now forward it on. The document does not state anything more than exchange; but Mrs. Phillips is willing to sell if exchange is not effected.

Yours, &c.,

H. V. LEATHAM.

[Enclosure.]

Mrs. H. Phillips to The Postmaster General.

Sir,

Molong, 4 July, 1877.

I am quite willing to exchange the piece of ground that I have in the town for a piece out of the town—that is between my two paddocks from one fence to the other.

Yours, &c.,

HANNAH PHILLIPS.

[Enclosure.]

Inhabitants, Molong, to The Minister for Works.

Sir,

Molong, 6th July, 1877.

We the undersigned inhabitants engaged in business in the town of Molong, beg once more respectfully to represent the inadvisability of erecting the post and telegraph office on the site originally contemplated.

We beg also to inform you that a most eligible site for the post and telegraph office, as well as for a Court house or any other buildings the Government may at any future period deem it necessary to erect, has been offered by Mrs. Phillips of this town.

Mrs. Phillips offers to exchange three half-acre allotments, as shown per plan, viz., Nos. 14, 15, 16 of section No. 24, for a portion situate between S. Phillips's suburban lots Nos. 3 and 4.

The three allotments in question are situated in Bank-street, adjoining the present telegraph office, opposite the Joint Stock Bank, and in the immediate vicinity of the Commercial Bank and the stores and hotels.

An opportunity for the Government to resume so valuable portion of ground may not again readily occur.

The portion which Mrs. Phillips will take in exchange is valuable principally to the owner of the adjoining lots. The principal portion is subject to floods, and it is intersected by a deep gully which is gradually extending. This portion was originally reserved as a crossing-place and for access to water. For the first purpose it is rendered useless by the purchase and fencing of the land opposite; and for the second purpose the presence of several roads to the creek within short distances renders it unnecessary.

The enclosed diagrams explain the position of the respective portions.

We are, &c.,

G. H. Tempest, Manager, A. J. S. Bank.
 Jas. Haslam.
 John M. Hughes.
 Wm. A. Gardiner, Manager, Commercial Bank.
 J. S. Wynne, innkeeper.
 John A. Touzenu, Chemist.

H. Vale Leatham, journalist.
 Jno. E. Leatham, *Molong Express*.
 W. Tanner, junr., storekeeper, Molong.
 John Denning, builder, Molong.
 Wm. Hooke Margrie, architect, Molong.

SUBMITTED. I think the simplest way would be to purchase the land offered by Mrs. Phillips, in Bank-street, if she will sell at all at a reasonable price. She offers an acre and a half, but I am of opinion that *half an acre* would be ample, provided that there would be sufficient frontage to the street. The Postmaster (Mr. Haslam) might be asked to confer with Mrs. Phillips, and obtain from her a written offer to sell such portion of the land in question as will give a frontage of say 50 or 60 feet to the street.

S.H.L., 14/7/77.

I concur with Mr. Lambton's suggestion; communicate with Mr. Haslam at once.—S.S., 16/7/77.

No. 39.

The Secretary, General Post Office, to The Postmaster, Molong.

General Post Office, Sydney, 17 July, 1877.

Be good enough to confer with Mrs. Phillips and obtain from her a *written* offer to sell such a portion of the land at Molong offered by her as will give a frontage of about fifty (50) or sixty (60) feet to Bank-street.

S. H. LAMBTON,

Secretary.

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No. 40.

Dr. Ross to The Secretary, General Post Office.

Sir,

Molong, 18 July, 1877.

I should be glad if the Postmaster General will come to an early decision in regard to the site for the *post and telegraph office* for Molong, so that public convenience may be studied, and the two offices amalgamated or merged into one with as little delay as possible.

I have, &c.,
ANDREW ROSS, M.D.

Bring forward when P.M. replies, or in reasonable time.—S.H.L., 20/7/77.

No. 41.

The Postmaster, Molong, to The Secretary, General Post Office.

Sir,

Molong, 21 July, 1877.

In reference to your letter B. 77/5,535, dated 17th, I have the honor to enclose Mrs. Phillips's offer to sell one allotment of land, viz., the furthest away from present office and portion of the block previously offered in exchange by her.

I have, &c.,
JAS. HASLAM,
Postmaster.

[Enclosure.]

R. W. Willmott, Esq., to The Postmaster, Molong.

Sir,

Molong, 21 July, 1877.

According to your request I am instructed to inform you that Mrs. Phillips will offer to you the allotment No. 14, of section 24, containing 2 roods, having a frontage to Bank-street of about 66 feet, for the sum of two hundred and fifty pounds (£250).

I remain, &c.,
R. W. WILLMOTT,
Pro HANNAH PHILLIPS.

Submitted.—S.H.L., 23/7/77.

The following telegram might be sent to Mr. Haslam,—“Please see Mrs. Phillips again. Tell her it was understood she would sell the acre and a half for £400 or £500, and it is thought that the price asked for half an acre is excessive. Ask what she will sell the acre and a half for, and what is the lowest she will take for the half acre.”—S.H.L., 27/7/77.

Approved.—S.S., 27/7/77.

No. 42.

Telegram from Secretary, General Post Office, to Postmaster, Molong.

General Post Office, Sydney, 27 July, 1877.

PLEASE see Mrs. Phillips again. Tell her it was understood she would sell the acre and a half for £400 or £500, and it is thought that the price asked for half an acre is excessive. Ask what she will sell the acre and a half for, and what is the lowest she will take for the half acre.

No. 43.

Telegram from Postmaster, Molong, to Secretary, General Post Office.

Molong, 30 July, 1877.

Mrs. PHILLIPS has reconsidered, and will take £150 for $\frac{1}{2}$ -acre or £400 for block of $1\frac{1}{2}$ acre. Have got it in writing. Would strongly recommend the purchase of the lot.

Submitted.—S.H.L., 30/7/77. Mention this offer to Mr. J. S. Smith, M.P., and say that I shall be glad if he will see me and favour me with his opinion.—S.S., 1/8/77.

No. 44.

The Secretary, General Post Office, to J. S. Smith, Esq., M.P.

Sir,

General Post Office, Sydney, 1 August, 1877.

I am directed to inform you that Mrs. Phillips, of Molong, has offered to sell to this department three $\frac{1}{2}$ -acre allotments of land in Bank-street, Molong, adjoining the present post office, as a site for the proposed new post and telegraph office there, being Nos. 14, 15, and 16 of section 24, for £400, or she will take £150 for one of the $\frac{1}{2}$ -acre blocks in question, and to state that the Postmaster General will be glad if you will see him, and favour him with your opinion on the matter, at your earliest convenience.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 45.

No. 45.

The Postmaster, Molong, to The Secretary, General Post Office.

Sir,

Post Office, Molong, 30 July, 1877.

On receipt of your telegram, I communicated with Mrs. Phillips, but owing to her eldest son being absent, whom she wished to consult, I did not get a reply until this morning, when I saw him, and wired you the result as follows:—"Mrs. Phillips has reconsidered, and will take £150 for $\frac{1}{2}$ an acre or £400 for the block of $1\frac{1}{2}$ acre—have got it in writing. Would strongly recommend the purchase of the lot."

I now confirm same. It appears that Mrs. Phillips when making her former offer to sell, not having her son at home, got the opinion of an architect, and accordingly quoted the price that he valued it at. I consider the price now given *very reasonable*, and believe it would bring more at auction. Eventually a new Court House will have to be built, as the present one is already too small besides being situated in an out of the way place, and other public buildings may be required as the town advances; and therefore think it a splendid opportunity to secure such a fine block in a good position, and would strongly recommend the purchase of the whole block; even should it not be required, it is not likely to decrease in value.

I have, &c.,

JAS. HASLAM,

Postmaster.

[Enclosure.]

Mrs. S. Phillips to The Postmaster, Molong.

Sir,

Molong, 30 July, 1877.

In accordance with your request I have reconsidered my offer to sell the land belonging to me in Bank-street, and will take for the half acre next to the church £150, or will sell the acre and half for £400 sterling.

S. PHILLIPS,

Pro SUSANNAH PHILLIPS.

No. 46.

Minute of Secretary, General Post Office.

Mr. J. S. Smith, M.P., called to day in answer to letter of 1st instant. On the whole he advises that we take a half-acre allotment only, although he considers the price asked for the whole to be very reasonable.—S.H.L., 4/8/77.

No. 47.

The Secretary, General Post Office, to The Under Secretary for Lands.

Sir,

General Post Office, Sydney, 3 August, 1877.

With reference to your letter of the 23rd June last, No. 77/4,498, and previous correspondence, on the subject of a site for the proposed post and telegraph office at Molong, I am directed to inform you that it has been decided not to erect the building on the recreation reserve at that place.

I am therefore to request that no further steps may be taken in the matter, and to suggest that Mr. Surveyor Connolly be instructed accordingly by telegram.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 48.

Telegram from Secretary, General Post Office, to Postmaster, Molong.

Sydney, 4 August, 1877.

REFERRING to Mrs. Phillips's offer of land, Postmaster General is disposed to take only one half-acre allotment. Please state whether you think the one next to the church is the best for site of new office.

No. 49.

Telegram from Postmaster, Molong, to The Secretary, General Post Office.

Molong, 16 August, 1877.

VERY little difference in the three allotments. The one nearest the church a little higher ground, and the only one Mrs. Phillips cares to sell singly; it's the furthest away from present office and other business places.

This land might be at once purchased—payment to be made so soon as money has been voted by Parliament.

S.H.L., 8/8/77.

Approved; inform.—S.S., 8/8/77. Should not Dr. Ross be informed of decision.—E.S.T., 13/8/77. No.—S.S., 13/8/77.

No decision seems to have been arrived at as to the amount of accommodation required. Mr. Cracknell, on the 28th March last, suggested that the new building should contain four rooms, kitchen, and stable, in addition to an office. Only £800 appears to have been voted for 1876 (and has to be re-voted). What vote is the £150 for the purchase of a site to be paid from?—E.S.T., 14/8/77.

The £150 will, I presume, have to be placed on the next Estimates which may be prepared. Submitted.—S.H.L., 15/8/77. This amount will have to be placed on the Estimates.—S.S., 15/8/77. Write to Works requesting that this amount may be placed on the next year's Estimates.—27/8/77.

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No. 50.

Telegram from Secretary, General Post Office, to Postmaster, Molong.

Molong, 9 August, 1877.

In reply to your telegram of the 6th, please inform Mrs. Phillips that this department will purchase the half-acre allotment nearest church for one hundred and fifty pounds, payment to be made when Parliament votes the money.

No. 51.

The Secretary, General Post Office, to Mrs. Susannah Phillips, Molong.

Madam,

General Post Office, Sydney, 16 August, 1877.

With reference to your letter, dated the 30th ultimo, to the Postmaster at Molong, which was forwarded to this office, offering to sell to this department the land belonging to you in Bank-street, Molong, having an area of an acre and a half, for the sum of £400, or to sell the half-acre allotment next to the church for £150, I am directed to inform you that the Postmaster General is willing to purchase the allotment next to the church for the sum named, payment to be made so soon as the money has been voted by Parliament.

I am therefore to request that you will be good enough to state, at your earliest convenience, whether you agree to sell the land in question upon these terms.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 52.

Mrs. Susannah Phillips to The Postmaster General.

Sir,

Molong, 22 August, 1877.

In reply to your letter of the 16th ultimo, concerning the half-acre of ground of mine that you wish to purchase, situate in Bank-street, Molong, adjoining the church ground, you can have it under the same descriptions and boundaries that I bought it from the Crown, for the sum of £150 sterling.

I have, &c.,

SUSANNAH PHILLIPS.

No. 53.

The Secretary, General Post Office, to The Under Secretary for Public Works.

Sir,

General Post Office, Sydney, 30 August, 1877.

I am directed to inform you that it has been decided to purchase for £150, as a site for a post and telegraph office, half an acre of land belonging to Mrs. Susannah Phillips, situated in Bank-street, Molong, and to request you will be good enough to move the Secretary for Public Works to cause the amount in question to be placed on the next Estimates to be prepared.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 54.

The Secretary, General Post Office, to The Under Secretary for Public Works.

Sir,

General Post Office, Sydney, 19 September, 1877.

Adverting to my letter of the 30th ultimo, in connection with the site for the proposed new post and telegraph office at Molong, I am directed to inform you that the accommodation required in the building will be,—

A sorting and operating room, about 14 x 20 feet, to be divided by a screen, four rooms, kitchen, stable, &c.

I have, &c.,

S. H. LAMBTON.

No. 55.

The Secretary, General Post Office, to The Crown Solicitor.

Sir,

General Post Office, Sydney, 30 October, 1877.

I am directed to inform you that it has been decided to purchase from Mrs. Susannah Phillips, of Molong, as a site for the proposed new post and telegraph office, a piece of land situated in Bank-street, Molong, for the sum of £150. Mrs. Phillips has been requested to forward to this office a surveyor's description of the land, and to furnish you with the relative abstract of title or title deeds.

I have, &c.,

S. H. LAMBTON.

No. 56.

The Secretary, General Post Office, to Mrs. S. Phillips.

Madam,

General Post Office, Sydney, 30 October, 1877.

I am directed to request that you will be good enough to forward to this office a surveyor's description of the land situated in Bank-street, Molong, which has been purchased from you as a site for the proposed new post and telegraph office, and that you will furnish the Crown Solicitor with the relative abstract of title or title deeds.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 57.

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No. 57.

Mrs. H. Phillips to The Secretary, General Post Office.

Sir, Molong, 15 November, 1877.
 In the absence of a surveyor I cannot comply with your request for a description of the land, situate in Bank-street, which has been purchased as site for post and telegraph office, but have forwarded the title deeds to the Crown Solicitor.
 I am, &c.,
 HANNAH PHILLIPS.

Forwarded to the Crown Solicitor, with reference to my letter of the 30th ultimo.—B.C., 19/11/77.
 S. H. LAMBTON.

No. 58.

The Under Secretary for Public Works to The Secretary, General Post Office.

Sir, Department of Public Works, Sydney, 5 January, 1878.
 I am directed to call your attention to your letter of the 30th August last, relative to the purchase of land in Bank-street, Molong, as a site for a post and telegraph office, for the sum of £150, from Mrs. Susannah Phillips, and also to your letter of the 29th November last, intimating that it has been decided to purchase allotment 14 of section 24, situated in Bourke-street, Molong, for the sum of £130 from Mrs. H. Phillips, and I am to request that you will inform me whether you desire that both these sums should be provided on the Estimates, or if one of them, you will please state which one.
 I have, &c.,
 JOHN RAE.

No. 59.

Minute of Postmaster General.

REQUEST Mr. Williams to state whether the title of the land purchased as a site for the post and telegraph office, Molong, is completed; and if not, when it is probable he will be able to advise that the purchase money can be paid, and the title be completed.

Mr. John Shepherd, M.P., who has made the inquiry, to be informed.

J.F.B., 22/1/78.

No. 60.

The Secretary, General Post Office, to The Crown Solicitor.

Sir, General Post Office, Sydney, 23 January, 1878.
 I am directed to request you will be good enough to state, for the information of the Postmaster General, whether the title of the land purchased at Molong as a site for the proposed new post and telegraph office has yet been completed; and if not, when it is probable you will be able to advise that the purchase money may be paid, and the title completed.

I have, &c.,
 S. H. LAMBTON.

No. 61.

Minute of Postmaster General.

MR. SHEPHERD, M.L.A., has again called to inquire the cause of delay in inviting tenders for the erection of the post and telegraph office at Molong. As it appears from the inquiry made at the Crown Solicitor's Office this morning that Mrs. Phillips, the owner of the land purchased for a site, was written to by that office on the 31st ultimo, and that she has not yet replied to queries raised as to her title.

Mr. Shepherd can be informed.

J.F.B., 31/1/78.

No. 62.

The Secretary, General Post Office, to J. Shepherd, Esq., M.P.

Sir, General Post Office, Sydney, 1 February, 1878.
 In reference to your recent interviews, at which you inquired the cause of the delay in inviting tenders for the erection of the new post and telegraph office at Molong, I am directed to state, that from inquiries made at the Crown Solicitor's Office yesterday, it appears that Mrs. Phillips, the owner of the land purchased for a site, was written to from that department on the 31st December last, but that she has not yet replied to queries raised as to her title, hence the delay.

I have, &c.,
 S. H. LAMBTON,
 Secretary.

No. 63.

The Crown Solicitor to The Secretary, General Post Office.

Sir, Crown Solicitor's Office, Sydney, 12 February, 1878.
 In reply to your letter of date 23rd ultimo, requesting to be informed whether the land at Molong, purchased from Mrs. Phillips as the site for the proposed new post and telegraph office, has yet been completed, I have the honor to inform you that Mrs. Phillips cannot give a good title to the land.

On

On the 21st December last I wrote to Mrs. Phillips explaining that it seemed to me that the land was charged with a trust for the maintenance of the late Mr. Phillips' children, and that, if of age, they should join with her in the conveyance; and in reply was informed by her (letter of date 26th December), that her daughters were married, and that her youngest son of the late Mr. Phillips was under age; whereupon I again wrote to her (31st December), to the effect that I could not accept the title, but that if all the children of age joined in the conveyance, possibly the Postmaster General might accept a bond that the youngest son when of age would join in the conveyance, but stating that she was not to infer from my suggesting it that such a bond would be taken by the Postmaster General.

I have since been informed that not the youngest son only, but that one, if not more, of Mr. Phillips's daughters are under age.

I have not, under these circumstances, accepted the vendor's title, and I await your further instructions in the matter.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Submitted.—S.H.L., 13/2/78. Under the circumstances herein stated, the purchase of the land from Mrs. Phillips must be cancelled, and tenders be invited for a fresh site. Mr. Williams can inform Mrs. Phillips; and Mr. Shepherd, M.P., can be informed by this department.—J.F.B., 14/2/78. Tenders to open 6th March.

No. 64.

The Secretary, General Post Office, to The Crown Solicitor.

Sir, General Post Office, Sydney, 18 February, 1878.

In reference to your letter of the 12th instant, intimating that Mrs. Phillips cannot give a good title to the land purchased from her as a site for the proposed new post and telegraph office at Molong, I am directed by the Postmaster General to state, that under the circumstances the purchase of this land should be cancelled, and to request you will be good enough to inform Mrs. Phillips accordingly.

I may add that tenders for another site will immediately be invited.

S. H. LAMBTON.

No. 65.

The Secretary, General Post Office, to John Shepherd, Esq., M.P.

Sir, General Post Office, Sydney, 18 February, 1878.

Adverting to my letter, dated the 1st instant, in connection with the new post and telegraph office which it is proposed to erect at Molong, I am directed to inform you that intelligence has been received from the Crown Solicitor that Mrs. Phillips is unable to give a good title to the land purchased from her as a site for the office, and the Crown Solicitor has been instructed to cancel the purchase. Tenders for another site will be invited immediately.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 66.

The Secretary, General Post Office, to The Under Secretary for Public Works.

Sir, General Post Office, Sydney, 18 February, 1878.

With reference to your letter of the 5th ultimo and previous correspondence, on the subject of the proposed new post and telegraph office at Molong, I am directed to state that intelligence has been received from the Crown Solicitor that Mrs. Phillips is unable to give a good title to the land purchased as a site for the office, and the Crown Solicitor has been instructed to cancel the purchase. Tenders for another site will be invited immediately.

I have, &c.,
S. H. LAMBTON.

No. 67.

Dr. Ross to The Postmaster General.

Dear Sir, Molong, 22 February, 1878.

There is evidently a great and unnecessary delay in the erection of our new post and telegraph office for Molong. Some time ago as the trustee of the recreation ground I offered one of the best and most centrally situated sites in the town, but which, I much regret to say, was declined. Since then I understand an endeavour has been made to purchase an allotment from Mrs. Phillips, in Bank-street, for the sum of £150 or £200.

If the Postmaster General has not yet decided upon a proper site for the new post and telegraph office, I beg to draw his attention to another or third and most eligible site which may be purchased for £100. Title good and original, and no difficulty in the way of transfer. The site now offered is situated also in Bank-street, and about fifty yards from the site of the present temporary office. If the Postmaster General will accept of the offer, by letting me know I can at once arrange with the party to transfer the allotment over to the Government, so that the erection of the new buildings may be proceeded with, for the better convenience of the public, without further delay. I have no interest in the matter whatever, only I like to see the public convenience studied, and the new offices (wherever they may be situated) erected with as little delay as possible.

By communicating with me I can furnish you with all and every particular. The title is an original grant from the Crown, and cheap.

I have, &c.,
ANDREW ROSS, M.D.

Tenders have been invited to open on 6th proximo. I think Dr. Ross should be requested to intimate this fact to the owner of the land mentioned herein, who can then tender if he chooses.—S.H.L., 23/2/78.

Approved. Dr. Ross can also be informed that the purchase of the site from Mrs. Phillips was cancelled because the title could not be completed, and that the delay in dealing with that matter arose from causes over which the Government had no control.—J.F.B., 23/2/78.

No. 68.

The Secretary, General Post Office, to Dr. Ross.

Sir,

General Post Office, Sydney, 26 February, 1878.

Referring to your letter dated the 22nd instant, complaining of delay in the erection of the new post and telegraph office at Molong, and offering to negotiate on behalf of the Government with the owner of certain land in Bank-street, for the purchase of a site for the new office, I am directed to inform you that tenders have been invited (to open on the 6th proximo) from persons willing to sell land for the purpose named. Perhaps you will be good enough to intimate this fact to the owner of the land referred to by you, and he can then send in a tender if he chooses.

I am to state that the purchase of a site from Mrs. Phillips was cancelled because the title could not be completed, and to add that the delay in dealing with that matter arose from causes over which this department had no control.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 69.

Gazette Notice.

General Post Office, Sydney, 19 February, 1878.

Post and Telegraph Office, Molong.

TENDERS will be received at this office, up to noon on Wednesday, the 6th March next, from persons willing to sell to this department a piece of land suitable for a site for a post and telegraph office at Molong.

Tenders must be addressed to the Secretary, General Post Office, Sydney, and indorsed "*Tender for Land, Molong.*"

J. F. BURNS.

Schedule of Tenders received.

No.	Names.	Situation.	Price.
1	John Robards	Quarter of an acre of land situate in Riddell-street	£ 50
		or	
		Quarter of an acre situated in Edward-street, between English and Catholic Churches.	50
2	C. H. Packham	Half an acre, bounded by Bank and Edward Streets.....	125
3	Robert Stynes	Half an acre in Bank-street, adjoining School of Arts	150
4	William Hartland	Half an acre situated in Bank-street, being allotment No. 4, section 26	190
5	John Davis	One acre, having a frontage of 5 chains to Edward-street and 2 chains to Molong-street.	200
6	W. Tanner, junr.	54 feet of allotment 6, adjoining 7 of section 26	200
7	W. Tanner, junr.	Half an acre situated in Bank-street, allotment No. 7 of section 26	250
8	Robert Stynes	Half an acre of land fronting Gidley-street, on which stands a cottage with kitchen and out offices.	300
9	J. M. Hughes	Will let the new building opposite Australian Joint Stock Bank in Bank-street, now rented but not at present occupied by the Government, at £1 per week, or sell same for £400.	400
10	James Bowler	The premises now occupied as a post and telegraph office	600

Mr. J. Robards to The Secretary, General Post Office.

Sir,

Molong 4 March, 1878.

Noticing an advertisement in *Molong Express* calling for tenders for land for post and telegraph offices, Molong, I hereby offer for your consideration one quarter (¼) acre of land situated in Riddell-street, Molong, or one quarter (¼) acre land situated in Edward-street, Molong, between English and Catholic Churches. My tender for each lot is £50 sterling.

I remain, &c.,

N.B.—These allotments are centrally situated.—J.R.

JOHN ROBARDS.

Mr. C. H. Packham to The Postmaster General.

Sir,

Molong, 28 February, 1878.

I am the original owner, by Crown grant, of an allotment of land situated in the town of Molong, which I am willing to sell to the Government for the sum of £125.

The land is very centrally situated, and bounded by Bank and Edward Streets. Possession may be had at once.

I have, &c.,

CHARLES H. PACKHAM.

Sketch appended marked in blue shows the corner allotment and situation of the land Appendix D.

Dr. Ross to The Postmaster General.

Sir,

Molong, 1 March, 1878.

By this post Mr. Chas. Packham's letter will reach your office, offering for sale to the Government a corner lot (½ acre) in Bank and Edward Streets as a site for our new post and telegraph office. The land I am certain is offered at a reasonable price and most centrally situated, as the appended map* of the town will readily illustrate. The Government ought at once to close the bargain with Mr. Packham, as a better and similar offer will never again occur. There's not another allotment in Molong equal to it, barring the one on Recreation Ground corner, which the Government declined. The Postmaster General will do well not to let this chance slip from him.

I have, &c.,

ANDREW ROSS, M.D.

Mr.

£125.

* A-1 and d-1 E.

Mr. Packham has not addressed his letter "*Tender for Land*," neither has he added "Secretary," which I hope on this account will not render it invalid.

Mr. R. Stynes to The Secretary, General Post Office.

Sir, I hereby offer to sell to the Government one half-acre in Bank-street, Molong, adjoining the School of Arts, as a site for the new post and telegraph offices, for the sum of one hundred and fifty pounds (£150).
Trusting you will give the above your favourable consideration.

Orange, 4 March, 1878.

I am, &c.,
ROBERT STYNES.

Mr. W. Hartland to The Secretary, General Post Office.

I HEREBY tender for sale, as a site for a post and telegraph office, one half-acre of land, situated in Bank-street, Molong, being allotment No. 4, section No. 26, and granted to Robert Whiting, and transferred to me by the said Robert Whiting. I will give immediate possession, with good title, for the sum of £190 (one hundred and ninety pounds).

Molong, 28 February, 1878.

WILLIAM HARTLAND.

Mr. J. Davis to The Secretary, General Post Office.

Sir, Enclosed I forward tender to sell allotment in town of Molong in terms of advertisement dated 19th February, 1878, which I think in every way suited for the purpose for which it is required; the land is cleared and fenced, title from the Crown to myself. Price as named in tender, £200.

Wollongong, 5 March, 1878.

I am, &c.,
JOHN DAVIS.

Mr. J. Davis to The Secretary, General Post Office.

Sir, I hereby agree to sell and convey to Post Office Department, an allotment of land containing 1 acre in the town of Molong, situated in Edward and Molong Streets, being lot No. 5 of section 59 as per plan of town of Molong, having a frontage of 6 chains to Edward-street and 2 chains to Molong-street, with a lane from the same leading to the main road, for the sum of £200. Title from the Crown direct to present owner. Garden Hill, Wollongong.

Wollongong, 5 March, 1878.

JOHN DAVIS.

Mr. Wm. Tanner, junr., to The Secretary, General Post Office.

Sir, I beg to submit to your notice for sale 54 feet of allotment 6, adjoining 7, of section No. 26 (see diagram), for the sum of two hundred pounds (£200).

Molong, 4 March, 1878.

I am, &c.,
WM. TANNER, JUN.

Mr. Wm. Tanner, jun., to The Secretary, General Post Office.

Sir, Enclosed please find tender and diagram of land for post and telegraph office, Molong, showing position of available land and business establishments. This allotment I offer is the most central in Molong for the transaction of business, being in the centre of all the business houses and Banks, and close to the present temporary post and telegraph office. The Commercial Bank is in treaty with me for the adjoining allotment 6, of which their Manager here has sent to the head office, Sydney, a diagram, which I have no doubt you could see on application.

Molong, 2 February, 1878.

I am, &c.,
WM. TANNER, JUN.

Mr. Wm. Tanner, jun., to The Secretary, General Post Office.

Sir, I beg to submit for sale for the sum of £250 (two hundred and fifty pounds), 1-acre of land situated in Bank-st., lot No. 7 of section 26, see *diagram.

Molong, 2 March, 1878.

WM. TANNER, JUN.

Appendix F.

Mr. Robert Stynes to The Secretary, General Post Office.

Sir, Having $\frac{1}{2}$ an acre of land for sale, a description of which I enclose, the price being £300. The situation being good, I beg leave to recommend this property to your favourable consideration.

Molong, 4 March, 1878.

I am, &c.,
ROBT. STYNES,
Orange.

Freehold Property.

R. STYNES has been favoured with instructions to offer for sale the undermentioned valuable freehold property, the residence of the late John Liscombe, Esq., situated in the rising township of Molong.

Lot 1 contains $\frac{1}{4}$ -acre of land, fronting Gidley-street, on which stands a comfortable cottage residence, with kitchen and out-offices (measured).

Lot 2 contains $\frac{1}{4}$ -acre of land, with choice well; also, valuable fruit trees and grape vines, and likewise fronting Gidley-street.

The above valuable allotments are situated in close proximity to Mr. Haslam's store, and opposite the steam flour mill, and are among the most desirable building sites for business purposes in the town of Molong.

The title is unexceptionable, the grant being direct from the Crown.

For any further information apply to

R. STYNES,
Auctioneer, &c.,
Orange.

Mr. J. M. Hughes to The Secretary, General Post Office.

Sir, With reference to tenders called for land for a site for post and telegraph office at Molong, I shall be glad to rent for any number of years the new building which is now rented, but not at present used by the Government, at £1 per week, or will sell the same for the sum of £400.

It is a substantial stone building, iron roof, lathed and plastered, and is situated in the centre of the town, opposite A.J.S. Bank in Bank-street.

I am, &c.,
J. M. HUGHES.

Mr. James Bowler to The Secretary, General Post Office.

Sir, I offer to the Government the premises for sale now occupied as post and telegraph office at Molong, for the sum of £600 (six hundred pounds).

Molong, 4 March, 1878.

I am, &c.,
JAMES BOWLER

Refer to Mr. Inspector Davies, who is at present at Orange, for his opinion on the sites offered.—
J.F.B., 7/3/78.

No. 70.

Minute of Secretary to the Post Office.

THE attached tender was received in Bond Room at 1 p.m. to-day. The date stamp impression on the cover denotes that it was posted between noon and 12:30 p.m., and was consequently too late to be placed in tender box prior to the opening of tenders. Blakefield's tender is not among those which were opened by the Board; perhaps the one attached is his. Shall it be opened and scheduled with the others.—A.J.A., 6/3/78.

Mr. Charles Blakefield to The Secretary, General Post Office.

Sir,

Molong, 4 March, 1878.

I will sell you an allotment of land in Riddel-street containing about 2 roods for two hundred pounds sterling. It is centrally situated, about 150 yards from the present post office. It is a grant from the Crown to Bryan M'Groda. The title unexceptionable, and will send a tracing* of that part of the town as soon as I obtain it.

* Appendix G.

I have, &c.,

CHARLES BLAKEFIELD.

The tender is too late. Mr. Blakefield left this tracing with me for the purpose of explaining the position of his land. Should it be found to be more centrally situated than any other, then the question of opening his tender might be considered.—S.H.L., 6/3/78. I concur.—J.F.B., 7/3/78.

No. 71.

Mr. Postal Inspector Davies to The Secretary, General Post Office.

10 March, 1878.

HEREWITH I enclose a rough tracing* of the town of Molong, showing the situation of the principal business places, as well as the sites offered for sale. I have numbered the sites in accordance with the Schedule of Tenders, so that there will be no difficulty in distinguishing them.

* Appendix H.

The most central place for the office would be at the corner of Bank and Gidley Streets, which I have marked thus [a red dot]; but the owner will not sell this at any price, having already refused £600 for the $\frac{1}{2}$ -acre allotment.

In my opinion the most suitable site tendered is that of Mr. Tanner, marked No. 7 on plan, and which he offered at the same price—viz., £250—as he now offers it, in December, 1876, which offer was afterwards withdrawn, *vide* 76/8,521. The next most suitable site is that marked No. 10; but to accept that would be to give £600 for a frontage of 66 feet, and the building upon the ground would be worth nothing to the Government. The land and building offered by Mr. Hughes (No. 9 on plan) for £400 is too small for the purpose intended. The only other two places that are suitable for sites are Nos. 2 and 3. No. 2 is more than 300 yards from the centre of the business places, on the hill opposite the Church of England. A good deal of the high ground would have to be cut away before a building could be erected. The price I consider excessive, as that part of the town is not likely to improve much, and the principal street (Bank-street) is not formed beyond the commencement of the allotment. I notice that when Dr. Ross wrote on the subject, he mentioned the price as £100, but in the tender it is given as £125. No. 3 is about 250 yards from the centre of the principal business places; and, while not considering the price asked by Mr. Tanner excessive—viz., £250—I would have been disposed to recommend the acceptance of No. 3 at £150 rather than Mr. Tanner's at £250, thinking that the saving of £100 would be a consideration, even though the situation was not so central. But yesterday evening I was waited upon by Mr. Haslam, the principal storekeeper, who handed me an offer from himself and others to sell the land which Tanner had offered at £250 to the Government at £150; and I recommend that this offer, which I enclose, be at once accepted, as the Government is not likely to get such a chance again.

Dr. Ross no doubt will oppose this site, as he has been all along endeavouring to get the office close to his house, where it is stated he is about to build a public-house. It will be seen that Dr. Ross has misled the department by his correspondence. In the first place, when he happened to be the only trustee, he offered a portion of the recreation ground in the same street, and exactly opposite his own house, although the recreation ground is a perfect swamp in wet weather; and in order to further mislead the office he, on the 27th June, 1877, *vide* B. 5,103, enclosed a plan of the town of West Molong as originally designed, not as now built upon, and the consequence is that two-thirds of the plan represents streets that have never been formed, and land never built upon. On my rough plan marked thus  is shown the situation of the site on the recreation ground upon which Dr. Ross proposed the office should be erected. It will also be seen that site No. 2, recommended by Dr. Ross, is as near as he could possibly go to his residence. From the above a conclusion can be drawn as to whether Dr. Ross' motives are disinterested or not, and whether his suggestions should not be received without caution in future.

WYNDHAM J. DAVIES.

[Enclosure.]

Messrs. Haslam, Parslow, and Wynne to The Secretary, General Post Office.

Sir,

Molong, 9 March, 1878.

We the undersigned being duly authorized, as per duplicate of agreement enclosed, beg to re-tender for the sum of £150 (one hundred and fifty pounds), as a site for post and telegraph offices in this town, lot No. 7 of section No. 26, lately tendered by Mr. William Tanner, junior.

We may say we represent a very large and influential majority in this town and district, and we are fully convinced of the desirability of getting the post and telegraph offices erected, if possible, in as central a position as can be obtained.

Acting under these convictions we waited upon Mr. Tanner, and induced him to reduce the price he had set upon the land (which, nevertheless, we knew to be a fair one) to £200; we then decided to re-offer the same to the Government at £150 (believing that at this price they will certainly take it), and we have agreed to make good to Mr. Tanner the difference between the two amounts, viz., £50.

We hope you will be enabled to close with the within offer, as the site is undoubtedly in every respect the best one obtainable.

We have, &c.,

JAS. HASLAM.
JOSEPH PARSLAW.
JOHN WYNNE.

[Duplicate.]

[Duplicate.]

MEMORANDUM of agreement made this ninth day of March, in the year of our Lord one thousand eight hundred and seventy-eight, between William Tanner, junr., of Molong, of the one part, and James Haslam, Joseph Parslow, and John F. Wynne, all of Molong, of the other part, witnesseth that, in consideration of the sum of £200 (two hundred pounds sterling) to be paid to the said William Tanner, junior, by the said James Haslam, Joseph Parslow, and John F. Wynne, upon conveyance to whomsoever the said James Haslam, Joseph Parslow, and John F. Wynne shall appoint, of lot No. 7, of section No. 26, town of west Molong, and subject to the acceptance by the Government as a site for Post and Telegraph Offices, of the tender of us the said James Haslam, Joseph Parslow, and John F. Wynne, of the said allotment of land for the sum of £150 (one hundred and fifty pounds sterling), the said James Haslam, Joseph Parslow, and John F. Wynne hereby agree to buy, and the said William Tanner, junior, hereby agrees to sell the above described allotment of land.

It is further agreed that the purchase money shall be paid over on receipt from the Government of the amount of the tender.

In witness whereof the said parties have hereunto set their hands, the day and year first above written.

WILLIAM TANNER, JUNR.
JAS. HASLAM.
JOSEPH PARSLow.
JOHN WYNNE.

Witness—Wm. A. GARDINER.

Submitted (two papers).—S.H.L., 11/3/78. Let Mr. Haslam's offer be accepted.—J.F.B., 16/3/78.

No. 72.

Mr. Postal Inspector Davies to The Secretary, General Post Office.

Orange, 10 March, 1878.

WHEN leaving Molong this afternoon, Mr. Hughes handed me the enclosed amended tender reducing the price of the land next to the School of Arts, Molong, described as No. 3 in the schedule of tenders and on my rough tracing. It appears that Mr. Hughes and Mr. Stynes bought the land between them, and as Mr. Stynes lives in Orange, Mr. Hughes made out the amended offer. The price has been reduced from £150 to £100; but notwithstanding this reduction, I consider that Tanner's site is better worth £150 than this is worth £100, and beg therefore to adhere to the recommendation contained in my report which was forwarded before I received the amended offer.

WYNDHAM J. DAVIES.

[Enclosure.]

Mr. J. M. Hughes to The Secretary, General Post Office.

Sir,

In reference to tender for site for postal and telegraph office, I beg to offer half-an-acre of land, situate next to the new School of Arts, and opposite the Church of England, for the sum of £100. Title from the Crown.

Molong, 9 March, 1878.

Yours respectfully,
J. M. HUGHES.

Submitted.—S.H.L., 11/3/78.

No. 73.

The Secretary, General Post Office, to Dr. Ross, Molong.

Sir,

General Post Office, Sydney, 20 March, 1878.

I am directed to acknowledge receipt of your letter, dated the 1st instant, recommending the acceptance of Mr. Packham's tender of land, as a site for the proposed new post and telegraph office at Molong, and to inform you that it has been decided to accept an offer made by Mr. James Haslam, to sell for one hundred and fifty pounds (£150), lot 7 of section 26, with frontage to Bank-street, as a site whereon to erect the office in question.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 74.

The Secretary, General Post Office, to The Crown Solicitor.

Sir,

General Post Office, Sydney, 20 March, 1878.

I am directed to inform you that it has been decided to purchase from Mr. James Haslam, storekeeper, of Molong, as a site for the proposed new post and telegraph office there, lot 7 of section 26, having a frontage to Bank-street, for the sum of one hundred and fifty pounds (£150), contingent upon the money, which is placed on the Supplementary Estimates for 1877—being voted by Parliament.

Mr. Haslam has been requested to forward to this office a surveyor's description of the land, and to furnish you with the abstract of title or title deeds thereof.

I have, &c.,
S. H. LAMBTON.

No. 75.

The Secretary, General Post Office, to The Under Secretary for Works.

Sir,

General Post Office, Sydney, 20 March, 1878.

Adverting to my letter, dated the 18th ultimo, and previous correspondence, respecting the site for the proposed new post and telegraph office at Molong, I am directed to inform you that it has been decided to purchase, from Mr. James Haslam, for the sum of £150, subject to the money being voted by Parliament, lot 7 of section 26, having a frontage to Bank-street, as a site for the office named.

I am to state that the Crown Solicitor has been communicated with respecting the conveyance of this land to the Government.

I have, &c.,
S. H. LAMBTON.

No. 76.

The Secretary, General Post Office, to John Shepherd, Esq., M.P.

Sir,

General Post Office, Sydney, 20 March, 1878.

Adverting to my letter dated the 18th ultimo, I am directed to inform you, that it has been decided to purchase from Mr. James Haslam, of Molong, lot 7 of section 26, having a frontage to Bank-street, as a site for the proposed new post and telegraph office there, subject to the purchase money, viz., £150—being voted by Parliament.

I have, &c.,

S. H. LAMBTON.

No. 77.

The Secretary, General Post Office, to Mr. James Haslam.

Sir,

General Post Office, Sydney, 20 March, 1878.

With reference to the communication, dated the 9th instant, signed by you in conjunction with Messrs. Parslow and Wynne, which has been forwarded to this office by Mr. Postal Inspector Davies, I am directed to inform you that the offer therein contained, namely, to sell to the Government for the sum of one hundred and fifty pounds (£150), as a site for the proposed new post and telegraph office at Molong, lot No. 7 of section 26, having a frontage to Bank-street, has been accepted, payment to be made contingent upon the money, which is placed on the Supplementary Estimates for 1877, being voted by Parliament.

I am to state that the Postmaster General will be glad if you will signify your willingness to sell the land in question on this condition, and to request you to be good enough to transmit a surveyor's description of the same to this office; also, to forward to the Crown Solicitor the abstract of title or title deeds, in order that the necessary steps may be taken to have the land duly conveyed to the Government.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 78.

The Secretary, General Post Office, to Mr. J. Robards.

Sir,

General Post Office, Sydney, 26 March, 1878.

I am directed to inform you that your tenders to sell land, as a site for the proposed new post and telegraph office at Molong, are declined.

I have, &c.,

S. H. LAMBTON,

Secretary.

Letters of the same tenor and date were sent to Messrs. Wm. Tanuer, jun., John Davis, Wm. Hartland, Robert Stynes, J. M. Hughes, Charles H. Packham, James Bowler, and C. Blakefield.

No. 79.

Dr. Ross to The Postmaster General.

Sir,

Molong, 13 March, 1878.

An inspector was here from your department on Saturday last to report on the site for our post and telegraph office. The matter is one of some considerable importance to the public in this locality; and therefore it is to be hoped that no private interest will be allowed to interfere with the rights of the majority of the public, as set forth to you (and now in your office), and who most justly and correctly protest against the site of the office being at the bottom of Bank-street. The site offered by Mr. Packham is to all intents and purposes the one that ought on public grounds to be accepted most unhesitatingly, being so high and dryly situated, a corner allotment, and one that cannot be surpassed for the convenience of the general public. There are rumours afloat to the effect that a site at the lower part of Bank-street has been approved of, which I trust, on public grounds, that such is really not the case, as I am certain that a large majority of the public will protest against it, and very properly so, as it is close to the outside eastern boundary of the township, and therefore unjust as well as unreasonable. The nearer to the centre of the village the more the future is studied as well as the present, as the township is bound to extend and increase in size in a westerly direction.

It is monstrous to ask people who live on the western boundary to go to the eastern boundary. The centre is the site to select, where the convenience of all is studied alike, without the interest of a few greedy people who wish all "again their door" no matter what inconvenience the majority of the public may be subject to.

I do hope that the matter will be weighed with carefulness, and decided on nothing but purely public grounds. If so, I feel convinced that the Government cannot help adopting the site offered by Mr. Packham. The importance of the question is my excuse for offering these remarks.

I have, &c.,

ANDREW ROSS, M.D.

Submitted.—S.H.L., 14/3/78.

Acknowledge receipt.—J.F.B., 18/3/78.

23

No. 80.

The Secretary, General Post Office, to Dr. Ross.

Sir, I am directed to acknowledge the receipt of your letter dated the 13th instant, respecting the site for the new post and telegraph office at Molong.

General Post Office, Sydney, 22 March, 1878.

I have, &c.,
S. H. LAMBTON.

No. 81.

Messrs. Haslam, Parslow, and Wynne, to The Secretary, General Post Office.

Sir, In reply to your letter of the 20th instant, No. 78, B. 1,880, we beg to say that we are quite willing to sell the land in question on the condition named by you, and by this post are sending the title deeds to the Crown Solicitor, but are unable to supply a surveyor's description for a day or two, when we anticipate being able to do so, as Mr. Grante, Surveyor, is expected in town.

Molong, 23 March, 1878.

Yours truly,
JAS. HASLAM.
JOSEPH PARSLAW.
JOHN WYNNE.

No. 82.

Messrs. Haslam, Parslow, and Wynne, to The Secretary, General Post Office.

Re Surveyor's description of land.

Sir, Referring to our letter of the 23rd instant, this morning we applied to Mr. Granter, Government Surveyor, who went to the local *Land Office* for the purpose of making out the required description, but found the maps quite insufficient for the purpose, and referred us to the *Survey Office* for same. We therefore beg to suggest that you make application there, knowing that you would be able to get it much quicker than we could. Trusting this will meet with your approval,—

Molong, 25 March, 1878.

We are, &c.,

JAS. HASLAM,
(On behalf of self, Jos. PARSLAW, and JOHN WYNNE).

No. 83.

The Secretary, General Post Office, to The Crown Solicitor.

Sir, Advertising to my communication dated the 20th ultimo, acquainting you that it had been decided to purchase from Mr James Haslam, storekeeper, of Molong, a piece of land as a site for the proposed new post and telegraph office there, I am directed to inform you that a letter has been received from Mr. Haslam (written on behalf of himself, Mr. Joseph Parslow, and Mr. John Wynne, who it appears are jointly concerned in the matter), stating that no further description of the land in question than that already furnished can be given, namely, lot 7 of section 26, fronting Bank-street, area $\frac{1}{2}$ an acre.

General Post Office, Sydney, 3 April, 1878.

Perhaps this description will suffice for transferring the land to the Government.

I have, &c.,

S. H. LAMBTON.

No. 84.

Petition from Residents of Molong to the Postmaster General.

To the Honorable the Postmaster General.

The humble Petition of the undersigned, householders and others, of the town of Molong,—

RESPECTFULLY SHOWETH:—

That your humble Petitioners beg most respectfully to protest against the erection of the new Post and Telegraph Offices on lot 7 of section 26, and praying a reconsideration of the matter.

We, your humble Petitioners, having heard with extreme regret that it is the intention of the Postmaster General to cause the erection of the new post and telegraph offices on lot 7 of section 26, which has been offered by Mr. Jas. Haslam for £150.

2. We beg to protest against so flagrant an injustice being perpetrated upon the public of Molong, a very large majority (viz. 6 to 1) being thoroughly opposed to so unsuitable a site, and one (if adopted) that will subject for all time to come the public to the greatest inconvenience and hardship.

3. If the Postmaster General will be pleased to refer to a map of the town he will perceive that the lot and section in question is situated on the extreme eastern boundary of the township, consequently numerous residents in the west (the only and chief direction in which the township can extend and is extending) will, therefore, be subject to great inconvenience by having to travel to and fro a considerable distance than if the site had been selected nearer to the centre of the town, such as the allotment offered by Mr. C. Packham, or the one adjoining the School of Arts, which are both most eligible sites and very centrally situated.

4.

4. Your Petitioners are astonished that the Postmaster General could for one moment entertain the idea that two or three stores and a public-house at the lower part of Bank-street should constitute the town of Molong, or that the public rights of other residents in Molong should be ignored simply to gratify a few selfish and unreasoning people at the bottom of Bank-street.

5. The site, lot 7 of section 26, is situated in low swampy ground, and has more than once been flooded and surrounded by water, in fact a site in wet weather that would be very inaccessible to the public; whereas the allotment offered by Packham, and the one next the School of Arts, have none of these faults and defects, but are both high and dry, and accessible to the public in all states of the weather.

6. Your Petitioners further express their surprise at Mr. James Haslam offering to sell such an allotment of land for £150, feeling assured that he owns no land whatever in this section, and that such competition is scarcely fair to real *bonâ fide* owners of land, who have offered to sell a suitable site to the Government.

7. Feeling that the Postmaster General has the welfare of the people of Molong, and the advancement of the town and district at heart, we hope that he will reconsider his decision, and cause the new post and telegraph offices to be erected near the centre of the town, and not at the extreme eastern boundary.

8. In protesting against such a public injustice being inflicted upon the public of Molong, we most respectfully ask you to reconsider your decision upon so important a matter ere a final decision is arrived at.

And your Petitioners, as in duty bound, will ever pray.

Molong, 17 April, 1878.

John A. Spence, blacksmith, Molong	Robt. Stynes, leaseholder, Bank-street, Molong
Hunt Bros., jewellers, Bank-street, Molong	M. T. Phillips, solicitor, Bank-street, Molong
Richard Halcroft, storekeeper, Gidley-street	P. M'Arde, blacksmith, Gidley-street
Walter Reaves, saddler, Molong	Thomas Wood, resident, Bank-street
John Gearey, carpenter, Molong	Patrick Byrnes, resident, Molong
Michael Sherman, plasterer, freeholder	Michael Byrnes, " "
Fredk. Shield, builder, Bank street, Molong	Timothy Bueckley, " "
Robt. Shield, jun., carpenter, Bank-st., Molong	John Schuck, freeholder, Hill-street
Edw. Barlow, draper, Bank-street, Molong	William Black, freeholder, Edward-street
W. Cole, carpenter, Bank-street, Molong	George Hinten, leaseholder, Thistle-street
Horace A. Bennett, freeholder	William Hinten, " "
his	William Smith, freeholder, Molong
James x Kilfoyle, plasterer, resident, Molong	Thomas Elliott, resident, Molong
mark	John Walsh, resident, Molong
Thomas Tanner, resident, butcher	Robt. Shield, sen., freeholder, Bank-street,
J. H. Barsden, leaseholder, storekeeper, Bank-	Molong
street, Molong	William McIvlie, freeholder, Bank-street
Henry Packham, freeholder, Molong	James A. Liscombe, householder, Molong
Daniel John Aviss, Molong	William Gilmore, householder, Molong
John Denning, builder, Molong	William Stacey, householder, Molong
Robert Gilchrist, joiner, Molong	John Binton, freeholder, Molong
A. T. Coomber, joiner, Molong	Joseph Morris, freeholder, Molong
John Denning, joiner, Molong	John Morris, freeholder, Molong
Martin Byrnes, freeholder, Hill-street	W. H. Bennett, householder, Molong
William J. Rollo, teacher, Edward-street	Johnston M'Goveron, householder, Molong
Andrew Ross, M.D., householder, Molong	William Henchley, freeholder, Molong
John Horsley, householder, Molong	James Bowler, freeholder, Molong
Arthur Hull, freeholder, Hill-street	Benjamin Bowler, resident, Molong
John M. Hughes, innkeeper, Bank-street	John Whittery, householder, Molong
H. J. Langdon, miller, Gidley-street	James Simpson, sen., freeholder, Molong
W. C. Langdon, miller, Gidley-street	Andrew Kerr, householder, Molong
John Robards, householder, Riddle-street	Henry Place, freeholder, Molong
John A. Robards, jun., resident, "	Edward Blunden, freeholder, Molong
George Cooman, freeholder, "	Alfred Blunden, resident, Molong
W. Phillips, freeholder, "	John Franklin, householder, Molong
Andrew Parker, saddler, Gidley-street	George Williams, householder, Molong
Thomas V. Olver, bootmaker, "	William Hogden, householder, Molong
Johnsten Moore, saddler, resident	William Gadd, freeholder, Molong
Richard Willock, Molong	William Neville, jun., freeholder, Molong
David James, mason, Molong	William Neville, senior, freeholder, Molong
D. M'Donald, resident, Molong	Michael Downey, freeholder, Molong
Peter Vandike Mason, resident, Molong	Edward Barlow, freeholder, Molong
his	S. D. Bennett, freeholder, Molong
Thomas x Coburn, freeholder, Thistle-street	Thomas Elliott, resident, Molong
mark	George Coleman, resident, Molong
A. E. Coomber, innkeeper, Molong	William Wilson, householder, Molong
Edwin Wicker, freeholder, "	Fredk. Shield, freeholder, Bank-street, Molong
Edwin Coomber, resident, Molong	J. H. Barsden, storekeeper, Bank-street, Molong
Michael Willock, resident, Molong	Robt. Shield, householder, Molong
Samuel Beadle, resident, Molong	Andrew Parker, householder, Molong
John A. Touzeau, chemist, Bank-street,	Johnsten Moore, resident, Molong
Molong	Robert Shield, jun., householder, Molong
John M'Nevin, freeholder, Molong	James Robards, householder, Molong
David Shield, resident, Molong	William Robards, householder, Molong
William Wilson, landholder, Molong	John M'Farland, householder, Molong
James Robards, householder, Molong	John M. Hughes, innkeeper, Molong
William Robards, " "	David Shield, resident, Molong
John M'Farland, freeholder, "	Hunt Brothers, jewellers, Bank-street, Molong

No. 85.

Dr. Ross to The Secretary, General Post Office.

Dear sir,

Molong, 17 April, 1878.

Yours of the 20th ultimo, No. 78 B. 1,880, intimating the approval of the site for the post and telegraph office at Molong, is to hand.

It is, however, much to be regretted that the Postmaster General has been advised to adopt so unsuitable and inconvenient a site, and which it is well-known is frequently flooded with water, besides being situated on the extreme boundary of the township. The inspector who was sent here to report on the matter could not have been made aware of these facts, otherwise he could never have recommended so unsuitable a site—and a site too which nine-tenths of the residents of Molong are most thoroughly opposed to; in fact, by to-day's post a petition is being forwarded to your office, signed by nearly every householder in Molong, protesting against the adoption of such a site, and soliciting the Postmaster General to reconsider so important a matter. The petition contains over 100 genuine signatures; and I defy the friends and supporters of site 7 of section 26 to produce a counter-petition with anything like the *fourth* part of the number of *bonâ fide* signatures of householders. This is a clear and potent proof that the public of Molong (5 to 1 at least) are thoroughly opposed (and justly too) to the adoption of this site. The site offered by Packham, or the one next the School of Arts, is far more preferable and convenient for the public—besides both are situated in Bank-street—on the Main Western Road and on the line of telegraph, and therefore offer no objection whatever to being accepted. It is to be hoped therefore that the Postmaster General will see the necessity of reconsidering this important matter, so that full justice may be done to the public and public interest. It is a wrong principle which allows hardships to be inflicted on the public simply to please a few interested individuals.

The contents of the petition cannot be denied—nay, we challenge a counter-petition to be produced containing the genuine signatures of as many householders, which is surely the best test of public feeling in this matter. It is to be hoped that the Postmaster General will now see the necessity of adopting the site offered by Packham, or the one next the School of Arts, as the ones most likely to suit the public and their convenience.

I have, &c.,

ANDREW ROSS, M.D.

Submitted.—S.H.L., 18/4/78. Acknowledge receipt of the petition, and also of Dr. Ross's letter, and refer both to Mr. Inspector Davies for such remarks as he may feel called upon to make in answer to the objections which have been made to the site which has been selected.—J.F.B., 18/4/78.

The land selected is the most suitable that can be obtained, and it is the site the department endeavoured to purchase two years ago, but could not obtain it. The petition has been got up by Dr. Ross and a publican named Hughes; Dr. Ross being in favour of the land opposite the Church of England, which, before anything could be erected upon it would have to be cut away and a good deal of money spent upon it. The land adjoining the School of Arts the publican Hughes is interested in, and he told me that if the Government would buy that allotment he would be able to make a good deal of money out of the one adjoining, as an office erected there would enhance the value considerably, so that this petition has been got up by Dr. Ross and Hughes through purely selfish motives. As a proof that the land purchased is best, I have only to point out that it is worth nearly three times as much as that offered by Mr. Packham through Dr. Ross, or that adjoining the School of Arts, and it can make no difference whatever to nearly the whole of the persons signing the petition which site is fixed for the office, as the site chosen is not 300 yards from that recommended by Dr. Ross, and only 250 yards from the School of Arts. It can therefore be seen what value should be placed upon the statements contained in the petition. The petitioners request a reference to the map of the town of Molong. The map referred to is the one forwarded by Dr. Ross, and shows the plan as originally laid out—not as built upon. This I pointed out in my report; and my sketch shows the town as built upon—not an imaginary township. If the matter be referred to the Police Magistrate at Orange it will, I think, be found that my report is true in every particular, and that the site chosen is the best obtainable. In informing Dr. Ross of the decision in the matter, it should not have been said that the land was purchased from Mr. Haslam, because if Tanner's land was mentioned the site would have been known at once, and no doubt could have been expressed as to whether he had land for sale or not. Hughes, the publican, is disappointed that his offer was not accepted, and he and Dr. Ross have got the petition signed; and it is simply nonsense to talk of the public being put to the greatest inconvenience,—as I have before stated, there is not a distance of 300 yards from the site chosen and the one proposed by Dr. Ross. It is unreasonable, in a small place like Molong, for every one to expect the office to be at his own door; and it is well known to every one who is acquainted with Dr. Ross that he will oppose anything that is not in accordance with his wishes.—WYNDHAM J. DAVIES, East Maitland, 26 April, 1878.

I omitted to mention that Hughes told me, when at Molong, that if the site opposite the Church of England—the one last suggested by Dr. Ross—were chosen he would get up a petition against it, as it was quite inconvenient. In looking over the petition I notice that neither the Bank managers, the newspaper proprietor, or the Clerk of Petty Sessions have signed the petition; and these would certainly have signed it if any exception could have been taken to the site, especially as the newspaper proprietor lives much nearer the School of Arts than the site chosen. It would appear, moreover, that some of the signatures at least have been obtained under a wrong impression, because I notice that Mr. Touzau, the chemist, who lives almost opposite the site chosen, signs the petition for the site that would take the office some distance from his place of business. Again, some of the persons have signed the petition twice, such as Hunt Bros., jewellers, and Hughes, the publican. I notice in Dr. Ross's letter that he states that the land purchased is subjected to floods, and is situated at the extreme end of the boundary. Either Dr. Ross does not know the site or else he is misleading the department, for I have been assured by uninterested parties that the site chosen is out of the reach of floods; and as a proof of this, the Bank is willing to purchase the adjoining allotment lower down, and it is not likely they would do this if there was any danger of floods.—W.J.D., 26/4/78.

Submitted.—S.H.L., 27/4/78. I think Mr. Davies' recommendation should be sustained, but as he has suggested that the opinion of the Police Magistrate at Orange might be invited, that gentleman can be asked to state whether he thinks the site selected is a good one, and particularly as to whether it is above flood-level.—J.F.B., 29/4/78.

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No. 86.

The Secretary, General Post Office, to Mr. J. Spence and others.

Gentlemen,

General Post Office, Sydney, 25 April, 1878.

I am directed by the Postmaster General to acquaint you that your Petition, dated the 17th instant, upon the subject mentioned below, is under consideration, and that a further communication respecting it will be addressed to you as soon as a decision has been arrived at in the matter.

I have, &c.,

S. H. LAMBTON.

Secretary.

Subject:—Against the erection of the new post and telegraph offices at Molong, on lot 7 of section 26.

No. 87.

The Secretary, General Post Office, to Dr. Ross.

Sir,

General Post Office, Sydney, 25 April, 1878.

I am directed by the Postmaster General to acquaint you that your letter, dated 17th instant, upon the subject mentioned below, is under consideration, and that a further communication respecting it will be addressed to you as soon as a decision has been arrived at in the matter.

I have, &c.,

S. H. LAMBTON,

Secretary.

Subject:—Requesting a reconsideration of decision *in re* site for a new post and telegraph office at Molong.

No. 88.

The Secretary, General Post Office, to The Police Magistrate, Orange.

Sir,

General Post Office, Sydney, 30 April, 1878.

I am directed by the Postmaster General to request you to be good enough to state whether you consider the allotment of land, viz., lot 7 of section 26, township of Molong, purchased by this department as a site for a new post and telegraph office, is a good one, and particularly whether it is above flood level.

I have, &c.,

S. H. LAMBTON.

Memorandum from Police Magistrate, Orange, to The Secretary, General Post Office.

The site herein referred to "is above flood level," and admirably situated at the present state of the town. It adjoins the site for the new Commercial Bank, and is only a few rods distant from the Joint Stock Bank. One of the two leading stores is next to the site for the Commercial, and the other is just across the street, nearly opposite, and the two principal hotels are in the same neighbourhood—one about equal distance on either side. These considerations outweigh everything advanced by the opposing party. The argument upon which they seem mainly to rest refers to the future, but the *period* is too remote to be thought of now. The land west of the other spot spoken of (Mr. Stynce's) belongs to two or three sections of the church. I have no hesitation in saying that the site you have purchased is a "good one."—8/5/78.—J.T.L., P.M., Orange.

No. 89.

Mr. C. H. Packham to The Postmaster General.

Sir,

Molong, 27 April, 1878.

The Postmaster General, I am informed, has lately been asked by an influential Petition, signed by a very large majority of householders of Molong, insisting that my half-acre corner allotment, situated in Bank and Edward Streets, be accepted by the Government as the most suitable and centrally situated site for the erection of the new post and telegraph office building at Molong. Knowing that nine-tenths of the inhabitants are in favour of the buildings being erected on the allotment I had offered to the Government, I have much pleasure in again offering to sell the same piece of land to the Government for the reduced sum of one hundred pounds (£100), in place of £125, the sum I had originally asked for the said piece of land.

In now offering the land to the Government at this reduced price, I do so for no other reason than to serve and accommodate the general wants of the public, as I feel convinced that it is the site that ought most unhesitatingly to be accepted and adopted by the Government, and the one, too, moreover, which the petition most unmistakably proves.

I have, &c.,

CHARLES H. PACKHAM.

A. Ross, Witness.

N.B.—The land in question is Original Grant from the Crown to Mr. Packham.

Acknowledge receipt.—J.F.B. 2/5/78.

No. 90.

The Secretary, General Post Office, to Mr. C. H. Packham.

Sir,

General Post Office, Sydney, 4 May, 1878.

I am directed to acknowledge the receipt of your communication of the 27th ultimo, again offering an allotment of land at Molong as a site for a post and telegraph office at a reduced price.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 91.

27

No. 91.

Extract from a communication from Dr. Ross, dated 3rd May, 1878.

I HOPE you will display as good judgment in selecting the site for the post and telegraph, Molong—you may rest assured the allotment offered by Mr. Packham is the proper site to adopt, and the one that will redound to your credit.

No. 92.

Inhabitants, Molong, to The Postmaster General.

Sir,

Molong, 11 May, 1878.

Referring to a recent petition signed by some of the inhabitants of this town and district, objecting to the site accepted by the Government for post and telegraph offices (which we believe was sent to you), we have the honor to request that you will be good enough to favour us with a copy of the same, as we have reason to believe the said petition contains incorrect statements concerning the said site. The petition referred to was originated by one or two disaffected individuals and entirely from motives of self-interest; and we are reliably informed that signatures were obtained thereto on false representations. Should it be wished, we could obtain the signatures to a petition approving of the site chosen of all the influential residents of Molong and a large majority of the other inhabitants of the town and district. We believe the gentleman (J. T. Lane, Esq., P.M. of the district) deputed by the Government to report upon the accepted site, has expressed his unqualified approval of it, as indeed he could not conscientiously do otherwise.

We have, &c.,

Jas. Haslam, storekeeper.	Spence & M'Ardle, blacksmiths.
Sampson Moss, blacksmith.	Andrew Parker, saddler.
Richard W. Hunt, jeweller.	Thos. V. Olver, bootmaker.
M. Murphy, saddler.	John Denning, builder.
John Burgess, auctioneer.	John G. Miller, tobacconist.
Wm. A. Gardiner, Manager, Commercial Bank.	John M'Groder, butcher.
Jno. & H. J. Langdon, millers, Molong.	John Quinn, blacksmith.
J. Parker, physician, &c., Molong.	Caleb Parker, storekeeper.
Josiah Goode, fancy depôt.	John H. Nisbett, C.P.S., &c.
J. T. Parslow, butcher.	James Coomber, innkeeper.
Nicholas French, baker.	A. G. Petersen, J.P.
John A. Touzau, chemist, Molong.	Henry S. M. Bctts, J.P.
H. Myers, agent, Molong.	John Black, miller.
John Wynne, hotelkeeper, Molong.	W. Tanner, junr., storekeeper.
J. E. Leatham, <i>Molong Express</i> .	William Cole, cabinetmaker.

I do not see any objection to this request being complied with, but on the other hand I do not see what object is to be gained by pursuing the matter further.—S.H.L., 20/5/78.

I think there has been quite enough correspondence respecting the selection of the site. The vendor can be requested to send his deeds to the Crown Solicitor in order that the transfer may be executed, and the Colonial Architect can be requested to prepare the plans for the new building.—J.F.B., 3/6/78.

The conveyance has been prepared and the Colonial Architect has already been requested to prepare the plans.—S.H.L., 4/6/78.

The question for decision now is, whether copy of petition asked for is to be supplied.—S.H.L., 4.

No. 93.

The Crown Solicitor to The Secretary, General Post Office.

Sir,

Crown Solicitor's Office, Sydney, 13 May, 1878.

With reference to the land proposed to be purchased from Mr. James Haslam as a site for post and telegraph office at Molong, I have the honor to request that I may be informed whether the purchase money (£150) has been placed to my credit, or if there be anything to prevent the payment of this amount on completion of the conveyance.

I have prepared the draft conveyance herein, and will forward the deed for execution should the purchase money be available.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

No. 94.

The Secretary, General Post Office, to The Crown Solicitor.

Sir,

General Post Office, Sydney, 17 May, 1878.

In reply to your communication of the 13th instant, I have the honor to inform you that the sum of £150 for the purchase of Mr. James Haslam's land at Molong, as a site for the new post and telegraph office, will be available when the Appropriation Act has been passed.

I have, &c.,
S. H. LAMBTON.

No. 95.

28

No. 95.

Mr. John Robards to The Postmaster General.

Sir,

Molong, 27 May, 1878.

The $\frac{1}{4}$ -acre of land offered by me as a site for the post and telegraph office, I am now willing to sell it to the Government for £25 in place of £50.

I am even willing to let the Government have the full $\frac{1}{2}$ acre for the sum of £50. It is a square allotment fronting Edward-street, and commands one of the best and driest sites in the town of Molong, and very centrally situated.

I have, &c.,

JOHN ROBARDS.

No. 96.

The Secretary, General Post Office, to Mr. John Robards.

Sir,

General Post Office, Sydney, 31 May, 1878.

In reply to your letter of the 27th instant, I have the honor to inform you that a site has already been purchased for the erection of the proposed new post and telegraph office at Molong.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 97.

Dr. Ross to The Secretary, General Post Office.

Dear Sir,

Molong, 29 May, 1878.

Myself and many others here are anxious to receive a copy of the counter petition (or letter) which has lately been forwarded to your office respecting the disputed site for the post office at Molong, in order to afford us a reasonable opportunity of counteracting certain rumours which have got abroad, to the effect "*that our petition was got up under false pretences.*" We do not feel inclined to remain under such a dastardly stigma, and therefore now most respectfully beg to be favoured with a copy of the said "*counter petition and signatures*" as early as possible.

I have, &c.,

ANDREW ROSS, M.D.

P.S.—The majority of the public (which is at least four to one) are determined to rule and to have justice done them in this very identical matter.

Submitted.—S.H.L., 4/6/78. I have no objections to copies being supplied, but the continuance of the correspondence must not delay the action already determined on in reference to the new offices.—J.F.B., 4/6/78.

No. 98.

The Secretary, General Post Office, to Dr. Ross.

Sir,

General Post Office, Sydney, 6 June, 1878.

In reply to your communication of the 29th ultimo I am directed to forward herewith a copy of the petition asked for, and to point out that Mr. Burns wishes it to be understood that the continuance of the correspondence in regard to the site for a new post and telegraph office at Molong must not delay the action already determined on in reference to the new offices.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 99.

The Crown Solicitor to The Secretary, General Post Office.

Haslam and others to the Queen.

Sir,

Crown Solicitor's Office, Sydney, June 5, 1878.

The conveyance herein being now duly completed, I beg to request that you will cause the purchase money (£150) to be placed to my credit, and advise me thereof at earliest convenience.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

No. 100.

The Secretary, General Post Office, Sydney, to The Crown Solicitor.

Sir,

General Post Office, Sydney, 8 June, 1878.

In reference to your letter of the 5th instant, I am directed to state that the Department of Public Works has been requested to-day to place to your credit the amount of £150, which has been voted for the purchase of a site for the proposed post and telegraph office at Molong.

I have, &c.,

S. H. LAMBTON.

No. 101.

29

No. 101.

The Secretary, General Post Office, to The Under Secretary for Works.

Sir,

General Post Office, Sydney, 8 June, 1878.

I am directed to request that you will be good enough to move the Minister for Public Works to cause the amount (£150) which has been voted for the purchase of a site for the proposed post and telegraph office at Molong to be placed to the credit of the Crown Solicitor at your earliest convenience.

I have, &c.,

S. H. LAMBTON.

No. 102.

Dr. Ross, to The Postmaster General.

[Urgent.]

Dear sir,

Molong, 5 June, 1878.

If any difficulty exists in your mind in regard to the selection of a suitable site for our new post and telegraph office, the enclosed correspondence* I think will be sufficient to show the prevailing feeling of the public on this very matter.

* Clipped from the Bathurst paper.

In the event of having previously closed for the purchase of a site at the bottom of Bank-street, there need be no difficulty on this matter, as a purchaser, I dare say, can easily be found, who will take the land again at the same price, viz., £150. The disposal of the land therefore, need not stand in your way of arriving at a speedy decision on this public matter, and one which, I regret to say, has already been the means of engendering a vast amount of local ill-feeling, knowing that the public voice is against the erection of the office at the outskirts of the town.

I have, &c.,

ANDREW ROSS, M.D.

[Enclosures.]

HUBBUB OVER POST OFFICE AT MOLONG.

(To the Editor of the Western Independent.)

Sir,

I noticed with some degree of pleasure and satisfaction "a Resident's" letter in your paper of this date on the above subject. "Resident" has fairly stated our complaint, and has also, I believe, fully expressed the general opinion of the public on the matter in this quarter. The people, in fact, are almost to a man opposed to the post and telegraph office being built at the bottom of Bank-street, which is situated on the outskirts of the town. I have heard lots of people at the west end complaining bitterly at the bare thought of such a preposterous idea ever happening as that of building a public post office on the outskirts or eastern boundary of the town. The thing is too monstrous to be believed. The bulk of the population it is well known reside on the western boundary, and to gratify one or two who want everything against their own door, scores of people are to suffer and be punished, and now asked to travel a mile or a mile and a half ere they can post a letter or send a telegram! The thing savours too much of an absurdity ever to be tolerated, we hope, by any of our authorities. If so, better far be a vassal under the regime of despotic Russia than passive spectators or slaves under any such regime or cruel piece of injustice and mockery. The thing would not only be the height of madness to kick and thrust aside the voice and will of the people, but a disgrace upon common sense and decency. Your correspondent ("Resident's") letter is supported by an overwhelming majority of the inhabitants, and I am happy to have an opportunity of being able to corroborate his statements in this identical matter. Nay, it is the wonder of every one here how such a glaring piece of absurdity ever could have cropped up, unless some mean selfish cur is behind the scenes pulling the strings. It bespeaks a despicable state of affairs if Molong is to be allowed to be ruled and dictated to by a few worse than upstart money-grubbers, and still more despicable when trade has to depend upon the selection and choosing of a site for our new post and telegraph office buildings. There are several remarkable phases in connection with this post and telegraph office embroglio that I think would be well were they made public, and I hope some one will undertake the task, if for no other purpose than to show how the oracle is worked, as in the great Molong railway swindling case.

Yours, &c.,

A HOUSEHOLDER.

Molong, June 1st, 1878.

POST OFFICE QUARREL AT MOLONG.

(To the Editor of the Western Independent.)

Sir,

Happening to be in Molong the other day I thought I might as well, out of curiosity, and by way of whiling away the time, as I was not over-pressed with business, take a casual look at the various sites now under offer to the Government as suitable on which to erect the new post and telegraph office buildings. The site at the bottom of Bank-street was pointed out to me as the one most likely to be approved of, and which is now under offer for the sum of £150. When the party hinted at such a thing likely to happen, I felt perfectly chagrined and taken aback as I could see nothing to justify any Postmaster General in lending his sanction to the selection or adoption of a site which, I am creditably informed, is opposed by the majority of the public, and one which is situated almost on the very outskirts or verge of the township. None but fools or the enemies to the advancement and progress of the town could ever dream of placing a public building, especially a post and telegraph office, at the suburbs or outskirts of the town. To do so would only be pandering to cliques and some petty self-interest which probably is hid behind the scenes. If the convenience and requirements of the public have any weight in the settlement of this vexed matter, then I most unhesitatingly say that other sites, such as the one adjoining the School of Arts or Mr. Packham's, is, in my humble opinion, by far the most convenient and centrally situated. For one person it will benefit by placing the post office at the bottom of Bank-street, fifty will be benefited by having the office erected on Packham's corner allotment, which is most centrally situated, and on the direct line of the main Western Road to Wellington and the Bogan. This site is an undeniably good one, and one of those whom the public have approved of by petition which, I am informed, was forwarded to the Postmaster General some weeks back. Viewing the various sites as a casual and impartial observer, I consider it would be an act of gross injustice to the inhabitants of Molong for any Postmaster General to attempt to lend his sanction to the erection of so important a public office at the bottom of Bank-street, which, in other words, means at the outskirts or very verge of the town. It is the public and not private interest that should be looked at and considered in the settlement of a question of such grave importance. The convenience of the many should be studied and attended to, and not the avaricious greed or petty cunning of a few. I certainly noticed several very nice and handsome looking buildings at the bottom of the street, but I saw lots of others of the crib or rookery style, which is anything but ornamental to this would-be considered main street, and to the eye of a stranger they don't lend a happy contrast stuck in the mud or midst of two such elegantly finished stores, and well replenished plate glass windows. In fact, to speak without a metaphor, it would be a disgrace to build a post office amongst such unsightly diminutive-looking rookeries, which reminds me more of the old days of the gold field than an old established thriving town like Molong. A post and telegraph office (generally neat-looking compact structures) built in the vicinity of the School of Arts, which commands a nice elevated position and good view of the town, would be surrounded by a better class of buildings, such as the new Royal Hotel, Mr. Barsden's new cheap drapery store, A.J.S. Bank, Mrs. Neville's establishment, Mr. Shield's new brick cottages (now owned by Mr. Stynes), Mr. Orsley and Mr. E. Barlow's new cottages. In fact, to speak honestly, the site in the neighbourhood of the Chappel Hill is one of the best for the new post and telegraph offices that can be obtained in the town, and a site that should be adopted without murmur or hesitation, seeing that it is one that will unquestionably command the greatest amount of good to the general public, which is the main and most material thing to be considered in the settlement of matters of this description.

Orange, June 3rd, 1878.

A TRAVELLER.

Read.—J.F.B., 8/6/78.

No. 103.

No. 103.

Residents of Molong to The Postmaster General.

Sir,

Molong, 8 June, 1878.

We, the undersigned, regret the decision of the Postmaster General conveyed in a letter to Dr. Ross, of the 6th instant, in the matter of the site for the post and telegraph office at Molong. We again protest against the way in which the wishes of the majority of the people are to be ignored in this matter, and we feel compelled to publish the whole of the correspondence in the *S. M. Herald* for the information of the public preparatory to having the matter laid before Parliament as soon as the House assembles.

It has always been an acknowledged practice and principle that the majority shall rule, but in this instance it is much to be regretted that it seems to have been made the exception.

We have, &c.,

Andrew Ross, M.D., freeholder

Robert Shields, freeholder

John Horseley, freeholder

G. H. Tempest, Manager, A. J. S. Bank, Molong

John M. Hughes, freeholder

Robt. Stynes, freeholder

John A. Spence, freeholder

Richard Alcroft, freeholder.

Read.—J.F.B., 10/6/78.

No. 104.

The Crown Solicitor to The Secretary, General Post Office.

Re land at Molong for post office.

Sir,

Crown Solicitor's Office, Sydney, 18 June, 1878.

I do myself the honor to inform you that the advance of £150 mentioned in your letter B. 78/4,211, of 8th instant, has not yet been made to me.

As I am being pressed for payment of the money, perhaps you will kindly cause the amount to be placed to my credit as soon as possible.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

No. 105.

The Secretary, General Post Office, to The Crown Solicitor.

Sir,

General Post Office, Sydney, 20 June, 1878.

In reference to your letter of the 18th instant, stating that the advance of £150, on account of the site for the proposed post and telegraph office at Molong, has not yet been made, I am directed to intimate that, upon inquiry at the Colonial Architect's office, it was ascertained that a voucher for the money would be forwarded to the Treasury Department yesterday.

I have, &c.,

S. H. LAMBTON.

No. 106.

Dr. Ross to The Private Secretary to His Excellency the Governor.

Dear Sir,

Molong, 27 June, 1878.

I am requested to ask you to submit for "Excellency's consideration" the following petition, signed by 112 inhabitants of the town of Molong.

I have, &c.,

ANDREW ROSS, M.D.

[Enclosure]

To His Excellency SIR HERCULES ROBINSON, G.C.M.G., Commander-in-Chief, Governor of New South Wales, and President of the Executive Council, &c.

The humble petition of the undersigned householders, freeholders, and other residents of the "town and suburbs" of Molong,—

Most respectfully sheweth:—

That your Excellency's Petitioners have just cause to complain, and do complain, of the decision lately arrived at by the Honorable the Postmaster General, and conveyed in a letter to Dr. Ross, of the 6th June instant, respecting the site for the new post and telegraph office at Molong, which has been determined to be erected on lot 7 of section 26, which is situated on low swampy flooded land, and on the very verge of the township which your Excellency's petitioner's both by letter and petition to the Honorable the Postmaster General have protested against as an injustice to the public.

2. Your Excellency's petitioners feel aggrieved to have forced on them the disagreeable necessity of having to appeal to your Excellency on the present occasion as the chief head of the people and representative of the Crown, seeing that we are, in consequence of the prorogation of Parliament, now debarred from availing ourselves of the opportunity of laying our just and righteous complaint before that august Assembly or tribune of the people.

3. Your Excellency's petitioners have (in a letter by our opponents to the Hon. the Postmaster General, of the 11th May ultimo) been accused of making use of incorrect statements in the matter of this disputed post and telegraph office site; and as the door of the postal department is now closed against us, we have but the one alternative now left, viz., to appeal to your Excellency for redress of our complaint and public grievance.

4. Your petitioners take the earliest opportunity of acquainting your Excellency that the freehold and household inhabitants of Molong, to the number of nearly "one hundred," forwarded a petition on the 16th April last to the Minister, complaining of and protesting against such a wrong and hardship being inflicted on the public, at the same time pointing out to the Minister other available sites more eligible and centrally situated, as Mr. Packham's and the one next the School of Arts, which are high and dry, and command a conspicuous position in the town, and in all states of the weather easily accessible to the public, besides being situated on the Main Western Road to Wellington, Bogan, Forbes, and Parkes. Furthermore, the one hundred petitioners previously alluded to are estimated to own collectively freehold property to the value of at least twenty-five thousand pounds (£25,000), whereas our twenty-eight opponents are computed to own freehold somewhere to the value of ten thousand pounds (£10,000), which shows your Excellency that the public rights of the majority by at least two and a half to one (2½ to 1) in property or in number are sacrificed or made to suffer in order to please the minority, which we consider is not in accordance with your Excellency's well known love of fair play and justice and British liberty, viz., that the majority shall rule—the greatest good for the greatest number. Viewing the matter in another light, and reckoning every householder to have say each "five" of a family—100, therefore, multiplied by 5, gives 500; and 30 by 5 (in round numbers) gives 150. Your petitioners therefore maintain that it is an inconsistency, a hardship, even an act of injustice, that 500 persons should be punished in order simply to convenience or accommodate 150.

5. Your Excellency's petitioners are prepared to prove the fact that the site chosen by the Hon. the Postmaster General, viz., lot 7 of section 26, is subject to be flooded, and in wet weather very inaccessible to the public. In proof of this assertion we beg most respectfully to submit for your Excellency's consideration the following information contained in the following copy of a letter which appeared on this subject in the *Molong Express* of the 15th of February last:—
"Amongst the numbers who rendered assistance to those poor families, who were deluged by the great rush of water on Friday last, I think Mr. W. Tanner's name ought to be mentioned first. This gentleman was the first to show sign of giving help to Mrs. Graham and her little children, which he did by "wading through the water" in that cheerful, manly way he is so noted for, and bringing the lady and her belongings to a place of safety. There is no denying a good number of others followed the example of Mr. Tanner, but certainly not till he set that example. (Signed) AN OBSERVER."

Plan appended,
1.

Where did this great rush of water take place so graphically and correctly described by Observer, and which necessitated Mr. Tanner and others to "wade through the water" in order to help Mrs. Graham and her family, and bringing them and their belongings to a place of safety? As your Excellency must perceive this very rush of water actually occurred at the lower part of Bank-street, and on the very threshold of the site lot 7 of section 26, where the Hon. the Postmaster General of New South Wales has now decided to erect our post and telegraph office. Your petitioners feel sure that your Excellency must see that it is highly improper that a post and telegraph office should be erected on a site which we think is clearly proved to be subject to floods and deluged with rushes of water, and in wet weather very inaccessible to the public. Your petitioners feel assured had the Minister been first made fairly acquainted with this circumstance, that he never would have lent his sanction to the approval of so "unsuitable" a site, especially as others having none of these disadvantages were offered to the Minister but rejected.

6. Your petitioners therefore most respectfully pray that your Excellency will take the foregoing facts into your favourable consideration, and apply such remedy in the premises as to your Excellency may seem fit.

Your Excellency's petitioners, as in duty bound, will ever pray.

George H. Tempest, Mgr., A.J.S. Bank
Andrew Ross, M.D., freeholder, Molong
John Martin Hughes, freeholder
Robert Shield, freeholder
John Horsley, freeholder
William Stacy, bootmaker, freeholder
Thomas Elliott, contractor, resident
James Robards, carpenter and joiner, freeholder
William Davies, stonemason, householder
Edward Barlow, junr., drover, freeholder
W. H. Bennett, P.K., householder
Edward Barlow, senr., freeholder
William Wilson, freeholder
Julia M'Govern, hotelkeeper, freeholder
Johnston M'Govern, resident
William Cunningham, resident
William Henchley, freeholder
Herbert Bennett, carrier, freeholder
James Bowler, storekeeper, freeholder
Benjamin Bowler, butcher, freeholder
Anna Phillips, freeholder
Elizabeth Lewis, householder
John Whittey, blacksmith, householder
James Simpson, freeholder
Andrew Kerr, butcher, householder
Robert J. Coyne, private resident
Francis R. Coyne, private resident
William Coyne, private resident
James J. Coyne, private resident
John Frogley, farmer
Henry Place, carpenter, freeholder
John Franklin, brickmaker, householder
William Hayden, brickmaker, resident
George Williams, brickmaker, resident
Thomas Shield, householder
George Hasmer, freeholder
William Neville, junior, freeholder
William Neville, senior, freeholder
Samuel Starr, freeholder
Michael Downey, freeholder
Thos. Tanner, butcher, Molong
Henry Windred, Molong
H. Myers, builder, Molong
David James, bricklayer, Molong
D. M'Donald, labourer, Molong
J. H. Barsden, storekeeper, Molong
Martin Byrne, baker, Hill-st., freeholder
Peter Byrne, baker, Hill-st., freeholder
George Welgah
Patrick Keane, leaseholder, Molong, Bank-st.
Michael Sheane, freeholder, plasterer
Edward Blondon, freeholder, Molong
David Shield, draper, Molong
John Roche Ardill, L.S., Molong

Arthur Hull, builder, freeholder, Hill-street
Thos. Ingle Finch, commn. agent, Molong
his
James x Whalan, labourer, Molong
mark
his
William x Whalan, labourer, Molong
mark
A. H. Belluly, painter, leaseholder
John Geary, leaseholder, carpenter, Market-street
Thomas V. Olver, bootmaker, leaseholder, Gidley-st.
M. Hickson, innkeeper, Gidley-st.
Thomas George, Gidley-st., leaseholder
John Callanan, freeholder, Molong-st.
William Smith, freeholder, Molong
John Schuck, freeholder, Hill, Molong
H. J. Langdon, leaseholder, Molong
W. C. Langdon, Molong
Charles Blakefield, freeholder, Molong
John A. Spence, freeholder, Molong
George Packham, freeholder, Molong
William Gilmore, householder, wheelwright
Andrew Parker, saddler, freeholder
William Robards, saddler, freeholder
Alex. Grant, saddler, resident
Ebenezer Fox, Wesleyan Minister, resident
Henry Packham, freeholder
William H. Packham, farmer, resident
Charles H. Packham, farmer, freeholder
Fredk. Shield, freeholder, builder
Robert Shield, junior, freeholder
William Shield, freeholder, farmer
George Neville, householder, Molong
George Coleman, householder, Molong
Robert Gilchrist, joiner, Molong
John Quin, freeholder, blacksmith
Michael Willock, freeholder, miller
F. J. Bloomfield, farmer
George Nevens, resident
S. D. Bennett, freeholder
Joseph J. Morris, resident
John Morris, freeholder
J. H. Morris, freeholder
G. A. Bloomfield, resident
W. J. Bloomfield, freeholder
W. H. Bloomfield, freeholder
William Gilmore, wheelwright, householder
John A. Roberts, freeholder
William Melville, stonemason, freeholder
P. Kelly, mail contractor
Thomas Wood, resident, Bank-st.
Robert Gilchrist, contractor, Bank-st.
John Woodbank, freeholder, Molong

Robt.

Robt. Stynes, auctioneer, freeholder, Bank-st.	William J. Rollo, householder, Molong
Samuel Beadle freeholder, Molong	Geo. Hasmer, farmer, Redbank
W. J. Windred, cordial manufacturer, Molong	John M'Farlane, freeholder, Molong
E. J. Coomber, leaseholder, Molong	T. P. M. Reeve, saddler, Molong
John Denning, builder, Molong	George Bruce, freeholder, Molong
John Mulligan, freeholder, Molong	W. Johnson, resident, Redbank
Thomas Staines, farmer, near Molong	Arthur Robards, resident, Molong
William Staines, farmer, near Molong	Henry Draper, resident, Redbank
William Gadd, builder, West Molong	Geo. Burgess, freeholder, Molong
William Everitt, carpenter, Molong	Hardy G. Coomber, auctioneer, Molong
John Robards, freeholder, Molong	Edward Blunden, freeholder, Molong

Acknowledge and say the petition has been referred for the consideration of Ministers. Then Col. Secy.—H.R., 27/6/78. Dr. Ross informed accordingly.—H.S.L., 27/6/78. Postmaster General.—M.F., 28/6. The Secretary to the Post Office.—M.R.A., B.C., 28/6/78. This petition has been laid before the Cabinet by the Postmaster General, and the decision will be found on the document itself which is herewith returned to the Principal Under Secretary.—S.H.L., B.C., 18/9/78. Returned, as the necessary action in the matter properly belongs to the P.M. General's Dept. The Secretary to the Post Office.—M.R.A., B.C., 19/9/78.

Cabinet declined to disturb the decision already arrived at in this matter.—J.S.F., 16/9/78.
His Excellency the Governor should be informed.—J.F.B., 16/9/78.

No. 107.

The Under Secretary, Colonial Secretary's Department, to Dr. Ross.

Sir, Colonial Secretary's Office, Sydney, 28 June, 1878.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 27th instant, enclosing a petition from the inhabitants of the town of Molong, against the site selected for post and telegraph office in that town, and to inform you that your communication has been brought under the notice of the Postmaster General.

I have, &c.,
MAXWELL ALLAN.

No. 108.

Dr. Ross to The Colonial Secretary.

Sir, Molong, 7 September, 1878.

It is an extraordinary thing that no notice has been taken of our Petition of 27th June last, which was sent to you through the Governor for us, respecting the post and telegraph office site. May I ask to be informed if the Cabinet have yet arrived at any final decision in the matter.

I have, &c.,
ANDREW ROSS, M.D.,
(on behalf of 118 Petitioners.)

Refer to Postmaster General.—M.F., 10/9. Inform Dr. Ross. The Secretary to the Post Office. B.C., 10/9/78.—M.R.A. Draft a reply to be sent to Dr. Ross, intimating that the Petition was referred to Ministers, by whom it was decided not to disturb the decision which had been arrived at.—J.F.B., 27/9/78.

No. 109.

The Under Secretary, Colonial Secretary's Department, to Dr. Ross.

Sir, Colonial Secretary's Office, Sydney, 11 September, 1878.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 7th instant, with reference to a petition of 27th June last, respecting a site for the post and telegraph office at Molong, and to inform you that your communication has been brought under the notice of the Postmaster General.

I have, &c.,
MAXWELL ALLAN.

No. 110.

The Secretary, General Post Office, to Dr. Ross.

Sir, General Post Office, Sydney, 30 September, 1878.

With reference to the petition from certain of the residents of Molong which you caused to be presented to His Excellency the Governor against the site selected for the new post and telegraph office at that town, I am directed by the Postmaster General to inform you that His Excellency was pleased to refer the petition to his responsible advisers, who have recommended that the decision previously arrived at in the matter be not disturbed.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 111.

J. Shepherd, Esq., M.P., to The Postmaster General.

Sir, Sydney, 3 February, 1879.

Referring to the several letters of your predecessor intimating that the purchase of the site for a post and telegraph office at Molong had been completed, that the plans had been prepared and approved of, and finally that tenders would be called for the erection of the building. I beg to call your attention to the fact that no tenders have yet been invited. The matter has been a long time in hand, and surely now that the plans have been approved of, the building should be erected without further delay. Your attention will much oblige,—

Yours, &c.,
JOHN SHEPHERD.

No. 112.

No. 112.

The Secretary, General Post Office, to J. Shepherd, Esq., M.P.

Sir,

General Post Office, Sydney, 13 February, 1879.

With reference to your communication, dated the 3rd instant, relative to tenders not having as yet been called for the erection of the new post and telegraph office at Molong, I am directed to inform you that there was great delay in selecting a site, arising not from any dilatoriness of this department, but for want of agreement among the residents as to which was the most suitable locality for the building. When the site was decided upon, the Colonial Architect was at once moved to prepare plans, &c. He reported, in September last, that the plans were ready, and that tenders would be invited as soon as the pressure of work would allow of specifications being prepared. The plans were submitted for the Postmaster General's approval, on the 20th November, and were returned approved on the 30th idem; but the Colonial Architect, it appears, was unable to arrange for a contract to be taken before the end of the year, when the vote lapsed.

The amount required for the erection of the building will appear as a re-vote on this year's Estimates. The matter is now in the hands of the Colonial Architect, who has been requested to give it every consideration.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 113.

Telegram from Mayor of Molong to Postmaster General.

Molong, 24 February, 1879.

I AM requested by Progress Committee and many inhabitants to thank you and Minister Works for calling tenders new post office—a necessary work too long delayed. The site purchased by Government is quite satisfactory large majority inhabitants.

WM. TANNER, JUN.,

Mayor.

Read.—S.H.L., 26/2/79.

No. 114.

Dr. Ross to The Postmaster General.

AN EXTRAORDINARY AND MOST SCANDALOUS CASE.

(To the Editor of the Western Independent.)

Sir,

For months past the people of Molong have been kept in a state of suspense pending the fixing of a suitable and centrally situated site for our new post and telegraph office. Time after time a large majority of our residents have most emphatically and unmistakeably protested against building the post and telegraph office on the outskirts of the town, in place of being as near as possible centrally situated, so as to suit the public convenience of the many, in place of the few. A numerous-signed petition was forwarded to the Postmaster General some eight or nine months ago; but the contemptible way in which it was treated by the Minister caused the people and the majority—five to one—to send a second petition, and signed by no less than 119 *bonâ fide* householders, to His Excellency the Governor, protesting against the public injustice of building a post and telegraph office on the outskirts of the town, in place of other allotments which were more centrally situated. I append a copy of the petition to His Excellency the Governor, the contents of which, I venture to say, speaks for itself. In spite of these two petitions (the contents of which I challenge any man fairly and honestly to refute), by the Government Gazette of the 21st February, tenders, it seems, are now called for the erection of these public buildings on the very outskirts of the town, in place of being centrally situated, as the majority of the people desired it should be. Calling for tenders in a public matter of this description shows the utter worthlessness of petitions, and how the rights of the people are ignored in order to gratify worse than damnable petty-fogging cliques and cabals; the many are too ruthlessly punished and incommoded for all time to come in order to please the few. The selection of the site for our new post office is a standing disgrace to the whole Colony, showing the utter worthlessness of what responsible Government and responsible Ministers are, and how they, with reckless impunity, dare to ignore the public rights of the people, as has been most outrageously done in this scandalous and disgraceful case at Molong. The history of our grievance is as follows; publish it to the world, and show how the rights of the people are stultified and ignored by Ministers of the Crown, in the Colony of New South Wales:—

The case is not only a glaring but a most shameful one, which a perusal of the following correspondence by any unbiased-minded person will, we feel sure, amply testify. A certain sum of money is voted on the Estimates for the erection of a post and telegraph office at Molong. The next question to be solved is where the site shall be? A portion of land was first reserved for this purpose by the Government adjoining the police-barracks and Court-house (even the very telegraph-wire was extended past this site, in place of alongside the main Western Road), and the actual site appeared on the plans when the police-barracks was lately in course of erection. The two or three influential (?) men at the lower part of Bank-street of course objected to the site; the result was the authorities had to abandon it. An application was next made by the Government for a portion of the recreation-ground opposite the Public School, and very centrally situated, and which was granted; but this also was objected to by the same influential men of lower Bank-street, as it did not happen to be situated exactly against their own door, although approved of and acknowledged by the public to be very centrally situated. A "third" site was offered by Mrs. Phillips (a little above the present office), but this also shared a similar fate as in the former cases, and was vetoed and rejected, probably on some trivial trumpety ground. This now completely opened the way to enable the influential men of Bank-street to secure their coveted point, viz., "the erection of the offices against their own door," and on the very outskirts of the town! No matter how much the rights of the people may be infringed, or the public inconvenienced and made to suffer therefrom. And this the influential men in Molong, in their letter to the Postmaster General, of the 11th May, call not a selfish, but a "charitable" act, but whether selfish or charitable it is an act the majority of the people have just cause

to

to protest against. That the public is to be punished and incommoded forsooth, to please a few individuals, is indeed a strange kind of specimen of Christian charity. No one disapproved of the site offered by Mrs. Phillips, and yet it shared a similar fate as the others. The Government, by advertisement, next invite applications from persons willing to sell a suitable site, and to this advertisement several eligib^l's sites were offered varying in price from as low as £25 to as high as £600.

Tenders closed on the 18th March (I give the date from memory; if wrong it may be corrected), and on the 20th the following letter was received on the subject:—

Sir,

Sydney, 20 March, 1878

I am directed to acknowledge receipt of your letter, dated the 1st instant, recommending the acceptance of Mr. Packham's tender of land as a site for the proposed new post and telegraph office at Molong, and to inform you that it has been decided to accept an offer made by Mr. James Haslam, to sell for one hundred and fifty pounds (£150) lot 7 of section 26, with frontage to Bank-street, as a site whereon to erect the office in question.

I have, &c.,

S. H. LAMBTON,
Secretary.

As soon as the public had discovered by the above letter that a site at the lower part of Bank-street (which is situated on the extreme outskirts of the town) was approved of, they at once forwarded a petition to the Postmaster General, signed by nearly "one hundred" respectable residents (a copy of which is herewith appended), protesting against such a gross piece of injustice being inflicted on the people as that of causing to be erected a post and telegraph office on the very verge of the township. Up to this date no public action seems to have been taken in this matter. On the tenders for sites being opened a messenger was then despatched from Sydney to report on the various sites, and he, it appears, must have recommended (?) site lot 7 of section 26, alluded to in the foregoing letter as having been offered by Mr. James Haslam. The public have yet to learn how and in what way Mr. Haslam became possessed of this piece of land, and how he happened to come to offer it for sale to the Government. Is it true that Mr. Haslam really owns this piece of land, or does it belong to Mr. Tanner, who values it at either £200 or £250? Is it true that the allotment was previously offered to the Government for £250, and subsequently for £150, or that the influential men of Bank-street have guaranteed to make up the difference (£100) out of their own private pocket? If it be true, upon whom then rests the accusation of "self-interest"—the ninety-eight persons who signed the petition, or the twenty-eight individuals signing the counter-letter? Answer this openly, candidly, and publicly, ye who boast of having such clean hands and no self-interest to serve in this public matter? We challenge the twenty-eight men to show in what way the petitioners have displayed any other interest but the convenience of the general public, and defy them to prove that a solitary fraction was ever subscribed for the purpose of securing the erection of a post and telegraph office against their door. We have been actuated by far higher motives, viz., the general good of the public, and not petty, narrow-minded self-interest—the greatest good for the greatest number. The contents of our petition bears out these stubborn facts, for it contains the names of nearly a hundred householders, &c., whereas the counter-letter only shows the names of twenty-eight persons, which proves beyond the shadow of a doubt or cavil that the privileges of petition and the rights of the people, especially the majority, by at least three to one, are most shamefully and disgracefully ignored, in order to gratify the minority, or a few individuals! After such a lamentable spectacle of public affairs, let us hear no more croakings about our British rights, British privileges, and the liberties of the people. The minority, in fact, are now made to rule in place of the majority, which is, indeed, a trampling on recognized principles and British justice with a queer vengeance. So that the public may be in a position to fairly comprehend and understand the justice and nature of our claim and complaint, I shall now herewith append a copy of our petition:—

To His Excellency SIR HERCULES ROBINSON, G.C.M.G., Commander-in-Chief, Governor of New South Wales, and President of the Executive Council.

The humble petition of the undersigned householders, freeholders, and other residents of the "town and suburbs" of Molong,—

MOST RESPECTFULLY SHOWETH:—

That your Excellency's petitioners have just cause to complain, and do complain, of the decision lately arrived at by the Honorable the Postmaster General, and conveyed in a letter to Dr. Ross, of the 6th June (instant), respecting the site for the new post and telegraph office at Molong, which has been determined on to be erected on lot 7 of section 26, which is situated on low, swampy, flooded land, and on the very verge of the township, which your Excellency's petitioners, both by letter and petition to the Honorable the Postmaster General, have protested against as an injustice to the public.

2. Your Excellency's petitioners feel aggrieved to have forced on them the disagreeable necessity of having to appeal to your Excellency on the present occasion as the chief head of the people and representative of the Crown, seeing that we are, in consequence of the prorogation of Parliament, now debarred from availing ourselves of the opportunity of laying our just and righteous complaint before that august Assembly or tribune of the people.

3. Your Excellency's petitioners (in a letter by our opponents to the Honorable the Postmaster General, of the 11th May ultimo) have been accused as making incorrect statements in the matter of this disputed post and telegraph office site; and as the door of the postal department is now closed against us, we have but the one alternative now left, viz., to appeal to your Excellency for redress of our complaint and public grievance.

4. Your petitioners take the earliest opportunity of acquainting your Excellency that the freehold and household inhabitants of Molong, to the number of nearly one hundred, forwarded a petition on the 16th April last to the Minister, complaining of and protesting against such a wrong and hardship being inflicted on the public, at the same time pointing out to the Minister other available sites more eligible and centrally-situated, as Mr. Packham's and the one next the School of Arts, which are high and dry, and command a conspicuous position in the town, and in all states of the weather easily accessible to the public, besides being situated on the main Western Road to Wellington, Bogan, Parkes, and Forbes. Furthermore, the one hundred petitioners previously alluded to are estimated to own, collectively, freehold property to the value of at least £25,000, whereas our twenty-eight opponents are computed to own somewhere about £10,000, which shows your Excellency that the public rights of the majority, by at least two and a-half to one in property or in number, are sacrificed or made to suffer in order to please the minority, which we consider is not in accordance with your Excellency's well-known love of fair-play and justice, and British liberty, viz., that the majority shall rule—the greatest good for the greatest number. Viewing the matter in another light, and reckoning every householder to have say *five* of a family—100, therefore, multiplied by 5 gives 500, and 30 by 5 gives 150. Your petitioners, therefore, maintain that it is an inconsistency, a hardship, even an act of injustice, that 500 persons shall be punished in order simply to please or accommodate 150.

5. Your Excellency's petitioners are prepared to prove the fact that the site chosen by the Honorable the Postmaster General, viz., lot 7 of section 26, is subject to be flooded, and in wet weather very inaccessible to the public. In proof of this assertion we beg most respectfully to submit for your Excellency's consideration the following information contained in the following copy of a letter which appeared on this subject in the *Molong Express* of the 15th February last:—"Amongst the numbers who rendered assistance to those poor families who were deluged by the great rush of water on Friday last, I think Mr. W. Tanner's name ought to be mentioned first. This gentleman was the first to show sign of giving help to Mrs. Graham and her little children, which he did by "wading through the water" in that cheerful manly way he is so noted for, and bringing the

the lady and her belongings to a place of safety. There is no denying a good number of others followed the example of Mr. Turner, but certainly not till he set the example. (Signed) AN OBSERVER." Where did this great rush of water so graphically and correctly described by Observer, and which necessitated Mr. Tanner and others to wade through the water in order to help Mrs. Graham and her family, and bringing them and their belongings to a place of safety? As your Excellency must perceive, this very rush of water actually occurred at the lower part of Bank-street, and at the very threshold of the site lot 7 of section 26, where the Honorable the Postmaster General of New South Wales has now decided to erect our post and telegraph office. Your petitioners feel sure that your Excellency must see that it is highly improper that a post and telegraph office should be erected on a site which we think is closely and conclusively proved to be subject to floods and deluged with rushes of water, and in wet weather very inaccessible to the public. Your petitioners feel assured had the Minister been first made acquainted with this circumstance, that he would never have lent his sanction to the approval of a site so unsuitable, especially as others, having none of these great disadvantages, were offered to the Minister, but rejected.

6. Your petitioners therefore most respectfully pray that your Excellency will take the foregoing facts into your favourable consideration, and apply such remedy in the premises as to your Excellency may seem fit.

Your Excellency's petitioners, as in duty bound, will ever pray."

[Here follow the signatures of 119 householders, &c.]

Ninety-nine men in a hundred would say that the 119 petitioners had made out a strong case, but no such thing, for the matter from the very beginning has been treated with contempt and a foregone conclusion, as plainly revealed by the correspondence. In no sense of the word have our enemies attempted, far less refuted, one solitary argument, statement, or assertion, only that the signatures they say were obtained by false representation, which I shall prove in my second letter to be only an imagination or delusion on their part.

By the metropolitan Press of Thursday last I notice that the people of Raymond Terrace are complaining bitterly of the same kind of grievance with regard to their post and telegraph office site. In a few days I hope to be in a position to complete the details or history of this most scandalous and disgraceful case. Even Sir H. Parkes (the present Premier of the Colony) when on a late visit to Molong, expressed his disapprobation of the site chosen.

ANDREW ROSS, M.D.

Molong, 24th February, 1879.

No. 115.

Mr. J. M. Hughes to The Colonial Secretary.

Sir,

Molong, 26 February, 1879.

I take the liberty of addressing you with reference to our new post and telegraph offices about to be erected in Molong. I notice in the Gazette of 19th instant, and in the *Sydney Morning Herald* of 24th, of tenders being called for for the erection of the same, on the ground purchased by Government. I would beg to draw your attention to the fact that the site chosen is not to the satisfaction of the inhabitants of Molong, which you will see by the petition sent you against the site named, with the exception of a very few. The majority of the inhabitants are in favour of a more central and elevated position. I would further mention that the site pitched on is only a short distance from the east boundary of the town, and not far from the creek, whereas the buildings and population are to the west, and to all appearance are to keep in that direction, towards the hill.

The late Postmaster General informed me that he intended visiting Molong and then decide on a site. Had this been done, I have not the least doubt but that the same would have been chosen agreeable to the wishes of the inhabitants, namely, in a more elevated and central position. If not too late, I trust, on behalf of myself and others, you will take the foregoing remarks into consideration; and if anything can be done in the matter towards shifting the site you will confer a great boon on the inhabitants of Molong.

I beg to remain, &c.,

JOHN MARTIN HUGHES.

Postmaster General.—I have seen the site selected for the new post and telegraph offices at Molong, and it is in my opinion a very unsuitable one, and in every respect inferior to one near the other public buildings.—H.P., 3/3/79. The Secretary to the Post Office, B.C. 3/3/79.—M.R.A. Inform Mr. J. M. Hughes.—3 March, 1879.

It may be as the Hon. the Colonial Secretary states, that the site decided upon is not the best that could have been selected; but this question of a site having been the subject of contention for nearly three years between sections of the residents of Molong, I am strongly of opinion that the decision of the late Government should be adhered to, for the following reasons:—1st. That the land has been purchased. 2nd. Plans have been made, and tenders for the building invited; and these plans will, in all probability, not do for another site. 3rd. If the site chosen is not the best, it is adjoining the Commercial Bank, and close to the Australian Joint Stock Bank and most of the principal places of business; the position, therefore, cannot be very bad. Lastly, if a change of site is determined upon, we shall have the same opposition from the other party, and the erection of the building will be indefinitely delayed.—S.S., 8/3/79.

The Principal Under Secretary, B.C., 10/3/79.—S.H.J. Return these papers to the Post Office. I have nothing farther to say in the matter.—H.P., 11/3/79. The Secretary to the Post Office, B.C., 11/3/79.—M.R.A.

No. 116.

The Under Secretary, Colonial Secretary's Department, to Mr. J. M. Hughes.

Sir,

Colonial Secretary's Office, Sydney, 3 March, 1879.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 26th ultimo, with reference to the site selected for post and telegraph offices at Molong, and to inform you that your communication has been brought under the notice of the Postmaster General.

I have, &c.,

MAXWELL ALLAN.

No. 117.

No. 117.

Dr. Ross to The Postmaster General.

Dear Sir,

Molong, 5 March, 1879.

The Government need not sell the *public school* building, because it would make a *suitable and centrally situated post and telegraph office* without expending any more money. The building is situated right on the line of the telegraph *wire*, and could be obtained probably on application to the Council of Education. The building, I understand, is valued by the Council at £400. The *school building* is already Government property, why therefore *either sell or purchase other sites* when they have one of their own centrally situated, and already built? The Council are about to build a new school. The Postmaster General might easily therefore obtain possession of the old school building as a suitable place for the post and telegraph office. At all events I now submit the matter for your consideration, as it would save the Government over £1,000 by retaining this building.

I have, &c.,

ANDREW ROSS, M.D.

P.S.—Sir Henry Parkes inspected the site, and entirely disapproved of the site chosen by the Government. We think this is proof of the justice of our complaint and protest. We are willing to take the allotment off the hands of the Government at the price they paid for it, viz., £150.

[Enclosure.]

SCANDALOUS CASE, AND HOW THE RIGHTS OF THE PEOPLE ARE IGNORED AND TREATED WITH
CONTUMPT BY MINISTERS OF THE CROWN.

(To the Editor of the Western Independent.)

No. 2.

Sir,

In my last letter I submitted a copy of the petition that was sent to the Governor protesting against the grievous wrong and public injustice of erecting the post and telegraph office not only on the outskirts of the town, but on low swamp land. The reader may ask why the petition was sent to the Governor. The reason is simply this: when ninety-eight householders sent their petition and protest to the Postmaster General, they were accused of having obtained the signatures to the same by false representations, as the letter of the twenty-eight so-called influential men of Molong distinctly discloses. Our petition to the Governor then was for the purpose of flinging the lie back in the teeth of the twenty-eight, to show that the names were neither false, nor yet obtained by false representation, but were all as true and genuine as gold. Our petition to the Postmaster General, as the correspondence will show, numbered ninety-eight genuine signatures. The petition to the Governor was increased by no less than twenty-one extra names. How then can the twenty-eight dead-heads dare so rashly accuse us of obtaining names to the petition to the Minister, when the same petition to the Governor was afterwards easily increased to 119 *bona fide* householders in place of ninety-eight. And yet, Mr. Editor, by the decision of the Postmaster of New South Wales the *public right* of these very 119 householders is to be sacrificed to please forsooth the petty number of only twenty-eight. Will any honest and unbiassed-minded person call this either right or public justice—inflicting an everlasting public wrong on the many in order to please the few or a mere handful of people. I say it is a scandal upon the liberty of the subject, and a disgrace to the intelligence of the Colony—worse than the outrages committed by the Kelly gang of bushrangers. I am not afraid to lay the naked facts of the case before the gaze and notice of the public, and I defy any man—be he Minister of the Crown, layman, storekeeper, or any other person—to refute the plain and straightforward statements therein contained. A more glaring and bare-faced piece of public injustice and wrong never was perpetrated since the foundation of the Colony. A man in New South Wales would be better off to be a mean vassal or slave than be called a free, independent subject under worse than such arbitrary laws, tyranny, and despotism, that the many—the multitude is to be ruled and dictated to by the few. I say a curse upon such mock British liberty and freedom of the subject. Here is a copy of the letter sent by the twenty-eight to the Postmaster General in reply to the petition from the ninety-eight householders. Readers read it carefully, and say if you ever read a more silly, arrogant, bombastic production, and that to emanate from what is called the *élite* and influential men of Molong. They were brazen-faced enough to assert that it was from motives of *self-interest* that the ninety-eight signed the petition, and also from false representations. If the signatures were so obtained as asserted by false representations, why—yes, why did the ninety-eight dead-heads so easily afterwards obtain 119 signatures to a similar petition, which was subsequently sent to the Governor? Simply because “truth, right, and justice” was on the side of the ninety-eight dead-heads! In spite of their teeth the influential men of Molong had great difficulty in obtaining twenty-eight names, whereas their opponents collected their 119 names in one day. They have not since then had the manly courage to either contradict, through the Press or otherwise, or yet prove that the 119 names to the second petition were either obtained by false representations, or yet that they were a forgery. No, they dare not do so, because they know the more they stir in the matter the more it will stink, and disclose dirty, mean, back-door work. The 119 petitioners have done their work openly and honestly. Neither are they ashamed nor yet afraid to openly publish through the Press their objections to the site, as they know well that their case is a good one, and one that will shine the brighter and better the more it is stirred and honestly investigated. Here is a copy of the letter of the twenty-eight influential men of Molong, but where is the petition that they boast of with a “large majority”? Nowhere, of course, not only inflated, bombastic, because they know that they cannot produce such a petition, and we have challenged and defied them to do so:—

To the Honorable the Postmaster General, Sydney.

Molong, 11 May, 1878.

Sir,

Referring to a recent petition, signed by some of the inhabitants of this town and district, objecting to the site accepted by the Government for post and telegraph offices (which we believe was sent to you), we have the honor to request that you will be good enough to favour us with a copy of the same, as we have reason to believe the said petition contains incorrect statements concerning the said site. The petition referred to was originated by one or two disaffected individuals, and entirely from motives of *self-interest*, and we are reliably informed that signatures were obtained thereto on false representations.

Should

Should it be wished, we could obtain the signatures to a petition approving of the site chosen, of "all the influential residents" of Molong, and a "large majority" of the other inhabitants of the town and district. We believe the gentleman (J. T. Lane, Esq., P.M. of the district) deputed by the Government to report upon the accepted site has expressed his unqualified approval of it, as indeed he could not conscientiously do otherwise.

We have, &c.,
(Signed) Twenty-eight names.

An unbiassed public, on comparing the contents of the two documents, will have no difficulty in determining on which side rests self-interest, or right from wrong. The so-called influential men all through this disgraceful affair have, it seems, objected to nearly every other site but the one against their own door, and yet they innocent-like declare in their letter that they have no self-interest to serve. *O tempora! O mores!* The people, it seems by the following letter, are now to be made to suffer all manner of injustice and undeserved hardships at the hands of our authorities—nay, compelled to travel double, treble, and even ten times the distance to receive a letter or send a telegram they would otherwise have had, had the office been placed nearer the centre of the town, in accordance with the wishes of the majority of the people, expressed in their petition:—

Sir,

In reply to your communication of the 29th ultimo, I am directed to forward herewith a copy of the petition (*it ought rather to have been counter-letter, but it is of little consequence which*) asked for, and to point out that Mr. Burns wishes it to be understood that the continuance of the correspondence in regard to the site for a new post and telegraph office at Molong must (*readers, mark the word "must"*) not delay the action (?) already determined on in reference to the new office.

I have, &c.
S. H. LAMBERTON, Secretary.

And such goes forth to the world as the fiat of the Postmaster General, but it is anything but the fiat or expressed wishes of the people of Molong. It is impossible to conceive a more shameful or disgraceful case, wherein the voice of the people has been ignored in order to conciliate a few individuals. The people here are perfectly disgusted at the deplorable official vacillation and hunting after a site that has been exhibited and displayed over this very public matter. We sincerely hope that some honest Member of Parliament will see this letter, and take steps to bring such a glaring case of hardship before the notice of the Assembly at as early a date as possible, so that the people may not be compelled to endure worse than the rankest of despotism, as that of the majority being compelled, un-British-like, to bow to the will and behests of a self-interested minority. Only take the trouble to compare the names on the two documents, then say wherein rests the influential men of Molong. The letter with the twenty-eight names reminds one of the "three tailors" in Tooley-street, "we are the people of Molong." Let us take the trouble to see how far this assertion is supported by facts. The ninety-eight petitioners can boast of having collectively freehold property to the value of at least £25,000, whereas the others (the twenty-eight) may be estimated at something like £10,000. Viewing the argument in another light, and reckoning every householder to have say five of a family, 100 therefore multiplied by 5 gives 500 persons, and 30 by 5 gives only 150. Is it either natural or consistent, then, to think that the rights of 500 people are to be inconvenienced and sacrificed in order to please only 150? Is such common sense and plain logic not enough to shame any Postmaster General? Facts are stubborn things, but there they are, and all the pickled saucc or logic in the world cannot get over this difficulty. Is public money to be squandered away to punish 500 people in order to please 150? Surely not. Comparisons, it is said, are odious, but in this instance it is made to show what a sorry figure the twenty-eight influential men make for themselves when they resort to the use of such a misleading, empty, bombastic, bombazine style of language; not only in number, but in freehold property do the ninety-eight petitioners by two and a half to one far outweigh the twenty-eight counter-letter men who arrogate to themselves that they are the influential and *elite* of Molong. They not only arrogate to themselves this supreme function, but they must need also add insult to insult by accusing us in their letter of having self-interest to serve; but our self-interest has a genuine ring, and is the right stamp of interest, for it ensures general good and convenience of the public, and the only interest that ought to be allowed to rule in the settlement of matters of this important description. We are also accused of using incorrect statements; this, I presume, means in reference to the way the lower part of Bank-street is subject to floods. Well, this matter is easily set at rest by merely inserting the following copy of letter on this score clipped from the *Molong Express* of the 15th February last:—"Amongst the numbers who rendered assistance to those poor families who were deluged by the great rush of waters on Friday last, I think Mr. W. Tanner's name ought to be mentioned first. This gentleman was the first to show any signs of giving help to Mrs. Graham and her little children, which he did by wading through the water, in that cheerful way he is so noted for, and bringing that lady and her belongings to a place of safety. There is no denying a great number of others followed the example of Mr. Tanner, but certainly not till he set that example, &c., &c. (Signed) AN OBSERVER."

Is it not unnatural to ask where did this great rush of water take place which necessitated Mr. Tanner and others wading through the water in order to bring Mrs. Graham and her belongings to a place of safety? Why, at the very lower part of Bank-street, on the very threshold of the site where the Postmaster General has now decided to erect our new post and telegraph office! Is it possible? Yes, it is possible, and the absolute actual fact! The thing is not only worse than madness, but an insult to decency and common sense. The naked fact is there, and no claptrap or idle sophistry ever can usurp the true function of truth, right, and justice. If the influential men of Molong deny the fact that the lower part of Bank-street has not been flooded, then, I suppose, they will next deny the truth of their own existence.

Molong, Feb. 24th, 1879.

I am, &c.,
ANDREW ROSS, M.D.

Submitted.—S.H.L., 8/2/79. Acknowledge receipt of Dr. Ross's letter, and say the site having been determined upon, and tenders for the new building having been invited, I am unable to act upon his suggestion.—S.S., 12/3/79.

No. 118.

The Secretary, General Post Office, to Dr. Ross.

Sir,

General Post Office, Sydney, 12 March, 1879.

I am directed to acknowledge receipt of your communication of the 5th instant, suggesting that this department should remove the post and telegraph offices at Molong to the Public School building. The Postmaster General desires me to state that the site for the new building having been determined upon and tenders invited for its erection, he is unable to act upon your suggestion.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 119.

Legislative Assembly.—Answers to Questions.

Thursday, 6 March, 1879.

(5.) Site for Post and Telegraph Office, Molong:—Mr. J. Davies asked the Colonial Secretary,—

(1.) Did the Colonial Secretary ever receive a petition through His Excellency the Governor from the Inhabitants of Molong, and signed by 119 householders, protesting against the site for the new post and telegraph office; if so, has the Government arrived at any final decision in the matter; and if so, when and where is the new post and telegraph office to be erected, and what is the cause of the delay in erecting the building?

(2.) Did the present Colonial Secretary ever, when on a visit to Molong, inspect the respective sites, or express his entire disapprobation of the ineligibility of the site chosen, and which the majority of the people of Molong (five to one), both by petition to the Postmaster General and His Excellency the Governor, protested against?

Sir Henry Parkes answered,—In reply to these questions I have received the following answers from the Postmaster General:—

(1.) Yes; on 27th June last such a petition was referred to the late Colonial Secretary. The late Government finally decided on 16th September last to erect the new post and telegraph office on the site purchased by the late Postmaster General, namely,—lot 7 of section 26, of the town of Molong. Tenders are now invited for the building. The cause of the delay was the difficulty in deciding on a site, owing to conflict of opinion amongst the residents, which rendered it impossible to enter into a contract in time to prevent the Vote from lapsing on 31st December last.

(2.) With regard to the statement that a majority of the people of Molong protested against the site selected, the Postmaster General is of opinion that a majority of the inhabitants are in favour of that site. The Mayor, on behalf of the Progress Committee, has telegraphed stating that the site chosen is quite satisfactory to a large majority of the inhabitants. This site was, it may be added, only determined on after the most careful consideration. Two Postal Inspectors sent specially to Molong to report, also the Police Magistrate of Orange, reported in favour of it. It is within a few yards of the banks, principal hotels and stores, and not more than 400 yards from the other site mentioned as being in a suitable position.

With regard to the latter part of the question, I may say that when in Molong, some four or five months ago, I was asked to see these respective sites; and in my judgment the site that has been sanctioned is not nearly so eligible as the one on the higher part of the town. That opinion I have expressed on a document that was sent to me from Molong, and have forwarded to the Postmaster General.

No. 120.

Extract from the *Molong Express*, 14 March, 1879.*Re* site for Post and Telegraph Offices, Molong.

To the Editor,—

Sir,

Andrew Ross, M.D., in his communication to the Editor of the *Western Independent* (Bathurst) newspaper, of 24th ultimo, throws out a challenge to the residents of Molong to publicly contradict certain deliberate and intentionally false and malicious statements which he has made from time to time with reference to the site purchased by the Government for post and Telegraph Offices at Molong.

To those who have the very doubtful pleasure of the doctor's personal acquaintance, or even to those who only know him by repute, a contradiction of these statements is wholly unnecessary, but to those who know him only through his contributions to the public press, and who are not aware of the reason why his name was struck off the roll of Magistrates of the Colony, it may be as well, in order to place them on their guard against being too credulous, to give that public denial to his assertions which he asks for.

Tho

The doctor hopes, in his letter under review, "that some honest (*sic*) Member of Parliament" (this is not very complimentary to Members of Parliament in general) "will see his letter and take steps to bring his glaring case of hardship before the notice of the Assembly at as early a date as possible, so that the people may not be compelled to endure worse than the rankest of despotism," etc., etc., etc., and as some Member of Parliament *may* take up the matter from a desire to redress wrong, it is hoped that before he does so he will see this letter also, and so, mayhap, be prevented being made a fool of.

For the information of those who are unacquainted with Molong it may be as well to state that the site decided on is in the very heart of the business centre of the town, and within a stone's throw of the banks, stores, and hotels, and on anything but "low swamp land." It has been inspected by two officers from the Postal Department, specially sent for the purpose, by the Police Magistrate of Orange, and by the District Government Surveyor, all of whom reported in its favour. It is universally convenient for both town and country residents, and is within 250 yards of the site where it is believed Dr. Ross wishes the post office to be.

As Dr. Ross professes to be entirely free from self-interest in this matter, and to have laid the case so fully and fairly before the public, we would ask him why he has said nothing about his offer (which was declined) to the Government, *gratis*, of a portion of the recreation ground, *opposite his own dwelling* (as a site for the post office), made at a time when he was in the accidental position of sole trustee of the ground, and why does he not tell us that he urged the Government to accept his (very liberal!) offer before other trustees were appointed, whose views in this matter might not coincide with his own?

In conclusion, and in answer to Dr. Ross' defiance, I am happy to be able to inform him that there is a petition already very numerously signed approving of the site chosen, and which does not contain the names of any road-makers or other temporary residents living in tents.

Yours faithfully,

WM. TANNER.

No. 121.

The Secretary, General Post Office, to J. Shepherd, Esq., M.P.

Sydney, 18 February, 1879.

Sir,

Adverting to my letter, dated the 1st instant, in connection with the new post and telegraph office which it is proposed to erect at Molong, I am directed to inform you that intelligence has been received from the Crown Solicitor that Mrs. Phillips is unable to give a good title to the land purchased from her as a site for the office, and the Crown Solicitor has been instructed to cancel the purchase. Tenders for another site will be invited immediately.

I have, &c.,

S. H. LAMBTON,

Secretary.

Submitted.—S.I.L.L., 26/3/79.

No. 122.

Mr. J. Horsley, Molong, to John Lucas, Esq., M.P., forwarded for perusal to the Postmaster General.

Molong, 14 March, 1879.

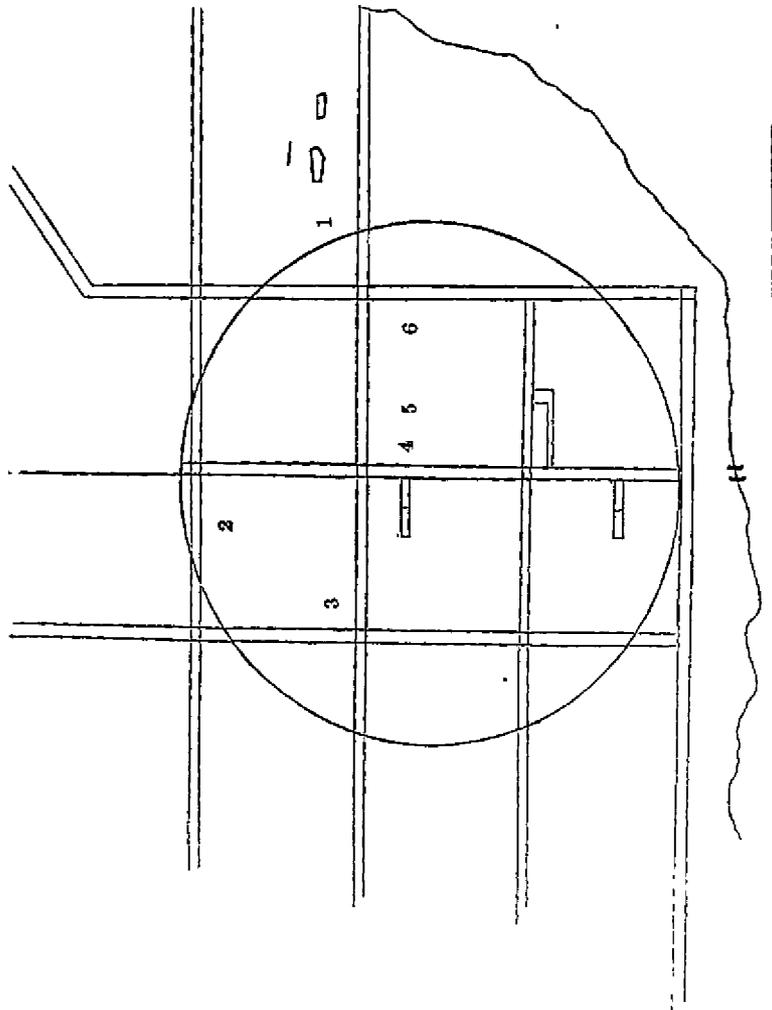
Dear Sir,

I take the liberty of writing you on a very important matter, viz., the site for our new post and telegraph offices. A clique here want it next their door, and in order to secure the prize they are not very particular in circulating falsehoods. The Government have decided that the site shall be on lot 7 of section 26, which, let me tell you is on the very verge of the town boundary. This is a great piece of public wrong and injustice. Twenty-eight residents are in favour of this site, whereas 119, or four to one, are in favour of a more centrally situated site, adjoining the School of Arts, and which Sir Henry Parkes from inspection approves of. Two storekeepers are fighting to have it against their doors. The proper site, I can assure you, is the one next the School of Arts, and approved of by Sir Henry Parkes. I feel more interested because I was one who took the petition round West Molong, when I obtained upwards of fifty signatures in half a day, all *bona fide* householders, while another took the east side of the town. May I ask you as a particular favour to assist us all you can in the matter. You will observe that Mr. Davies last week moved for the production of the papers. It is certainly a most rascally and one-sided case. The whole correspondence published by Dr. Ross in the matter I can testify to be the truth. I trust on public grounds that you will see that the majority of the people here are not robbed out of their public rights simply to please one or two storekeepers. Our petition contains nothing but the *householders of the town*, whereas our enemies are collecting names all over the district and miles away from Molong, people who have no interest in the matter one way or the other.

I am, &c.,

J. HORSLEY.

George Miller, who lives 17 miles away, labourer, with no interest, signed. Gorman, a free selector, 25 miles away. A bridge contractor living in a tent of your own. Forwarded for the perusal of the Postmaster General.



1. Oridge's reserve for Post and Telegraph Office. 2. Wesleyan Church. 3. Parsonage. 4. Church of England.
5. Parsonage. 6. Hotel.

No. 123.

Telegram from Mr. R. Stynes to Postmaster General.

Molong, 24 March, 1879.
I AM willing to sell for £100 allotment next School of Arts, situated centrally, site for post office, and approved of by Sir Henry Parkes and the public.

Submitted.—S.H.L., 26/3/79.

No. 124.

The Manager, Commercial Bank, Sydney, to The Postmaster General.

Sir,

Commercial Banking Company of Sydney, Sydney, 25 March, 1879.

It has come to our knowledge that efforts are being made by some interested parties to induce the Government to change the site for the new post and telegraph offices at Molong, on the ground that it is liable to flood.

In reference to this, we beg to say that we purchased the allotment adjoining that bought by the Government; that we did so after careful inquiry, and had the benefit of the local knowledge of our branch manager in the place; further, that we intend building the new bank on our allotment, and next us is the large store of Mr. Tanner, the principal storekeeper of the place.

We submit these facts for your consideration, as showing that the danger from flood is altogether exaggerated, and that the Government would not be well advised in removing to a less central spot; and we are writing to our manager at Molong to present a special report on the matter, which we shall be glad to submit for your perusal when we receive it.

I have, &c.,

T. B. GADEN,
(*pro* Manager.)

No. 125.

R. B. Asher, Esq., to The Postmaster General.

Sir,

281, George-street, Sydney, 26 March, 1879.

At the request of Mr. J. Shepherd, M.L.A., who was suddenly called to Melbourne, I have the honor to forward you herewith petition from the residents of Molong against the altering of the site of the proposed post and telegraph office.

I have, &c.,

R. B. ASHER.
[Enclosure.]

[Enclosure.]

PETITION.

THE Petition of the undersigned 316 residents of town and district of Molong to the Honorable the Postmaster General: humbly sheweth,—

1. That an attempt, which we view with feelings of indignation, is being made by two of the inhabitants of the town to bring about a change of the site purchased by the Government for post and telegraph offices for a less suitable and less convenient position.

2. That the site chosen is universally convenient, it being in the heart of the town, and within a stone's throw of the Banks (the site for the new Commercial Bank adjoins it), stores, and hotels.

3. That the site chosen is far beyond the reach of floods.

4. That a very large majority of the inhabitants of the town and district are strongly in favour of the site determined on, and as strongly opposed to any change being made in the same.

5. That the site decided on has been inspected by several Government officers, two or three of whom were specially sent for the purpose, and all of whom reported in its favour.

6. That we court additional inspection of the site if it is deemed desirable, though we consider there is no necessity for incurring the expense of so doing.

7. That we regret to say many false statements, antagonistic to the site chosen, have been made and published by or at the instigation of a resident, and also many untrue assertions in favour of another site.

8. That the most eligible allotment offered by tender to the Government next to the one accepted has since been sold for church purposes, and that the site for which the minority contend is faced by three corner allotments, all church property.

9. That the site advocated by the few dissentients is within 250 yards of the site selected.

10. That your petitioners feel sure the factious opposition manifested, and the frivolous objections advanced to the site decided on after the fullest inquiry and the most careful consideration, will meet at your hands with the amount of attention only which they deserve; and your petitioners therefore request that the erection of the buildings may be proceeded with, without delay, on the site already chosen; and your petitioners, as in duty bound, will ever pray.

Wm. Tanner, junr., Mayor of Molong, storekeeper.
 Jas. Haslam, J.P., storekeeper.
 Edwd. Evans, tinsmith, Molong.
 M. Murphy, saddler, Molong.
 John Black, miller, Molong.
 Wm. A. Gardiner, manager, Commercial Bank, Molong.
 John Garman, miller, Molong.
 Jno. Stancliffe, grocer, Molong.
 Caleb Parker, storekeeper.
 F. Baker, farmer, Big Flat.
 William Melville, contractor, Molong.
 W. J. Carson, clerk, Molong.
 M. T. Phillips, solicitor, Molong.
 John Burgess, auctioneer, Molong.
 Michael Willock, engineer, Molong.
 W. H. Kellick, blacksmith, Molong.
 John Quarman, farmer, Golgothery.
 Fred. Nainby, chemist, Molong.
 Charles Charter, farmer, Bell River.
 W. H. Harris, farmer, Molong.
 Thos. V. Olver, bootmaker, Molong.
 J. W. Hull, carpenter, Molong.
 Andrew Parker, saddler, Molong.
 David Dengate, farmer, Bell River.
 John Williamson, farmer, Bell River.
 Peter M'Ardle, blacksmith, Molong.
 his
 Joseph + Day, blacksmith, Molong.
 mark.—Witness, J.H.
 E. W. Everitt, carpenter, Molong.
 John Denning, carpenter, Molong.
 W. H. Bennett, poundkeeper, Molong.
 Henry Windred, cordial manufacturer, Molong.
 G. V. Peares, horse driver, Molong.
 H. V. Leatham, journalist, *Molong Express*.
 Jno. E. Leatham, journalist, *Molong Express*.
 Richard Smith, compositor, *Molong Express*.
 Andrew Bryant, compositor, *Molong Express*.
 George Coleman, shoemaker, Molong.
 G. Miller, labourer.
 W. Stacy, bootmaker, Molong.
 A. T. Coomber, coach proprietor, Molong.
 P. J. Craine, constable, Molong.
 John M'Donald, farmer, Molong.
 D. Carroll, sergeant of police, Molong.
 D. Cameron, policeman, Molong.
 W. M. Reeve, hawker, Molong.
 J. Parker, physician and surgeon, Molong.
 H. J. Langdon, miller, Molong.
 Jno. Langdon, miller, Molong.
 W. C. Langdon, farmer, Molong.
 William Roberts, teacher, Molong.
 John Williams, farmer, Larrah's Lake.
 Lance N. Smith, J.P., grazier, Borce.
 William H. Risley, farmer, Molong.
 Henry Nickolls, farmer, Molong.
 John Weekes, farmer, Copper Hill.
 T. Emblen, farmer, Molong District.
 Charles H. Millgate, labourer, Bell River.
 Dennis Clancy, farmer, Reed's Creek.
 A. T. Cousins, grazier, Beri.
 John Thomson, resident, Molong.
 E. G. Finch, superintendent, Cordington.
 his
 P. + Lemord, labourer, Molong.
 mark.—Witness, J.H.
 James Syphers, farmer, Molong.

F. Jago Smith, J.P., grazier, Toogong.
 M. Milton, farmer, Molong.
 Thomas Burchill, farmer, Molong.
 Robert Caulter, farmer, Flash Jack's Flat.
 L. A. Moore, farmer, Flash Jack's Flat.
 Pietro Gianelli, farmer, Flash Jack's Flat.
 Henry S. M. Betts, J.P., grazier, Molong.
 James Lee, grazier, Molong.
 T. D. Morgan, farmer, Molong.
 Wm. Caldwell, sheep overseer, Gunimbla
 John White, Bob's Creek.
 his
 Francis + M'Ardill, farmer, Bob's Creek.
 mark.
 John Morton, labourer, Red Bank.
 Edmund Brooks, farmer, Garra.
 Amos Keffard, farmer, Garra.
 T. William Conolly, Government surveyor, Molong.
 Donald Cameron, farmer, Molong.
 his
 George + Long, farmer, Molong.
 mark.—Witness, J.H.
 John M'Cudden, farmer, Bowning.
 James Collins, farmer, Bob's Creek.
 Alfd. P. Burt, farmer, Molong.
 Wm. Smith, farmer, Molong.
 N. French, baker, Molong.
 F. W. Tolhurst, farmer, Yullundry.
 Michael Ryan, farmer, Bell River.
 Jas. P. Farrell, farmer, Bob's Creek.
 Melbourne T. Townsend, farmer, Molong.
 Geo. Coleman, labourer, Molong.
 Robert Jaye, tinsmith, Molong.
 Patrick Connolly, road contractor and farmer, Molong.
 John Connolly, road contractor and farmer, Molong.
 Samuel Snow, horse driver, Molong.
 Edward Fay, farmer, Molong.
 Thos. Fay, farmer, Molong.
 H. W. Sherringham, farmer, Bowning.
 Patrick Caragher, farmer, Molong.
 William Cole, carpenter, Molong.
 Henry Horton, farmer, Bell River.
 Frederick Bowhay, resident, Molong.
 James P. Hull, builder, Molong.
 John Griffin, farmer.
 George Caldwell, superintendent, Larrah's Lake.
 Joseph White, farmer.
 Richard Bradley, farmer, Garra.
 Richard Frogley, farmer, Garra.
 John Frogley, farmer, Garra.
 Jules Thomas, innkeeper, Molong.
 James Coomber, innkeeper, Molong.
 Stephen Dunston, farmer, Bell River.
 John Quinn, blacksmith, Molong.
 H. Perkins, engine-driver, Molong.
 John Rubie, junr., farmer, Garra.
 Saml. Evers, blacksmith, Molong.
 William Evers, farmer, Peabody.
 John Baker, farmer, Big Flat.
 F. P. Lampard, clerk, Molong.
 J. M'Cornic, storeman, Molong.
 R. H. Shaw, clerk, Molong.
 H. L. Townsend, farmer, Meranburn.
 A. Richards, draper, Molong.
 J. H. Nisbett, C.P.S., &c., Molong.
 James Wood, farmer, Molong.
 William Smith, carrier, Molong.

Charles

- Charles G. Gant, farmer, Yullundry.
 Wm. Smallman, innkeeper, 2-Mile Creek.
 F. M. Dalrymple, clergyman, Church of England.
 Hugh Gray, free selector.
 John Colbran, innkeeper.
 Samuel Hillan, farmer.
 William Halliday, farmer, Gap.
 Joseph Gardner, farmer, Native Dog Creek.
 Thos. Finch, farmer, Cordington.
 J. West, innkeeper.
 his
 John + Deane, farmer, Meranburn.
 mark.—Witness, J.H.
 Francis Dillon, storekeeper, Boree.
 William Forster, jeweller, Molong.
 Edwin Coomber, cordial-maker, Molong.
 L. Harley, bushman, Molong.
 Lewis Jerrell, cordial maker, Molong.
 William Browne, miner, Molong.
 John Wynne, innkeeper, Molong.
 Richard Clark, householder, Molong.
 John Hunt, squatter, Molong.
 Sampson Moss, innkeeper, Molong.
 John Quarman, jun., farmer, Molong.
 J. T. Parslow, butcher, Molong.
 John Parslow, farmer, Molong.
 Hunt Bros., jewellers, Molong.
 Charles Williamson, farmer, Molong.
 John Watts, engineer, Molong.
 Walter Theobald, farmer, Bell River.
 John Anderson, farmer, Bell River.
 Charles Clark, butcher, Molong.
 Edward Fenston, chaff dealer, Molong.
 Joseph Woren, farmer, &c., Chilworth Park, Molong.
 Edward Stapleton, grocer, Molong.
 John G. Moller, fruiterer, Molong.
 Michael Meehan, plasterer, Molong.
 Thos. Miller, farmer and grazier, Molong.
 John Byrnes, farmer, Molong.
 H. Sherringham, farmer, Burrawang.
 John Peck, farmer, Molong.
 William Owen, farmer, Oakey Creek.
 H. Myers, fruiterer, Molong.
 John Benson, painter, Molong.
 Thomas Austin, innkeeper, Molong.
 George Pickford, farmer, Ulundry.
 A. G. Peterson, J.P., farmer and grazier, Molong.
 Thos. Neville, farmer, Molong.
 Alex. Reid, draper, Molong.
 Joseph Parslow, farmer, Molong.
 Michael J. Green, labourer, Bell River.
 James P. Juke, grocer, Molong.
 John W. Cousins, farmer, Bell River.
 James M'Lean, farmer, Bell River.
 John Ryan, farmer, Bell River.
 Patrick Kelly, farmer, Meranburn.
 William Hayden, labourer, Molong.
 A. Harriett, grocer, Molong.
 William White, farmer, Bob's Creek.
 Hebron Bennett, resident, Molong.
 Richard Barr, labourer, Molong.
 David James, stonemason, Molong.
 George Pearse, resident, Molong.
 John Burns, farmer, Molong.
 David Townsend, farmer, Meranburn.
 John Townsend, farmer, Molong.
 William Sharkey, farmer, Meranburn.
 H. C. M'Culloch, J.P., grazier, Molong.
 Charles M'Quiggan, porter, Molong.
 James Wykes, farmer, Shades.
 James Wykes, jun., farmer, Shades.
 John Haslam, resident, Molong.
 James White, resident, Molong.
 William Mould, farmer, Molong.
 William Feeney, farmer.
 George Bruce, grazier, Loombah.
 Robert Miller, farmer, Molong.
 Michael Addon, farmer.
 Patrick J. Moloney, farmer, Molong District.
 John Neilson, clerk, Molong.
 G. F. Millgate, farmer and grazier, Bell River.
 Wm. Smith, contractor, Molong.
 John Rubie, freeholder, Molong.
 John Rubie, jun., freeholder, Molong.
 Henry Rubie, farmer, Gumble, Molong.
 Phillip Rubie, farmer, Brimedura, Molong.
 John Franklin, brickmaker, Molong.
 Thomas Egan, farmer, Bell's River, Molong.
 John Smith, sawyer, Molong.
 John Crowe, sawyer, Molong.
 Thomas Smith, fencer, Molong.
 George Smith, splitter, Molong.
 George Windred, cordial maker, Molong.
 Phillip Hogan, contractor, Molong.
 John Harris, baker, Molong.
 Walter Bennett, blacksmith, Molong.
 John Fuller, blacksmith, Molong.
 W. Tilling, labourer, Molong.
 John M'Groder, butcher, Molong.
 Robert J. Coyne, hotelkeeper, Molong.
 Francis Coyne, contractor, Molong.
 William Coyne, carrier, Molong.
 Edward Bennett, farmer, Garra.
 William Hartland, freehold, Molong.
 A. Coomber, innkeeper, Molong.
 W. J. Windred, cordial maker, Molong.
 H. G. Coomber, auctioneer, Molong.
 Samuel Moore, labourer, Molong.
 his
 William + Devine, farmer, Bell River.
 mark.—Witness, W.T.
 his
 William + Devine, jun., farmer, Bell River.
 mark.—Witness, W.T.
 his
 Michael + Burns, labourer, Big Flat.
 mark.—Witness, W.T.
 his
 Hugh + Horan, farmer, Big Flat.
 mark.—Witness, W.T.
 James Woods, fencer, Molong.
 Edward Fay, Baker, Molong.
 Frederick James, tailor, Molong.
 Edward Rees James, photographer, Molong.
 James James, photographer, Molong.
 E. Evers, farmer, Molong.
 William Evers, farmer, Molong.
 Titus Evers, senr., farmer, Molong.
 John Jonston, farmer, Reeds, Molong.
 George Snooks, fencer, Rec Creek, Molong.
 William Snook, fencer, Reeds, Molong.
 John Smith, labourer, Reeds, Molong.
 John Snook, fencer, Reeds, Molong.
 Edward Flanagan, contractor, Molong.
 James Snook, fencer, Reeds, Molong.
 James Wynne, freeholder, Molong.
 Thomas Wynne, freeholder, Molong.
 John Beatty, freeholder, Molong.
 Terence Flynn, builder, Molong.
 Peter McArdle, blacksmith, Molong.
 Thomas Burchil, mailman, Molong.
 Henry Paton, mail contractor, Obley and Molong.
 Henry Swan, mailman, Orange and Molong.
 John Connors, farmer, Molong.
 Kaim Connors, farmer, Molong.
 Michael Sharky, farmer, Meranburn.
 Alf. S. H. Hembrough, grazier, Gumble Flat.
 Fred M. Hembrough, grazier, Gumble Flat.
 F. Hembrough, senr., grazier, Gumble Flat.
 Alf. Beveridge, householder, Molong.
 W. R. Paknall.
 A. Kefford.
 Charles H. Morgan, farmer, Bell River.
 Isaac Alexander, innkeeper, Molong.
 John Hill, selector, Bell River.
 D. M'Lachlan, selector, Burimbla.
 Thomas Bond Hart, farmer, Burimbla.
 C. J. Emett, P. S. teacher, Rexcourt.
 his
 Thomas + George, carrier, Molong.
 mark.—Witness, J.H.
 John Woolbank, farmer, Molong.
 his
 Thos. + Colbran, farmer, Molong.
 mark.—Witness, J.H.
 W. Coyne, resident, Molong.
 his
 Thomas + Smith, farmer, Molong.
 mark.—Witness, J.H.
 G. Gardner, storekeeper, Molong.
 Samuel Beadle, farmer, Molong.
 James A. Beadle, farmer, Molong.
 Henry Beadle, farmer, Molong.
 Phillip S. Woodley, labourer, Molong.
 William Wilson, gentleman, Molong.
 James Parslow, resident, Molong.
 Charles Nixon, labourer, Molong.
 James Scot, labourer, Molong.
 William Burgess, labourer, Molong.
 John Burgess, junr., farmer, Molong.
 Henry Walker, junr., labourer, Molong.
 his
 James + Grace, labourer, Molong.
 mark.
 Fred Rhodes, farmer, Molong.
 his
 James + Smith, farmer, Molong.
 mark.—Witness, J.H.

Thomas Wilde, fencer, Molong.
 George Robinson, farmer, Bell River.
 Patrick Leonard, labourer, Larrah's Lake.
 Thomas Brown, farmer, Garrn, Molong.
 Charles Ormaby, superintendent, Kite's Swamp.
 John Clabby, farmer, Bell River.
 Patrick Clabby, farmer, Bell River.
 Thos. George, freehold, Molong.
 Joseph M'Ormack, storeman, Molong.
 Edward Johnson, farmer, Molong Road.
 Wm. Hillan, carrier, Molong.

Matthew Quintril, farmer, Molong.
 Peter Gill, farmer, Molong.
 James W. Gurney, farmer, Bell River.
 James Coyne, carrier, Molong.
 John Fogarty, farmer, Molong.
 Edward Blunden, farmer, Molong.
 John Callanan, labourer, Molong.
 R. J. W. Stow, resident, Molong.
 his
 Thos. + Sloan, farmer, Molong.
 mark.

Submitted.—S.H.L., 26/3/79. Acknowledge receipt of these communications, and have them prepared with other papers to be submitted to Parliament.—S.S., 26/3/79.

No. 126.

The Secretary, General Post Office, to The Manager, Commercial Banking Company of Sydney.

Sir,

General Post Office, Sydney, 28 March, 1879.

I am directed to acknowledge receipt of your letter dated the 25th instant, in which you state that the land selected for the new post and telegraph office at Molong is not liable to flood, and that the Commercial Banking Company of Sydney has purchased an adjoining allotment as the site for your new branch bank.

I have, &c.,
 S. H. LAMBTON,
 Secretary.

No. 127.

The Secretary, General Post Office, to R. B. Asher, Esq.

Sir,

General Post Office, Sydney, 28 March, 1879.

I am directed to acknowledge receipt of the petition forwarded by you to this Department, in behalf of Mr. J. Shepherd, M.P., from Messrs. W. Tanner (Mayor), J. Haslam, J.P., E. Evans, and others, residents of Molong, approving of the site selected for the new post and telegraph office there, and protesting against any alteration being made.

I have, &c.,
 S. H. LAMBTON,
 Secretary.

No. 128.

The Secretary, General Post Office, to Messrs. W. Tanner (Mayor), J. Haslam, J.P., E. Evans, and others, Molong.

Gentlemen,

March 28, 1879.

I am directed to acknowledge the receipt of the petition forwarded by you to this Department, through Mr. J. Shepherd, M.P., approving of the site selected for the new post and telegraph office at Molong, and protesting against any change being made.

I have, &c.,
 S. H. LAMBTON, Secretary.

No. 129.

The Manager A. J. S. Bank, Molong, to The Postmaster General.

Honored Sir,

The A. J. S. Bank, Molong, 24 March, 1879.

As the vexed question of post and telegraph site, Molong, must soon be settled,—and as much has been said on both sides,—and as I, a Bank Manager, am a perfectly disinterested party, whether the site be Tanner's, or the allotment offered by Stynes and Hughes for £100,—yet at this particular juncture I venture to volunteer to give you my candid opinion. Tanner's site is too low, and in winter months would be almost unapproachable; whereas the site now offered, and which is next the School of Arts on the one hand and the Public School on the other, is high and dry land and will never be subject to floods. Whereas, I venture to affirm that, if the rain had continued twelve hours longer during last flood, the whole of the lower end of Molong would have been under water, and Tanner's site included. I therefore, from a truly disinterested point of view, affirm that the high ground site, and in the same street as Tanner's, is by far the most desirable and more central. I therefore must endorse the sentiments of the 119. The distance from the Bank I am Manager of, is the same to either site. I send and receive more letters and telegrams than all the residents of lower Bank Street put together, leaving out the Commercial Bank. When Sir Henry Parkes visited Molong, he asked me to show him the site which had been purchased for a post and telegraph office. I did so, and he at once expressed himself as to the unsuitableness of the site, and disapproved of it altogether. The higher site shown him was on the other hand highly approved of. Trusting therefore that the site approved of by Sir Henry Parkes, and the majority of Molong, and myself, may be the chosen site by the Government.

Submitted.—S.H.L., 26/3/79.

I remain, &c.,
 G. H. TEMPEST.

No. 130.

The Manager, Commercial Banking Company of Sydney, to The Postmaster General.

Re Molong Post Office site.

Sir, Referring to our letter of 25th instant, I now have the honor to enclose copy of the report received from our manager at Molong.

Sydney, 28 March, 1879.

I am, &c.,

T. B. GADEN,
(*pro* Manager.)

[*Enclosure.*]

REPORT by the Manager of the Commercial Bank, Molong, on the site purchased by the Government for post and telegraph offices at Molong.

1. The site is in the heart of the town, and within a stone's throw of the Banks, stores, and principal hotels.
 2. It is far beyond the reach of floods, and is high and dry both in winter and summer. Water never is on it, as it has a sloping surface.
 3. It is centrally convenient for the whole of the residents of the town and surrounding districts.
 4. It is one of the most valuable sites in the town, being in the centre of business, and no other site can be obtained on which to erect the post and telegraph offices which can at all be compared with it for general public convenience.
- The flood, which did not deserve the name, and about which such a great handle is made, did not come within 200 yards of the site, and was caused by badly constructed open drains up which the creek water was forced.
- Our allotment is nearer the creek than the one for the post office, while Mr. Tanner's store is again on the creek side of ours.

WM. A. GARDINER,

Manager, Commercial Banking Company of Sydney,
Molong.

No. 131.

Telegram from Dr. Ross to Secretary, General Post Office.

Molong, 29 March, 1879.

HAVE tenders been accepted for Post Office, or are they declined? Reply.

No. 132.

Telegram from Secretary, General Post Office, to Dr. Ross.

31 March, 1879.

It has been ascertained at Works Office, which department deals with tenders for public buildings, that a tender has not been accepted.

No. 133.

J. Shepherd, Esq., M.P., to The Postmaster General.

Re Post and Telegraph Office, Molong.

Sir,

Sydney, 4 April, 1879.

Herewith I beg to hand you a plan* which I received by this morning's post, showing the principal populated portion of the town of West Molong, and at the same time I may mention that the site purchased by the Government is also nearer for the people of East Molong than the site offered by Messrs. Stynes & Hughes, and so much agitated for by the latter gentleman in conjunction with Dr. Ross.

I have also received a letter setting forth and urging upon my attention a number of reasons why the present site should not be changed; but I do not think it necessary further to trouble you, as the matter was finally settled by your predecessor, and such decision approved of by you, and the Honorable the Premier, in his position in the House, upon a Motion of Adjournment, when I was about to comment upon an expression of opinion given by him, in answer to a question put by Mr. John Davies, M.P., twice stopped me in the course of my remarks and stated that the matter had been definitely settled. Will you be good enough to inform me whether a tender has been accepted; if not, when will one likely be accepted?

I remain, &c.,

JOHN SHEPHERD.

Submitted.—S.H.L., 4/4/79.
already determined.—S.S., 4/4/79.

Inform Mr. Shepherd that there is no intention to change the site

No. 134.

The Secretary, General Post Office, to J. Shepherd, Esq., M.P.

Sir,

General Post Office, Sydney, 8th April, 1879.

With reference to your letter, dated the 4th instant, relative to the site for the new post and telegraph office at Molong, I am directed by the Postmaster General to inform you that there is no intention of changing the site already chosen for the Molong Office.

Inquiry at the Works Department has elicited that a tender has not yet been accepted for the building.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 135.

No. 135.

Petition from Residents of Molong to The Postmaster General.

To the Honorable The Postmaster General, Sydney.

The humble Petition of the undersigned Residents of the Town and District of Molong,—
SHOWETH :—

That your Petitioners complain of the decision arrived at by the Postmaster General, respecting the site for the new post and telegraph offices at Molong, which has apparently been determined on to be erected on lot 7 of section 26 which is situated on the extreme eastern boundary (where the township never can extend) and very verge of the township, and on low muddy land, and in wet weather liable to be flooded, and very inaccessible to the public.

2. Your Petitioners for the third time protest therefore against so glaring an act of public wrong and injustice being inflicted on the people as that of building the post and telegraph offices on such an unsuitable situation, and which is diametrically opposed to the voice of the majority of the inhabitants, who are in favour of a more central situation, in the neighbourhood of the School of Arts.

3. Your Petitioners submit that the opinion expressed by Sir Henry Parkes (and who personally inspected the respective sites) is the correct one, viz., that the site should be on the *high land* and centrally situated, and which is the opinion also of a large majority of the inhabitants. Sir Henry Parkes's opinion is we consider quite as much entitled to be believed and adopted as the report of any other person or official.

4. Your Petitioners sincerely trust that the Postmaster General will reconsider the matter, and either adopt the site next the School of Arts, or else delay the erection of these buildings for *six months*; then the Government can purchase the site next the present Post Office, which was offered by Mrs. Phillips for £200, as her son then *will be of age*,—a site too, moreover, more centrally situated (than lot 7 of section 26) and a site which no one has ever raised the slightest objection to, for it meets the general approval of the people.

5. Your Petitioners therefore most respectfully pray (in a matter of so much public importance) that you will take the foregoing into your favourable consideration, so that justice may be done to the majority in this public matter.

Robt. Stynes, auctioneer, Molong
James Beal, Molong
John Hogan, West End
Pat. Burns, Molong
Thomas Murphy, Molong
John Tanner, Molong
John Colnan, Molong
James Ward, painter, Molong
James Maguire, contractor, Molong
Thomas Tanner, butcher, Molong
William Conney, Molong
William Smith, freeholder, Molong
G. Willows, labourer
John C. Nagle, dealer
Thomas Austin
Alfred Beauchamp
Henry Windred, jun.
George W. Hince, butcher, Molong
John Nicholson, labourer, Molong
William Phillips, freeholder, Molong
William Hayden, brickmaker, Molong
Allan R. Phillips, freeholder, Molong
E. J. Coomber, cordial maker, Molong
J. Dutton, mail driver
James Clark, leaseholder
Michael Byrnes, residence, Molong
Daniel M'Donald, residence, Molong
Clifton Bain, resident, Molong
Charles Bredy, freeholder
John Wilkinson, Gamboola, Molong
Michael Bradey, freeholder, Bell River
John Humphreys, Molong
Patrick Eagan, farmer, Molong
James Coyte, selector, Bob Creek
John Miller, labourer, Molong
William Johnson, teamster, Molong
Patrick Mullen, labourer, Molong
Richard Johnson, labourer, Molong
James Wilde, drover
William Collins, fencer, Molong
Andrew Williamson, farmer, Bell River
Alexander Williamson, sen., farmer, Bell River
Martin O'Halloran, road contractor, Molong
John Townsend, farmer, Marubour

William Davis, mason, Molong
Thos. Brown, farmer, Garra
Arthur Grimwood, bricklayer, Molong
James Prunty, contractor, Molong
John Wright, labourer, Molong
John Farrell, labourer, Molong
Timothy Conner, labourer, Molong
John Geary, builder, Molong
Daniel O'Sullivan, free selector, Bob's Creek
William Marlin, labourer, Molong
Frederick Milgate, farmer, Bell River
Thos. Moor, labourer, Molong
Thos. Morgan, farmer, Bell River
John Morton, farmer, Bell River
Martin O'Halarahan, contractor
Patrick Lennon, Bell River
John Kearnan, labourer
Joseph Elrus, sawyer
John Orton, labourer
Daniel Gardner, farmer, Yullundry
Joseph Gardner, farmer, Yullundry
George Hadley, publican, Cudal
George Pearce, Molong
William Spence, labourer
Pat. Corbet, labourer
Henry Windred, resident
William Windred, Marubour
Robert Seach, resident, Molong
John Paton, Burrawang, Molong
W. Astill, innkeeper, Orange
William Wahis, labourer
Peter Randike, Molong
William Davis, residence
Thos. Loftus, Bell River
Patrick Clably, farmer, Bell River
William Clably, farmer, Bell River
Thos. M'Grath, Bell River
Patrick Clably, farmer, Bell River
John M'Grath, Copper Hill
James Clably, farmer
John Clably, sen., farmer, Bell River
Edward Blendon, farmer
T. L. Finch
P. Kelley, farmer, Molong
Thomas Kearney, Nuberryan

James

- James Power
 Martin Lawleys, leaseholder, Molong
 Dan H. J. Jins
 Terence Brady, junr., Warre, Ironbarks
 Thos. Finch, Molong
 Owen Hynes, resident
 Vincent F. Delaney, farmer
 John Smith, sawyer, Molong
 Alick Smith, sawyer, Molong
 James Buckley, sawyer, Molong
 Thos. Murphy, resident
 John Carey, resident
 his
 Dan. x Kelley, labourer, Molong
 mark
 John Robinson, freeholder
 John Curtin, farmer
 Patrick M'Namara, resident
 John Alcroft
 Peter Van Dyke, resident, Molong
 John Lawrance, resident
 John Ryan, labourer
 Pat. Corbet, labourer
 William M'Grath, labourer
 Vincent Delaney, }
 Alick Delaney, } Never asked, but put
 Andrew and } down by Tanner
 John Delany .
 H. Kennedy, Molong
 Mathew Dwyre, grazier, Molong
 Thos. Dwyre, grazier, Molong
 Patrick Hanley, freeholder, Molong
 John M'Farlane, freeholder, Molong
 Michael Hanley, freeholder
 Hubert Hanley, freeholder
 Thomas Grimes, freeholder, Bell River
 Sydney England, freeholder, Baker's
 Swamp
 William England, freeholder, Baker's
 Swamp
 Sydney England, freeholder, Baker's
 Swamp
 Thomas Grimes, freeholder
 Oliver Stone, free selector, Narrigal
 Samuel Stone, householder, Narrigal
 Thomas Sloane, grazier, Two-mile Creek
 Thomas Everson, free selector, Narrigal
 George Leveson, free selector
 George Tomson, free selector
 Robert John Curran, freeholder
 Thomas Morgen, freeholder
 Thos. Barrett, freeholder, Molong
 William Jones, labourer, Molong
 Ross Ramsay, labourer, Molong
 Patrick Kelly, farmer, Malule.
 E. W. Lisle, farmer, Molong
 W. H. Bennett, poundkeeper, Molong
 John Williamson, farmer, Molong
 William Clancey, farmer, Molong
 John Hill, Molong
 P. McKeon, resident, Molong
 Edward Murry, farmer, Gugorthy
 John Murry, labourer, Molong
 James McArdell, farmer, Molong
 Chas. McBride, farmer, Molong
 John M'Carrol, farmer, Molong
 Thos. Morgan, farmer, Molong
 Henry Morton, farmer, Molong
 John Morton, labourer, Molong
 Chas. Milgate, farmer, Molong
 John Hennessey, farmer, Molong
 James Shelley, farmer, Molong
 Thos. Rice, farmer, Molong
 George Smith, fishmonger, Orange
 Reuben Scrimshaw, resident, Molong
 Charles Arlington, Molong
 Daniel O'Sullivan, farmer, Molong
 William Marlin, resident, Molong
 Thomas Morgan, resident, Molong
 John Phillips, resident, Molong
 Thomas Quirk, farmer
 Nich. Quirk, farmer
 Patrick Bryan, farmer, Bell River
 Samuel Mury, farmer, Bell River
 Edward Murry, farmer, Bell River
 John Mury, farmer, Bell River
 James McArdall, farmer, Bob's Creek
 Chas. McBride, farmer, Bob's Creek
 John McArdall, farmer, Bob's Creek
 John Fogarty, farmer, Burrawang
 William Silk, farmer, Bell River
 Thos. Morgan, farmer, Bell River
 James Burge, farmer, Bell River
 Thomas Coll, farmer, Bullardy
 James Brennan, farmer, Bullardy
 W. H. Bloomfield, freeholder, Molong
 Luke Hughes, hotel keeper, Cheeseman's Creek
 George Hughes, postmaster, Cheeseman's Creek
 Wm. Ewart, butcher, Molong
 Daniel Ewart, resident, Molong
 Thomas Hart, Dralal, Molong
 Fred. Horton, farmer, Molong
 William Sims, carpenter, Molong
 Hy. Morgan, farmer, Molong
 William Thomas, labourer
 A. M. Hulbert, hawkler, Molong
 Thomas Brittell, selector, Molong
 Michael Sharkey, selector, Marubour
 James Paton, Borrawong
 Henry John Townsend, selector, Marubour
 William Townsend, selector, Marubour
 Michael M'Kenzey, Marubour
 John Argill, farmer, near Molong
 William M'Fall, resident, Molong
 John Williams, farmer, near Molong
 John Reheal, resident, Molong
 A. M'Keon, farmer, Molong
 Bernard M'Keone, farmer, Molong
 Fredk. J. Pullen, accountant, Molong
 Patrick O'Donel, labourer, Molong
 Michael Byrne, farmer, Marubour
 Pat M'Keon, resident, Molong
 Pat M'Nemerre, resident, Molong
 Willie Gadd, builder, Molong
 Joseph Still, mail contractor
 George Leyes, engineer
 James Furburn
 Angus M'Lean, freeholder, Molong
 William Brydon, Molong
 Major Eagleton, farmer
 Charles Morris, resident, Molong
 John Roche Ardill, L.S., householder, Molong
 James M'Cormack, freeholder, Molong
 Mrs. S. Whitley, householder, Molong
 George Pearse, resident, Molong
 John Archer, sawyer, Molong
 George Withers, builder, Molong
 John Williams, butcher, Molong
 John Jacobs, labourer, Molong
 James Wood, freeholder
 Alfred Millgate, farmer
 James Flynn, resident
 F. Myers, Molong
 Patrick Ryan, freeholder
 Alfred Beauchamp, farmer
 Peter Dawson
 Henry Morton
 John Payton, hotel keeper
 Terence Flynn, freeholder, Molong
 G. S. James, builder, Orange
 William Mould, labourer, Molong
 William M'Greth, resident, Molong
 John Bourke, resident, Molong
 George Craig, resident, Molong
 Jeremiah Martin, Molong
 John Byrnes, Molong

H. Bennett, Molong
 Thomas Durack, Molong
 John Fogarty, Molong
 George Hopper, Molong
 T. Scott, farmer, Molong
 Mace, —
 John Morris, householder, Molong
 John M. Hughes, hotel-keeper, Molong
 John Geary, builder, resident
 William Gilman, wheelwright
 Cornelius Pritchard, fencer
 Henry Place, carpenter, freeholder
 Thomas White, freeholder
 William White, farmer
 James Jones, stonemason
 A. F. Blunden, freeholder
 John Franklin, householder
 Robert Shield, freeholder
 Thomas Shield, householder
 David Shield, storekeeper
 William Shield, freeholder
 George Hasmer, freeholder
 William Hasmer, freeholder
 E. Lewis, householder
 John Whitley, blacksmith, householder
 James Simpson, freeholder
 James Bowler, freeholder
 Benjamin Bowler, freeholder
 George Benson, stockman
 W. White, freeholder
 W. Richardson, publican, freeholder
 Harry Bennett, farmer, freeholder
 Thomas Peeks, stockman, freeholder
 John Luby, freeholder
 Hubert Bennett, drover, freeholder
 Benjamin Henderson, householder
 George Hunbey, freeholder
 Henry Bowler, householder
 Christian Miller, Meranburn, grazier
 John Townsend, farmer, Marulan
 James Clifford, labourer, Molong
 William Tanner, farmer, Burley
 George Dean, farmer, Meranburn
 John Taylor, selector, Burley
 James Saunderson, resident, Burley
 John Shields, resident, Burley
 William Smith, labourer, Burley

James Silk, selector, Burley
 Robert Simpson
 William Hogan, selector, Burley
 Wm. S. Howard, selector, Burley
 James H. Gibb, selector, Burley
 Thos. Sloan
 William Smallman
 James Quirk, selector, Burley
 James Slect
 F. Myers, cordial maker, selector, Molong
 Michael Sullivan
 Hugh Roarty, resident, Molong
 John Robinson, farmer, Molong
 George Stibbird, labourer, Molong
 Dennis Sullivan, labourer, Molong
 Henry Rutter, resident, Molong
 Robt. Ryan, farmer, Molong
 John Ryan, farmer, Molong
 Michael Ryan, resident, Molong
 George Milgate, farmer, Molong
 F. Milgate, farmer, Molong
 Patrick Owens, farmer, Molong
 Samuel Murray, farmer, Molong
 William Collins, fencer, Larah's Lake
 John Corbett, freeholder, Bob's Creek
 John Russell
 Ch. S. Downing, carpenter, Molong
 John Coyle, labourer, Molong
 William Curtain, freeholder, Bob's Creek
 William Dillon, labourer, Molong
 John Dain, free selector, Cardington
 James Dain, free selector, Cardington
 Michael Moran
 William Devine, Molong Creek
 S. Sault, farmer, Bob's Creek
 John Donohue, labourer, Molong
 John Dunn, farmer, Molong
 Michael Dunn, farmer, Guano Hill
 Thomas Smith, sawyer, Nora Creek
 Tom Crow, sawyer, Nora Creek
 John Smith, sawyer, Nora
 John Colham, freeholder, Molong
 Alexander Garmani
 William Perkins
 Charles Mills
 John Rine, labourer
 John Tuekey, labourer, Molong

There are 334 signatures to this Petition.—E.S.T., 7/5/79. Submitted.—S.H.L., 8/5/79.

No. 136.

Minute of Postmaster General.

SEND a copy of this petition to the Colonial Architect, and request that he will please send at once a competent officer to Molong to report, without delay, whether the site fixed upon by the Government for the post and telegraph office is, as stated, "on low and muddy land, and in wet weather liable to be flooded, and very inaccessible to the public," and further, whether the site recommended in the petition (Mrs. Phillips's land) is so much better situated both with regard to its central position and otherwise as to warrant the delay of many months in commencing the erection of the building before the land can be secured. The fact that we have accepted tenders for the erection of the building should also be considered by this officer in making his report upon the question of a change of site, as such change would, probably, involve the preparation of fresh plans, and the payment of compensation to the contractor.

S.S.,
8/5/79.

The Colonial Architect, B.C., 9/5/79.—S.H.L. Urgent. Mr. Roberts to inspect and report.
 To be returned.—J.B., 9 May, /79. Noted. I forward herewith my officer's report upon the land
 in question.—J.B., 29 May, /79

No. 137.

Mr. W. Roberts to The Colonial Architect.

Sir,

Bathurst, 24 May, 1879.

With respect to the purchased land for the proposed post and telegraph office at Molong, also land recommended in petition (Mrs. Phillips's), and land adjoining the School of Arts, referred to in letter and memorial herewith enclosed, I have the honor to report, in the first place, that the land purchased by the Government, viz., allotment 7 of section 26, is in every respect most suitably situated, it being central as regards the principal business houses, and where the inhabitants are more concentrated than any other part of the town. The land is high, dry, and most accessible in any weather, and has a well-made street in front. I herewith enclose enlarged tracing* of this piece of land, showing the natural fall to the street and the fall of the street from it by sections, and which you will be pleased to see is the reverse of petitioners' statements.

In

* Appendix K.

In reference to Mrs. Phillips's land, that is also well situated, but it appears cannot be purchased for at least eighteen months, as you will also be pleased to see from certificate herewith enclosed.

With respect to the land adjoining the School of Arts, I have to inform you is, I consider, most unsuitable, it being on the side of a steep incline, having no inhabitants immediately in that vicinity, and considerably beyond the centre of the population.

I have, &c.,
W. ROBERTS.

Certificate of Baptism.

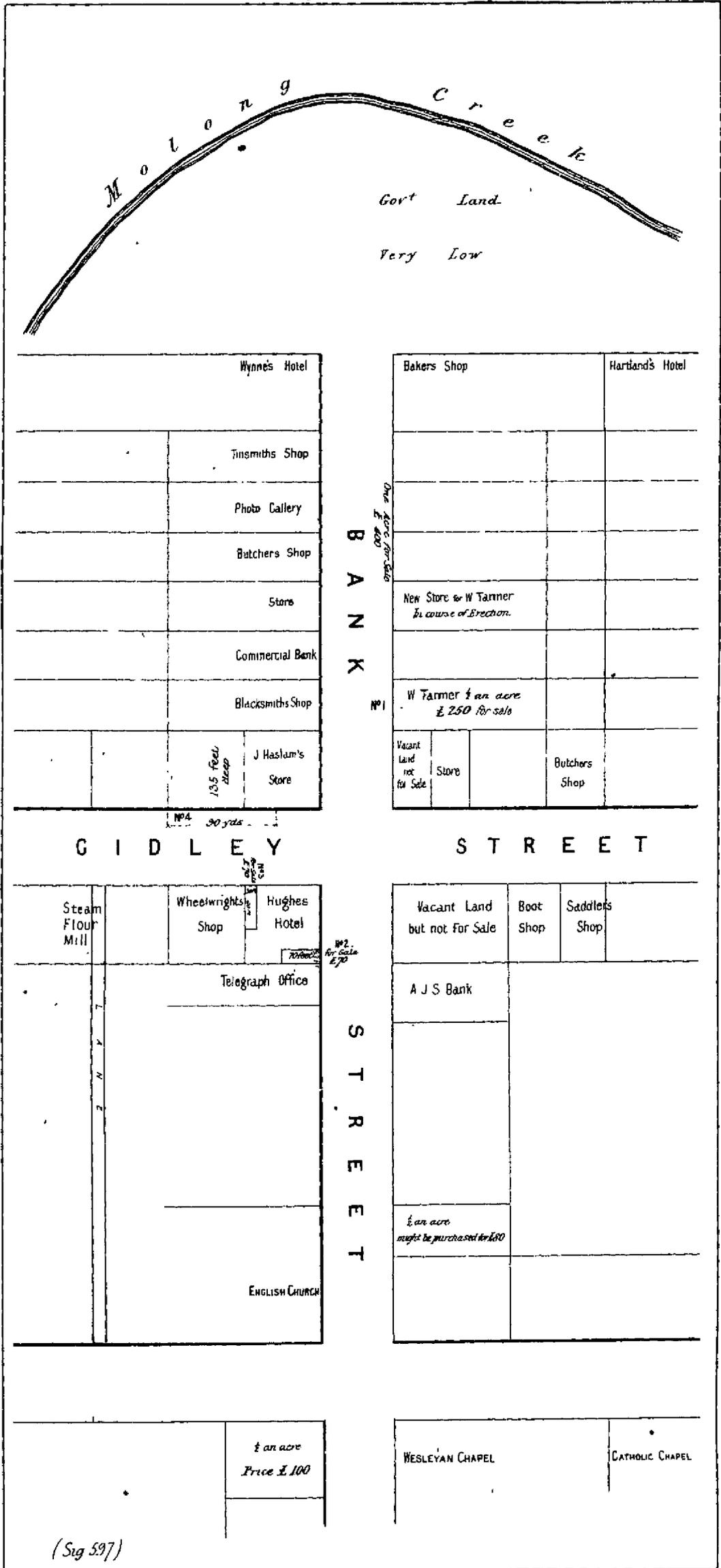
Where Baptized.	When Born.	Child's Name.	Parents' Names.		Abode.	Quality or Profession.	By whom the ceremony was performed.
			Christian.	Surname.			
March 18, 1860...	29 January, 1860	Allan Robert...	Samuel and Hannah	Phillips	Molong	Grazier	Robert H. Mayne

I hereby certify the above to be a correct copy, taken from the Baptismal Register of St. John's Church, Molong
J. M. DALRYMPLE,
Incumbent.

Inform that a further report has been obtained, which confirms the opinion that the site selected is in every way eligible, and the decision arrived at will not therefore be disturbed.—S.S., 20/6/79.

[Ten plans.]

Appendix A



Wynne's Hotel	
Tinsmiths Shop	
Photo Gallery	
Butchers Shop	
Stores	
Commercial Bank	
Blacksmiths Shop	
135 feet deep	J Haslam's Store

Bakers Shop		Hartland's Hotel	
New Store for W Farmer in course of erection.			
W Farmer 1/2 an acre £250 for sale			
Vacant Land not for Sale	Store	Butchers Shop	

Steam Flour Mill	Wheelwrights Shop	Hughes Hotel
Telegraph Office		
ENGLISH CHURCH		

Vacant Land but not for Sale	Boot Shop	Saddlers Shop
A J S Bank		
1/2 an acre might be purchased for £100		

1/2 an acre Price £100

WESLEYAN CHAPEL	CATHOLIC CHAPEL
-----------------	-----------------

(Sig 597)

Plan of the TOWN AND ENVIRONS OF MOLONG COUNTY OF ASHBURNHAM 1858.

SURVEYOR GENERAL'S OFFICE
SYDNEY, 1858.

NOTES

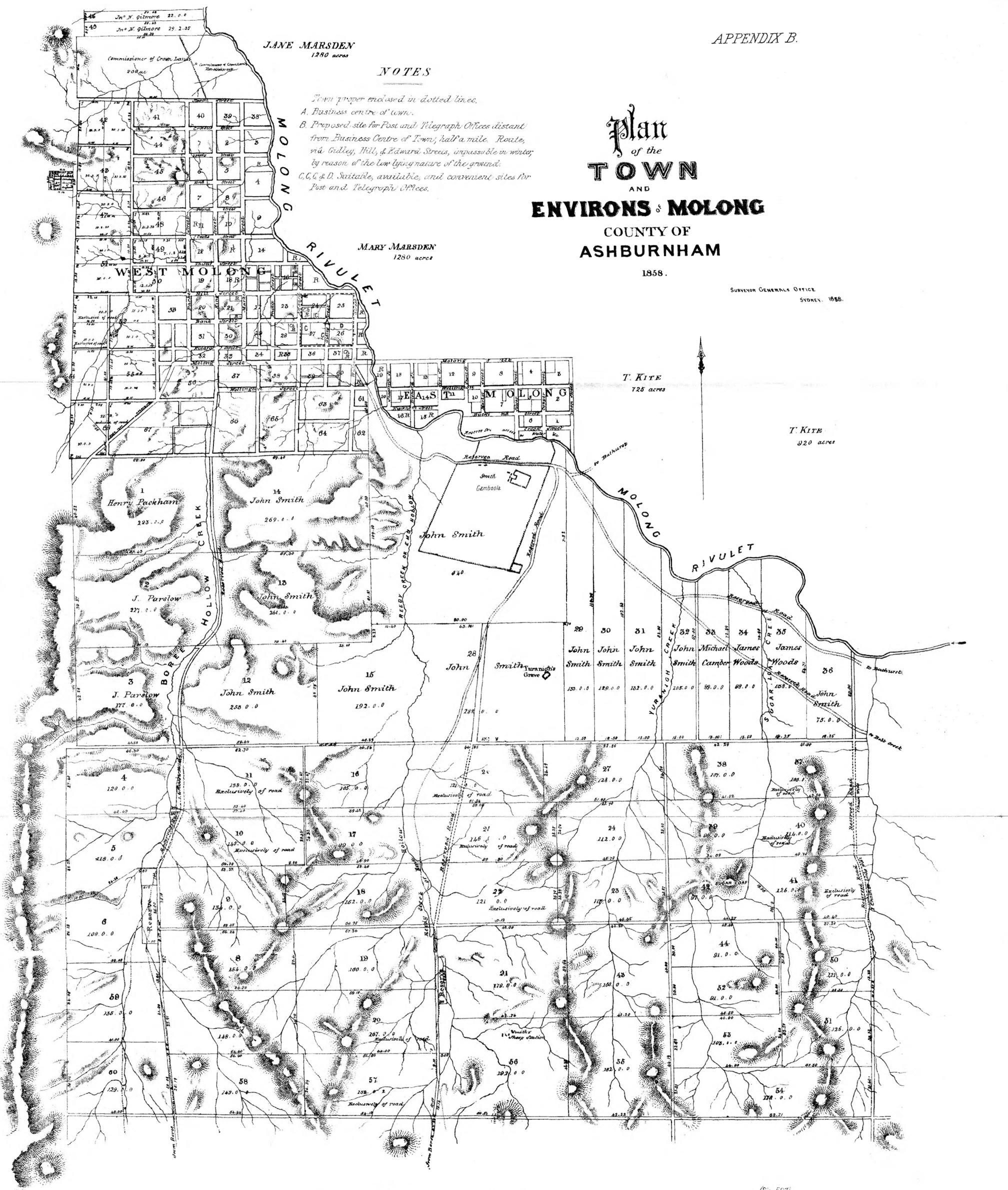
- Town proper enclosed in dotted lines.
- A. Business centre of town.
- B. Proposed site for Post and Telegraph Offices distant from Business Centre of Town, half a mile. Route, via Gully, Hill, & Edward Streets, impassable in winter, by reason of the low lying nature of the ground.
- C, C & D. Suitable, available, and convenient sites for Post and Telegraph Offices.

JANE MARSDEN
1280 acres

MARY MARSDEN
1280 acres

T. KITE
725 acres

T. KITE
320 acres

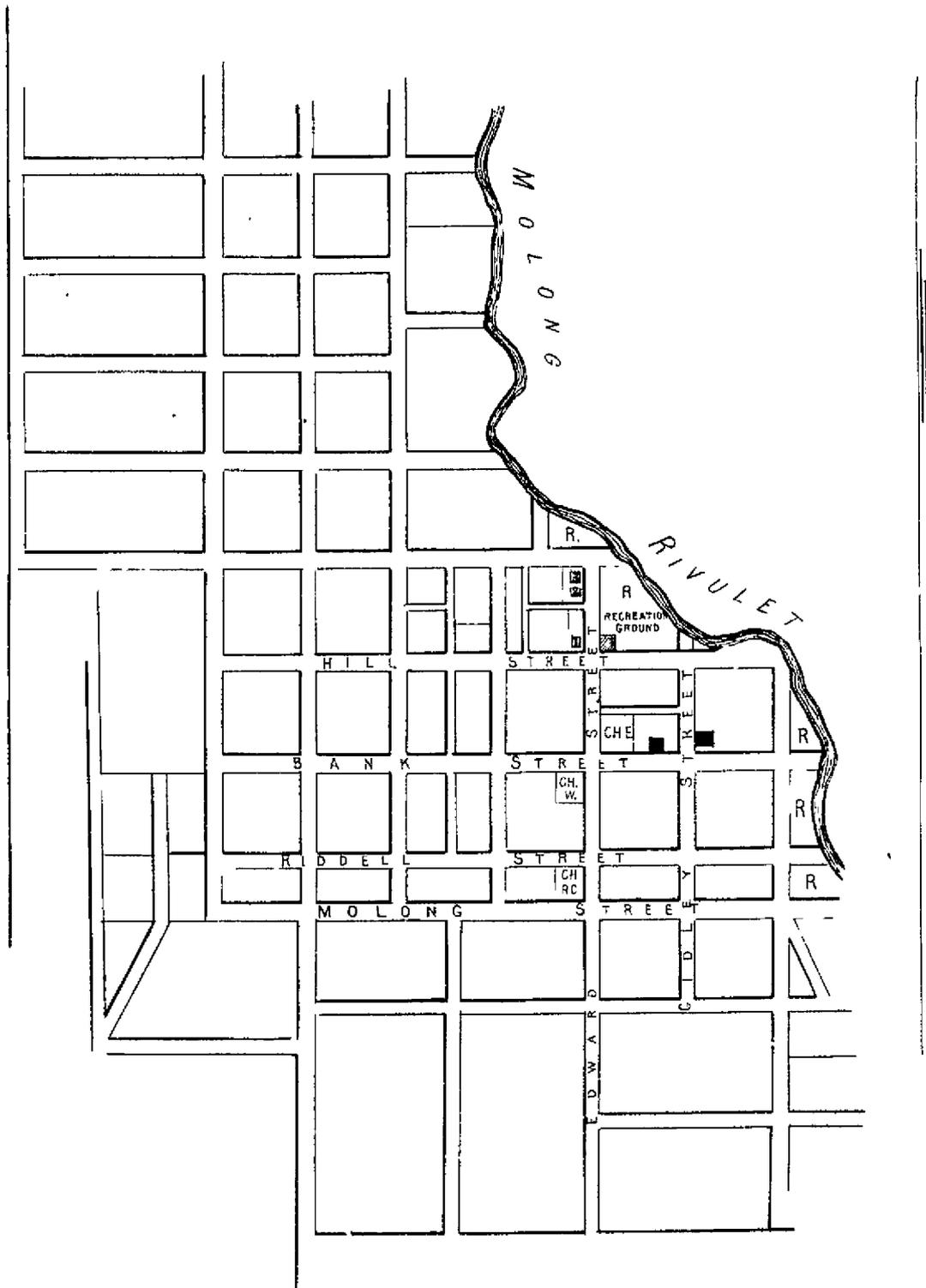


Scale of Chains

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

(Sig. 597)

PLAN
OF
TOWN OF WEST MOLONG.



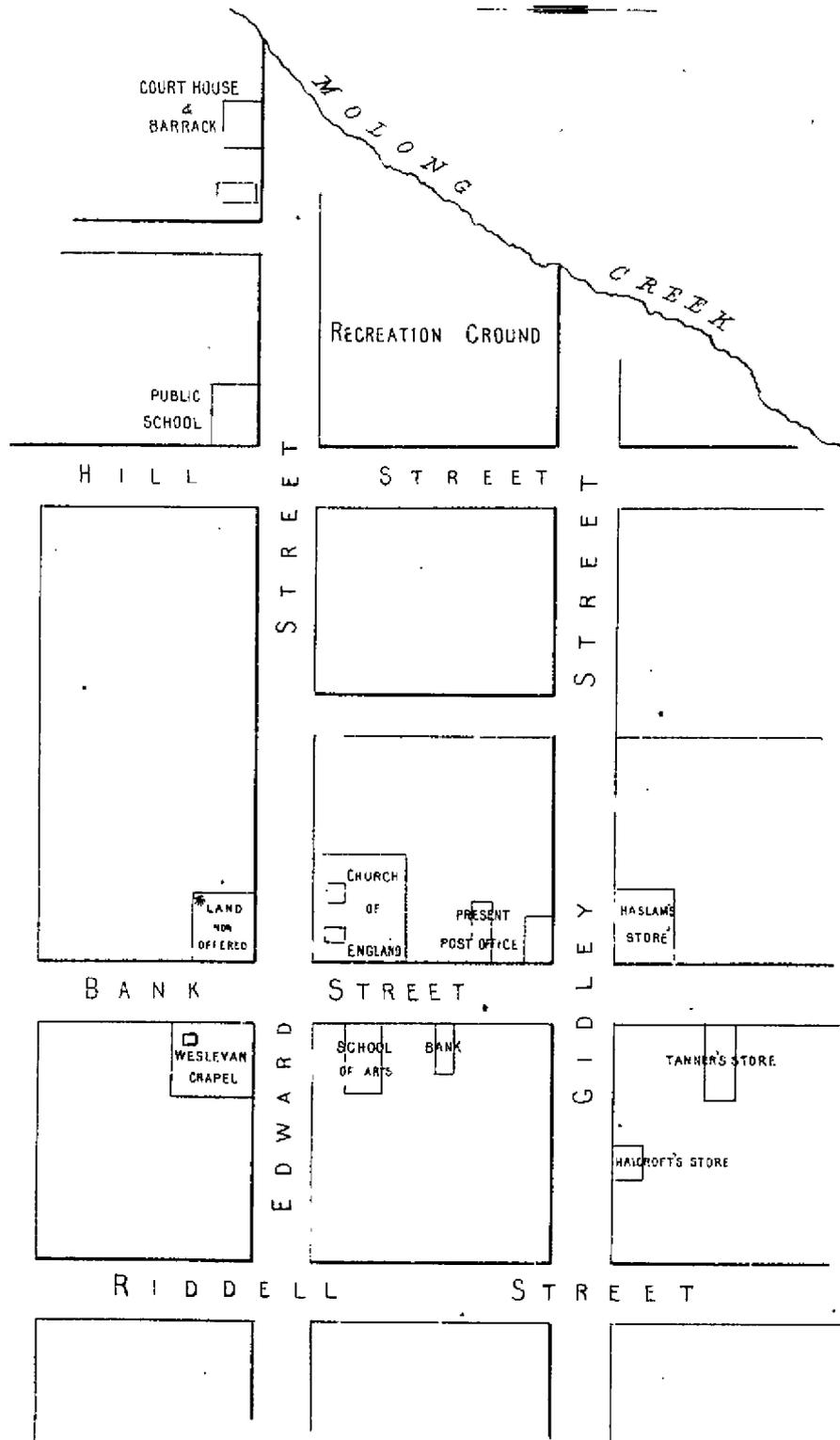
- The site of Public School is shown thus }
 " " Police Barracks " " } Coloured red on Original)
 " " Court House " " }
 " " Present Post Office and Telegraph Office shown thus
 " " Offered on Recreation Ground opposite Public School " } Coloured blue on Original)

SKETCH

SHOWING PART OF

TOWN OF MOLONG,

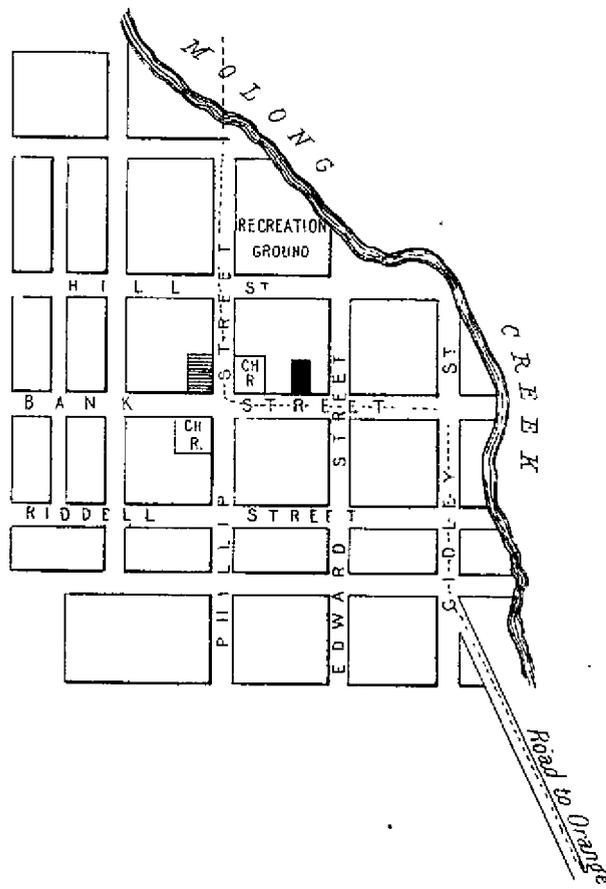
and the $\frac{1}{2}$ acre corner Allotment now offered for sale.



* Coloured blue on Original Plan

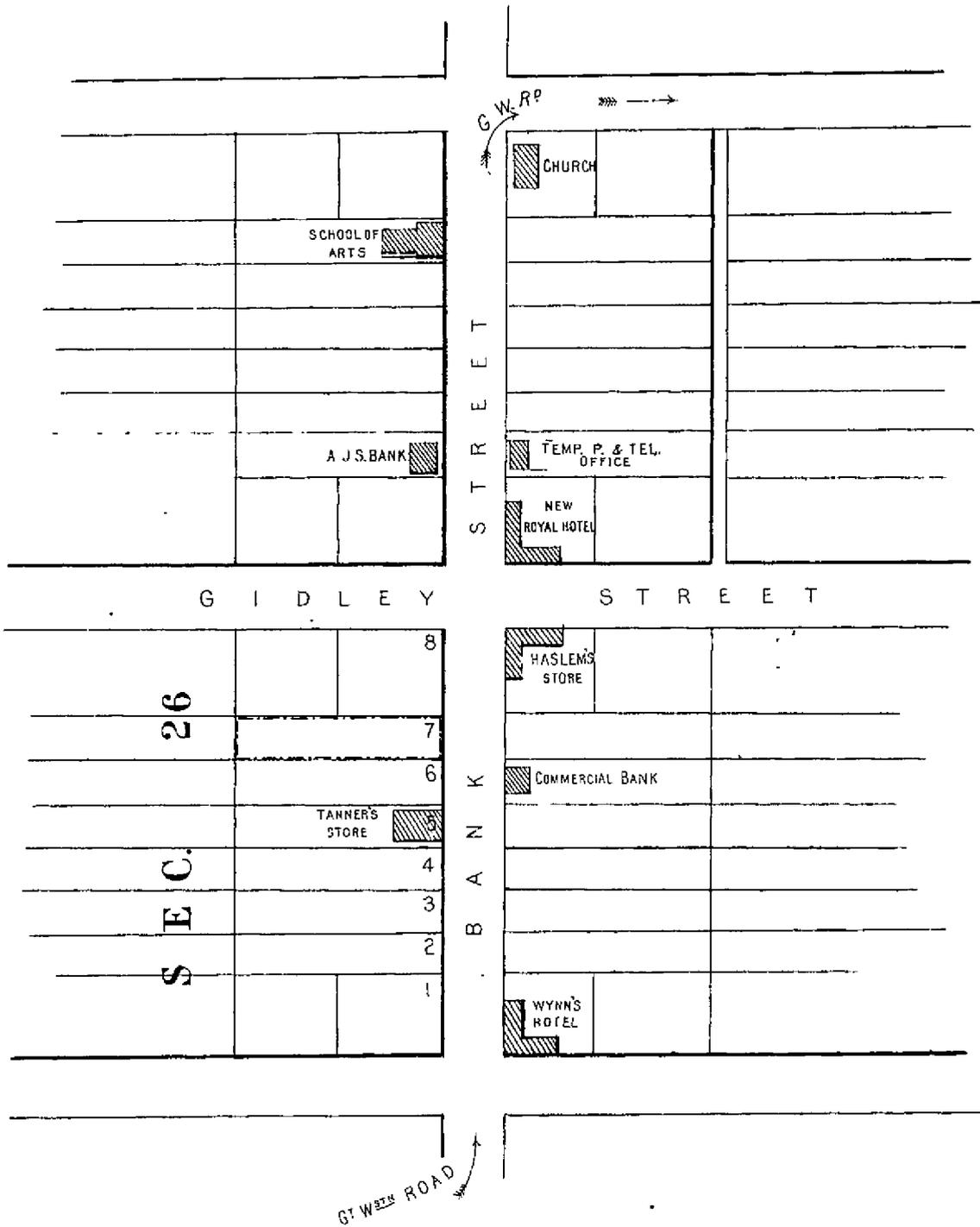
(Sig. 597)

SKETCH
TOWN OF MOLONG



Corner Allotment offered for sale by Packham shown thus 
Present site of Post Office .. " " 
Telegraph lines shown thus

Appendix F.

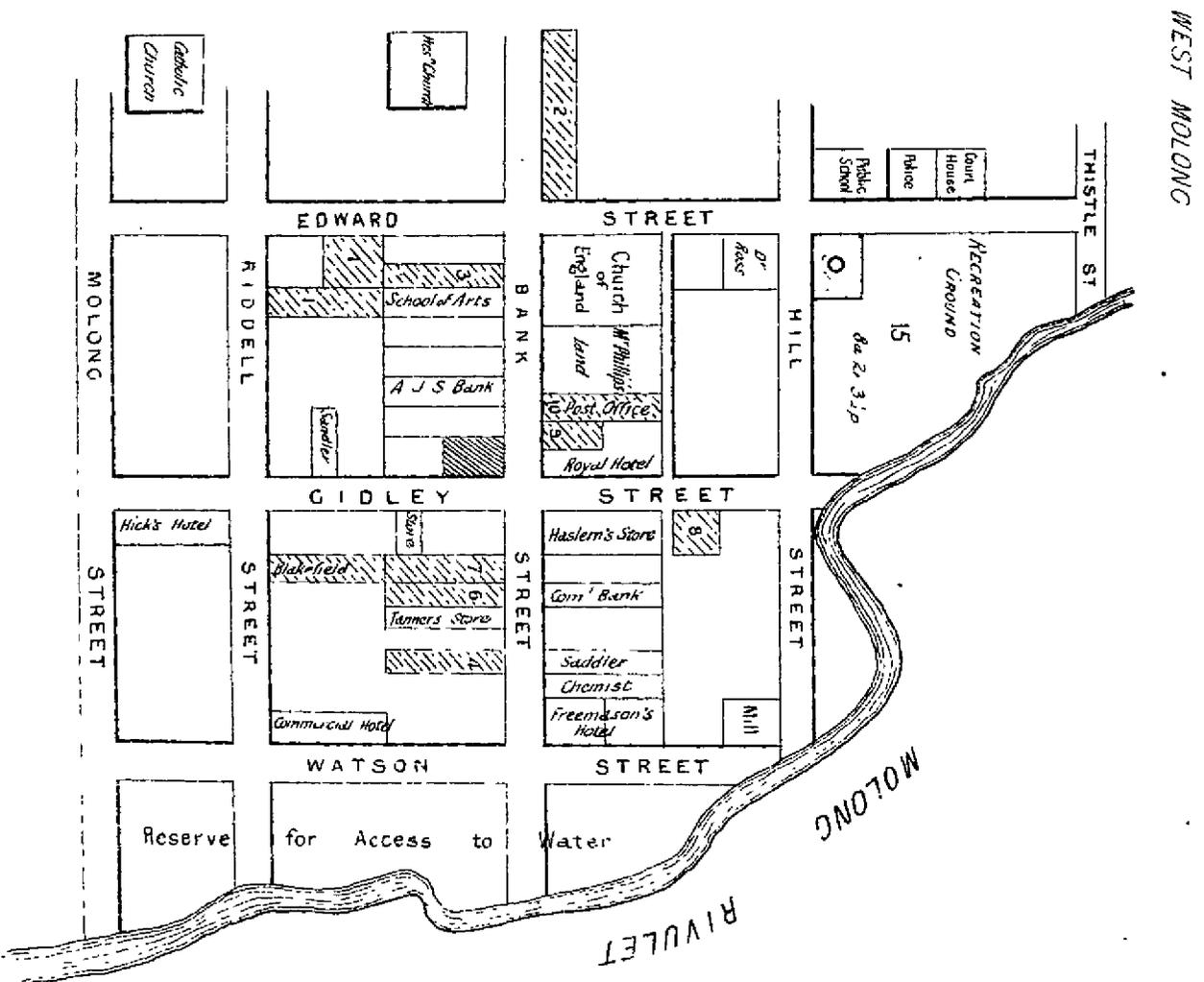


Part on 7 edged Pink on Original.

(Sig. 597)

PLAN of the inhabited part of THE TOWN OF MOLONG

The places shown thus  are the various sites offered, numbered as per Schedule of Tenders



Best site in the Town indicated by a red dot in original) shown thus 

(Sig 597)

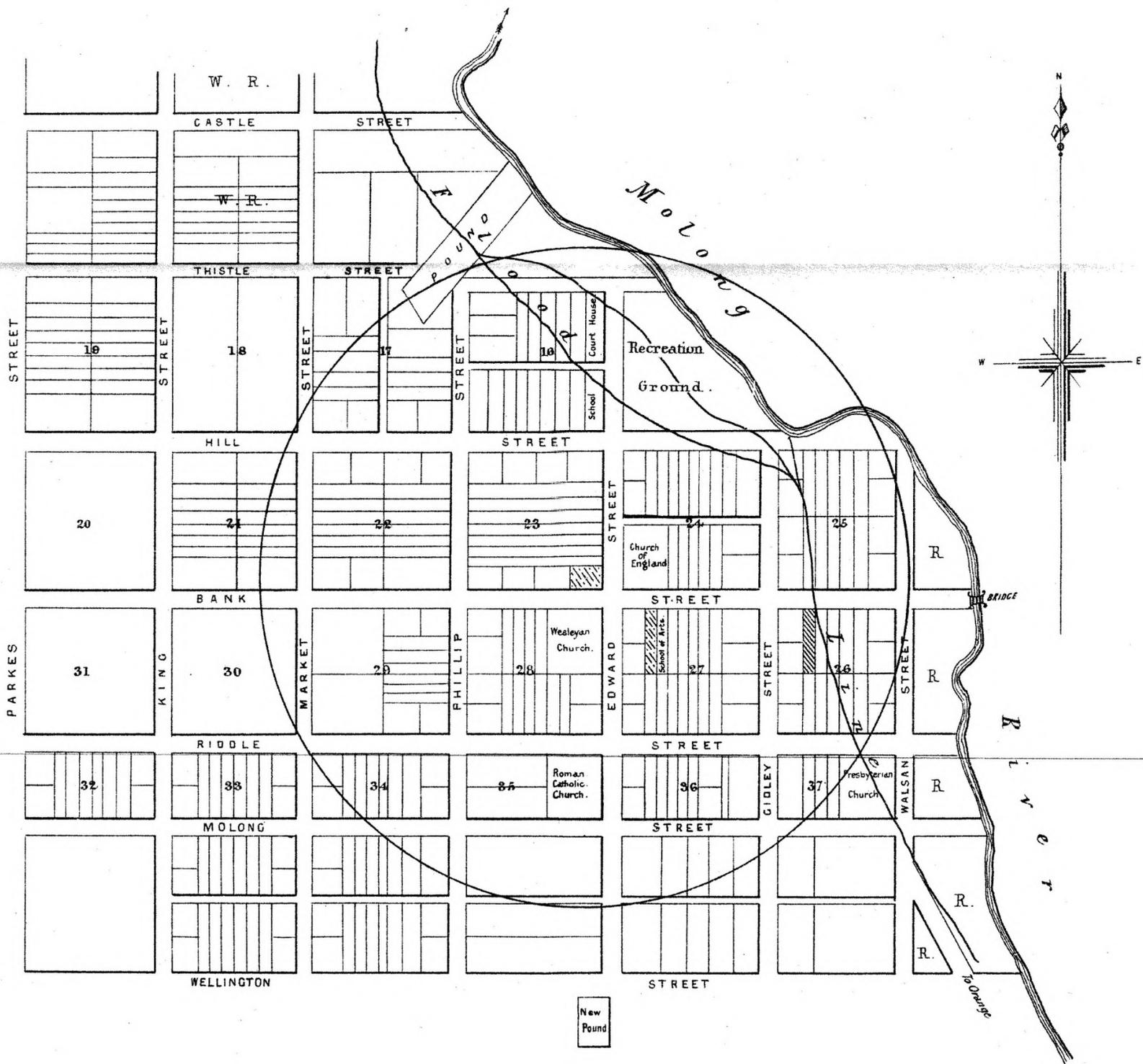
— PLAN OF — THE TOWN AND ENVIRONS OF MOLONG.

Site Chosen by Government

Shown thus

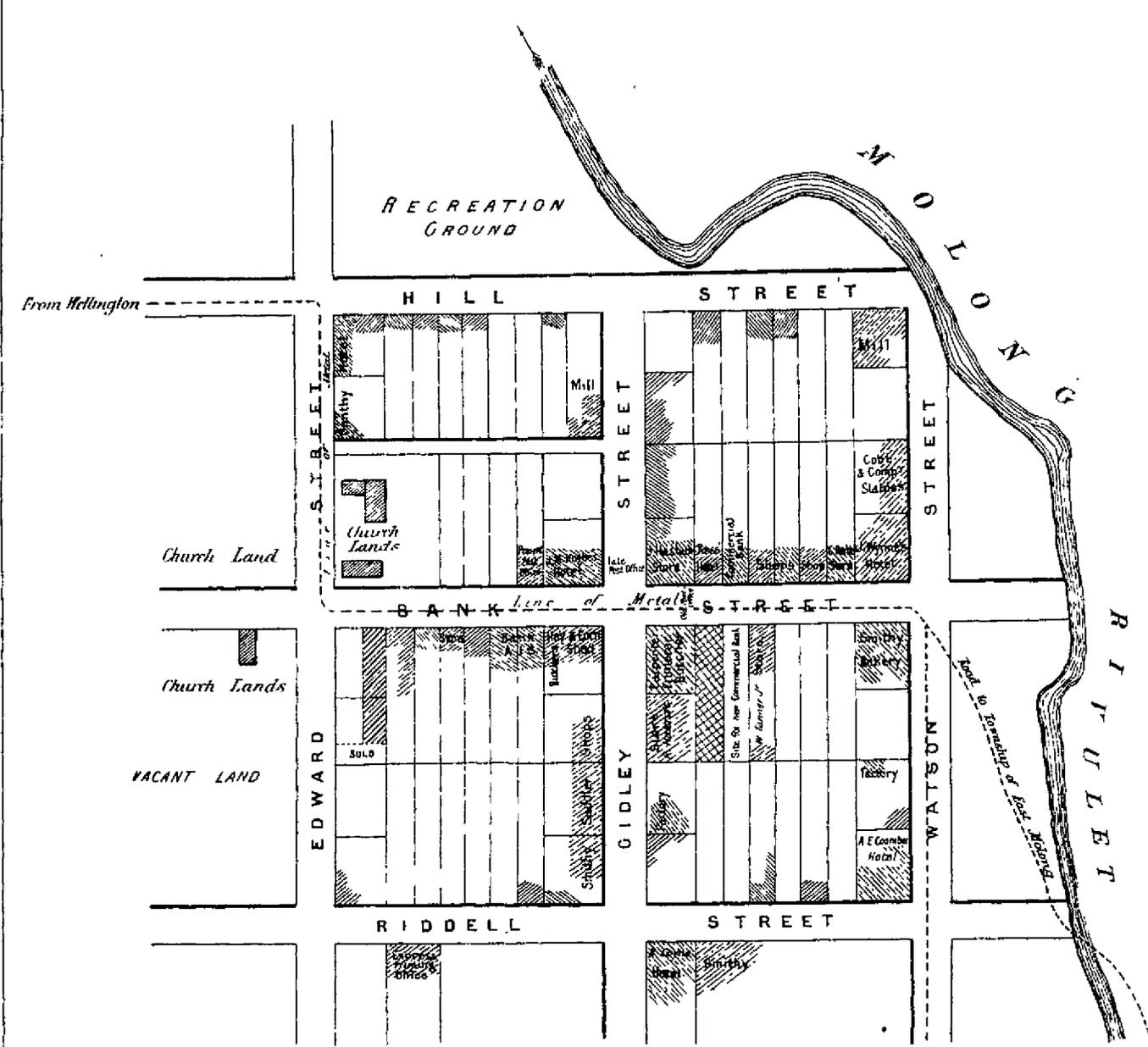


Sites approved of by the majority of public & centrally situated
as shown by circle.



(Sig 537)

PLAN
 SHEWING PRINCIPAL POPULATED PORTION
 Of the
TOWN OF WEST MOLONG



NOTES OF EXPLANATION

Business places shewn thus
 Dwelling houses thus
 Site purchased for Post Office thus
 Site offered by Messrs Stynes and Hughes thus

(Sig 597)

ALLOTMENT 7 AT MOLONG

Appendix K

Purchased by the Government for Post and Telegraph Offices, showing the fall of the land to street and the fall of the street in front

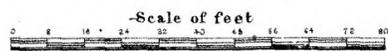
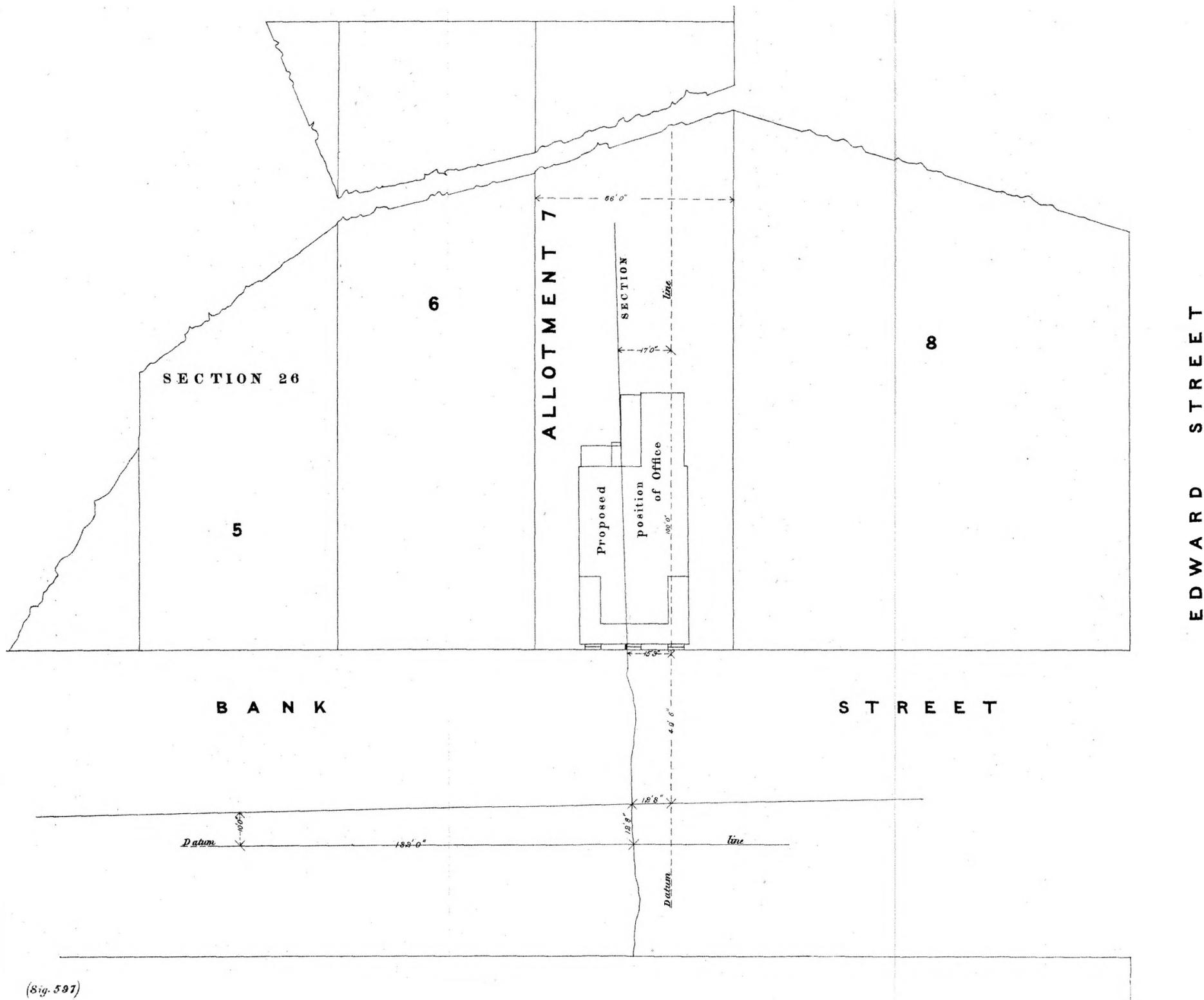


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.



EDWARD STREET

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LAND ADJOINING THE GENERAL POST OFFICE.

(FURTHER CORRESPONDENCE, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 4 October, 1878.

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PART II.—Land on the Northern Boundary.

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6. The Secretary to the Post Office to the Honorable Alexander Campbell, M.L.C. 30 October, 1877	5
7. The Crown Solicitor to the Secretary to the Post Office (with enclosure). 27 September, 1877	5
8. The Secretary to the Post Office to R. P. Richardson, Esq. 31 October, 1877	5
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34. Thomas Cadell, Esq., to the Secretary to the Post Office. 19 March, 1878	11
35. The Secretary to the Post Office to the Crown Solicitor. 20 March, 1878	11
36. The Secretary to the Post Office to Thomas Cadell, Esq. 25 March, 1878	11
37. The Crown Solicitor to the Secretary to the Post Office (with enclosures). 2 April, 1878	11
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14. Minute of Postmaster General. 22 November, 1877	19
15. Secretary to Post Office to Under Secretary for Public Works. 26 November, 1877	19
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27. The Hon. Thomas Holt, M.L.C., to the Secretary to the Post Office. 23 May, 1878	22

PART I.

LAND ON THE SOUTHERN AND EASTERN BOUNDARIES.

No. 1.

Extract from Votes and Proceedings of the Legislative Assembly, dated 10th August, 1877.

1. Mr. Hoskins to move, That this House will, on Thursday next, resolve itself into a Committee of the Whole, to consider the following Resolution:—That the Government be authorized to take the necessary steps to resume the whole or such portion of the land in Pitt-street, at the rear of the General Post Office, belonging to the Honorable Alexander Campbell, M.L.C., as may be required, for the purpose of providing for the extension of that building; and also the land in George-street, on the north side of the General Post Office, now in the occupation of Messrs. Thompson and Giles, and belonging to Mr. Perkins, together with the land at the rear of Mr. Perkins's property, extending into Pitt-street, belonging to the Honorable Thomas Holt, M.L.C., for the purpose of enabling the Government to open a street to connect George and Pitt Streets;—any of this land not so required to be resold or leased, under the conditions that the buildings to be erected shall front the new street, and be erected according to a design to be approved by the Government.

Place with papers.—S.H.L., 7/8/77.

No. 2.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, 29 August, 1877.

I have the honour to return herewith the papers forwarded to me, relating to the proposed taking of a portion of Joseph Inch's grant for the extension of the General Post Office, and to state that I have submitted same to Mr. Attorney General, a copy of whose memo. thereon will be found on the other side.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

MEMO.—As I am informed by the Crown Solicitor that it has not yet been determined that the 74 feet will be required (for which notice has been given), or whether 35 feet can be taken, as suggested by Messrs. M'Culloch and Campbell, I think the matter had better stand over.—W.B.D., A.G., 23/8/77.

Submitted.—S.H.L., 30/8/77. Deferred pending interview with the Colonial Architect.—J.D., 1/9/77.

No. 3.

The Honorable Saul Samuel, C.M.G., M.L.C., to The Secretary to the Post Office.

My dear Mr. Lambton,

Spring-street, 3 September, 1877.

Mr. Alexander Campbell, as I understood, expressed his willingness, so far as he had the power, to give the Government the exclusive use of the lane if they took only 35 feet of the frontage to Pitt-street; but this right could not be given until the expiration of the leases of the tenants of the premises in Pitt-street, which have about three years to run, and was also subject to the consent of Messrs. M'Culloch, Paling, and Beyers. If, however, the Government determine to take only the 35 feet and require the lane, they can take it under the deed of grant without asking the consent of anyone, merely going to arbitration to fix the amount to be paid.

I strongly urge taking only the 35 feet and the lane. I am certain it will be found sufficient.

Yours, &c.,

SAUL SAMUEL.

Submitted.—S.H.L., 3/9/77. Seen.—J.D., 3/9/77.

No. 4.

The Secretary to the Post Office to The Crown Solicitor.

Sir,

General Post Office, Sydney, 21 September, 1877.

Referring to my letter of the 10th July last, relative to the resumption by the Government of the land adjoining and required for the extension of the General Post Office, and pointing out that the Honorable Alexander Campbell, who owns the fee simple of the land in question, has leased it to Mr. M'Culloch, Mr. Paling, and Mr. Beyers, on a building lease for 99 years, and that the Postmaster General would be glad if you would take the opinion of the Attorney General as to the manner in which the respective interests of the lessor and lessees should be dealt with in the proposed reference to arbitration of this matter,—and referring to the memorandum of the Attorney General, dated the 23rd August last, on the subject, to the effect that the matter had better stand over until it had been determined whether the 74 feet, or 35 feet only, of the land in question should be taken,—I am now directed to state that it has been decided that 35 feet only will be required in addition to the 9 feet of lane, making 44 feet altogether, and to request that you will be so good as to re-submit the matter to the Attorney General, with a view of obtaining his opinion as early as possible.

I am to add that there is no desire to absolutely resume the lane—that is, 9 feet of the land (*vide* plan attached)—if Mr. Campbell or the lessees were in a position to give, say, in three years time, the exclusive right to use it.

I have, &c.,

S. H. LAMBTON.

No. 5.

No. 5.

Minutes of Postmaster General and Cabinet Minute.

Minute of the Postmaster General, dated 21 September, 1877, concerning the land adjoining the General Post Office.

I HAVE carefully perused the whole of the papers on this subject, and while I approve generally of the scheme propounded by my predecessor, I am inclined to think that, so far as regards the land belonging to Messrs. Perkins and Holt, the object the Government have in view can be attained at a less cost to the public, and in a manner more congenial perhaps to the views of the present owners than the procuring of a Bill to resume the whole of the land of Mr. Perkins, and resuming under the deed of grant that belonging to Mr. Holt, and then after using what portion the Government wanted reselling the remainder.

As it seems to have been determined, and I think wisely, to make the new street between George and Pitt Streets one for pedestrians only, for which purpose the ground already held by the Government would be sufficient, or nearly so, I do not see any objection to the owners, Messrs. Perkins and Holt, being allowed to retain their land, with a right of frontage to the new street, and to make what they can out of it on condition that they stipulate for the erection of buildings upon a design to be first approved by the Government, and give up sufficient land to enable the new street to be made a uniform width of 63 feet 7 inches (our present George-street frontage). The straight line drawn in pencil through the accompanying plan prepared by the Colonial Architect, and indicated by a *, will show the quantity that each proprietor would have to give, the depth to the new street varying from 15 to 5 feet. It would, of course, be to the mutual advantage of all parties that the frontage to the new street should be in a straight line.

With regard then to Mr. Campbell's land in Pitt-street, matters seem already to have reached a certain point, notice having been given to the owner in terms of the deed of grant of the intention of the Government to resume a certain portion, having a frontage of 74 feet to Pitt-street. The owner and lessees are prepared to go to arbitration at once; and the only question would seem to be how much land the Government is to take. The enclosed plan, prepared by the Colonial Architect, will show the position of the present building, the land that we already possess in Pitt-street, the whole of Inch's grant (now Mr. Campbell's property) in that street, also a portion, namely, 74 feet of that grant, and a lesser portion, namely, 35 feet, also a lane about 9 feet wide. The Colonial Architect strongly urges that we should either take the 74 feet or the whole of Inch's grant. This, however, would involve the expenditure of a very large sum of money, and I am not at all satisfied that the future requirements of the building render it absolutely necessary that we should take so large a quantity. It would seem from the reports of the officers of the department that the taking of the 35 feet, with the exclusive right to the lane, in addition to what we have already got, would supply our most pressing want, namely, that of a large despatch room on the ground floor. This space would give us a despatch room, containing 6,120 square feet—the despatch room in the Melbourne office being only 4,902 square feet, and that of Glasgow, a newly built office, only 8,478 square feet.

Besides fairly providing for future requirements, the securing of this 35 feet only, will be a simpler and more economical matter than the taking of the whole. Mr. Alexander Campbell, the owner, will not, I understand, claim at arbitration more than he is now getting; this he represents to be a ground rent of £600 a year, and he will not at arbitration ask more than an annual payment to him of that sum, or that annual payment capitalized at 4 per cent.—making £15,000.

Besides Mr. Campbell, his lessees, Messrs. M'Culloch, Paling, and Beyers, have as will be seen by the papers, made a claim for compensation, but whether they are entitled to anything, and if so how much, is a matter for consideration.

The late Postmaster General, on the 10th July last, referred this question to the Crown Solicitor, and the present Attorney General has made thereon the following minute:—"As I am informed by the Crown Solicitor that it has not yet been determined that the 74 feet will be required (for which notice has been given) or whether 35 feet can be taken, as suggested by Messrs. M'Culloch and Campbell, I think the matter had better stand over."

Before anything further is done, I would recommend that the Attorney General be now requested to advise as to the validity of any claim which the gentlemen named may have to compensation; in short, to repeat the request contained in my predecessor's letter to the Crown Solicitor of the 10th July last, with an intimation that the Government had decided on only the 35 feet in addition to the 9 feet of lane, making 44 feet altogether, but there would be no desire to absolutely resume the lane if Mr. Campbell, or the lessees, were in a position to give us, say in three years' time, the exclusive right to use it.

Of course, any steps taken towards the resumption of any part of this land must be in anticipation of Parliamentary authority, and I recommend that resolutions authorizing the resumption under the deed of grant of Mr. Campbell's land be submitted to Parliament.

The questions of resuming Mr. Holt's land, and of bringing in a Bill for resuming Mr. Perkins' land, to await further consideration, as, if the suggestion in the first part of this minute were adopted, it would not be necessary to interfere with the properties of these gentlemen at all, beyond the taking of the necessary steps to procure the stipulations suggested as to the buildings on the new frontage being in accordance with the design to be approved by the Government, and the cession by them of the small strip already described. It might be desirable to enforce a further stipulation, that the new buildings be completed within a given time.

JOHN DAVIES,
21/9/77.

 Cabinet Minute.

THE Cabinet approves of the recommendation contained in this Minute of the Postmaster General. The matter will be referred to arbitration, Mr. Campbell's claim alone being represented in the first place, and the compensation of the Lessees being made the subject of a distinct agreement.—JOHN R., 10th Oct., 1877.

Further

Further Minute of the Postmaster General.

Messrs. Perkins, Holt, and Campbell, the gentlemen concerned in this matter, might be informed of the decision arrived at, and R. P. Richardson, Esq., might be appointed as arbitrator on behalf of the Government, in reference to the land at the rear of the Post Office in Pitt-street, the property of the Hon. Alexander Campbell.

No. 6.

The Secretary to the Post Office to The Hon. Alexander Campbell, M.L.C.

Sir,

General Post Office, Sydney, 30 October, 1877.

With reference to the matter of the land fronting Pitt-street, required by the Government for the future extension of the Post Office, I am directed to intimate that it has been decided that, for the present, it will only be necessary to resume the 35 feet, in addition to the 9 feet of lane, making 44 feet altogether, referred to at the interviews between yourself and this Department on the subject. With reference to the lane in question, the Government are willing to accord the use of same to you and the Lessees of your land, in common with the Government, for the residue of the term of the present leases of your land which it is understood have about 3 years yet to run. Of course it is understood that at the expiration of that time no right to use the lane will be given.

I am also to state, that the necessary steps will be immediately taken to arrange for the appointment of arbitrators.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 7.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, Sydney, 27 September, 1877.

I have the honor to forward herewith the papers having reference to the matter of certain land situate in Pitt-street, Sydney, respecting which a notice of resumption has been given to the Honorable A. Campbell, Esq.; and to state that Mr. Attorney-General Dalley has been pleased to write an opinion upon the question submitted—a copy of which I also send herewith.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

[Enclosure.]

In re resumption of Land for site of Post Office, Pitt-street, Sydney.

THE Postmaster General desires to be advised as to the manner in which the respective interests of the lessor and lessees should be dealt with in the proposed reference to arbitration of this matter.

From the wording of the grant it would appear that the Crown only contemplated upon the resumption of the land, the proprietor, that is the owner in fee simple, being dealt with. I am inclined to think, therefore, that in referring the matter to arbitration the safer course will be to recognize Mr. Campbell as being the only person with whom the Crown can deal, unless indeed he will consent that the value of the land and buildings (if any) shall be fixed by arbitration, and the amount of such value apportioned by the arbitrators between himself and his tenant or tenants. It is my duty, however, to say that without recognition of any direct claim on the part of the lessees it would be inequitable on the part of the Government to ignore altogether their position which would be the case if the Government insisted upon its strictly legal rights under the reservation contained in the grant.

I would suggest, therefore, in order that the matter may be fairly and honestly dealt with, that while the reference to arbitration should be limited as I have advised, the compensation of the lessees might be made the subject of a distinct agreement. As to which of these courses it would be more desirable to adopt is however clearly a matter for the determination of the Cabinet and not for my advice as Attorney General.

WILLIAM B. DALLEY,
Attorney General.
27 September, 1877.

Submitted.—S.H.L. 28/9/77. These papers had better be submitted to the Cabinet for approval.—J.D., 28/9/77.
Decision of Cabinet on Postmaster General's Minute of 21st ultimo—*Vide* No. 5.

No. 8.

The Secretary to the Post Office to R. P. Richardson, Esq.

Sir,

General Post Office, Sydney, 31 October, 1877.

I am directed by the Postmaster General to request that you will be good enough to state whether you would consent to act as arbitrator, on behalf of the Government, in the matter of the proposed resumption of land in Pitt-street, near this office, at present belonging to the Honorable Alexander Campbell, M.L.C.

The favour of an early answer will oblige.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 9.

R. P. Richardson, Esq., to The Secretary to the Post Office.

Sir,

Hillyview, Sutton Forest, 2 November, 1877.

I have the honor to acknowledge the receipt of your favour of the 31st ultimo (no number) desiring to know if I would consent to act as arbitrator in the matter of the proposed resumption of land in Pitt-street, Sydney. In reply, I beg to consent to act on behalf of the Government.

Please

Please inform me who will act on behalf of the Honorable Alexander Campbell, and forward to the above address plans, particulars, and other papers connected with the matter. I am not at present connected with any business in Sydney, and reside here. As the arbitration may involve several visits to Sydney, I would respectfully suggest, in order to save expenses, that a free railway pass to and from Moss Vale (my nearest station) be granted to me until the arbitration is over.

I have, &c.,
R. P. RICHARDSON.

Submitted.—Mr. Richardson might be at once informed that the Honorable F. M. Darley is Mr. Campbell's arbitrator. The papers might then go on to the Crown Solicitor, who will, perhaps, furnish Mr. Richardson with the information he asks for; or, if preferred, I will do so.—S.H.L., 3/11/77.

Approved.—J.D., 3/11/77. The Crown Solicitor, B.C.—S.H.L., 8/11/77.

No. 10.

The Secretary to the Post Office to R. P. Richardson, Esq.

Sir,

General Post Office, Sydney, 8 November, 1877.

With reference to your letter dated the 2nd instant, consenting to act as arbitrator on behalf of the Government, in the matter of the resumption of the land in Pitt-street, required for the extension of the General Post Office, I am directed to inform you that the Honorable F. M. Darley is Mr. Campbell's arbitrator in the matter referred to.

I am to state that the Crown Solicitor to whom the papers on the subject have been referred, has been asked to communicate further with you.

I have, &c.,
JAS. DALGARNO,
(For Secretary.)

No. 11.

The Postmaster General to Alexander Stuart, Esq., M.P.

My dear Stuart,

General Post Office, 27 November, 1877.

I enclose you the papers in connection with the claims of Messrs. M'Culloch and others *re* land in Pitt-street, for your perusal and recommendation. I shall feel greatly obliged if you will give the matter your early attention, as I am anxious to have their claims settled without delay.

Yours truly,
JOHN DAVIES.

No. 12.

The Secretary to the Post Office to A. H. McCulloch, Esq., M.P.

Sir,

General Post Office, Sydney, 28 November, 1877.

With reference to your memorandum of the 14th instant, handed to the Crown Solicitor, showing the amount of compensation you consider yourself and others entitled to as Mr. Campbell's lessees, consequent on the intended resumption by the Government of certain land in Pitt-street, I am directed by the Postmaster General to inquire whether you are willing to abide by the decision of Mr. Alexander Stuart, M.P., as to what compensation should be awarded to you.

I have, &c.,
S. H. LAMBTON.

Estimate by A. H. McCulloch, Esq.

Memo:—	165, Pitt-street, 14 November, 1877.
Compensation claimed by contractors for building	£600
Commission claimed by architect	253
Rent paid to 1st January	450
Compensation to 3 lessees at £500 each, lease No. 1.	1,500
Compensation for resumption of lane	500
	£3,303

No. 13.

Alexander Stuart, Esq., M.P., to The Postmaster General.

My dear Davies,

Sydney, 3 December, 1877.

I read through all the papers *in re* M'Culloch's claim for land lease at rear of Post Office. I am prepared to give you such advice as commends itself to me.

I have been waiting in expectation of hearing from you as to whether M'Culloch was willing to accept my views as final; if so, of course I would have required to ascertain if he had anything more to put forward; and also I would have desired to ask him some questions to clear up points of doubt or difficulty.

Yours, &c.,
ALEXR. STUART.

No. 14.

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No. 14.

Alexander Stuart, Esq., M.P., to The Postmaster General.

My dear Davies,

Sydney, 4 December, 1877.

I consider (unless further evidence in support be forthcoming) that £600 compensation to contractors is excessive.

I consider that £253 to architect is excessive—Mr. McCulloch says that £5,000 is to be the cost of the buildings—£253 is what the architect would be entitled to if the building had been completed, but for this he would have had to give his services in superintending and approving the building. I consider £140 would be the correct compensation.

Rent is no doubt correct.

Compensation to lessees I think large, but they doubtless should be liberally dealt with.

Compensation for lane—I cannot but think this is very excessive.

On the whole I think that the case would be fairly met by a prompt cash payment of £2,500,—say two thousand five hundred pounds in full of all demands on behalf of the lessees from Campbell for the frontage of 44 feet, i.e., 35 feet and 9 feet.

Yours, &c.,

ALEXR. STUART.

Submitted for the consideration of the Cabinet.—J.D., 5/12/77.

Cabinet approves.—JOHN R.

No. 15.

The Secretary to the Post Office to Alexander Stuart, Esq., M.P.

Dear Sir,

General Post Office, Sydney, 5 December, 1877.

I am directed by the Postmaster General to ask you to be kind enough to return to him the papers concerning the claims of Mr. McCulloch and others, for compensation in connection with Mr. Campbell's property at the rear of the General Post Office.

I am, &c.,

S. H. LAMBTON.

Returned herewith.—A.S., 5/12/77.

No. 16.

A. H. McCulloch, Esq., M.P., to The Secretary to the Post Office.

Sir,

165, Pitt-street, Sydney, 28 November, 1877.

I have the honor to acknowledge receipt of your letter of this date, and in answer thereto beg to inform you, on behalf of those interested in the property as well as myself, that we are prepared to submit the matter to arbitration in the usual manner—each party appointing his own arbitrator; but in that case we reserve the right to claim such larger amount for compensation as we may be advised.

I have, &c.,

A. H. McCULLOCH.

Submitted.—S.H.L., 3/12/77. Resubmit in a few days.—J.D., 3/12/77. Resubmitted. I presume that Mr. McCulloch had better now be written to, offering him a cash payment of £2,500, as approved by the Cabinet. Perhaps it had better be first ascertained whether the Treasury can provide funds at once.—S.H.L., 11/12/77.

No. 17.

The Secretary to the Post Office to The Under Secretary for Finance and Trade.

Very Urgent.

Sir,

General Post Office, Sydney, 11 December, 1877.

I have the honor to inform you that the Government has decided to offer the lessees of certain land in Pitt-street, at the rear of the General Post Office, the sum of £2,500 as compensation money for its resumption, in view of the future extension of the building, and I am directed by the Postmaster General to inquire whether funds for this purpose could be provided at once?

As it is very desirable to settle this matter at an early date, the favour of an immediate reply is requested.

I have, &c.,

S. H. LAMBTON.

No. 18.

The Secretary to the Post Office to A. H. McCulloch, Esq., M.P.

Sir,

General Post Office, Sydney, 11 December, 1877.

With reference to the correspondence which has taken place in regard to the resumption by the Government of land adjoining the General Post Office, and the amount of compensation to be paid to those interested in the property, I have the honor by direction of the Postmaster General to inform you that the Government is prepared to pay compensation money to the extent of £2,500 (two thousand five hundred pounds), in full of all demands on behalf of the lessees from the Honorable Alexander Campbell, M.L.C., for the frontage of 44 feet 4 inches to Pitt-street, i.e., 35 feet, and 9 feet 4 inches lane, by a depth of 176 feet 6 inches.

You are requested to intimate as soon as possible, whether this offer will be accepted.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 19.

No. 19.

The Crown Solicitor to The Secretary to the Post Office.

Sir, Crown Solicitor's Office, Sydney, 3 December, 1877.
I have the honor to inform you that the Honorable A. Campbell called upon me this morning with reference to his claim for the land in Pitt-street, proposed to be taken for the Post Office, and stated that you had informed him on Friday last that the papers in this matter were with me.

I therefore beg to remind you that, in compliance with the request in a note from you, I returned the whole of the papers to you on 24th November last, and that they have not since then been sent to me.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

I did not inform Mr. Campbell on Friday last that the papers were with the Crown Solicitor. I informed Mr. Campbell that the arbitration matter was in the hands of the Crown Solicitor, which was the case. It would appear that no further steps can be taken in regard to the matter of arbitration until such time as the interests of Mr. Campbell's lessees (Messrs. McCulloch and others) shall have been dealt with by the Government. Submitted.—S.H.L., 4/12/77. Approved.—J.D., 5/12/77.

No. 20.

A. H. McCulloch, Esq., M.P., to The Secretary to the Post Office.

Sir, 165, Pitt-street, Sydney, 13 December, 1877.
On behalf of myself and co-lessees, Messrs. H. L. Beyers and W. H. Paling, I beg to accept the offer of the Government conveyed in your letter of the 11th instant, of £2,500 in full of all demands on our behalf as lessees from the Honorable Alexander Campbell, M.L.C., for the frontage of 44 feet 4 inches to Pitt-street, i.e. 35 feet and 9 feet 4 inches lane by a depth of 176 feet 6 inches.

I presume that our right to build over the lane is not interfered with by this arrangement.

I have, &c.,
A. H. McCULLOCH.

Submitted.—S.H.L., 15/12/77. Inform with reference to last paragraph that the amount of compensation offered was intended to secure the exclusive right of the Government to the use of the lane, and that I will be glad to know at once whether he agrees to this.—J.D., 15/12/77.

No. 21.

The Secretary to the Post Office to A. H. McCulloch, Esq., M.P.

Sir, General Post Office, Sydney, 15 December, 1877.
I am directed to acknowledge the receipt of your letter, dated the 13th instant, accepting on behalf of yourself and co-lessees, Messrs. H. L. Beyers and W. H. Paling, the offer of the Government of £2,500 in full of all demands on your behalf as lessees from the Honorable Alexander Campbell, M.L.C., for the frontage of 44 feet 4 inches to Pitt-street, that is 35 feet, and 9 feet 4 inches lane by a depth of 176 feet 6 inches.

With reference to the last paragraph of your letter stating you presume your right to build over the lane is not interfered with by the above arrangement, I am to intimate that the amount of compensation offered was intended to secure the exclusive right of the Government to the use of the lane, and that the Postmaster General will be glad to know at once whether you agree to this.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 22.

A. H. McCulloch, Esq., M.P., to The Secretary to the Post Office.

Sir, 165, Pitt-street, Sydney, 17 December, 1877.
I have the honor to acknowledge receipt of your letter of 15th instant, and to inform that in accepting the offer of £2,500 in full of all demands on behalf of Messrs. Beyers & Paling and myself as lessees from the Honorable Alexander Campbell, M.L.C., for the frontage of 44 feet 4 inches to Pitt-street, that is 35 feet and 9 feet 4 inches lane by a depth of 176 feet 6 inches,—it is understood that the amount of compensation offered and accepted is intended to secure the exclusive right of the Government to the use of the lane. I was led to understand in a conversation with Mr. Stuart that the right to build over the lane would be conceded to me.

I have, &c.,
A. H. McCULLOCH.

Submitted.—JAS. D., 18/12/77. Acknowledge and request Mr. McCulloch to be good enough to forward his lease and any other documents bearing on the matter for the perusal of the Crown Solicitor.—J.D., 18/12/77.

No. 23.

Proposed Notice of Motion by The Postmaster General.

MR. DAVIES to move, That this House will on next, resolve itself into a Committee of the Whole to consider the following resolution:—

That the Government be authorized to take the necessary steps to resume the whole or such portion of the land in Pitt-street, at the rear of the General Post Office, belonging to the Honorable Alexander Campbell, M.L.C., as may be required for the purpose of providing for the extension of that building.

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No. 24.

A. H. McCulloch, Esq., M.P., to The Postmaster General.

Sir, 165, Pitt-street, Sydney, 10 January, 1878.
I beg to inform you that unless the compensation offered by the late Government, and accepted by me on behalf of Messrs. Beyers, Paling, and myself, on the 17th ultimo, for the resumption of leasehold land required for the Post Office extension be paid on or before the 14th instant, interest at the rate of 8 per cent. will be claimed upon the amount from the 17th ultimo, until the date of payment.

I have, &c.,
A. H. McCULLOCH.

Urgent. Submitted.—S.H.L., 14/1/78.

No. 25.

The Secretary to the Post Office to A. H. McCulloch, Esq., M.P.

Sir, General Post Office, Sydney, 2 February, 1878.
I am directed to acknowledge the receipt of your letter, dated the 17th December, accepting without reservation on behalf of Messrs. Paling and Beyers and yourself, as lessees from the Honorable Alexander Campbell of certain land at the rear of the General Post Office, having a frontage of 44 feet 4 inches to Pitt-street, by a depth of 176 feet 6 inches, the sum of £2,500 in full of all demands, and to request that you will be so good as to forward your lease of the land in question, as well as any other papers bearing on the matter, for the perusal of the Crown Solicitor.

In the meantime steps are being taken to facilitate the payment of the £2,500.

I have, &c.,
S. H. LAMBTON,
Secretary.

Draft submitted for Postmaster General's approval.—JAS. D., 19/12/77. For the Cabinet.—J.F.B., 21/12/77. The Cabinet approves.—J.S.F., 18/1/78.

Memo. by Postmaster General: Drafted 18 December, 1877. Letter not sent in consequence of the want of funds till 2nd Feb., 1878.

No. 26.

Minute of The Postmaster General.

THE claims of the lessees having now been dealt with, the papers should be returned to the Crown Solicitor in order that the arbitration in reference to Mr. Campbell's rights may be proceeded with.—J.F.B., 2/2/78.

No. 27.

A. H. McCulloch, Esq., M.P., to The Crown Solicitor.

Dear Sir, 165 Pitt street, Sydney, 2 February, 1878.
At the request of the Postmaster General I forward herewith for your inspection the leases to Messrs. Paling, Beyers, and myself, of the Pitt-street property resumed by the Government for Post Office purposes. It must be understood, however, that I comply with the Postmaster General's request merely as an act of courtesy, and entirely without prejudice to the rights of the lessees. In consequence of the delay in completing this matter, I have been compelled to pay an additional quarter's rent to Mr. Campbell, and I shall therefore seek to recover from the Government that amount, £150, together with interest upon the £2,500 from the date of my acceptance of the offer of the Government. I may mention that the Government appear to have taken possession of the land as the excavations have been partially filled.

Yours, &c.,
A. H. McCULLOCH.

No. 28.

The Secretary to the Post Office to The Crown Solicitor.

Sir, General Post Office, Sydney, 4 February, 1878.
With reference to your letter of the 3rd December, 1877, I am directed to inform you that, as the claims of the lessees of the land in Pitt-street, at the rear of the General Post Office, have now been settled, the papers in the case are returned to you herewith, in order that the proposed arbitration in reference to the Honorable Alexander Campbell's connection with the matter may be dealt with.

I have, &c.,
S. H. LAMBTON.

No. 29.

The Secretary to the Post Office to The Crown Solicitor.

Sir, General Post Office, Sydney, 4 February, 1878.
With reference to previous correspondence on the subject, I am directed to forward herewith for your information a copy of a letter which has been addressed to Mr. A. H. McCulloch, M.P., concerning the land at the rear of the General Post Office.

I have, &c.,
S. H. LAMBTON.

[Enclosure.]

[Enclosure.]

Sir, I am directed to acknowledge the receipt of your letter, dated the 17th December last, accepting, without reservation, on behalf of Messrs. Paling and Beyers, and yourself, as lessees from the Honorable Alexander Campbell of certain land at the rear of the General Post Office, having a frontage of 44 feet 4 inches to Pitt-street, by a depth of 176 feet 6 inches, the sum of £2,500 in full of all demands, and to request that you will be so good as to forward your lease of the land in question, as well as any other papers bearing on the matter, for the perusal of the Crown Solicitor.

In the meantime steps are being taken to facilitate the payment of the £2,500.

General Post Office, Sydney, 2 February, 1878.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 30.

The Crown Solicitor to The Secretary to the Post Office.

Sir, I have the honor to state that, as Mr. R. P. Richardson, who was named in the arbitration on the part of the Government, upon the question as to the amount to be paid to The Honorable A. Campbell, Esq., for land in Pitt-street, required for the extension of the Post Office, has left the Colony, it is necessary that some other person should be appointed.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Submitted.—S.H.L., 21/2/78. For the Cabinet—J.F.B., 21/2/78.

It has been determined by the Cabinet that Mr. Thomas Cadell shall be requested to act in the room of Mr. Richardson. Inform Mr. Cadell to-day.—J.F.B., 16/3/78.

No. 31.

The Secretary to the Post Office to Thomas Cadell, Esq.

Sir, I am directed by the Postmaster General to request that you will be good enough to state whether you are disposed to act as arbitrator, on behalf of the Government, in the matter of the proposed resumption of land in Pitt-street, near this office, at present belonging to the Honorable Alexander Campbell, M.L.C.

The Honorable F. M. Darley is Mr. Campbell's arbitrator, and in the event of your consenting to your appointment the necessary steps will be taken in order that the arbitration may be proceeded with as early as practicable.

I am to add that Mr. Burns is aware of your recent accident, but hopes that you are now able to attend to business as usual.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 32.

A. H. McCulloch, Esq., M.P., to The Secretary to the Post Office.

Sir, I have the honor to state that Messrs. McCulloch, Paling, and Beyers have signed the deed relating to the settlement of their claim in respect of the land leased by them from the Honorable A. Campbell, which the Government intend to resume under the notice given in July last.

The land taken from Messrs. McCulloch and Co. is the whole of one of the parcels of land leased to them, and a portion (the gateway) of the land included in the other lease. Messrs. McCulloch and Co. claim that as the arrangement as to the amount of compensation to be paid was by the letter of 17th December last, accepting your offer to pay to them £2,500, it must be considered that the land, so far as they are concerned, was taken from that date and the rent paid by the Government. To this the Honorable the Postmaster General, upon the matter being mentioned to him, assented, and I merely mention this at the present time in order that the arrangement may be thus put upon record.

I have forwarded an agreement for the reference to Messrs. Slade and Smith, Mr. Campbell's solicitors. I understand, however, that they think it necessary before agreeing to go to arbitration as to the smaller quantity of land required that it be understood that if Mr. Campbell does so at once the Government shall not take possession, or claim to take possession, of the land required until the amount of compensation had been awarded and paid. The object of course of such an understanding is to keep alive Mr. Campbell's claim to the rent reserved under the lease to Messrs. McCulloch and Co. until actual payment for the land has been made. Mr. Campbell claims that he ought not to be placed in a worse position than he would be if he had sold to a purchaser with the understanding that such purchaser was not to have possession until completion of the conveyance; in other words that Mr. Campbell is not to be asked to give up his land until he is paid for it. Mr. Campbell's solicitors state that he considers this of such importance that he will if necessary contend that this is the correct reading of the condition under which the land may be resumed, and that he is advised that the twelve months notice of intention to take must be given, and the value of the land and buildings paid for before the resumption of the land by the Government.

This question could only be of importance as affecting the question of the rent to be paid under the lease, I think upon the Crown taking possession under the condition in the grant, the liability to pay rent on the part of Messrs. McCulloch & Co. would cease, and Mr. Campbell would have to recover any loss sustained by reason thereof as an item of claim for damage upon the arbitration. As however the Government have agreed with Messrs. McCulloch & Co. to hold them harmless from the rent, the question ceases—it appears to me—to be one of importance to the Government; it is immaterial whether the Government pays the amount of rent reserved in the lease in the shape of rent or as compensation on account of rent not being paid.

If

If, therefore, Mr. Campbell makes any difficulty about going to arbitration as to the 40 feet to which it is now proposed to limit the arbitration, unless it is conceded that the taking possession of the land and the payment of the compensation are made one and the same transaction, I would suggest that rather than incur the delay which will be occasioned by giving fresh notice, limiting the taking to the 40 feet now required, it will be as well to concede the point that the taking of the land and the payment of purchase money shall be done at the same time.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Submitted.—S.H.L., 27/2/78.

No. 33.

A. H. McCulloch, Esq., M.P., to The Postmaster General.

Sir,

165, Pitt-street, 4 March, 1878.

I have the honor to remind you that the sum of £150, paid by me to Mr. Alexander Campbell for rent of the Pitt-street land, resumed by the Government, is still owing to me by the Government. I may also mention that the next rent (which is always payable in advance) will be due at the end of this month, and I would therefore suggest that the settlement with Mr. Campbell for the fee simple should be arranged before the 31st instant.

I have, &c.,
A. H. McCULLOCH.

Submitted.—S.H.L., 5/3/78.

No. 34.

Thomas Cadell, Esq., to The Secretary to the Post Office.

Sir,

George-street, Sydney, 19 March, 1878.

I have the honor to acknowledge your letter of the 16th instant (B. 7S/1389), and in reply to inform you that I am prepared to accept the appointment of arbitrator on behalf of the Government in the matter of the resumption of land near the General Post Office.

In thanking Mr. Burns for the inquiry concerning my late accident, I am glad to say I am now enabled to attend to business matters as usual.

I have, &c.,
THOMAS CADELL.

Submitted.—S.H.L., 19/3/78. Let the necessary steps be taken in order that the arbitration may be proceeded with.—J.F.B., 20/3/78.

No. 35.

The Secretary to the Post Office to The Crown Solicitor.

Sir,

General Post Office, Sydney, 20 March, 1878.

With reference to your letter of the 20th ultimo, I am directed to state that Thomas Cadell, Esq., of George-street, has been appointed in lieu of Mr. R. P. Richardson, as arbitrator on behalf of the Government in the matter of the proposed resumption of land in Pitt-street, near this office, and to request that you will have the goodness to communicate with Mr. Cadell in order that the arbitration may be proceeded with as soon as practicable.

I have, &c.,
S. H. LAMBTON.

No. 36.

The Secretary to the Post Office to Thomas Cadell, Esq.

Sir,

General Post Office, Sydney, 25 March, 1878.

With reference to your letter, dated the 19th instant, I am directed to inform you that the Postmaster General has approved of you being appointed arbitrator on behalf of the Government in the matter of the resumption of land near this office, and to state that the Crown Solicitor has been instructed to put himself into communication with you in due course.

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 37.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, Sydney, 2 April, 1878.

I have the honor, with reference to the land in Pitt-street of which notice of intended resumption has been given to the Honorable Alexander Campbell, to forward for the perusal of the Honorable the Postmaster General two letters* I have received from Messrs. Slade and Smith, Mr. Campbell's solicitors—one dated 14th February last, the other 30th March; by these letters it will be seen that it is claimed that the land shall not be actually entered upon as resumed by the Crown until the compensation to be paid has been paid, or can be arranged to be paid at the time the land is entered upon by the Government.

The object of this stipulation is that the rent which is reserved under the lease to Messrs. McCulloch, Paling, and Beyers shall continue to be payable until the compensation money, which will have to be paid to Mr. Campbell, has been actually received by him.

You

You will notice that although the quantity of land intended to be taken has been reduced at the urgent request of Mr. Campbell, Messrs. Slade and Smith intimate that they are prepared to assent to the notice being held to be good for the smaller quantity as if such consent was a concession to the Government, and a consideration for the terms claimed by them as to payment being agreed to by the Government.

At the interview on Tuesday last, referred to in Messrs. Slade and Smith's letter, Mr. Slade intimated that he had not returned the draft agreement of reference as Mr. Campbell still insisted that it was his right to have the compensation money paid to him at the time the Government take possession of the land. I told him that I hardly thought that was a question that need delay the matter being proceeded with, as I understood that the Government were desirous of having possession of the land, and that I supposed that there would not be any unreasonable delay in paying the amount which may be awarded.

I think it is desirable, however, that I should have your direct assent to the understanding that the payment to Mr. Campbell will not be delayed after the award is made, before I proceed further in the matter.

If there is likely to be any delay Mr. Campbell will, I have no doubt, be satisfied if it is understood that the land will not be entered upon so as to determine the lease until the Government are prepared to pay the money.

The payment of the rent under the lease will have to be made by the Government, as Messrs. McCulloch & Co. have been informed that they will be held harmless in respect of the payment of rent under the lease of which the whole of the land is to be taken, that is the northern portion of land leased to Messrs. McCulloch & Co.

Will you please instruct me in this matter at your early convenience.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

* Letters to be returned.

[Enclosure 1 to No. 37.]

Dear Sir,

Bridge-street Chambers, Sydney, 14 February, 1878.

On looking into the papers after our interview with you of this morning it appears to us that your proposition proceeded upon an erroneous basis.

The Crown has power to resume the land in the grant or any part of it, only on two conditions—(1) 12 months notice, (2) payment of the value of the fee simple to be ascertained in manner specified in the grant.

Admitting then, for the sake of argument, that resumption would constitute eviction by title paramount and relieve the lessees from future liability for rent, we think that such resumption cannot take place until, by payment of the value of the freehold, the right to any future rent in respect of the land resumed becomes a matter of indifference to our client, seeing that he will not, in such case, desire to claim it.

What our client wants, and it seems to us is entitled to claim, is, that the resumption shall be conducted on the ordinary principles of sale and purchase, viz.: Payment of purchase money or its equivalent *cotemporaneously with taking of possession*, and we think that the powers of the Crown under the grant are reserved in language consistent only with this equitable and business-like plan of procedure.

Your notice is, we observe, directed to 74 feet, and expires somewhere about the 28th June next, but we wish you to understand, without prejudice, that on condition that you accept our view of the construction of the rights of the Crown we are ready *at once* to go to arbitration *as to the 44 feet*, to which you desire, as we understand, to confine your resumption, and taking no exception to formalities to assent to such resumption as to the more limited area *immediately on payment of the amount which may be awarded to us*, whether the twelve months has expired or not. But we think it right to add, that unless the resumption and its possible consequences of cessation of rent are to be made simultaneously with and contingently upon the payment of the compensation, our client will be constrained to stand on his rights both as to form and substance.

In brief, our client wants either his rent or his compensation, and will be no party to a course which may, or may be construed to, deprive him of the one without simultaneously conferring the other.

We may add that the correspondence and papers show an intention on the part of the Crown to have proceeded to arbitration immediately after the notice—a line of conduct quite consistent with our view that the *ascertainment* of the compensation, and its *payment* should precede, or at all events, be completed simultaneously with resumption.

Yours, &c.,

SLADE AND SMITH.

[Enclosure 2 to No. 37.]

Dear Sir,

Bridge-street Chambers, Sydney, 30 March, 1878.

Referring to our letter of the 14th February, you will see that we not only insisted that resumption could only be made subject to co-temporaneous payment of compensation, but also declined to accept your notice as applicable to the lesser area unless you, on the part of the Crown, undertook not to attempt resumption without payment,—thus in point of fact, staving off the Government for another year except on terms of admitting the correctness of our view.

After our interview on Tuesday last, at which we understood you to intimate that although not in a position formally to concede our views the Government were desirous of pressing on the business in such a way as to render the question practically immaterial, we consulted with our client, who in view of an early and prompt settlement of the matter, has instructed us to return the Agreement of Reference and assent to your notice being good for the lesser area, thus abandoning any pressure which the insistence on this point would have involved.

We do this, however, in the hope that the matter will be speedily terminated, and of course without swerving in any way from the position we have taken up, namely, that payment must be co-temporaneous with resumption.

We return your draft submission approved.

Yours, &c.,

SLADE AND SMITH.

P.S.—The description of the pieces to be taken should be corrected. We do not suppose you intend burthening the reference with a plan on the agreement, and the second piece is clearly described, in error, as bounded by the southern boundary of the property.—S. & S.

Submitted.—S.H.L., 3/4/78.

I think it will meet the views of Mr. Campbell if we continue to pay him rent until the award is made. He will no doubt be contented to let us occupy the position of tenants till we know the issue of the arbitration without raising any question as to our right to enter into possession of the land before a final settlement has been arrived at.—J.F.B., 13/4/78.

The Crown Solicitor.—S.H.L., B.C., 15/4/78.

The Crown Solicitor to The Secretary to the Post Office.

Sir, Crown Solicitor's Office, Sydney, 1 May, 1878.

I have the honor to forward herewith two copies of the agreement of reference respecting the land intended to be taken from the Honorable A. Campbell for the extension of the General Post Office, and to request that you will be pleased to cause same to be executed by His Excellency the Governor and returned to me.

One of the copies you will notice has been already executed by Mr. Campbell, but it and the other copy will have to be executed by His Excellency.

I have, &c., JOHN WILLIAMS, Crown Solicitor.

My hon. colleague will be good enough to advise His Excellency the Governor to execute the agreements.—J.F.B., 2/5/78. The Principal Under Secretary, B.C., 2/5/78.—S.H.L. I invite His Excellency to sign both copies, and attach the great seal to each.—M.F., 2/5/78. Sealed and submitted for His Excellency's signature, 2 May, 1878.—Agreements duly signed, returned herewith. The Secretary to the Post Office, B.C., 3/5/78.—M.R.A. The Crown Solicitor, B.C., 4/5/78.—S.H.L.

[Enclosure 1 to No. 38.]

New South Wales, } to wit.

IN the matter of a certain deed poll or grant from the Crown, bearing date the fifth day of August, in the year of our Lord one thousand eight hundred and thirty-five, in favor of Joseph Inch, with respect to allotment number seventeen of section number thirty-seven, situate in the town of Sydney, parish of Saint James and county of Cumberland: And in the matter of a certain notice bearing date the twenty-eighth day of June, in the year of our Lord one thousand eight hundred and seventy-seven under the hand of His Excellency Sir Hercules George Robert Robinson, Governor of the Colony of New South Wales, addressed to the Honorable Alexander Campbell, therein erroneously called Archibald Campbell, of Rosemont, Woollahra, and all others whom it may concern.

I, 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, do hereby nominate and appoint William Barker, of Sydney, in the Colony aforesaid, gentleman, solicitor, &c., to be the arbitrator on behalf of Her Majesty in the above matter.

(Seal.) Dated this twenty-eighth of July, in the year of our Lord one thousand eight hundred and seventy-seven. HERCULES ROBINSON.

I, THE abovenamed William Barker, hereby accept the appointment of an arbitrator in the above matter, and agree to act as such.—Dated this twenty-eighth day of July, 1877. WM. BARKER.

Witness—WM. GEO. WILSON.

I, THE undersigned, left at the residence of the within named Alexander Campbell, Rosemont, Woollahra, a duplicate of the within appointment, this twenty-eighth day of July, 1877.—WM. GEO. WILSON.

[Enclosure 2 to No. 38.]

New South Wales, } to wit.

IN the matter of a certain deed poll or grant from the Crown, bearing date the fifth day of August, in the year of our Lord one thousand eight hundred and thirty-five, in favour of Joseph Inch, with respect to allotment number seventeen of section number thirty-seven, situate in the town of Sydney, parish of Saint James and county of Cumberland; and in the matter of a certain notice bearing date the twenty-eighth day of June, in the year of our Lord one thousand eight hundred and seventy-seven, under the hand of His Excellency Sir Hercules George Robert Robinson, Governor of the Colony of New South Wales, addressed to the Honorable Alexander Campbell, therein erroneously called Archibald Campbell, of Rosemont, Woollahra, and all others whom it may concern.

I, the above-named Alexander Campbell, hereby appoint the Honorable Frederick Matthew Darley, of Quambi, Woollahra, near the City of Sydney, in the Colony of New South Wales, Esquire, Barrister-at-Law, and a Member of the Legislative Council of the said Colony, to be my arbitrator in the above matter.

Given under my hand this twenty-sixth day of July, 1877. ALEX. CAMPBELL.

Witness—G. P. SLADE, Solicitor, Sydney.

I, the above-named Frederick Matthew Darley, hereby accept the appointment of an arbitrator in the above matter and agree to act as such.—Dated this twenty-sixth day of July, 1877.

Witness—G. P. SLADE. FREDK. M. DARLEY.

[Enclosure 3 to No. 38.]

New South Wales, } to wit.

IN the matter of a certain deed poll or grant from the Crown, bearing date the fifth day of August, in the year of our Lord one thousand eight hundred and thirty-five, in favour of Joseph Inch, with respect to allotment seventeen of section number thirty-seven, situate in the town of Sydney, parish of Saint James and county of Cumberland: And in the matter of a certain notice, bearing date the twenty-eighth day of June, in the year of our Lord one thousand eight hundred and seventy-seven, under the hand of His Excellency Sir Hercules George Robert Robinson, Governor of the Colony of New South Wales, addressed to the Honorable Alexander Campbell (therein erroneously called "Archibald Campbell"), of Rosemont, Woollahra, and all others whom it may concern.

To His Excellency Sir Hercules George Robert Robinson, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

May it please your Excellency,— I have the honor to notify that I have this day nominated and appointed the Honorable Frederick Matthew Darley, of Quambi, Woollahra, near the City of Sydney, in the Colony of New South Wales, Esquire, Barrister-at-Law, and a Member of the Legislative Council of the said Colony, to be the arbitrator on my part and behalf in the above matter. And that the said Frederick Matthew Darley has accepted the said appointment and agreed to act as such my arbitrator.

I have the honor to enclose a copy of the appointment and acceptance. ALEX. CAMPBELL.

Dated this twenty-sixth day of July, 1877.

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No. 39.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, Sydney, 8 July, 1878.
The Queen and Campbell.

I do myself the honor to inform you that the arbitration in the matter of the land in Pitt-street, resumed for the purposes of your Department, came on for hearing on the 3rd instant, and that I have this morning received an intimation from Mr. Slade, Mr. Campbell's solicitor, that the arbitrators had awarded the sum of £13,300 to be paid to Mr. Campbell, and that the costs of the arbitrators and umpire amount to £168, half of which (£84) the Government will have to pay.

Will you please let me have a cheque for the latter sum at your earliest convenience.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

No. 40.

Minute of The Secretary to the Post Office.

I HAVE seen the Crown Solicitor with reference to Mr. McCulloch's claim for rent paid by him to Mr. Campbell for the land in Pitt-street about to be resumed by the Government. Mr. Williams states that Mr. McCulloch is entitled to a refund of rent so paid by him since the date on which the Government agreed with Mr. McCulloch as to the amount of compensation to be given to him. Mr. Williams will write to the Postmaster General to this effect, but as Mr. McCulloch is pressing for payment of the amount due to him, this might be authorised at once, leaving it to the Crown Solicitor to arrange as to the precise date from which we are liable for the rent.—S.H.L., 9/8/78. Approved.—J.F.B., 9/8/78. The Crown Solicitor, B.C., 20/8/78.—S.H.L.

No. 41.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, Sydney, 20 August, 1878.

I have the honor to return your memo. to the Honorable the Postmaster General, of date 9th instant, respecting the repayment to Mr. McCulloch of the rent he has had to pay to Mr. Campbell since the Government interfered so as to prevent Mr. McCulloch making use of the land let to him, and to state that I find that you, by letter of date 2nd February last, acknowledged the receipt of a letter from Mr. McCulloch, of date 17th December, accepting without reservation the offer made to Messrs. McCulloch, Paling, and Beyers by you. This, therefore, constituted the agreement with them, and I find that the rent of the land taken is £600 a year, payable quarterly in advance, on the 30th days of December, March, June, and September. The rent becoming payable subsequent to the 17th December is to be refunded, which will be for three quarters rent, payable on 30th December, 30th March, and 30th June last—in all, £450.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

No. 42.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, Sydney, 21 August, 1878.

I have the honor, in compliance with your verbal request, to forward to you all the papers relating to the taking of the land in Pitt-street, the property of the Honorable Alexander Campbell, which I received from your department.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

PART II.

LAND ON THE NORTHERN BOUNDARY.

No. 1.

Messrs. Holt and Perkins to The Colonial Secretary.

In re the new street by the General Post Office.

Sir,

Sydney, 27 August, 1877.

We have the honour to call your attention to a minute by the late Postmaster General (in a Return to the Order of the Honorable the Legislative Assembly on the 13th July last), with respect to the new street at the General Post Office, which contains a proposal that we think should never have been entertained by the late Government or submitted to Parliament, since its tendency evidently is to perpetrate an injustice, and to weaken the public confidence in Crown grants.

Mr. Samuel says in the said minute (with respect to our land) "An Act of Parliament will be necessary to enable the Government to get possession of this land, unless the parties will go to arbitration without it."

We beg to state that we (the owners) have never objected to cede whatever land may be required for widening the new street (as per the Colonial Architect's plan, Appendix A) or to submit our claims for compensation to arbitration.

If the Government had made a former proposal to us in a business-like manner, asking us to name a price for our respective claims for compensation for the land required to widen the new street, or submit them to arbitration, we would unhesitatingly have done so, and we confidently believe that our tenants would have done the same, and this matter might have been settled long ago, and the new street opened for the convenience of the public; but we would not listen to individuals (of whom we know nothing), coming to us and asking us if we would sell the land, or what we would take for it, &c., as we would not sell any of our land to private persons at any price, as we have settled it by our wills on our families. But it is quite a different thing when the land is required for a public purpose, such as the widening of a street, and there was therefore no necessity to beat about the bush to get it.

We wish the Government clearly to understand that we shall resist to the very uttermost Mr. Samuel's proposal, that the Government should get possession of the whole of our land, and recoup themselves by the sale of what they do not require for what they have to pay for the whole.

We do not believe there is an instance of a Government in any civilized country ever having enacted a law that would compel persons to sell their land at a price which would enable the purchasers to retain what they may require, and recoup the total cost by selling the residue. The opening of new roads and streets, the construction of railways, and especially railway stations, all tend more or less to enhance the value of the adjacent land; but a new light appears to have sprung up in the mind of Mr. Samuel, who thinks that the Government should get possession of the whole of the land by an Act of Parliament, keep what they require, sell the residue, and thus recoup the total cost. The idea is monstrous, and we feel certain never would be sanctioned by His Excellency the Governor, or by any of the Courts here or in England.

If this Colony were as miserably poor and as deeply indebted as Spain, it would be disreputable to attempt to increase its revenue by any such mean and paltry expedients; and indeed we cannot but think that it would be a spoliation and a robbery to deprive landowners of their land by a compulsory sale (if that were possible), in order to re-sell a portion of it at an advance, and thus recoup the cost of the whole.

In some of the old grants there is this condition (see the Governor's Proclamation No. 27 in the Appendix to the said Report) that "it shall be lawful for the Governor * * * 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." But there ought to have been another condition in the grants in order to carry out Mr. Samuel's novel idea—that the Government should have the power to resume the whole of the land in the grant not only for public purposes, but also to enable the Government to realise as much by the re-sale of a portion of it as would recoup the total cost.

With such a condition in the grants, there are few capitalists who would like to invest their money in landed property in this Colony, and the depreciation in the value of land would therefore be very considerable, as there might possibly be a Samuel Government, who would take advantage of it and resume the best land in the city, and sell a portion to recoup the total cost.

With respect to the plans for "handsome buildings" which Mr. Samuel has had prepared by the Colonial Architect from his designs (see Appendix E and F), we have only to say that if it is expedient that "handsome buildings" should be erected near the General Post Office, is it not equally necessary that they should be also erected near the new offices of the Colonial Secretary and the Lands Department?

We respectfully submit that Government interference in the erection of private buildings would be a great mistake. The private buildings recently erected and now in the course of erection in the city, are not only "handsome," but they also pay a fair rate of interest on the capital invested, which is certainly more than could be said in favour of Mr. Samuel's designs.

We have, &c.,
THOMAS HOLT.
THOS. PERKINS.

The Postmaster General should see this.—JOHN R., 1/9/77.
Office.—H.H., B.C., 1/9/77. Submitted.—S.H.L., 4/9/77.

The Secretary to the Post
Scen.—J.D., 4/9/77.

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No. 2.

The Secretary to the Post Office to Messrs. Holt and Perkins.

Gentlemen,

General Post Office, Sydney, 10 September, 1877.

In reference to your letter of the 27th ultimo, addressed to the Colonial Secretary, concerning certain proposals of the late Postmaster General, with regard to a proposed new street on the north side of the General Post Office, I am directed by the Postmaster General to request that you will have the goodness to favour him with an interview on the subject, on Wednesday next, the 12th instant, at 11 a.m. Perhaps you will have the goodness to inform me whether it will be convenient for you to attend at the time named.

I have, &c.,

S. H. LAMBTON.

No. 3.

The Secretary to the Post Office to The Colonial Architect.

My dear Sir,

General Post Office, Sydney, 6 September, 1877.

Would you kindly say, on back of this note by way of expedition, if, in your plan for street for pedestrians only, it would be necessary for the formation of the proposed street to take any of the adjoining property of Messrs. Perkins and Holt—in other words, if the land we now have is sufficient for the formation of the street.

Yours, &c.,

S. H. LAMBTON.

The land we now have is sufficient for a street or piazza 55 feet 8 inches wide, as shown in plan. Appendix E, but neither Mr. Holt nor Perkins could have right of frontage.—J.B., 6/9/77.

The proposed piazza will be 5 feet narrower than Pitt-street.—J.B.

No. 4.

The Honorable Thomas Holt, M.L.C., to The Secretary to the Post Office.

Sir,

The Warren, near Sydney, 11 September, 1877.

I have had the honor to receive your letter of the 10th instant addressed to Mr. Perkins and myself, informing us that you were directed by the Postmaster General to request us to favour him with an interview on Wednesday, the 12th instant, at 11 o'clock a.m. In reply I beg to say that I will do myself the pleasure of waiting upon the Postmaster General to-morrow at the said hour.

I embrace this opportunity to enclose, for the information of the Postmaster General, a letter I received yesterday from Mr. W. P. Woolcott, and I feel sure he will be glad to learn that our tenants (Mr. Woolcott and Messrs. Thompson & Giles) will not object to cede the land required to widen the new street.

There appears to be no truth in the report (No. 13, page 5) that Messrs. Thompson & Giles had said they would thwart the action of the Government. All they ask for is, Mr. Woolcott says, that they "shall be applied to officially in a reliable manner," than which nothing could be more reasonable.

I have, &c.,

THOMAS HOLT.

[Enclosure.]

W. P. Woolcott, Esq., to the Honorable Thomas Holt, Esq., M.L.C.

My dear Sir,

Bell's Chambers, Pitt-street, Sydney, 8 September, 1877.

Understanding that you and Mr. Perkins, as owners of the properties fronting Pitt and George-streets, a small portion of which is required to complete the formation of the new street adjoining the Post Office, have agreed to allow the Government to take so much of your said properties as is necessary for the purpose, at a fair value to be assessed by arbitration.

I have much pleasure (as you request), as lessee of your portion of said land, to consent to my interest being dealt with in the same manner.

You draw my attention to a statement in the printed papers published in this matter, that Messrs. Giles & Co., the lessees of Mr. Perkins's property, have said that they would "obstruct the Government." I can say from the many interviews I have had with these gentlemen on this subject they have never so expressed themselves to me, and they now deny ever having said so to anyone else. I know they would prefer their premises be not interfered with; but if its otherwise necessary, for the public interest, then they will add their consent to complete this matter, if officially applied to in a reliable manner.

The fact is this matter has never been handled as if there was any desire to deal with it fairly to completion, else it might have been carried out long ago with advantage to the City and the public.

Yours, &c.,

W. P. WOOLCOTT.

No. 5.

The Honorable Thomas Holt, M.L.C., to The Secretary to the Post Office.

Sir,

The Warren, near Sydney, September 13, 1877.

I have the honor to request that you will be pleased to ask the Honorable the Postmaster General for his permission to send me a tracing of his plan for the new street at the General Post Office, copies of which I purpose to send to some of the parties interested (Messrs Perkins & Woolcott).

I have, &c.,

THOMAS HOLT.

No. 6.

The Secretary to the Post Office to The Honorable Thomas Holt, M.L.C.

Sir,

General Post Office, Sydney, 17 September, 1877.

In compliance with the request contained in your letter of the 13th instant, I am directed to forward herewith copy of the plan of the proposed new street on the north side of the General Post Office.

I have, &c.,

S. H. LAMBTON,

Secretary.

[Enclosure.]

A tracing from the plan appended hereto.

No. 7.

Minute of The Postmaster General.

10 October, 1877.

I HAVE carefully perused the whole of the papers on this subject, and while I approve generally of the scheme propounded by my predecessor, I am inclined to think, that so far as regards the land belonging to Messrs. Perkins and Holt, the object the Government have in view can be attained at a less cost to the public, and in a manner more congenial perhaps to the views of the present owners, than the procuring of a Bill to resume the whole of the land of Mr. Perkins, and resuming under the deed of grant that belonging to Mr. Holt, and then, after using what portion the Government wanted, re-selling the remainder.

As it seems to have been determined, and I think wisely, to make the new street between George and Pitt Streets one for pedestrians only, for which purpose the ground already held by the Government would be sufficient, or nearly so, I do not see any objection to the owners, Messrs. Perkins and Holt, being allowed to retain their land, with a right of frontage to the new street, and to make what they can out of it, on condition that they stipulate for the erection of buildings upon a design to be first approved by the Government, and give up sufficient land to enable the new street to be made a uniform width of 63 feet 7 inches (our present George-street frontage). The straight line drawn in pencil through the accompanying plan prepared by the Colonial Architect, and indicated by an *, will show the quantity that each proprietor would have to give—the depth to the new street varying from 15 feet to 5 feet. It would of course be to the mutual advantage of all parties that the frontage to the new street should be in a straight line.

With regard, then, to Mr. Campbell's land in Pitt-street, matters seem already to have reached a certain point, notice having been given to the owner, in terms of the deed of grant, of the intention of the Government to resume a certain portion having a frontage of 74 feet to Pitt-street. The owner and lessees are prepared to go to arbitration at once, and the only question would seem to be how much land the Government is to take. The enclosed * plan prepared by the Colonial Architect will show the position of the present building, the land that we already possess in Pitt-street, the whole of Inch's grant (now Mr. Campbell's property) in that street, also a portion namely 74 feet of that grant, and a lesser portion namely 35 feet, also a lane about 9 feet wide. The Colonial Architect strongly urges that we should either take the 74 feet, or the whole of Inch's grant. This however would involve the expenditure of a very large sum of money, and I am not at all satisfied that the future requirements of the building render it absolutely necessary that we should take so large a quantity. It would seem from the reports of the officers of the department, that the taking of the 35 feet, with the exclusive right to the lane, in addition to what we have already got, would supply our most pressing want, namely, that of a large despatch room on the ground floor. This space would give us a despatch room containing 6,120 square feet, the despatch room in the Melbourne Office being only 4,902 square feet, and that of Glasgow, a newly built office, only 8,478 square feet.

Besides fairly providing for future requirements, the securing of this 35 feet only will be a simpler and more economical matter than the taking of the whole, Mr. Alexander Campbell, the owner, will not, I understand, claim at arbitration more than he is now getting; this he represents to be a ground rent of £600 a year, and he will not at arbitration ask more than an annual payment to him of that sum, or that annual payment capitalized at 4 per cent., making £15,000.

Besides Mr. Campbell, his lessees, Messrs. McCulloch, Paling, and Beyers have, as will be seen by the papers, made a claim for compensation; but whether they are entitled to anything, and if so how much, is a matter for consideration.

The late Postmaster General, on the 10th July last, referred this question to the Crown Solicitor, and the present Attorney General has made thereon the following minute, "As I am informed by the Crown Solicitor that it has not yet been determined that the 74 feet will be required (for which notice has been given), or whether 35 feet can be taken as suggested by Messrs. McCulloch and Campbell, I think the matter had better stand over."

Before anything further is done, I would recommend that the Attorney General be now requested to advise as to the validity of any claim which the gentlemen named may have to compensation; in short, to repeat the request contained in my predecessor's letter to the Crown Solicitor of the 10th July last, with an intimation that the Government had decided on only the 35 feet, in addition to the 9 feet of lane, making 44 feet altogether, but there would be no desire to absolutely resume the lane if Mr. Campbell or the lessees were in a position to give us, say in three years time, the exclusive right to use it.

Of course, any steps taken towards the resumption of any part of this land must be in anticipation of Parliamentary authority, and I recommend that resolutions authorizing the resumption under the deed of grant of Mr. Campbell's land be submitted to Parliament.

The questions of resuming Mr. Holt's land, and of bringing in a Bill for resuming Mr. Perkins's land, to await further consideration; as if the suggestion in the first part of this minute were adopted, it would not be necessary to interfere with the properties of these gentlemen at all, beyond the taking of the necessary steps to procure the stipulations suggested as to the buildings on the new frontage being in accordance with a design to be approved by the Government, and the cession by them of the small strip already described. It might be desirable to enforce a further stipulation, that the new buildings be completed within a given time.

JOHN DAVIES.

Cabinet Minute.

THE Cabinet approves of the recommendation contained in this minute of the Postmaster General. The matter will be referred to arbitration, Mr. Campbell's claim alone being represented in the first place, and the compensation of the lessees being made the subject of a distinct agreement.—JOHN R., 10 October, 1877.

Further Minute of The Postmaster General.

MESSRS. Perkins, Holt, and Campbell, the gentlemen concerned in this matter, might be informed of the decision arrived at, and R. P. Richardson, Esq., might be appointed as arbitrator on behalf of the Government, in reference to the land at the rear of the Post Office in Pitt-street, the property of the Hon. Alexander Campbell.

* Note :—This plan will be found in Appendix to Papers ordered by the Legislative Assembly to be printed on 7 August, 1877.

No. 8.

The Secretary to the Post Office to The Honorable Thomas Holt, M.L.C.

Sir,

Sydney, 30 October, 1877.

With reference to the correspondence that has taken place in regard to the formation of the proposed new street between George and Pitt Streets, I am directed to inform you, that it is found that the ground already held by the Government will be nearly sufficient for the purpose, and that there does not appear to be any objection to the owners of the adjoining property on the northern side, namely, yourself and Mr. Perkins, being allowed to retain your land, and to have a right of frontage to the new street, provided that you are willing to stipulate for the erection of buildings fronting this street upon a design to be first approved by the Government; and further, that you are willing to give up sufficient land to enable the new street to be made a uniform width of 63 feet 7 inches.

The accompanying plan will show the quantity of land that each proprietor would have to give, which would vary in depth to the new street from 5 to 15 feet.

I am to add, that the Postmaster General will be glad to have your views upon this subject as early as possible.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 9.

The Secretary to the Post Office to Thomas Perkins, Esq.

Sir,

Sydney, 30 October, 1877.

With reference to the correspondence that has taken place in regard to the formation of the proposed new street between George and Pitt Streets, I am directed to inform you, that it is found that the ground already held by the Government will be nearly sufficient for the purpose, and that there does not appear to be any objection to the owners of the adjoining property on the northern side, namely, yourself and Mr. Holt, being allowed to retain your land, and to have a right of frontage to the new street, provided that you are willing to stipulate for the erection of buildings fronting this street upon a design to be first approved by the Government; and further, that you are willing to give up sufficient land to enable the new street to be made a uniform width of 63 feet 7 inches.

The accompanying plan will show the quantity of land that each proprietor of adjoining property would have to give, which would vary in depth to the new street from 5 to 15 feet.

I am to add, that the Postmaster General will be glad to have your views upon this subject as early as possible.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 10.

The Honorable Thomas Holt, M.L.C.; to The Secretary to the Post Office.

Sir,

The Warren, Tempe Post Office, 31 October, 1877.

I have had the honor to receive your letter of the 30th instant, with respect, to the formation of the proposed new street between George and Pitt Streets, and in reply I beg to say that I have forwarded a copy of your letter, with the plan, to my tenant, Mr. W. P. Woolcott, who has an unexpired lease of the premises for nineteen years from the 1st January next. As soon as I receive Mr. Woolcott's reply I will at once do myself the pleasure to write you again.

I have, &c.,

THOMAS HOLT.

Submitted.—S.H.L., 1/11/77. Read.—J.D., 1/11/77.

No. 11.

The Honorable Thomas Holt, M.L.C., to The Secretary to the Post Office.

Sir,

The Warren, near Sydney, 2 November, 1877.

Referring to my letter of the 31st ultimo, I have the honor to inform you that I have received an answer to my letter from Mr. W. P. Woolcott, in which he says that it would not suit his purpose to submit to any plan they (the Government) may draw. I do not think, he says, that the Government should expect more than they have already got from us—to submit to a fair arbitration.

I have, &c.,

THOMAS HOLT.

Submitted.—S.H.L., 3/11/77. Seen.—J.D., 10/11/77.

No. 12.

Thomas Perkins, Esq., to The Postmaster General.

Sir,

Menevia, Balmain, 31 October 1877.

I am in receipt of a letter signed by S. H. Lambton, Secretary, relative to the proposed street adjoining the Post Office, and enclosing a sketch.

With reference to giving up a portion of my land to widen the street referred to, I cannot move in the matter without first consulting the lessees.

With reference to submitting the plans of any buildings to be erected hereafter subject to the approval of the Government, to that proposal I object.

I remain, &c.,

THOMAS PERKINS.

Submitted.—S.H.L., 2/11/77. Seen.—J.D., 2/11/77.

No. 13.

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No. 13.

The Secretary to the Post Office to Thomas Perkins, Esq.

Sir,

General Post Office, Sydney, 19 November, 1877.

In reference to your letter, dated the 31st ultimo, intimating that until you had consulted the lessees you could not move in the matter of giving up to the Government a portion of your land for the purpose of widening the proposed new street adjoining the General Post Office, I am directed to remind you that the Postmaster General is without a further communication on the subject, and that he will be glad to hear from you at your earliest convenience.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 14.

Thomas Perkins, Esq., to The Postmaster General.

Sir,

Menevia, Balmain, 21 November, 1877.

In reply to your communication of the 19th instant, I beg to state I have no intention of disturbing my property during the currency of Messrs. Thompson & Giles's lease.

I remain, &c.,

THOMAS PERKINS.

Submitted.—S.H.L., 23/11/77. Seen.—J.D., 23/11/77.

No. 15.

The Honorable Thomas Holt, M.L.C., to The Postmaster General.

Sir,

The Warren, near Sydney, 22 November, 1877.

I have the honor to suggest, that it is a question worthy of consideration whether the Government cannot get all the land they require for widening the new street at the General Post Office (as per the plan you kindly sent me) under the Alignment Act (5 Will. IV. No. 20).

The 3rd clause provides that the curb-stone or exterior edge of the footway shall not be placed on a proprietor's land without his consent, but it may be placed on the extreme edge of what was hitherto a street or footway as well as on land which shall hereafter be formed into a street, and by other clauses it is prohibited to build or to rebuild in whole or in part within 12 feet of the curb-stone.

I have been greatly annoyed at having been informed that my tenant (Mr. Woolcott) had disposed of his interest on the lease of the premises fronting the proposed new street at the Post Office. I fear that this may complicate matters, but if my view of the law be correct there is nothing to prevent the Government from opening the new street at once, laying down the curb-stone, and the tumble-down buildings (which are an eyesore and a disgrace to the city) would speedily disappear, and be replaced 12 feet or more from the curb-stone by buildings which would be an ornament to the city.

I have, &c.,

THOMAS HOLT.

P.S.—I suggest that permission should be granted to build over the footpath (which would in fact be only building over the proprietor's land) and this would be a great protection against sun and rain to the foot passengers. There are some towns in England (such for instance as Chester) where the foot-paths are all built over or nearly so.

Acknowledge receipt and thank Mr. Holt for his suggestions, which shall receive due consideration.
—J.D., 24/11/77.

No. 16.

Minute of The Postmaster General.

22 November, 1877.

In the minute of the 10th ultimo, submitted by me to the Cabinet on that date, having reference to the question of the resumption of land in the rear, and on the northern side of the General Post Office, I stated with reference to the latter portion, namely, that belonging to the Honorable Thomas Holt and Mr. Perkins, as follows:—

"I do not see any objection to the owners, Messrs. Perkins and Holt, being allowed to retain their land with a right of frontage to the new street, and to make what they can out of it, on condition that they stipulate for the erection of buildings upon a design to be first approved by the Government, and give up sufficient land to enable the new street to be made a uniform width of 63 feet 7 inches, our present George-street frontage."

The Cabinet having approved of my recommendation, I informed Messrs. Perkins and Holt, on the 30th October, of the decision arrived at, and have received replies from both those gentlemen. That from Mr. Holt was dated the 31st ultimo, and intimated that he had sent a copy of the letter to his tenant, Mr. Woolcott, who has an unexpired lease of premises for nineteen years from the 1st January next. On the 2nd instant Mr. Holt wrote further, stating that he had received an answer to his letter from Mr. Woolcott, in which he (Mr. Woolcott) stated that it would not suit his purpose to submit to any plans the Government might draw, and that he did not think that the Government should expect more than they have already got from us, viz., to submit to a fair arbitration. Mr. Perkins's reply was dated the 31st October, and in it he stated that he could not move in the matter without first consulting the lessees, and he objected to submitting the plans of any buildings to be erected hereafter for the approval of the Government. Up to this date no further communication has been received from Mr. Perkins.

From

From the tenor of Mr. Woolcott's letter, and from the fact of no definite answer having been received from Mr. Perkins, I have arrived at the conclusion that it will be useless to expect these gentlemen to comply with the conditions required, either as regards the giving up of the small piece of land, or the submission of the plans of the new buildings for the approval of the Government.

The proposal to submit the claims of the owners or their lessees to arbitration is one that I do not think should be entertained, and to agree to it would certainly considerably delay the opening of the new street, a matter which in my opinion has been already delayed for far too long a period. If the owners of the land do not consider a frontage of 357 feet to a street in the very heart of the city a sufficient compensation for the giving up of the very small portion of land asked for, that is entirely a matter which concerns themselves; and as, from what has already taken place, it will be seen that they do not appear to set any value on this large frontage, they cannot reasonably complain if the Government take steps to open the new street without securing to them the use of that frontage.

Under all circumstances, I strongly advise that the street be at once opened, limited of course to the width of the land which we now possess. In order to somewhat relieve the unsightliness of the rugged walls of the existing buildings, I would suggest the erection by the Colonial Architect of a wall from George-street through to Pitt-street, and that a row of trees be planted near such wall. On this being done, the street can be at once formed and opened for the purpose intended, namely, a thoroughfare for pedestrians.

JOHN DAVIES.

Cabinet approve.—JOHN B., Nov. 23, 1877.

No. 17.

The Secretary to the Post Office to The Under Secretary for Public Works.

Sir,

Sydney, 26 November, 1877.

I am directed to forward papers concerning the proposed formation of a street from George to Pitt Street on the northern frontage of the General Post Office, which papers include a minute of the Postmaster General, dated the 22nd instant, which has been concurred in by the Cabinet, advising that steps be at once taken to open the proposed new street, it being limited as regards width to the extent of the land now possessed by the Government, and further, in order somewhat to relieve the unsightliness of the rugged walls of the existing buildings on the adjoining property, that a wall should be erected from George to Pitt Street, and that a row of trees be planted near such wall.

I am to request that you will be so good as to cause the Colonial Architect to be instructed to take action in the matter as soon as possible, and he will perhaps, as part of such action, arrange for the planting of the trees.

I have, &c.,

S. H. LAMBTON.

Colonial Architect.—J.R., B.C., 23/11/77.

Minute of the Colonial Architect.

To throw open the street for general traffic would be to put an end to the idea of forming a piazza for foot passengers only, and would prevent the lane being used for preparing the material used in erecting the intended extension of the Post Office to Pitt-street. Without the use of this lane the extension will take a longer time to complete and would also add very much to the cost.

The proposed wall and trees would be very much in the way.—J.B., 7 March, /78.

Secretary to Post Office.—J.R., B.C., 7/3/78.

No. 18.

The Secretary to the Post Office to The Honorable Thomas Holt, M.L.C.

Sir,

General Post Office, Sydney, 26 November, 1877.

I am directed to acknowledge the receipt of your letter dated the 22nd instant, stating that it is a question worthy of consideration whether the Government could not obtain all the land required for the proposed new street in front of the General Post Office, under the Alignment Act (5 Will. IV. No. 20), and suggesting that certain action might be taken in the matter, and to state that Mr. Davies begs of you to accept his thanks for your suggestions, which shall receive due consideration.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 19.

Minute of The Postmaster General.

INFORM the Colonial Architect that I should like to see him between 10 and 11 a.m. on Monday respecting the proposed street between George and Pitt Streets, in front of the General Post Office.

J.F.B., 27/4/78.

Informed.—JAS. D., 27/4/78.

No. 20.

Minute of The Postmaster General.

INFORM Messrs. Perkins and Holt that the Government propose to widen the street so as to make it have an even width of 70 feet all through, and that if they are inclined to refer to arbitration any question of the compensation to which they think they would be entitled for the additional land belonging to them which would be required for such extension, I wish they would be pleased to advise us accordingly and to nominate their arbitrators. Inform also, that in the event of our failing to come to terms with them, we shall conceive it to be our duty to open the street limited to the width of the land which we at present possess, in which case it would be necessary to erect a wall on the northern boundary of our land.

J.F.B., 4/5/78.

No. 21.

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No. 21.

The Secretary to the Post Office to Messrs. Holt and Perkins.

Sir,

General Post Office, Sydney, 6 May, 1878.

With reference to correspondence which has taken place relative to the land adjoining the General Post Office, I am directed by the Postmaster General to inform you, that the Government have it in contemplation to widen the proposed street on the northern side of the building, so as to make it an even width of 70 feet right through from George-street to Pitt-street as shown in the accompanying plan. I am therefore to request, that if you are inclined to refer to arbitration any question of compensation to which you might think yourself entitled for the resumption of the additional land belonging to you which would be required for such extension, you would be pleased to advise this department accordingly, and at the same time nominate the gentleman whom you wish to act as your arbitrator in the matter.

I am also to inform you, that in the event of the matter not being mutually agreed to, the Government will conceive it to be their duty to open the street limited to the width of the land at present in their possession, in which case a wall would have to be erected on the northern boundary of such street.

I have, &c.,

S. H. LAMBTON.

No. 22.

The Honorable Thomas Holt, M.L.C., to The Postmaster General.

Sir,

The Warren, Tempe, Sydney, 7 May, 1878.

I have had the honor to receive your letter of the 6th instant (without number), in which you inform me that the Government have it in contemplation to widen the proposed street on the northern side of the building opposite the General Post Office, so as to make it an even width of 70 feet right through from George to Pitt Street, as shown in the accompanying plan; and you ask if I am willing to refer to arbitration any question of compensation to which I may think myself entitled for the resumption of the additional land belonging to me which would be required for such extension, and at the same time to nominate the gentleman whom I wish to act as my valuator in the matter.

In reply I beg to say that I am perfectly willing to leave the said matter to arbitration as I always have been, and nominate Andrew Garran, Esquire, LL.D., as my arbitrator. In the event of Dr. Garran declining to act as my arbitrator, I will nominate another gentleman. I may mention that Mr. W. P. Woolcott has a lease of the premises which has between eighteen and nineteen years to run. He has already expressed his willingness to refer to arbitration any question of compensation to which he may be entitled, as lessee, for deprivation of the use of the land and premises, and I doubt not that he will be equally agreeable to do so at present.

I have, &c.,

THOMAS HOLT.

Bring forward when Mr. Perkins replies, or on Monday next.—S.H.L., 9/5/78.

No. 23.

Henry A. Perkins, Esq., to the Secretary to the Post Office.

Sir,

Balmain, Sydney, 8 May, 1878.

In reply to a letter from your Department to Mr. Thomas Perkins, under date of 6th instant, I desire to state that Mr. Perkins's health is such in consequence of increasing age that he is totally unable to answer your communication.

I remain, &c.,

HENRY A. PERKINS.

No. 24.

Minute of the Postmaster General.

INFORM Mr. Perkins that we can delay no longer, and that if he declines to consent to arbitration we shall proceed to carry out alternative project. Mr. Holt can also be apprised state of the case.

J. F. BURNS,

14 May, 1878.

No. 25.

The Secretary to the Post Office to Henry A. Perkins, Esq.

Sir,

General Post Office, Sydney, 15 May, 1878.

In reply to your communication of the 8th instant, I am directed by the Postmaster General to state that the Government cannot any longer delay the question of the formation of the proposed street on the northern side of this office; if Mr. Perkins therefore declines to consent to arbitration, the alternative project of opening the proposed street limited to the width of the land already in possession of the Government will be carried out.

I have, &c.,

S. H. LAMBTON.

No. 26.

The Secretary to the Post Office to the Honorable Thomas Holt, M.L.C.

Sir,

General Post Office, Sydney, 15 May, 1878.

I am directed by the Postmaster General to acknowledge receipt of your communication of the 7th instant, in reply to mine of the 6th *idem*, and to state that a reply has also been received from Mr. Henry A. Perkins, stating that "Mr. Perkins's health is such in consequence of increasing age that he is totally unable to answer your communication."

Mr. Henry A. Perkins has this day been informed, in reply to his letter, that "the Government cannot any longer delay the question of the formation of the proposed street on the northern side of this office; if Mr. Perkins therefore declines to consent to arbitration, the alternative project of opening the proposed street limited to the width of the land already in possession of the Government will be carried out."

I have, &c.,

S. H. LAMBTON.

No. 27.

The Honorable Thomas Holt, M.L.C., to The Secretary to the Post Office.

Sir,

The Warren, Tempe, Sydney, 23 May, 1878.

I have the honour to receive your letter dated the 15th instant in which you inform me that a reply had been received from Mr. Henry A. Perkins, stating that "Mr. Perkins's health is such in consequence of increasing age that he is totally unable to answer your communication"; and that Mr. Henry A. Perkins had that day been informed that "the Government cannot any longer delay the question—the formation of the proposed street on the northern side of this office; if Mr. Perkins therefore declines his consent to arbitration, the alternative project of opening the proposed street limited to the width of the land already in possession of the Government will be carried out."

I trust that the Government will not, *under any conceivable circumstances* do such a suicidal act as that of having recourse to what you call the alternative project, that is of building a brick wall on the northern boundary of the street; a blank wall between 300 and 400 feet long in one of the principal streets in the centre of the city, would be such an eyesore that the citizens would never rest until it was removed.

Mr. Perkins and I have already agreed, in a joint letter we addressed to the Colonial Secretary on the 27th August last, to cede to the Government the land required to make the street, at a valuation to be determined by arbitration, and it is to be regretted that the Government did not get the arbitration bonds signed by us at that time. I am still willing to do so, and the Government will, by making a similar arrangement with my tenant (who also consented, as he informed me), be able to secure half the street. I do not believe there would be any difficulty about Mr. Perkins's land if he were in good health of body and mind. But whether the owner be well or ill, private interests should not stand in the way of the public interests—or the extension of Railways might be checked, and the opening of new roads and streets be prevented, and the prosperity of a great country retarded by the illness or obstinacy of a single individual. I do not think a private person can have any reasonable cause of complaint when any portion of his land is resumed for a public purpose, and he is paid for it at its appraised value. If additional powers are required a short Act of Parliament could easily be passed at the next Session.

It appears, from the plan you sent me, that the Government only require 6 feet 3 inches of Mr. Perkins's land, George-street, whereas they require 14 feet 4 inches of my land fronting Pitt-street.

It is fortunate for Mr. Perkins that the Government do not have recourse to the Alignment Act (5 William IV. No. 20), and proclaim the street, and prohibit the erection of any building in whole or in part on his land within 12 feet of the curb-stone. In a situation like this the tumble-down buildings occupied by Messrs. Thompson & Giles would soon be pulled down and good buildings erected 12 feet from the curb-stone, so that the Government would get 12 feet for a footpath without payment, instead of the 6 feet 3 inches they are willing to pay for at its appraised value.

I am very much afraid that Mr. Perkins must be incapable of attending to any business, or he would see that it was his interest to accede, and that without delay, to the proposal made to him by the Government.

I have, &c.,

THOMAS HOLT.

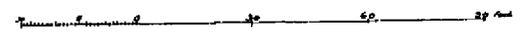
P.S.—I think the new street would be much beautified if the Government were to give permission to the proprietors to build over the footpath the same as in Chester, Venice, and some other cities, on the condition that the plans were previously approved by the Colonial Architect. A covered walk from George to Pitt-street would also be a great convenience to foot passengers and a protection from rain and the rays of the sun.—T.H.

Submitted.—S.H.L., 28/5/78.

[Plan.]

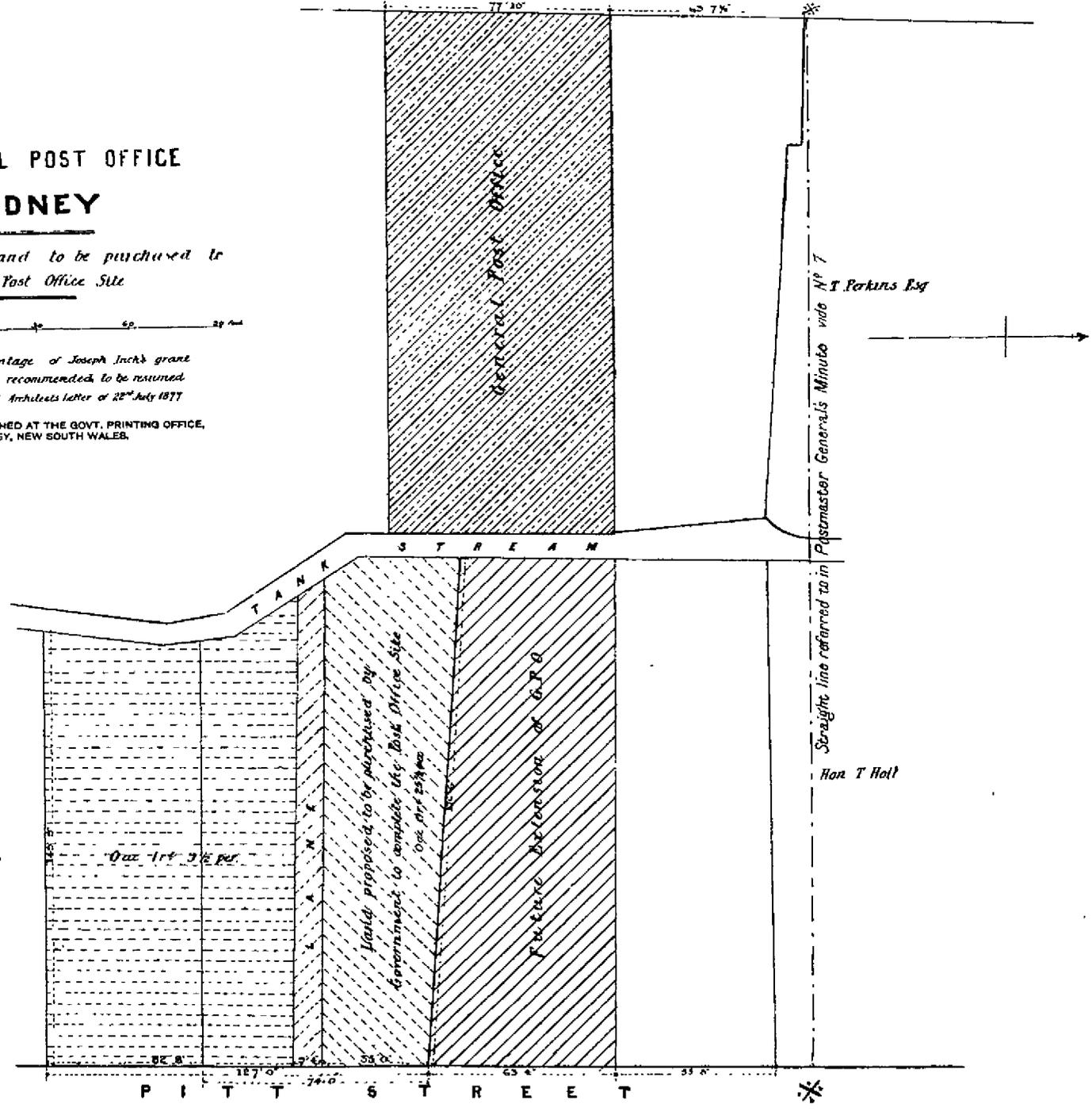
GENERAL POST OFFICE SYDNEY

Plan showing Land to be purchased to
complete Post Office Site



Note. The total frontage of Joseph Ingh's grant
1270 is that recommended to be resumed
in the Colonial Architects letter of 22nd July 1877

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



1878.

LEGISLATIVE ASSEMBLY,
NEW SOUTH WALES.

REPORT

OF THE

PROCEEDINGS OF THE CONFERENCE

RESPECTING

THE DUPLICATION OF THE TELEGRAPH LINES
BETWEEN AUSTRALASIA AND EUROPE,

HELD IN MELBOURNE IN MAY, 1878;

TOGETHER WITH

MINUTES OF PROCEEDINGS, NOTICES OF MOTION, MINUTES OF EVIDENCE, AND
APPENDICES.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
10 *September*, 1878.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1878.

REPORT.

THE Conference assembled in Melbourne, and held their first meeting on the 9th day of May, 1878.

The colonies of New South Wales, Queensland, South Australia, Tasmania, and Victoria were represented as follows, viz. :—

<i>New South Wales</i> ...	The Honorable	J. F. BURNS,	Postmaster General.
<i>Queensland</i> ...	... The Honorable	CHARLES STUART MEIN,	Postmaster General.
<i>South Australia</i> ...	The Honorable	JAMES P. BOUCAUT,	Prime Minister and Treasurer ;
		CHARLES TODD, Esq.,	C.M.G., Postmaster General.
<i>Tasmania</i> ...	... The Honorable	Sir JAMES MILNE WILSON,	President of the Legislative Council, and Member of the Executive Council.
<i>Victoria</i> ...	... The Honorable	GRAHAM BERRY,	Prime Minister, and Chief Secretary and Treasurer ;
		The Honorable HENRY CUTHBERT,	Postmaster General.

The colony of New Zealand was not represented at the Conference, but a letter was received from the Colonial Secretary, which contained the views of the Government of that colony as to the duplication of the cable between Australia and Singapore.

The colony of Western Australia was also not represented.

At the first meeting of the Conference the Honorable Graham Berry was unanimously elected President, and Mr. Webb Ware was appointed Secretary.

The Conference unanimously agreed to the following resolution :—

“That in the opinion of this Conference provision should be made as early as practicable for ensuring greater certainty of telegraphic communication between Great Britain and the Australian Colonies and New Zealand.”

The Conference then proceeded to discuss the whole question of the duplication of the telegraph lines between Australasia and Europe and the different routes proposed ; and, after mature deliberation, the following resolutions were agreed to :—

“That the Governments of New South Wales and Victoria be empowered to enter into an agreement and contract with the Eastern Extension Telegraph Company for a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin, for an annual subsidy of not exceeding £32,400.”

(NOTE.—Queensland refrained from voting on this resolution.)

“That such subsidy shall be payable for a period of not more than twenty years, and that in consideration thereof the said company—

“(1.) Shall, throughout the whole of the period during which such subsidy shall be payable, maintain in full working order such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

“(2.) Shall, before such subsidy shall become payable, lay a second cable between Singapore and Penang, and thereafter shall maintain the same, and its present lines of cable between Singapore and Penang, Penang and Madras, Madras and Rangoon, in full working order.”

“That the Eastern Extension Company should, without any additional subsidy, other than already agreed to for the duplication of the line from Singapore to Port Darwin, reduce their charge for governmental messages between England and Port Darwin to the extent of 50 per cent., and their charges for press messages to the extent of 75 per cent. on the present rates.”

“That

- “That provision be made in the contract with the Eastern Extension Telegraph Company for the purchase, by the combined colonies, of the duplicate cable, on equitable terms, at any time during the currency of the subsidy.”
- “That in calculating the amount of subsidy to be paid to the Eastern Extension Telegraph Company, the actual cost of the duplicate cable shall be the basis.”
- “That the cost of the subsidy be paid by the different Australasian Colonies ratably in proportion to their respective populations.”
- “That, in the first instance, the populations of the several colonies, as officially estimated on 31st December, 1876, shall be the basis of the proportionate allotment of cost to each.”
- “That such contributions shall be re-adjusted on the basis of the populations of the several colonies as shown by the next general census, and thereafter once every five years.”

(NOTE.—*Queensland refrained from voting on the last three resolutions.*)

The following motions proposed by the Representative of Queensland were negatived, all the colonies represented, excepting Queensland, voting against the motions, viz. :—

- “(1.) That in the interest of all the Australasian Colonies it is essential that there should be a complete system of telegraphic communication between British India and the Continent of Australia, unconnected with the existing lines of the Eastern Extension Company, and under the control of an independent company or proprietary.
- “(2.) That the second system of communication should be connected with the capitals of the several Australian Colonies by means of land lines entirely independent of the lines connecting Port Darwin with Adelaide.
- “(3.) That on the completion of the second system of telegraphic communication with British India there should be paid to the Eastern Extension Company, throughout the period during which a subsidy shall be paid to the proprietors of such second system, a subsidy equal to per centum of the original capital cost of the construction of such company’s present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin, if they shall throughout such period maintain in effective working order a separate line of telegraphic communication between Port Darwin and British India.
- “(4.) That all subsidies which may be required for the construction or maintenance of ocean cables between British India and Australia should be paid and borne by the several Australian Colonies in such proportions as may be mutually determined.”

The following motions proposed by the Representative of Tasmania were negatived, Queensland and Tasmania voting for, and New South Wales, South Australia, and Victoria voting against, the motions, viz. :—

- “(1.) That the cables connecting New South Wales with New Zealand, Tasmania with Victoria, and Port Darwin with Singapore, shall be considered as ocean lines, forming one common system of telegraphic communication between the Australasian Colonies and Europe.
- “(2.) That the cost of the subsidies now paid, or to be paid, towards those cables be borne by the colonies benefiting by the same ratably in proportion to their respective populations.
- “(3.) That South Australia be exempt from contribution to the line between Port Darwin and Singapore, in consideration of her large outlay in erecting and maintaining the trans-continental line of telegraph.
- “(4.) That, in the first instance, the populations of the several colonies, as officially estimated on the 31st December, 1876, shall be the basis of the proportionate allotment of cost to each.
- “(5.) That such contributions shall be re-adjusted on the basis of the populations of the several colonies as shown by the next general census, and thereafter once in every five years.
- “(6.) That New Zealand be invited to concur in the foregoing resolutions.

- “(7.) That in case New Zealand declines to adopt the principle laid down in
 “ Resolution No. 1, the other Australasian Colonies represented at this
 “ Conference consent to recognize the New Zealand cable as an ocean line
 “ under the meaning of that resolution to the extent of the contribution
 “ now paid towards its maintenance by New South Wales, viz., £2,500.”

The following motions proposed by the Representative of Queensland were also negatived, Queensland and Tasmania voting for, and New South Wales, South Australia, and Victoria voting against the motions, viz. :—

- “ That the Queensland lines of telegraph terminating at Kimberley, in the Gulf
 “ of Carpentaria, be connected with the terminus of the Eastern Extension
 “ Telegraph Company’s cables at Port Darwin by means of a cable from
 “ Kimberley to the mouth of the Roper River, and thence by a land line
 “ to Port Darwin.
- “ That the land line from the Roper River be constructed and maintained at the
 “ cost of South Australia, and that so long as such line shall be maintained
 “ in full working order the other colonies shall pay to South Australia an
 “ annual sum equal to six pounds per centum of the original capital amount
 “ expended by that colony in the construction of such line.
- “ That the cable between Kimberley and the Roper River be constructed at
 “ the joint cost of the different Australasian Colonies, except South
 “ Australia, such colonies to contribute thereto in amounts proportionate
 “ to their population as officially estimated on the 31st day of December,
 “ 1877; and that the income derivable from such cable be set apart as a
 “ reserve fund for the renewal thereof.
- “ That the rate payable to South Australia for international messages transmitted
 “ across the present trans-continental line be reduced to 1s. per word.
- “ That the rate to be charged by South Australia for international messages
 “ between Port Darwin and the Roper River be 4d. per word.
- “ That the rate to be charged for international messages by the cable between
 “ the Roper River and Kimberley be 6d. per word.
- “ That the rate to be charged by Queensland for international messages across
 her lines of telegraph shall not exceed 2d. per word.
- “ That in all instances the senders of international messages shall be at liberty
 “ to elect the route by which such messages shall be forwarded; and, in
 “ the event of no election being made at the time of the delivery of
 “ messages for transmission, messages to and from New Zealand, New
 “ South Wales, and Queensland shall be transmitted by way of the
 “ Queensland lines, and the new route to be established between Kimberley
 “ and Port Darwin, and all other messages shall be transmitted by way of
 “ the present trans-continental line of South Australia.”

After the foregoing motions had been discussed, the following resolution was carried, South Australia refraining from voting thereon, viz. :—

- “ That whilst the Conference has not made any provision for the duplication,
 “ at the present time, of the continental line of telegraph from Port
 “ Darwin, the Representatives of the different Colonies expressly reserve
 “ for confederate action a future decision on this important point, and
 “ empower the Governments of New South Wales and Victoria, before
 “ entering into and making any contract with the Eastern Extension
 “ Telegraph Company for the construction of the second cable between
 “ Port Darwin and Singapore, to receive an engagement from South
 “ Australia to co-operate with the other Australian Colonies in con-
 “ structing and maintaining a new line of telegraph from Port Darwin
 “ to be connected with the telegraphic system of Queensland: Provided
 “ that, in the event of such line being decided upon, South Australia
 “ shall not be called upon to contribute thereto.”

The Conference having decided to discuss any question of intercolonial interest other than that of telegraphic communication with Europe, the following resolutions were, after mature deliberation, unanimously agreed to, viz. :—

- “ That the adoption of the amended treaty agreed to by the Berne Postal
 “ Convention be recommended for the favourable consideration of the
 “ Governments of Australia and New Zealand.”

- “That it is desirable to make provision by legislation that probate of wills
 “taken out in one colony may be registered in the Registry of Wills
 “Office in any other colony, in cases of testators dying in one colony
 “leaving personal property in other colonies.”
- “That the Government of Tasmania be requested to prepare a Bill dealing
 “with the question raised by the foregoing resolution, and submit the
 “same for the approval of the Governments of the several Australasian
 “Colonies with a view to united legislation on the subject.”
- “That additional facilities should be afforded to suitors for enforcing judgments
 “recovered in the Supreme Court of one colony against the property of
 “judgment debtors in other colonies.”
- “That the Representatives of the different colonies undertake, in the event of
 “the law advisers of their Governments approving of the same, to endeavour
 “to procure the passing in their respective Legislatures of a Bill dealing
 “with the question raised by the foregoing resolution similar to that
 “submitted by Tasmania and appended to the proceedings of the Con-
 “ference.”
- “That it is desirable that the Governments of the Continental Colonies should,
 “at as early a period as possible, interchange views as to the intended routes
 “of their principal railway lines, so as to enable junctions of the various
 “systems to be arranged for at the most suitable points.”
- “That in the opinion of this Conference the necessity of the joint defence of the
 “Australian Colonies should be recognised and acted upon promptly by
 “their respective Governments and Legislatures, in view of the present
 “unsettled state of Europe, and having regard to future contingencies.”
- “That the Agents-General be requested, in view of the early termination of the
 “Postal Treaty of 1873 between the Imperial Government and the
 “Colonies, to elicit from the Secretary of State for the Colonies the
 “intentions of the Imperial Government in reference to the Suez, Pacific,
 “and Torres Straits Mail Services.”

The Conference also discussed other questions, on which no definite action was taken.

Attention is directed to the Appendix of Minutes of Proceedings, Report of Evidence taken, and Documents laid before the Conference.

J. F. BURNS, *New South Wales.*

CHARLES STUART MEIN, *Queensland.*

JAS. P. BOUCAUT, }
 CHARLES TODD, } *South Australia.*

J. M. WILSON, *Tasmania.**

GRAHAM BERRY, }
 H. CUTHBERT, } *Victoria.*

THOS. WEBB WARE,
Secretary.

Melbourne, 18th May, 1878.

* SIR JAMES WILSON, on the part of the Government of Tasmania, and in the interests of that colony and of New Zealand, desires to place on record an expression of his regret that the Conference should have declined to entertain the suggestion that the cables which connect Tasmania and New Zealand with the continent should be dealt with as forming, with the lines of telegraph from Port Darwin to England, a common system of communication between Australasia and Europe.

The lines of telegraph which traverse the several territories of the continental colonies, with the exception of the direct line from the South Australian frontier to Port Darwin, constitute a means of communication, not only between the capitals of those colonies, but also between the numerous centres of population throughout their respective areas. They exist primarily for the convenience of the domestic communities which they traverse.

That they connect Melbourne and Sydney with the cables that connect Australia with Europe is a mere accidental circumstance, which cannot divest them of what may be called their purely municipal character.

The cables between New South Wales and New Zealand, and between Tasmania and Victoria, occupy a very different position. They exist for the mutual advantage of the communities which they connect. They possess, so to speak, an international, as distinguished from a municipal, character.

It will scarcely be denied that such large communities as New South Wales and Victoria derive considerable advantage from the existence of a means of rapid communication with such colonies as New Zealand and Tasmania, which constitute ready and convenient markets for their respective productions, and with which they are intimately connected by social as well as by commercial ties.

New South Wales has recognized this principle by contributing to the maintenance of the New Zealand cable. But the Bass's Straits cable owes its existence to the enterprise of Tasmania, and was laid down, and is, and always has been, maintained at the sole cost of that colony. The time would seem to have arrived when mutual advantage should command reciprocal aid.

Naturally, in the first instance, the remote and outlying members of such a group of colonies as that which comprises Continental Australia, Tasmania, and New Zealand, feeling their practical isolation, provide, at their own risk, the means of telegraphic intercourse with their wealthier and more populous neighbours. But those neighbours soon come to derive fully as much benefit from the connection as the originators of the means of intercourse. And it then becomes a simple matter of equity and fairness that what benefits each should be supported by both.

In other matters of a common intercolonial interest it has happened, before now, that one colony has undertaken the initiative in costly public works which primarily and immediately concern itself, but which incidentally, and even directly, prove beneficial to those who have borne no share in their construction.

The maintenance of the lighthouses in Bass's and Banks' Straits, by Tasmania, almost unassisted, is a familiar instance of such action by a single colony. But the equitable sense of her neighbors has recognized their liability to contribution for the maintenance of what are now, by common consent, regarded as ocean lights.

The cables between the continent of Australia and the colonies of New Zealand and Tasmania seem to fall within the principle which governs the precedent just quoted. They originated in the necessity of individual members, they now constitute the common advantage of the collective group. The conclusion is obvious. They should be included in the same category with the cables, or lines of telegraph, by which it is now proposed to connect Australia with Europe. The duplication of those lines is admittedly a matter of common interest to the Australias; but, since it can only be effected by a subsidy, the larger and wealthier colonies invite their neighbors to share the cost. Hitherto telegraphic communication has cost these colonies nothing beyond the price charged for the transmission of messages; and, when a common subsidy was demanded, it seemed only reasonable that the claim of New Zealand and Tasmania to be relieved, to some extent at all events, of the burden of their subsidies to intercolonial cables should be urged by their representatives, and admitted by those of the other colonies. This natural and equitable view of the question the Conference has declined to entertain, as foreign to the primary object of its assembly.

Sir James Wilson submits that the claim to consideration thus advanced on behalf of Tasmania and New Zealand fell fairly and legitimately within the scope of the power of the Conference. He is also of opinion that a frank recognition of the principle enunciated in his resolutions would have approved itself to the public sense of the Australian colonies, and would have found ready acceptance with the Australian Legislatures.

Impressed with these considerations, Sir James Wilson feels bound, on the part of the colony which he has the honor to represent, to place on the minutes a record of his dissent from the conclusion arrived at by the Conference on this question, and of his regret that its decision will, in all probability, preclude the co-operation of Tasmania in the proposed duplication of the telegraph from Port Darwin to Singapore.

J. M. WILSON.

MINUTES OF THE PROCEEDINGS.

9TH MAY, 1878.

The following gentlemen assembled in the Executive Council Chamber, Government Offices, Melbourne, 9th May, at eleven o'clock :—

The Honorable J. F. BURNS, Postmaster General, representing New South Wales ;
The Honorable CHARLES STUART MEIN, Postmaster General, representing Queensland ;
CHARLES TODD, Esq., C.M.G., representing South Australia ;
The Honorable SIR JAMES MILNE WILSON, M.E.C., President of the Legislative Council, representing Tasmania ;
The Honorable GRAHAM BERRY, Chief Secretary and Treasurer ; and
The Honorable HENRY CUTHBERT, Postmaster General, representing Victoria.

SIR JAMES WILSON moved, seconded by Mr. BURNS—"That the Honorable Graham Berry be elected the President of the Conference."—*Carried unanimously.*

Mr. Berry took his seat accordingly.

Mr. Webb Ware was appointed Secretary to the Conference.

Mr. BURNS moved, seconded by Mr. MEIN—"That the Proceedings of the Conference shall not be made public until sanctioned by its authority."—*Carried unanimously.*

Mr. BURNS moved, seconded by Mr. TODD—"That divisions upon questions proposed to the Conference shall be taken by the votes of the Colonies."—*Carried unanimously.*

Mr. MEIN moved, seconded by SIR JAMES WILSON—"That the Secretary be required to prepare minutes of each day's proceedings, which shall be read over and confirmed at the next sitting before any new business shall be entered upon ; and that such minutes shall be printed confidentially for the use of Members. 2. That in referring in any proceedings of the Conference to the several colonies represented the names be placed in alphabetical order."—*Carried unanimously.*

Mr. TODD laid before the Conference a telegram from the Government of New Zealand, stating that a letter was on its way explaining the views of that Government on the proposed duplication of the Telegraph, and moved—"That it be appended to the proceedings of the Conference." Seconded by Mr. MEIN.—*Carried unanimously.* (*Vide Appendix No. 1.*)

Mr. BURNS moved, seconded by Mr. TODD—"That a copy of the circular letter from the Chief Secretary of South Australia to the other Australian Governments, dated 24th January, 1878, regarding the negotiations with the Eastern Extension Telegraph Company, be appended to the proceedings of the Conference."—*Carried unanimously.* (*Vide Appendix No. 2.*)

Mr. BERRY laid on the table a letter from Colonel Glover, offering to afford any information in his power on the questions before the Conference.

Mr. BERRY also read a letter addressed to him by Mr. Linden (Reuter's agent) suggesting that the letters a.m. or p.m. should be added to the date attached to messages at receiving stations, and that the office in Adelaide should maintain continuous communication with that at Melbourne, which, under existing regulations, is closed between the hours of 8 p.m. and 11 p.m.

Mr. MEIN laid on the table, for the information of Members, a telegraph map of Queensland.

Notices of motion for the next day's sitting were given.

The Conference then adjourned until the following day at half-past two o'clock.

GRAHAM BERRY,
President.

10TH MAY, 1878.

Present :

The Honorable GRAHAM BERRY, in the Chair :

The Honorable J. F. BURNS,	C. TODD, Esq., C.M.G.,
The Honorable C. S. MEIN,	The Honorable H. CUTHBERT.
The Honorable SIR J. M. WILSON,	

The Honorable JAMES P. BOUCAUT took his place as a representative of South Australia.

The minutes of the last meeting were read and confirmed.

Mr. CUTHBERT laid on the Table a map of the world showing the telegraph lines in operation.

Mr. CUTHBERT also laid upon the Table papers dealing with the subject of telegraphic communication between Australasia and Europe. (*Vide Appendix No. 3.*)

The following gentlemen were called in and gave evidence :—

Colonel Glover, Managing Director of the Eastern Extension Telegraph Company ;
Mr. Cracknell, Superintendent of Telegraphs, New South Wales ;
Mr. McGowan, Superintendent of Telegraphs, Victoria ;
Mr. W. J. Cracknell, Superintendent of Telegraphs, Queensland.

Mr. BOUCAUT laid on the Table a plan of the overland line between Adelaide and Port Darwin, and stated that Mr. Todd was available to be examined, notwithstanding that he was a delegate, if the Conference desired.

The Conference adjourned until the next day at half-past ten o'clock.

GRAHAM BERRY,
President.

11TH MAY, 1878.

Present :

The Honorable GRAHAM BERRY, in the Chair :

The Honorable J. F. BUENS,	|	The Honorable J. P. BOUCAUT,
The Honorable C. S. MEIN,	|	C. TODD, Esq., C.M.G.,
The Honorable Sir J. M. WILSON,	|	The Honorable H. CUTHBERT.

The Minutes of the last meeting were read and confirmed.

Mr. CUTHBERT moved, seconded by Sir JAMES WILSON—"That Mr. Todd be examined on the subject matter of the inquiry."—*Carried unanimously.*

At the request of the Members of the Conference, Mr. BOUCAUT proceeded to examine Mr. Todd.

Mr. CUTHBERT laid before the Conference copy of a telegram from the Colonial Secretary of Western Australia, explaining the basis on which that Government would contribute to a second line of telegraph, and moved—"That it be printed as an appendix to the minutes of the day."—*Carried unanimously.*

The following is the telegram referred to:—

Telegram for the Honorable the Chief Secretary of Victoria.

Perth, Western Australia, 6/4/78.

The subjoined telegram has this day been forwarded by this Government to that of South Australia, *in re* Cable Conference:—

"Replying to your telegram of March 20th, inviting this Government to send a representative to the Conference to be held at Melbourne on 25th April, to consider the question of duplicating cable, I would ask Colonel Glover's scheme alone to be considered. This Colony is willing to consent to any negotiations for a cable to start from its shores either to Banjoewangie, Anjer, or Ceylon, and will construct land lines necessary to connect same, besides paying its proportion towards relieving South Australia of great cost of Darwin line, also contributing its quota for new cable, such being calculated either on basis of population or revenue. If a scheme of this nature will receive fair consideration, this Government will depute Mr. Fraser to represent it."

ROGER TUCKFIELD GOLDSWORTHY,
Colonial Secretary.

The Conference adjourned until Wednesday next, 15th instant, at half-past ten a.m.

GRAHAM BERRY,
President.

15TH MAY, 1878.

Present :

The Hon. GRAHAM BERRY, in the Chair :

The Honorable J. F. BURNS,	|	The Honorable J. P. BOUCAUT,
The Honorable C. S. MEIN,	|	C. TODD, Esq., C.M.G.,
The Honorable Sir J. M. WILSON,	|	The Honorable H. CUTHBERT.

The Minutes of the last meeting were read and confirmed.

The PRESIDENT laid before the Conference a letter he had received that morning from the Government of New Zealand, embodying the views of that Government on certain points in connection with the project of laying down a duplicate cable. The letter was ordered to be read and entered on the Minutes of the day.

The following is the letter referred to:—

102.

NEW ZEALAND.

SIR,

Colonial Secretary's Office, Wellington, 1st May, 1878.

I have the honor to inform you that, owing to the near approach of the Session of Parliament and the consequent number of important matters occupying the attention of Ministers, this Government exceedingly regret being unable to send a representative to the Cable Conference; and they accordingly desire to take this opportunity of placing before the other Members of the Conference their views as to the proposed duplication.

It appears to this Government that the question resolves itself into the three following heads:—

Firstly.—As to the route the cable should follow;

Secondly.—As to the basis upon which the subsidy shall be distributed; and

Thirdly.—As to what proportion of the subsidy the Imperial Government should be called upon to contribute.

2. As regards the route, we are of opinion that a survey of both routes, viz., that from Port Darwin to Singapore, touching at Banjoewangie, and that from North-West Cape to Singapore, also touching at Banjoewangie, should be made before the choice of either can be decided upon finally. The New Zealand Government will be willing to contribute their share towards such survey.

3. This Government have gone carefully into the question of subsidy proposed by the Eastern Extension Company for the duplication of the cable by either of the above routes, as also the proposal as to the sinking fund, and beg to express their views as follows: The Government think that the payment of the subsidy by the several colonies should be assessed on the money value of the telegrams passing

through the cable to and fro at Port Darwin, and not upon the basis of population. They also consider that the sinking fund should be vested in the hands of trustees appointed by the several colonies, and that the expenses of the renewal or repair of the duplicate cable should be paid out of such fund, the balance at the end of the twenty-two years to be distributed amongst the several contributing Governments according to their proportion of contribution; or it might, perhaps, be better to devote such balance towards forming the nucleus of a fund for procuring another cable. It also suggests itself to this Government that, in the event of the present cable being interrupted, either the Eastern Extension Australasia and China Telegraph Company should pay for the right of sending through the new cable, whilst the repairs were in progress, or that the subsidy on the duplicate cable should cease during such period of repairs.

4. This Government are of opinion, taking into consideration the importance that uninterrupted telegraphic communication must be to the Mother Country, that the Imperial authorities may be fairly asked to contribute a proportion of the subsidy and sinking fund.

I have the honor to be,

Sir,

Your most obedient servant,

G. S. WHITMORE.

The Chairman of the Conference on Duplication of
Electric Cable, Melbourne.

The Conference thereupon deliberated on the proposals contained in the above letter.

Mr. BURNS then moved the following resolution, pursuant to notice, as amended by permission of the Conference—

That, in the opinion of this Conference, provision should be made as early as practicable for ensuring greater certainty of telegraphic communication between Great Britain and the Australian Colonies and New Zealand.

Discussion ensued.

Motion put and carried unanimously.

Mr. MEIN then moved the following resolutions, pursuant to notice:—

(1.) That in the interest of all the Australasian Colonies it is essential that there should be a complete system of telegraphic communication between British India and the Continent of Australia, unconnected with the existing lines of the Eastern Extension Company, and under the control of an independent company or proprietary.

(2.) That the second system of communication should be connected with the capitals of the several Australian Colonies by means of land lines entirely independent of the lines connecting Port Darwin with Adelaide.

(3.) That on the completion of the second system of telegraphic communication with British India there should be paid to the Eastern Extension Company, throughout the period during which a subsidy shall be paid to the proprietors of such second system, a subsidy equal to per centum of the original capital cost of the construction of such company's present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin, if they shall throughout such period maintain in effective working order a separate line of telegraphic communication between Port Darwin and British India.

(4.) That all subsidies which may be required for the construction or maintenance of ocean cables between British India and Australia should be paid and borne by the several Australian Colonies in such proportions as may be mutually determined.

Discussion ensued.—Motion put and negatived; all the Colonies voting against the resolutions excepting Queensland.

The Conference then proceeded to consider the following resolutions, of which notice had been given by Sir James Wilson:—

(1.) That the cables connecting New South Wales with New Zealand, Tasmania with Victoria, and Port Darwin with Singapore, shall be considered as ocean lines, forming one common system of telegraphic communication between the Australasian Colonies and Europe.

(2.) That the cost of the subsidies now paid, or to be paid, towards those cables be borne by the Colonies benefiting by the same ratably in proportion to their respective populations.

(3.) That South Australia be exempt from contribution to the line between Port Darwin and Singapore, in consideration of her large outlay in erecting and maintaining the trans-continental line of telegraph.

(4.) That, in the first instance, the populations of the several Colonies, as officially estimated on the 31st December, 1876, shall be the basis of the proportionate allotment of cost to each.

(5.) That such contributions shall be re-adjusted on the basis of the populations of the several Colonies as shown by the next general census, and thereafter once in every five years.

(6.) That New Zealand be invited to concur in the foregoing resolutions.

(7.) That in case New Zealand declines to adopt the principle laid down in Resolution No. 1, the other Australasian Colonies represented at this Conference consent to recognize the New Zealand cable as an ocean line under the meaning of that resolution to the extent of the contribution now paid towards its maintenance by New South Wales, viz., £2,500.

(8.) That in consideration of the advantage afforded to the Australasian Colonies by the maintenance by Queensland of a duplicate land line of telegraph terminating at Normantown, the Colonies represented at this Conference consent to recognize any cable that may be laid across the Gulf of Carpentaria, of say 360 miles in length, between Normantown and Roper's River, as an ocean line within the meaning of Resolution 1.

(9.) That in any arrangement entered into with the Eastern Telegraph Extension Company for subsidizing a duplicate cable provision should be made for the maintenance by such company during the subsistence of the contract of both the old and the new lines in full working order.

(10.) That the Governments of New South Wales and Victoria be empowered to enter into an agreement and contract with the Eastern Extension Telegraph Company for a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin, for an annual subsidy of not exceeding £32,400, for a period of years.

Sir JAMES WILSON, after some discussion, with the permission of the Conference, postponed all the above resolutions standing in his name until after the consideration of his resolution No. 10.

Sir JAMES WILSON then moved the following resolution, No. 10, as amended by permission of the Conference:—

That the Governments of New South Wales and Victoria be empowered to enter into an agreement and contract with the Eastern Extension Telegraph Company for a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin, for an annual subsidy of not exceeding £32,400.

Discussion ensued.—Motion put and carried; Queensland not voting.

Mr. BURNS thereupon moved, seconded by Sir JAMES WILSON—

That such subsidy shall be payable for a period of not more than twenty years, and that in consideration thereof the said company—

(1.) Shall, throughout the whole of the period during which such subsidy shall be payable, maintain in full working order such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

Discussion ensued.—Motion carried without dissent.

(2.) Shall, before such subsidy shall become payable, lay a second cable between Singapore and Penang, and thereafter shall maintain the same, and its present lines of cable between Singapore and Penang, Penang and Madras, Madras and Rangoon, in full working order.

Motion carried without dissent.

(3.) That the rate per word to be charged by the said company for messages between Port Darwin and Madras, and Port Darwin and Rangoon, shall not exceed—for all messages of the Governments of the colonies contributing to the subsidy and press messages to or for such colonies, shillings; for other messages, shillings.

After discussion, the further consideration of this motion was, by leave, postponed.

Sir JAMES WILSON then moved the resolutions standing in his name, 1 to 9, as above.

Discussion ensued, and further consideration of the resolutions was postponed until next day.

Mr. MEIN, with the permission of the Conference, postponed to a future day the consideration of the following resolution, of which he had given notice:—

That the representatives of each colony shall undertake to recommend to the Government and to the Parliament of the colony which they represent the adoption of measures to carry out all the resolutions to which they may have given their assent.

Sir JAMES WILSON moved the following resolution, pursuant to notice:—

That it shall be competent for any member of the Conference to submit for discussion any question of intercolonial interest other than that of telegraphic communication with Europe.

Carried unanimously.

Mr. MEIN, Sir JAMES WILSON, Mr. BURNS, and Mr. CUTHBERT gave notice of motions for the following day.

The Conference adjourned at half-past three o'clock until eleven o'clock the following day.

GRAHAM BERRY,
President.

16TH MAY, 1878.

Present:

The Hon. GRAHAM BERRY, in the Chair.

The Honorable J. F. BURNS,
The Honorable C. S. MEIN,
The Honorable Sir J. M. WILSON,

The Honorable J. P. BOUCAUT,
C. TODD, Esq., C.M.G.,
The Honorable H. CUTHBERT.

The Minutes of the previous meeting were read and confirmed.

Discussions ensued on the following resolutions of Sir JAMES WILSON, the consideration whereof had been postponed on the last day's sitting:—

(1.) That the cables connecting New South Wales with New Zealand, Tasmania with Victoria, and Port Darwin with Singapore, shall be considered as ocean lines, forming one common system of telegraphic communication between the Australasian Colonies and Europe.

(2.) That the cost of the subsidies now paid, or to be paid, towards those cables be borne by the colonies benefiting by the same ratably in proportion to their respective populations.

(3.) That South Australia be exempt from contribution to the line between Port Darwin and Singapore, in consideration of her large outlay in erecting and maintaining the trans-continental line of telegraph.

(4.) That, in the first instance, the populations of the several colonies, as officially estimated on the 31st December, 1876, shall be the basis of the proportionate allotment of cost to each.

(5.) That such contributions shall be re-adjusted on the basis of the populations of the several colonies as shown by the next general census, and thereafter once in every five years.

(6.) That New Zealand be invited to concur in the foregoing resolutions.

(7.) That in case New Zealand declines to adopt the principle laid down in Resolution No. 1, the other Australasian Colonies represented at this Conference consent to recognize the New Zealand cable as an ocean line under the meaning of that resolution to the extent of the contribution now paid towards its maintenance by New South Wales, viz., £2,500.

- (8.) That in consideration of the advantage afforded to the Australasian Colonies by the maintenance by Queensland of a duplicate land line of telegraph terminating at Normantown, the colonies represented at this Conference consent to recognize any cable that may be laid across the Gulf of Carpentaria, of say 360 miles in length, between Normantown and Roper's River, as an ocean line within the meaning of Resolution 1.
- (9.) That in any arrangement entered into with the Eastern Telegraph Extension Company for subsidizing a duplicate cable, provision should be made for the maintenance by such company during the subsistence of the contract of both the old and the new lines in full working order.

Sir JAMES WILSON, with the leave of the Conference, withdrew the resolutions 8 and 9.

The Conference then divided on the remainder of Sir James Wilson's resolutions, Nos. 1 to 7, with the following result :—

For.	Against.
Queensland, Tasmania.	New South Wales, South Australia, Victoria.

Mr. BURNS, with the permission of the Conference, withdrew the contingent motion of which he had given notice, and proposed the following amended resolution in lieu thereof :—

That the Eastern Extension Company should, without any additional subsidy, other than already agreed to for the duplication of the line from Singapore to Port Darwin, reduce their charges for Governmental messages between England and Port Darwin to the extent of 50 per cent., and their charges for press messages to the extent of 75 per cent. on the present rates.

Discussion ensued.

Carried without dissent.

Mr. CUTHBERT moved the following resolution, of which he had given notice :—

That such subsidy shall cease whenever the profits of the company are sufficient to pay a dividend of £10 per cent. on the capital invested.

Discussion ensued.

Motion, by leave, withdrawn.

Mr. CUTHBERT then moved—

That provision be made in the contract with the Eastern Extension Telegraph Company for the purchase, by the combined colonies, of the duplicate cable, on equitable terms, at any time during the currency of the subsidy.

Discussion ensued.

Carried without dissent.

Mr. CUTHBERT then moved—

That in calculating the amount of subsidy to be paid to the Eastern Extension Telegraph Company, the actual cost of the duplicate cable shall be the basis.

Carried without dissent.

Mr. MEIN then moved the following resolutions, of which he had given notice :—

That the Queensland lines of telegraph terminating at Kimberley, in the Gulf of Carpentaria, be connected with the terminus of the Eastern Extension Telegraph Company's cables at Port Darwin by means of a cable from Kimberley to the mouth of the Roper River, and thence by a land line to Port Darwin.

That the land line from the Roper River be constructed and maintained at the cost of South Australia, and that so long as such line shall be maintained in full working order the other colonies shall pay to South Australia an annual sum equal to £6 per centum of the original capital amount expended by that colony in the construction of such line.

That the cable between Kimberley and the Roper River be constructed at the joint cost of the different Australasian Colonies, except South Australia, such colonies to contribute thereto in amounts proportionate to their population as officially estimated on the 31st day of December, 1877; and that the income derivable from such cable be set apart as a reserve fund for the renewal thereof.

That the rate payable to South Australia for international messages transmitted across the present trans-continental line be reduced to 1s. per word.

That the rate to be charged by South Australia for international messages between Port Darwin and the Roper River be 4d. per word.

That the rate to be charged for international messages by the cable between the Roper River and Kimberley be 6d. per word.

That the rate to be charged by Queensland for international messages across her lines of telegraph shall not exceed 2d. per word.

That in all instances the senders of international messages shall be at liberty to elect the route by which such messages shall be forwarded; and, in the event of no election being made at the time of the delivery of messages for transmission, messages to and from New Zealand, New South Wales, and Queensland, shall be transmitted by way of the Queensland lines, and the new route to be established between Kimberley and Port Darwin, and all other messages shall be transmitted by way of the present trans-continental line of South Australia.

Sir JAMES WILSON seconded the resolutions.

Discussion ensued, and the Conference divided, with the following result :—

For.	Against.
Queensland, Tasmania.	New South Wales, South Australia, Victoria.

Sir JAMES WILSON, with the permission of the Conference, withdrew the following motions standing in his name :—

- (8a.) That in consideration of the advantage afforded to the Australasian Colonies by the maintenance by Queensland of a duplicate land line of telegraph [*terminating at Normantown*] the colonies represented at this Conference consent to recognize an extension of the Queensland line from Normantown to a point on the trans-continental line (say Daly Waters, 368 miles south of Port Darwin), which would practically constitute a duplication of the land telegraph, as forming part of the common system of telegraphic communication between Australasia and Europe, within the meaning of Resolution 1.
- (8b.) That so soon as such connecting line shall have been erected by Queensland, the colonies represented at this Conference shall contribute to the maintenance of the same to the extent of an annual subsidy of say 6 per cent. on a capital outlay of say not exceeding £50,000.
- (9a.) That, on the completion of the duplicate cable, the charge for transmission on the South Australian trans-continental line be reduced to 1s. per word; and should any further reduction be hereafter deemed necessary, the loss to South Australia shall be borne by the other Australasian Colonies ratably in proportion to population.
- (9b.) That the charges for transmission from England to Port Darwin, and from Port Darwin to England, shall be 5s. per word for Government messages, and 2s. 6d. per word for Press messages.

Colonel Glover was recalled, and gave further evidence.

Mr. CUTHBERT then moved, seconded by Sir JAMES WILSON—

That the cost of the subsidy be paid by the different Australasian Colonies ratably in proportion to their respective populations.

That, in the first instance, the populations of the several colonies, as officially estimated on 31st December, 1876, shall be the basis of the proportionate allotment of cost to each.

That such contributions shall be re-adjusted on the basis of the populations of the several colonies as shown by the next general census, and thereafter once every five years.

Discussion ensued.—Motions put and carried, Queensland not voting.

The Conference then proceeded to the consideration of the following subjects, to which Mr. Burns had given notice that he should call its attention :—

(1.) The early termination of the agreement arrived at in the year 1873 between the Imperial Government and the Governments of Australia and New Zealand in reference to the Ocean Mail Services.

(2.) The Berne Postal Convention.

(3.) The prohibition against the importation of English and other stock.

After some discussion of the question of the early termination of the Ocean Mail contract, its further consideration was postponed.

Mr. BURNS then moved, seconded by Mr. TODD—

That the adoption of the amended treaty agreed to by the Berne Postal Convention be recommended for the favourable consideration of the Governments of Australia and New Zealand.

Motion carried unanimously.

Mr. BURNS then brought under notice of the Conference the question of removing the prohibition on the importation of stock into the Australasian Colonies. After discussion, the further consideration of the question was postponed.

The Conference then proceeded to the consideration of the following motion, of which Sir James Wilson had given notice, viz. :—

That it is desirable to make provision by legislation that probate of wills taken out in one colony may be registered in the Registry of Wills Office in any other colony, in cases of testators dying in one colony leaving personal property in other colonies, and that additional facilities should be afforded to suitors for enforcing judgments recovered in the Supreme Court of one colony against the property of judgment debtors in other colonies.

With the consent of the Conference the motion was divided into two portions; when

Sir JAMES WILSON moved, seconded by Mr. BOUCAUT—

That it is desirable to make provision by legislation that probate of wills taken out in one colony may be registered in the Registry of Wills Office in any other colony, in cases of testators dying in one colony leaving personal property in other colonies.

Discussion ensued.

Motion carried unanimously.

Mr. MEIN then moved, seconded by Mr. BOUCAUT—

That the Government of Tasmania be requested to prepare a Bill dealing with the question raised by the foregoing resolution, and submit the same for the approval of the Governments of the several Australasian Colonies with a view to united legislation on the subject.

Motion carried unanimously.

Sir JAMES WILSON then moved, seconded by Mr. MEIN—

That additional facilities should be afforded to suitors for enforcing judgments recovered in the Supreme Court of one colony against the property of judgment debtors in other colonies.

Discussion ensued.

Motion carried unanimously.

Mr. MEIN then moved, seconded by Sir JAMES WILSON—

That the representatives of the different colonies undertake, in the event of the law advisers of their Governments approving of the same, to endeavour to procure the passing in their respective Legislatures of a Bill dealing with the question raised by the foregoing resolution, similar to that submitted by Tasmania, and appended to the proceedings of the Conference. (*See Appendix G.*)

Motion carried unanimously.

Mr. BOUCAUT then moved the following resolution:—

That it is desirable that the Governments of the Continental colonies should, at as early a period as possible, interchange views as to the intended routes of their principal railway lines, so as to enable junctions of the various systems to be arranged for at the most suitable points.

Motion carried unanimously.

SIR JAMES WILSON then moved the following motion:—

That in the opinion of this Conference the necessity of the joint defence of the Australian Colonies should be recognized and acted upon promptly by their respective Governments and Legislatures in view of the present unsettled state of Europe, and having regard to future contingencies.

Motion carried unanimously.

The Conference then adjourned until Saturday the 18th instant, at ten o'clock.

GRAHAM BERRY.

18TH MAY, 1878.

Present:

The Honorable GRAHAM BERRY, in the Chair:

The Honorable J. F. BURNS,
The Honorable C. S. MEIN,
The Honorable Sir J. M. WILSON,

The Honorable J. P. BOUCAUT,
C. TODD, Esq., C.M.G.

The Minutes of the previous meeting were read and confirmed.

Sir JAMES WILSON stated that he desired to place on record his reasons for dissenting from the conclusions arrived at by the Conference in disregarding the claims of New Zealand and Tasmania, and handed in a memorandum embodying his views to be appended to the Report.

After a short adjournment Mr. BERRY moved, seconded by Mr. BURNS—

That whilst the Conference has not made any provision for the duplication, at the present time, of the Continental Line of Telegraph from Port Darwin, the Representatives of the different colonies expressly reserve for confederate action a future decision on this important point, and empower the Governments of New South Wales and Victoria, before entering into and making any contract with the Eastern Extension Telegraph Company for constructing the second cable between Port Darwin and Singapore, to receive an engagement from South Australia to co-operate with the other Australian Colonies in constructing and maintaining a new line of telegraph, from Port Darwin, to be connected with the telegraph system of Queensland; provided that, in the event of such line being decided upon, South Australia shall not be called upon to contribute thereto.

Discussion ensued.—Motion carried, South Australia not voting.

Mr. BURNS intimated that it was not the intention of the Government of New South Wales to renew the prohibition against the importation of English and other stock, which would expire on the 30th June; and that it had been his intention to move a resolution on the subject, but as he had learned, from the discussions which had taken place, that the delegates were not prepared to deal with the question, he should leave it for the consideration of the colonies concerned, without inviting the Conference to express any opinion on the course proposed to be taken by the New South Wales Government.

Mr. BURNS then moved, seconded by Mr. MEIN—

That the Agents-General be requested, in view of the early termination of the Postal Treaty of 1873 between the Imperial Government and the Colonies, to elicit from the Secretary of State for the Colonies the intentions of the Imperial Government in reference to the Suez, Pacific, and Torres Straits Mail Services.

Motion put and carried unanimously.

The Report of the proceeding of the Conference was then considered, and agreed to.

It was then moved by Mr. MEIN, seconded by Sir JAMES WILSON—

That the thanks of the Conference be given to the Honorable Graham Berry for the services rendered by him as the President of the Conference, and that the President be requested to convey the thanks of the Conference to Mr. Ware for the efficient manner in which he had performed his duties as Secretary to the Conference.

Motion put and carried unanimously.

The Conference then adjourned *sine die*.

GRAHAM BERRY,
President.

NOTICES OF MOTION.

FRIDAY, 10TH MAY, 1878.

NOTICES OF MOTION :—

Mr. BURNS : To move, That in the opinion of this Conference provision should be made as early as practicable for ensuring greater certainty of telegraphic communication between Great Britain and the Australian Colonies and New Zealand, by the duplication where necessary of the existing lines.

Mr. MEIN : To move :—

- (1.) That in the interest of all the Australasian Colonies it is essential that there should be a complete system of telegraphic communication between British India and the Continent of Australia, unconnected with the existing lines of the Eastern Extension Company, and under the control of an independent company or proprietary.
- (2.) That the second system of communication should be connected with the capitals of the several Australian Colonies by means of land lines entirely independent of the lines connecting Port Darwin with Adelaide.
- (3.) That on the completion of the second system of telegraphic communication with British India there should be paid to the Eastern Extension Company, throughout the period during which a subsidy shall be paid to the proprietors of such second system, a subsidy equal to per centum of the original capital cost of the construction of such company's present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin, if they shall throughout such period maintain in effective working order a separate line of telegraphic communication between Port Darwin and British India.
- (4.) That all subsidies which may be required for the construction or maintenance of ocean cables between British India and Australia should be paid and borne by the several Australian Colonies in such proportions as may be mutually determined.

Sir JAMES WILSON : To move :—

- (1.) That the cables connecting New South Wales with New Zealand, Tasmania with Victoria, and Port Darwin with Singapore, shall be considered as ocean lines, forming one common system of telegraphic communication between the Australasian Colonies and Europe.
- (2.) That the cost of the subsidies now paid, or to be paid, towards those cables be borne by the colonies benefiting by the same ratably in proportion to their respective populations.
- (3.) That South Australia be exempt from contribution to the line between Port Darwin and Singapore, in consideration of her large outlay in erecting and maintaining the trans-continental line of telegraph.
- (4.) That, in the first instance, the population of the several colonies as officially estimated on the 31st December, 1876, shall be the basis of the proportionate allotment of cost to each.
- (5.) That such contributions shall be re-adjusted on the basis of the populations of the several colonies as shown by the next general census, and thereafter once in every five years.
- (6.) That New Zealand be invited to concur in the foregoing resolutions.
- (7.) That in case New Zealand declines to adopt the principle laid down in resolution No. 1, the other Australasian Colonies represented at this Conference consent to recognize the New Zealand cable as an ocean line under the meaning of that resolution to the extent of the contribution now paid towards its maintenance by New South Wales, viz., £2,500.
- (8.) That in consideration of the advantage afforded to the Australasian Colonies by the maintenance by Queensland of a duplicate land line of telegraph terminating at Normantown, the colonies represented at this Conference consent to recognize any cable that may be laid across the Gulf of Carpentaria, of say 360 miles in length, between Normantown and Roper's River, as an ocean line within the meaning of Resolution 1.
- (9.) That in any arrangement entered into with the Eastern Telegraph Extension Company for subsidizing a duplicate cable provision should be made for the maintenance by such company during the subsistence of the contract of both the old and the new lines in full working order.
- (10.) That the Governments of New South Wales and Victoria be empowered to enter into an agreement and contract with the Eastern Extension Telegraph Company for a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin, for an annual subsidy of not exceeding £32,400 for a period of years.

Mr. MEIN : To move, That the representatives of each colony shall undertake to recommend to the Government and to the Parliament of the colony which they represent the adoption of measures to carry out all the resolutions to which they have given their assent.

Sir J. M. WILSON : To move, That it shall be competent for any member of the Conference to submit for discussion any question of intercolonial interest other than that of telegraphic communication with Europe.

CONTINGENT NOTICES OF MOTION :—

Mr. BURNS : To call the attention of the Conference, at its next sitting, or as soon thereafter as may be convenient, to the following subjects :—

- (1.) The early termination of the agreement arrived at in the year 1873 between the Imperial Government and the Governments of Australia and New Zealand in reference to the Ocean Mail Services.
- (2.) The Berne Postal Convention.
- (3.) The prohibition against the importation of English and other stock.

Sir J. M. WILSON : To move, That it is desirable to make provision by legislation that probate of wills taken out in one colony may be registered in the Registry of Wills Office in any other colony in cases of testators dying in one colony leaving personal property in other colonies; and that additional facilities should be afforded to suitors for enforcing judgments recovered in the Supreme Court of one colony against the property of judgment debtors in other colonies.

Contingent on the passing of the above resolution, To move, That the following draft Bill, with memoranda annexed, be printed as an Appendix to the Report of the Conference :—

A BILL

To render Judgments, which have been obtained in the Supreme Court of any of the other Australian Colonies, effectual in [*Tasmania*].

BE it enacted, &c. :—

1. The word "judgment" shall include any judgment, decree, rule, or order at law or in equity of the Supreme Court of any of the Australian Colonies, other than [*Tasmania*], for the payment of money. Interpretation.
2. Where judgment shall hereafter be obtained in the Supreme Court of any Australian Colony other than [*Tasmania*], the Registrar of the Supreme Court of [*Tasmania*] shall on the production to him of a certificate of such judgment in the form or to the effect in the Schedule purporting to be signed by the proper officer of the Court where such judgment has been obtained, register such certificate in a register to be kept in the Supreme Court of [*Tasmania*], and to be called "*The Register for Australian Judgments*." Certificate of judgment obtained in another colony may be registered in [*Tasmania*].
3. The certificate shall from the date of such registration be of the same force and effect, and all proceedings may be had and taken on such certificate, as if the judgment of which it is a certificate had been a judgment originally obtained on the date of such registration in the Supreme Court of [*Tasmania*], and all the reasonable costs and charges attendant upon obtaining and registering such certificate shall be recovered in like manner as if the same were part of the original judgment. On registration, certificate to have effect of judgment in [*Tasmania*].
4. No certificate of any such judgment shall be registered as aforesaid more than twelve months after the date of such judgment, unless application shall have been first made to and leave obtained from the Supreme Court of [*Tasmania*]. Certificate to be registered within twelve months after judgment.
5. The Supreme Court of [*Tasmania*] shall have and exercise the same control and jurisdiction over any judgment and over any certificate of such judgment registered under this Act as it now has and exercises over any of its own judgments, but in so far only as relates to execution under this Act. Court to have control over certificate so registered.
6. It shall not be necessary for any person resident in any of the other Australian Colonies in any proceeding had and taken on such certificate to find security for costs in respect of such residence, unless, on special grounds, a Judge or the Court shall otherwise order. No security for costs where person registering certificate resides out of [*Tasmania*].
7. In any action brought on any judgment which might be registered under this Act the party bringing such action shall not recover or be entitled to any costs or expenses of suit, unless the Supreme Court or a Judge thereof shall otherwise order. No costs in action on judgments.
8. The Judges of the Supreme Court may make rules and orders to regulate the practice to be observed in the execution of this Act or in any matter relating thereto, including the scale of fees to be charged. Judges to make rules.
9. In citing this Act it shall be sufficient to use the expression "*The Intercolonial Judgments Act* 1878." Short title.

SCHEDULE.

I, _____, certify that [*insert name of person entitled to judgment, with his title, trade, or profession, and usual or last known place of abode*] on the _____ day of _____ 18____, obtained judgment [*or as the case may be*] before the Supreme Court of [*insert name of Australian Colony*] for payment of the sum of _____ on account of [*here state shortly the nature of claim and amount of costs.*]

Memorandum 1—Probate of Wills :—

In the case of a testator dying in one colony leaving personal property in other colonies, his will must now be proved, or letters of administration (with the will, or with an exemplification of it annexed) must be taken out in each of the colonies.

Where letters of administration are taken out, the executor usually appoints an attorney to take them out, and he has to find surties for the administration bond.

This all causes expense and delay.

It is proposed, when probate has been taken out by an executor in any one colony, that such executor may cause an exemplification of such probate to be registered in the Registry of Wills Office in any other colony, and that the registering of such exemplification shall be of the same force and effect as if probate had been granted in such last-mentioned colony. An office copy of such exemplification shall have the same effect as evidence as the probate itself would have had if it had been granted in such colony.

For the purposes of collecting revenue, no exemplification shall be registered till such accounts have been prepared and affidavits made as may be required for the purpose of ascertaining and collecting probate or other duty.

Memorandum 2.—Enforcement of Judgments recovered in the Supreme Court of one Colony against the property of the judgment debtor in other Colonies:—

This can now be effected upon registering the judgment in an adjoining colony, and summoning the judgment debtor before the Supreme Court of such Colony to show cause why execution should not issue against the debtor; and the Court can thereupon order execution to issue against him.

It is proposed that the necessity for summoning the debtor should be done away; he may be absent from the colony or keeping out of the way; and the court of this colony at any rate has no power to serve such a summons out of its own jurisdiction. Summoning the debtor also entails expense and delay.

Between England, Ireland, and Scotland, a certificate of judgment obtained in any one of the three countries is filed in any other, and execution issues at once, without further proceedings, just as if such judgment had been obtained in the country in which the certificate is filed.

It is proposed to place these colonies in a similar position as to the judgments of their respective Supreme Courts as England, Ireland, and Scotland stand in with reference to the issuing of execution on the judgments of their superior courts.

GRAHAM BERRY,
President.

THURSDAY, 16TH MAY.

- Mr. BURNS: To move (*contingent on Sir James Wilson's sub-motion No. 3 being carried*)—
That in the event of an agreement being arrived at with the Eastern Extension Company for the duplication of the cable from Singapore to Port Darwin, the South Australian Government should increase the number of their stations on their Port Darwin line, and also reduce their charge for International messages passing over their lines to a maximum rate of one shilling per word.
- Mr. BURNS: To move, That the rate per word to be charged by the said company for messages between Port Darwin and Madras and Port Darwin and Rangoon shall not exceed:—For all messages of the Governments of the colonies contributing to the subsidy and press messages to or for such colonies
shillings ; for other messages shillings.
- Mr. CUTHBERT: To move, That such subsidy shall cease whenever the profits of the company are sufficient to pay a dividend of 10 per cent. on the capital invested.
- Mr. MEIN: To move—
That the Queensland lines of telegraph terminating at Kimberley, in the Gulf of Carpentaria, be connected with the terminus of the Eastern Extension Telegraph Company's cables at Port Darwin by means of a cable from Kimberley to the mouth of the Roper River, and thence by a land line to Port Darwin.
That the land line from the Roper River be constructed and maintained at the cost of South Australia, and that so long as such line shall be maintained in full working order the other colonies shall pay to South Australia an annual sum equal to six pounds per centum of the original capital amount expended by that colony in the construction of such line.
That the cable between Kimberley and the Roper River be constructed at the joint cost of the different Australasian Colonies, except South Australia, such colonies to contribute thereto in amounts proportionate to their population as officially estimated on the 31st day of December, 1877; and that the income derivable from such cable be set apart as a reserve fund for the renewal thereof.
That the rate payable to South Australia for international messages transmitted across the present trans-continental line be reduced to 1s. per word.
That the rate to be charged by South Australia for international messages between Port Darwin and the Roper River be 4d. per word.
That the rate to be charged for international messages by the cable between the Roper River and Kimberley be 6d. per word.
That the rate to be charged by Queensland for international messages across their lines of telegraph shall not exceed 2d. per word.
That in all instances the senders of international messages shall be at liberty to elect the route by which such messages shall be forwarded; and that, in the event of no election being made at the time of the delivery of messages for transmission, messages to and from New Zealand, New South Wales, and Queensland shall be transmitted by way of the Queensland lines, the new route to be established between Kimberley and Port Darwin, and all other messages shall be transmitted by way of the present trans-continental line of South Australia.
- Sir JAMES WILSON: To move—
(8a.) That in consideration of the advantage afforded to the Australasian Colonies by the maintenance by Queensland of a duplicate land line of telegraph [*terminating at Normantown*] the colonies represented at this Conference consent to recognize an extension of the Queensland line from Normantown to a point on the trans-continental line (say Daly Waters, 368 miles south of Port Darwin), which would practically constitute a duplication of the land telegraph, as forming part of the common system of telegraphic communication between Australasia and Europe, within the meaning of Resolution 1.
(8b.) That so soon as such connecting line shall have been erected by Queensland the colonies represented at this Conference shall contribute to the maintenance of the same to the extent of an annual subsidy of say 6 per cent. on a capital outlay of say not exceeding £
(9a.) That, on the completion of the duplicate cable, the charge for transmission on the South Australian trans-continental line be reduced to 1s. per word; and should any further reduction be hereafter deemed necessary the loss to South Australia shall be borne by the other Australasian Colonies ratably in proportion to population.
(9b.) That the charges for transmission from England to Port Darwin, and from Port Darwin to England, shall be 5s. per word for Government messages, and 2s. 6d. per word for Press messages.

GRAHAM BERRY,
President.

MINUTES OF EVIDENCE.

FRIDAY, 10TH MAY, 1878.

Members present :

The Hon. G. BERRY, M.L.A., in the Chair.

The Hon. H. CUTHBERT, M.L.C.,
The Hon. J. F. BURNS,
The Hon. Sir JAMES M. WILSON,

The Hon J. P. BOUCAUT,
The Hon. C. S. MEIN,
C. TODD, Esq., C.M.G.

Colonel Glover examined :—

1. *By the Chairman.*—We thought it desirable to ask you to come in at this early stage of the Conference, and we desire to know if you have any proposal that you are authorized to make that would be binding upon your directors; have they commissioned you to make a distinct and definite offer to these colonies?—When I first came out, I was sent out on the basis of your former Conference—to see if you could come to an agreement as to what you wanted done, and upon that we would have made an offer; but, since then, I find that, in December, the chairman had made an offer of a certain sum of money, which, on my referring home, was confirmed; therefore, the company is content to take that sum of money for the duplication, provided it goes to Darwin. Colonel Glover,
10th May, 1878.

2. That is from Singapore to Banjoewangie?—That is from Singapore to Banjoewangie, and Banjoewangie to Port Darwin, for which the company will take £32,400 per annum. The company did not know whether you wanted the duplication carried out in that way or some other, and therefore did not formulate any proposal till it knew the desire of the colonies.

3. Have you any written instructions?—I have a telegram, which has just come out.

4. The Conference would like to know what position you stand in?—I can show you a letter, authorizing me to come out on behalf of the company.

5. Let me put it in another way: You are, I suppose, only in a position to give information, and, on transmitting, the approval of the directors?—I am; I am in a position to make this offer, provided you adopt this line to Darwin; but if you come to an agreement that you do not think this line desirable—that you want any other line—then I should have to get instructions. Those I can have only by telegraph. I was simply instructed upon your first Conference, in which you expressed a desire for duplication. There were three different proposals in that; and so the company requested me to come and communicate with the colonies, and find out what they made up their minds to do, and upon that to make an offer; since then Mr. Todd has communicated to the different colonies the views of the company, and stated that the chairman had offered £32,400. Mr. Mein first spoke to me about it. I referred at once, and got an answer that the chairman was willing to accept that sum.

6. *By Mr. Mein.*—That is, you have authority to accept Mr. Morgan's proposal?—Yes; and to listen to any other proposals, and to refer and get an offer as soon as we know what is wanted.

7. *By the Chairman.*—I would like to ask whether, apart altogether from the colonies and from the question of duplication, are the directors satisfied —?—This comes from the chairman.

8. But are they satisfied with the state of the cable and of the state of the intermittent service we have had hitherto?—I do not think we should have sought to duplicate the cable of our own accord.

9. It must have been a great loss to you?—I think not, nothing but what we can bear; we look upon it as part and parcel of telegraphy, we have come across rather a bad sea between Singapore and Batavia; but I think every time there is a break or interruption it is put down to this particular cable. There are many cables between this and England, and all the interruptions are not always due to the line between Singapore and Darwin.

10. *By Mr. Mein.*—But the interruptions are upon your own lines between India and Australia? Not always of necessity; we had once a long interruption, you remember, between Penang and Madras. The interruption occurred in the monsoon; it happened unfortunately to occur the very day the monsoon burst. The ship went out, and was lying six months waiting for an opportunity to repair the cable; and had the whole British navy been there it could not have been repaired sooner than it was. In consequence of that we laid a second cable to Penang, out of the influence, as we hope, of the monsoon; but none of the lines are in such a state that we are likely to have another interruption of that sort. The lines are in shallow water; we can pick them up at any moment, and it is very much like the repair of a land line. We are perfectly confident that as soon as your line is broken we can repair it in a day or two of the ship getting there. On the other line we were not at all so, and on that account we put up the duplicate.

11. *By the Chairman.*—I asked you whether the company were themselves satisfied with the existing service or whether they thought a duplicate line was necessary, and I think your answer was in effect that they were tolerably well satisfied?—Yes.

12. And that in fact the large number of stoppages of which we complain do not occur upon the line here, but upon some of the other lines connecting us with Europe?—Yes.

13. Now I wish to ask you this question: All these stoppages or breakages that you are now referring to as not being in our waters would not of course be affected in any way by this duplication?—No.

Colonel Glover,
continued.
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14. Have you any information as to where the breakages really have taken place during that period?—I have not, I am sorry to say; but I mean that the breakages are not of necessity upon the lines of the company—they may occur in your own colonies.

15. Upon the land line?—And even on your own land line.

16. I mean upon the overland line?—Yes.

17. We always hear when that is the case?—Yes; but when I have been here lately I always hear the cable immediately referred to.

18. *By the Chairman (to Mr. Todd).*—How many of these breakages would be upon the overland line?

Mr. Todd.—Between Singapore and Port Darwin?

19. *The Chairman.*—Yes?

Mr. Todd.—The first interruption was between the 22nd June and the 20th October; that was between Port Darwin and Banjoewangie.

The Witness.—That was, I think, before the overland line was in operation.

20. *The Chairman.*—Yes?—So that you could not have had any communication whether the cable was in operation or not.

21. Yes, but the first interruption?

Mr. Todd.—After the land line was completed, was between March 31st and April the 2nd. That was between Batavia and Singapore—that is only a few days. The second interruption: between Batavia and Singapore there were several interruptions in 1874—three interruptions—one from May 20th to May 31st; August 13th to August 23rd virtually.

22. *By the Chairman.*—Do those interruptions all come within that duplication?

Mr. Todd.—Yes, between Batavia and Singapore. The next interruption: September the 12th to September 16th, between Batavia and Singapore; November the 5th to the 8th, upon the same section—that is four interruptions.

23. *Mr. Mein.*—You have omitted one, according to the printed return—an interruption from December 10th to the 24th.

Mr. Todd.—Yes, I did; I beg your pardon.

24. *The Chairman.*—There are four in 1874, and two in 1875—that is six.

Mr. Todd.—There were four in 1874; and in 1875 there were only two; in 1876 there were two interruptions; 1877, there were three interruptions; and in 1878 one interruption, on this particular line.

25. *By Mr. Mein.*—Would not you call the land line an interruption, within the part proposed to be duplicated?

The Chairman.—Not as it relates to Colonel Glover.

Mr. Mein.—It was an interruption upon the Java land line.

Mr. Todd.—I was not speaking of that.

The Chairman.—The duplication would not affect that.

26. *Mr. Mein.*—If we throw Java out of consideration we do not have two lines, we have only one?

The Witness.—I do not understand you; one line goes to one end of Java, and the other to the other, so that in the duplication you would not have to consider Java at all.

27. *By the Chairman.*—Apart from what has taken place in the colonies, and from what we are considering now, are you in a position to tell us the opinion of the directors as to the necessity for a duplication, or whether there is any other mode by which the present cable could be made more secure; is there any prospect of this being in better working order for the future?—I should like to make a remark. The principal cause of the interruption is an insect which we have found, and that has not been discovered in cables in any other part of the world. It bores into the cable; it does not interrupt it—a telegraphist will understand my meaning: it does not break the cable in two, but it taps it; it is like boring a few holes into a water-pipe—one hole allows the water to run, but if you bore a number of holes, there is, after a time, such a leakage that you can scarcely get any water at all. This insect bores into the line, and makes the signal, after a time, indistinct; then we send out the ship. We can pick up the cable perfectly readily; the only inconvenience is the delay of a few days. I think the finding of this insect here is due to the warm seas. If we duplicate the cable, we shall put a covering of metal over the gutta-percha that will prevent the insect from boring. All these things are experimental and tentative. Had we known of this insect in the first instance, we should have done this, and you would not, I believe, have had these interruptions—which lie principally between Batavia and Singapore.

28. *By Mr. Todd.*—I believe, Colonel Glover, that in any new cable laid down in those seas it is the intention to sheathe the gutta-percha core with metal?—Yes.

29. Am I right when I say it is to be sheathed with two layers, a right hand and a left hand spiral sheathing?—I cannot tell you that exactly, because when I left England experiments were being made, and the form of the cable has been determined since I left.

30. It is to be closed up against these boring insects?—It is intended to be so; but I cannot say that it will be so, for the cable now is made out of iron wires twisted all round the cable, and how the insect can get in where you cannot get a pin in is a thing we cannot explain to you. But it does get in, and now we are going to put a tape as it were of metal on the gutta-percha on the inside, and then the wire outside as usual, which we believe will entirely prevent the animal getting in.

31. I see between Batavia and Singapore since 1871 the longest interruption was fourteen days; the others varied from three to eleven days; is that because the cable lies in shallow seas?—The shortness of the interruptions, and the facility of repairs is entirely due to the shallow seas, and that is why we advocate this line, that we have no doubt of being able to make repairs; but the first interruption that Mr. Todd mentioned occurred before the land line was completed; that interruption lasted some months; the ship went out and lost the whole of her gear, and new gear and a certain number of electricians and scientific men had to be sent out from England to make the repairs, because it was in deep water. Again, an interruption upon the Madras and Penang section, from which you suffered for six months, was on account of deep water, with the monsoon blowing. At present there are two out of the four or five of the Atlantic cables lying unrepaid and broken in deep water; they cannot get at them.

Last year they sent out an expedition at the cost of £100,000, and failed; they are going to send another one, and may fail again. To dangle a hook at the end of a rope three miles long to catch an object about the size of your umbrella may help you to understand the difficulty of repairing in deep water; then, when you have grappled this thing, you have to lift it three miles. It is covered with seaweed and shells, and the iron wire upon which it depends to give it its strength is deteriorated by time, and you have a difficulty of getting it up. These difficulties arise in deep sea cables, and they are so great that our experience now leads us to avoid them as much as we possibly can.

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32. The long interruption in 1876 between Port Darwin and Java was from April the 24th to August the 7th. Can you explain the cause of that?—The absence of the repairing ship; she was upon the very repair that I mentioned. It was considered useless putting Australia in connection with Singapore if you could not get on to Madras and so to England; and as the Madras and Penang section was the principal section of the whole company's system, we kept the ship there waiting for an opportunity to repair it; we could have put you through any day, but there was no object in doing so if you could not get further than Singapore.

33. Except that a message in that case could have gone by Singapore *via* China?—That would have doubled the expense; if it had been desired, we could have done it; we acted for the best in our judgment for the general public.

34. Then, practically, in any break between Singapore and Batavia, or Banjoewangie and Java, there would be very little delay in picking up the cable and repairing it?—Only a few days going there and back, and three or four days repairing. I think you need never be more than a week. Of course you cannot say what may happen from different causes, but I should say not.

35. *By Mr. Mein.*—You might find these insects operating in the shallow waters of the warm seas?—We have found them only in one sea principally, that is, between Singapore and Batavia; we have found them in others, but not in numbers.

36. Do not electricians find the insulation more perfect in deep water, and the liability to break less frequent?—It is impossible for any man living to tell you the liability to break.

37. You have no experience?—There are valleys and mountains at the bottom of the sea the same as on shore. Suppose we had a sea over the Australian Continent, and I dropped a plumb line every hundred miles in order to get the contour, I might drop a line at one side of your Blue Mountains and the next line might come at the other side, and I might entirely avoid the Blue Mountains and be in ignorance about them, simply because my plumb line did drop upon that particular spot.

38. You are going away from the question?—It is the inequalities of the bottom that cause the difficulties we have to contend with; for when the line lies upon a ridge that you do not see, it lies till the iron wire loses its strength, and the cable accumulates animal and vegetable growth upon it, and becomes much heavier, and then suddenly parts. Last December a similar case occurred near Banjoewangie, opposite Lumbok Straits; the cable parted, hanging over a depth of 200 or 300 fathoms, and going down to 1,200 or 1,300. We had much difficulty in recovering it. It had lain there for seven years, and given us no anxiety till it suddenly parted; if that had parted in 2,000 or 3,000 fathoms of water, I leave you to imagine where would you have been; it would have been very likely like the American cables that are now silent. Cables in deep water may last; and if they last they last; if they do not, the difficulty of the repair may be such as to amount almost to an abandonment of the cable, or certainly to a very lengthened and protracted interruption, which does not occur in the other case. We therefore prefer 500 or 600 fathoms, where we can get at the cable, if we can get such a position, but we cannot always do so.

39. You find no difficulty in the transmission of messages after they once reach British India; you have different routes to reach Europe?—There are two; one through Russia and Persia, and the other down the Red Sea, all through British Possessions. The Indo-European Company goes through Russia and Persia, and it was interrupted during the present war for, I think, a month or two, when Russia was operating in the Caucasus, and the traffic had to come entirely by the Eastern Company, which had a duplicate line the whole way down the Red Sea and across to India.

40. You made some reference to stoppages outside the Colonial lines, and I interjected at the time that the stoppages occurred upon your own lines between Singapore and India; you have a line between Singapore and Madras; but if your lines had been perfected to India, those stoppages would not have affected the messages to and from this Colony?—Stoppages occur sometimes on the Indo-European and Eastern lines.

41. But then you can fall back upon the Eastern Company?—Yes, we can. The Eastern Company also has been interrupted; but then we fall back upon the Indo-European line.

42. I suppose that is what has been suggested here, that as to the desirability of having two cables, that you can fall back upon either?—Yes, but you are now fortified by duplication; you were not at the time I talk of. The new duplicate that you have between Rangoon and Penang is doing away with those continued interruptions.

43. *By Mr. Todd.*—Is there any intention to duplicate the cable between Penang and Singapore?—I believe so.

44. *By Mr. Burns.*—Part of the proposition of your company is that, if the offer is accepted, to duplicate the cable, the company will duplicate between Penang and Singapore at their own cost?—I cannot make an offer to that effect. When we made that offer we wanted larger terms. Any question you put to me I can get an answer to in specific terms in a day or two; but at the time I left England we had asked for a reserve fund, and we were prepared to do this. No doubt we shall have to do it, it will come in time, as we have done between Rangoon and Singapore.

45. *By Mr. Mein.*—Any duplication of lines beyond Singapore towards India would not be solely for the benefit of the Australian Colonies?—Certainly not.

46. It would facilitate your work upon the lines to China?—Just so.

47. *By Mr. Burns.*—Have you considered the different proposals made at the Conference of the colonies for duplication in respect to distance and cost?—Yes; I have a book in the other room from which I could tell you the cost of most of the duplications.

48. Your calculations of the cost are recognised by the company as the basis upon which they rest their proposals for duplication?—Yes.

Colonel Glover,
continued.
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49. Have you any estimate of the cost of the line from North-West Cape to Singapore?—I have in a book; I could get it in a moment; it is very much the same as the other; I think they are within £30,000 or £40,000 of one another. Between North-West Cape and Singapore, and between Darwin and Singapore, there is a very trifling difference.

50. Do you know that the sea of Western Australia from North-West Cape is a sea such as the other?—I will get the information from the other room—[*the witness withdrew for that purpose and immediately returned.*] By Singapore to Banjoewangie and Banjoewangie to North-West Cape would cost about £500,000.

51. I ask you have you any information as to the sea between Banjoewangie and North-West Cape?—I have. I suppose you are content to take Admiral Richards, the Hydrographer of the Admiralty, as a considerable authority, and Sir James Anderson I telegraphed to them both, and Sir James Anderson says:—"All experience confirms that cables at moderate depth can be maintained; and cables at such depths as in Western Australia route have only been recovered when quite new, and with very large steamers; all other attempts have failed so far; and although not yet despaired of, the expense must always be serious and success most uncertain." Admiral Richards says:—"The depths of the route from North-West Cape to Java are unknown, and no doubt very great, repairs, if possible, would certainly be very difficult and costly. On present route, cable easily repaired, and new patent cable is specially designed to resist teredo." I tried to get the best information to lay before you, and tell you the actual authorities.

52. In connection with the proposal of the company for the Port Darwin and Banjoewangie line, were you not aware that they also stated, as part of the condition of the proposal, their intention to make a line between Penang and Singapore at their own cost?—We asked a definite sum of money. I believe we shall do it; but I would not like to give a direct answer without reference home; in fact, I did refer home just now before I came, thinking the question might be asked.

53. *By Mr. Todd*—That was when you asked for the renewal fund?—Yes; we do not ask for a renewal fund now; and as that is not in the question, I should not like to bind the company till I ask the question. I quite acknowledge that the offer had been made.

54. *By Mr. Burns*—Do you know the distance between Normantown and Port Darwin, or between Thursday Island?—Thursday Island I have not; I have Normantown to Port Darwin—963 knots; I have it here; that is the cable, which includes what we call slack; 900 is the actual distance. I give you the length of a cable.

55. Nine hundred and sixty-three knots?—Yes, so I understand it.

56. Have you any knowledge of the sea?—I have not. I look upon it as much the same as to Port Darwin for about 400 miles; the last 400 miles to Darwin goes over a flat ridge of 40 or 50 fathoms, and then dips into deep water—[*explaining upon the chart.*]

57. What would be the terms for laying that line?—I have no instructions for that. Do you mean from Normantown to Port Darwin?

58. Yes, 963 knots. Is not your cost £450 a mile?—It depends. In many cases we have to make a stronger cable on account of the sea, and I cannot quite answer; I have not got it here.

59. *By Mr. Mein*—Have you got an estimate of the cost from Cape York to Port Darwin?—No. I think I have from Cape York to Singapore.

60. Give us that?—What I have here is about £950,000, *via* Macassar; Cape York to Banjoewangie, and Banjoewangie to Singapore, £870,000; say £880,000. Of course this is subject to modification; it is a mere estimate.

61. *By Mr. Burns*—We do not desire to bind you down by hard and fast lines?—Quite so.

62. Have you formed any decided opinion as to the best mode of securing the lines from interruption. If you bring a line from Port Darwin, a duplication to there, how would you provide for a duplication?—That must rest with yourselves. If I could draw out a scheme that I could get all the colonies to go into unanimously, I would suggest, as the wisest and best plan for the general benefit, to connect to the Queensland line.

63. From the company's stand point, how would you best do it, with regard to the working and cost of construction in the first instance—the most economical line of duplication from Port Darwin—have you thought out that question; what is your opinion?—I have not thought of that being done by the company.

64. At the expense of the colonies?—I thought that would be done by yourselves, as a part of internal communication. The company having tapped the continent of Australia, we suppose the different colonies would come as it were to that point of departure, and take their lines from it, if they wished.

65. You just now suggested the Roper as a point?—I mean that if you asked my advice professionally for yourselves, I should say I would take from Darwin to the Roper, or across to Normantown, or it can go round the Gulf of Carpentaria, just as your local experience suggests.

66. What is the sea between Port Darwin and the Roper?—Nothing particular; we thought it a quiet sea without much difficulty; but that is only conjecture; you would know better yourselves than I should. Everyone I have spoken to thinks it a practicable thing, therefore I suppose it is practicable.

67. Did you speak to gentlemen professionally connected with telegraphy?—I have discussed it with several people in the colony—Mr. Todd, Mr. Cracknell, and I discussed it in Queensland with the other Mr. Cracknell, and nobody suggested any difficulty.

68. *By Mr. Todd*—Are you speaking of a land line or a cable?—Either; but the first idea from the Roper to Normantown was a cable.

69. You are aware that the land line does not touch the Roper?—Your line does not.

70. *By Mr. Mein*—Your suggestion is to connect the mouth of the Roper with the land line, and the mouth of the Roper with Kimberley by a cable?—Yes.

71. During your examination by Mr. Berry you made some reference to the company being sometimes by the public thoughtlessly charged with breaks which really occur upon the colonial lines?—Yes.

72. Has not your company found some difficulty in transmitting messages owing to the frequent breaks of the colonial lines when your cable was in working order; have you not found difficulty in transmitting messages from the other colonies on account of the breakages of the land line?—That is one of the unfortunate things that happen; we do not break at the same time.

73. Those difficulties would be met by a duplicate land line from the point of juncture with Australia to the different cables?—Yes.

74. And you think that there would thereby be duplication of communication with England, and that want would be thereby supplied?—You are going somewhat outside of my domain; but if you ask me, I would say yes, certainly.

75. Looking at it from a commercial point of view, would not your company be very glad to have that duplication?—No doubt, but does not care very much about whether you do it or not; if you make a dozen lines, then we shall be more sure of messages; but neither in the colony nor in any habitable place upon the globe can you put up a land line or a sea line, and say it is never to break—break it will.

76. *By Mr. Burns.*—Speaking of the interruptions, I want to put to you some questions upon the breakages upon the land lines. Are you aware of the number of times the line broke between Port Darwin and Adelaide?—I cannot answer you, except from the printed return handed to me by the South Australian authorities.

77. Suppose we were to agree to the offer made by the chairman of your company with regard to this duplication, and attach to that the condition that your company should duplicate the line between Penang and Rangoon?—Between Singapore and Penang?

78. Between Singapore and Penang. Do not you think we should then have up to the point of Port Darwin every reasonable prospect of non-interruptions to the communication between the colonies and England?—Most certainly, and I do not know how you could get a better one either; because, if you go to a separate line in deep water, as I have tried to explain to you, you may have an entire interruption; whereas at the worst, it is not likely that the two cables would be both interrupted together. Even if they were, it would be a mere matter of a day or two to put it in repair. But I do not think that would occur; it would be certain—that is as certain as human foresight could make it.

79. Speaking of the business received by the cable and the comparative business contributed by the different colonies, is it within your knowledge that a large portion of the telegrams received by the press by cable are received, in the first instance, in Melbourne, and then are sent from there to the different colonies?—I cannot quite tell you that; I really do not know.

80. You have not inquired into that?—No; but perhaps some of the company's agents may be able to tell you. It is worthy of notice, however, that that might be done just as well at Adelaide.

Mr. Todd.—They come both ways. A number of messages come addressed to Reuter, at Adelaide, and are repeated; and others come addressed to the *Argus*, and go to the other colonies.

81. *By Mr. Burns.*—Do you think it is probable, if the colonies agree to the duplication we have been speaking of, that the company would be in a position to reduce the charges?—If you give us the sum of money that we have asked you, you give us into one hand what we shall have exactly to pay out of the other to the people from whom we borrow the money, and not one farthing of the money will benefit the company. How we are, on that account, to reduce the charges, I fail to see. I will ask the question willingly; but if you ask my individual opinion, I tell you the simple facts.

82. With regard to your company as a commercial speculation, have you been in a position to pay a reasonable dividend to your shareholders?—We have paid 5 per cent.; but the dividend is not paid so much from the Australian lines as from the other lines.

83. I understand the dividend you pay is 5 per cent.?—Five per cent.

84. *By the Chairman.*—What is the capital of your company upon which 5 per cent. is paid?—About £2,000,000. We had a reserve fund of £127,000, which was a general reserve fund over the whole of our company's operations; but it was spent in laying the duplicate cable between Penang and Rangoon, for the general benefit of the company.

85. *By Mr. Mein.*—With regard to the telegraph—what does your company pay for the transmission of its messages from India to London per word?—Now you ask me a question I really have not the papers to answer from; but I am content to take Mr. Todd's information as printed here.

86. Three shillings and fourpence halfpenny?—Yes; but it varies from time to time according to the convention. But we may take Mr. Todd's statement as correct for the present for all practical purposes.

87. The distance from India to London is about two-thirds the distance from London to Port Darwin, is it not?—I must explain. The telegraph company from India to England bases its calculations upon the traffic it gets in India, and it keeps up the whole of its establishment for the sake of that traffic. If this company comes in and gives them further traffic, they do not increase their staff or their expenses; but all our work is pure gain; therefore they can afford to work for us at a cheaper rate than they can afford to work simply from India; and the only way we have been enabled to give you a tariff that is in any way reasonable is that as each new company has joined the combination, so it has for the company in advance reduced its tariff less than the tariff to its own terminus.

88. *By the Chairman.*—Do you know the difference between what you pay and what they charge in India?—No, I cannot tell you now; it was all fixed long long ago, their charge to India has varied, whereas our charge has generally been a fixed one.

89. *By Mr. Todd.*—You pay about 1s. 2d. a word less I think?—Somewhere about that perhaps.

90. *By Mr. Mein.*—The point I want an explanation upon is the extraordinary difference in price between Port Darwin and India and between India and London?—That is accounted for in this way: There is a large traffic to India, whereas as we come further and further away we have to rely more and more upon the traffic of the place we go to. Had we anything additional we could reduce the charges. We have to live upon our own traffic alone.

91. The inference is that the more work given the cheaper is the rate of traffic?—It is so within a certain limit.

92. Is not that applicable to us?—It is an extraordinary thing, but I think you will find that within a hundred messages a year the traffic has been exactly the same. The whole five years we have been in existence the traffic has been ridiculously even, showing no great development whatever.

93. *By Mr. Todd.*—You can scarcely compare one year with another on account of the interruptions?—There was only the one interruption in that particular year. I have it down somewhere. It has been a most even traffic; but I can answer you better by the table I produce. It was the same when the Atlantic cable was first open; you could not send less than a message of twenty words, and you had to pay £20 for it. Their daily average was £750. This year they reduced to a tariff of one shilling a word, and the traffic is 1,254 messages against 29, but they only made £824 against £757.

Colonel Glover,
continued.
19th May, 1878.

94. *By the Chairman.*—They came down too low?—They came down too low, and we have no reason to suppose that we are not at the happy medium now.
95. *By Mr. Mein.*—We have not made the experiment?—We find that if we once come down it is a very difficult thing to go up again; we cannot alter.
96. The difference is so decided; it costs us twice as much to send from Adelaide to India as it costs from India to London?—If you look at this paper—you can send from London to Melbourne at the rate of less than 1d. per word per 100 miles; if you send on the Brazilian Company from London to Pernambuco or Rio Janeiro, it is 2½d. per word 100 miles; from New York a little more than 1d. per word 100 miles; from New York to Panama it is 4½d. per word for 100 miles; and we are under 1d. If you look at that, we are as cheap as anything that can be.
97. That is based upon a calculation from London to the termini here?—Yes.
98. What would be the calculation from the termini here to India?—I explain why you cannot expect me to charge the same rate from here to India as from India to London.
99. *By Mr. Burns.*—Are you prepared to make any reduction upon the current rate of charges?—I see no reason for doing so; but if the Governments subsidize us to the amount of our loss, we are agreeable to do so; that is the general question.
100. Supposing we enter into one of the contracts we have been discussing, do you think your directors would be prepared to make a general reduction in general telegraphic charges to the colonies?—I think not upon general telegraphic messages; but I think very likely a reduction might be made upon press messages for the public.
101. And Government?—I have not asked that; but I will ask the question.
102. You draw a distinction between telegraphic messages which you think are for the whole community and private messages?—Yes.
- 103.—You spoke about your loss;—how do you estimate the loss by reduction of charges—upon what basis do you estimate it?—If you pay me so much a word, I get the present income upon the present traffic; if you pay me so much less a word, I estimate the present traffic at so much less a word, and there is a loss upon it.
104. Would not you get an increase of business upon a reduction of charges?—I do not think the reduction would be large enough—it would always cost £5 or £6, and a person considers almost as much whether he will spend £5 or £6 as if he spent £10—he would only send a message when he was going to get a profit.
105. Would you submit a proposal to the company, and tell us what reductions the company would make in prospect of subsidies, and to what amount?—I should like to know what tariff the Conference wishes to have adopted?
106. Different proposals have been made to the company as to reduction of charges, both a word rate and other rates?—The word rate was not in existence at the time the reduction of charge first originated. The word rate entirely originated in the spontaneous action of the telegraphic companies; and I believe our company and the Eastern Company were the first originators of it; even upon the continent of Europe you cannot get a word rate, nor even in England. You have a ten-word rate, and it is only because the directors consulted the wishes of the public that they introduced those reductions; this liberality I think you will find arose from the public companies finding out the convenience of the public, and trying to meet it.
107. Have you considered what would be the probable effect upon the amount of business you would receive from the reductions, and have you considered what subsidies would be required to recoup you for those reductions?—I think a reduction of a penny a word may be considered equal to about £1,000 a year.
108. Any reduction is a very serious matter to the company?—A very serious matter.
109. *By the Chairman.*—I would ask you are you able to supplement the offer contained in the communication to South Australia by any statement within your own knowledge as to any concessions that the directors are prepared to make?—No; but I am quite prepared to undertake to this effect, that if the Conference would make to me any suggestions that they wish to get an answer, I shall be delighted to transmit them and get an answer for them.
110. You have no power to do anything?—I have no power but to make an offer for £32,400 a year.
111. Any modifications you will transmit?—Yes.
112. *By Mr. Burns.*—By transmission of offers I understand you to mean that you have the use of the wire and can get rapid decisions from your board in London to any offer we may make?—Yes.
113. *By Sir James Wilson.*—What period of time would the company expect a subsidy to be paid for if a contract were entered into for a duplicate cable?—I should have to transmit that home.
114. Would it be ten years or five years, or what?—That I shall have to ask.
115. *By the Chairman.*—Or whether it could be made to cease when the business reached a certain amount?—Yes.
116. *By Sir James Wilson.*—Can you suggest a shorter practical route than the one between Singapore and Port Darwin?—No; one of our principal reasons for suggesting the route that we do is its shortness and its cheapness.
117. *By Mr. Burns.*—Do you think one steamer would be sufficient between Port Darwin and Baijoewangie to keep two lines in repair?—Certainly, because I suppose the two lines would not be in disrepair at the same time; besides, they are upon the same line, and therefore she could go from one to the other.
118. The annual cost of the steamer would be, I have seen it stated, £10,000?—Yes, it would. You would have to insure and keep her in repair. We have now only one steamer altogether.
119. Do you see any difficulty in laying down a cable, in the matter of repairing the cables, any danger of grappling the wrong cable?—I do not think that. When a man can go now and tell, on a fault occurring, that that fault is at a certain mile of the cable, and the captain can navigate his ship up to that and pick it up in this moderately shallow water, I do not think when that degree of science is reached that there is any reason to fear that he would pick up the wrong cable.
120. *By Mr. Todd.*—They would not be laid close together?—They would be some miles apart. If you look at the chart, you will see the number of cables across the Atlantic. There is a pretty good bundle, and they do not pick up the wrong one.

121. *By Mr. Cuthbert.*—How long has the present cable been laid down?—I think since 1871—seven years.

122. How long is a cable supposed to last?—That is a thing that it is utterly impossible from any experience to say, whether it may be a long time or a short time, but I have no doubt that, like human life, a cable is influenced by its surroundings. A cable might last in one set of seas a certain time, and under different circumstances, in other seas, a much shorter time; but to say how long our cable may last, or any cable, we have no experience—we have not worn them out yet.

123. Is it not supposed that the usual existence of a cable is from ten to twelve years?—Some people will tell you twenty, but I cannot tell you. I think it must depend upon its surroundings—in some seas they last longer, in some seas shorter—we have no experience to tell how long a cable will last.

124. Not even the cables between America and England?—They have broken at one spot, and some of them are irrecoverable, in deep water; but if they could be recovered and joined together again, they would be as good as ever.

125. Is the present cable sufficient for all the messages that have been transmitted—could it accomplish more work?—Certainly; if you speak of the Australian line, it certainly could.

126. Then the principal necessity for a duplicate line is to have more immediate communication?—More certainty of communication.

127. And for no other cause?—For no other cause that I am aware of.

128. In submitting this offer of £32,400 a year, the Eastern Extension Telegraph Company have intimated that they are willing, in consideration of an annual subsidy of £32,400, to lay a second cable from Singapore to Banjoewangie, and thence to Port Darwin?—Yes.

129. Was not it taken into consideration for how many years the subsidy was to be asked for?—I cannot say.

130. In answer to Sir James Wilson, you said that in your opinion the most direct and best route would be from Port Darwin, as I understood you?—The present route?

131. To Singapore?—Yes.

132. Looking at the map from Ceylon to North-West Cape, would there be any difficulty in the way of laying a cable along there?—Ceylon to North-West Cape?

133. Yes?—I think I have it here Galle to North-West Cape is a distance of 3,160—say 3,200 miles; it goes through the deepest of water, and would cost probably a million of money.

134. *By Mr. Burns.*—North-West Cape to Ceylon is 2,520 knots?—But you have to put a slack into that. When I give you distances I do not give you straight distances; I give you the length of cable required; it is a deep sea you must remember.

135. *By Mr. Burns.*—Would not that be too long a section for a cable?—It is a tremendous section.

136. You would have to call at the Keeling Islands?—I doubt if there is a practicable landing there. I have no knowledge of them; but I believe it is almost a perpendicular wall of coral rock rising from a vast depth.

137. *By Mr. Cuthbert.*—Can you form any idea of the expense of laying that line?—I say practically about a million of money, I think.

138. You do not know of any insuperable difficulty in the way of laying it?—I should very much prefer not to do it—very much prefer.

139. In consequence of not knowing anything about the water?—In consequence of knowing nothing about it, and the very great risk of the very deep sea, and the difficulty of repair with interruptions, and the maintenance and other difficulties of a large open ocean.

140. *By Mr. Burns.*—The long section would be an objection?—A long section of 3,000 miles would be, unless we could get an intermediate landing place. I cannot answer for the Keeling or Cocos Islands.

141. *By Mr. Cuthbert.*—There is another line from Champion Bay?—The same remarks apply to that as North-West Cape. I have read you Sir James Anderson's and Admiral Richards' opinions.

142. *By Mr. Mein.*—Have you considered a line from Ceylon to the north-west corner of Sumatra and then down, touching at Java and Timor?—Yes; from Ceylon to Sumatra you would have the same difficulty that we have now across to Madras, and which we have tried to remedy by a duplicate line to Rangoon; you cross the Bay of Bengal, where the monsoon blows six months the one way and six months the other, and if you break, you have great difficulty in repairing on account of the monsoons, we have made a duplicate as a precautionary line; then you come to Sumatra—I do not know whether they propose to work by cable or how—if by cable it will be a very long one—the whole of the Sumatra coast is studded with islands; you must either go inside the islands or outside. If you go inside, I am afraid you would be among rock; if you are outside, it is a lee shore with the great Southern ocean beating against it. If you work with land lines through Sumatra—you complain now of the bad state of the Java land lines, but they are comparatively good in comparison with those in Sumatra, which is not nearly so civilized a country as Java—when you get to Java, you have the present objections to the Java line; then you go on from there very much the same way as the company's cable, but in the Cape York case you go to a much larger expense, on account of the greater length of cable required than in the Darwin route.

143. When you give the estimate of cost from Cape York to Singapore, what do you estimate per mile?—Much the same as the other.

144. The same cost per mile as your proposed duplicate line?—I think so—[referring to a book]. Singapore to Normantown, was it not?

145. No, that is longer than to Cape York?—To Macassar?

146. No, *via* Timor and Batavia. You said £880,000?—Cape York to Banjoewangie, 1,900 miles in one stretch.

147. You make it up to £880,000;—how do you do that?—This is taken from what I got from our advisers—they gave me this. I see one part of the cable is at a larger price.

148. A considerably larger price?—No.

149. Have you the mileage that way?—The mileage from Cape York to Singapore is 2,900 miles, say 3,000 miles.

150. What is the mileage of your proposed duplicate route?—About 2,000 miles.

151. Two thousand how much?—2,875 from Cape York *via* Banjoewangie.

152. That is to Cape York. The proposed duplicate line is 2,150?—Yes.

Colonel Glover,
continued,
10th May, 1873.

153. And in the estimated cost you gave in you put down the cost of the cable to Cape York at a much higher rate than the one to Port Darwin?—Yes

154. Why did you do that?—It is a longer cable.

155. But you can select the same length if you like up to Copang?—I cannot tell you that. I merely went by what I got from our people. Cape York to Banjoewangie—they told me you must have a much heavier cable through that sea, and also a greater length.

156. *By Mr. Boucaut.*—That is through Torres Straits, is it not?—Yes.

157. All full of coral?—Yes; full of coral reefs.

158. *By Mr. Mein.*—You got coral reefs in the other line?—No, we have not broken upon them. Upon the Banjoewangie line we have only broken three times.

159. *By the Chairman.*—Do you consider that the breakages and interruptions upon the line between Port Darwin and Singapore are excessive as compared with other breakages elsewhere?—The breakages are not. The interruptions we have had have been from insects. That is a special feature that has developed upon this system, and does not develop itself upon other systems.

160. That being so, the second cable would be liable to the same?—We hope in construction to prevent the animal from being able to penetrate it by sheathing it.

161. You are not very confident about it?—Yes, I hope so.

162. You made a remark that even its existence had been unknown before, and you did not know how it got done?—Yes, you will see from that cable—[*explaining the section of a cable to the Chairman*]—that you cannot answer for a part of the cable getting a twist the wrong way.—[*The witness explained the proposed method of protecting the cable.*] I do not know what metal they are actually going to use. I suppose it will not be iron, but probably be a softer metal.

163. *By Sir James Wilson.*—Something that will not oxidize so much?—Yes; they have to solve the question themselves, and they have done it since I left home. Sir James Anderson said something about it in his message.

164. *By Mr. Todd.*—It would hardly do to put in a sheathing where electric action would take place?—I hope not. Admiral Richards says “New patent cable, especially designed to resist the teredo”—that is all I know about it. We are not likely, you may believe, to put down a cable in a position in which we think it likely to come to grief, because we are putting down our own money.

165. *By the Chairman.*—I presume it is contemplated to keep both cables repaired—you would not leave the old one?—Certainly we should not let the other go to the bad; what you talk about is a duplicate cable, and if we let the other one perish, you have not got a duplication.

The witness withdrew.

Edward Charles Cracknell, Esq., examined:—

E. C. Cracknell,
Esq.,
10th May, 1873.

166. *By the Chairman.*—We have just had Colonel Glover in the room with respect to the offer made by the Eastern Extension Company in respect to the duplication of the cable. Are you acquainted with the offer?—Yes.

167. Have you formed any opinion as to its advisability or comparison with other possible modes of communicating with Europe?—Yes; I think the offer of the Extension Company is perhaps the cheapest, except the line to North-West Cape, which has been recommended for consideration by me.

168. Then where?—Thence by land to Champion Bay, to the present lines in Western Australia, and then *via* Albany to Adelaide.

169. Have you considered the line in the route of the mail steamers from the North-West Cape to Ceylon?—Yes; that is a line that I cannot recommend.

170. What is the objection to it?—It is right across the trade winds. It would be impossible to send a repairing ship to make repairs if the cable broke at any time; in fact the cable would have to be abandoned in the event of a break.

171. *By Mr. Burns.*—Would not that line be also open to the very serious objection of being too long a section for the cable?—Unless you can land at Keeling Islands; but I do not think you can.

172. Even if you can call there, would it not be too long a section for the cable?—It would not be too long, as that all depends upon the size and weight of the conducting wire.

173. What are your reasons for being in favour of the line from North-West Cape to Banjoewangie?—Chiefly on account of its economy.

174. *By Sir James Wilson.*—What part do you call the North-West Cape?—Exmouth Gulf.

175. *By Mr. Burns.*—You mean the line to be from Singapore to Banjoewangie, and Banjoewangie to North-West Cape?—Yes.

176. An estimate, I believe, has been made that that line could be constructed for about £400,000?—Yes.

177. *By the Chairman.*—What advantage is that over Port Darwin?—It is shorter.

178. Not very much shorter?—Not very much shorter, but the other advantage is that you get a duplicate land line by that means.

179. Do you think a duplicate land line essential?—I think so; it certainly would not be a perfect duplication without a duplicate land line.

180. *By Mr. Burns.*—One advantage would be a complete duplication of the cable by land over to Adelaide?—Yes.

181. Have you any knowledge of a reliable character with regard to the sea between North-West Cape and Banjoewangie?—No, I do not think any reliable soundings have been taken there; it would be necessary to take a set of soundings before the cable is laid; that is the only difficulty I see in the way; but I do not suppose the depth of water there is deeper than the Atlantic.

182. To which project does your opinion incline: the line from North-West Cape to Banjoewangie, or the proposal of the Eastern Extension Company?—I am not altogether wedded to the North-West line, except that it would be more economical.

183. It would be a thorough duplication then by land and by sea?—Yes, it would be; or if we could get a land line, or a portion of a land line, connecting with Port Darwin, *via* Queensland, would answer as well.

184. *By the Chairman.*—Will you explain that a little more fully?—Yes, the only reason I recommend the North-West Cape route is because it is less expensive. E. C. Cracknell,
Esq.,
continued.
10th May, 1878.

185. What do you mean by the portion of the land line?—The land line from Port Darwin to the Roper, for instance, and the cable across the Gulf of Carpentaria, that is the only way you can get a perfect duplication *viâ* Queensland. There are two ways of perfect duplication—one across by the North-West Cape, and the other by Normantown.

186. *By Mr. Burns.*—You do not favour the idea of any duplication of the existing line from Port Darwin to Adelaide?—I think it would be too expensive.

187. *By Mr. Mein.*—A duplication from Port Darwin to Normantown would have this advantage over the duplication *viâ* the North-West Cape, that when only one cable is in operation you have two land lines to fall back upon?—So you would *viâ* North-West Cape.

188. No, when only one cable is in operation you have two land lines to fall back upon? Yes; if the line is extended from the Roper to Normantown.

189. When you talk about the cheapness of the North-West Cape route you do not take into consideration the cost of messages over the long land line to Adelaide?—That must rest upon arrangements with Western Australia. I understand they are prepared to extend their line to Exmouth Gulf, without calling for contributions from the other colonies.

190. In addition to the cost of construction there is the cost of messages?—Any additional cost would be by the Normantown line, as it is necessary to have a cable 400 miles in length across the Gulf of Carpentaria, and a land line 200 miles in length to join the present Adelaide overland line.

191. You assume that the cost of a message over that route would be equal to if not greater than the cost of a message to North-West Cape?—Decidedly greater.

192. The cost of transmitting a message?—Yes, decidedly, the cost of the additional length of cable would be greater.

193. What is the cost of a message now from North-West Cape to Adelaide?—A penny in each colony, from Champion Bay, which is the most northerly station in Western Australia.

194. Do not you think the liability to interruption from the North-West Cape overland to Adelaide would be greater than the interruption upon the line from Port Darwin to the Roper?—Yes, it would be; it is a coast line.

195. *By the Chairman.*—Is there anything you wish to add, or any information you could supply?—Nothing strikes me at present.

196. Looking to the cable between Port Darwin and Singapore, are you of opinion that the interruptions have been more frequent than in ordinary cables of similar length in other parts of the world?—They have certainly, but chiefly in consequence of an insect or worm which destroys the cable upon that particular section.

197. Are you acquainted with the proposal to prevent that in the new cable?—Yes, I saw some experiments being made in London, which I believe will have the desired effect.

198. Are you of opinion that they will be successful?—Quite; it is a metal sheathing over the gutta-percha between that and the protecting wires.

199. Do the interruptions by means of the insect on the existing cable increase in number as it gets older?—Yes, it is giving very much trouble—in fact the last fault gave considerable trouble.

200. I presume there were partial interruptions that the public never knew of, bad working, and so on?—Yes, and delays to messages in consequence.

201. As a matter of fact, if a new cable defended against that insect were once laid, it would be cheaper to abandon the old cable altogether than repair it?—I think the company ought to be bound to keep both cables going if they get a subsidy.

202. Do you think as a matter of fact it would be kept going?—Yes; and I think they ought to be bound to lay another protected cable, if the present one cannot be kept in order.

203. Did you notice that in the proposal to the colonies to pay a subsidy of £32,400 there is no period of limitation?—The usual period in transactions of that kind is thirty years for cable subsidies.

204. Have there been any transactions of that kind in reference to cables?—Yes, nearly all the proposals submitted to these colonies have been for thirty years.

205. Has there not also been some proposal that the subsidy should decrease in proportion to the increase in the regular business?—No, the subsidy is generally paid during the time it is arranged for.

206. A fixed subsidy, not depending at all upon the increase of messages to the colony?—Yes.

207. Would not that be a fair principle?—I think it would, if it could be so arranged.

208. The object of the subsidy being merely to increase the earnings of the company; and if those earnings be increased there is no reason for it to continue?—There is another matter; a cable will only last a certain number of years.

209. How long?—The average life of a cable is about fifteen years; and there is another thing to be considered, that the company must provide a sinking fund to replace the cables, and whether it be wise to starve them so much so that they could not give you a proper cable when this is worn out, or whether some arrangement ought not to be made for a sinking fund to cover this. According to my calculations I think they are simply asking you the bare interest upon the money necessary to construct the line.

210. Which is equivalent to finding all the money that the cable is laid for?—It is, if the Governments raise the money, they might get it for considerably less, perhaps save several thousands a year.

211. *By Mr. Burns.*—Do you think the Governments ought to guarantee the line, so as to save the interest?—I think so, £12,000 or £14,000 a year could then be saved.

212. Supposing the Governments guaranteed the line, what would be the estimate of the reduction of the cost of the subsidy to the company?—Two per cent., about £12,000 or £14,000.

213. The reduction?—Yes.

214. *By Sir James Wilson.*—In making that estimate have you taken into consideration the maintenance of a steam-boat with all its appliances?—No, this is for the cable; that is maintenance.

215. *By Mr. Burns.*—If we follow that plan the colonies would only have to pay about £20,000 a year for the cable?—Yes; that is if the Governments undertook it themselves; but I do not think they should take it independently of the company, because they have a staff and a ship, and they can work it a great deal cheaper than the Government can.

E. C. Cracknell,
Esq.,
continued.
10th May, 1873.

216. *By Mr. Cuthbert.*—That assumes that the capital can be borrowed at four per cent., the guarantee being six.—Yes.

217. *By Mr. Mein.*—You say the average life of a cable is fifteen years;—what are the circumstances that usually contribute to its death?—One reason, the destruction of the coating wires through oxidation, so that when the cable is lifted it will not support its own weight.

218. *By Sir James Wilson.*—I think you stated that you recommend that the company should lay the line, that the colony should not take the responsibility?—Yes, the company should lay the line, and take all the responsibility, but the colonies should assist them.

219. Subsidize them?—Subsidize them, and assist them in raising the money.

The witness withdrew:—

Samuel W. McGowan, Esq., examined:—

S. W. McGowan,
Esq.,
10th May, 1873.

220. *By the Chairman.*—You know the purpose for which we are here?—Yes.

221. The Conference has had the evidence of Colonel Glover, and Mr. Cracknell, of New South Wales; and we wish you to tell us whether you have considered the question of duplication of the cable, and the various suggestions that have been made; we would like to hear anything you have to say bearing upon the subject for which the Conference has met?—I have very little to add to the report that I have already written upon the subject, which is in print.

222. Will you briefly summarize the conclusions you have arrived at?—Looking at the matter from an economical point of view, no doubt the cheapest way of obtaining what we require would be the provision of a duplicate cable between Port Darwin and Singapore, by way of Banjoewangie.

223. Following the same route as the present one?—Not exactly the same route.

224. Going on the other side of Java?—Following the same route nearly, as far as Banjoewangie, but following a new route from Banjoewangie to Singapore where there is now no cable. There have been, of course, several proposals for taking cables to the westward of the points I have named, but they are in many respects open to objection on account of the extreme depth of water in one direction, and the fact that many of the difficulties under which the present cable labours would still exist in a more westward direction, namely, the presence of coral; that has been one of the difficulties I believe in the mechanical way. A proposal that did find some favour at one time was a line from Ceylon direct, by way of Keeling Island to Western Australia, but there have been many objections raised to that upon the grounds that the seas are not known; the depth of water is not known; and they have never been properly and accurately surveyed and, therefore, matters might arise of which at present we are totally unaware; so the proposition would be to a certain extent rather suggestive than absolute.

225. Are you practically acquainted with that sea?—No; I merely speak from what we have learnt from others.

226. *By Mr. Cuthbert.*—That would be more expensive?—It would be more expensive, undoubtedly; but the proposal made some twelve months ago involved an expenditure at that time of £55,000 a year for thirty years; that would be much more expensive, of course, than the more easterly route.

227. Whose proposal was that?—That was a proposal by Siemens Brothers, through Mr. Cooté.

228. *By the Chairman.*—Do you consider that the interruptions that we have had between Port Darwin and Singapore upon the cable exceed the average for the same length of line in other parts of the world?—At the present moment I do not know of any line that would afford a direct contrast as to the number of interruptions, but there can be no doubt that the interruptions that have occurred recently have been considerably in excess of what would have been the case if the cable had been laid so as to secure, as far as might be possible, absence of interruptions; the coral has a very severe effect upon the cable; I saw portions of cable covered with large masses of coral, and I was told that the difficulty of recovering the cable was mainly due to masses of coral upon it.

229. I see from the return published that there were only two interruptions in the year 1876, and two in the previous year 1875?—But the interruptions were of considerable duration; one was from April to October, or nearly that.

230. From April to August; that might be prevented by having greater facilities for repairing as far as the time is concerned?—Yes; the steamer was employed in another position at the same time, otherwise the repairs might have been effected much earlier.

231. Would not greater convenience for the repair of the existing cable be a more economic and equally successful mode rather than duplicating it?—That would be a question entirely governed by the duration of the present cable. The present cable is not by any means new now; it has been submerged over six years, and as a cable grows older the chances for repair—that is, the facilities for making repairs—become less than they would be with a new, or a comparatively new, cable. I think you found the first two or three years of the life of the present cable passed over with very few interruptions indeed, barring the first one.

232. How long do you consider the life of a cable?—It is a very difficult matter to say; of course there are cables that have lasted remarkably well. Some of the cables in the English Channel lasted particularly well; but the Atlantic cables have not been equally favoured in that way. The cables of 1865 and 1866 are very remarkable for the number of interruptions upon them, and latterly for the absence of any repairs; they found it an impossibility to repair them. A heavy expenditure was incurred for attempted repairs during last year, but without result.

233. *By Mr. Burns.*—Is it within your knowledge that cable messages received from England come to a large extent to Melbourne, and also to Adelaide, and are there telegraphed very largely to other colonies; one message is made the basis of a large number of messages?—Yes; that is commonly done,—what is called the packing of messages—that is, the codification of messages where they are codified.

234. That is not what I mean ———?—If messages are received at Adelaide by an agent and split up there—divided there—of course it is necessary to credit each of the colonies to which the messages are sent.

235. Is that matter within your own knowledge—does it take place?—Yes, no doubt it does take place; there are agents in Adelaide who receive messages and transmit them in that new way.

236. Are there not a great many press messages received in Melbourne and sent to newspapers in Sydney, and Tasmania, and New Zealand?—Yes; and messages are received in Singapore and split up, and the Australian portion of them sent from there; that is a very common practice.

237. *By the Chairman.*—I will put it in another way: the point that Mr. Burns wishes to arrive at is this, whether the return as to the number of messages and the number of words proceeding from the respective colonies is a clear indication of the business which that particular colony does through the cable—supposing a correct return of such a kind were given?—If a correct return were given, showing the messages transmitted from one colony through the cable and the return to that colony through the cable, from independent sources, it would be a correct measure; but it would not be a correct measure to say that messages received in this colony and re-transmitted were set forth.

238. We know very well that that would not be fair; but does it exist within your knowledge to any extent—are the returns that you would give as to the number of messages sent from Melbourne vitiated to any extent by the fact that while the messages start from Melbourne they are sent as it were and paid for by the residents of other colonies?—No; I do not think that to any serious extent it would be so.

239. *By Mr. Burns.*—Is it a fact that there are press agencies which receive telegrams from England and have agents in Melbourne who re-transmit from those telegrams, say from a single message, telegrams to all the other colonies, New South Wales, Tasmania, Queensland, and New Zealand?—Yes, there are agencies of that sort in Melbourne.

240. So that in that way the business of the Victorian colony by cable is made to appear larger than it really is?—If it were done to any great extent of course it would be so; but I question if it is done to an extent sufficiently large to magnify the number of messages sent, appreciably. It might, I dare say, be very easily ascertained by keeping a record of those re-transmitted messages, because it is very well known that the re-transmitted message comes from a local source.

241. Is it not a fact that you have a large business between this and other colonies by reason of cable messages received for the first time in Melbourne?—I should be sorry to say that that business is large; such a business is certainly done, but I should be sorry to say it is large.

242. *By the Chairman.*—If a message arrived in Melbourne for the *Argus*, for instance, concerning which there was an understanding between the *Argus* and the *Sydney Morning Herald* that they were to publish simultaneously, and they joined in the message, would no message be sent direct to both offices—would the message be repeated to both offices?—Repeated to both offices frequently.

243. Both colonies would get the credit of it?—Yes.

244. *By Mr. Burns.*—Both parties would not get the cable message?—No; the splitting the message would most likely occur at Adelaide—sent from Adelaide to Melbourne and to Sydney.

245. *By the Chairman.*—South Australia would get the advantage, and not Melbourne?—Just so.

246. *By Sir James Wilson.*—If the Associated Press sent a message would it be credited only to one colony, and the rest omitted per cable?—The colony in which it was received by the agent.

247. That is the case?—Yes.

248. So that the colony which sent it would be credited for the whole affair, though it had to be distributed amongst the others?—Yes, but only for a single transmission per cable.

249. *By Mr. Mein.*—You simply referred to duplication between Port Darwin and Singapore by cable; do you think the duplication to the colonies would be complete independent of a second land line?—A second land line—do you mean from —

250. Say from Port Darwin. Do you consider that there is duplication with England by simply duplicating the cable from Singapore to Port Darwin?—The duplication would be very much less perfect than if we had a duplication by land as well. I have given much consideration to that; and I have thought for many years that it would be desirable to have duplication by land. That would be only done by connecting the extreme northern lines of Queensland with the present line to Port Darwin, at some convenient point in the interior; it would be a great advantage, and it could be conveniently done. If there were any interruption upon the overland line, the colonies could send by Queensland; and if the line by Normantown, the connecting line, was broken, they could use the other line. That would be a duplication within Australia.

251. *By the Chairman.*—Is there sufficient traffic to justify duplication of that kind?—There is no traffic to justify duplication at all at present, if you come to that, because the present cable could do all the work in two hours a day.

252. *By Mr. Mein.*—So could the cable if it were not interrupted, but it is frequently interrupted?—A duplication by land would be a great advantage.

253. *By Mr. Cuthbert.*—Would it be very expensive?—That would depend whether it was done by land or sea. The original proposition was to take the line by land to Normantown, the northernmost station in Queensland. That was very expensive then.

254. *By Mr. Mein.*—As a matter of fact was not the original proposal for telegraphic communication with England by way of Queensland? I understood Captain Osborne to that effect.

255. Is it not a fact that the Queensland line to the north of the Norman River was constructed with an understanding to that effect?—I could not say that I am personally aware to that effect, but I believe from official returns and papers that I have read that the lines were constructed with a view to ultimately connect with the cable. I do not know that I would be justified in saying that they were constructed from anything that transpired on behalf of Captain Osborne. He undoubtedly proposed to construct a land line from Port Darwin to the nearest station in Queensland, and that would give color to what took place subsequently.

256. *By Mr. Cuthbert.*—Could you prepare an estimate of what would be the cost of completing the line from Normantown to Port Darwin?—It would not require to go all the way to Port Darwin. It would go to the nearest point of the trunk line, the main overland line.

257. *By Mr. Burns.*—About 300 miles from Port Darwin?—Yes, speaking in round numbers. I do not think that the expense should exceed £60,000, with iron poles, to carry a line from Normantown to the nearest point of the main trunk line. That ought to about cover it. It ought to come near it. I do not think it would exceed that, from my recollection of the distance and the cost of erecting lines in Northern Queensland. The northern line there I do not think exceeded £55 a mile, using wooden poles.

S. W. McGowan,
Esq.,
continued.
10th May, 1878.

That is the present line to Normantown, and I do not think you would find more difficulty in carrying the line from Normantown to a point upon the Roper River than there was found from Normantown across.

258. *By Sir James Wilson.*—To intersect the main line—the trans-continental line?—Yes, precisely.

259. *By Mr. Cuthbert.*—You think that could be done for £55 a mile?—I estimate it at the cost of the northern lines of Queensland, if wooden poles are employed. Iron poles would be more expensive at first, but more economical eventually.

260. *By Mr. Mein.*—It would not be a complete duplication within Australia?—Nearly so; but there are very few interruptions upon the part from Point Darwin to the Roper. There the line would be only single.

261. *By Mr. Boucaut.*—May we lay down this proposition, that in proportion as the land line is free from interruption and available for the transmission of messages so is the necessity for duplication diminished?—Yes, decidedly; for I say at present, as far as the amount of work is concerned, we do not require duplication at all. We have not sufficient work for one line.

262. *By Mr. Burns.*—It is only required for certainty of communication?—Yes.

263. *By the Chairman.*—Would that justify the outlay if this cable were as free from interruptions as in other parts of the world, and there were as great facilities for repairing it; though it is more frequently interrupted it would be better to bear the cost of repairs than to lay another one?—Yes; but you must bear in mind that, between Batavia and Singapore, the interruptions are very frequent indeed, and that cable is some years older than that between Banjoewangie and Port Darwin, and also the most serious drawback to the correctness of messages between Europe and Australia is owing to the imperfections of the working of the land line in Batavia, a want of knowledge of the language on the part of the operators and a want of certainty of the working of the land line independently of the cable; but that would be got rid of altogether by a cable between Banjoewangie and Singapore. In fact, I believe that if there be a new cable between Banjoewangie and Singapore the urgency of the duplication would be much reduced.

264. That is only about half?—Only about one-half. It must be remembered that between Banjoewangie and Batavia there are 480 miles of land line, and that land line is in tropical regions and worked under very great disadvantages.

265. It is proposed to avoid it altogether?—A cable between Banjoewangie and Singapore would completely avoid it, but they simply propose to maintain that cable by Batavia and Singapore as an alternative.

266. They propose to keep it in good working order?—Yes.

The witness withdrew.

W. J. Cracknell, Esq., examined:—

W. J. Cracknell,
Esq.,
10th May, 1878.

267. *By the Chairman.*—You know the purpose for which the Conference is now sitting?—Yes.

268. That of the duplication of the cable. We have already had the evidence of Colonel Glover and Mr. McGowan, and your brother. The Conference thought you might wish to make any statement that may have occurred to you in considering the subject that may be of some benefit to them, and give them information?—I think a duplicate cable is absolutely necessary at the present time; and, if possible, I think that a competing line would be better than duplicating the present cable in order to reduce the rates.

269. A new company altogether?—A new company altogether.

270. Apart from that, supposing that there are difficulties in the way of obtaining a competing cable, have you anything to say in regard to the proposition made by the present Eastern Extension Company, with a view of duplicating their cable. Are you aware of the proposal which Colonel Glover has been authorized to make?—No, I am not aware of it.

271. Contained in Mr. Morgan's letter from South Australia?—I do not know it.

272. The proposal is to lay a new cable from Port Darwin to Banjoewangie, and from Banjoewangie to Singapore, avoiding the land line to Batavia?—I am not in favor of a duplicate cable upon the present route, and in the hands of the same company.

273. Will you state why you hold that opinion?—The monopoly would still be the same monopoly as exists at present, and there would be little or no chance of the charges being reduced. These companies of course are formed for the purpose of making money.

274. Have you any information with regard to the business, or any extension of the business, which would justify a competing line?—I believe if the charges were reduced one-half, say, that the business would be considerably increased.

275. You mean one-half of the old charge?—Yes.

276. Of course you are aware that a large proportion of the charge goes to other companies?—Yes; but through rates to be reduced one-half.

277. Apart from that have you anything to tell the Conference in respect to the land line, the part that connects the whole of the colonies with Port Darwin; do you consider that satisfactory?—As far as it goes I think the line works admirably, considering the distance it traverses through unsettled country.

278. You would not think of duplicating that?—Most decidedly I would.

279. You would?—Yes. The cable should be brought —

280. On the ground of competition?—No, not competition with South Australia; the second line would be available when the Port Darwin line was interrupted.

281. Do you think that a second line would be content with taking what the Port Darwin line could not carry?—That depends upon circumstances. This suggestion is made in the event of the Conference deciding upon laying a second cable by the present route, as the most suitable method of duplicating the Australian land line. I have no objection to see the line extended from Port Darwin to Normantown, at the expense of the southern colonies. In that event we would be satisfied to take the business that South Australia likes to give us when their line is interrupted. I think Queensland has done enough already in extending the line to Carpentaria.

282. Then I understand you to mean that you think a second land line necessary?—Absolutely necessary.

283. But you do not wish to deprive South Australia of the right she has established to make that line?—I have no wish to deprive South Australia of anything. I think she deserves great credit for what she has done. W. J. Cracknell,
Esq.,
continued.
10th May, 1878

284. *By Mr. Mein.*—I assume you mean this: that you think it necessary, in addition to duplication of cable, that there should be a duplication of land lines?—Most decidedly.

285. And you think that that duplication might go by way of the Queensland line terminating at the Norman River?—That would be the best route.

286. And you make that suggestion upon the understanding that the connection between Normantown and Port Darwin should be made at the expense of the southern Colonies?—Yes.

287. *By Sir James Wilson.*—You think there is sufficient business to support two distinct cable companies?—At the present time, no; but were the charges reduced, I believe the business would be considerably increased. I would even go further, and recommend the Colonies, instead of subsidizing mail steamers, to subsidize ocean cables.

288. That is not the question at all?—One should be substituted for the other; instead of subsidizing mail steamers, subsidize cables heavily, and reduce the charges to a minimum.

289. Do you think there would be sufficient business arise by reducing the cable charges to one-half the existing rates to maintain those two distinct companies?—I think the business would be considerably increased.

290. Would it pay. Could the companies exist with a reduction of half the rates upon the cables if there were two distinct companies?—Not unless they were subsidized.

291. Each subsidized, of course?—Each.

292. Do you think it would be cheaper to subsidize one than to subsidize two distinct companies for the same purpose?—I think the most equitable way would be to subsidize the two companies. I think the present company deserves every encouragement.

293. Do you know what loss it would be to the present company—the cable company—if their charges were reduced to one-half?—I do not know their revenue at present.

294. *By Mr. Burns.*—Are you aware that it is said by the company that a penny a word would be a loss of £1,000 a year revenue to the company?—I have heard so.

295. Supposing a contract was made with this company, do you know would it be in their power to get the prices reduced right through—could they control the other lines?—They could only control their own lines.

296. Could any competing company reduce the charges right through?—They could reduce the charges between Australia and India.

297. You then say the business would increase considerably by the reduction of the charges. To what extent do you think the increase would go?—I could not say. It is impossible to answer that question.

298. I understand you to say that you are in favour of a line by way of Normantown at the expense of the southern Colonies?—I am in favour of a line from Normantown *via* Macassar to Singapore and Bangkok, in Siam, which could be connected by a short land line with Moulmein, the extremity of the British Indian system.

299. How far are your land lines at the present time from Thursday Island?—About 350 miles.

300. Is any extension projected at the present time other than that required for cable purposes?—There was an amount placed upon the Queensland estimates last year to extend to Thursday Island.

301. Irrespective of whether the cable is made or not?—Yes.

302. *By Sir James Wilson.*—Your land line terminates at Normantown, on the Gulf of Carpentaria?—Yes, and at Cooktown, upon the east coast.

303. How far is Normantown from the nearest point of the trans-continental line by land?—I do not know exactly, but I think about 650 miles. It may be less.

304. If a connection between those two lines were made, would you recommend their being connected by land, or would you recommend a cable across the Gulf of Carpentaria to the Roper River?—I recommend a cable from Normantown to the Roper River.

305. Across the Gulf?—Across the Gulf.

306. How many miles do you think that is?—Four hundred miles.

307. Why do you recommend that?—There is a good bed for a cable, and the shores of Carpentaria are very low, and liable to be submerged during the rainy season to some hundreds of miles perhaps.

308. That is contemplating a land line?—Yes; and in the event of interruptions it would be very difficult to repair the land line.

309. Are there any ranges or rising ground upon which you could make that land line?—The high land is too far back from the coast. It is 100 miles back from Normantown.

310. Do you think the bed of the Gulf of Carpentaria is adapted for a cable?—Admirably adapted. It consists of mud and sand.

311. There is no coral reef?—No.

312. *By Mr. Mein.*—What is the distance from Cooktown to Cape York?—About 350 miles.

313. You gave as a reason why the southern Colonies should contribute solely to the expense of connecting Normantown and Port Darwin that you thought Queensland had done already enough; what do you mean?—I think the southern Colonies would reap the most benefit of the extension.

314. What do you mean by Queensland having done enough?—I think Queensland has spent enough upon her line to Carpentaria. It was originally intended for international purposes.

315. *By the Chairman.*—How long is that line?—From Cardwell to the Gulf shore 400 miles.

316. Does it accommodate any Colonial interests?—It does local interests.

317. It does?—We should not have built a line at that line for other than international purposes.

318. *By Mr. Mein.*—It was not constructed with a view to local interests whatever?—Not at all; entirely for international purposes.

319. *By Mr. Burns.*—Does it now serve local purposes?—It does; but the section beyond Cardwell does not pay. We lose about £3,000 a year.

320. Do you lose more upon that section than others?—Yes.

321. *By the Chairman.*—Do you think a few competing lines would make them pay in the Colony?—We are sending telegrams cheaper than any country in the world. We send 1,600 miles for a shilling for ten words. It is perfectly absurd.

W. J. Cracknell,
Esq.,
continued.
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322. *By Mr. Boucaut.*—At what date did you extend the line to Normantown?—[*The witness referred to papers.*] The extension was commenced some time in 1869, and it was completed on 3rd January, 1872.

323. And when to Cape York?—It is not at Cape York yet.

324. Have you gone up towards Cape York?—With the line?

325. Yes?—Yes; but not beyond Cooktown.

326. *By Mr. Mein.*—Looking at the return which was prepared in your office, can you inform the Conference what is the actual loss in working expenses alone that Queensland sustains through the line from Junction Creek to Normantown (300 miles), which you said was constructed for purely international purposes?—We are working that line at a loss of upwards of £3,000 a year.

327. You were asked when the line from Cooktown to Normantown was completed—will you when correcting your evidence put in the date when it was authorized?—I will. It was authorized in 1867.

The witness withdrew.

Adjourned till to-morrow at half-past 10 o'clock.

SATURDAY, 11TH MAY, 1878.

Present:

The Hon. G. BERRY, in the Chair.

The Hon. H. Cuthbert,
The Hon. Sir J. M. Wilson,
The Hon. C. S. Mein,

The Hon. J. F. Burns,
The Hon. J. P. Boucaut,
C. Todd, Esq., C.M.G.

C. Todd, Esq., C.M.G., a member of the Conference, examined:—

C. Todd, Esq.,
11th May, 1878.

328. *By Mr. Boucaut.*—You are the Superintendent of the Telegraphs of South Australia?—I am.

329. And in that capacity have had a great deal of experience in telegraphy?—Yes.

330. And it was under your superintendence that the overland line from Adelaide to Port Darwin was carried out?—Yes.

331. And under your advice that the arrangement was made with the Eastern Telegraph Company and South Australia?—Yes; I pointed out that that was the shortest line to connect the southern colonies of Australia.

332. You have studied the subject closely in all its bearings, I believe?—I have; it has been a matter of study with me for the last nineteen or twenty years.

333. From a professional or political point of view?—Professional.

334. Then perhaps you will be kind enough, in answering my questions, to bear in mind the professional point of view. Will you give your opinion to the Conference as to which is the best route for the duplicate of the C cable?—Most certainly; I advocate that the duplicate cable should be laid in two sections from Singapore to Banjoewangie, so as to avoid the Dutch lines, with respect to which I do not wish to say anything against them, because I believe they are worked very well indeed, working as they do through the tropics, and being worked also by foreign operators; but great loss of time occurs occasionally, interruptions and also frequent mistakes through English messages being transmitted by foreign operators. I therefore recommend that the cable should be laid from Singapore to Banjoewangie. I also advocate that for another reason, and that is, I believe from enquiries that I have made, and from my own investigations, that the cable will find a better sea bottom than between Singapore and Batavia; and the second section should be from Banjoewangie to Port Darwin. I recommend this, because it will be the speediest means of communicating between the Australian Colonies and Singapore. As a matter of fact, the land line between Adelaide and Port Darwin throughout the greater part of the year, at least nine months of the year, is under such favourable atmospheric circumstances that we can transmit messages with only one repetition between Adelaide and Port Darwin, a distance of nearly 2,000 miles. All we require, in fact, is one automatic translator at Alice Springs. As a matter of fact, therefore, there being no local traffic to impede messages upon that line, and with a cable from Port Darwin to Banjoewangie, and from Banjoewangie to Singapore, it would be quite possible for messages to reach Singapore within five or six minutes from the time of leaving Adelaide. Another reason why I am in favour of the line going to Port Darwin is, that we know—experience has now taught us—the nature of the sea bottom between Banjoewangie and Port Darwin—we know exactly now the nature of the sea bottom; and the few interruptions after all that we have had upon that line are not of such a character as to lead us to believe that interruptions will be more frequent in the future. Some of the dangers having been discovered, will be avoided. I do not know whether you wish me to go fully into the matter, because perhaps I am answering the questions rather fully.

335. No, we wish the information fully?—I wish to state, as briefly as I can, why I recommend the duplicate cable going to Port Darwin. I need not tell you that the greater the number of repetitions, the greater the probability of error, and, therefore, it is desirable that in your land line and in your cable you should have as few repetitions as possible. I have already pointed out, with regard to our land line, that we can transmit messages without any hand repeating from Adelaide to Port Darwin by means of an automatic translator at the Alice Springs, midway between the two places; and, having the two cables brought to Banjoewangie, there would be only one repetition between Port Darwin and Singapore; in every way, therefore, you lessen the liability to mistakes. Any other land line you may select will not only be much longer—in both cases it would be longer than to Port Darwin—for instance, if you take the North-West Cape, North-West Cape to Melbourne is over 3,000 miles, traversing the coast the whole distance; from North-West Cape through Adelaide is between 3,000 or 3,500 or 3,600 miles to Melbourne by telegraph line; but from Port Darwin to Melbourne is a distance of only 2,500 miles, therefore the distance is less by 1,000 miles; and there is no comparison, I must tell you, between the working of a coast line and a line through the dry interior of Australia. To make my meaning quite clear, and to show that I am correct in what I say, the distance between Adelaide and Melbourne is between 500 and 600 miles, and yet I suppose there are not more than fifty or sixty days in the year on which we transmit messages direct between the two capitals by the present coast line, and yet we can transmit through three hundred days in the year over the circuit of Port Darwin

without any difficulty. The same objection applies to a line going from the Gulf of Carpentaria and down the east coast; it is longer, and it is more exposed to interruptions; and the traffic to a certain extent is more impeded—I mean the international traffic is more impeded by local traffic. I advocate Colonel Glover's scheme for another reason—from an economical point of view—that it is the cheapest; and, looking at the small amount of traffic that we have, and taking a common sense view of the thing, I say that we do not require a second cable for the amount of business, that is to accommodate the business we do—it is simply to secure ourselves greater immunity from interruption. The amount of business we do in the whole year could be done by the cable in about ten days, working day and night. The cable could do the whole amount of business that it now does in ten days; and, therefore, I think it would be injudicious to pay £48,000 or £50,000 a year—and you would have to do that by any other scheme that has yet been submitted to us, except that of North-West Cape—when we can get it for about £30,000, or if the Government choose to advance the money, as was shown yesterday, for about £20,000 or £21,000 a year. The only line comparable in point of cheapness would be, of course, the line to the North-West Cape; but I would point out that several objections apply to that route which do not apply to the line to Port Darwin. If you look at the chart, you will see that all south of Java and the islands immediately to the eastward there is a volcanic gorge—a deep gorge—in fact, the sea dips very suddenly to a depth of 2,100 fathoms—[referring to the chart].

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336. What chart is that?—This is the Admiralty chart. We do not know anything of the bottom of the sea, and the cable would lie throughout its course within the influences of the north-west and south-east monsoons; therefore the cable from Java to the North-West Cape, or the still longer line that has been mentioned from Galle to North-West Cape, to which far greater objections apply, are, in my opinion, I would even say inadvisable as regards the line from Galle, but certainly open to great objections when you could lay your cable in a sea the bottom of which is known, and the whole of the dangers of which are known. Then, when you get to North-West Cape, Western Australia would, of course, have to erect six hundred miles of land line. Western Australia is the smallest of all the colonies. We could scarcely expect it. She might, perhaps, erect her land line, but she would never be in a position to do what South Australia has done to man the stations. You can see at a glance the number it would require—the number of stations and the number of operators, and the operators must be of a high class; and I am quite sure that Western Australia could not for a moment afford to do what South Australia has done.

337. *By Mr. Cuthbert.*—Where would she have to take it to?—From Northampton to North-West Cape.—[The witness explained his meaning on a map.]

338. *By Sir James Wilson.*—She has a cable to Northampton?—No, a land line; and the whole of that line runs along the coast. It is all very near the coast. South Australia has spared no expense; all her stations along the overland line are as strong as they possibly can be, and we are in a position, if an interruption occurs on each side of any station, to send out a party each way simultaneously, so that the communication may be restored with as little delay as possible.

339. *By Mr. Boucaut.*—You made a contrast between the sea cables and the North-West Cape and Port Darwin, but you have not yet made the contrast between Port Darwin and Normantown?—That may be looked upon more from an economical point of view than from a scientific. I mean to say this, that there are not such grave scientific objections to the cable going to Normantown, or such practical difficulties as there are going to the West Cape perhaps; but in an economical point of view you are doing this—you are paying for a much longer cable for a very small traffic than you actually require; it does not make you any more secure. I speak now as a practical electrician—you are not a whit more secure from interruptions, as far as the cable is concerned, by going to Normantown than to Port Darwin; and in the event of an interruption, the chances are that the interruption of the cable would be longer; every extra mile of cable that you have you have *pro ratâ* additional chances of interruption. There is one other point, too, that I may mention, and it answers a question which the Hon. Mr. Mein put yesterday with regard to the condition of the cable in deep seas and shallow seas. It is in the main a thermometrical question; one reason why a cable in deep seas works better than one in shallow tropical seas is the lower temperature. The lower the temperature the greater is the dielectric resistance—in other words, the better the insulation; but against that, and it operates very strongly in influencing the decision of telegraph engineers, is the difficulty of picking up a cable, especially as it gets old and its outer casing of iron wires rusts away. There is great difficulty in taking the cable up and effecting repairs, as was hinted at yesterday. You have an instance of this with the Atlantic cables during the last two years—the 1865 and 1866 cables for two years, if not more, were entirely silent, and at one time all the cables between America and England were silent, with the exception of one.

340. *By Mr. Mein.*—But that objection does not apply to the Normantown cable?—I will come to that presently. You have in the Gulf of Carpentaria a shallow sea of a high temperature, where the insulation of your cable would be more affected, and no doubt it is in the shallow seas where you will find the teredo or the worm that affects the cable, in my opinion, more active.

341. But have not you got the same objection more forcibly applying to the cable between Port Darwin and Java?—Between Port Darwin and Java the worm has scarcely touched the cable.

342. In ordinary circumstances have you not a higher temperature in a lower latitude than you have in a higher latitude?—It depends upon the region of the earth. The temperature would be very nearly uniform upon that portion of the earth we are now considering; from the equator to twelve degrees on either side the equator the temperature is very nearly uniform. But it is evident that the longer the cable lies in those warm seas, the more liable you are to interruption; and, therefore, as an electrician, I would have as little cable as I possibly could. You can always repair land lines; it is not so easy to repair a cable, but it is more easy to repair a cable in shallow than in deep water.

343. An inference might be drawn from your remarks, without explanation, that the waters of the Gulf of Carpentaria are more objectionable as waters for a cable to lie in than the waters between Port Darwin and Java?—It is this, that a greater length lies in a sea of high temperature.

344. Have you any knowledge of the waters in the Gulf of Carpentaria?—I have.

345. Any personal knowledge?—Yes. I have been there; it is a shallow sea.

346. *By Mr. Boucaut.*—And no current comparable to what there is up above?—No; no strong tidal currents I suppose. But I may tell you this though, that if you want to take a cable from Port Darwin to either Normantown or Cape York, you have to traverse seas of very strong tidal currents. The tidal currents are so strong between Melville Island and Adam Bay, that at the Vernon Island, which is simply a

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coral island, the tide falls faster than the water can run off the island, so that the water comes bounding down the walls of the island after the tide has fallen two or three feet below. I have seen that myself; I have been through all those seas, and know the nature of the whole coast from the Roper River to Port Darwin. I have landed in many places and examined the coral reefs.

347. *By Sir James Wilson.*—Are you speaking of the Torres Straits now—will you draw a distinction between Torres Straits proper and the Gulf of Carpentaria?—I have not mentioned or referred to the Torres Straits at all.

348. *By Mr. Boucaut.*—What is the name of the place you spoke of?—Clarence Strait; it is the strait between Melville Island and Port Darwin.

349. *By Mr. Mein.*—You have been speaking upon the assumption that it is possible the cable might be constructed between Port Darwin and Normantown; you have been combating that route?—Yes.

350. The remarks you have made do not apply to a route from the south of Timor either to Normantown, in the Gulf of Carpentaria, or to Cape York, at the north of the Australian continent?—I say the chief objection to that route is, that you are laying a much longer cable than you require; it is paying eighteen pence or two shillings for what you could get done for a shilling.

351. Your only objection is from an economical point of view?—An economical point of view principally; but also, every additional mile you lay, not only have you increased your cost but you have increased your liability to interruptions.

352. When you said economy, you had in view the capital outlay in the construction of the cable?—I had.

353. You did not take into consideration at all the cost of transmitting messages from the terminable point of Australia to the separate capitals of Australia?—I did.

354. You said nothing about it?—I did not, because you asked me a question that led me in another direction. I put it this way. I am rather anticipating, perhaps; but it comes to this, that if you lay your duplicate cable to either Cape York or Normantown, you increase the capital cost so much as to make an additional subsidy at the same rate of interest as is asked by Colonel Glover—£15,600 a year. Now, that means, taking the amount of business done by Victoria and New South Wales—that means that Victoria shall increase her subsidy £6,000 or £7,000, and New South Wales nearly as much. There is of course a set-off to this in the lower land rate for the transmission of messages through Queensland and New South Wales to Victoria, which would reduce the amount by £4,000 or £5,000. The increased capital cost I put down at £250,000 or £300,000, if I take Colonel Glover's estimate of the cost of the cable either to Normantown or Cape York, which agrees with the offer of Mr. Gisborne some years since. You will have to pay therefore nearly £300,000 more for a cable to go either to Normantown or Cape York than you would have for a cable to Port Darwin, and that means about £15,000 or £18,000 a year more subsidy; but I am content to put it at £15,000; therefore Victoria would not have to pay any more at all events in paying the higher rate *via* Port Darwin, and in that case the payment is made by persons who actually use the telegraph.

355. I believe we may say in round numbers that the international words per annum are about 250,000?—Yes.

356. And that Victoria sends at least one-half?—Nearly. She sends about 0·41; a little more than four-tenths. I have a late statement here—[referring to a paper]. Last year there were 12,479 messages, of which Victoria sent 4,514.

357. Words are the best. Have you got the number of words?—The number of words unfortunately are not given in this return. I can telegraph for them and get them.

358. You say 0·41?—I spoke from a previous calculation, but that is very nearly borne out; but this return would not in fact come to four-tenths of the whole traffic; this would only come to 0·38 nearly.

359. South Australia charges 1s. 3d. to Victoria for all messages that go over her lines?—She does.

360. Assuming that the ordinary intercolonial rate was charged on messages from Normantown to Victoria, she would have only to pay 2d. a word?—But you are charging more; you charge more now. New South Wales charges 3d. a word upon every international telegram.

361. But I assume that if intercolonial rates are charged?—Of course, if you reduce, South Australia might do the same.

362. I ask you, upon a certain assumption, whether a certain charge would be made; assuming that the intercolonial rates were charged upon messages from Normantown to Victoria, only twopence per word would be charged?—Exactly.

363. Now, can you make a comparison showing the different amounts that Victoria would have to pay for international messages going by different routes?—I could prepare such a statement; but I should take the existing rates, not assuming any reduction of rates upon either side; I should take existing rates.

364. *By Mr. Boucaut.*—But could you prepare a return assuming the rates suggested by Mr. Mein?—Yes, of course I could.

365. But you expect in that you would like to contrast it with the other also?—Yes.

366. But still you will do what Mr. Mein asks?—Yes, quite so.

367. Now I would just like you accurately to explain to the delegates the steps that the South Australian Government have been taking in regard to piling and insulators and other amendments of our overland line since its opening?—In answering that question, I will first inform the Conference that I speak from practical knowledge of the state of the line as first erected and as it stands now, having personally ridden over nearly the whole of the line. There are very few miles that I have not seen. We have planted iron poles either consecutively or alternately with wooden poles from near Southport to south of the Alice Springs—a distance of over 800 miles—and funds have been provided by the Legislature for continuing the iron poles wherever they may be necessary to within a short distance of Port Augusta, or to speak more accurately, to Beltana, from which point the line to Port Augusta will be shifted to the railway now in course of construction—a distance of 200 miles, in round numbers—that is, a total distance poled with iron poles, either consecutively or alternatively with wooden poles, of nearly 1,600 miles. That will free us from one source of interruption, bush fires; and as to the iron poles, I may anticipate a question a little that probably may be put to me, which is whether, in going from wooden to iron poles, I have not jumped from the frying-pan into the fire—it is not so. This last season we have had some few interruptions from lightning, which destroys the insulators, but the whole

number of interruptions, with the exception of the last season, upon the Port Darwin line, are really less per mile than in any other line that I know of, either in Victoria or South Australia. It must be borne in mind that not a single interruption occurs upon the Port Darwin line that is not made known throughout the length and breadth of Australia—it is made known to the Press. Interruptions occurring upon other lines are not known—there is no notice in the papers about them. But the danger from lightning breaking the insulators I have recently got over, by a new kind of insulator. The danger arose in this way: In thunder storms the lightning seeks an entrance to the earth down the iron pole, and breaks the insulator in order to make its way to earth. Another danger is that where natives, and I am sorry to say, perhaps more frequently, whites (you have the same difficulty in the other Colonies), are very fond of making marks of the insulators, and throwing stones at them and breaking them. I have got out a new form of insulator, of which some are now being made in England. They have been submitted to the best electricians in England, and are pronounced to be the best means of obviating the danger to which I have referred that have yet been devised. I have brought a drawing of the insulator, which, with your permission, I will lay upon the table—[*producing the same*]. The porcelain of the insulator, which is the non-conducting material, is protected by an iron shield, that protects it from stones; but the iron pin which enters the porcelain and holds the insulator upon the top of the pole brings a serrated piece of iron inside the porcelain to within about the eighth of an inch of the outer iron shield; so that lightning coming along the line, instead of smashing my porcelain dielectric, is discharged from the iron shield to those points quietly to the earth, and does me no mischief. Thus I get over the two difficulties—one from lightning, and the other from mischievous persons throwing stones—that I feel confident will remove a great many of the interruptions, or rather lessen the number of interruptions considerably which have arisen from the causes I have explained. You must remember, when we speak of the Port Darwin line, that it is a line 2,000 miles long, and you hear of every interruption; and if you turn to the return which will be put in, you will see that in a period of five years the interruptions varied from fifteen and a half days in 1875 to thirty-four days in 1877; and in counting those days we count very frequently a day more, because we count the whole day if an interruption occurs some time to-day; this day has been counted in the way this return has been made out; and if you compare that with any lines within the settled districts, you will find that the comparison is very greatly in favour of the Port Darwin line. For instance, I have taken 1874, and I find upon over 1,000 miles of that line there was not a single interruption during the whole of the year, and, as the country becomes more settled, we shall have less interruptions from the natives. We have now made a practice, I may tell you, of giving the natives fragments of insulators and wires, so that there is not the same inducement for them to injure the line. Again, in 1875, I find there was a distance of 500 miles without a single interruption, and many other sections of the same length had only one interruption throughout the whole of the year; that is, splitting up the line into sections, there are far fewer interruptions upon sections of the same length than there are between Adelaide and Mount Gambier or Mount Gambier and Melbourne, or Melbourne and Sydney.

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368. *By Sir James Wilson.*—With the view of affording speedy repairs, is it desirable to have your stations upon the trans-continental line at shorter distances than you have them at present?—That, of course, being a matter involving expenditure, would be a question for the Government to consider. Whenever the other Colonies express a wish for the Government of South Australia to do this I have no doubt the Government will give it their best consideration.

369. *By Mr. Mein.*—What is the average distance of your repairing stations at present?—I have not totted them up, but in the Northern Territory length they are very close—you see there are distances there of from twenty-nine miles to eighty miles; that is where we expect the line will be most frequently interrupted; but our greatest distance is 247 miles. Upon that section, however, during five years, I have had only three interruptions. Upon that section of the line to which you might say some objection applies from its great length, as a matter of fact, we have had only three interruptions. It is about the most favoured section of the whole lot; there is plenty of water, and there are no natives; what few natives there are are friendly—are all friendly. South of Macdonnell Ranges the natives are friendly—they assist us rather than do any harm to the line, and there are no mischievous white fellows to do the line damage. If, therefore, I was asked whether it was necessary to put an intermediate station there, I should say, from past experience, extending over five or six years, that there is no occasion for it, because the line is in such a position that it is not likely to be damaged.

370. *By Mr. Burns.*—You are aware that New South Wales have extended their inland lines to Wilcannia, and there is an office established there?—Yes.

371. Supposing it proposed to connect by way of Wilcannia with the South Australian line, what would be the distance, and where would it connect?—We should probably take it from near Beltana. I have a map here—[*producing the same*]. I considered that question some time ago; it came before me, and I recommended that the line in that case should go from Beltana.

372. Beltana is only 130 miles from Port Augusta?—Yes; I should say either from Port Augusta or Beltana.

373. Have you estimated the distance?—The distance I think would be about 200 miles. I do not think much more.

374. Either from Beltana or Port Augusta?—Yes; with such a line as that, Sydney would be able to speak with Macdonnell Ranges direct.

375. And that line would not be much of a saving; it would give a connection to New South Wales with your overland line, but it only saves about 100 and odd miles?—It would not save much.

376. *By Mr. Boucaut.*—It might save coming down to Adelaide—200 miles—so that it would save about 400 miles?—It would give direct communication. With your permission, I would add that we are making provision so as to throw out of our intercolonial circuit with Sydney all local stations, so that the traffic between Adelaide and Sydney may not be impeded by any local traffic whatever.

377. *By Mr. Burns.*—If you made that line from Port Augusta or Beltana to Wilcannia, would it render Sydney entirely independent of the Victorian lines? Sydney is independent of Victoria now; we never send any messages through Victoria, except in the event of interruption between Adelaide and Deniliquin.

378. *By Mr. Boucaut.*—Mr. Burns's question is, that though Sydney is independent of Victoria, still the proposed line would render her more independent?—Yes. One point I may mention, in reply to Mr. Boucaut's question, as to what steps we are taking to make the Port Darwin line more secure, and that is, that we are extending our lines from Adelaide northwards along a route to the east and parallel

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to the present Port Darwin line, which will be, no doubt, extended within a very short time as far north as Beltana, a distance of 350 miles north of Adelaide; thus duplicating the Port Darwin line on independent routes for a distance of 350 miles north of Adelaide.

379. *By Mr. Burns.*—Have you had many interruptions upon that section hitherto?—No, very few indeed; but our lines are more liable to interruption, as a matter of fact, in settled districts than in the interior; but upon that section I can tell you the whole number—we have had four in five years.

380. So that that duplication will be of very little practicable benefit as far as extra security is concerned?—Why?

381. If you have only four interruptions, you have very little to complain of?—I am very glad to hear you say so.—[*The witness handed in a return; vide Appendix No. 4.*]

382. *By Mr. Mein.*] In the earlier part of your evidence you stated that one of the advantages of your overland route was that any other land line would be longer?—I did.

383. You were, of course, speaking from an Adelaide point of view then?—I am endeavouring to give you the exact facts, not from any particular standpoint.

384. We are speaking in the interest of all the colonies. Would it be shorter from Port Darwin by your route to Sydney than from Normantown to Sydney?—Nearly the same distance from Port Darwin to Sydney either *via* Normantown or *via* Adelaide.

385. How do you arrive at that—what are the comparative lengths?—It is 3,000 miles from Port Darwin to Sydney, and I think you will find it is very nearly the same—I have not measured the distance, but I think you will find it is very nearly 3,000 miles from Port Darwin *via* Normantown to Sydney.

386. You see the latitude of Normantown is eighteen degrees?—You cannot take latitude.

387. Assuming that you take two sides of a triangle?—I am taking it this way: you go from Normantown to Cardwell.

388. No, we do not?—Then you have put up additional lines. I remember measuring it some years ago. I took the telegraph distances given by your superintendent, and I went from Normantown to Cardwell and down the coast. What lines you have put up since I am not speaking of; you may have shortened the distance since.

389. You have mentioned about the South Australian line going over the dry interior of the continent. I believe it has flooded seasons, has it not?—The flooded seasons of the interior are of very short duration—the flooded seasons of the Northern Territory extend over about three months; but there is this difference: coming down as we do due south, we are very soon beyond the influence of the heaviest portions of the monsoons, and very soon out of the flooded country; that is the advantage of running north and south. It is a distance of 300 or 400 miles from Port Darwin when we come to the region where we have very little rain to trouble us, and very little flooded country.

390. You also mentioned that the overland route from Adelaide to Port Darwin was undertaken by your Government at your suggestion?—Yes; I advocated it as long ago as 1858; and you will see a despatch from Sir Richard Macdonnell to the Secretary of State, dated August 1859, in the Parliamentary papers of South Australia for 1861, in which I advocated a line being taken right across the continent; and from 1858 to the time it was erected I was continually bringing the matter before my Government.

391. Upon what grounds did you make the suggestion?—As the best line that the Australian colonies could carry out.

392. As a matter of fact, is not that the letter—[*handing a paper to the witness*—] to your Government upon which your Government carried out that line?—Yes.

393. As a matter of fact is not the letter from you, dated the 18th April, 1870, in the South Australian Parliamentary Proceedings, No. 24?—That is the letter upon which the Government of the day took action.—[*Vide Appendix No. 5.*]

394. If you will look at that letter, you will find, I think, that you recommended the Government to undertake this work upon these grounds:—“In view of the importance of telegraphic communication with your Northern Territory, and the desirability of opening the overland right through”? That is one of the collateral advantages.

395. “Two. That such telegraph would do much to open up the Northern Territory”?—Yes; quite so. I was quite right in putting in all the collateral advantages.

396. And do you know within your own knowledge that the work was undertaken on international grounds or not?—I can hardly say what might have been the views of the Government. I should say mixed. My own view was that, while we were serving the other colonies and ourselves in providing means for connecting Australia with Europe, we were at the same time, of course, forwarding our own interests by developing the resources of our territory.

397. And you knew at that time, did you not, that Queensland had entered into negotiations with the Telegraph Company for the purpose of constructing a cable terminating at Normantown?—I did not. I may say that Commander Noel Osborne, who was with me a great deal during his short stay in Adelaide, made no mention to me, as far as my memory serves me—and I am speaking from memory—of an engagement with the Queensland lines for meeting her lines. But he gave me to understand that the project of their company was this: to lay a cable to Port Darwin. He came to South Australia to seek permission to land a cable at Port Darwin, and to carry a land line from Port Darwin to Queensland; but not that he or his company were in any way bound to Queensland; that was only to form part of their project; and I pointed out, as I conceived it to be my duty to do, that it would be much better to carry out the idea that I had so long promulgated and advocated, of bringing the line directly through the interior.

398. *By Sir James Wilson.*—When was your line commenced, and when was it afterwards opened—on what dates precisely?—Our line was commenced at the end of August or beginning of September, 1870, at the Port Darwin end, and at the beginning of October at the Port Augusta end; the central sections, of course, could not be begun so soon; and the line was completed in August 1872. It was not quite two years in course of construction.

399. *By Mr. Mein.*] You found it a much more costly work than was originally estimated?—That was entirely due to the break down of the contractors for the northern Territory; our difficulties in the Northern Territory arose out of that. But I will say this: that the line from Port Augusta for 1,200 miles or 1,300 miles north—we made Port Augusta the base of operations for the southern end, and for 1,200 miles north—that portion of the line cost very little more than the original estimate. But you cannot add the cost of re-poling; it is absurd to add that to the cost of the line, for that has to be done upon every line.

400. What do you estimate the capital cost is?—That has been mixed up with the repairs and re-poling. I said to the Government that upon every timber line you will have to renew the poles every ten years. That is an expense in all the colonies which is much the same, I dare say; and as this line will be a main line, and timber is really scarce in the interior, I advise that we should re-pole the line with iron poles. And being a distance of 2,000 miles, and wishing to avail myself of the best seasons—that is the wet seasons, when there is plenty of water upon the ground for carters—I advised the Government to extend the re-poling over several years. It is absurd to add that to the original cost of erecting the line.

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401. What would you estimate as being the actual fair capital cost of the line?—The capital cost of that line possibly is a little over £300,000; but two-thirds of that line did not cost more than £110,000. I am speaking now approximately.

402. Do you know what income you have derived from the international work over that line?—A year.

403. Yes?—About £11,000 to £13,000; last year I think was £13,000; some years less, I think it went down to £9,000 one year.

404. And for colonial work over the line?—The present receipt for colonial line is about £3,000.

405. That is upon the line that is used purely for trans-continental purposes?—Yes. The total revenue of the line is from £16,000 to £17,000 a year.

406. What do you spend in salaries?—Salaries and maintenance costs us about £22,000 a year; we keep nearly ten men at every station.

407. By maintenance you do not include the poles and material?—No; we have to ration all our people, and it costs us a great deal for cartage to the interior; we pay £50 to £55 a ton, for instance, to the Macdonnell Ranges; and if you add to that the interest on the cost of the line, which was nearly £500,000, it leaves a loss of about £25,000 a year to South Australia.

408. *By Mr. Burns.*—That includes interest upon the capital first invested? Yes.

409. If you had the line to construct now, it would not cost near so much as it cost originally?—No.

410. *By Mr. Mein.*—Your original estimate was £120,000?—About that; we obtained a loan for about £120,000. I may say my idea was that the line would cost about £140,000, availing ourselves of what timber we could get in the first instance.

411. So that the overland line has been more costly than the cable?—No.

412. Five hundred thousand pounds?—No, that includes the maintenance of the line for the past eight years and the entire re-poling, and the prospective expenditure for the next four or five years. I have still £50,000 or £60,000 for re-poling in hand.

413. Practically, there is very little difference between the original cost; the line has cost you £500,000; you hardly spend more than that in the construction of 2,000 miles of cable?—In addition to that you must keep up the repairing ship.

414. We are talking about capital expended, and your cost of maintenance is how much?—£22,000; the cable would cost quite as much.

415. What is the estimate they put down for maintenance of cables?—£10,000 a year for a repairing ship.

416. *By Mr. Burns.*—What would the cable cost?—A cable of 2,000 miles would cost between £500,000 and £600,000. Our land line will be good for fifty years when we have finished the iron poles.

417. That is the same length as the line from Port Darwin to Adelaide?—It depends very much upon the sea you lay it in; taking Colonel Glover, it would be about £550,000 or £560,000.

418. For what sum do you estimate you could now construct a duplicate line from Port Augusta to Port Darwin?—It depends upon whether I used wooden poles or iron poles.

419. Suppose iron poles?—If I used iron poles I should begin now under different circumstances—I know the road.

420. Taking all that into account?—I can only give it roughly—with iron poles I suppose it would cost about £220,000 or £230,000.

421. Suppose you connected it at Beltana and utilize the line from Bellana to Port Augusta?—You mean to put up an entirely fresh line, not using the same poles?

422. A new line from Beltana to Port Darwin?—That would cost—I should not like to put it down under £180,000 or £200,000, with iron poles, because of the cost of cartage.

423. What is the necessity for keeping so many as ten men at each station?—We do so to put the station in a position to send out men on either side.

424. *By Mr. Boucaut.*—In fact, international objects?—International objects.

425. *By Mr. Burns.*—What is the average distance between the stations?—I have not put them together to average them, but I mentioned that the shortest section was 29 miles, and the longest section 232 miles; and with regard to that section—which is a long one—I always feel it right in speaking of it to say that it is the best protected section upon the line, it is from Charlotte Waters to Macdonnell Ranges.

426. For the greater part of the distance you have only a single wire?—Single wire all the way. The wire very seldom breaks. If you look at the cause of interruptions, there have not been half a dozen times when the wire broke.

427. *By Mr. Mein.*—If you broke one you would certainly break the other; the same cause that injures one wire would injure two?—Quite so.

428. Have your anticipations with regard to the benefits accruing to the colony itself from the construction of this line been secured; you thought it would facilitate the colony?—Yes, I think it has done a great deal to open up the interior of Australia.

429. Have you recouped yourself to the extent you anticipated by the sale of land in the Northern Territory?—That is a question more for the Treasurer to answer than myself. I do not know.

430. *By Mr. Burns.*—What is the value of the local traffic upon the line? About £3,000 a year.

431. *By Mr. Boucaut.*—Do I understand you that Captain Osborn had fixed upon Port Darwin as the most convenient landing point upon the continent, even when it was contemplated that the line should go through Queensland?—Yes; that showed that they preferred a cable to Port Darwin to carrying it into the Gulf of Carpentaria.

The witness withdrew.

Adjourned to Wednesday next at half-past 10 o'clock.

APPENDICES.

No. 1.

Telegram from C. Lemon, Esq., Superintendent of Telegraph Department, New Zealand, to C. Todd, Esq., C.M.G., Adelaide.

“New Zealand, 8th May, 1878.

“Commissioner has seen your telegram; desires me to say Government find it impossible to attend Conference. Letter on board *Arawata* explaining their views on proposed duplication.

(Signed) “C. LEMON.”

No. 2.

The Chief Secretary, South Australia, to the Chief Secretary, Victoria.

SOUTH AUSTRALIA.

Chief Secretary's Office,
Adelaide, 24th January, 1878.

SIR,

At the Cable Conference held in Sydney in January and February of last year, the Government of South Australia was invited to open negotiations for the duplication of sub-marine cables to connect this colony with Singapore. In compliance with this resolution, negotiations were opened with the Eastern Extension Telegraph Company, and resulted in the following proposal, which is now submitted for the favourable consideration of your Government.

The Eastern Extension Telegraph Company have intimated that they are willing, in consideration of an annual subsidy of £32,400, to lay a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin.

The amount of capital required for this work, which would comprise 2,157 miles of cable of the best type, is estimated at £540,000. This sum the company would raise at six per cent., which would be equivalent to the subsidy asked for. In addition to this, it is understood that, in the event of their offer being accepted, the company will be prepared to duplicate the cable between Penang and Singapore, a distance of 387 miles, and at a cost to themselves of nearly £100,000, for which they ask no subsidy.

As the company have recently, at a cost of about £180,000 from their own resources, provided a cable connecting Rangoon and Penang, should the proposal now submitted be carried out, there will be provided duplicate lines of communication between Australia and Europe, besides the alternative routes west of India and *via* China and Siberia.

The recent interruptions between Port Darwin and Singapore have most conclusively shown the necessity of having duplicate cables; and, as the proposition now submitted is in every respect reasonable, this Government would strongly urge that the terms offered should be accepted, the subsidy being apportioned amongst the several colonies on the basis of population, as agreed to at the Cable Conference; South Australia being exempt from contributing in consideration of the large outlay which she has incurred in erecting, and is still incurring in maintaining, the overland telegraph, which latter expense cannot be set down at less than £26,000 a year.

In the previous offer of the company laid before the Conference they asked for a subsidy of £48,600, *viz.*, £32,400 for duplication, calculated at 6 per cent. on capital cost, and £16,200 for a renewal fund. Their present terms are therefore much more favourable; and in fact it would be utterly impossible for any outside company to do the work cheaper and as efficiently.

With regard to the suggested duplication *via* Banjoewangie and Champion Bay, Mr. Todd, our Superintendent of Telegraphs, points out that it would involve about 350 miles more cable than if taken direct to Port Darwin, besides the cost of an extensive establishment at Champion Bay.

There would also be nearly 400 miles of additional land line to traverse, or over 2,330 miles from Champion Bay to Adelaide. It would be for the most part along the coast, and would consequently be more exposed to interruptions than a line inland. The route along which the cable to Champion Bay would be laid is right in the track of the south-east trades and north-west monsoons, during the prevalence of which it would be very difficult, or next to impossible, to effect any repairs. The sea bottom is also unknown, whereas between Singapore and Port Darwin the nature of the ground is now well known to the company's officers from several years' experience of the present cables; and it has been ascertained that the dangers to which these are exposed can to a great extent be avoided.

The only argument that can be urged in favour of a different route is the obtaining of a duplicate land line: but, with respect to this, experience has proved, not only that the present land line to Port Darwin is fully equal to all the demands made upon it, but that it is not liable to an interruption of more than two or three days. The Port Darwin line, passing as it does through the dry interior, is in circumstances exceptionally favorable for rapid transmission over long circuits, whilst the almost entire absence of local traffic must always give it an immense advantage over any other land line of equal length. I need hardly say that this Government fully realize the responsibility resting upon them to maintain the trans-continental line in the utmost state of efficiency; and I would add that Mr. Todd has designed a peculiar form of insulator adapted for iron poles, which he believes will prove an effectual safeguard against breakages by lightning and other causes which now give trouble where iron poles are used. A large number of these insulators will be ordered by the next out-going mail.

With regard to reduction of rates, the company intimate that they are prepared to reduce their tariff in consideration of an equivalent subsidy, with respect to which Mr. Knevitt, the company's agent here, has shown that, calculated on the past year's traffic, a reduction of one penny a word is equivalent to a loss of £1,000 per annum, or, in other words, that a reduction from 9s. 5d. a word (the company's present rate between Port Darwin and Europe, exclusive of Australian and New Zealand rates) to 7s. a word means a loss to the company of £29,000 a year; and it should be borne in mind that where the cost of a message under the reduced rate would still be considerable, no very great increase of business can be looked for as resulting from the proposed reduction.

This Government therefore consider that this is a question the consideration of which may be postponed till the more urgent matter of the duplication of cable is completed.

In view of the great importance to the whole of the Colonies of securing a second cable, I would respectfully ask your early consideration of the Eastern Extension Telegraph Company's proposal, so that the question may be finally dealt with without further delay.

The Honorable the Chief Secretary, Victoria.

I have, &c.,
(Sd.) WILLIAM MORGAN.

No. 3.

REPORT OF A VISIT BY THE AGENTS-GENERAL FOR VICTORIA AND NEW ZEALAND TO MR. THORNTON, C.B., SECRETARY OF THE PUBLIC WORKS, RAILWAY, AND TELEGRAPH DEPARTMENT OF THE INDIA OFFICE, AND JOINT MEMORANDUM ON THE QUESTION OF BEST MODE OF DUPLICATING EXISTING LINE.

We visited Mr. Thornton, by appointment, having previously sent to him an introductory letter from the Colonial Office. We found him exceedingly willing to give us all the information which his office could afford. He explained to us that, under an Act of the Council of India, the Indian Government issued licenses to telegraph companies, subject to certain specified conditions. He further informed us that India was a party to the International Telegraph Convention, and bound by its regulations, with the practical application of which Colonel Champain was more particularly acquainted. At this stage, Colonel Champain, R.E., the officer in charge of the Government Indo-European Telegraph Department, joined us, by Mr. Thornton's request conveyed to Colonel Champain during the interview. We pointed out the increased rate per word which, since the last Convention, the Eastern and Indo-European Company appeared to have received for the transmission of messages between India and Europe. In reply, we were told that this increase was sanctioned by, and settled at, the Convention. Generally, the position was thus explained to us. The Indian Government concur with the Convention in the opinion that it is not desirable to encourage rivalry in prices between competing companies, as it may lead to the competition being abolished and to the establishment of a monopoly. They think it preferable to stipulate for what they consider fair charges. As Australia was not represented at, and therefore no party to, the Convention, their rules do not apply beyond India; but, as between India and Europe, there are two companies, the Eastern and the Indo-European, and both of these are bound by the Convention rules. The companies have also to comply with the conditions imposed by the Government. There seems to be no doubt that, even were the two companies to be willing to compete for Australian messages, the Indian department would not consent to their doing so by the reduction of their rates, unless both companies reduced equally. In short, the Government of India seems to adopt altogether the Convention policy of discouraging competition, but at the same time evinces a disposition to repress undue charges. There does not appear, however, to us to be any adequate machinery by which undue rates can be altogether prevented. The companies virtually fix their own rates, and, when they agree, there does not seem to be much, if any, difficulty in the way of such rates being established. Possibly the Convention may take evidence as to traffic, income, business, and expenses, but we did not learn by what process of inquiry they were guided when fixing the rates. It is very probable that these triennial Conventions facilitate in some fashion international negotiations affecting the conditions of transmitting messages; but, in regard to finally fixing the rates, we doubt whether the Convention is the most suitable body to perform such a function. It may be that it prevents, or discourages from coming into play, a certain amount of competition which otherwise might lead to the conclusion that in the long run low cable rates would pay better than high ones. We were told by both Mr. Thornton and Colonel Champain that there would be no obstacle or objection whatever to the Australian and New Zealand Governments being represented at future Conventions; and we strongly recommend that they should be so represented, as it is obvious that any unrepresented interest on such an occasion is to some extent at the mercy of those to whom the actual making of the regulations is entrusted.

1st June, 1877.

ARCHD. MICHIE.
JULIUS VOGEL.

Memorandum by the Agents-General of Victoria and New Zealand.

Following the interview which we jointly had with Mr. Thornton and Colonel Champain, at the Indian Office, and the report of the same which we prepared, and had the honor to transmit to our respective Governments, we have carefully considered and discussed the whole question of telegraphic communication with Australia and New Zealand; and we think it desirable to place upon record the conclusions at which we have arrived.

It is impossible to exaggerate the importance commercially, politically, and socially of maintaining telegraphic communication between Europe and Australasia (in which term we include New Zealand and Tasmania). Apart from the innumerable advantages which facilities for immediate communication afford not only to the Colonies but to all persons having any dealings with them, the rapidity of the progress of these communities will in a great measure be affected by the extent to which such facilities are promoted

and maintained. It is, of course, evident that Australasia depends greatly for its future progress upon the flow of population from without, as also upon the increase of the number of those who, in one shape or another, introduce capital to, or open business relations with it. Unless the colonies are to be left to depend for the increase of their population and resources on the natural increase of the present small population, and on the labors alone of the present settlers and their descendants, they must look forward to emigration from more numerous peopled countries. The use of the telegraph has become so popular that it is now regarded as almost a necessary adjunct to our daily life; and nothing would more retard the introduction of fresh population and capital to the Australasian colonies than the feeling that those who became connected with these distant countries might find themselves outside the range of telegraphic communication.

It is true that a line of telegraph already exists, but in respect to that part of the route over which there is only a single line of communication, there is the danger, at any moment, of interruption. Whilst such danger exists there is an indisposition to resort to the telegraph to anything like the extent to which it might be depended on, whilst, in so far as it is used, the loss in case of interrupted communication to those who are in the habit of employing it is most disastrous. The uses and ramifications of the telegraph are so wide-spread and deep-rooted that a suspension of communication becomes a calamity, not merely to individuals but to the State.

A complete duplicate system from end to end can alone, in our opinion, give to Australasia that reasonable security her interests and well-being demand.

The employment of the telegraph is evidently largely affected by the tariff, which to the extent to which the use of a line is placed beyond the reach of all who do not belong to the more affluent classes is equivalent to obstruction to the use of the telegraph. The arguments in favor of the telegraph are arguments in favor of its being placed within the reach of the mass of those who would benefit by it. We do not, as will be seen, urge that those, be they few or many, who do not directly derive benefit from the telegraph, should be largely or permanently taxed to save expense to those who immediately employ it; but we consider that the matter is so important that the State may reasonably be expected to do all that can be done to aid those who require the service of the telegraph in procuring that service on the most favorable terms, consistent with the inevitable impediments which may stand in the way.

We incline to think also that the interests at stake, being as they are so large, and so certain to become larger from year to year, ought not to be left in private hands. Much, if not all, that can be said in favor of the Governments working the lines of telegraph within the colonies seems to us to be applicable to the desirability of their working the exterior lines which form the means of communication between the colonies and Europe.

It is impossible to read the report we wrote on our interview with Mr. Thornton and Colonel Thompson, and also to remember all the circumstances of cable communication with Australasia, not to be alive to the fact that the interests of the colonies have been prejudiced already by reason of their having no control over exterior cable lines.

At the late Conference held in Sydney nothing definite was decided as to the mode of duplication, but the representatives unanimously voted in favor of such duplication where necessary, and also considered that any necessary subsidy consequent thereon should be defrayed by the colonies assenting thereto, in proportion to their respective populations. The following is the text of the two resolutions:—

- “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.”

The Conference also decided in favor of a subsidy of £20,000 as the proposed consideration for the future reduction of the tariff to six shillings a word. The resolution to this effect was supported by the representatives of the colonies of New South Wales, Queensland, South Australia, and Victoria. The representatives of New Zealand, Tasmania, and Western Australia refrained from voting. The text of the resolution was as follows:—

- “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.”

From these resolutions it is clear that the Conference contemplated, and its representatives more or less approved, a subsidy for a duplication, as well as of £20,000 for a reduction of the tariff; and we think we may assume that if both these objects, viz., a duplication and reduction, can be procured for a payment of about £20,000 for a limited term that such a result is much more favorable than the Conference expected, and is one to which the members assembled thereat would in all probability have given unanimous and cordial approval.

It is well to observe that the reduction to six shillings meant a reduction to that price, exclusive of the cost of transmission through the Australian Continent.

From what we have already said it will have been understood that the object to which we attach most importance in this communication is, that the Governments should take charge of telegraph cable communication.

Few will dissent from the principle who have observed how admirably the telegraph has been managed by the various Governments of the Colonies. They may be said to have set the example, since followed in Great Britain, of cheap telegraph communication under Government control. So popular has this plan become that, notwithstanding the opposition in this country to anything savoring of protection, little objection is made to the telegraph being carried on at an apparent loss, which of course means that the taxpayers who are not immediately benefited by the telegraph are made to contribute to the cost for the benefit of those who directly use it.

Australasia in relation to the cables is somewhat in the position that Great Britain occupied in relation to the land lines when she determined to acquire them. Only in the one case there were numerous interests to deal with, whilst in the case of the cables the Governments would substantially have to deal with one company only.

Whatever we have said in favor of Government, and against private control of the cables, it is of course not designed to reflect on the company to whose praiseworthy energy and enterprise Australasia owes it that she has possessed, and still possesses, telegraph communication with the outer world.

The Eastern Extension Company deserves well of the colonies, and its claims cannot be overlooked. It would probably be deemed illiberal in Governments, and would prove very discouraging to future private enterprise, if, with money borrowed as low as they can now borrow, the Governments were to go into opposition to the Company without giving it the opportunity of disposing of its interests on reasonably favorable terms to itself. The same consideration should be given to the Company as that which the Government of a city would give to existing water and gas works after it had determined that the city should in future take the charge of supplying the inhabitants with gas and water.

Before erecting fresh works all reasonable efforts should be made to acquire existing ones. We think, therefore, the Governments should fairly recompense the company by buying its lines, in preference to constructing others on their own account.

The Company has a good duplicate system between Penang and India, and, it is to be presumed, contemplate duplicating the line between Singapore and Penang, since in Mr. Pender's memo., dated October 3rd, 1876, he says:—"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."

When the Australasian lines reach Singapore they fall into the system that serves for China. We think it would be desirable to arrange for the use without purchase of the lines from Singapore to India, always presuming, of course, that the duplication between Singapore and Penang is completed. Commercially and economically, it would appear to us to be a mistake to lay down fresh lines when sufficiently good ones are available. Two lines from Singapore to India would be sufficient for all purposes; and, therefore, both the Governments and the Company must benefit by a suitable arrangement. We would suggest that in the event of the Company selling its line between Singapore and Port Darwin to the Governments, that that arrangement should be accompanied by one for the use of the lines between Singapore and India, for a lump yearly payment, commencing with the present estimated revenue of the section and increasing each year by five per cent. for such time as may be agreed on. Thus the Governments will be able to fix their own tariff to India whilst still using the Company's lines between Singapore and India. The arrangement must, however, be made in such a manner as to meet the contingency of the British and Indian Governments acquiring the lines between India and Singapore, a result which we believe will not be unlikely to follow the course we propose the Australasian Governments shall take.

We observe from a paragraph in the *Argus* that Mr. W. J. Cracknell, the Superintendent of Telegraphs in Queensland, has made a recommendation to the Government to arrange for the construction of a line to Singapore in connection with one from Singapore to Bangkok. This, though somewhat briefly stated, is probably a renewal of the plan arranged between the Governments of New South Wales, New Zealand, and Queensland and Mr. Audley Coote, in 1873. The project was to carry a land line up the Malay Peninsula to Tevoi, on the Tenassarim frontier; the Indian Government to extend their lines from Moulmein to Tevoi. The King of Siam was to give a concession for carrying the line up the Peninsula, and the projectors were in return to run a branch line to Bangkok in Siam. When Sir Daniel Cooper, Mr. Daintree, and Sir Julius Vogel commenced negotiating with Messrs. Siemens Brothers to carry out the arrangement made by their agent, Mr. Coote, considerable attention was given to the proposed route to connect Singapore with India, as on it depended the success of a thorough scheme of telegraph. We have good authority for saying that Sir D. Cooper, Mr. Daintree, and Sir Julius Vogel found reason to doubt the success of the project. They were informed it was very questionable if the independent Chiefs in the Peninsula would respect the King of Siam's concession; besides, the vegetation along the route was so rankly luxuriant that to keep the line open would involve considerable expense. So doubtful were they of the proposal that, in one of their letters to Messrs. Siemens Brothers, they wrote:—"With respect to the landing on the Malay Peninsula, between Penang and Singapore, we must inform you that we shall stipulate, in case that line does not work satisfactorily, that we be at liberty to call upon you to lay a cable instead."

From this it may be inferred that the Colonial representatives doubted the success of the line even so far as Penang, whilst beyond that, it is to be presumed, they thought a cable absolutely requisite. We make these remarks to show that we have duly considered Mr. Cracknell's proposal. It may be added, however, that the plan we are now suggesting is so much more favorable to Queensland as well as to the other colonies, that Mr. Cracknell, of whose ability we are well aware, is not, we think, at all likely to dispute it.

To resume, we have not come to the conclusions we have indicated without satisfying ourselves that the Governments would not be likely to suffer by them. Obviously, it would be imprudent to too narrowly discuss the purchasing price, but it is no secret that the Company has expended about £600,000 on what is called its Australian section, *i.e.*, the line between Singapore and Port Darwin; that the New Zealand line has cost about £290,000, and the Tasmanian about £70,000; amounting in all to about £960,000.

Before further dealing with these figures, it is necessary to consider the mode of duplication. It is, as we have said, essential that there should be a complete duplication of the line between Australasia and Europe. Tasmania and New Zealand should also be secured against accident to their present single line of communication. This might be cheaply effected by laying a line between the two colonies themselves, which, in effect, would give to each an alternative means of communication with the main Australasian system. The line between Sydney and Nelson cost £290,000, including the purchase of a steamer. A line to connect Tasmania and New Zealand would cost about £200,000.

From England to Singapore, with the exception of the Penang section, to which we have already referred, there are two lines the whole way—at some parts there are more than two lines. Between Singapore and Australia there is but one line. We regret to have to touch on the subject of the route of the duplication of the line between Australia and Singapore, since it is one of great difficulty, but our remarks would be incomplete if we failed to do so. At the Conference, whilst the expediency of duplication was admitted, no decision whatever was come to concerning it. In our opinion, no duplication would be satisfactory that did not give an alternative line throughout, which, of course, includes an alternative to

the use of the line between Adelaide and Port Darwin. Bearing this necessity in mind, the following are the routes from which selection would probably have to be made :—

1. New Zealand to San Francisco, by way of Honolulu.
2. Western Australia to Galle.
3. Western Australia (North-west Cape) to Singapore, by way of Java.
4. Normanton to Port Darwin, partly by water partly by land, and from Port Darwin to Singapore, by cable throughout, touching at Java.
5. Normanton or Cape York to Singapore, by cable throughout, touching at Java, but not at Port Darwin.

Enquiries which have recently been made by Sir Julius Vogel point to the first route being almost impracticable on account of the great depth of the water which would have to be passed through. If such a line were laid, it is unlikely it ever could be repaired, as the depth of water is greater than that from which a cable has ever yet been raised. The depth at one point between San Francisco and Honolulu is 3,250 fathoms, and at a point between Honolulu and Fiji, 3,448 fathoms. The deepest line yet laid is supposed to be 2,760 fathoms, between Brest and St. Pierre, whilst the depth from which a cable has been picked up is between 2,400 and 2,500 fathoms. At some time or other a cable will probably be constructed from the United States to Japan, but it would have to go far north to avoid the depth of water of a direct or more southerly route. The project of carrying a line from San Francisco to Honolulu, and thence to radiate to Japan and China and to Australia, does not appear to be feasible. Number two route would be outside of the company's system altogether. Having already said that we think the company should be liberally dealt with, we consider that if the Governments buy the present line, it would be better policy to make the duplicate line touch at Java, for the business with that place is supposed to be considerable. Besides the Galle line would involve the maintenance of a separate steamer. Another objection to the Western Australian route is, that the land line may not easily be maintained, and, at any rate, the use of it will not be so cheap as that for which the Queensland Government would be willing to give the use of its line. The last objection only can be urged to the third route. It would be cheaper than any other, but it would not satisfy Queensland, and we doubt if the land line could be made as safe and trustworthy apart from the tariff to be charged on it as the Queensland land line. As to routes 4 and 5, we have already said we think the route through Queensland by far the most secure, whilst it is probable that unless the Queensland route were adopted that colony would stand aloof. The adoption of the Queensland route would mean the reduction of the tariff through Australia. The Queensland Government charge for messages to Normanton only 1d. or 2d. a word, whilst the South Australian Government receive out of 10s. 8d. (the through charge to Adelaide) the large proportion of 1s. 5d. a word. We do not say the charge is unreasonable (considering the expense and risk South Australia is subject to), but clearly it is altogether inconsistent with cheap telegraphy.

Routes 4 and 5 are the two ways by which communication can be made with Queensland. One by connection with Port Darwin, partly by cable and partly by land line, with a second cable from Port Darwin to Singapore, avoiding only the Java land line; the other by cable from Normanton or Cape York to Java, and thence to Singapore. The cost of route 4 would be about £650,000, whilst that of route 5, from Normanton, has been variously estimated at from £750,000 to £1,000,000. We are not aware what would be the saving of cable cost and the additional expense of land line of making the starting point from Cape York instead of from Normanton. We have made route 5 to start either from Normanton or Cape York; if the latter be found preferable, it might be adopted.

Paying, as the Governments would, in cash, they should we think be able to get route 5 carried out for £700,000. As to whether route 5 would be more desirable than route 4, we prefer not expressing an opinion. We think one or the other of these routes the best, and the choice between them should be carefully considered. We are of opinion, however, that, if the more costly route is chosen, Queensland should pay the difference between it and the less expensive one. As we have said, the Queensland Government now charge 1d. or 2d. a word to Normanton; but, when it was contemplated by the Queensland Government to join New South Wales and New Zealand in subsidizing a company to construct a line from Normanton to Singapore, that Government proposed that the charge should be seven shillings for twenty words, or a little over 4d. a word; but then Queensland was to become liable for a considerable subsidy. Under the arrangement we propose, Queensland's contribution will be so much less that she can well afford to relinquish the fractional charge in excess of 4d. a word, which she formerly proposed.

We are of opinion that an annual sum by way of subsidy should be paid to the South Australian Government for reducing the rate to that which it is agreed shall be charged through Queensland. With an annual subsidy of £10,000, South Australia should see its way to adopt a tariff of 4d. a word. It could be arranged either to divide all through land receipts between the two colonies of South Australia and Queensland, or else that each should keep its own, and that New Zealand, New South Wales, and Queensland should use the Queensland route; the other colonies, the South Australian route, when both lines were open; and of course all use either route open in case of disaster to the other.

The expenditure under our proposal may be approximately estimated as follows :—

Port Darwin to Singapore	...	...	...	...	£600,000
Sydney to New Zealand	...	...	...	...	290,000
The existing Tasmanian line	...	...	...	...	70,000
The line proposed from Tasmania to New Zealand	...	...	...	...	200,000
The line proposed from Normanton to Singapore	...	...	...	...	650,000

£1,810,000

Four per cent. on which would be	...	...	...	...	£72,400
Add subsidy to South Australia	...	...	...	...	10,000

Say £82,400 annually.

£82,400

We have naturally avoided including the profit, consideration, or goodwill which should be paid to the company. It should be satisfied with from 10 to 15 per cent. Its shares are now at about 25 per cent. discount, and such a sale should be a good transaction for it, coupled with an arrangement for the use of the Singapore to India section, by which the company would enjoy upon such lines as it retains a virtual monopoly of the Australasian business. Between what we propose and the position of the Company if the Governments elected to carry a line from Western Australia to Galle, there can be no two opinions as to the interests of the company. We have already said Queensland should pay anything that is required over £650,000 for the connection between Normanton and Singapore. The amount will be ample if the route is by Port Darwin. If a cable the whole way is preferred, Queensland should not hesitate to pay the difference. The arrangement would almost certainly be better for her than anything which has hitherto been proposed, whilst we think that it does substantial justice to South Australia. It must be borne in mind that a reduction of the present almost prohibitive rate of transmission through Australia is a cardinal feature of our proposal.

It is easily to be seen that the Governments have an advantage over the present and any other company, for, whilst the company has to pay 6 per cent. for its money, the Governments can get it for less than 4 per cent. It was the knowledge of this, together with the reflection that communication must be kept up, and further expenditure incurred, that led us, before going into the figures, to conclude that the Governments could with benefit buy out the company. We have taken 6 per cent. as the borrowing rate of the company, although probably its shareholders look for a larger return on their share capital.

We have now to consider the question of expenditure. In December, 1874, Mr. Todd, the able Postmaster General and Superintendent of Telegraphs of South Australia, who probably has the largest acquaintance with the subject of cable communication with Australia, wrote:—"I have no reliable information as to the amount of traffic with Java, apart from Australia. I believe, however, I am not far wrong in assuming that it is sufficiently large to cover the whole of the working expenses of the British Australian section by the cables between Singapore and Batavia, and between Banjoewangie and Port Darwin, leaving the whole of the receipts from Australian business to be carried to profit."

These Java receipts are not known to us, and we can only conclude that they must at any rate largely defray the expenses of working the line. The Governments would be able to reduce existing expenditure by doing away with one steamer, and using their own officers for many purposes. We think that on the five lines—viz., the two to Singapore, the New Zealand line, the Tasmanian line, and the New Zealand and Tasmanian line—the total expenses should not be more than £12,000 in excess of the receipts from the Java traffic. Adding this amount to the interest and to the payment of £10,000 to South Australia we have an amount of £994,000. The rent of the Singapore and Indian section may also be added. The equivalent will appear on the other side under the head of revenue. We propose that the rent should commence with the present estimated revenue, and the items of rent and the revenue from this section might be left out on each side. It will, however, be more satisfactory to insert them. In order to make the matter clear it will be as well to explain how the 10s. 8d., which is the charge from London to Adelaide, is divided:—

	s.	d.
The Company transmitting to India receives	3	0 $\frac{1}{2}$
The Indian Government	0	4 $\frac{1}{2}$
The Java Government	0	2 $\frac{1}{4}$
Eastern Extension Company, India to Singapore... ..	1	7
Ditto, Singapore to Darwin	4	0
South Australia	1	5
	<hr/>	<hr/>
	10	8

Making in all 10s. 8d. per word.

Of the amount receivable by South Australia, 1d. probably is considered as the special carriage to Adelaide, for the same payment enables a message to be taken to Melbourne; in which case it is to be presumed the South Australian Government receive 1s. 4d. and the Victorian Government 1d. The company (*vide* Colonel Glover's letter to the Agents-General of March 9th, 1877) accept Mr. Todd's estimate of 235,000 words as representing the annual traffic of the Australian line. It is probably within the mark; at any rate there must be an improvement going on. This would make the revenue of the Singapore and India section, at 1s. 7d. a word, £18,600; and of the Singapore Australian section, at 4s. a word, £47,000. In neither case is the Java business, other than with Australia, included. The rent, therefore, of the Singapore and Indian section would be £18,600, with an addition of so much of the traffic between Java and Singapore as extends beyond the latter place. The revenue between Java and Singapore would belong to the Governments.

We have already incidentally mentioned that the reduction to 6s. a word, which it was proposed to secure, did not include the cost of transmission through the Australasian Continent. Any one who studies Mr. Todd's figures and those of the company will satisfy himself of the point. Indeed a reduction from 10s. 8d. to 6s., if it all came off the company's receipts, would leave of its 5s. 7d. a word only 11d. a word for the whole distance from Port Darwin to Madras. The £20,000 was meant to secure a word rate of 6s. to Port Darwin only, which, added to the rate to Adelaide of 1s. 5d., would have made together 7s. 5d. a word. It is important to remember this, for as we propose to include the £20,000 subsidy, our plan must involve a reduction on the tariff similar to that which that subsidy was designed to secure. As we assume that the revenue will not be less than at present, it is necessary for the correctness of our calculations that any reductions that are made should not result in a loss to the revenue. It will, of course, be open to the Governments, when they own the lines, to consider the question of further reductions. There are many people who believe that considerable reductions may be made without loss of revenue. At any rate we contend no loss of revenue worth consideration will result to the cables from the moderate reductions we propose. The reduction from 9s. 3d. to Port Darwin to 6s., which it was proposed to secure by the subsidy, amounts to 3s. 3d. a word. Of this amount 1s. 1d. will be covered by the reduction we propose on the rate of transmission through Australia. There is thus left 2s. 2d., which we confidently contend may be taken off the 5s. 7d. (the present rate over the two sections from Port Darwin to Singapore and Singapore to India), without diminishing the gross revenue. That is to say, we are of opinion that the total reduction of 3s. 3d. a word between Australia and England will induce a sufficient increase

of business to fully compensate the reduction of 2s. 2d. on the sections between Port Darwin and India. As to the reduction in the cost of transmission between Adelaide and Port Darwin, that is partly dealt with by subsidy, partly by presumed increase of business. In addition, we think 6d. a word (which is equal to a reduction of 3d. a word, the rate now being 7s. 6d. for ten words) may be the rate established between Australia and New Zealand, without any danger of diminishing the revenue on that line.

The total revenue remains to be considered. It is as follows :—

India to Singapore	£18,600
Singapore to Port Darwin	47,000
Sydney to New Zealand	14,000
Subsidy paid by New South Wales and New Zealand Governments ...	7,500
Australia to Tasmania, about	5,000
Proposed Tasmania and New Zealand line, about	3,500
The proposed subsidy	20,000
	<hr/>
	£115,600

In reference to the subsidy on the New Zealand line, it has only eight years to run, but it cannot be questioned that by that time all need for it will have vanished.

The amount set down for the proposed New Zealand and Tasmanian line is moderate. The expenditure of £94,400 with the rent of the Singapore to India section of £18,600, amounts to £113,000. Deducting this from the revenue, there is a small balance left of £2,600. But the expenditure does not include interest on whatever sum it may be decided to pay the company in excess of the value of the lines purchased. Our calculation merely takes the cost of the lines without an allowance for goodwill. Whatever that allowance may be fixed at, its annual cost will not much exceed the margin between revenue and expenditure we have just referred to. Should there be an excess it will merely mean that the £20,000 subsidy is slightly exceeded. In a question of this kind three or four thousand pounds a year, apportioned amongst all the colonies, is not of much moment. Besides, if the £20,000 subsidy is slightly increased it is to be borne in mind that the amount will be reducible by increase of business; and surely it is better to pay a little more for a year or two, with a prospect of substantial reduction, than to stand committed to a continuous annual payment of £20,000. We must indeed express the opinion that the estimates of revenue are much within what the revenue will really amount to when two complete lines will give to those disposed to use the telegraph largely increased confidence in the safety of doing so.

The question of reserve, sinking or reconstruction fund, is one that requires consideration. It very much less affects the Governments than the company, because the Governments are in a better position to meet contingencies than is a private company. In our opinion the second or duplicate line is the equivalent of a reserved fund, and no other seems to be necessary. The duplicate line is not wanted so much for work as for an insurance against accident. All that the Governments should do is to maintain the two lines, the expenditure on which must necessarily be variable. The steamer, and the maintenance and repairs she will from time to time be called upon to effect, we include in the ordinary expenditure. The cost of any extraordinary reparation we consider will be fully covered by the increase of revenue to which we have referred. That increase may during some years reduce the rate of subsidy included in our calculations, or even afford a profit in excess of it; in other years, on the other hand, it may be all absorbed by repairs required.

As to the disposal of surpluses or deficiencies, these might either be divided in proportion to the populations of the several colonies or in proportion to the several takings by each colony. The work should be divided into staff, or general and local. By this plan the total cost of management would be much reduced, as the ordinary Government officers could perform the local work. The cost of the general or staff work could be apportioned amongst the colonies in the same way as it was decided to divide the receipts—*i.e.*, either in proportion to population or the respective receipts.

It would be superfluous to dilate on the advantages of having the telegraph in Government hands, because this is not likely to be unappreciated by the colonies, which have so long had reason to be satisfied with the Government control and management of the land lines. We may, however, observe that the plan which we now propose will, we think, be followed by larger results than might at present be commonly anticipated.

The Governments at the Conference at Sydney, in 1873, seemed unanimously to approve of the proposal that the entire line between England and Australia should be acquired jointly by the British, Indian, and Australasian Governments. Our proposal, by which the last mentioned Governments would secure part of the lines may work better than a tripartite arrangement. There is probably a better prospect of the English and Indian Governments following the example of the Colonial Governments if it be found to work well, than of procuring their co-operation at first in a triple partnership. If, as we expect, increased revenue and largely augmented facilities arise from the step we now propose, its results will powerfully influence the British and Indian Governments.

As we intend to send a copy of this memorandum to our respective Governments we may be permitted to observe that accident rather than design has led to this movement being confined to ourselves. We have had frequent opportunities of discussing it, and we have found that our opinions in the main harmonize. We thought it better not treat it as an Agent General's question, to discuss which, courtesy might have required of us that we should request the counsels and co-operation of the London representatives of other colonies. The question does not indeed come before us as Agents General, excepting as they may feel themselves called upon to represent to their respective Governments the impressions which they from time to time receive. In thus expressing these opinions, we cannot in any way commit our Governments, or embarrass their action for themselves.

The Agents General of South Australia and Queensland would, however, probably feel that the questions into which we have entered relating to their colonies, are of a nature they would not enter into without consultation with their Governments. On the whole, therefore, we have thought it better to confine ourselves to placing on record merely the results of our own discussions and calculations, to which we have now the honor to invite your consideration.

ARCHD. MICHIE.
JULIUS VOGEL.

London, 1st August, 1877.

INTERRUPTIONS ON ANGLO-AUSTRALIAN TELEGRAPH, 1872-1878.

Port Darwin Line Interruptions from its Completion in 1872 to 29th March, 1878.

When Interrupted.	Length of Interruption.	Situation and Cause.
1872.		
August 27 ...	3 days	} Between Peake and Charlotte Waters.
November 18 ...	3 "	
Total ...	6 days	
1873.		
January 28 ...	3 days	Between Beltana and Stranways Springs.
March 6 ...	4 "	Between Peake and Charlotte Waters.
April 8 ...	2 "	Between Katherine and Yam Creek.
May 28 ...	2 "	Between Alice Springs and Barrow's Creek.
August 24 ...	2 "	Between Daly Waters and Katherine.
September 16 ...	2 "	Between Tennant's Creek and Powell's Creek.
December 4 ...	3 "	Between Daly Waters and Katherine.
Total ...	18 days	
1874.		
January 17 ...	3 days	Between Powell's Creek and Daly Waters.
March 23 ...	2 "	Between Daly Waters and Katherine.
March 25 ...	2 "	} Between Port Augusta and Beltana.
May 21 ...	2 "	
July 4 ...	3 "	} Between Daly Waters and Katherine.
August 14 ...	2 "	
September 25 ...	2 "	Between Charlotte Waters and Alice Springs.
October 9 ...	4 "	Between Yam Creek and Southport.
Total ...	20 days	
1875.		
January 30 ...	2 days	Between Charlotte Waters and Alice Springs. Insulator off, and line touching iron pole.
March 18 ...	3 "	Between Daly Waters and Katherine. Natives cut wire.
May 29 ...	2 "	Between Beltana and Strangways Springs. Insulator off, and line touching iron pole.
June 10 ...	2 "	Between Powell's Creek and Daly Waters. Insulator broken by natives; line on iron bracket.
August 15 ...	2 "	Between Yam Creek and Southport. Insulator broken; line on iron pole.
September 3 ...	2 "	Between Powell's Creek and Daly Waters. Insulator broken by natives; line on iron bracket.
October 18 ...	2½ "	Between Peake and Charlotte Waters. Line touching lightning-rod.
December 10 ...	2 "	Between Charlotte Waters and Alice Springs. Insulator off; line touching lightning-rod.
Total ...	15½ days	
1876.		
February 26 ...	2 days	Between Tennant's Creek and Powell's Creek. Insulator off; line touching iron pole.
March 5 ...	2 "	Between Powell's Creek and Daly Waters. Insulator off; line touching iron pole.
April 26 ...	3 "	Between Beltana and Strangways Springs. Insulator off.
May 8 ...	6 "	Between Port Augusta and Beltana. Line broken at Moralina Creek.
May 29 ...	2 "	Between Barrow's and Tennant's Creeks. Teams ran over wire and cut it.
September 11 ...	4 "	Between Beltana and Strangways Springs, also Port Augusta and Beltana. Insulators off; line touching iron pole.
November 10 ...	3 "	Between Beltana and Strangways Springs. Insulators off; line touching iron poles.
November 29 ...	1 "	Between Yam Creek and Southport. Insulator off; line touching iron pole.
December 27 ...	2 "	Between Powell's Creek and Daly Waters. Natives broke insulators; line touching iron poles.
Total ...	25 days	

When Interrupted.	Length of Interruption.	Situation and Cause.
1877.		
January 11 ...	1 day ..	Between Peake and Charlotte Waters. Insulator off, line touching iron pole.
March 19 ...	3 ,, ...	Between Powell's Creek and Daly Waters. Insulator off, line touching iron pole.
June 11 ...	2 ,, ...	Between Beltana and Strangways Springs. Piece of wire twisted round line-wire and pole.
June 11 ...	1 ,, ...	Between Port Augusta and Beltana. Line broken half mile south of Depot Creek.
August 4 ...	2 ,, ..	Between Daly Waters and Katherine. Line broken midway between stations.
September 21 ...	1 ,, ...	Between Beltana and Strangway's Springs. Broken thirty miles north of Beltana.
October 9 ...	1 ,, ...	Between Charlotte Waters and Alice Springs. Natives burning grass, burnt some poles down.
October 14 ...	3 ,, ...	Between Alice Springs and Barrow's Creek. Bush fires.
November 6 ...	3 ,, ...	Between Powell's Creek and Daly Waters. Natives breaking two insulators at North Newcastle.
November 10 ...	2 ,, ...	Between Barrow's and Tennant's Creeks. Lightning breaking insulators and line on iron poles.
November 14 ...	1 ,, ...	Between Katherine and Yam Creek. Lightning breaking insulators and line on iron poles.
November 30 ...	2 ,, ...	Between Tennant's and Powell's Creeks. Lightning broke insulators and line on iron poles.
December 4 ...	2 ,, ...	Between Powell's Creek and Daly Waters. Lightning broke insulators and line on iron poles.
December 8 ...	3 ,, ...	Between Yam Creek and Southport. Lightning broke five insulators and line touching iron poles.
December 13 ...	1 ,, ...	Between Alice Springs and Barrow's Creek. Natives cut out a shackle.
December 15 ...	3 ,, ...	Between Powell's Creek and Daly Waters. Lightning knocked down several poles, line on ground.
December 25 ...	3 ,, ...	Between Powell's Creek and Daly Waters. Lightning broke two insulators; line touching iron poles. Also between Beltana and Strangways Springs. Line chafed through insulator; touched iron pole.
Total ...	34 days	
1878.		
January 1 ...	1 day ...	Between Katherine and Yam Creek. Large tree falling across line at crossing of river.
January 14 ...	5 ,, ...	Between Daly Waters and Katherine. Bush fire and heavy storm, blown tree across line. This wet season has been exceptionally bad for cyclones and terrific thunderstorms.
February 9 ...	1 ,, ...	Between Barrow's and Tennant's Creeks. Lightning broke insulators, line touching iron poles.
March 15 ...	5 ,, ...	Between Port Augusta and Beltana. Heavy floods at Willochra washed number of poles down, and line on ground covered with drift.
March 23 ...	2½ ,, ...	Between Charlotte Waters and Alice Springs. Seven poles burnt sixty miles south of Alice Springs, and line on ground.
March 25 ...	2 ,, ...	Between Peake and Charlotte Waters. Exceptionally heavy floods.
March 29 ...	1 ,, ...	Between Charlotte Waters and Alice Springs. Line broken.
Total ...	17½ days	

Cable Interruptions.

When Interrupted.	When Restored.	Where between.
1872.		
June 22 ...	October 20 ...	Port Darwin and Banjoewangie.
1873.		
February 21 ...	February 24 ...	Land line between Boezki and Banjoewangie.
March 31 ...	April 2 ...	Batavia and Singapore.
May 12 ...	May 26 ...	Penang and Madras.
July 13 ...	July 13 ...	Land line 30 miles from Banjoewangie.
November 20 ...	November 23 ...	Singapore and Penang.
1874.		
May 20 ...	May 31 ...	} Batavia and Singapore.
August 13 ...	August 15 ...	
August 16 ...	August 23 ...	
December 10 ...	December 29 ...	

Floating Station was established 16 miles from Batavia with daily steam communication to Singapore on the 18th December.

When Interrupted.	When Restored	here Between
1875.		
September 2 ...	September 16	} Batavia and Singapore.
November 5 ...	November 8	
November 15 ...	December 24		Penang and Madras.
1876.		
March 28 ...	August 24 ...	Penang and Madras.
April 24 ...	August 7	Port Darwin and Java.
October 22 ...	November 30	Batavia and Singapore.
1877.		
February 26 ...	March 2 ...	Batavia and Singapore.
July 15 ...	July 17 ...	Singapore and Penang.
September 26 ...	October 13 ..	Batavia and Singapore.
October 19 ...	October 31 ..	Singapore and Penang.
November 8 ...	December 15	Port Darwin and Banjoewangie.
1878.		
January 22 ...	February 3 ...	Batavia and Singapore.
March 11 ...	March 13 ..	Land line between Sitoenda and Sourabaya.

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

General Post Office, Adelaide, March 29th, 1878.

No. 5.

F. 248/70.
Sir,

Electric Telegraph Department,
Adelaide, 18th April, 1870.

Having had several interviews with Commander Noel Osborn, R.N., at which the objects of his mission were discussed, I have now the honor to submit the following remarks and suggestions for the early consideration of the Government, it being desirable that some decision should be arrived at before the next outgoing mail.

Commander Osborn represents the Telegraph Construction and Maintenance Company, who have entered into contracts for the construction of the line projected by the British-Australian Telegraph Company, a copy of whose prospectus was lately received from the Agent-General, and is herewith appended.

Every offer hitherto has involved the payment of large subsidies; but, so far as appears, the proposition now submitted requires no such responsibility, but relies wholly on the traffic for payment. We have a scheme well considered and supported by an experienced and powerful company, capable of carrying out the work to a successful completion. All that is asked of us are the necessary facilities for bringing the cable to our shores, land for stations, and that we should assist by defining a track for the land section.

It is no unimportant consideration that the cable to be laid will actually form a portion of an integral through line practically under one management; free, therefore, from the complications and delays incidental to divided control and foreign operators.

Such are the altered and favourable conditions under which the scheme is now placed before us. I would therefore, in view of the importance of telegraphic communication with our Northern Territory, and the desirability of opening up an overland route, strongly advise that every effort should be made before Commander Osborn leaves us to secure the landing of the cable at Port Darwin; for although that place is named in the prospectus, I understand that it is by no means certain that it will be actually taken there unless South Australia takes some steps to secure it.

English capitalists have, very naturally, great reluctance to encounter unknown obstacles and dangers—even though the dangers may be more imaginary than real—in erecting and maintaining a land line through an unsettled country. They feel, and correctly too, that the local Governments are in a far better position for carrying out this part of the work; and it would consequently require very little argument on the part of Queensland to induce the company to abandon all idea of a land line and carry their cable instead direct to the shores of Carpentaria, thus excluding our Northern Territory from all participation in the advantages to be derived from telegraphic communication. And I would here respectfully remind you, that New South Wales and Queensland mutually agreed to subsidize Mr. Frazor's scheme to the extent of £17,500 per annum unaided.

Commander Osborn informs me that if the land line between Port Darwin and Burketown is finally decided on, it will take Stuart's track as far as the Roper River, where it meets Gregory's, which will then be followed to Burketown, connecting there with the Queensland system.

The question for South Australia to consider (and fortunately it is a question in which the other Colonies as well as the company are all equally interested) is, whether we shall be content to depend on so great a length of single line necessarily exposed to frequent interruption, or whether it will not be for

our own interests to carry a line across the continent, either direct to Port Darwin or to some point on the company's line. If we went direct to Port Darwin the company would, no doubt, abandon their land section and terminate there.

It is some eleven or twelve years since I first drew the attention of the Government to the practicability of erecting a land line from Port Augusta to the Northern coast, and every addition to our knowledge of the interior since acquired has confirmed the views I then advanced.

We have then two plans to consider: First, to undertake the responsibility of a line right through, from Port Augusta to Port Darwin, to be completed simultaneously, or as nearly so as possible, with the landing of the cable, *i.e.* by the end of 1871—the company pledging themselves to terminate the cable there; or, second, to let the company construct their proposed land line to Burketown, but reserve the right to connect with them at some intermediate point, either on the Roper or Nicholson.

The distances are as follows:—From Port Augusta to Port Darwin 1,550 or, say, 1,600 miles; to the Roper, say 1,400; to the Nicholson, say 1,100.

The first plan, if Stuart's track were followed, would secure the whole of the traffic to South Australia, but there would be the disadvantage of depending on a single line, which would be obviated by going to the Nicholson, or by letting Queensland connect with us, at either the Nicholson or Roper, according to the route taken.

If the second plan is adopted we shall have to arrive at some arrangement as to the division of traffic—what messages shall go *via* South Australia, and what *via* Queensland.

The simplest, and perhaps the most equitable, arrangement would be a fixed tariff common to both routes, and an equal division of receipts between South Australia and Queensland.

A careful consideration of the whole question induces me to recommend that the Government should undertake to introduce a measure, immediately after the new Parliament meets, for providing, by means of a loan, for the construction, at once, of a line of telegraph from Port Augusta to Port Darwin—Commander Osborn guaranteeing, on the part of the company, to terminate the cable there. This, I understand, Commander Osborn would be quite willing to do, or at least to recommend to the British Australian Company, with whom he would communicate, to save time, by the Indo-European telegraph next mail.

To remove all cause for jealousy, as well as to provide an alternative line, Queensland should be invited to connect with us at some convenient point; and this, in my opinion, would be far better than a central station at Cooper's Creek with radiating lines to each capital, as has been suggested, but which I have shown to involve a useless expenditure of money.

The company would, no doubt, readily fall in with this plan, as their connection with two independent routes would make them secure from interruption, an advantage of equal importance to the colonies.

With regard to cost, it will much depend on timber being found along the route. Much of the country is, I believe, destitute of serviceable trees, and transport will therefore form a serious item. I propose, however, to use only fifteen or twenty poles to the mile, and, in some places, stone cairns, and by this means keep the expenditure down. It would not be safe to estimate the cost at less than £80 per mile, or, say, £120,000, which is the sum I would recommend should be provided by loan.

We might recoup ourselves for a portion—say one-fourth or one-third—by the sale of land in the Northern Territory, which the telegraph would do so much to open up.

Next, as regards maintenance: having two lines to depend upon it would not be necessary to have stations so close together. Stations at the Blinman and Yudanamutana Mines on the projected line of railway of 200 miles would be supported by local traffic. As far as pastoral stations extend, we should not require an extensive staff, as we could easily arrange with the settlers to assist in keeping the line in order, *i.e.* to repair casualties. Three or four stations with four men at each would be sufficient to bridge over the interior to the Nicholson or Roper. The annual maintenance would probably not exceed £8,000.

Revenue.—The company reckon sixty-five messages each way per diem for 330 working days. My estimate in previous reports was only twenty-five each way, or fifty per diem, and this moderate calculation, at 10s. a message, would yield £8,250, or a little more than the cost of maintenance, leaving the interest on first outlay unprovided for. That is all our existing lines do; they barely pay their working expenses, but no one doubts that they indirectly more than repay the colony by the facilities they afford to the commerce of the country. It should be borne in mind that the business will yearly increase with the growth of the colonies; and further, that the line will promote more than anything else the development of the North. There can be no doubt of its being remunerative in a few years.

We might effect an actual saving on the completion of the line by discontinuing the branch mail service to King George's Sound, which, with direct telegraphic communication with England, would no longer be so necessary. If the second plan is adopted, and we connect with the company's line at the Nicholson, £100,000 will be sufficient, but we should in that case have to divide receipts with Queensland. In the one case we have the control of a main line through, with a branch to Queensland; in the other we have simply a branch line connecting with the main to Queensland.

Should the Government concur in the views I have expressed, I would suggest that immediate steps should be taken for obtaining from the Surveyor General a report as to the best route, which his extensive knowledge of the country will enable him to furnish. He has, I think, a party of surveyors well advanced on the eastern boundary, who might perhaps be made useful as a flying expedition, with a view to discover the route offering the greatest facilities. As the cable will be laid by the end of 1871, we have no time to lose; whatever is done must be done quickly.

In conclusion, I would observe that it is next to impossible for more favorable terms to be offered to us; and, if we fail to accept them, we must be prepared to leave to Queensland the exclusive honor of having, through her own unaided enterprise and energy, afforded to the Australian colonies the immense advantages of telegraphic communication with the whole civilized world. Our geographical position and our intelligence alike prohibit this.

I have, &c.,

CHARLES TODD,
Superintendent of Telegraphs.

The Hon. the Treasurer.

No. 6.

A BILL

To render Judgments, which have been obtained in the Supreme Court of any of the other Australian Colonies, effectual in [Tasmania].

BE it enacted, &c. :—

1. The word "judgment" shall include any judgment, decree, rule, or order at law or in equity of the Supreme Court of any of the Australian Colonies, other than [Tasmania], for the payment of money. Interpretation.
2. Where judgment shall hereafter be obtained in the Supreme Court of any Australian Colony other than [Tasmania], the Registrar of the Supreme Court of [Tasmania] shall, on the production to him of a certificate of such judgment in the form or to the effect in the Schedule purporting to be signed by the proper officer of the Court where such judgment has been obtained, register such certificate in a register to be kept in the Supreme Court of [Tasmania], and to be called "*The Register for Australian Judgments.*" Certificate of judgment obtained in another colony may be registered in [Tasmania].
3. The certificate shall from the date of such registration be of the same force and effect, and all proceedings may be had and taken on such certificate, as if the judgment of which it is a certificate had been a judgment originally obtained on the date of such registration in the Supreme Court of [Tasmania], and all the reasonable costs and charges attendant upon obtaining and registering such certificate shall be recovered in like manner as if the same were part of the original judgment. On registration, certificate to have effect of judgment in [Tasmania].
4. No certificate of any such judgment shall be registered as aforesaid more than twelve months after the date of such judgment, unless application shall have been first made to and leave obtained from the Supreme Court of [Tasmania]. Certificate to be registered within twelve months after judgment.
5. The Supreme Court of [Tasmania] shall have and exercise the same control and jurisdiction over any judgment and over any certificate of such judgment registered under this Act as it now has and exercises over any of its own judgments, but in so far only as relates to execution under this Act. Court to have control over certificate so registered.
6. It shall not be necessary for any person resident in any of the other Australian Colonies in any proceeding had and taken on such certificate to find security for costs in respect of such residence, unless, on special grounds, a Judge or the Court shall otherwise order. No security for costs where person registering certificate resides out of [Tasmania].
7. In any action brought on any judgment which might be registered under this Act, the party bringing such action shall not recover or be entitled to any costs or expenses of suit, unless the Supreme Court or a Judge thereof shall otherwise order. No costs in action on judgments.
8. The Judges of the Supreme Court may make rules and orders to regulate the practice to be observed in the execution of this Act or in any matter relating thereto, including the scale of fees to be charged. Judges to make rules.
9. In citing this Act it shall be sufficient to use the expression "*The Intercolonial Judgments Act, 1878.*" Short title.

SCHEDULE.

I, _____, certify that [insert name of person entitled to judgment, with his title, trade, or profession, and usual or last known place of abode] on the _____ day of _____ 18____, obtained judgment [or as the case may be] before the Supreme Court of [insert name of Australian Colony] for payment of the sum of _____ on account of [here state shortly the nature of claim and amount of costs].

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUPLICATION OF THE TELEGRAPH CABLE BETWEEN
AUSTRALASIA AND EUROPE.

(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 12 September, 1878.

SCHEDULE.

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DUPLICATION OF THE TELEGRAPH CABLE BETWEEN AUSTRALASIA AND EUROPE.

No. 1.

The Colonial Secretary, Sydney, to The Chief Secretary, Victoria.

Sir,

Colonial Secretary's Office, Sydney, New South Wales, 18 May, 1876.

I have the honor to invite the attention of your Government to the subject of making provision for a second telegraph cable to connect the Australasian Colonies with the rest of the world.

2. As might have been and indeed was predicted long ago, very great inconvenience has arisen from telegraphic communication between Australia and Europe being confined to a single line. The evidence taken by a Select Committee of the Legislative Assembly of this Colony, in the year 1873, was strongly in favour of a second line. The evidence of merchants and professional gentlemen who had given great attention to the subject of telegraphy showed that its use was very much limited between places very far apart except where comparative certainty of communication was guaranteed by the existence of more than one line. It was stated, for example, that no merchant would dare to conduct his financial business with the Mother Country, as a rule, by means of telegraphy, if he had to depend on a single line; and this uncertainty, it was alleged (to say nothing of its generally depreciating effect upon the value of telegraphy as a means of communication), greatly reduced the class of business alluded to, and in a variety of ways limited the number of messages along the lines.

3. There appear to be four prominent modes of making provision for a second line—

1st. By the use of the line from Sydney to New Zealand, and thence by the Sandwich Islands to San Francisco. This line would probably cost something like £2,100,000, which, without the aid of America, would, however desirable, be too expensive. Mr. Cracknell, our Superintendent of Telegraphs, will shortly visit America, and will then endeavour to ascertain whether—notwithstanding that the great Republic has up to this time done little or nothing for cable communication—there be any prospect of aid from that quarter.

2nd. By a cable from Normanton, in Queensland—this line would ultimately take the same course as Nos. 3 and 4—the lines which appear to be the only ones from which Australia can now choose; and as it would require 700 or 800 miles more cable than the longest of those lines, it must, I fear, be passed by, as each mile cost upwards of £300.

3rd. By a cable from Port Darwin alongside the present cable*, and substantially following the same course on land through Java, and taking the route through Sumatra and *via* Malacca in place of the cable to Singapore, &c. This line would be the least expensive of all the lines, but would have the objection—a very great one—of passing through Dutch Telegraph Offices, thereby causing difficulty in interpreting telegrams, and the still greater objection of having to pass through the disturbed portions of Sumatra occupied by turbulent tribes.

4th. By a cable from Port Darwin, touching at Copang and at some convenient place to enable it to serve as a second line from Java, and on to Singapore, &c. This line would, I am told, cost something like £750,000, but as it would be entirely clear of interruption for Australian messages, it would be in that regard superior to No. 3, as well as being free from other objectionable features of that route.

4. In considering the question of the early establishment of a second cable, for the reasons I have already given, it appears to me that the only course open is to adopt either No. 3 or No. 4; and in considering how best to bring about an arrangement that could be acted upon with least inconvenience and delay, I think the business should be entrusted to the contractors of the present cable.

5. Any other mode of proceeding would meet with great difficulty. South Australia, without whose co-operation any second cable from Port Darwin would be impossible, could scarcely be expected to permit it even if it had the power, which I understand, by its agreement with the present contractors, it has not, to allow a competing cable from that place; and as the present contractors are in every way as capable as others, and are I believe quite willing to enter upon the work, and having already officers, appliances, &c., for working the present line, could work the second at greatly less expense than any other Company could, it seems to me that it would be best to treat with them.

6. In making this arrangement, it would be very desirable to include in it a reduction of rates to £3 per message and 6s. per word over ten (10) words, which I understand is in accordance with the Company's expressed willingness as stated in their recent communication to South Australia on the subject for an annual subsidy of £20,000.

7. Leaving with the Company the whole of the earnings of the new cable, in the same way as those of the present cable have been left, I think that for a payment of £15,000 of subsidy they would supply it; of course the provisions for keeping the second line open would be similar to those for keeping the present line open.

8. In order to provide for these annual payments of £35,000, I would propose that the Colonies of Victoria, New Zealand, Queensland, Tasmania, and New South Wales should contribute rateably according to their population.

9. South Australia, in consideration of the great efforts and great expenditure she has already made in the cause of telegraphic communication with Europe, should I think not be called upon to contribute, unless indeed she objected—which I presume is highly improbable—to an overland line from Normanton to join her line at the Roper River.

10. In the event, however of South Australia making such objection it would be only reasonable for her to come in and share and share alike with the other Colonies; and in that case it would be desirable to connect with the South Australian overland line by a line from Wilcaunia in New South Wales, to which place a line is about to be constructed.

11. I am of course aware that objection may be made to the absence in the proposals herein made of providing for a second land line throughout the Australian continent, unless South Australia permitted connection from Normanton, in which case all that would be required to ensure a second line would be placing one from the Roper to Port Darwin (a very small affair), but very little inconvenience ever arises by delays in working the internal lines.

12. The arrangement for payment for messages passing over the lines of the respective Colonies could be carried out in the same way as they now are, modified by way of reduction perhaps if that could be agreed to.

*See postscript.

13. Should your Government be willing to enter upon the arrangement I have proposed, the amount you would become responsible for would not be great, and would of course be liable to favourable modification should South Australia determine not to allow communication from Normanton to the Roper.

14. I have placed these views on paper in the hope thereby to obtain consideration for the important question of satisfactory telegraphy between Australia and the rest of the world, and am certainly unwedded to any particular mode. Will you be good enough to give the matter your early attention, and inform me whether or not you are willing to entertain the project.

I have, &c.,

JOHN ROBERTSON.

P.S.—It may be and I think it likely that the best course for the second cable will be found to be by way of the shallow seas north of Timor, instead of the course of the present line to the south of that island—but even so the length of cable would not be much greater.

MEMO.—A communication to the same effect as the above was addressed on the same date to the respective Governments of Queensland, Tasmania, New Zealand and South Australia. The matter was considered at a Cable Conference held in Sydney in January—February, 1877, and papers on the subject were ordered by Legislative Assembly to be printed on 6th February, 1877. The following correspondence from Superintendent Telegraphs, Mr. Cracknell, prior to February, 1877, was not included in those papers.

No. 2.

Telegram from Postmaster General, Melbourne, to Postmaster General, Sydney.

2 August, 1876.

HAVE you had any report from Mr. Cracknell as to whether the postal authorities at Washington are disposed to assist in a cable between Australia and San Francisco? Sir J. Vogel telegraphs to us as to what course our Government propose to take as to conference, and when and where it is to be held. Do you think conference should be held till a reply is obtained from Mr. Cracknell?

ROB. RAMSAY.

No. 3.

Telegram from Postmaster General, Sydney, to Postmaster General, Melbourne.

3 August, 1876.

No communication from Cracknell respecting proposed cable between Australia and San Francisco.

* * * * *

No. 4.

The Superintendent of Telegraphs (E. C. Cracknell, Esq., in London) to
The Secretary, Post Office, Sydney.

Sir,

92, Charlotte-street, Fitzroy Square, London, 23 August, 1876.

Since my arrival in London I have devoted nearly the whole of my time to the important matter of duplicating the present defective telegraphic communication between India and Australia, also the reduction of the existing rates.

In the first place I have satisfied myself as to the electrical condition of the present Java and Port Darwin Cable, and find from the last tests it is not probable that any prolonged interruption will occur again for some time, except perhaps from accidental breakage in shallow water, which in future will be immediately repaired. This being the case, I consider it quite unnecessary at present to expend a large sum annually for a second cable over this section, but strongly recommend the immediate duplication of the line from Singapore to Banjoewangie, for the following reasons:—

It will replace a very defective section between Singapore and Batavia, and will get rid of the delays and serious errors through the business having to be repeated over the Java land lines, which are worked by Dutch operators.

If these suggestions be carried out there will be a duplicated line the whole way from London to Banjoewangie, a new cable being almost completed for Penang and Rangoon, and duplicate cables are being shipped for the Red Sea and Bombay sections.

The subsidy required will also be very small (the sum I will telegraph you before you receive this), so that the £20,000 already required by the Eastern Extension Company for the reduction of the rates can also be provided without being seriously felt.

Should it be found after the next few years that the Port Darwin Cable gives trouble, which I do not anticipate, I would then recommend that a submarine line be carried from North West Cape, Western Australia, to Banjoewangie. This cable would be less than 900 miles in length, and would cost very little to subsidize. But it is useless thinking of this as an alternative route at present, as the land lines along the Great Australian Bight are not ready, nor will they be for many months.

It would be very interesting to know how Mr. Audley Coote intends sending messages of ten words for £3 from Sydney, when the present charge is £3 2s. 6d. from London to Singapore, and it is by no means clear how he intends connecting Singapore with the Indian lines. I am informed land lines are quite out of the question.

It is not improbable that the Imperial Government will assist in the subsidies for a new cable from Singapore to Java and the reduction in the telegraphic charges to the Colonies, and I intend before leaving London to see some of the members of the Colonial Society and move them to wait on Lord Carnarvon, who I believe will entertain such a proposal.

I have seen several of the leading electricians and engineers connected with the Post Office Telegraphs, and have through them arranged to get some of the latest improvements in instruments for the Colony; but I intend going to Germany next week, where I expect to see a great many new instruments.

I have, &c.,

E. C. CRACKNELL.

The Postmaster General directs that copies of this letter and telegram be forwarded to the Colonial Secretary, with a request that they may be transmitted for the consideration of the Governments of the other Australian Colonies.—S.H.L., 17/10/76.

No. 5.

Telegram from Superintendent of Telegraphs (E. C. Cracknell, Esq., in London) to
The Postmaster General, Sydney.

9 September, 1876.

BEFORE deciding anything regarding duplicate cable, see my letter, August 23rd, *via* Frisco. Have satisfied myself that cheapest and only duplication necessary at present is from Singapore to Banjoewangie, which will require only small subsidy. Darwin cable not likely to give much trouble for some time, and will in future be immediately repaired. When Western Australian land lines finished, could carry cable from Banjoewangie to N. W. Cape. Submarine cable Ceylon or Mauritius considered impracticable, and nothing doing for cable Mauritius to Aden. Duplicate lines are being shipped for Suez to Bombay, also for Rangoon and Penang. Normantown proposal too expensive in comparison to Queensland proportion of subsidy. This is only practicable arrangement without involving unnecessary expense to Colonies. Cost per annum will be supplied in a few days to you. Authorize me to make final arrangements in conjunction with Agents General of several Colonies.

No. 6.

The Superintendent of Electric Telegraphs to The Secretary, Post Office.

Sir,

London, 29 September, 1876.

After considerable delay, I have at last been favoured by the Eastern Telegraph Extension Company with their terms for duplicating the cable from Singapore to Banjoewangie, and for laying a cable if considered necessary to connect Banjoewangie with the N. W. Cape, Western Australia, which I at once communicated to you by telegraph.

If the first-mentioned portion be carried out at once, it will meet the present difficulty, and the amount required is I consider moderate.

You will perceive by the enclosed schedule that the interest on the outlay is calculated at the rate of 6 per cent. per annum, but this in my opinion may be reduced to 4 per cent. if subsidized by the several Colonies interested.

The reserve fund for renewals will extend over twenty-two years, and the annual amounts of £7,260 for the Singapore and Banjoewangie and £7,740 for the section to N. W. Cape (if the latter be carried out), to be placed at interest by the Colonial Governments and the accruing interest to go to the credit of the renewal fund until the original capital is replaced.

If a new cable is not required within the twenty-two years, the interest on the reserve fund to be carried towards the reduction of the annual subsidy.

I do not consider that any better or cheaper arrangement can be made, the present Company having a staff of officers who can work either on both cables, and will in future have all appliances in readiness for the immediate repairs to their Port Darwin line.

The reduction in the rates should be dealt with as a separate matter, and can be arranged after the more important one of a second cable is disposed of. I feel certain Mr. Coote's Company cannot guarantee a reduction to £3 for ten words from any part of Australia, as that would be less than the existing rate from Singapore, leaving nothing for the Australian division.

I am informed that it is not true that the sea worm is troublesome in the Port Darwin cable, but there is no doubt that it is destructive to the Singapore and Batavia section, which my proposal will cut out, and avoid the land lines through Java, where nearly all the delays and errors occur.

I understand that Sir Julius Vogel has stated that a duplicate cable can be laid for a subsidy of £15,000; this I am sure is an error, and there is no Company here prepared to consider the matter for any such sum.

I have, &c.,

E. C. CRACKNELL.

Cost of Cable <i>via</i> N. W. Cape	
Banjoewangie to Singapore, 965 miles of cable including slack, at £250 per knot ; capital value, say	£242,000
Banjoewangie to N. W. Cape, 1,008 miles of cable including slack, at £250 per knot ; capital value say	258,000
Rate of raising money say 6 % ; if on less terms through assistance of Colonies, the Colonies to benefit.	
Reserve Fund 3 % per annum for renewals—to continue till value of cable is recouped, 3 % invested at 4 % annually requires 22 years to double itself.	
Banjoewangie to Singapore £242,000 at 6 %	14,520
Reserve Fund, 3 %	7,260
	<hr/>
	£21,780
Banjoewangie to N. W. Cape, £258,000 at 6 %	15,480
Reserve Fund 3 %	7,740
	<hr/>
	£23,220
 Total... ..	 £45,000

No. 7.

Telegram from Superintendent of Telegraphs (E. C. Cracknell, Esq., in London) to
Postmaster General, Sydney.

ARRANGEMENTS should not be delayed longer than necessary for second cable—Europe matters becoming very complicated. I leave *via* Suez in November.

No. 8.

No. 8.

Telegram from Superintendent of Telegraphs (E. C. Cracknell, Esq., in London) to Postmaster General, Sydney.

11 October, 1876.

EXTENSION Company submit following terms for duplicating our cable, Singapore to Banjoewangie, twenty-one thousand seven hundred and eighty pounds per annum; Banjoewangie to North-west Cape, twenty-three thousand two hundred and twenty pounds, including three per cent. for renewal funds. Any reduction in interest for raising money through Government subsidy will be credited to Colonies concerned; interest on the accumulation for renewal fund to go towards reduction of amount for replacing cables. If new cable not required in twenty-two years renewal fund will cease, and interest will go towards reduction of subsidy. As cables have been shipped to duplicate lines as far as Penang, I recommend that the cable from Singapore to Banjoewangie be arranged for at once, which will cost the Colonies fourteen thousand five hundred and twenty pounds for interest, and seven thousand two hundred and sixty pounds for renewal, per annum, which is the cheapest way out of the difficulty; Banjoewangie to North-west Cape to follow if necessary. Do you wish me to remain after October mail? Please instruct by return steamer from Penang, as mail leaves Southampton on nineteenth.

No. 9.

Telegram from Chief Secretary, Adelaide, to Colonial Secretary, Sydney.

20 February, 1877.

THE interview with Victorian Government resulted in their agreeing to sixth resolution Conference as to reduced tariff rates, and to duplication of the cable from Singapore to Banjoewangie, with the keeping of a repairing steamer constantly upon the line, which they consider would meet our present wants. They will not consent to a greater subsidy than six per cent. per annum on the capital cost of cable, and will not contribute anything towards a sinking fund for renewal of cable. They are willing to contribute with your Government to subsidy in proportion to population, and are favourable to South Australia being exempt therefrom in consideration of maintenance of land line from Darwin. Our Cabinet prepared to open negotiations with Eastern Extension Telegraph Co. on these terms if you concur.

Consultation.—JOHN R., 27/2/77. Must now be left for our successors.—JOHN R., 16/3/77.
The Secretary to the Post Office, B.C., 20/3/77.—H.H.

No. 10.

Minute of Superintendent of Electric Telegraphs.

THE Singapore and Batavian cable is again interrupted, and so imperfect is this section that it is becoming absolutely necessary to lay a fresh cable, to bridge over this part of the line; this can only be done by the joint action of two or more of the Australian Colonies which are willing to subsidize a duplicate cable (say, in the first instance) from Singapore to Banjoewangie.

Those Colonies which are not inclined to contribute towards the subsidy should be informed that all telegrams to and from them will be charged an extra fee, to cover the amount the contributing Colonies are responsible for.

The cost of the duplicate cable from Singapore to Banjoewangie will be £242,000, and if it could be so arranged that the Governments interested become directly responsible to the debenture holders, there would be no difficulty in raising the necessary funds at $3\frac{1}{2}$ per cent. instead of 6 per cent., thus reducing the annual payment to £8,470 for interest, and £7,260 for renewal fund, making a total of £15,730 per annum.

If this amount be contributed by the Colonies of Victoria, New South Wales, and New Zealand, on the basis of population, the amounts would be—Victoria, £7,151; New South Wales, £5,324; New Zealand, £3,255.

I further recommend that the several Governments be immediately communicated with by telegraph, conveying the information contained in this minute, and requesting an immediate reply, so that final arrangements may be made with a view to the speedy duplication of the section in question.

The line *via* the Pacific to Honolulu would cost £1,025,000, without the slightest prospect of the Government of the United States subsidizing any portion, so that, in the event of a cable being laid between San Francisco and Japan, it would have to be done by private enterprise.

The proposed line from Perth to Mauritius would cost £950,000, and would be of no service, as nothing has been definitely arranged for a line from Mauritius to Aden.

The line from Champion Bay, Western Australia, to Ceylon, would cost £675,000, and would not be by any means satisfactory; in fact Admiral Richards, the late Hydrographer to the Admiralty, told me he could not recommend either of the latter routes, in consequence of the great difficulties in repairing cables when laid across the direction of the trade winds, and would not recommend any Company to take the responsibility of maintaining cables under such circumstances.

If a repairing ship be stationed at Banjoewangie, there will be no prolonged delay in effecting repairs on the Port Darwin section.

E. C. CRACKNELL,
28/2/77.

Submitted.—S.H.L., 1/3/77. For my successor.—J.F.B., 22/3/77.

No. 11.

The Colonial Secretary, Brisbane, to The Colonial Secretary, Sydney.

Sir,

Queensland, Colonial Secretary's Office, Brisbane, 3 March, 1877.

I have the honor to transmit to you herewith, for the information of your Government, an extract from the Minute of Proceedings of the Executive Council of Queensland, dated 22nd February last, approving of the action of my colleagues the Honorable the Attorney General and the Honorable the Postmaster General as the Representatives of this Colony at the late Intercolonial Cable Conference

I have, &c.,

S. W. GRIFFITH,
(In the absence of the Colonial Secretary.)
Extract

Extract from the Minutes of Proceedings of the Executive Council of Queensland.

At the Government House, Brisbane 22nd February, 1877.

Present:—

His Excellency the Governor in Council.

His Excellency the Governor, at the instance of the Honorable the Colonial Secretary, lays before the Council the Report of Minutes of Proceedings of the Cable Conference held at Sydney, New South Wales, during the months of January and February, 1877.

The Council advise that the action taken by the Hon. the Attorney General and the Hon. the Postmaster General as the Representatives of Queensland at the said Conference be approved, and that all agreements and resolutions subscribed by them as such Representatives be ratified and confirmed, subject to the approval of Parliament.

A. V. DRURY,
Clerk of the Executive Council.

Seen.—JOHN R., 10/3/77. The Secretary to the Post Office, B.C., 13/3/77, H.H. Read.—J.F.B., 17/3/77.

No. 12.

Telegram from Chief Secretary, Adelaide, to Colonial Secretary, Sydney.

24 March, 1877.

PLEASE refer to my telegram to your predecessor of nineteenth February last, not yet replied to, and say whether your Government will concur in Victorian Government's proposal, and authorize me to commence negotiations with Eastern Extension Telegraph Company upon that basis for duplication of cable.

The Secretary to Post Office, B.C., 26/3/77.—H.H. I would suggest to the Colonial Secretary that a telegram be sent to the Chief Secretary, Adelaide, to the following effect: "No action appears to have been taken by our predecessors upon your telegram of the 19th ultimo. We have not yet had time to consider the matter, but will give it early attention." If the papers are returned to me I will prepare a minute upon the whole question for the Cabinet.—S.S., 27/3/77. The Principal Under Secretary, B.C., 27/3/77.—S.H.L. Urgent.

Send telegram as advised.—H.P., 27/3/77.

Telegram sent.—28 March, 1877.

The Secretary to the Post Office, B.C., 28 March, 1877.—H.H.

No. 13.

Minute of Postmaster General.

THE proposal in Sir H. Ayers' telegram of the 19th ultimo for the duplication of the cable from Singapore to Banjoewangie appears to refer to some negotiation or conversation between the late Colonial Secretary and Sir Henry Ayers since the Conference, as by the report of the proceedings no resolution was agreed to by that body for the duplication of any portion of the cable, and the papers do not show that any action has been since taken in the matter by the late Government.

I shall be glad if the Superintendent of Electric Telegraphs will let me have his views upon the proposition contained in Sir Henry Ayers' telegram, and also the estimated cost of a duplicate cable from Singapore to Banjoewangie.

S.S., 29/3/77.

No. 14.

Minute of Superintendent of Electric Telegraphs.

BEFORE opening negotiations with the Eastern Extension Company for the reduction of the tariff to 6s. per word for an annual subsidy of £20,000, I would suggest that it first be ascertained whether the Queensland and South Australian Governments are still prepared to contribute their share on the basis of population; if not, the whole of the amount will have to be provided by New South Wales and Victoria, which would be more than could be fairly expected. Although New Zealand and Tasmania refrained from voting on the Conference resolution, No. 6, they should, I think, be asked to contribute their proportion, and in the event of a refusal from any of the Colonies, except perhaps Western Australia and Tasmania, the question of reduction of rates might stand over for the present.

The duplication of the cable as far as Banjoewangie is a matter of much greater importance to the general public, and negotiations should not be delayed longer than necessary for the completion of this urgently required work, which will avoid the bad piece of cable between Singapore and Batavia, and cut the Java land lines, which cause so much delay and inconvenience.

The Eastern Extension Company might be asked whether they are willing to waive their stipulation for an annual amount to be set aside for a renewal fund; but unless this be agreed to there will be great difficulty in raising the money, as submarine cables are considered far too uncertain property for safe investment; a sinking fund, say at the rate of 3 per cent. per annum for twenty-two years is not unreasonable, which, together with a Government subsidy, would enable the Company to raise the whole of the capital at about 3½ per cent., making in all 6½ per cent. per annum or ½ per cent. more than the Victorian Government appears to be willing to agree to.

E. C. CRACKNELL. 31/3/77.

No. 15.

Minute of Postmaster General.

I SUBMIT for the consideration of my colleagues a printed copy of the Proceedings of the Cable Conference, held in January-February last. On page 18 of these Proceedings will be found a narrative, by the late Colonial Secretary, of the various proposals which had been made for a duplicate telegraph cable to connect the Australasian Colonies with the rest of the world. For facilitating reference I append to this *précis* a copy of Mr. Robertson's narrative.

NOTE.—Vide Report of the Cable Conference, ordered by the Legislative Assembly to be printed on 6th February, 1877.

The Conference appears to have left the question in a very uncertain and unsettled condition mainly through a want of agreement amongst the delegates, and an apparent disinclination to vote or express an opinion on the propositions submitted for their consideration.

From a telegram, dated the 20th February last, addressed to the Colonial Secretary of New South Wales by the Chief Secretary of South Australia, I gather that some interview had taken place between Sir Henry Ayers and the Colonial Secretary of Victoria subsequent to the Conference. This telegram deals with two questions, viz.:—1st—The reduction of the message tariff on the Eastern Extension Telegraph Company's lines between Australia and Singapore; and 2nd—The question of the duplication of the cable on those lines. The following is a copy of that telegram:—"The interview with Victorian Government resulted in their agreeing to sixth resolution Conference, as to reduced tariff rates, and to duplication of the cable from Singapore to Banjoewangie, with the keeping of a repairing steamer constantly upon the line, which they consider would meet our present wants. They will not consent to a greater subsidy than 6 per cent. per annum on the capital cost of cable, and will not contribute anything towards a sinking fund for renewal of cable. They are willing to contribute with your Government to subsidy in proportion to population, and are favourable to South Australia being exempt therefrom, in consideration of maintenance of land line from Darwin. Our Cabinet prepared to open negotiations with Eastern Extension Telegraph Company on these terms if you concur."

With regard to the first of the questions dealt with in the telegram, the necessity for the interview is not apparent, as the 6th resolution of the Conference provides,—“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 6s. 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.

From this resolution I presume the four Colonies who voted in its favour, viz.:—South Australia, New South Wales, Queensland, and Victoria, were to contribute towards the payment of the subsidy of £20,000 a year, in consideration of the tariff being reduced to 6s. a word, subject to the approval of the Parliaments and Governments of each Colony.

It does not appear what arrangement was arrived at between the Governments of South Australia and New South Wales as to opening up negotiations with the Company, that is to say, whether one Colony was to do it on behalf of the other, or whether it was to be done conjointly. We are not informed if any negotiations have yet been opened up with the Company; and I am of opinion that before we proceed further with this matter, information on these doubtful points should be obtained from Sir Henry Ayers, Chief Secretary of South Australia.

With regard to the duplication of the cable, as to which, as before stated, nothing definite was done at the Conference, I append a copy of the Resolutions of the Conference on this question:—

“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 Banjoewangie and Port Darwin, to repair any accident to that portion of cable.”

It will be seen from Sir Henry Ayers' telegram that the Victorian Government was willing to agree to the duplication of the cable from Singapore to Banjoewangie, with the keeping of a repairing steamer constantly upon the line, which they consider would meet present wants; but will not consent to a greater subsidy than 6 per cent. per annum on the capital cost of cable, and will not contribute anything towards a sinking fund for renewal of cable; but are willing to contribute, with the New South Wales Government, to subsidy in proportion to population; and are favourable to South Australia being exempt therefrom, in consideration of maintenance of land line from Darwin. Sir Henry Ayers further says that his Cabinet is prepared to open negotiations with the Eastern Extension Telegraph Company on these terms if this Government concurs.

Nothing appears to have been done by our predecessors on this telegram, except, after Cabinet consultation, to minute it, on the 16th March—“Must now be left for our successors.” On the 24th March, the Chief Secretary of South Australia addressed the following telegram to the Colonial Secretary, New South Wales:—“Please refer to my telegram to your predecessor, of 19th February last, not yet replied to, and say whether your Government will concur in Victorian Government's proposal, and authorize me to commence negotiations with Eastern Extension Telegraph Company, upon that basis, for duplication of Cable.”

This

This was replied to on the 28th March, as follows:—"No action appears to have been taken by our predecessors upon your telegram of 19th ultimo; we have not yet had time to consider the matter, but will give it early attention."

I recommend that neither the proposition for the duplication of the cable from Singapore to Banjoewangie nor that for the payment of a subsidy for the reduction of the tariff charge for messages be acceded to. 1st. The proposition is only for a very partial duplication, and is not calculated to ensure the independent and uninterrupted communication desired; further, it is manifestly unfair that the whole charge of the proposed subsidy should be borne by Victoria and this Colony, whilst the other Colonies, not contributing, would share in the advantage of the line.

With regard to the other proposal, I am of opinion that now that the charge for cable messages is for each word, and not as formerly, for a message not exceeding twenty words, the reduction of two shillings per word would not be appreciated or facilitate communication; it would only benefit persons engaged in trade, most of whom have a code, and make one word do for a whole sentence. When the charge was £9 12s. 6d. for twenty words, a reduction like that now proposed would have amounted to £2 on each message, and would have been an important consideration.

The duplication of the cable for the purpose of providing for uninterrupted communication is a matter in which the whole community is interested, and for which the payment of a subsidy would be justifiable; but this I do not consider applies to the payment of a subsidy for the reduction of the charge for messages, by which only a portion of the community would be benefited.

APPENDIX.

CABLE CONFERENCE.

EXTRACT FROM PROCEEDINGS.

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.

76/3676.
20 May.

The French Consul's letter concerning the co-operation of New Caledonia, was communicated to the same Colonies.

6,3,966.

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.

76/4242,
6 June.

This project of taking the line by way of Western Australia is also set forth in answer to a letter from Mr. W. 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,
8 June.
76/4694,
24 June.

From all the Colonies replies have been received to Mr. Robertson's letter.

The Chief Secretary of *Victoria* says that the matter shall receive the earnest attention of his Government.

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 two 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.

76/4350,
16 June.
76/4651.

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.

76/4540.

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."

76/3044,
76/4505,
30 June.

From Tasmania there is only an acknowledgment.

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 Banjoewangie. He thinks that later a cable might be laid from Banjoewangie 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.

Mr.

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. 70,5474.
6922.
8072.

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. 76,7199,
14 Sep., 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. 76,9098,
19 Oct., 1876.

5 January, 1876.

JOHN ROBERTSON.

No. 16.

Captain Audley Coote, Melbourne, to The Postmaster General, Sydney.

My dear Sir,

Melbourne, 16 April, 1877.

Permit me to inform you that I reached this city this afternoon, on my way to London, having been telegraphed for last Saturday night with reference to the arrangement of the duplicate cable to Europe.

I am in hopes that this letter will reach you by first post on Thursday morning. I shall therefore be glad if you will kindly telegraph me on that day, or on Friday the 20th, as I leave here by the direct steamer "Durham" on Saturday, the 21st, having to miss the Suez mail, as I am in telegraphic communication with the Queensland Government, and their replies cannot reach me in time to allow me to go by the mail.

May I ask if you will kindly make any further suggestions with reference to the cable before I leave, that I may know your views before I go on; and may I also ask that no definite arrangement be made until I reach London, when I will immediately telegraph back to you. The Queensland Government are still very anxious to have the cable start from their shores, and it is for this purpose that I have been hurriedly telegraphed for.

The Queensland Government will be telegraphing to me on the day you get this letter, so perhaps you would like to get an expression of opinion from them, as I am at this moment in communication with them by wire.

Meantime, assuring you of my best exertions in this matter, and thanking you for your courtesy,
I have, &c.,

AUDLEY COOTE.

P.S.—Please excuse a hurried letter, as I have but this moment arrived. My London address is 1, Copthall Buildings, City.—A.C.

P.S.—I shall be glad to hear that your honourable colleague Mr. Parkes and others will acquiesce in giving me any further information, and allow me the concession I ask with reference to the cable.—A.C.

Telegram from Postmaster General to Captain Coote.

19 April, 1877.

ALL my colleagues out of town, and will not return until to-morrow night. I cannot therefore furnish you with the information you require.

No. 17.

Telegram from Chief Secretary, Adelaide, to Colonial Secretary, Sydney.

26 April, 1877.

CAN you favour me with views of your Government as to duplication of cable from Singapore to Darwin. Anxious to negotiate with Eastern Extension Company? Please reply.

Postmaster General.—H.P., 27/4/77. The Secretary to the Post Office, B.C., 27/4/77.—H.H.

Telegram from Postmaster General, Sydney, to Chief Secretary, Adelaide.

3 May, 1877.

I HAVE your telegram to Colonial Secretary, who has been ill for some time, and unable to attend his office. We therefore cannot reply to your inquiry at present. The matter has, however, already been under our consideration, but so many other matters of importance engaging our attention no decision arrived at.

No. 18.

Messrs. R. Barker & Co. to The Colonial Secretary, New South Wales.

Sir,

Queen's Chambers, Adelaide, 29 May, 1877.

I have the honor to inform you that by the mail arrived here from England on the 24th instant, Messrs. R. Barker & Co. have requested me to communicate with the Governments of this Colony of New South Wales, Victoria, and of Western Australia, that they are maturing a new system of telegraphy which will much cheapen present rates. They report to me "That the new system has been successfully tested on land through a resistance coil of 3,000 miles, and a cable-ring is now forming in America to lay a new cable on this system between England and that country. Should this succeed

equally well on the large scale, our Mr. Barker would at once come out to the Colonies, and, provided a reasonable subsidy was paid by the Imperial and Colonial Governments, we are quite prepared to lay a new cable *via* Madeira, Cape Verde, St. Helena, Cape of Good Hope, and Mauritius, touching Australia first at Perth. The maximum rate will be fixed at 5s. per word. We shall address you further by next mail."

Messrs. Barker & Co. say the promoters are so confident of success that the whole of the capital is waiting for the line from Great Britain to America, and they trust the Colonial Governments will not enter into any contracts with the Eastern Extension Telegraph Company till their plan has been fairly tested.

It will afford me great pleasure to convey any queries or inquiries you desire to make to Messrs. Barker & Co., and I shall be glad to forward to your respective Governments all the information that may from time to time come to my hands.

I have, &c.,

G. W. COTTON,
For R. Barker & Co.

P.S.—I may be permitted to mention that Mr. Richard Barker is well known in South Australia.—G.W.C.

The Postmaster General.—H.P., 5/6/77. The Secretary to the Post Office, B.C., 6/6/77.—H.H., Superintendent of Telegraphs, for report.—S.S., 8/6/77. B.C., 11/6/77.—S.H.L.

Minute of Superintendent of Electric Telegraphs.

Messrs. Barker & Co's letter is altogether too vague and uncertain in its present form to be entertained. Their proposal appears only an experiment which may be of no practical value, and the testing alluded to, through a resistance coil, is no guide to the actual working of long submarine cables, which are surrounded with difficulties from induction, earth currents, and other minor technical details.

I cannot at this stage recommend that these colonies commit themselves to paying a subsidy for such a scheme, as it is quite unknown and untried, and I think it would be highly dangerous to the interests of the Colonies to depend for an indefinite period on the present uncertain means of communication while inventors' ideas are being worked out.

If the scheme be a success, and thoroughly reliable, and cables can be laid to Australia and messages sent at 5s. per word they will pay well without a Government subsidy. Highton's bare wire and Varley's insulated conductors without protecting wires have long since been laid aside as failures of submarine lines.

E. C. CRACKNELL, 9/7/77.

Submitted, S.H.L., 10/7/77. Seen, S.S., 9/8/77.

This letter may be sent to the Colonial Secretary's Office, in order that its receipt may be acknowledged if it is thought necessary.—S.S., 9/8/77. The Principal Under Secretary, B.C., 11/8/77.—S.H.L.

No. 19.

Telegram from Postmaster General and Superintendent of Telegraphs, Adelaide,
to Superintendent of Electric Telegraphs, Sydney.

Adelaide, 19 June, 1877.

Re Barker, I quite concur with you, and shall send in report to same effect.

Forwarded for the information of the Honorable the Postmaster General, by direction of the Superintendent of Telegraphs.—P. B. WALKER, 20/6/77. The Secretary, General Post Office. B.C.

No. 20.

The Secretary, Chamber of Commerce, to The Secretary to Post Office.

Sir,

Chamber of Commerce, Sydney, 14 June, 1877.

I am instructed by the Chairman of the Chamber to ask the favour of the Honorable Postmaster General to name a time when it will be convenient for him to receive a deputation appointed to wait upon him in reference to the subject of "Telegraphic Communication with Europe."

I have, &c.,

CHAS. H. HAYES,

Secretary.

Wednesday, at 11 a.m., inform.—S.H.L., 16/6/77. Informed.—Jas. D., 16/6/77. The time has been altered to *Thursday*, at 11 a.m.—S.H.L., 18/6/77.

No. 21.

Extract from *Sydney Morning Herald*.

Friday, 22 June, 1877.

CABLE COMMUNICATION WITH EUROPE.

YESTERDAY morning a deputation from the Chamber of Commerce waited upon the Hon. Saul Samuel, C.M.G., Postmaster General, in reference to a duplication of our cable communication with Europe. The following were the members of the deputation:—Captain Charles Smith, President of the Chamber of Commerce; Mr. James Watson, M.L.A., of John Frazer & Co.; Mr. W. G. Murray (Bright Brothers); Mr. S. Dickinson, Agent for the Eastern Telegraph Company; and Mr. J. Algar. There was also present Mr. Hayes, Secretary of the Chamber of Commerce.

The deputation was introduced to the Postmaster General by Mr. Watson, who explained that they had come from the Chamber of Commerce to urge upon the Government the importance of a duplication of the cable.

Captain

Captain Smith said he thought he need not point out the desirableness of a second cable, and the deputation need not attempt to show which way a cable should go; but what they wished to urge was the desirableness of a second cable that should take the best route for the public good. He did not know that it required any argument from him to show that the present state of affairs in Europe was sufficient proof of the necessity of a duplication.

Mr. Samuel asked if the deputation had come to make a suggestion, or simply to urge a duplication of the cable.

Captain Smith thought it would be out of place for them to offer suggestions, because the other Colonies are just as much concerned as this.

Mr. Samuel supposed they were aware that very recently a Cable Conference was held in Sydney, when there were present Representatives from all the Colonies, but that no decision whatever was arrived at, although various plans were proposed; but after the Conference, negotiations were entered into between the late Government, through Sir Henry Ayers, with the Victorian Government, with the view of a duplication of the cable from Banjoewangie to Singapore; but the duplication of that part of the line would be only partial, and the Government were not favourable to a partial duplication, but were anxious if possible to have an entirely separate line. (Hear, hear.) The negotiations between our late Government and Sir Henry Ayers did not seem to meet the requirements of the Colonies. He (Mr. Samuel) thought the Government should not be in a great hurry just now, seeing that a new discovery is said to have been made at home which will reduce the cost of telegrams to 5s. per word, but the Government had already had under consideration a second cable. He did not see how any definite decision could at present be arrived at, as the particulars of the discovery were not yet to hand. Mr. Samuel here read a letter which the Government had received from the agent of Messrs. Barker & Co., of Adelaide, which set forth that the firm in England had requested him "to communicate with the Governments of this Colony, of New South Wales, Victoria and Western Australia, that they are maturing a new system of telegraphy which will much cheapen present rates. They report to me that the new system has been successfully tested on land through a resistance coil of 3,000 miles, and a cable-ring is now forming in America to lay a new cable on this system between England and that Country. Should this succeed equally well on the large scale, our Mr. Barker would at once come out to the Colonies; and, provided a reasonable subsidy was paid by the Imperial and Colonial Governments, we are quite prepared to lay a new cable *via* Madeira, Cape Verde, St. Helena, Cape of Good Hope, and Mauritius, touching Australia first at Perth. The maximum rate will be fixed at 5s. a word." Mr. Samuel stated that at the present time no proposition has been received from the other Colonies, except, as was stated, between Banjoewangie and Singapore. In consequence of the frequent mistakes arising in telegrams from the transposition of words, the Government had communicated with the Dutch Government to ask if English operators can be employed upon the line, to as far as possible avert mistakes in future.

Captain Smith wished to point out that it would be a long time before the proposition of Messrs. Barker & Co. would be carried out, and the deputation desired to know if the New South Wales Government would take the matter in hand at once, and try and get a duplication, in conjunction with the other Colonies, for, if the cable were again to break between Banjoewangie and Singapore we should be in as great a fix as ever.

Mr. Dickinson asked if the Government was in favour of a second cable.

Mr. Samuel replied that the Government were favourable to a second cable, and had had the question under consideration. The Colony of South Australia, with great expense, enterprise, and credit, have carried a line across the continent to Port Darwin, and were anxious that the line of communication by that route should be maintained. The Government of Queensland favoured a line through their Colony, and the Government of Western Australia were advocating a line *via* the N. W. Cape of Western Australia.

Mr. Dickinson asked if it would not settle all questions if a cable were made by San Francisco.

Mr. Samuel thought this would be too expensive.

Mr. Dickinson observed that the soundings could be obtained that were taken by the "Challenger."

Mr. Watson stated that this was not the first time the Chamber of Commerce had taken up this matter of cable communication, and that about fifteen months ago a deputation from that body waited upon the then Minister, and little if anything had since been done in the matter.

Mr. Samuel thought it was only justice to the late Government to say that the matter had not escaped their notice.

Mr. Watson: But nothing has resulted.

Mr. Samuel said that is on account of the different Colonies advocating different routes, and he thought the South Australians were entitled to consideration on account of their having their overland line to Port Darwin made without subsidy, and also the Eastern Extension Telegraph Company, which had laid the cable without subsidy, thus establishing through communication with Europe. But it appeared to him that a line to be beneficial to all the Colonies should be entirely independent of present communication; he was not prepared to propose any particular route, as that was a matter for after consideration; he repeated that the Government was in favour of an independent line of cable communication with Europe, and indeed have the subject before them at the present moment. The Government was just now very much pressed with work.

Mr. Algar inquired if the line could not be taken by way of Vancouver instead of *via* San Francisco.

Mr. Samuel thought it could hardly be expected that this Colony and New Zealand alone could undertake so expensive a line.

Mr. Algar said that Canada would contribute.

Mr. Samuel said that the reason why an agreement about another cable had not been made was that because at the Conference so many different routes were proposed. He here read the several suggestions as to the routes proposed by the delegates. South Australia did not want to contribute to another line, because they were already sustaining great loss with the overland line.

Captain Smith said that by going through Queensland we would have a duplicate line.

Mr. Samuel said it was at first suggested that all the Colonies should contribute to any particular line that might be adopted, but that no particular line has been determined upon by the Conference.

Mr.

Mr. Watson said that this deputation had come with no desire to advocate any particular line; they merely came with the object of urging the Government to get a second cable. He understood the Postmaster General to say that no proposition had been received from the other Colonies; but he thought this Government should take the lead, and make a proposition to the other Colonies.

Mr. Samuel replied that there was only one proposition before the Government, and that was for a duplication of the cable from Banjoewangie to Singapore.

Mr. Watson thought that the proposal was dealt with in such a manner that it led to no result.

Captain Smith suggested that the Government should take the initiative and try to get the other Colonies to agree, so that there might be a duplicate line made immediately.

Mr. Samuel said that the late Government had taken the initiative, and tried to bring about an arrangement between the Colonies, but failed; but that would not deter the present Government from acting in the matter.

Mr. Watson asked what would be done if the American affair was kept dangling before the eyes of the Government for some time; to which Mr. Samuel replied that the Government would like to see if it turned out to be a success.

Mr. Dickinson did not think the suggestion of the new Company worth much.

Mr. Samuel stated that in 1873 a Conference was held here, but no agreement was arrived at; it was agreed that an arrangement should be come to between the Government of Queensland and of this Colony for another line direct to England, going by way of Queensland, and leaving Australia at Norman-town. The three Colonies of New South Wales, Queensland, and New Zealand stipulated to subsidize that line, and also a cable from Sydney to New Zealand, to the extent of a subsidy on a million of money.

An agreement was made—but not a contract—with Messrs. Siemens Brothers; one part of it failed, but the line to New Zealand was constructed.

After one or two other remarks, the deputation thanked Mr. Samuel for his courtesy and withdrew.

No. 22.

The Colonial Secretary, New Zealand, to The Colonial Secretary, New South Wales.

New Zealand,

Colonial Secretary's Office, Wellington, 20 July, 1877.

Sir,
The Conference held in Sydney during January and February last requested the Government of New Zealand to communicate with the Government of the United States, in order to ascertain whether the latter would contribute towards the cost, and would otherwise aid the laying of a telegraph cable from some point on the westerly coast of the United States to New Zealand.

I have the honor to forward to you six printed copies of the memorandum by the Commissioner of Telegraphs, which was forwarded to His Excellency the Governor, in order that it might be in official course transmitted through the Colonial Office to the United States Government.

I have, &c.,

DANIEL POLLEN.

[Enclosures to No. 14.]

A CABLE via THE UNITED STATES.

Memorandum for His Excellency.

HIS EXCELLENCY is aware that, in January last, a Conference of Representatives of the Australasian Governments was held at Sydney, to consider the Telegraph Cable question, especially as to obtaining a duplicate system of communication with Europe and the rest of the world; and that the Commissioner of Telegraphs, Mr. George McLean, was the Representative of New Zealand.

2. The Conference decided that this Government should communicate with the Government of the United States of America, to ascertain whether the latter would be prepared to aid the laying of a cable from the western coast of the United States (probably from San Francisco) to the north of New Zealand. Such a cable would certainly be preferred to partial duplications of any existing system by the eastern route; but the work cannot be undertaken unless the United States will contribute liberally towards its very great cost.

3. Ministers desire to comply with the wish of the Conference. They accordingly forward to His Excellency the accompanying memorandum by Mr. McLean; and they respectfully ask that His Excellency will transmit a copy thereof, so that, through Her Majesty's Government, it may reach the Government of the United States, and be recommended for favourable consideration.

DANIEL POLLEN,

(In the absence of the Premier.)

Wellington, 9th April, 1877.

MEMORANDUM by the Commissioner of Telegraphs respecting Duplication of Cables.

THE question of improved telegraphic communication between the Australasian Colonies and the rest of the world is one of great interest and importance, and has received much attention from the several Colonial Governments.

2. The Government of South Australia, at its own cost and risk, undertook the construction of a line, about 2,000 miles in length, across the Australian continent. This work was one of enormous magnitude compared with the number of the population out of whose revenue it was effected, and the great stretches of uninhabited country through which it passes render its maintenance very costly. To connect with this trans-continental line, the Eastern Extension Australasia and China Telegraph Company (Limited) laid a cable from Singapore to Port Darwin, and thus joined Australia with Europe and America. The Governments of New Zealand and New South Wales guaranteed a subsidy for connecting those Colonies; a cable, over 1,200 miles long, was laid by the Eastern Extension Company; and it has been uninterruptedly worked for more than twelve months. New Zealand has thus been brought into the general telegraph system.

3. Occasional failures of the cables joining the Indian system with the Australian line at Port Darwin, or of the latter at points far in the interior, have caused the urgent need for a second line of communication to be forcibly felt, especially by merchants and traders.

4. A Conference, at which each of the Governments was represented, was held during January last in Sydney, New South Wales, for the consideration of the whole question.

5. A copy of the Report, Minutes of Proceedings, &c., is appended hereto.

6. The resolutions adopted by the Conference included one recommending that negotiations or inquiries should be commenced, with a view to the construction of a cable to be laid between the United States and New Zealand; and it was further resolved that the Government of this Colony should "enter into communication with the Government of the United States, for the purpose of procuring their assent to contribute to the payment of any subsidy that may be payable in respect" of such a cable.

7. Complying with the direction of the Conference, the Commissioner for Telegraphs suggests that this memorandum be forwarded to His Excellency the Governor, for transmission, through the Secretary of State, to the Government of the United States; and the Commissioner trusts that His Excellency will feel justified in promoting so far as possible the object of the Conference.

8. There is in these Colonies, and amongst mercantile men in London, a feeling that if the route through Europe and India be chosen for the second line of telegraph, it should be secured by an essentially independent system, and not by duplications of portions of any line in operation. Dangers which affect the stability of one cable may almost equally and at the same time affect a second laid in the same stretch of sea, although not in proximity. Monopoly should be guarded against as far as possible. All reasons why a second line should be a separate one tell even more strongly in favour of the adoption of a totally distinct route; and by the choice of the Pacific Ocean course, from the United States southwards, not only would this advantage be most effectually gained, but a line would be secured which might reasonably be expected not to fail at the same time as one from England eastward. At present, much inconvenience results from the mutilation of messages by operators unacquainted with the English language. Freedom from such mutilation could be secured at any repeating station in the Pacific. But for its cost, this route would be preferred by all the Australasian Colonies.

9. It is understood that a cable from California to Japan, *via* the Hawaiian group, will very probably be laid. If this be done, San Francisco will be connected with Honolulu, and thus one-third of the work desired by the Conference will be completed for a separate purpose, in itself of great importance to the United States. On the other hand, English Companies interested in the Eastern route are striving to obtain from the Colonies a subsidy for duplicating certain lines. If those Companies succeed, the question of an Australasian telegraph *via* the United States will be indefinitely postponed, although a large portion of the necessary work will (as has been said) be done by the Japan cable.

10. The Conference assumed that the Government of the United States would be disposed to concede substantial assistance towards a Pacific cable, because (putting aside all other considerations) telegraphic communication with Australasia by that route would be a great aid to commerce. The Australasian Colonies have now a population of about 2,500,000, apart from aboriginal natives. That population consumes very largely per head of many articles of food which are now and may continue to be imported from the United States; and it desires to use much more largely than at present many tools and labour-saving machines which the United States supplies better and cheaper than any other country.

11. The declared value of imports from the United States into the Australasian Colonies during 1875 (as will be seen from a return appended) exceeded £320,000 sterling.

12. The trade of the United States in the various Polynesian groups is understood to be large; and commerce with those islands is certainly capable of vast extension.

13. It is almost certain that were a Pacific cable completed to the north of New Zealand, the French Government would contribute liberally towards the connection of New Caledonia with the system; and it is probable that the Tahitian group would also soon be united.

14. The project of such a Pacific telegraph has been brought under the notice of citizens of the United States, who were amongst the earliest promoters of the telegraph system, and who are earnest advocates of its extension. Intelligence received from the Agent General for New Zealand—who recently passed through America on his way to London—warrants the assertion that by many gentlemen of the class mentioned, as well as by merchants of New York and San Francisco, such aid as the Conference directed New Zealand to ask would be regarded as a help to science and to trade, and as generally a wise concession on the part of the United States Government.

15. For these reasons, it is submitted that the application on behalf of the Conference deserves to be very favourably considered by the Government of the United States. The Commissioner suggests that at present only two questions should be dealt with, namely—Whether, supposing fair arrangements for the great work contemplated be found possible, the United States will contribute liberally towards its cost, by which course alone its accomplishment will be made practicable; and whether the Government will authorize the landing of the cable upon that point of its territory which may be considered best suited for the purpose.

Wellington, 9th April, 1877.

GEORGE McLEAN.

DECLARED VALUE OF IMPORTS during 1875, from the United States to Australasia.

New South Wales	...	...	...	£203,539
New Zealand	...	...	...	213,492
Queensland	...	...	...	15,263
South Australia	...	...	...	28,502
Tasmania	...	...	...	5,583
Victoria	...	...	...	353,141
Western Australia (no return).				
Total	...	...	...	£819,520

Acknowledged.—6/8/77.

The Secretary to the Post Office, B.C., 16/8/77.—H.H.

Submitted.—S.H.L., 18/8/77.

This despatch has already been acknowledged by the late Colonial Secretary, and it would appear that nothing further can be done until the New Zealand Government communicates to us the result of the despatch to the United States.—J. DAVIES, 20/8/77.

The Principal Under Secretary, B.C., 21/8/77.—S.H.L.

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No. 23.

Telegram from Agent for the Eastern Extension Company to Colonial Secretary,
New South Wales.

Adelaide, 12 October, 1877.

I HAVE the honor to inform you that the Directors of this Company in London have appointed Colonel T. G. Glover, R.E., the managing Director, to visit Australasia, and to communicate with the different Governments respecting the duplication of the present submarine telegraph communication with Singapore. Colonel Glover leaves London November, and I am instructed to ask that any action upon this question may be delayed until he is enabled to communicate with your Government.

Seen. Send copy to Postmaster General.—JOHN R., 12/10/77. The Sec. to the Post Office,
B.C., 15/10/77.

No. 24.

Agent for the Eastern Extension Telegraph Company to The Colonial Secretary,
New South Wales.

Sir,

Adelaide, 16 October, 1877.

I have the honor to state that on the 12th instant I forwarded you the enclosed telegram, and I have to ask, on behalf of the Directors of this Company, it may receive the friendly consideration of your Government.

I have, &c.,

SAMUEL KNEVETT,

Agent to the Company.

[Enclosure—Telegram from S. Knevett, Esq., to The Colonial Secretary, N.S.W., *vide* No. 15.]

Submitted, 22/10/77. The Postmaster General.—JOHN R., 6/11/77. The Secretary to the
Post Office, B.C., 6/11/77.—H.H. Submitted.—JAS. D., 8/11/77. Noted.—J.D., 10/11/77.

No. 25.

The Honorable Saul Samuel, C.M.G., to The Postmaster General.

Dear Burns,

Spring-street, Monday.

The letter herewith I received some days since, and I regret by some oversight I forgot to send it to you before.

* * * * *

I am yours truly,

SAUL SAMUEL.

Capt. A. Coote to The Postmaster General, Sydney.

Sir,

Hobart Town, Tasmania, 15 December, 1877.

I have the honor to enclose copy of a letter sent to the Government of Queensland, with reference to the duplicate cable from Australia.

I have, &c.,

AUDLEY COOTE.

Capt. A. Coote to The Postmaster General, Queensland.

Re "Submarine cable from Queensland to Singapore."

Sir,

Hobart Town, Tasmania, 20 November, 1877.

Permit me to inform you that I have just returned to Australia, and take the earliest opportunity of communicating to you the result of my visit to London.

I have now the honor to inform you that, after carefully going into the whole matter, with a view to arrange the most economical way the above cable could be laid, and so secure communication with the land lines of your Colony,—it was the unanimous opinion that it would be best for the Government to raise the money themselves and order their own cable; by so doing, the Government would be in a position to reduce the rates; "*there being no difficulty whatever*" in messages going on from Singapore to London, the International Convention providing for all messages alike over all lines, and from the end of this proposed cable two Companies are now ready to compete for all messages going on.

I have now the honor to inform you the Messrs. Siemens Brothers are prepared to manufacture an efficient cable, and lay the same between Cape York, in Queensland, and Singapore, touching at (say) Sourabaya and Timor, for the sum of £700,000 (seven hundred thousand pounds).

The Messrs. Siemens would also enter into a contract for the maintenance of the cable for any number of years at a fixed rental per annum, during which they would keep the cable in efficient working order, thereby taking all the trouble and anxiety from the Government; in this way the Colony would secure cable communication for about £28,000 (twenty-eight thousand pounds) a year, instead of £50,000 (fifty thousand pounds) as previously arranged for.

I shall be glad if the Executive will consider this proposal at an early date, and, if required, I shall be happy to supply any further information in my power; and, should you desire it, I shall be prepared upon receipt of a letter or telegram to come on to Brisbane by first steamer.

I have, &c.,

AUDLEY COOTE.

No. 26.

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No. 26.

Telegram from Agent, Eastern Extension Telegraph Co., Adelaide, to Colonial Secretary, New South Wales.

3 January, 1878.

I HAVE honor inform you Mr. John Pender, M.P., Chairman of the Eastern Extension Telegraph Company, London, desires me to telegraph you the following, and asks the favour of a reply from your Government:—"The recent break of the Port Darwin cable brings forcibly before me the necessity of duplication. I would be disposed to advise my Board to make considerable sacrifice to meet the wishes of the Colonies. I would propose a subsidy be given to cover interest on cost of duplication, with increase for any reduction of tariff the Colonies may desire, such as seven (7) or six (6) shillings per word. Should your Government be prepared to negotiate at present we can arrange it all by telegraph while Parliament is sitting."

Submitted, 4/1/78. The Hon. the Postmaster General.—M.F., 4/1/78. The Secretary to the Post Office, B.C., 4/1/78.—H.H. Submitted.—S.H.L., 8/1/78. The Supt. of Telegraphs, for report, B.C., 9/1/78.—S.H.L.

No. 27.

Mr. W. Hogan to The Secretary, General Post Office.

Sir,

General Post Office, Sydney, 10 January, 1878.

I notice in this morning's *Herald* that a deputation of the Chamber of Commerce purpose waiting on the Honorable the Postmaster General, relative to duplicating our present cable communication. This particular line has come specially under my notice in years gone by, and in fact my successor, Major Crampton, and the late Colonial Secretary for Western Australia, kept the matter in view, and established the first telegraph on the West Coast by a private Company.

A letter of mine to the Postmaster General some time in 1876 may be useful now as reference. What I then wrote about has been accomplished. Adelaide connects at Eucla with a line 780 miles long; Eucla with King George's Sound, 794 miles; King George's Sound with Perth, 256 miles; Perth with Champion Bay, 320 miles, and a line is still going on along the railway towards the Gwalla mine, all direct for the North West Cape, that would leave thus some 420 miles to complete to the Cape, or Exmouth Gulf.

There can be no two opinions as to the advantages of this route. For the whole distance it passes through settled districts, never liable to flood, natives quiet and would be useful to repair a line instead of destroying it. From the North West Cape to Banjoewangie the cable would cross the wide mouth of the funnel of these straits, and that, while the rise of the tide between Port Darwin and Camden Harbour is 37 feet, thereby causing a violent tidal action, the rise of the tide at North West Cape is only 4 feet; the bed of the ocean is here well known, the coast is limestone formation, and without the great coral reefs of the eastern side of Australia, and the bottom consists of shale and mud.

But the point I wish to call the attention of the Honorable the Postmaster General to is, that Western Australia does not enjoy representative Government, and that any question of loan for a work of this kind would have to be referred to the Secretary for the Colonies; and so much valuable time might be lost. If the premier Colonies, New South Wales and Victoria, agreed jointly or separately to forward, subject to adjustment hereafter, wire and insulators direct per ship to Champion Bay, Port Gregory, Shark's Bay, and the North West Cape, the Western Australian Government would gladly, and could afford to pay labour to cut poles and erect the line, timber for this purpose being plentiful in this part of Australia. By an arrangement such as this, by the time the cable was laid the land line could be in perfect working order, and I believe would not require repairs once in five years.

I have, &c.,
W. HOGAN.

No. 28.

Telegram from Superintendent, Cable Office, La Perouse, to Postmaster General.

Botany, 14 January, 1878.

I HAVE the honor to inform you that Col. Glover has not yet left London. The Company was advised to delay departure on account of political complications in Victoria and other Colonies, and Chairman is desirous settling preliminaries by telegraph. I shall gladly wait on you should you wish, and will forward London any communication you wish to make with Directors.

Saw Mr. Taylor to-day, who undertook to send a telegram to the Eastern Extension Co. at once, pointing out the desirability of Colonel Glover visiting the Colony as early as possible, and urging that preliminaries cannot be so well settled by telegram.—J.F.B., 15/1/78.

No. 29.

The Secretary, Chamber of Commerce, to The Secretary, Post Office, Sydney.

Sir,

Sydney Chamber of Commerce, 10 January, 1878.

I am instructed by the Chamber to ask the favour of the Honorable the Postmaster General to name a time when it will be convenient for him to receive a deputation from the Chamber in reference to the "Duplication of the European Cable."

I have, &c.,
CHAS. H. HAYES,
Secretary.

Informed verbally by P.M.G.'s direction, that the deputation would be received at 11 a.m. on Saturday, the 12th instant.—S.H.L., 10/1/77. Seen.—J.F.B.

No. 30.

12 January, 1878.

DUPLICATION OF ENGLISH CABLE.

On Saturday morning, a deputation, consisting of Captain Smith (Chairman of the Chamber of Commerce), Mr. Prince (Prince, Ogg, & Co.), Mr. Littlejohn (Scott, Henderson & Co.), Mr. Murray (Bright, Brothers, & Co.), Mr. John Alger, and Mr. C. Hayes, waited on the Hon. J. F. Burns (the Postmaster General), to urge the Government to take action with a view to secure the co-operation of the other Colonies in the work of duplicating the cable to Singapore.

Captain Smith said that the Postmaster General would be aware that they were present as a deputation from the Chamber of Commerce, to bring under his notice the subject contained in the following resolution, passed at the meeting on Wednesday last:—"That, in the opinion of this Chamber, it is desirable that a duplication of the European telegraphic line as far as Singapore should be effected with all possible despatch, and that the work can best be carried out by laying a cable from Champion Bay, Western Australia, to Bangoewangie, and from Bangoewangie to Singapore direct." The Chamber had been indebted to the Superintendent of Telegraphs for much information. A proposed line to the North-west Cape would no doubt have cheapened the cost considerably; but they found some difficulty with regard to that, as the land line northwards from Perth would have to be constructed. That would involve considerable delay, and they thought the matter so urgent that it would be desirable to get the other Colonies, if possible, to join in the work of laying a cable direct from Champion Bay to Singapore. The Chamber of Commerce had communicated with similar bodies in Melbourne, Adelaide, and New Zealand. Queensland they found would not be likely to join them in a line in that way. The Melbourne people were favourable to the proposed line, only they wished the line to go west of Java, direct to Singapore. This Chamber, however, thought it would be more desirable to have the break at Bangoewangie, where a repairing ship could be stationed in a central position to repair at a moment's notice the two lines to Australia, as well as the two to Singapore.

Mr. Prince pointed out the urgency for the duplication of the cable in the fact of the serious inconvenience and losses on large financial transactions when there were interruptions to the line. Finance operations were now done by the Banks and commercial houses through the telegraph department, and when there was any interruption they could not send their credits.

Mr. Murray said that, so far as they had been able to learn, there were two or three important considerations in favour of laying the cable by the route they proposed. One was that it would not lie on a coral formation, and thus be liable to be broken by abrasion, as was the case with the existing cable. And then, by the line direct from Bangoewangie to Singapore, they would avoid the necessity of using the land line through Java, where the greater portion of the inaccuracies in the transmission of English telegrams had arisen. This was a very important matter, as they had suffered as much from the inaccuracies as from the breakages of the cable. If the cable were laid by the route proposed they would be likely to have English operators all the way. The telegraph officers would bear out what he said, and it must be admitted that it would be a great advantage to have their messages sent accurately.

Mr. Burns said that he received the deputation with pleasure, as it represented a body whose opinions on all questions connected with the trade or commerce of the Colony were entitled to great weight, and which comprised many gentlemen who had frequently experienced the inconvenience of depending on a single line of cable for important commercial transactions, and who had naturally turned their attention to the consideration of the best means of providing a second line. As to the importance to the community of certainty of communication, there could be no question. He was the more pleased to receive the deputation because it advocated opinions which were somewhat in accordance with his own. However, the difficulty would be in securing the co-operation of other Colonies in carrying out any project which might be proposed for providing a second line. It was true that, at the Intercolonial Conference of 1873, the Colonies of New South Wales, New Zealand, and Queensland entered into an agreement for the cable between Normanton and Singapore, as well as for the cable between New South Wales and New Zealand, but the agreement could not be carried out, in consequence of the cost of the Normanton and Singapore cable being far in excess of the amount estimated by the agent for Messrs. Siemens, Brothers, who undertook to construct it. The New Zealand cable was constructed by the Eastern Extension Company, under a fresh agreement, but upon easier terms than had been contemplated by the Conference. The Intercolonial Conference of 1877 was held specially to consider this question of the second cable, but it only served to show that the interests of the various Colonies were so conflicting that their representatives could not be got to unite in supporting any one of the routes which were proposed for the second line. The Government of this Colony considered that a Conference was unnecessary, and only agreed to hold one in deference to the wishes of some of the other Governments. The New South Wales Government had in fact sent a circular letter, through Sir John Robertson, who was then Colonial Secretary, to all the Colonies, in which the principal routes were mentioned, and in which the whole subject was freely discussed. The routes then mentioned were—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 the 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. The Conference fully considered the merits and demerits of every one of the proposed lines, but could not be said to have arrived at any agreement. Certain resolutions of a general character were passed, but nothing came of them. The resolutions were—"1. That 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

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 Banjoewangie and Port Darwin, to repair any accident to that portion of cable." Matters were pretty much in the state in which they were left by the last Conference. Some more information had been obtained as to the probable cost of lines by the different routes, and it had been ascertained that the United States Government would not subsidize the line *via* the Sandwich Islands to San Francisco. There was not so much difficulty in selecting a line as there was in getting Governments to agree to the payment of the subsidies, and in this lay the principal difficulty. The Queensland Government wished the line from Normanton to be constructed, the cost of which would be excessive as compared with other lines, and towards which Queensland had hitherto only proposed that the subsidy should be calculated on the basis of the population of each Colony contributing. He believed that the Normanton line would cost upwards of £1,000,000. The South Australian Government could not be expected to contribute much, if anything, towards any line which would compete with the Port Darwin line, which made an annual charge on their revenue of £25,000. The contributions of Tasmania and Western Australia, being few in number comparatively, could not affect the matter very much, so that the Colonies of New South Wales, Victoria, and New Zealand must take the lead in deciding the question of selection. The line to San Francisco would probably cost £2,100,000, and as the United States Government would not assist, it was out of the question. The Normanton line was too expensive, unless Queensland would bear a much heavier portion of the subsidy than she had hitherto proposed to do. The line from Port Darwin, *via* Malacca, was one of the best open to them, but he was informed that it was about 200 miles longer than other lines which could be followed. The line from Port Darwin *via* Copang was intended to serve as a second line from Java and on to Singapore. It was estimated that this line would cost about £750,000. He now came to the line proposed by the deputation, and he would at once say he thought it was the most practicable and the cheapest; and if the question were not surrounded by other considerations than those of mere utility and expense, it would be easy to arrive at a decision. He believed that the line from Singapore to Banjoewangie, and from Banjoewangie to the North-west Cape, could be constructed for about £170,000. This estimate would be on the assumption that the Government of Western Australia would complete the line from Champion Bay to the North-west Cape, which there was reason to believe they would do; but even if this were not so, the cost of this duplication would be less than that of any other scheme which had been proposed, as he believed the whole line from Singapore to Banjoewangie, and from Champion Bay to Banjoewangie, could be constructed for about £580,000. It would give a complete duplication right through to England, except between Singapore and Penang, which would only be a short distance, and which was constantly being navigated by steamers. This line would avoid the Netherland-India settlements, and of course the messages passing along it would not be transmitted by Dutch operators, by whom the English telegrams were so much mutilated. It was probable that both Victoria and New Zealand would now concur in establishing such a line; but the Victorian Government had intimated that they would not move in the business till the arrival of Colonel Glover (the Managing Director of the Eastern Extension Company), who was expected shortly, with full power to enter into a contract for any line which might be selected. He was the more confident that the New Zealand Government would be inclined to fall in with this proposal, because Sir Julius Vogel, shortly before he left for England, wrote an exhaustive paper on the subject of the telegraphic services of the Colonies, in which he recommended a line in the same direction, and New Zealand had shown a disposition to co-operate with New South Wales in telegraphic and postal matters. He understood from Mr. Cracknell that the Head of the Telegraphic Department of Victoria held opinions in favour of a line for the most part by the same route. The Eastern Extension Company were very desirous of obtaining the contract for the new line; and he was sanguine that, when Colonel Glover arrived, the three principal Colonies would take prompt action. He thought the time had gone by for Conferences of all the Colonies on this subject, and that the Governments of New South Wales, Victoria, and New Zealand should not stand much upon any ceremony in arriving at an agreement with Colonel Glover.

The deputation thanked the Minister for the great attention he had given to the subject of their visit and for his courtesy, and withdrew.

No. 31.

Minute of Postmaster General.

I wish my Honorable Colleague the Colonial Secretary would be pleased to inform the Colonial Secretary of Victoria by wire, that I have been informed by the Eastern Extension Telegraph Company that Colonel Glover intends to leave for the Colonies by the "Chimborazo" to-morrow, the 24th instant.

J.F.B., 23/1/78.

The Principal Under Secretary, B.C., 23/1/78.—S.H.L. Telegram sent accordingly, 23/1/78.
 The Secretary to the Post Office, B.C., 23/1/78.—M.R.A. Read. Place with papers.—S.H.L., 24/1/78.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUPLICATION OF THE TELEGRAPH LINES BETWEEN
AUSTRALASIA AND EUROPE.

(FURTHER PAPER.)

*Ordered by the Legislative Assembly to be printed, 30 October, 1878.*Colonel Glover, of the Eastern Extension, Australasia, and China Telegraph Company,
to The Postmaster General, Sydney.

Sir,

Sydney, 29 October, 1878.

With reference to your observations to-day on the subject of the duplicate cable question, I would beg to offer the following explanatory remarks:—

The description of the proposed cable was fully stated in my evidence before the Conference at Melbourne in May last, and I now beg to annex copy of a telegram I received from Sir James Anderson, one of the Directors of the Company, and a well-known authority on cable matters, giving a further detailed description, from which it will be seen that the cable is of very expensive and exceptional construction, which has necessitated the erection of special machinery for its manufacture.

Telegram from Sir James Anderson to Colonel Glover.

UNOFFICIALLY and for your guidance. I may state that the spare cable we are now sending out in the "Shorard Osborn" is patented as follows:—Core is first covered with tape, then brass ribbon, held together by another tape with some kind of marine glue recently invented, and the external wires are smeared with same stuff, and covered with two layers of tape, protected in same manner. The compound is patented, and I think we simply have a very durable but not cheap cable. New machinery has had to be made for this cable of much stronger description. Our great desire is to have such a cable as will prevent heavy repairing expenses.

I would further remark that it is to the interest of the Company to have the most approved form of cable that can be devised, as it will devolve on them to maintain it in repair under the penalty of the cessation of the subsidy and loss of revenue while interrupted.

With regard to the existing charges for the transmission of telegraphic messages between the Australian Colonies and England, they were fixed by the St. Petersburg International Telegraphic Conference, are published in the Convention Report, and are mentioned in the Proceedings of the Cable Conference lately held at Melbourne.

The rebate allowed by the Company under the agreement for Governmental and Press messages over their own lines will reduce the charge for Press messages from 9s. 5d. to 5s. 1d. between Port Darwin and England, and on Governmental messages there will be a reduction of 2s. 10d. per word. With regard to the definition of Press messages as laid down in clause 12, I would remark that this is called for in the interests of the Company, to prevent the sending of information which is not intended for publication and might be otherwise made use of to the detriment of the Company. The privilege is intended for the Press only, to enable them to give increased intelligence to the public. If the Press wishes to send other information the agreement does not prevent their doing so, nor of their making use of cypher, by paying the full rates.

It may be worthy of remark that the £32,400 per annum, which is the amount of the proposed subsidy, will merely cover the interest that the Company will pay on the loan it will have to contract for the cable. The Company's revenue will in no way be increased, as the present cable could carry a very much larger amount of work than at present exists, and a second cable is not required in the interests of the traffic.

The Governments, on the other hand, only pay a subsidy on the cable between Singapore and Port Darwin, whereas the Company actually duplicate the cable as far as Penang, at a further probable cost of £100,000, for which no equivalent is received. The Company has already provided a duplication between Penang and India, principally in the interests of the Colonies, so that the latter actually obtain a duplicate cable between India and Port Darwin for the payment of a subsidy on about half the distance only.

I have, &c.,

T. G. GLOVER.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE DUPLICATION OF THE TELEGRAPH LINES
BETWEEN AUSTRALASIA AND EUROPE.

(FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 1 October, 1878.

No. 1.

ORIGINAL DRAFT MEMORANDUM of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called the Company), on the other.

1. That the Company shall contract with the Governments for the construction of a second cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy not exceeding £32,400.

2. That such subsidy shall be payable for a period of not more than twenty years.

3. That the Company shall, throughout the whole of the period during which such subsidy shall be payable, maintain in full working order such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

4. That the Company shall, before such subsidy shall become payable, lay a second cable between Singapore and Penang, and thereafter shall maintain the same and its present lines of cable between Singapore and Penang, Penang and Madras, Madras and Rangoon, in full working order.

5. That the Company shall, without any additional subsidy, other than already agreed to for the duplication of the line from Singapore to Port Darwin, reduce their charge for Governmental messages between England and Port Darwin to the extent of 50 per cent., and their charges for press messages to the extent of 75 per cent. on the present rates: *Provided that such reductions shall not be extended to any Colony other than such as may contribute towards the subsidy.*

6. That the Government shall have the right, during the currency of the subsidy aforesaid, to purchase the duplicate cable herein referred to on equitable terms, to be fixed by arbitration.

7. That the Company shall complete and open for communication the cables herein contracted for within eight months from the date of the signing of the agreement: *Provided always that the Company shall not be held liable for any loss or damage which the Colonies may sustain, in consequence of delay in completing the said cables, in the event of such delay being caused by war or the like contingency over which it can have no control.*

8. *That in the event of the Company completing and having the cables open for communication within the period herein contracted for, the subsidy payable by the Governments shall commence and accrue four months after the signing of this agreement; but the Company shall not be entitled to any payment under this clause until the cables shall have been actually completed and are open for communication as above stated.*

9. That the said subsidy shall be payable quarterly in London to the Company free of all deductions.

10. That in the event of any interruption in the communication between Port Darwin and Singapore, the subsidy shall cease *pro rata* for the period of such interruption: *Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments so soon as the war or other contingencies shall have terminated.*

11. The Company shall at all times hereafter give priority in transmission through the said cable to all Government messages; Government messages being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies and the various Agents-General on the one hand, and the Governors and Chief Secretaries of the various Colonial Governments on the other.

12. Press messages must be addressed to licensed newspapers only, and shall be for *bonâ fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning, to be used.

No. 2.

Telegram from Postmaster General, Sydney, to Chief Secretary, Victoria.

Sydney, 18/9/78.

GLOVER is now here, and intends leaving for England on Friday. He is disposed to recommend his Board to allow reduction fifty per cent. without any restriction as to combination, provided that we modify clause five respecting purchase cable. I think we should authorize him to renew negotiations on this basis. This communication should be regarded as confidential for the present.

J. F. BURNS.

No. 3.

Telegram from Postmaster General, Sydney, to Chief Secretary, Victoria.

24 September, 1878.

CHAIRMAN, Extension Company, has telegraphed, willing to allow seventy-five per cent. reduction for press messages over their own lines without any restriction as to combination. Company cannot at present control lines between India and England, which have hitherto prevented completion agreement; but even paying Indian lines in full, the terms would be a reduction to five shillings and a penny per word for messages between Port Darwin and London, as against the present charge of nine shillings and five pence. Governmental messages to be six shillings and four pence, as against nine shillings and five pence. We are of course to receive the benefit of any reduction which may hereafter be made in the charges on the lines between India and England. The Company also desire that the right to purchase cables shall not be exercisable till Company has for five years paid dividend equal to ten per cent. As we are not likely to obtain better terms, I hope you will acquiesce. Glover has postponed his departure till fifth. Wish to close business before he leaves.

J. F. BURNS.

No. 4.

Telegram from Chief Secretary, Victoria, to Postmaster General, Sydney.

24 September, 1878.

SEND copy of agreement, as now definitely fixed, and I will submit it to Parliament; have no doubt it will be accepted.

GRAHAM BERRY.

No. 5.

Telegram from Postmaster General, Sydney, to Chief Secretary, Victoria.

25 September, 1878.

RECEIVED your telegram last night. The agreement will be altered only in clauses five and six, which will now read as set out below. Mr. Webb Ware has copy agreement which we approved on the eve of my last leaving Melbourne.

J. F. BURNS.

Clauses five and six as amended.

Clause 5.—That the Company shall, in consideration of the subsidy herein agreed to be paid, and whilst that subsidy is payable, allow a rebate on Government messages hereinafter defined exchanged between England and Port Darwin, reducing their own proportion of the charge to the extent of 50 per cent. upon the present rate, and on press messages exchanged between England and Port Darwin, as hereinafter defined; will reduce their own proportion of the charge to the extent of 75 per cent. upon the present rate: Provided that such reductions shall not be extended to any Colony other than such as may contribute towards the subsidy.

Clause 6.—That the Government shall have the right, during the currency of the subsidy aforesaid, to purchase the Company's cable lines and other property between Singapore and Port Darwin on equitable terms to be fixed in case of difference by arbitration; twelve months previous notice to be given to the Company of the intention to exercise this right, provided always that the right shall not be exercisable until the Company shall for five years have paid a dividend equal to 10 per cent.

No. 6.

AMENDED DRAFT MEMORANDUM of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called the Company), on the other.

1. That the Company shall, subject to the approval of the shareholders, contract with the Governments for the construction of a second cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy of £32,400.

2. That such subsidy shall be payable for a period of twenty years, subject to the provisions hereinafter contained.

3. That the Company shall, throughout the whole of the period during which such subsidy shall be payable, maintain in full working order, *force majeure* excepted, such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

4. That the Company shall, before such subsidy shall become payable, lay a second cable between Singapore and Penang, and thereafter shall, in like manner, maintain the same, *force majeure* excepted, and its present lines of cable between Singapore and Penang, Penang and Madras, Penang and Rangoon, in full working order.

5. That the Company shall, in consideration of the subsidy herein agreed to be paid, and whilst that subsidy is payable, allow a rebato on Government messages, hereinafter defined, exchanged between England and Port Darwin, reducing their own proportion of the charge to the extent of 50 per cent. upon the present rate; and on press messages exchanged between England and Port Darwin, as hereinafter defined, will reduce their own proportion of the charge to the extent of 75 per cent. upon the present rate: Provided that such reduction shall not be extended to any Colony other than such as may contribute towards the subsidy.

6. That the Government shall have the right, during the currency of the subsidy aforesaid, to purchase the Company's cable lines and other property, between Singapore and Port Darwin, on equitable terms, to be fixed, in case of difference, by arbitration; twelve months' previous notice to be given to the Company of the intention to exercise this right: Provided always that the right shall not be exercisable till the Company shall for five years have paid a dividend equal to 10 per cent.

7. That the Company shall complete and open for communication the second cables above mentioned between Singapore and Port Darwin and Singapore and Penang, within eight months from the date of the signing of the contract: Provided always that the Company shall not be held liable for any loss or damage which the Colonies may sustain, in consequence of delay in completing the said cables, in the event of such delay being caused by war, inevitable accident, or other contingency over which the Company can have no control.

8. That in the event of the Company completing and having the duplicate cable above mentioned open for communication within the period herein contracted for, the subsidy payable by the Government shall commence and accrue four months after the signing of the contract; but the Company shall not be entitled to any payment under this clause until the said cables shall have been actually completed and are open for communication as above stated.

9. That the said subsidy shall be payable quarterly in London to the Company in sterling money, free of all deductions.

10. That in the event of any total interruption in the communication between Port Darwin and Singapore, the subsidy shall cease *pro rata* for the period of such interruption: Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments so soon as the war or other contingencies shall have terminated.

11. The Company shall at all times hereafter give priority in transmission through the said cable to all Government messages; being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies or the various Agents-General on the one hand, and the Governors or Chief Secretaries of the various Colonial Governments on the other, on matters relating to the administration of the Governments.

12. Press messages must be addressed to registered newspapers only, and shall be for *bonâ fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning, to be used.

No. 7.

Telegram from Chief Secretary, Victoria, to Postmaster General, Sydney.

27 September, 1878.

AM prepared to accept agreement as now amended, and some copies are being sent to you by this day's post. "One of them initialled." I presume an official communication of the agreement should now be made to the Governments that were represented at the Conference, and a legal contract prepared on the basis thereof in London. I propose laying the agreement before Parliament here on Tuesday next unless hear from you to the contrary.

GRAHAM BERRY,
Chief Secretary.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DUPLICATION OF THE TELEGRAPH LINES BETWEEN
AUSTRALASIA AND EUROPE.

(FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 19 November, 1878.

The Honorable Graham Berry (Victoria) and The Honorable J. F. Burns (New South Wales) to The Honorable the Chief Secretary for South Australia, Adelaide.

Sir,

Government Offices, Melbourne, 22 May, 1878.

We have the honor to inform you that the final resolution arrived at by the Conference which recently sat in Melbourne with a view to providing for the duplication of the electric telegraph between Australasia and Europe was as follows:—

“That whilst the Conference has not made any provision for the duplication at the present time of the continental line of telegraph from Port Darwin, the representatives of the different Colonies expressly reserve for confederate action a future decision on this important point, and empower the Governments of New South Wales and Victoria, before entering into and making any contract with the Eastern Extension Telegraph Company for the construction of the second cable between Port Darwin and Singapore, to receive an engagement from South Australia to co-operate with the other Australian Colonies in constructing and maintaining a new line of telegraph from Port Darwin, to be connected with the telegraphic system of Queensland: Provided that in the event of such line being decided upon South Australia shall not be called upon to contribute thereto.”

As the representatives of the Governments of New South Wales and Victoria specially referred to in the foregoing resolution, we have the honor to inquire whether you concur therein.

We have, &c.,

GRAHAM BERRY.

J. F. BURNS.

The Honorable the Chief Secretary, South Australia, to The Honorable the Chief Secretary, Victoria.

Sir,

Chief Secretary's Office, Adelaide, 4 June, 1878.

I have the honor to acknowledge receipt of your communication of the 22nd ultimo, in which you set out fully the final resolution arrived at by the Conference recently held in Melbourne on the question of providing for the duplication of the telegraph cable between Australasia and Europe, and to intimate that this Government concurs in that resolution; understanding from its delegates that the “co-operation” required does not extend to meaning that South Australia will be called upon to hand over any portion of her territory in furtherance of the object contemplated in the deliberations of the Conference, but that she will, at the request of the several Governments interested, construct and maintain the proposed line.

I have, &c.,

WILLIAM MORGAN.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUPLICATION OF THE TELEGRAPH LINES BETWEEN AUSTRALASIA AND EUROPE.

(FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 13 December, 1878.

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DUPLICATION OF THE TELEGRAPH LINES BETWEEN AUSTRALASIA AND EUROPE.

No. 1.

Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company,
to The Postmaster General, New South Wales.

Eastern Extension Australasia and China Telegraph Company, Limited,
Melbourne, 3 June, 1878.

Sir,

As requested by the members of the late Telegraphic Conference who were deputed to draw up the agreement, I forwarded by cable the text of the draft as handed to me, and I have now the honor to return it with the alterations as suggested by the Board of this Company. They do not appear to me to alter the general sense of the document, but to render its meaning more clear and precise, and I trust therefore there may be no difficulty in your approving of it as now sent.

The proviso added to clause 6 is, as you will observe, in accordance with the verbal communication you made to me at the time, and which I telegraphed to London when asking the question as to purchase by the various Governments.

I have submitted a similar copy to the Honorable Graham Berry, the other member of the Committee.

And have, &c.,

T. G. GLOVER.

MEMO.—The following is the draft alluded to by Colonel Glover:—

ORIGINAL DRAFT MEMORANDUM of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension, Australasia, and China Telegraph Company, Limited (hereinafter called the Company), on the other.

1. That the Company shall contract with the Governments for the construction of a second cable from Singapore direct to Bnjocwangie, and thence direct to Port Darwin, for an annual subsidy not exceeding £32,400.

2. That such subsidy shall be payable for a period of not more than twenty years.

3. That the Company shall, throughout the whole of the period during which such subsidy shall be payable, maintain in full working order such second cable, and also its present lines of cable between Singapore and Batavia, and Bnjocwangie and Port Darwin.

4. That the Company shall, before such subsidy shall become payable, lay a second cable between Singapore and Penang, and thereafter shall maintain the same and its present lines of cable between Singapore and Penang, Penang and Madras, Madras and Rangoon, in full working order.

5. That the Company shall, without any additional subsidy, other than already agreed to for the duplication of the line from Singapore to Port Darwin, reduce their charge for Governmental messages between England and Port Darwin to the extent of 50 per cent., and their charges for press messages to the extent of 75 per cent. on the present rates: *Provided that such reductions shall not be extended to any Colony other than such as may contribute towards the subsidy.*

6. That the Government shall have the right, during the currency of the subsidy aforesaid, to purchase the duplicate cable herein referred to on equitable terms, to be fixed by arbitration.

7. That the Company shall complete and open for communication the cables herein contracted for within eight months from the date of the signing of the agreement: *Provided always that the Company shall not be held liable for any loss or damage which the Colonies may sustain, in consequence of delay in completing the said cables, in the event of such delay being caused by war or the like contingency over which it can have no control.*

8. *That in the event of the Company completing and having the cables open for communication within the period herein contracted for, the subsidy payable by the Governments shall commence and accrue four months after the signing of this agreement; but the Company shall not be entitled to any payment under this clause until the cables shall have been actually completed and are open for communication as above stated.*

9. That the said subsidy shall be payable quarterly in London to the Company free of all deductions.

10. That in the event of any interruption in the communication between Port Darwin and Singapore, the subsidy shall cease *pro rata* for the period of such interruption: *Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments, so soon as the war or other contingencies shall have terminated.*

11. The Company shall at all times hereafter give priority in transmission through the said cable, to all Government messages; Government messages being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies and the various Agents General on the one hand, and the Governors and Chief Secretaries of the various Colonial Governments on the other.

12. Press messages must be addressed to licensed newspapers only, and shall be for *bona fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning, to be used.

3

No. 2.

Telegram from Postmaster General, New South Wales, to The Chief Secretary, Victoria.

Sydney, 8 June, 1878.

I HAVE received from Colonel Glover copy draft agreement as proposed to be amended by the London Board, and see no objection to amendments in clauses 1, 2, 4, 5, 6, 8, 9, 10, 11. Clause 12 remains intact. I think that words proposed to be inserted in clause 3, viz., "use their best endeavours," should be omitted. I am not inclined to object to insertion words "inevitable accident" in clause 7, but it is possible for such words to give trouble hereafter. Hope soon to be favoured with your views.

No. 3.

Telegram from Chief Secretary, Victoria, to Postmaster General, New South Wales.

Melbourne, 8 June, 1878.

Yours received. No. 1. The only question is, are we to accept the Company's estimate of cost without any inquiry? No. 2. I agree. No. 3. I also object to words "use their best endeavours." Colonel Glover says they are in all the contracts, but they must be omitted. 4. I agree. 5. I think the Company must be required to lower the rates right through, and then make their own terms with intermediate Companies. I suggest *present* rates should be altered to *existing* rates. 6. It would be better to strike out all the proviso. 7. If you admit words *inevitable accident* I will not oppose but agree with you, they are rather vague. 8. To end I concur. Have you had any communication with New Zealand? The Government of South Australia "concurs in the resolution, understanding from its delegates that the co-operation required does not extend to meaning that South Australia will be called upon to hand over any portion of its territory, but construct and maintain proposed line." This seems all that could be expected.

No. 4.

Telegram from Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company, to Postmaster General, New South Wales.

Melbourne, 8 June, 1878.

HAVE seen Mr. Berry. He has agreed if New Zealand and other Colonies do. His only amendments are omission in clause five, rates to be throughout, and not confined to the two Companies; and in clause six, the omission of the last proviso about ten per cent. dividend. What is his fear about New Zealand? Can you get their consent. I have telegraphed England for approval. I should like clause five maintained if you can manage it. Of course if India agrees to reduction, the benefit would be given to messages; but it is hard, when we have made such great sacrifice in rates, to have to pay out the shares of two Governments that will not help us. It is a payment by Company of 7½d. per word, and an annual loss of 7,500. On the other hand, it makes but small addition to press rate, and it must be remembered that the reduction is only made by us, and not by Colonial Governments on their lines.

No. 5.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 10 June, 1878.

Your telegram did not reach me till late Saturday, owing to my absence from town. No. 1. All the information we have received goes to show that the Company could not raise the capital for the cables for a lower subsidy, and unless something transpires to the contrary there seems to be no alternative but to fix the amount at £32,400. No. 3. I think the words "best endeavours" should be omitted. No. 5. Colonel Glover certainly agreed, as far as he was concerned, to the reduction of the rates right through, from Port Darwin to England, and I believe his Board at first approved, but perhaps they have since thought they might have some difficulty with the Dutch and Indian Governments. The through reductions would bring the charge down to 2s. 8½d. per word for press messages. If the full rates should be charged for the Dutch and Indian Governments the charge would be 3s. 3½d. per word. This reduction would still be a great concession, but Glover should, in my opinion, make the through reduction a *sine qua non* with his Board. The alteration of present to existing will not I presume meet with any objection. No. 6. I do not care much about the proviso, so long as we retain some power as a check upon the distribution of excessive profits, which should be applied in part to the reduction of charges. You can no doubt get this clause modified so as to cover this object. 7. You can deal with the proposed insertion of the words "inevitable accident" as you may think fit; I think they might stand. New Zealand has as yet sent us no communication. I think the reply of South Australia is very satisfactory.

No. 6.

Telegram from Postmaster General, New South Wales, to Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company, Melbourne.

Sydney, 10 June, 1878.

RECEIVED your telegram late Saturday night, and have to-day conferred with Mr. Berry by wire. Fear that we shall have to insist on reduction in press rates through from Port Darwin to England. Presume your Board will be able to make terms with the Dutch and Indian authorities. The reply of South Australia was all that we could expect. Have as yet no communication from New Zealand, but do not anticipate any difficulty in that quarter.

No. 7.

No. 7.

The Chief Secretary, Victoria, to The Postmaster General, New South Wales.

Melbourne, 15 June, 1878.

SURPRISED at telegram from New Zealand. No such condition was contained in the letter forwarded to the Conference. I think a strong remonstrance should be addressed to the New Zealand Government. If you coincide, will have it drawn and forwarded to you. The telegram from New Zealand is as follows:—We object to join in proposed contract with Eastern Telegraph Company, on terms agreed to by majority of members late Cable Conference, because our cable not having made part of the general scheme, this Government are unwilling to enter into any new arrangements.

No. 8.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 17 June, 1878.

I INTEND to leave for Wellington *via* Auckland by the "Zealandia" on Thursday, to see Sir George Grey respecting postal and telegraphic matters in which New South Wales and New Zealand are jointly concerned, and therefore hope that no message may be sent to his Government at all likely to prove irritating. Wish you would be good enough to tell Mr. Ware to wire me copies of all communications which may have passed between you and the New Zealand Government touching the question of the duplication. Colonel Glover might be able to make it his business to meet me at Wellington. I have proposals to make to Sir George Grey respecting New Zealand cable as well as the duplication, in reference to which his co-operation will be required. I intend to return *via* Melbourne, and hope that when we meet we shall be able to deal finally with cable agreement.

No. 9.

Telegram from T. Webb Ware, Esq. (Secretary to Cable Conference), Victoria, to Postmaster General, New South Wales.

Melbourne, 18 June, 1878.

THE following are the only telegrams sent to the Government of New Zealand regarding duplicate cable, May 20:—The Conference has agreed to certain resolutions, of which the following is a summary—The New South Wales and Victoria make a contract with the existing Company for a second cable from Singapore to Banjoewangie, and thence to Port Darwin direct, for not exceeding £32,400 annual subsidy for twenty years, payable by all the Australasian Colonies, ratably in proportion to population on 31st December, 1876, and subject to readjustment quinquennially; subsidy not to be payable till a second cable is also laid between Singapore and Penang at Company's cost. In consideration thereof, the Company is to reduce the charge for *bonâ fide* press messages 75 per cent., and for Governmental messages 50 per cent. Power is to be reserved in the contract for purchase of the second cable at any time during currency of subsidy. As regards land line, after mature deliberation and much attention given to conflicting requirements, it was resolved (Queensland dissenting) to allow South Australia a reasonable period to introduce certain improvements, which it is maintained will greatly reduce the interruptions on the Port Darwin line. If these expectations are not realized the Colonies have expressly reserved power, South Australia not objecting to take confederate action, with a view to establishing a connecting line between Port Darwin and the Queensland Telegraph system. There were certain other matters of minor interest considered by the Conference, and its resolutions thereon will be forwarded to you by first post. The resolutions regarding cable were not agreed to unanimously, Tasmania dissenting, and Queensland not concurring in some matters of detail; but generally, I may say, that the conclusions arrived at appear to be regarded as fair and satisfactory, and if carried out as likely to give us what we all unite in desiring—a reliable means of telegraphic communication with Europe at an early date, and at the least cost compatible with efficiency. (Your letter was received, and obtained from the Conference all the consideration it deserved, as representing the views of so important a member of the Australasian Group.) All the evidence elicited tended to show that at present the profits are too small to justify any expectation of an early reduction being possible in the cost of private messages to and from Europe. (Signed GRAHAM BERRY, President of Conference.) The second one is dated June 8th. Pursuant to resolution of Conference, Mr. Burns and myself prepared draft agreement for contract with the E. E. T. Company, which the Company's representative telegraphed Home, and he has now received their consent without material alteration to it. Can we therefore include New Zealand as one of the contracting Colonies? With her co-operation the matter can almost be regarded as settled. Should you desire copy of proposed agreement I will telegraph it if Mr. Burns consents to my doing so, which I have no doubt he will. (Signed—GRAHAM BERRY.) Six copies of draft agreement last agreed to by yourself and Mr. Berry will be forwarded to you, care of Hon. Colonial Secretary, Wellington. Col. Glover has been informed that you would be glad to see him at Wellington.

No. 10.

MEMORANDUM relative to Duplication of Cable, Modified San Francisco Service, and General Postal Union.

WE are of opinion:—

1. That the duplication of the cable, as proposed by the Cable Conference, should, under all the circumstances, be agreed to by New Zealand, in conjunction with Victoria, New South Wales, and South Australia, and such other of the Colonies as may become parties to the contract with the Eastern Telegraph Extension Company.

2. That the reduction in the charges for the transmission of messages between Port Darwin and London by seventy-five (75) per cent. for press messages, and fifty (50) per cent. for Governmental messages, without additional subsidy, is very liberal, and may, in the discretion of Messrs. Berry and Burns, be modified to the extent proposed by the Company, if its directors cannot obtain the like concession for its use of the Dutch and India lines.

3. That it is unnecessary to keep a steamer constantly at a port in New Zealand or Australia specially for the New Zealand cable, and that the Company should be relieved from this obligation without prejudice to the other conditions of the articles of agreement, which we think are sufficiently stringent to ensure the maintenance of communication by cable between New South Wales and New Zealand.

4. That the Company should reduce their charges for the transmission of messages by the New Zealand cable to the rates which we have proposed to Colonel Glover in a separate paper.

5. That the repairing ship of the Company should be at all times available on reasonable notice for the repair of Cook's Strait cables. All the expenses of the ship, less her charges for a corresponding period if she were laid up in port, to be defrayed by the Government of New Zealand; which Government should also indemnify the Company, or provide by insurance for any damage to the steamer, her machinery or gear in connection with the repair of the said cables.

6. That the Agents General for New South Wales and New Zealand should be instructed by telegram to request the contractors for the Pacific Mail Service to propose a fresh surety in the room of Mr. Macgregor for the due performance of the service.

7. That the Agents General should also be requested to unite with the Agents General of the other Colonies, in moving the Secretary of State for the Colonies to cause the aid afforded by the Imperial Government since 1873, to the Pacific, Suez, and Torres Straits Mail Services to be continued for a further period.

8. That the Colonies of New South Wales and New Zealand should, in view of the desirability of establishing uniform postal regulations of universal application, calculated to give the public the largest amount of accommodation possible without useless and vexatious restrictions, join the Berne Postal Union: Provided however that no reduction be made in the rate of postage for the Ocean Services, that the cost of the transit of the mails between San Francisco and New York or Boston be not charged to the Colonies, and that the restrictions which have already, or which may hereafter be imposed by local legislation, in reference to wholly unpaid correspondence, are not interfered with.

J. F. BURNS.

J. T. FISHER.

Wellington, 8 July, 1878.

Subject to the scheme for the duplication of the cable between Port Darwin and Europe being agreed to, and effect being given to clauses 3 and 4 of the Memorandum of the Postmasters General of New South Wales and New Zealand, the following reductions in the Tariff on the New Zealand Cable have been assented to by the representative of the Eastern Telegraph Extension Company, Colonel Glover, and the Governments of New South Wales and New Zealand, by their respective Postmasters General:—

	Present rates.		Proposed rates.	
	First ten words.	Each additional word.	First ten words.	Each additional word.
	s. d.	s. d.	s. d.	s. d.
Cable Company	7 6	0 9	6 0	0 7
New South Wales	1 0	0 1	0 6	0 1
New Zealand.....	1 0	0 1	0 6	0 1
	9 6	0 11	7 0	0 9

J. F. BURNS,

Postmaster General, New South Wales.

J. T. FISHER,

Postmaster General, New Zealand.

T. G. GLOVER,

Managing Director, Eastern Extension A. & C.

Telegraph Coy. (Ld.)

Wellington, 11th July, 1878.

MEMO.—Negotiations fell through in consequence of a disagreement respecting the proposed charges for the transmission of cable messages.

No. 11.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 4 September, 1878.

SORRY to hear negotiations have fallen through with Glover. What about our own cable? Thought the proposed release of the repairing vessel would have induced the Company to have agreed to our proposals.

No. 12.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 5 September, 1878.

GLOVER has not sent me decision of his Board, though published in the press. I understand that he intends to return England *via* Sydney, and to ask Board to reconsider decision. I wish to see him re New Zealand cable agreement before he leaves.

No. 13.

No. 13.

Telegram from Chief Secretary, Victoria, to Postmaster General, New South Wales.

Melbourne, 5 September, 1878.

Yours received. The following is decision of Glover's Board:—"Have no power to allow combination Board's resolutions of 20th August; must therefore be strictly carried out. Responsibility of breaking of negotiations must rest with press, who will be the sufferers. They do not seem appreciate sacrifices Eastern Company make to assist extensions. Make your arrangements to leave Melbourne, as further concessions impossible. Intimate this is final decision." Glover now in Tasmania—returns to Melbourne this week; will inform him of your wish.

No. 14.

Telegram from Postmaster General, Sydney, to Chief Secretary, Victoria.

Sydney, 18, 9, 78.

GLOVER is now here, and intends leaving for England on Friday. He is disposed to recommend his Board to allow reduction fifty per cent. without any restriction as to combination, provided that we modify clause five respecting purchase cable. I think we should authorize him to renew negotiations on this basis. This communication should be regarded as confidential for the present.

No. 15.

Telegram from Postmaster General, Sydney, to Chief Secretary, Victoria.

21 September, 1878.

CHAIRMAN, Extension Company, has telegraphed, willing to allow seventy-five per cent. reduction for press messages over their own lines without any restriction as to combination. Company cannot at present control lines between India and England, which have hitherto prevented completion agreement; but even paying Indian lines in full, the terms would be a reduction to five shillings and a penny per word for messages between Port Darwin and London, as against the present charge of nine shillings and five-pence. Governmental messages to be six shillings and four-pence, as against nine shillings and five-pence. We are of course to receive the benefit of any reduction which may hereafter be made in the charges on the lines between India and England. The Company also desire that the right to purchase cables shall not be exercisable till Company has for five years paid dividend equal to ten per cent. As we are not likely to obtain better terms, I hope you will acquiesce. Glover has postponed his departure till fifth. Wish to close business before he leaves.

No. 16.

Telegram from Chief Secretary, Victoria, to Postmaster General, Sydney.

24 September, 1878.

SEND copy of agreement, as now definitely fixed, and I will submit it to Parliament; have no doubt it will be accepted.

No. 17.

Telegram from Postmaster General, Sydney, to Chief Secretary, Victoria.

25 September, 1878.

RECEIVED your telegram last night. The agreement will be altered only in clauses five and six, which will now read as set out below. Mr. Webb Ware has copy agreement which we approved on the eve of my last leaving Melbourne.

Clauses five and six as amended.

Clause 5.—That the Company shall, in consideration of the subsidy herein agreed to be paid, and whilst that subsidy is payable, allow a rebate on Government messages hereinafter defined exchanged between England and Port Darwin, reducing their own proportion of the charge to the extent of 50 per cent. upon the present rate; and on press messages exchanged between England and Port Darwin, as hereinafter defined, will reduce their own proportion of the charge to the extent of 75 per cent. upon the present rate: Provided that such reductions shall not be extended to any Colony other than such as may contribute towards the subsidy.

Clause 6.—That the Government shall have the right, during the currency of the subsidy aforesaid, to purchase the Company's cable lines and other property between Singapore and Port Darwin on equitable terms, to be fixed in case of difference by arbitration: twelve months previous notice to be given to the Company of the intention to exercise this right, provided always that the right shall not be exercisable until the Company shall for five years have paid a dividend equal to 10 per cent.

No. 18.

AMENDED DRAFT MEMORANDUM of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension, Australasia, and China Telegraph Company, Limited (hereinafter called the Company), on the other.

1. That the Company shall, subject to the approval of the shareholders, contract with the Governments for the construction of a second cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy of £32,400.

2. That such subsidy shall be payable for a period of twenty years, subject to the provisions hereinafter contained.

3. That the Company shall, throughout the whole of the period during which such subsidy shall be payable, maintain in full working order, *force majeure* excepted, such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

4. That the Company shall, before such subsidy shall become payable, lay a second cable between Singapore and Penang, and thereafter shall, in like manner, maintain the same, *force majeure* excepted, and its present lines of cable between Singapore and Penang, Penang and Madras, Penang and Rangoon, in full working order.

5. That the Company shall, in consideration of the subsidy herein agreed to be paid, and whilst that subsidy is payable, allow a rebate on Government messages, hereinafter defined, exchanged between England and Port Darwin, reducing their own proportion of the charge to the extent of 50 per cent. upon the present rate; and on press messages exchanged between England and Port Darwin, as hereinafter defined, will reduce their own proportion of the charge to the extent of 75 per cent. upon the present rate: Provided, that such reduction shall not be extended to any Colony other than such as may contribute towards the subsidy.

6. That the Government shall have the right, during the currency of the subsidy aforesaid, to purchase the Company's cable lines and other property, between Singapore and Port Darwin, on equitable terms, to be fixed in case of difference by arbitration; twelve months' previous notice to be given to the Company of the intention to exercise this right: Provided always that the right shall not be exercisable till the Company shall for five years have paid a dividend equal to 10 per cent.

7. That the Company shall complete and open for communication the second cables above mentioned between Singapore and Port Darwin and Singapore and Penang, within eight months from the date of the signing of the contract: Provided always that the Company shall not be held liable for any loss or damage which the Colonies may sustain, in consequence of delay in completing the said cables, in the event of such delay being caused by war, inevitable accident, or other contingency over which the Company can have no control.

8. That in the event of the Company completing and having the duplicate cable above mentioned open for communication within the period herein contracted for, the subsidy payable by the Government shall commence and accrue four months after the signing of the contract; but the Company shall not be entitled to any payment under this clause until the said cables shall have been actually completed and are open for communication as above stated.

9. That the said subsidy shall be payable quarterly in London to the Company in sterling money, free of all deductions.

10. That in the event of any total interruption in the communication between Port Darwin and Singapore, the subsidy shall cease *pro rata* for the period of such interruption: Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments so soon as the war or other contingencies shall have terminated.

11. The Company shall at all times hereafter give priority in transmission through the said cable to all Government messages; being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies or the various Agents General on the one hand, and the Governors or Chief Secretaries of the various Colonial Governments on the other, on matters relating to the administration of the Governments.

12. Press messages must be addressed to registered newspapers only, and shall be for *bonâ fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning, to be used.

No. 19.

Telegram from Postmaster General, New South Wales, to Postmaster General,
New Zealand.

Sydney, 26 September, 1878.

CABLE negotiations resumed. The Company willing allow reduction—seventy-five per cent. for press, and fifty for Governmental messages, without any restriction over own lines. This would make between Port Darwin and London five one-penny instead nine and three for press, and six and four instead nine and five for Governmental messages. Berry thinks with me terms should be accepted. Glover will not leave before fifth. I hope agreement for New Zealand as well as duplication will be completed.

No. 20.

Telegram from Chief Secretary, Victoria, to Postmaster General, Sydney.

27 September, 1878.

Am prepared to accept agreement as now amended, and some copies are being sent to you by this day's post. "One of them initialled." I presume an official communication of the agreement should now be made to the Governments that were represented at the Conference, and a legal contract prepared on the basis thereof in London. I propose laying the agreement before Parliament here on Tuesday next unless hear from you to the contrary.

No. 21.

No. 21.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 27 September, 1878.

GLAD to hear negotiations *re* duplication likely to end satisfactorily; at same time advise Glover reduction *re* New Zealand cable must be carried out.

No. 22.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 8 October, 1878.

CHAIRMAN Extension Company has notified to Glover his approval text agreement which had been telegraphed to him.

No. 23.

Telegram from Chief Secretary, Victoria, to Postmaster General, New South Wales.

Melbourne, 8 October, 1878.

THANKS for telegram. What course should in your opinion now be taken for execution of the contract?

No. 24.

Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company, to The Postmaster General, New South Wales.

Dear Sir,

Sydney, 9 October, 1878.

I have the pleasure to enclose herewith copy of a telegram, dated London, 27th September, from the Chairman of the Eastern Extension Telegraph Company, accepting the terms of the agreement for the proposed duplicate cable, as finally drawn up by you in communication with Mr. Berry.

It affords me considerable gratification in being the medium of this communication, and I trust the result may prove equally satisfactory to the Colonies and the Company.

I am, &c.,
T. G. GLOVER,
Colonel, R.E.

[Enclosure.]

Telegram from Chairman, Eastern Extension Telegraph Company, to Colonel Glover.

London, 27 September, 1878.

EXPRESS 27.—Text of agreement received—quite satisfactory. I congratulate all parties on result, and trust this additional link between England and Australia will realize your best anticipations. If advised that agreement is signed, steps will be taken here to proceed immediately, and at meeting of shareholders in month will obtain approval.

No. 25.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 9 October, 1878.

GLOVER has sent me copy of the telegram which he received yesterday from Chairman Extension Company. It is as follows:—"Text of agreement received—quite satisfactory. I congratulate all parties on the result, and trust additional link between England and Australia will realize your best anticipations. If advised that agreement is signed, steps will be taken here to proceed immediately, and at meeting of shareholders in month will obtain approval."

No. 26.

Minute for the Executive Council.

General Post Office, Sydney, 14 October, 1878.

I RECOMMEND for approval an agreement between the Governments of New South Wales, Victoria, New Zealand, and South Australia, and the Eastern Extension, Australasia, and China Telegraph Company, for the construction of a second telegraph cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin.

J. F. BURNS.

MEMORANDUM of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension, Australasia, and China Telegraph Company, Limited (hereinafter called the Company), on the other.

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2. That such subsidy shall be payable for a period of twenty years, subject to the provisions hereinafter contained.

3 That the Company shall throughout the whole of the period during which such subsidy shall be payable maintain in full working order, *force majeure* excepted, such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

4. That the Company shall before such subsidy shall become payable lay a second cable between Singapore and Penang, and thereafter shall, in like manner, maintain the same, *force majeure* excepted, and its present lines of cable between Singapore and Penang, Penang and Madras, Penang and Rangoon, in full working order.

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6. That the Government shall have the right during the currency of the subsidy aforesaid to purchase the Company's cable lines and other property between Singapore and Port Darwin on equitable terms, to be fixed, in case of difference, by arbitration; twelve months previous notice to be given to the Company of the intention to exercise this right: Provided always that the right shall not be exercisable till the Company shall for five years have paid a dividend equal to 10 per cent.

7. That the Company shall complete and open for communication the second cables above mentioned between Singapore and Port Darwin and Singapore and Penang within eight months from the date of the signing of the contract: Provided always that the Company shall not be held liable for any loss or damage which the Colonies may sustain in consequence of delay in completing the said cables, in the event of such delay being caused by war, inevitable accident, or other contingency over which the Company can have no control.

8. That in the event of the Company completing and having the duplicate cable above mentioned open for communication within the period herein contracted for, the subsidy payable by the Government shall commence and accrue four months after the signing of the contract; but the Company shall not be entitled to any payment under this clause until the said cables shall have been actually completed and are open for communication as above stated.

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10. That in the event of any total interruption in the communication between Port Darwin and Singapore the subsidy shall cease *pro rata* for the period of such interruption: Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments so soon as the war or other contingencies shall have terminated.

11. The Company shall at all times hereafter give priority in transmission through the said cable to all Government messages; being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies or the various Agents General on the one hand, and the Governors or Chief Secretaries of the various Colonial Governments on the other, on matters relating to the administration of the Governments.

12. Press messages must be addressed to registered newspapers only, and shall be for *bona fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning, to be used.

Approved.—H.R., 21/10/78.

THE Executive Council advise, that the agreement herewith submitted for the construction of a second telegraph cable be approved.

Min. 78/45, 21/10/78. Confirmed, 28/10/78.

ALEX. C. BUDGE,

Clerk of the Council.

No. 27.

Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company,
to The Postmaster General, New South Wales.

Sir,

Sydney, 29 October, 1878.

With reference to your observations to-day on the subject of the duplicate cable question, I would beg to offer the following explanatory remarks:—

The description of the proposed cable was fully stated in my evidence before the Conference at Melbourne in May last, and I now beg to annex copy of a telegram I received from Sir James Anderson, one of the Directors of the Company, and a well-known authority on cable matters, giving a further detailed description, from which it will be seen that the cable is of very expensive and exceptional construction, which has necessitated the erection of special machinery for its manufacture.

Telegram from Sir James Anderson to Colonel Glover.

UNOFFICIALLY and for your guidance. I may state that the spare cable we are now sending out in the "Sherard Osborn" is patented as follows:—Core is first covered with tape, then brass ribbon, held together by another tape with some kind of marine glue recently invented, and the external wires are smeared with same stuff, and covered with two layers of tape, protected in same manner. The compound is patented, and I think we simply have a very durable but not cheap cable. New machinery has had to be made for this cable of much stronger description. Our great desire is to have such a cable as will prevent heavy repairing expenses.

I would further remark that it is to the interest of the Company to have the most approved form of cable that can be devised, as it will devolve on them to maintain it in repair under the penalty of the cessation of the subsidy and loss of revenue while interrupted.

With regard to the existing charges for the transmission of telegraphic messages between the Australian Colonies and England, they were fixed by the St. Petersburg International Telegraphic Conference, are published in the Convention Report, and are mentioned in the Proceedings of the Cable Conference lately held at Melbourne.

The rebate allowed by the Company under the agreement for Governmental and Press messages over their own lines will reduce the charge for Press messages from 9s. 5d. to 5s. 1d. between Port Darwin and England, and on Governmental messages there will be a reduction of 2s. 10d. per word. With regard to the definition of Press messages as laid down in clause 12, I would remark that this is called for in the interests of the Company, to prevent the sending of information which is not intended for publication and might be otherwise made use of to the detriment of the Company. The privilege is intended for the Press only, to enable them to give increased intelligence to the public. If the Press wishes to send other information the agreement does not prevent their doing so, nor of their making use of cypher, by paying the full rates.

It may be worthy of remark that the £32,400 per annum, which is the amount of the proposed subsidy, will merely cover the interest that the Company will pay on the loan it will have to contract for the cable. The Company's revenue will in no way be increased, as the present cable could carry a very much larger amount of work than at present exists, and a second cable is not required in the interests of the traffic.

The Governments, on the other hand, only pay a subsidy on the cable between Singapore and Port Darwin, whereas the Company actually duplicate the cable as far as Penang, at a further probable cost of £100,000, for which no equivalent is received. The Company has already provided a duplication between Penang and India, principally in the interests of the Colonies, so that the latter actually obtain a duplicate cable between India and Port Darwin for the payment of a subsidy on about half the distance only.

I have, &c.,
T. G. GLOVER.

No. 28.

Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company,
to The Postmaster General, New South Wales.

Sir,

Sydney, 18 November, 1878.

I have telegraphed to London the text of the agreement as finally decided by the Parliament of this Colony, and have to-day received a reply from the Chairman, stating that the Directors object to the substitution of the words "Act of God and the Queen's enemies" in place of "*force majeure*," which they consider embrace a wider meaning.

The Directors are therefore apprehensive that in case of accident over which they have no control, causing interruption to any of the sections of the cable, the Governments may hold the Company liable for damages. They think, therefore, that they should be protected from such eventuality, provided they use their best endeavours and all due diligence in the restoration of the communication.

I believe such to be the meaning of the Governments; but to prevent misunderstanding in future, and to satisfy the Directors, I should feel obliged by your placing your views on record, that I may transmit them to London.

As the case is now under consideration, I should feel obliged by a speedy reply.

I have, &c.,
T. G. GLOVER.

No. 29.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 19 November, 1878.

GLOVER has received reply from Board, which offers only one objection to agreement; and it is not of much importance. I intend to send you full particulars this afternoon, but I think we ought not to give publicity thereto till agreement is finally concluded.

No. 30.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

19 November, 1878.

GLOVER has received telegram from Chairman of his Board, objecting to substitution words "act of God and Queen's enemies" for "*force majeure*," which they consider embrace a wider meaning. I think the objection is not entitled to much weight. There is no stipulation in the agreement for compensation to Colonies in case of interruption the result of accident or some other cause beyond the control of the Company. The only penalty is set out in clause 9, in which it is expressly stated that, in the event of any total interruption in the communication between Port Darwin and Singapore, the subsidy shall cease *pro rata* for the period of such interruption. It seems to me that this clause excludes the idea of the Company being liable for damages unless it failed to use its best endeavours and all due diligence in restoring communication. Besides, the chance of both lines being interrupted at the same time is very remote. A meeting of the Board was held in London to-day, and probably another meeting will be held during this week. I propose asking Glover to telegraph as above to Board if you concur, believing it would remove objection and facilitate settlement.

No. 31.

Telegram from Chief Secretary, Victoria, to Postmaster General, New South Wales.

25 November, 1878.

REGRET that press of urgent business has caused delay in replying to yours of 19th. As to clause three, I leave the matter in your hands. As to expecting compensation to be paid by the Company when lines are interrupted by causes beyond its control, I think it would be unreasonable to require it. Regarding right of purchase, I think the addition to clause 13 a mistake, as it now does not go far enough; the Company might, if so disposed, evade the condition by paying part of their profits to reserve and part as dividend; better

better have left as before, or said generally if profits exceed 10 per cent. But I raise no objection, and will leave final settlement in your hands, merely remarking that I hope the Company will allow reduction to commence immediately the agreement is signed, and beg you will urge this on Colonel Glover.

I think only three copies should be signed.

No. 32.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 25 November, 1878.

YOUR telegram received. Have just seen Glover, who believes his Board will accept agreement. He will consult them respecting proposal that reduction in rates for press messages shall take effect from date of execution. I sent you by overland post of to-day three copies agreement bearing my signature and witnessed, which you can sign, and return for execution by Glover.

No. 33.

The Postmaster General, New South Wales, to Colonel Glover, Sydney.

Sir,

Sydney, 25 November, 1878.

In reply to your letter of the 18th instant, I beg to state that I am of opinion, in which Mr. Berry concurs, that the objection urged by the Chairman of your Board against the substitution of the words "act of God and the Queen's enemies" for "force majeure" is not entitled to much weight, as there is no stipulation in the agreement for compensation for interruption the result of accident or other cause beyond the control of the Company. The Company would doubtless be liable under clause 9 to the stoppage of the subsidy for the period of the interruption, but would not be liable for damages if it used its best endeavours and all due diligence in restoring communication. I wish you would put this view of the matter before the Chairman, and at the same time ask Mr. Pender to consider if it would not be a graceful concession on the part of the Company to the Colonies which are parties to the agreement to make the reduction in the charges for the exchange of messages between Port Darwin and London take effect from the day of the execution of the agreement.

I have, &c.,

J. F. BURNS.

No. 34.

Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company, to The Postmaster General, New South Wales.

Sir,

Sydney, 29 November, 1878.

I have the honor to inform you that I have telegraphed to London both the text of the agreement and your letter of the 25th instant, and I am instructed in reply to state that the Board accept the terms of the agreement, and have authorized me to sign the document on behalf of the Company.

I would also add that the Chairman has expressed himself anxious to commence the construction of the cable, which is only delayed on account of the non-completion of the agreement. I trust, therefore, you will be so good as to expedite the return of the documents from Mr. Berry, when I shall be ready to append my signature, and will inform the Chairman, so that the work may be commenced.

I have, &c.,

T. G. GLOVER.

No. 35.

Telegram from T. Webb Ware, Esq., Victoria, to Postmaster General, New South Wales.

2 December, 1878.

MR. BERRY has signed the three copies of the agreement, and they will be forwarded to you by overland post to-day.

No. 36.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 2 December, 1878.

GLAD to learn from Mr. Ware's telegram that you have signed and returned the agreements. Do you not think it would be advisable, in view recent remarks, Treasurer, South Australia, in reply to question in Parliament, for you to elicit from Colonial Secretary, that Colony, confirmation statement made by Bocaut and Todd at Conference, that charges for line from Port Darwin to Post Augusta would not be increased, also disclaimer of any right to control charges on line from Port Darwin connecting with Queensland lines?

No. 37.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

CABLE agreement has been signed, and Glover states Company will be very prompt in carrying undertaking into effect.

No. 38.

No. 38.

MEMORANDUM of Agreement between the Governments of New South Wales and Victoria, on behalf of the Australasian Colonies and New Zealand (hereinafter called the Governments), on the one part, and the Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called the Company), on the other.

1. That the Company shall, subject to the approval of the shareholders, contract with the Governments for the construction of a second cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy of £32,400, and shall sign the contract and necessary conditions on or before the 1st July, 1879.

2. That such subsidy shall be payable for a period of twenty years, subject to the provisions hereinafter contained.

3. That the Company shall throughout the whole of the period during which such subsidy shall be payable maintain in full working order, the act of God or the Queen's enemies excepted, such second cable, and also its present lines of cable between Singapore and Batavia, and Banjoewangie and Port Darwin.

4. That the Company shall before such subsidy shall become payable lay a second cable between Singapore and Penang, and thereafter shall, in like manner, maintain the same, the act of God or the Queen's enemies excepted, and its present lines of cable between Singapore and Penang, Penang and Madras, Penang and Rangoon, in full working order.

5. That the Company shall, in consideration of the subsidy herein agreed to be paid, and whilst that subsidy is payable, allow a rebate on Government messages, hereinafter defined, exchanged between England and Port Darwin, reducing their own proportion of the charge to the extent of 50 per cent. upon the present rate; and on press messages exchanged between England and Port Darwin, as hereinafter defined, will reduce their own proportion of the charge to the extent of 75 per cent. upon the present rate: Provided that such reduction shall not be extended to any Colony other than such as may contribute towards the subsidy.

6. That the Company shall complete and open for communication the second cables above mentioned between Singapore and Port Darwin and Singapore and Penang within eight months from the date of the signing of the contract: Provided always that the Company shall not be held liable for any loss or damage which the Colonies may sustain in consequence of delay in completing the said cables, in the event of such delay being caused by war, inevitable accident, or other contingency over which the Company can have no control.

7. That in the event of the Company completing and having the duplicate cable above mentioned open for communication within the period herein contracted for, the subsidy payable by the Government shall commence and accrue four months after the signing of the contract; but the Company shall not be entitled to any payment under this clause until the said cables shall have been actually completed and are open for communication as above stated.

8. That the said subsidy shall be payable quarterly in London to the Company in sterling money, free of all deductions.

9. That in the event of any total interruption in the communication between Port Darwin and Singapore the subsidy shall cease *pro rata* for the period of such interruption: Provided that if the interruption be caused by reason of war or any such like cause the subsidy shall continue, but the Company shall be bound to restore such communication at the request and cost of the Governments.

10. The Company shall at all times hereafter give priority in transmission through the said cable to all Government messages; being such as are exchanged between Her Majesty's Principal Secretary of State for the Colonies or the various Agents General on the one hand, and the Governors or Chief Secretaries of the various Colonial Governments on the other, on matters relating to the administration of the Governments.

11. Press messages must be addressed to registered newspapers only, and shall be for *bona fide* publication in full. They must be in English, in plain language, and intelligible; no cypher, code, groups of figures or of letters, or words of concealed meaning to be used.

12. The Company shall not during the currency of this agreement increase its own proportion of the charges for messages exchanged between Port Darwin and London beyond the rates provided for herein, *viz.* :—

For Governmental messages, per word	...	...	...	2s. 10d.
For Press messages, per word	...	...	...	1s. 5d.
For all other messages, per word	...	...	...	5s. 8d.

13. That the Government shall have the right during the currency of the subsidy aforesaid to purchase the Company's cable, lines, and other property between Singapore and Port Darwin, on equitable terms, to be fixed in case of difference by arbitration; twelve months previous notice to be given to the Company of the intention to exercise this right: Provided always that the right shall not be exercisable till the Company shall for five years have paid a dividend equal to 10 per cent. per annum, or shall for that period have passed 10 per cent. per annum to its Reserve or other Accumulated Fund.

Witness to signature,—
S. H. LAMPTON.

Witness to signature,—
W. H. ODGERS.

Witness to signature,—
T. BAWDEN.

J. F. BURNS,
New South Wales.

GRAHAM BERRY,
Victoria.

T. G. GLOVER,
Eastern Extension Australasian and China
Telegraph Company.

Dated this 4th day of December, A.D. 1878.

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No. 39.

Colonel Glover, of Eastern Extension, Australasia, and China Telegraph Company,
to The Postmaster General, New South Wales.

Sir,

Sydney, 7 December, 1878.

I have the honor to inform you that I have received a telegram, dated the 4th instant, from the Secretary of the Eastern Extension, Australasia, and China Telegraph Company, as follows:—

“Agreement approved by shareholders at meeting to-day.”

This concludes all the negotiations that can take place in the Colonies; and I should feel obliged by your taking steps for instructing the Agents General of New South Wales and Victoria to enter into communication with the Directors of the Company in London to draw up the necessary document in legal form, should you consider it necessary to do so.

I have, &c.,
T. G. GLOVER.

No. 40.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 7 December, 1878.

GLOVER has informed me that the shareholders have approved the agreement. He also suggests that if we think it necessary to have agreement put in legal form the business should be attended to in London by Agents General and Directors.

No. 41.

Telegram from Chief Secretary, Victoria, to Postmaster General, New South Wales.

10 December, 1878.

I AM prepared to instruct our Agent General, in conjunction with Mr. Forster, to enter into contract with the Company on hearing from you that you approve this course.

No. 42.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

Sydney, 11 December, 1878.

AGENT General will be requested to co-operate with your Agent in London in getting agreement put in legal form and executed.

Minute.

My honorable colleague the Colonial Secretary can be moved to cause Mr. Forster to be instructed to co-operate with the Agent General of Victoria in getting the agreement put in legal form and executed in London.—J.F.B., 11/12/78.

No. 43.

Memo. from Superintendent of Telegraphs to The Postmaster General, New South
Wales.

Sydney, 13 December, 1878.

IN reference to a report that the South Australian Government intended to control the rates over the proposed duplicate land line *via* the Roper River, I communicated with Mr. Todd by telegraph, and received the following reply:—

“I did not reply till I saw the Treasurer and Chief Secretary. I am authorized to tell you that there is no intention whatever of increasing rates should duplicate land line be considered necessary. I do not know what gave rise to such a report, but you can contradict statement. We are more likely to reduce rates, especially Government and Press.”

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUPLICATION OF THE TELEGRAPH LINES BETWEEN AUSTRALASIA AND EUROPE.

(FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 4 February, 1879.

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No. 1.

Minute of the Postmaster General.

MY Hon. Colleague the Colonial Secretary can be moved to cause a copy of the agreement respecting the duplication of the cable to be forwarded to the Government of Queensland for its information.

J.F.B., 5/12/78.

No. 2.

The Secretary to the Post Office to The Principal Under Secretary.

Sir, General Post Office, Sydney, 5 December, 1878.

I am directed by the Postmaster General to request that you will be good enough to move the Colonial Secretary to cause a copy* of the agreement respecting the duplication of the cable to be forwarded to Brisbane for the information of the Queensland Government.

I have, &c.,
S. H. LAMBTON.

* Six copies herewith.

No. 3.

Telegram from Postmaster General, New South Wales, to Chief Secretary, Victoria.

12/12/78.

GLOVER has not yet received decided reply as to early reduction cable charges, but it appears that Company is proceeding with manufacture cable. If not decided before your departure, you might see Board, *re* charges, on your arrival London. Papers for contract will be sent to Forster by outgoing mail. Presume you will communicate with Michie by same opportunity.

No. 4.

The Secretary to the Post Office to The Principal Under Secretary.

Sir, General Post Office, Sydney, 18 December, 1878.

I am directed to forward herewith, for transmission to the Agent General for the Colony, six copies of the printed papers concerning the duplication of the Telegraph Lines between Australasia and Europe, and to request that you will be so good as to move the Colonial Secretary to cause the Agent General to be instructed to co-operate with the Agent General for Victoria in having the necessary Agreement put in legal form and executed in London.

I have, &c.,
S. H. LAMBTON.

No. 5.

No. 5.

The Principal Under Secretary to The Secretary to the Post Office.

Sir,

Colonial Secretary's Office, Sydney, 20 December, 1878.

In reply to your letter of the 18th instant, enclosing six copies of the printed papers concerning the duplication of the Telegraph Lines between Australasia and Europe, I am directed by the Colonial Secretary to state, for the information of the Postmaster General, that those papers have been forwarded to the Agent General in London with a request that he will co-operate with the Agent General of Victoria in having the necessary agreement put into legal form and executed in London.

I have, &c.,

MAXWELL ALLAN.

No. 6.

Telegram from Postmaster General, New South Wales, to Webb Ware, Esq., Melbourne.

20/12/78.

The following cablegram has been sent by Colonial Secretary to Agent General, London, namely:—
"Glover has sent to Eastern Extension Company copy agreement reference duplication cable. Papers will also be sent you by outgoing mail. Michie will cooperate with you in getting contract executed in London."

No. 7.

Telegram from Webb Ware, Esq., Melbourne, to Postmaster General, New South Wales.

21st December, 1878.

MANY thanks for telegram. Will send you some papers in a few days. Similar instructions will be sent to Mr. Michie.

No. 8.

The Chief Secretary Victoria, to The Colonial Secretary, New South Wales.

Sir,

Chief Secretary's Office, Melbourne, 23 December, 1878.

I have the honor to enclose a copy of a letter to the Honorables the Colonial Secretaries, Tasmania, New Zealand, Western Australia, and Queensland, informing them that the Agreement for the Duplicate Cable has been signed.

A letter to the same general purport has been also forwarded to the Honorable the Chief Secretary of South Australia.

I have, &c.,

GRAHAM BERRY.

[Enclosure.]

The Chief Secretary, Victoria, to The Colonial Secretary, New Zealand.

Sir,

Chief Secretary's Office, Melbourne, 23 December, 1878.

I have the honor to inform you, that the terms of the proposed contract for the second Submarine Cable have now been finally agreed upon between the Representatives of the Australian Colonies and the Directors of the Eastern Extension Telegraph Company, and that they have also been ratified at a general meeting of the shareholders of the latter held in London a few days since.

Copies of the Agreement are enclosed for your information. The contract to be founded thereon will be prepared with all convenient despatch.

Appended is a memorandum showing the proportions in which the subsidy will be chargeable to the various Colonies until the next general census is taken, when a re-distribution of the amount will be necessary, as arranged at the Conference.

It will give you satisfaction to hear that the Postmaster General of New South Wales has received an intimation that the construction of the new cable has already been commenced. If, therefore, no unforeseen accident should occur to delay its completion, it is likely the cable will be laid, and in full operation, at a much earlier date than that to which its construction is limited by the conditions of the Agreement.

It may be considered advisable at a subsequent period that the Governments of the different Colonies should agree upon the adoption of some concurrent and uniform method for remitting the subsidy when due, and paying it over to the Company, in pursuance of Clause VIII. This and some minor matters of detail will remain to be disposed of; but the business entrusted by the Conference to the Honorable Mr. Burns and myself may be considered to have practically terminated when the Agreement was signed.

I cannot conclude without expressing my appreciation of the great services rendered by my able Colleague throughout the whole of the proceedings, and it is but due to him to state that without the patience and determination exhibited by him in overcoming successive difficulties as they arose, the negotiations would not have been brought to so successful a termination.

I have, &c.,

GRAHAM BERRY.

STATEMENT of the Distribution of the Cable Subsidy between the Australasian Colonies, in the proportions of the respective populations on 31st December, 1876:—

Victoria	£	11,275
New South Wales		8,450
Queensland		2,510
South Australia		3,028
Western Australia		367
Tasmania		1,415
New Zealand		5,355
		£32,400

Postmaster General.—H.P., 26/12/78. The Secretary to the Post Office.—B.C., 28/12/78.—M.R.A. Submitted.—S.H.L., 31/12/78.

[3d.]

Sydney: Thomas Richards, Government Printer.—1878.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUPLICATION OF THE TELEGRAPH LINES BETWEEN AUSTRALASIA AND EUROPE.

(FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 18 June, 1879.

SCHEDULE.

Table with 2 columns: NO. and PAGE. Contains 8 entries detailing telegrams and minutes from 1879.

No. 1.

Minute of the Postmaster General.

I SHALL be glad if the Honorable the Colonial Secretary will cause the following telegram to be sent to the Agent General, viz., "Has contract for cable duplication been executed?"—S.S., 26/3/79.

The Principal Under Secretary.—S.H.L., B.C., 26/3/79. Prepare telegram.—26. Telegram.—26 March, 1879.

No. 2.

Telegram from Agent General, N. S. Wales, London, to Colonial Secretary, Sydney.

4 April, 1879.

EASTERN Extension Company make difficulties--impression they will not sign before July. Solicitors advise our demands embody agreement. Submitted, 7/4/79.

In respect to this matter, the Secretary of State has telegraphed that the cable is wanted by the English Government for Africa. Mr Samuel will communicate with this office to-day on the subject.—H.P., 10/4/79.

No. 3.

Telegram from the Secretary of State for the Colonies to the Lieutenant-Governor of N. S. Wales.

CABLE to South Africa urgently needed, can be constructed immediately if Governments consent use duplicate Australian cable of Eastern Extension Company. Company ask eight months for laying Australian cable; should count from first July instead of from date of signing contract, and offer half rates Government telegrams, and quarter rates press messages over their system from date of signing contract instead of from commencement of subsidy. Please repeat to New Zealand and reply early.—Urgent, Colonial Secretary, A.S., 9/4/79.

Postmaster General, for report.—H.P., 9/4/79. The Secretary to the General Post Office.—B C., 9 April, 1879, C.W.

So far as this Government is concerned I recommend that the request of the Secretary of State be acceded to on the condition stated. The concurrence of the Governments of Victoria, New Zealand, and South Australia will be necessary, as they are parties to the agreement. The request to repeat to New Zealand

Zealand has, I understand from the Superintendent of Telegraphs, been complied with by the Lieutenant-Governor. The contract, it would appear from Mr. Forster's message of the 4th instant to the Colonial Secretary, has not yet been signed: I suggest that a further condition of the concession should be that our contract be at once executed. If the Colonial Secretary concurs, the following message might be sent to the Secretary of State, and a similar one to the Agent General.—S.S., 10/4/79.

Telegram—"This Government accedes to request for use of cable on conditions stated, but Colonies' contract should be signed forthwith."

Urgent. The Principal Under Secretary.—B.C., 10/4/79, S.H.L. Submitted, 10 April, 1879.

No. 4.

Telegram from Agent for Eastern Extension Telegraph Company at Adelaide to Colonial Secretary, Sydney.

11 April, 1879.

I HAVE the honor to inform you that Sir James Anderson has instructed me to send you the following message from the Hon. Graham Berry, London; it is undated, but was received in Adelaide on 10th April:—"Have consented to give Telegraph Company further time, in consequence of Imperial Government taking Australian cable; the reduced rates on Government press messages to commence from to-day, if contract is immediately signed and completed."

Postmaster General.—H.P., 15/4/79.
16/4/79, C.W.

The Secretary to the General Post Office.—B.C.,

No. 5.

Telegram from Agent General, London, to Colonial Secretary, Sydney.

11 April, 1879.

BOND in pursuance of agreement for duplication of cable ready for signature. Company willing to sign immediately, subject to understanding that eight months allowed for completion of cable shall run from July one, instead of from date of bond; and provided also that most three weeks shall be added to the eight months if required; and in consideration, Company offer to make the reduced tariff for Government and press messages take effect immediately upon signature of bond, or from this date if bond ultimately signed. Cable already partly prepared for Australian; like now required for Cape. Imperial Government intend appealing to Colonial Governments to take [Qy. make] concession according to which perhaps in the present emergency there may be no objection. Shall Agent General accept proposal, will it vitiate agreement? Reply.

Postmaster General.—H.P., 15/4/79.

The Secretary, General Post Office.—B.C., 16/4/79, C.W.

If the messages suggested by me in my minute to the Colonial Secretary of the 10th instant have been sent to the Secretary of State for the Colonies and the Agent General, they reply to these cablegrams; but for greater certainty I suggest the following message to be now sent to the Agent General:—"So far as this Government is concerned, we assent to conditions proposed by Company for use of cable for Cape line. Contract to be immediately signed."—S.S., 18/4/79. The Principal Under Secretary.—B.C., 18/4/79, S.H.L. Inform Postmaster General (if he has not been so informed) that this has been done.—H.P., 25/4/79.

No. 6.

Telegram from Lieutenant-Governor, N.S.W., to Secretary of State for the Colonies.

15 April, 1879.

THIS Government accedes to request for use of cable on conditions stated, but Colonies' contract should be signed forthwith.

No. 7.

Telegram from Colonial Secretary, Sydney, to Agent General, London.

18 April, 1879.

So far as this Government is concerned, we assent to conditions proposed by Company for use of cable for Cape line. Contract to be immediately signed.

No. 8.

Telegram from Agent General for New South Wales, London, to Colonial Secretary, Sydney.

10 May, 1879.

CABLE Contract executed ninth.

Minute of the Postmaster General.

A cablegram having been received from the Agent General stating that the Contract for the duplication of the cable was signed on the ninth instant, let notice be given that, in accordance with the terms of the agreement with the Company, Government and press messages will in future be transmitted at the reduced rates provided for in the Contract.—S.S., 15/5/79.

Notice issued.—16/5/79.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DUPLICATION OF THE PORT DARWIN TELEGRAPH CABLE.

(MESSAGE No. 8.)

Ordered by the Legislative Assembly to be printed, 23 October, 1878.

HERCULES ROBINSON,
Governor.

Message No. 8.

I recommend to the consideration of the Legislative Assembly an Agreement between the Governments of New South Wales, Victoria, New Zealand, and South Australia, and the Eastern Extension Australasia and China Telegraph Company, for the construction of a second Telegraph Cable from Singapore direct to Banjoewangie and thence direct to Port Darwin.

Government House,

Sydney, 21st October, 1878.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(CORRESPONDENCE CONCERNING THE TRANSACTION OF TELEGRAPHIC BUSINESS ON THE JAVA LINES.)

Ordered by the Legislative Assembly to be printed, 10 September, 1878.

SCHEDULE.

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ELECTRIC TELEGRAPHS.

No. 1.

The Secretary of State for the Colonies to His Excellency the Governor of New South Wales.

(No. 58.)

Sir,

Downing-street, 9 July, 1877.

I have received your despatch, No. 27, of the 1st of March, enclosing a letter addressed to me by Sir John Robertson, as President of the Conference of delegates from all the Australasian Colonies, held at Sydney, in January last, to consider the subject of telegraphic communication, in which he brings to my notice a resolution agreed to unanimously by the Conference, requesting the aid of Her Majesty's Government in obtaining the assent of the Netherlands Government to the employment of English operators on the land lines in Java, with the view of avoiding the mistakes and mutilation to which messages are now subjected in transmission through that island.

2. I have been in communication with the Postmaster General and the Secretary of State for Foreign Affairs respecting the resolution, and I enclose for your information copies of the correspondence which has passed on the subject.

3. You will perceive from the despatch from the British Minister at the Hague, enclosed in the letter from the Foreign Office of the 30th of June, that the Dutch Consul General at Melbourne has already called the attention of his Government to the complaints as to the administration of the telegraphs in Java brought forward at the Conference, and that the Governor General of Netherlands-India has, in consequence, been asked for explanations on the subject.

4. The Dutch Government will, however, forward to the Governor General the further papers communicated to them through Her Majesty's Government, and have promised, as soon as his answer is received, to state their own views upon the subject.

5. In the meantime I request that you will communicate to the Governments of the other Australasian Colonies the information contained in the correspondence now sent to you.

I have, &c.,

CARNARVON.

The Colonial Office to the Post Office.

Sir,

Downing-street, 28 April, 1877.

I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Postmaster General, a copy of a despatch from the Governor of New South Wales forwarding a letter addressed to His Lordship by the Colonial Secretary as President of the Conference of Delegates from the various Australasian Colonies recently held at Sydney to consider the subject of telegraphic communication, requesting the aid of Her Majesty's Government in obtaining the assent of the Government of Netherlands-India to the employment of English operators on the land lines in Java.

Lord Carnarvon would be glad to be favoured with the views of the Postmaster General before communicating with the Foreign Office upon the subject.

A copy of the proceedings of the Conference at Sydney was forwarded to you in the letter from this department of the 10th of April.

I am, &c.,

W. R. MALCOLM.

The General Post Office to the Colonial Office.

Sir,

General Post Office, London, 18 May, 1877.

With reference to your letter of the 28th ultimo, transmitting a copy of a despatch, with its enclosures, from the Governor of New South Wales, respecting the employment of English operators on the telegraph land lines in Java, I am directed by the Postmaster General to forward, for the information of the Earl of Carnarvon, a copy of a memorandum which Lord John Manners has received from the Eastern Extension Australasia and China Telegraph Company, respecting the causes of the irregularities of which complaint is made in the resolution adopted at the Telegraphic Conference recently held in Sydney.

It will be observed from this memorandum that the irregularities in question are not solely attributable to the operators employed by the Dutch Government, but that they are in a great measure owing (first) to the frequent repetitions at intermediate stations which the messages undergo, and (secondly) to the faulty condition of the telegraph lines.

If the lines were in good condition it would no doubt be possible, as pointed out by Colonel Glover, to avoid these intermediate transmissions, and to work direct between Batavia and Banjoewangie, thus obviating a serious risk of error; and, having regard to the importance of a reliable means of telegraphic communication between this country and the Australasian Colonies, it appears to Lord John Manners to be desirable that this should be pointed out to the Dutch Government, and the need for improving the lines impressed upon it.

It would no doubt be further desirable to employ English operators to work the instruments, as suggested in the resolution, although the precise meaning of the resolution is not clear, as it does not state by whom such clerks are to be employed. The traffic through Java is now worked by the Dutch Government who, it will be seen from the memorandum furnished by the Eastern Extension Australasia and China Telegraph Company, employ as telegraph clerks half-castes who have, it is alleged, a very imperfect knowledge of English. Lord John Manners presumes that the object of the resolution is to get the Dutch Government to employ English clerks instead of these half-castes; and His Lordship concurs

in

G. O. to G. P. O.,
28th April, 1877.
P. O. to G. O.,
18 May.
G. O. to F. O.,
26 May, 1877.
F. O. to G. O.,
30 June,
1877.

No. 27.
1 March, 1877.

in the desirability of representing the expediency of such a change to that Government. As an alternative plan, he thinks it might be suggested whether an arrangement might not be made to allow the Telegraph Company above mentioned to transmit the messages through Java, as they have offices at Batavia and Banjoewangie; and they would, it is believed, be quite willing to undertake the work.

I am, &c.,
JOHN TILLEY.

MEMORANDUM.

THE accompanying sketch shows the whole telegraphic system in Java, the black line passing *viâ* Banjoewas being the international one. Messages, however, pass just as frequently by one as by the other.

The lines appear to be very defective and are hung from the branches of trees on the roadside, occasionally poles being put in wherever trees are wanting; the consequence is constant contact and destruction of insulation.

The lines are generally worked through two transmitting stations. By the north line, from Batavia to Samarang, Samarang to Soerabaya, Soerabaya to Banjoewangie. On the southern line it is worked from Batavia to Banjoewas, Banjoewas to Soerabaya, and Soerabaya to Banjoewangie.

The climate is very moist and is inimical to good insulation, and at the same time favourable to vegetation, which interferes with the line.

The clerks employed are half-castes, who have a very imperfect knowledge of English.

The great thing required is an improvement in the line which would enable it to be worked without the intervention of the two transmitting stations. The whole distance between Batavia and Banjoewangie is about 650 miles, and there is no reason what it should not be worked direct or by the insertion of a relay at some intermediate station. If the line were placed in such good order as to enable this to be done it would overcome one of the principal causes of error, which is the constant repetition, and in this case if English operators were also employed both at Batavia and Banjoewangie I think almost all errors would be eliminated, but the *sine quâ non* is putting the line in thorough good order.

Another improvement required is to get night and day service. The Dutch now only keep their lines open from 7 a.m. to 6 p.m., the cable is consequently kept idle from 6 p.m. to 7 a.m., as it is of no use bringing messages on if they are blocked in Java.

During the year 1876 the errors over the Dutch land lines amounted to about one in every second message, whereas on the cable between Madras and Australia, over a distance ten times as great, the errors did not average more than one in every fifty messages. This fact will give an idea of the state of the working in Java.

J. G. GLOVER,
86, Old Broad-street, London, E.C.,
May 9, 1877.

The Colonial Office to The Foreign Office.

Sir,

Downing-street, 26 May, 1877.

I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Earl of Derby, a copy of a Report and Minutes of Proceedings, &c., of a Conference of Delegates from all the Australasian Colonies recently held at Sydney to consider the question of the duplication of the telegraph cable between Australasia and Europe.

2. It will be seen that the Conference separated without arriving at any definite conclusion on the subject, but a resolution was passed unanimously (p. 15 of minutes) that, having in view the serious annoyance and loss occasioned by the mutilation of messages in transmission through Java, the aid of Her Majesty's Government should be asked in obtaining permission from the Government of Netherlands-India to employ English operators on the land lines in Java.

3. This resolution has now been transmitted formally to Lord Carnarvon, in a despatch from the Governor of New South Wales, of which I am to enclose a copy. I am also to enclose a copy of a letter from the General Post Office containing the views of that department upon the subject.

No. 27,
1 March, 1877.
18 May, 1877.

4. It will be seen that the Eastern Extension Australasia and China Telegraph Company, who have been consulted on the subject, state that the irregularities complained of in Java are not solely attributable to the operators employed by the Dutch Government, but are in a great measure owing to the frequent repetitions which the messages undergo at intermediate stations in Java, owing to the faulty condition of the telegraph lines in that island. Lord John Manners therefore suggests that this should be pointed out to the Dutch Government, and the need for improving the lines impressed upon it.

5. Lord J. Manners concurs, however, in the desirability of representing to the Dutch Government the expediency of substituting English clerks in Java for the present half-caste clerks, who have, it is alleged, a very imperfect knowledge of English, but His Lordship suggests, as an alternative plan, that it might be suggested to the Dutch Government that the Eastern Extension Australasia and China Telegraph Company, who have already offices at Batavia and Banjoewangie, should be allowed to undertake the transmission of the messages through Java.

6. Lord Carnarvon desires me to request that you will move Lord Derby to forward the papers which accompany this letter to the British Minister at the Hague, with instructions to communicate with the Dutch Government upon the subject, and to endeavour to obtain its assent to the employment of English operators upon the land lines in Java, as requested by the resolution passed at the Sydney Conference, and also to the other improvements in the telegraph system of Java suggested in the letter from the General Post Office.

7. In view also of the great importance which Her Majesty's Government necessarily attach to having a trustworthy means of telegraphic communication with the Australasian Colonies, Lord Carnarvon requests that Admiral Harris may be desired to do everything in his power to secure a favourable consideration by the Dutch Government to the requests now brought forward.

I am, &c.,
R. H. MEADE.

The

The Foreign Office to The Colonial Office.

Sir,

Foreign Office, 30 June, 1877

With reference to your letter of the 26th ultimo, I am directed by the Secretary of State for this department to transmit to you herewith, for the information of the Earl of Carnarvon, a despatch from Her Majesty's Minister at the Hague, on the subject of telegraphic communication with Australia through Java.

I am, &c.,

T. V. LESTER.

Sir E. A. J. Harris to The Earl of Derby.

(Commercial—No. 51.)

My Lord,

The Hague, 26 June, 1877.

In obedience to the instructions contained in your Lordship's despatch, No. 37—Commercial, dated the 2nd instant, I addressed a note, copy of which, together with its enclosures I have the honor to transmit, calling the attention of the Netherlands Government to the mutilations of telegrams to and from Australia, in their transit through Java, and stating the suggestions on the part of the Eastern Extension Australasia and China Telegraph Company with a view to a remedy. I at the same time communicated the opinions of Her Majesty's Postmaster General on the subject.

I have the honor to enclose copy of the answer to my note from the Minister for Foreign Affairs, in which His Excellency states that the Dutch Consul General at Melbourne had already informed the Netherlands Government of the complaints formulated at the Cable Conference on the subject of the administration of telegraphs in Java, and that in consequence the Governor General of Netherlands-India had been invited to give information on the subject.

M. de Willebois promises that, as soon as an answer has been received from the Governor General, the views of the Netherlands Government on the subject would be communicated to me.

In an interview with M. de Willebois yesterday, I requested that copies of my note and its enclosures should be forwarded to the authorities in Java. His Excellency promised that this should be done.

I have, &c.,

E. A. J. HARRIS.

P.S.—I have the honor to return herewith the enclosures in original in your Lordship's despatch, No. 37—Commercial, of the 2nd instant.

E. A. J. H.

Sir E. A. J. Harris to M. de Willebois.

Monsieur le Ministre,

British Legation, The Hague, 16 June, 1877.

In obedience to instructions which I have received from H.M. Secretary of State for Foreign Affairs, I have the honor to transmit herewith to your Excellency copy of a resolution which was passed unanimously at a Conference of Delegates from all the Australian Colonies, recently held at Sydney, on certain matters connected with the telegraph cable between Australia and Europe.

The resolution in question refers to the serious annoyance and loss occasioned by the mutilation of the messages in transmission through Java, and expresses the desire that permission be obtained from the Government of Netherlands-India to employ English operators on the land lines in that Colony.

In connection with this resolution I enclose copy of a paper which was laid before the Conference above mentioned, which contains a few specimens of some of the messages received by the Associated Press of the Australian Colonies as an illustration of the effect of these mutilations.

I likewise transmit extracts from a letter from H.M. Postmaster General containing the views of his department on the subject, and enclosing copy of a memorandum drawn up by the Eastern Extension Australasia and China Telegraph Company, who have been consulted in this matter.

It will be seen by this memorandum that the irregularities complained of in Java are not solely attributable to the operators employed by the Dutch-Indian Government, but are in a great measure owing to the frequent repetitions which the messages undergo at the intermediate stations in Java, owing to the faulty condition of the telegraph lines in that island.

H.M. Postmaster General, your Excellency will perceive, concurs in the desirability of the expediency of substituting English clerks in Java for the present half-caste clerks, who have it is alleged a very imperfect knowledge of English; but the Postmaster suggests as an alternative plan that the Eastern Extension Australasia and China Telegraph Company, who have already offices at Batavia, should be allowed to undertake the transmission of their messages through Java.

I need scarcely point out to your Excellency the great importance which H.M. Government necessarily attach to having a trustworthy means of telegraphic communication with the Australian Colonies, and I have been instructed by the Earl of Derby to bring prominently before your Excellency the request contained in the resolution passed by the Telegraph Conference of Sydney that permission should be obtained from the Netherlands Government of India for the employment of English operators on the land lines in Java, as also to call your serious attention to the opinions expressed in the letter from the General Post Office as to the necessity for a general improvement in the telegraph lines in that Colony.

I avail, &c.,

E. A. J. HARRIS.

M. de Willebois to Sir E. Harris.

Monsieur l'Amiral,

La Hague, le 23 juin, 1877.

En réponse provisoire à votre office du 16 de ce mois j'ai l'honneur de porter à votre connaissance que le Consul Général des Pays Bas à Melbourne ayant déjà informé le Gouvernement du Roi des plaintes formulées par la Cable Conference à Sydney au sujet de l'administration des télégraphes dans l'île de Java, le Gouverneur Général des Indes Néerlandaises a été invité à donner des éclaircissements à cet égard.

Après que la réponse de Monsieur Van Lausberge me sera connue, je ne manquerai pas Monsieur l'Amiral de vous informer ultérieurement des vues du Gouvernement de sa Majesté et je saisis, en attendant cette occasion, &c., &c.

T. D. D. DE WILLEBOIS.

No. 2.

To M. de Willebois, of June 16, 1877, with three enclosures

From M. de Willebois, June 23, 1877.

No. 2.

The Secretary of State for the Colonies to His Excellency the Governor of New South Wales.

(No. 24.)

Sir,

Downing-street, 6 May, 1878.

With reference to your despatch, No. 27, of the 1st March, 1877, and to my predecessor's reply, No. 58, of the 9th July last, I have the honor to transmit to you copies of a further correspondence with the Foreign Office and Post Office on the subject of the resolution passed at the Sydney Cable Conference in January, 1877, advocating the employment of English operators on the land lines in Java.

2. You will perceive, on reference to the enclosures in the letter from the Foreign Office of the 24th December last, that the Dutch Government prefer to await a more formal proposal on the subject before coming to any decision in the matter, and, from the enclosure to the Post Office letter of the 18th April, that the Eastern Extension Australasia and China Telegraph Company, with whom the Post Office have been in communication, desire to defer for the present making any definite offer for working the Java lines by English operators, pending the result of the negotiations now being carried on in Australia by the Managing Director of the Company for the construction of a duplicate cable to Australia.

3. I take this opportunity of enclosing copies of a correspondence with the Company and the Foreign Office, which will inform you of the steps which Her Majesty's Government are taking with the view of pressing upon the Dutch Government the desire entertained in the Australian Colonies that, during the continuance of the present unsettled state of affairs, the telegraph here should be kept open for the transmission of messages throughout the night as well as the day.

4. I request that you will take such steps as you may think proper for communicating to the Governments of the other Australasian Colonies the information contained in the correspondence which I have enclosed to you.

I have, &c.,

M. E. HICKS BEACIL.

The Foreign Office to The Colonial Office.

Sir,

Foreign Office, 17 July, 1877.

With reference to your letter of the 26th of May last, I am directed by the Secretary of State for this Department to transmit to you herewith, for the information of the Secretary of State for the Colonies, a despatch, with its enclosure, from Her Majesty's Chargé-d'Affaires at the Hague, containing the answer which has been returned by the Netherlands Government to the representations addressed to them respecting the telegraph lines in Java.

Mr. Fenton.
No. 53
Commercial.

I am, &c.,

JULIAN PAUNCEFOTE.

Mr. Fenton to The Earl of Derby.

(No. 53.—Commercial.)

My Lord,

The Hague, 13 July, 1877.

With reference to your Lordship's despatch to Sir E. Harris, No. 37, Commercial, of the 2nd ultimo, instructing him to urge on the Netherlands Government the necessity for a general improvement in the telegraph lines in Java, and Sir E. Harris's despatch, No. 51, Commercial, of the 26th ultimo, I have the honor to enclose a note from Monsieur de Willebois, stating that this subject has been brought to the notice of the Governor General of the Netherlands-Indies, and calling attention to an error contained in the letter of the Postmaster General to the Colonial Office. (Incl. 3 in your Lordship's above-mentioned despatch.)

His Excellency Monsieur de Willebois points out that the principal telegraphic bureaux in Java are open from 7 a.m. till 9 p.m., not from 7 a.m. till 6 p.m. only, as stated in the Postmaster General's letter.

I have, &c.,

H. P. FENTON.

M. de Willebois à M. Fenton.

Monsieur le Chargé-d'Affaires,

La Haye, le 12 juillet, 1877.

Comme suite à ma communication du 23 juin dernier, No. 5,080, Direction Consulaire et Commerciale, j'ai l'honneur de porter à votre connaissance que le contenu de l'office de l'Amiral Harris du 16 du même mois, concernant le service des télégraphes dans l'île de Java, a été communiqué par le Ministre des Colonies au Gouvernement Général des Indes Orientales.

En attendant les renseignements que ce haut fonctionnaire a été invité à faire parvenir au Gouvernement du Roi, mon collègue me prie de vous faire remarquer l'inexactitude de ce qui est avancé dans l'annexe No. 3 de l'office précité, notamment que les lignes télégraphiques dans la dite Colonie ne fonctionneraient que de sept heures du matin à six heures du soir.

D'après ce que me mande Mr. Alting Mees dès le 1 juin, 1876, les principaux bureaux des télégraphes à Java sont ouverts de sept heures du matin jusqu'à neuf heures du soir, tandis que le règlement international faisant partie de la convention télégraphique de St. Pétersbourg n'exige l'ouverture des bureaux que de huit heures du matin à neuf heures du soir.

En me référant du reste à ma communication prérappelée, je saisis cette occasion, &c., &c.

V. D. DOES DE WILLEBOIS.

The Colonial Office to The Post Office.

Sir,

Downing-street, 25 July, 1877.

With reference to previous correspondence, as noted in the margin, respecting the mutilation to which telegraph messages are subjected in their transmission through Java, I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Postmaster General, a copy of the representation which has been made by the British Minister at the Hague to the Netherlands Government upon the subject, together with copies of two notes which have been received in reply from that Government.

C.O.
10 April, 1877.
P.O.
14 April, 1877
C.O.
28 April, 1877
P.O.
13 May, 1877.

In

Sir E. Harris,
16 June, 1877.
M. de Willebois,
23 June, 1877.
Do. do.
12 July, 1877.

In the second of these notes the Dutch Minister for Foreign Affairs states that the principal telegraph offices in Java are open from 7 a.m. till 9 p.m., and not from 7 a.m. till 6 p.m. only, as stated in the memorandum from the Eastern Extension Australasia and China Telegraph Company, enclosed in your letter to this department of the 18th of May.

Lord Carnarvon desires me to request that he may be favoured with the observations of the Postmaster General upon the subject.

I am, &c.,

J. BRAMSTON.

The Foreign Office to The Colonial Office.

Sir,

Foreign Office, 24 December, 1877.

With reference to my letter of the 17th July, I am directed by the Secretary of State for this department to transmit to you herewith, for the information of the Earl of Carnarvon, a despatch from Mr. Fenton enclosing the reply of the Dutch Government to the representation of Her Majesty's Government as to the inefficiency of the telegraph arrangements in Java.

I am, &c.,

JULIAN PAUNCEFOTE.

Mr. Fenton to The Earl of Derby.

(Commercial.—No. 77.)

My Lord,

The Hague, 19 December, 1877.

With reference to my despatch of this series, No. 53, of the 13th of July last, I have the honor to enclose herewith the copy of a further note from the Netherlands Minister for Foreign Affairs on the subject of the representation made to his predecessor by Sir E. Harris in his note of the 16th of June last, respecting the inefficiency of the Telegraph Service in the island of Java.

Baron Heeckeren incloses in his note a memorandum in the Dutch language—a translation whereof I have the honor likewise to transmit herewith, which has been drawn up on the subject in question at the Netherlands Department for the Colonies, and which is intended, as His Excellency states, to serve as an answer to the memorandum addressed to Her Majesty's Postmaster General by the Eastern Extension Telegraph Company, a copy of which was communicated to the Netherlands Government by Sir Edward Harris in his note above mentioned.

Baron Heeckeren points out that it appears from the memorandum which he encloses, that if telegrams sent from Europe to Australia by way of Java are sometimes so mutilated as to render their meaning difficult of interpretation, it must be observed that those telegrams consist for the most part of incoherent words and of names which are unintelligible to the clerks employed by the Dutch-Indian Administration of Telegraphs, and that it also frequently occurs that the telegrams are already mutilated before they are received in the Dutch Colony; nevertheless, His Excellency states, the Administration of Telegraphs in Java will not fail to take all such measures as may be within their reach with a view to remedying as far as possible the irregularities pointed out by Her Majesty's Government.

As regards the statements contained in the Eastern Telegraph Company's memorandum relative to the defective condition of the telegraph lines in the island of Java and the consequent interruptions to which telegrams are exposed in passing through that island, Baron Heeckeren observes that these allegations would appear to be founded on altogether incorrect information. And, with reference to the idea put forward by the Telegraph Cable Conference, and approved by Lord John Manners, respecting the employment of English operators for the service of telegrams passing through Java, His Excellency states, in conclusion, that his colleague of the Colonial Department will prefer, before coming to any decision on this subject, to await a more formal proposal in regard to it.

I have, &c.,

H. P. FENTON.

Baron Heeckeren à M. Fenton.

M. le Ch.-d'Affs.

La Haye, le 14 décembre, 1877.

Comme suite à la communication de mon prédécesseur du 12 juillet dernier, concernant les plaintes formulées par la Cable Conference à Sydney, contre l'Administration des Télégraphes Indo-Néerlandais, j'ai l'honneur de vous faire parvenir, sous ce pli, un mémoire rédigé au Ministère des Colonies et destiné à servir de réponse au memorandum adressé au Grand Maître des Postes du Royaume-Uni par la Compagnie dite "Eastern Extension Australasia and China Telegraph Company," et dont une copie accompagnait l'office de M. l'envoyé de la Grande Bretagne du 16 juin dernier.

Vous voudrez bien relever de la pièce ci-annexée, M. le Ch.-d'Affs., que si effectivement les dépêches télégraphiques expédiées d'Europe en Australie, par voie de l'île de Java, subissent parfois des mutilations au point de rendre difficile d'en interpréter le sens à leur arrivée à destination, il est à observer que, pour la plupart les dépêches sont composées de paroles incohérentes et de noms propres inintelligibles aux employés de l'Administration Indo-Néerlandaise, tandis que, très-souvent aussi, les dépêches en question sont déjà dénaturées avant d'être reçues dans nos Colonies.

Néanmoins, M. le Ch.-d'Affs., l'Administration des Télégraphes dans la dite île ne manquera pas de prendre toutes les mesures dont elle dispose, dans le but de remédier autant que possible à l'inconvénient que votre Gouvt. a bien voulu me signaler.

Quant aux faits avancés dans le dit memorandum, et desquels il résulterait que les lignes télégraphiques dans l'île de Java ne se trouveraient pas dans un état satisfaisant, et que les dépêches transitant par cette île subiraient sur leur parcours des fréquentes interruptions, il résulte du mémoire ci-joint, M. le Ch. d'Affs., que ces allegations sont basées sur des données entièrement inexactes.

Enfin, en ce qui concerne l'idée émise par la Cable Conference préappellée et qui, ainsi qu'il résulte du dit office de l'Amiral Harris, a obtenu l'assentiment de Lord John Manners, de confier le service des télégrammes transitant par Java à des employés ressortissants à la Compagnie Anglaise susdite, mon collègue des Colonies croit pouvoir se permettre d'attendre à cet égard une proposition plus formelle avant de prendre une décision quant à l'opportunité d'une pareille mesure.

Veuillez agréer, &c., &c., &c.

HEECKEREN DE KELL.

Summary

From Baron
Heeckeren,
December 14,
1877.

Translation
accompanied by
a chart.

Summary of the Notes of the Indian Telegraph Administration.

It must be admitted that various mistakes are made in the telegrams to and from Australia in their passage along the Java lines. The chief reason for this is the use made in these telegrams of terms previously agreed upon by the parties corresponding (langage convenu), and these terms are a medley of very unusual words taken from all languages, and of names of persons and places but little known; words or names which the parties concerned do not themselves always know, and which they often spell in different ways.

The "word-code" will in all cases conduce essentially to a decrease in the number of mistakes.

It is moreover obvious that the risk of making mistakes is greater on land lines than on submarine lines, and greater also with Dutch than with English telegraph clerks, because a great number of the words used are taken from the English language, or are proper names which are well known in Great Britain or in British India, and with which the English clerks are therefore well acquainted, whereas almost all of them are new to the Dutch clerks.

It cannot, however, be ascertained whether more mistakes are made in Java than elsewhere in transmitting messages to and from Australia, and if so, to what extent, without comparing the telegrams sent with the telegrams received, and there is no possibility of doing so at Batavia.

There is no doubt that the service telegrams from the International Bureau at Bern are often received in Java in a mutilated condition. And if we only take into consideration that the above-mentioned telegrams relate to matters of notoriety, and are intelligibly expressed, we may reasonably assume that other telegrams do not arrive in Java in an un mutilated condition, although it cannot be proved to what extent this is the case.

In the memorandum of Colonel Glover, however, the insufficient knowledge of the English language possessed by the Netherlands-India telegraph clerks is put forward as only one of the causes of mistakes being made; and the principal reasons assigned are the bad state of the lines, and that the telegrams are copied and sent on twice between Batavia and Banjoewangi.

Colonel Glover asserts that the telegrams are transmitted just as often along the so-called "International Line" as along the other so-called "Omnibus Lines"; and further, that the telegrams along the north are copied and sent on at Samarang and Soerabaija and along the south or international line at Banjoemas and Soerabaija.

On what authority Colonel Glover makes both assertions cannot be discovered at Batavia, but it is certain that he has been misinformed.

The Head Inspector, Chief of the Post and Telegraphic Service in Netherlands-India, distinctly denies the bad condition of the telegraph lines. They might certainly be made still better if iron posts were uniformly employed and if all the trees and bushes on the sides of the roads along which the lines run were cut away, but the latter is of course out of the question, and the former would require a considerable outlay; and even then the causes which render messages transmitted along land lines more liable to mutilation than those transmitted by cable, and which arise from the nature of the climate and other circumstances, would not be removed. It appears, moreover, from the annual report of the Telegraphic Service that by using all along the line a stouter sort of wire, and employing hanging isolators where practicable, all that is possible within reasonable limits will be done to improve the lines.

That the telegrams are just as often transmitted along the north (*i.e. via Samarang*) as along the south (*i.e. via Soerakarta*), and are often copied and sent on, is equally incorrect.

The rule is that the telegrams are transmitted along the south line assigned for International traffic, and are copied and sent on at Soerabaija, to be transmitted thence to Banjoewangi. It is only when this line is interrupted that the telegrams are sent by the second south line or by the north line, and in the former case are copied and sent on at Soerakarta, and in the latter case at Samarang, because on those two lines there are more telegraph offices connected with each other, and because direct communication with Soerabaija is attended with difficulties.

It would to some extent certainly diminish the risk of making mistakes if the telegrams were not copied and sent on at Soerabaija but were transmitted direct from Batavia to Banjoewangi (as Colonel Glover proposes), but there is another objection.

As Colonel Glover himself said at the Australian Telegraph Cable Conference, the telegraphic communication with Australia is so small that if all the telegrams were to be sent continuously one after the other the work could be done in two hours per day. The line assigned for international traffic, for this reason, transmits not only the telegrams to and from Australia, but more especially the telegrams between Batavia and Soerabaija, and between Soerabaija and Pasaervean, and the line is by that means at work the whole day through. The direct telegraphic communication between Batavia and Banjoewangi, which sometimes takes place, does not however work nearly so rapidly as that between Batavia and Soerabaija, so that the telegrams are subject to delays, a disadvantage not outweighed by the advantage obtained by direct transmission.

Experiments will, however, be made to ascertain to what extent by means of a new system of relays received from Colonel Glover a more rapid transmission is possible.

That the information relied upon by Colonel Glover is incorrect is proved by the circumstance that he adduces Banjoemas as an office where the telegrams are copied and sent on, although this station is not even in connection with the south line, and that he asserts that the line is open till 6 o'clock in the evening only, while it has been open till 9 o'clock ever since June 1st, 1876.

The Head Inspector will endeavour by strict control to diminish as much as possible the number of mistakes made by the Netherlands-India Telegraph clerks.

The Colonial Office to The General Post Office.

Sir,

Downing-street, 9 January, 1878.

With reference to the letter from this department of the 25th of July, and to previous correspondence, respecting the mutilation of telegraphic messages in their transmission through Java, I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Postmaster General, a copy of a letter from the Foreign Office, accompanied by the answer of the Netherlands Government to the representation which has been made by Her Majesty's Government upon the subject.

Lord

Lord Carnarvon would be glad to be favoured with the views of the Postmaster General upon the subject before taking any further action in the matter.

I am, &c.,
W. R. MALCOLM.

The Colonial Office to The Post Office.

Sir,

Downing-street, 10 April, 1878.

I am directed by the Secretary of State for the Colonies to request that you will draw the attention of the Postmaster General to the letters from this department of the 25th of July and 9th of January last, respecting the improvement of the telegraph service through Netherlands-India, and that you will state to His Lordship that Sir Michael Hicks Beach would be glad to be favoured with the views of the Post Office upon the subject as soon as possible, as the whole question is standing over pending a reply to the communications from this department.

I am, &c.,
W. R. MALCOLM.

[Telegraphs.]

The General Post Office to The Colonial Office.

Sir,

General Post Office, London, 18 April, 1878.

With reference to your letters of the 25th July and 9th January last, and 10th instant, on the subject of the improvement of telegraphic communication through Netherlands-India, I am directed by the Postmaster General to forward herewith, for the information of the Secretary of State for the Colonies, a copy of a letter which has been received from the Eastern Extension Australasia and China Telegraph Company in reply to a communication from this office.

I am, &c.,
C. H. PATEY.

[Enclosure.]

The Eastern Extension Telegraph Company to Mr. Patey.

The Eastern Extension Australasia and China Telegraph Company (Limited).

Sir,

66, Old Broad-street, London, E.C., 16 April, 1878.

I beg to acknowledge the receipt of your letter (No. 61-424) of the 16th January last, with enclosures, which but for an oversight would have been replied to earlier.

It is with pleasure we observe that the Netherlands-Indian Administration state they will endeavour to remedy the defects at present existing in their telegraphic system, and we have no doubt that the representations made on this subject by Her Majesty's Government will be the means of improving the service through Java.

It was with a view to attain this end, and not in any captious or complaining spirit, that we submitted the memorandum referred to in the correspondence.

Our Managing Director is at present in Australia negotiating for a duplicate line. Should this be established, the necessity for improved communication through Java will not be so urgent as far as we are concerned, and we would therefore defer for the present making any definite offer for working the Java lines by English operators, and simply urge upon the Netherlands-Indian Government the great desire the Colonies in Australia have that a continuous night and day service should be established, especially during the present political crisis. This has been very much impressed upon us by the several Colonies; and if the Netherlands-Indian Government would at the request of Her Majesty's Government give this service, we should be quite prepared to do the same on our lines, and at our own expense would work their offices at Batavia and Banjoewangie.

I have, &c.,
F. E. HESSE,
Secretary.

The Eastern Extension Telegraph Company to Sir Michael Hicks Beach.

The Eastern Extension Australasia and China Telegraph Company (Limited),
66, Old Broad-street, London, E.C., 3 April, 1878.

Sir,

I have the honor to inform you that I have received an application from the South Australian Government asking that a night and day telegraphic service might be given to the Australian Colonies during the continuance of the present unsettled state of political affairs in Europe.

My Company are quite prepared to comply with this request, but the Netherlands-Indian Government, over whose lines the messages have to pass, have refused to keep open beyond their usual hour of closing.

May I therefore beg you to use your influence and have the goodness to ask the Foreign Office to use theirs to induce the Dutch Government to give a continuous service through Netherlands-India during the existing European crisis, in order that we may afford the Australian Colonies the privilege they seek.

I have, &c.,
JOHN PENDER, Chairman.

The Colonial Office to The Foreign Office.

Sir,

Downing-street, 10 April, 1878.

I am directed by the Secretary of State for the Colonies to transmit to you, to be laid before the Secretary of State for Foreign Affairs, a copy of a letter from the Chairman of the Eastern Extension Australasia and China Telegraph Company respecting the desire entertained in the Australian Colonies that, during the continuance of the present unsettled state of political affairs in Europe, the telegraph line should be kept open throughout the night as well as the day.

It appears that the Company are quite prepared to comply with the wish of the Australian Colonies, but that the Government of Netherlands-India, over whose lines the messages have to pass, have refused to keep open their lines beyond the usual hours.

Sir

Sir Michael Hicks Beach desires me to request that you will move the Marquis of Salisbury to instruct the British Minister at the Hague to bring the wish of the Australian Colonies to the knowledge of the Government of the Netherlands, and to express to that Government the hope entertained by Her Majesty's Government that during the continuance of the present state of affairs a continuous night and day service may be granted over their lines in Netherlands-India.

I am, &c.,
R. G. W. HERBERT.

The Foreign Office to The Colonial Office.

Sir,

Foreign Office, 16 April, 1878.

I have laid before the Marquis of Salisbury your letter with its enclosure of the 10th instant, relative to a desire expressed on the part of the Australian Colonies, through the Eastern Extension Australian and China Telegraph Company, that the telegraph offices in Netherlands-India should be kept open for the transmission of their messages by night as well as by day; and I am now directed by His Lordship, in reply, to state to you, for the information of Sir M. Hicks Beach, that he will instruct Her Majesty's Minister at the Hague to recommend the above application to the favourable consideration of the Netherlands Government.

I am, &c.,
T. V. LISTER.

The Colonial Office to The Eastern Extension Telegraph Company.

Sir,

Downing-street, 18 April, 1878.

I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 3rd instant, respecting the desire entertained in the Australian Colonies that, during the continuance of the present unsettled state of political affairs in Europe the telegraph line should be kept open throughout the night as well as the day.

Sir Michael Hicks Beach desires me to acquaint you that he has been in communication with the Secretary of State for Foreign Affairs respecting the refusal of the Netherlands-Indian Government to keep open their lines beyond the usual hours, and His Lordship has instructed the British Minister at the Hague to recommend the application which you have made for a reconsideration of this decision to the favourable consideration of the Dutch Government.

I am, &c.,
W. R. MALCOLM.

No. 3.

The Secretary of State for the Colonies to His Excellency the Governor of New South Wales.

(No. 25.)

Sir,

Downing-street, 15 May, 1878.

With reference to my despatch, No. 24, of the 6th May, I have the honor to transmit to you a copy of a further letter from the Foreign Office, which will inform you that the Government of Netherlands-India, have, in compliance with the wish entertained in the Australasian Colonies, established a Night Service on the International Telegraph line in the island of Java, since the 29th April.

I request that you will cause this information to be communicated to the Governments of the other Australian Colonies.

I have, &c.,
M. E. HICKS BEACH.

The Foreign Office to The Colonial Office.

Sir,

Foreign Office, 11 May, 1878.

With reference to your letter of the 10th ultimo, I am directed by the Marquis of Salisbury to request that you will state to Sir Michael Hicks Beach, that Her Majesty's Minister at the Hague has been informed by the Netherlands Minister for Foreign Affairs that his colleague the Minister of the Colonies had lost no time in recommending by telegraph to the Government of Netherlands-India, the desire expressed on the part of the Australian Colonies, through the Eastern Extension Australasian and China Telegraph Company, that during the continuance of the present unsettled state of political affairs in Europe the Telegraph Offices in Netherlands-India should be kept open for the transmission of the Company's messages by night as well as by day.

The Minister of the Colonies has been informed in reply, by a telegram from the Colonial Government that, in accordance with the above desire, a Night Service has been established since the 29th ultimo, on the International Telegraph line in the island of Java.

I am, &c.,
T. V. LISTER.

[Sketch.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GRAFTON AND GLEN INNES TELEGRAPH CONTRACT.

(CORRESPONDENCE, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 19 November, 1878.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 29 January, 1878, That there be laid upon the Table of this House,—

“Copies of all Letters, Minutes, Correspondence, and Papers relating to
 “the Grafton and Glen Innes Telegraph Contract, known as ‘Murray and
 “Devlin’s’; the non-fulfilment of such contract by Messrs. Murray and
 “Devlin; the continuation and completion thereof by Henry and Robert
 “Ardern Lewis, of Glen Innes, or either of them; the payment out of
 “moneys which accrued in respect of such contract or otherwise to Messrs.
 “Slater and Company for materials and otherwise; and the further pay-
 “ment out of the said moneys of certain sums for wages alleged to have
 “been due by Messrs. Murray and Devlin in respect of the said contract.”

(*Mr. Dillon.*)

GRAFTON AND GLEN INNES TELEGRAPH CONTRACT.

LEGISLATIVE ASSEMBLY.—Answers to Questions—Friday, 27 September, 1878.

No. 10.

- (15.) Grafton and Glen Innes Telegraph Contract:—Mr. Dillon asked the Postmaster General,—
- (1.) When will copies of the correspondence relating to the Grafton and Glen Innes Telegraph Contract, known as Murray and Devlin's, be laid upon the Table, as ordered by this House on the 29th of January last?
 - (2.) When laid upon the Table, will the Government order the correspondence to be printed?
- Mr. Burns answered,—
- (1.) The papers will be laid upon the Table on Tuesday or Wednesday next.
 - (2.) I cannot at present say whether the papers are of sufficient public interest to justify their being printed at the public expense.

Papers herewith, as copied in the Telegraph Department.—S.H.L., 2/10/78.

COPY of particulars *re* the Telegraph Contract from Glen Innes to Grafton.

On the 19th August, 1875, tenders were invited for the construction of a line of telegraph from Glen Innes to Grafton *via* Newton Boyd, an estimated distance of 105 miles, to be completed in six (6) months, No. 6 best galvanized wire to be used; and on the 21st October, 1875, the tender of Messrs. Murray and Devlin, at the rate of £30 per mile, was accepted. The contractors submitted the names of Messrs. H. and R. A. Lewis and Mr. S. B. Redgate, both of Glen Innes, as the sureties for the due fulfilment of the contract, and as both these parties were eligible they were approved of, and the bond was accordingly signed.

On the 6th June, 1876, Mr. Ruthven, the construction overseer on the line, reported that the contractors had absconded, and did not intend completing the work, leaving the men unpaid to the amount of £230.

On the 14th of the same month Messrs. H. and R. A. Lewis intimated their willingness as bondsmen to complete the contract, provided they might commence at once, and the offer was accordingly accepted, and the amount of retention money (£99) due to Messrs. Murray and Devlin for the work completed by them it was decided to hold over until a decision was arrived at in reference to the payment of the wages and the cancellation of the contract.

On the 18th August, 1876, Messrs. Bradley and Son made application to the Works Department on behalf of Messrs. Slater and Co., of Melbourne, for the sum of £225 18s. 1d., owing to them by Messrs. Murray and Devlin for telegraph wire and insulators supplied on the line of construction from Glen Innes to Grafton. This application, with the papers bearing upon the case, were then referred to the Crown Solicitor for his opinion, and on the 22nd August the papers were duly returned to the Works Department with the Crown Solicitor's opinion.

On the 4th September, 1876, in a minute to the Works Department, the Acting Superintendent of Telegraphs recommended that Mr. Lewis be allowed four (4) months for completing the work, and also that the Crown Solicitor should be referred to with a view to obtaining the names of two sureties for the fulfilment of the contract by Mr. Lewis, in order that the bond might be prepared. The names of the sureties—Mr. Edward Hodgkiss and Mr. J. J. Matthews, both of Glen Innes—were subsequently submitted and approved of, and the bond was accordingly prepared and forwarded to Mr. Lewis for signature.

On the 23rd January, 1877, Messrs. H. and R. A. Lewis addressed a communication to the Assistant Superintendent of Telegraphs, stating that they refused to sign the bond, and putting forth the reasons which induced them to refuse signing it. As the work was at this time being proceeded with, the Assistant Superintendent suggested that the matter regarding the bond had better stand over until the completion of the work, when the Crown Solicitor should be requested to advise what course should be taken.

On the 19th March, 1877, a claim was made by Mr. Norrie, of Grafton, on behalf of the men who were employed on the work by Messrs. Murray and Devlin, for the sum of £123 19s. 9d., wages owing to them. This claim, together with Messrs. Slater and Co.'s claim for £225 18s. 1d. for telegraph material supplied to Murray and Devlin, were referred to the Crown Solicitor for his opinion as to whether they were to be met by the Messrs. Lewis, as there was only an amount of £99 retention money, unpaid to Messrs. Murray and Devlin for the work completed by them. The opinion of the Attorney General was subsequently taken upon the matter, and he stated: "That payment of these claims could not properly be insisted on out of money payable in respect of the work done by Mr. Lewis," but he thought that the £99 held back from Messrs. Murray and Devlin, and now in the hands of the Government, should be divided ratably amongst the men, and not paid to the Messrs. Lewis.

On the 28th May, 1877, a minute was forwarded to the Works Department by the Superintendent of Telegraphs, touching the opinion of the Attorney General with reference to the above claims, in which attention was drawn to the minute of the Acting Superintendent at the time the contract was transferred to Messrs. Lewis. This minute was as follows:—"I would recommend that Mr. Lewis be allowed four (4) months for completing the works, and that *such* wire as the officers on the work now held on behalf of the Government be handed over to him, *on the understanding that he disburses Messrs. Bradley & Son's claim,*" thus clearly showing that the sureties were liable for the amount of Messrs. Slater & Co.'s claim, as this arrangement was approved of by the Secretary for Public Works, and apparently acquiesced in by the

the sureties, as a proof of which they completed the work without signing the bond, although demurring to the one prepared by the Crown Solicitor. It was also to be taken into consideration that when the works were handed over to the sureties there were 51½ miles of fresh line cleared, at a cost of (say) at least, £3 per mile, which would amount to £153 odd, and 21 holes were sunk at (say) 2s. 6d. per hole—(£2 12s. 6d.) which the sureties got the benefit of under the opinion of the Attorney General; but under the third clause of the general conditions of the specification it will be seen that the Government is entitled to withhold any sum due for the work completed up to the time of contract being handed over to the sureties, and such amount should be considered as ascertained damages for breach of contract. The recommendation that these two claims be paid was concurred in by the Postmaster General, and approved of by the Secretary for Public Works. The amount owing to the men (£123 19s. 9d.) was accordingly paid at once, as they were in a destitute condition, and several applications had been made by them and on their behalf for a settlement of their claim.

The claim of Messrs. Slater & Co. was of course held over till the final settlement, when the amount was deducted from the amount payable to the Messrs. Lewis on the contract.

P.B.W., 15/10/77.

P.S.—On the 3rd October, 1877, Mr. Brennan wrote to the Minister for Works, urging a settlement of Messrs. Lewis's claim, and the letter was referred to the Superintendent of Telegraphs, whose minute on the subject, together with Mr. Brennan's letter, is copied and attached to this correspondence, and also a second letter from Mr. Brennan, dated 10th January, 1878, for permission to take copies of papers.—P.B.W., 1/10/78.

Copy of Tender.

Sir, We, the undersigned, beg to tender for the erection of 105 miles of electric telegraph line from Glen Innes to Grafton, *via* Newton Boyd, No. 6 best galvanized wire to be used, and to be completed in six months, for the sum of thirty pounds (£30) per mile.

Glen Innes, 20 September, 1875.

We have, &c.,
P. MURRAY.
B. DEVLIN.

This is the tender referred to in our annexed bond to Her Majesty, dated the 16th day of November, A.D. 1875.

B. DEVLIN.
PETER MURRAY.
H. & R. A. LEWIS.
S. BOWLER REDGATE.

Witness to the signatures—GEORGE MARTIN, J.P.

Copy of Specification.

Department of Public Works, Sydney, 19 August, 1875.

TENDERS will be received at this Office until Tuesday, the 28th September, 1875, from persons desirous of contracting for the supply of all materials, and for the workmanship necessary for the erection of the undermentioned line of telegraph, according to the terms, general conditions, and specifications appended hereto.

Tenders must state the price per mile completed. The contract must be completed, and the work handed over to the Government within the specified time from the notification of the acceptance of tender.

Glen Innes to Grafton, *via* Newton Boyd, an estimated distance of 105 miles; to be completed in six months. No. 6 best galvanized wire to be used.

General Conditions.

PAYMENTS will be made in monthly instalments to the extent of £90 per cent. on the value of the work certified for by the officer appointed to inspect the work as having been completed, and the remaining £10 per cent. when the entire contract is completed to the satisfaction of the Superintendent of Electric Telegraphs or authorized officer.

The contractors will be responsible for claims for compensation for damage to fences or other property caused during the erection of the lines; and if such claims are not defrayed, the Superintendent or other authorized officer will pay the same from any moneys due to the contractors.

Should the contractors fail to proceed in the execution of, or to complete the works in the manner and at rate of progress required by the Superintendent of Electric Telegraphs or other authorized officer, it shall be at the option of the Government either to make use of all labour and materials which such Superintendent may deem necessary for the prosecution thereof, deducting the cost of such labour and material from the money that may be then due or thereafter to become due to the contractors, or on the notification to that effect being inserted in the New South Wales Government Gazette, to consider the contracts void so far as relates to the work remaining to be done; and all sums of money that may be due to the contractors, together with all materials and implements in their possession on the ground, and all sums of money, whether named in the bond to be entered into by the contractors or otherwise as penalties for the non-fulfilment of the contracts, shall be forfeited to the Government, and the amount shall be considered as ascertained damages for breach of contract.

Attached to each tender there must be a memorandum signed by the party tendering, and two responsible persons as sureties, agreeing to be answerable for the due performance of the contract, in the event of the tender being accepted; and undertaking in that event that they will severally execute and deliver at the office of the Superintendent of Telegraphs in Sydney, within one week from the notification of the acceptance of the tender, a bond to Her Majesty for securing such performance, in a sum equal to £10 per cent. on the amount of tender.

Specification.

Posts, which may be heavy rough saplings with the bark removed, to be provided of the best hardwood procurable in the neighbourhood, to be approved of by the inspecting officers, and to be not less than 12 inches in diameter at the base, and 5 inches at the top, of 28 feet lengths; the base to be slightly charred over a space of 6 feet, and well coated with a boiling mixture of fusible cement, which will be provided by the Government at cost price in Sydney; the top to be firmly bound at 1 inch from its extremity

extremity with good galvanized hoop-iron, not less than 1 inch wide; a hole of proper size to receive the insulating pin to be bored vertically into the centre at the top of the post to the depth of 5 inches, and the top of each post to be covered with a thick coating of white lead.

Insulators to be of well-baked and highly glazed porcelain of an uniform pattern, fitted with screws, samples of which can be seen on application at the office of the Superintendent of Electric Telegraphs; insulating pins, according to pattern, turned with a thread to fit insulators, to be of well-seasoned hardwood, and to be submitted for the approval of the Superintendent of Telegraphs before being worked up, and prepared by soaking in a boiling mixture of equal parts of gum-shellac, resin, and Venice turpentine, and to be firmly fixed at the tops of the posts.

The conducting wire to be of the best quality of No. 6 galvanized wire, as stated under each line; to be so stretched that the deflection shall not exceed 2 feet in any 60 yards length of wire, and to be securely fastened to the insulators with annealed charcoal galvanized wire, No. 16 gauge. The metallic connections or joinings of the main wire to be made in the best manner, and according to directions which will be given by the inspecting officers.

The posts to be not more than 70 yards apart, or 25 to a mile, unless by special permission. They must be fixed in the ground to a depth of 5 feet, and firmly wedged and embedded in a perpendicular position.

An additional price per post to be given for such posts as may require to be provided with struts, planed and chamfered, to be set up through towns and villages, and painted with three coats of white or black paint, as may be directed by the Superintendent of Electric Telegraphs or other authorized officer,—prices for which must be mentioned in each tender.

Clearing.

Special attention is directed to this portion of the work. All timber, underwood, and scrub must be cut down for a distance of 40 feet on each side of the line; in addition to which, all trees and branches beyond this limit which, in the opinion of the inspecting officer, may endanger or be likely to endanger the wire, are to be removed; the fallen timber will be allowed to remain on the line, but 20 feet must be thoroughly cleared and removed around each pole.

All roads and tracks which may become blocked by fallen trees must be cleared by the removal of the timber to the original width of such roadway or track. All staking or marking out of the line that may be necessary in the judgment of the inspecting officers to be performed for its proper direction, must be done by the contractors at their own cost, under the direction of the inspecting officers.

Brackets, angle insulators, cross arms, and terminals, according to the patterns approved by the Superintendent of Electric Telegraphs or other authorized officer, are to be provided where required.

All materials used in the construction of this work, or any part of it, are to be of the best quality, and must be approved of, together with the workmanship, by the Superintendent of Electric Telegraphs or other authorized officer.

JOHN LACKEY.

Copy of Bond.

Know all men by these presents, that we, Peter Murray and Bernard Devlin, of Glen Innes, in the Colony of New South Wales, contractors, Samuel Bowler Redgate, of Glen Innes, in the Colony aforesaid, householder, and Robert Ardern Lewis, of Glen Innes, in the Colony aforesaid, householder, are jointly and severally held and firmly bound unto Her Most Gracious Majesty Queen Victoria, in the penal sum of three hundred and fifteen pounds sterling, to be paid to Her said Majesty, her heirs or successors, for which payment, well and truly to be made, we bind ourselves, and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, by these presents.

Sealed with our seals, dated the sixteenth day of November, in the year of our Lord one thousand eight hundred and seventy-five.

WHEREAS the above-bounden Peter Murray and Bernard Devlin, made the tender hereunto annexed, under the terms and conditions of a notice dated the nineteenth day of August, now last past, and published in the New South Wales Government Gazette of the twentieth day of August last (of which notice a copy, signed by the said Peter Murray, Bernard Devlin, Samuel Bowler Redgate, and Robert Ardern Lewis, is also hereunto annexed) to find and provide the materials, labour, and every other thing requisite and necessary for, and do and perform the various works required in and about, the construction, erection, and completion of an electric telegraph line from Glen Innes to Grafton, *via* Newton Boyd, in the said Colony, an estimated distance of 105 miles, in accordance in all things with the annexed general conditions and specification marked "A," at or for the rate or price of £30 per mile, and to complete the said works in all things within six months from the date of the notification of the acceptance of said tender:

And whereas the above-bounden Samuel Bowler Redgate and Robert Ardern Lewis have severally offered to become and be bound to Her Majesty, her heirs and successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said notice: And whereas the said tender has been accepted by the Minister for Works, on behalf of Her said Majesty, in the said Colony, on the condition that this bond should be entered into by them, the said Peter Murray, Bernard Devlin, Samuel Bowler Redgate, and Robert Ardern Lewis:

Now the condition of the above-written bond and obligation is such, that if the said Peter Murray and Bernard Devlin do and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations, within the time hereinbefore in that behalf mentioned, then this obligation will be void and of none effect; otherwise, to remain in full force and virtue.

Signed, sealed, and delivered, by the abovenamed Peter }
Murray and Bernard Devlin, in the presence of,— }
GEORGE MARTIN, J.P.

PETER MURRAY.
BERNARD DEVLIN.

Signed, sealed, and delivered, by the abovenamed Samuel }
Bowler Redgate, in the presence of,— }
GEORGE MARTIN, J.P.

S. BOWLER REDGATE.

Signed, sealed, and delivered, by the abovenamed Robert }
Ardern Lewis, in the presence of,— }
GEORGE MARTIN, J.P.

ROBERT A. LEWIS.

I beg to recommend for the approval of the Honorable the Secretary for Public Works, that an extension of three months' time be allowed to Messrs. Murray and Devlin, for the completion of their contract for the erection of the telegraph line from Glen Innes to Grafton.

E. C. CRACKNELL,
24/4/76.

Approved.—J.L., 1/5/76.

The Superintendent of Telegraphs to Messrs. Murray and Devlin.

Gentlemen,

Sydney, 4 May, 1876.

I have the honor to inform you that the Honorable the Secretary for Public Works has been pleased to approve of an extension of three months being allowed to you for the completion of your contract for telegraph line from Glen Innes to Grafton.

I have, &c.,
E. C. CRACKNELL,
Superintendent of Electric Telegraphs.

Telegram from Messrs. H. & R. Lewis to Under Secretary for Public Works.

As Murray and Devlin have abandoned their contract for the telegraph line to Grafton, we, as bondsmen, are willing to complete the contract if we can commence at once.

H. & R. A. LEWIS.

Mr. Walker, for report.—J.R., B.C., 15/6/76. I beg to recommend that the bondsmen's offer be accepted, and that the Crown Solicitor be directed to make a fresh bond for the sureties to sign.—P.B.W., 15/6/76. Under Secretary for Works, B.C. Mr. Walker in the first instance for information, and for the purpose of enabling him to cancel the contract and to return the papers for the Crown Solicitor.—J.R., B.C., 21/6/76. Notice of cancellation prepared.—D.C., 23/6/76. Notice herewith.—P.B.W., 24/6/76. Under Secretary for Works, B.C. Notice to Gazette, 27th June. Crown Solicitor.—J.R., B.C., 26/6/76.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, 15 June, 1876.

I have the honor to return the papers relating to the contract for the construction of a line of telegraph from Glen Innes to Grafton, and to state the sureties for the contractors are not under any obligation to undertake themselves the completion of the work contracted for. They are liable to the amount of the bond entered into by them, £315, to make good any loss you may sustain through the default of the contractors, and it is not unusual to give them the option of completing the work, but they cannot be compelled to do so. The proper course to adopt will be to inform them that the contractors have abandoned the work, and that you purpose calling for tenders for its completion, which will be at their risk. If they think it advisable to undertake the contract they will thus have an opportunity of so doing, but probably they will allow you to complete the work and to sue them upon the bond for any loss made on the original contract.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Telegram to write accordingly.—J.R., B.C., 16/6/76. I concur in the remarks of the Crown Solicitor, but as the sureties have already offered to carry on the work, I think that their offer should be accepted.—P.B.W., 19/6/76.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 22 August, 1876.

I have the honor to return the papers relating to Messrs. Murray and Devlin's contract for construction of telegraph line, Glen Innes to Grafton, and with reference to your memo. upon Messrs. Bradley and Son's letter of 8th instant, forwarded to me to advise, and for the previous papers, to state that as the time for the completion of the work was fixed at six months from the acceptance of the tender, and the bond in which this is mentioned bears date 16th November, 1875, there is nothing to prevent a contract for the completion of the work being entered into by the Government.

I think it may be doubted, however, whether the forfeiture provided by the third paragraph of the general conditions has been incurred; such forfeiture does not appear to follow on the non-completion of the contract within the stipulated time, but upon a cancellation of the contract for one of the causes mentioned in that condition, and if this is the correct construction of that condition it follows that the wire and other materials purchased by the contractors, and now on the ground, is not forfeited to the Government, and that although the Government may retain what money is in hand, sue the sureties on the bond for the amount of the penalty, and the contractors for any loss that may be occasioned by the work not being completed in the time of the contract. The materials not affixed to the work still remain the property of the contractors.

It will perhaps therefore be advisable to contract for the completion of the work with the sureties, leaving them to take and use the materials provided by the contractors.

With respect to Messrs. Bradley and Son's claim on behalf of Messrs. Slater and Co., of Melbourne, Mr. Lewis (one of the sureties named in the bond) states that he and his brother are willing to enter into a contract for the completion of the work, but that as the other surety named in the bond, Mr. Redgate, is insolvent, he cannot consent to his having anything to do with the new contract, and that he

he (Mr. Lewis) is willing, if the contract is given to his brother and himself, to pay Messrs. Slater and Co. for so much of the wire and materials supplied to Messrs. Murray and Devlin, and which have not as yet been used in the construction of the line; but the final settlement of this question had better be postponed until it has been determined whether the contract shall be given to Messrs. Lewis.

Mr. Lewis is now in Sydney, and states that he is anxious to know the determination of the Government upon this matter at as early a date as possible.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Approved.—J.L., 25/8/76. Mr. Walker, B.C., 25/8/76.—J.R. Write a note to Mr. Lewis and ask him to call upon me about this contract.—P.B.W., 28/8/76. R. A. Lewis, 29/8/76.—C.C.

The Acting Superintendent of Telegraphs to Mr. R. Lewis.

Sir,

Electric Telegraphs, Chief Office, Sydney, 29 August, 1876.

I shall be glad to have a personal interview with you at this office regarding the construction of the telegraph line from Glen Innes to Grafton, at your earliest possible convenience.

I have, &c.,
P. B. WALKER,
Acting Superintendent of Telegraphs.

The Superintendent of Telegraphs to The Under Secretary for Public Works.

In re contract for the erection of a telegraph line from Glen Innes to Grafton.

28 May, 1877.

It seems to me that the Honorable the Attorney General in dealing with this matter, has overlooked the fact that when the contract was transferred to the sureties of Messrs. Murray and Devlin, a recommendation was submitted by the Acting Superintendent of Telegraphs, and approved of by the Honorable the Secretary for Public Works, in the following words, viz. :—

“I would recommend that Mr. Lewis be allowed four months for completing the works, and that such wire as the officers on the works now hold on behalf of the Government be handed over to him on the understanding that he disburses Messrs. Bradley & Son's claim.”

From this it would appear that the sureties are liable for the amount claimed by Messrs. Bradley and Sons (£225 18s. 1d.), a specific arrangement having been approved of by the Honorable the Secretary for Public Works, and apparently acquiesced in by the sureties, as a proof of which they have completed the work without signing any bond, although demurring to the one prepared by the Crown Solicitor. In addition to this I would point out that when the works were handed over to the sureties there were 51 $\frac{3}{4}$ miles of fresh line cleared at a cost of (say) at least £3 per mile, which would amount to £153 odd, and 21 holes were sunk at (say) 2s. 6d. per hole, £2 12s. 6d., which the sureties will get the benefit of under the opinion of the Honorable the Attorney General; but under the third clause of the general conditions of the specification it will be seen that the Government is entitled to withhold any sum due for the work completed up to the time of the contract being handed over to the sureties, and such amount should be considered as ascertained damages for breach of contract.

I would therefore recommend that the amount claimed by Messrs. Bradley & Sons be stopped from the balance of the contract due to Messrs. Lewis, and also the wages of the men claimed by Mr. Norrie, amounting in all to the sum of £349 17s. 10d., and the balance after disbursing these amounts, handed to the Messrs. Lewis.

E. C. CRACKNELL.

I concur in Mr. Cracknell's recommendation. I certainly think the men ought to be paid their wages.—S.S., 2/6/77.

Approved if there are sufficient funds.—J.H., 13/7/77. Mr. Cracknell, B.C., 13/7/77.
Accountant to pay.—E.C.C., 17/7/77.

The Assistant Superintendent of Telegraphs to The Under Secretary for Public Works.

Telegraph Line from Glen Innes to Grafton.

4 September, 1876.

In reference to the Crown Solicitor's opinion upon Messrs. Murray and Devlin's contract, dated 22nd August, I beg to state that I find Mr. Robert Lewis, the only eligible surety, is desirous of completing the works; I will therefore make arrangements for carrying out my minute of 15/6/76.

I would recommend that Mr. Lewis be allowed four months for completing the works, and that such wire as the officers on the work now hold on behalf of the Government, be handed over to him on the understanding that he disburses Messrs. Bradley and Sons claim.

The Crown Solicitor should be informed of this arrangement, so that a bond may be prepared for the due completion of the contract, and Mr. Lewis might be requested to submit the names of two sureties for the approval of the Honorable the Secretary for Public Works.

P. B. WALKER.

Approved—J.L., 7/9/76. Mr. Walker for information and with a view to obtain the names of sureties.—J.R., B.C., 7/9/76. R. A. Lewis written, 9/9/76.—C.C. The names of the sureties offered by Mr. Lewis are Edward Hodgkiss and J. J. Matthews, and I find on inquiry that they are both substantial men of business; therefore recommend that their names be accepted.—P.B.W., 15/9/76. Under Secretary for Works., B.C. Crown Solicitor, for bond.—J.R., B.C., 18/9/76. Received 19 September, 1876.—J.W.

The Acting Superintendent of Telegraphs to Mr. R. Lewis.

Sir, Sydney, 9 September, 1876.
I have to request you to be good enough to name two sureties for the approval of the Honorable the Secretary for Public Works, who will become responsible on your behalf for the due completion of the telegraph line from Glen Innes to Grafton.

I have, &c.,
P. B. WALKER,
Acting Superintendent of Electric Telegraphs.

The Acting Superintendent of Telegraphs to The Under Secretary for Public Works.

THE contractors for the line from Glen Innes to Grafton *via* Newton Boyd (Messrs. Murray and Devlin), having absconded, abandoning their contract, as per accompanying memo. from the Inspector (Mr. Ruthven), I have given directions for him to take possession of all materials on behalf of the Government, under the 3rd clause of the general conditions of the specifications, and beg to recommend that the Crown Solicitor be requested to call upon the sureties to complete the contract.

P. B. WALKER.

Mr. Walker, for bond and specification to enable the Crown Solicitor to advise, B.C., 10/6/76.—J.R.
Herewith. The Crown Solicitor is requested to advise, B.C., 12/6/76.—J.R. With bond.

Messrs. Bradley & Son to The Under Secretary for Public Works.

Sir, 61, Margaret-street, Sydney, 8 August, 1876.
We are instructed to address you on behalf of Messrs. Slater & Co., of Melbourne, who some time ago supplied goods (telegraph wire and insulators) to Messrs. Devlin & Murray, the contractors for the telegraph line between Grafton and Glen Innes. We understand that the whole of the material supplied by our clients has been either affixed or is on the ground, and that, the contract having been cancelled, the whole is forfeited to the Crown. We understand that the contractors have absolutely nothing, and that our clients will lose the amount due to them (£225 18s. 1d.) unless you will direct payment to be made for such materials so supplied.

Yours, &c.,
BRADLEY & SON.

Cancellation of telegraph line, Glen Innes to Grafton—Murray & Devlin's contract cancelled:—Papers to Crown Solicitor with reference to sureties carrying out work, B.C., 27 June, 1876. Will the Crown Solicitor please advise and return papers as soon as convenient.—J.R., B.C., 9/8/76.

Mr. Walker, for report, B.C., 10/8/76.—J.R. I recommended some time ago that this contract should be cancelled, but no action has yet been taken upon my recommendation. The works have been stopped for the last six weeks, and there is about £99 due upon work done, but I cannot recommend that this be given up until the contract is completed.—P.B.W., 11/8/76. Under Secretary for Works, B.C.

Crown Solicitor to advise, and for previous papers, B.C., 14/8/76.—J.R.

The Crown Solicitor to The Under Secretary for Public Works.

Sir, Crown Solicitor's Office, Sydney, 1 May, 1877.
I have the honor to return herewith the papers relating to the telegraph line from Glen Innes to Grafton, and to state that I have submitted same to Mr. Attorney General, a copy of whose advising upon the question submitted will be found upon the other side.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Upon this the Under Secretary for Works wrote the following minute:—It is clear from the opinion of the Attorney General that Mr. Lewis is not entitled to the £99 retention money stopped from the original contractors for work completed by them; that amount may therefore, I presume, be divided ratably amongst the persons named in Mr. Norrie's letter, as recommended by the Attorney General.—J.R., 8/5/77. Mr. Cracknell, B.C.

Opinion of The Attorney General.

I AM of opinion that the Government are in no way liable to the workmen employed by the first contractor, and that payment of the claims now made cannot properly be insisted on out of money payable in respect of the work done by Mr. Lewis. There seems, however, from the statement of the case submitted to me, a sum of £99, which was deducted from the original contractors, and is now in the hands of the Government. Under these circumstances of the case I think this money should be divided ratably amongst the persons named in Mr. Norrie's letter. Having reference to the contract embodied in the unsigned bond, it appears to me that Mr. Lewis, though entitled to full payment on the work which he goes on and completes, is not entitled to the money deducted from the first contractors on work done by them.

30/4/77.

WILLIAM C. WINDEYER,
Attorney General.

D. Buchanan, Esq., M.P., to The Postmaster General.

Dear Sir, Sydney, 1 May, 1877.
The accompanying letter I will call again and speak to you about.

Yours, &c.,
DAVID BUCHANAN.

The

The following is a copy of the letter referred to :—

F. Norrie, Esq., to The Postmaster General.

Sir,

Grafton, 19 March, 1877.

I am instructed by Messrs. David Muir, John Murray, James Murray, Patrick Orr, William Percy, and William Gunstone to bring under your notice their grievances, and to respectfully request your earnest attention in seeing that they obtain justice under the following circumstances :—

Some time back the tender of Messrs. Murray and Devlin was accepted by the Government for the erection of a telegraph wire from Glen Innes to Grafton, supposed to be 110 miles, at the rate of £30 per mile.

The said contractors commenced their work and had a considerable portion of it done, and had received several payments of £75 per cent. on the work done, when they abandoned their contract, and the Government called upon their sureties, one of whom was Mr. R. A. Lewis, storekeeper, of Glen Innes, to take it up and complete it.

At the time the contractors so abandoned their contract Messrs. Muir and others were employed by them on the said work, and wages were due to them as follows :—Muir, £23 6s. 7d. ; John Murray, £19 12s. 10d. ; James Murray, £12 10s. ; William Murray, £17 10s. ; Patrick Orr, £16 7s. 10d. ; William Percy, £31 16s. 2d. ; William Gunstone, £3 7s. ; in all £123 19s. 9d., and these amounts have never yet been paid to them.

Mr. Lewis took up the contract and Muir and others remained on at the work, hoping to be paid the amounts due to them respectively.

At the time Mr. Lewis took up the contract Muir and party had 16 miles of timber cleared, and holes sunk, and posts ready to erect, and Mr. Lewis had merely to erect the poles and stretch the wire, and for that he has been paid the full £30 per mile.

Mr. Muir wrote on behalf of himself and party, on the 26th December last, to the Minister for Works, requesting that their wages should be deducted from Mr. Lewis's money, and to this he received a reply, enclosing a memo. from the Acting Superintendent of Telegraphs, which memo. was to the effect that if the matter was properly represented to the sureties they would see the wages paid, but that they were not compelled to entertain the claim until the work was completed.

The men then placed themselves in communication with Mr. Lewis, and his reply was that when the work was completed if he made a profit out of it he would then consider it.

This leaves the matter in a very unsatisfactory position for the men, particularly as the work will be completed within eight or nine days from date, and they now look to you for justice in the premises.

It will be seen at a glance that the case is a peculiar and indeed a very hard one for the men to lose their hard-earned wages, and that Mr. Lewis, who is not legally liable to them, is to derive the benefit of the labour performed for others.

The men allege that it was on the faith of its being a Government contract that they gave the labour, believing that even if not paid by the contractors the Government would see they got justice.

It might be also mentioned that the Government has in hand the deductions of £25 per cent. from the work done by the contractors before they abandoned their contract, which would be sufficient to pay their wages ; and surely, in all fairness, that sum ought to be devoted to that purpose.

I have again, in conclusion, to press my clients' claims upon your consideration, and to request that the contract money will not be paid over to any person until they have been paid their wages.

I have, &c.,

FRANK NORRIE,

Solicitor.

Referred to Superintendent of Telegraphs for report, B.C.—S.H.L., 23/3/77. I think this claim should be sent on for the opinion of the Crown Solicitor.—E.C.C., 10/4/77. The Secretary, G.P.O., B.C. This should be referred to the Works Department, and Mr. Norrie informed.—S.S., 11/4/77. Under Secretary, Public Works, B.C.—S.H.L., 14/4/77. F. Norrie, Esq.—T.W.R., 13/4/77.

Department of Public Works, Sydney, 6 June, 1877.

Telegraph Line, Grafton to Glen Innes.

Murray and Devlin's contract at the time of their throwing up, stood thus :—

Value of work done, but not paid for	£155 12 6
Retention money	99 0 0
	£254 12 6
Against this there is claim by workmen.	123 19 9
Slater and Co., for materials, wire, &c.... ..	225 18 1
	£349 17 10

One of the sureties to the bond, which was in the penal sum of £315 (the other being insolvent), applied to be allowed to complete the contract in conjunction with his brother, and the Secretary for Public Works approved, on the express condition that the claim for materials of Messrs. Slater and Co. be paid, as it is understood that a great portion remained unused by Murray and Devlin ; this condition was included in the bond prepared, but Messrs. Lewis have objected to execute it.

The Superintendent of Telegraphs recommends that the Messrs. Lewis be required to pay the whole of the claims from the amount remaining unpaid on account of this work, before any further payment is made to them under the 3rd clause of the general conditions and the special condition notified to Messrs. Lewis before the work was handed over.

I am of opinion that the men ought to be paid their wages out of the amount the Government have in hand.—J.H., 7/6/77. How much money is there on hand in respect to this contract?—J.H.

Mr. Cracknell to pay men, and return with reply to the Minister's question.—G.H. (for Under Secretary). Accountant to state how much there is in hand on this contract.—E.C.C., 8/6/77.

The balance on hand on account of the work performed in the erection of the telegraph line from Glen Innes to Grafton is	£518 4 3
Out of which I recommend the claim for wages	£123 19 9
And Messrs. Slater and Co.'s claim for material be paid	225 18 1
	349 17 10
And the balance	£168 6 5

handed over to the sureties who completed the work, but who have rendered themselves liable to the Government in the penal sum of £315 for the non-fulfilment of the contract, in accordance with the terms of the bond entered into by them on the 19th August, 1875.—E.C.C., 11/6/77.

Statement

Statement herewith—are both claims to be paid?—E.C.C., 12/6/77. Under Secretary for Works, B.C. Let the men be paid their wages out of the amount available.—J.H., 15/6/77. Wages of the men have now been paid.—A.McC., Acct. Telegraphs. Seen.—J.H., 13/7/77.

Will the Under Secretary for Public Works please obtain the Minister's authority to pay the account for the material supplied by Messrs. Slater and Co. for the Glen Innes and Grafton line, in accordance with my recommendation herewith—E.C.C., 12/7/77. Under Secretary for Works, B.C.

Line, "Glen Innes to Grafton."		
The balance on the vote is	£3,077	2 0
The total value of the work done on the line, viz., 99 miles 77 chains 90 links, at £30 per mile	2,759	4 3
Amount paid to Messrs. Murray and Devlin	891	0 0
Paid to H. and R. A. Lewis	1,350	0 0
	2,241	0 0
Balance now due on contract	£518	4 8
<i>Note</i> —Balance on Murray and Devlin's work	£99	0 0
Do. on Messrs. Lewis'	419	4 3
	£518	4 3
The claim for wages is	£123	19 9
Do. J. Slater and Co.	225	18 1
		349 17 10
Leaving a balance of	£168	6 5

Messrs. Devlin and Murray to The Superintendent of Telegraphs.
 Sir, Telegraph Camp, Glen Innes, 4 December, 1875.

We, the undersigned contractors for the Grafton Telegraph Line, beg to request that the cement may be forwarded as early as possible—that the works of the telegraph line may not be impeded.
 We have, &c.,
 DEVLIN & MURRAY.

P.S.—The agent will wait upon you.

Mr. Kopsch to supply and charge contractors.—P.B.W., 10/12/75. Supplied 1 cwt. cement, 20s ; 1 box, 2s.—G.K., 10/12/75. Accountant.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.
 Sir, Telegraph Camp, Glen Innes, 7 December, 1875.

We have the honor to inform you that since our last report the contractors for the telegraph line from Glen Innes to Grafton have cleared 3 miles 20 poles of the line, and have sunk 100 post-holes, making in all—

	Miles.	Poles.
Line cleared	5	15
Holes sunk	6	...

Will you kindly forward us some certificate forms, as we have none, and the contractors will soon require some.
 We have, &c.,
 EDW. S. RUTHVEN.
 J. S. DRURY.

Seen.—E.C.C., 11/12/75. Mr. M'Cracken to send.—E.C.C., 11/12/75.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.
 Sir, Telegraph Camp, Glen Innes, 14 December, 1875.

We have the honor to inform you that since our last weekly report the contractors have cleared 4 miles 18 poles of the line, and sunk 126 post-holes, making in all—

	Miles.	Poles.
Line cleared	10	8
Holes sunk	11	1

Wire insulators, &c., have not as yet arrived at Glen Innes.
 We have, &c.,
 EDW. S. RUTHVEN.
 J. S. DRURY.

Seen.—E.C.C., 20/12/75.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.
 Sir, Telegraph Camp, Glen Innes, 22 December, 1875.

We have the honor to inform you that since our last report the contractors have cleared 5 miles 17 poles of the line, and sunk 124 post-holes, making in all—

	Miles.	Poles.
Line cleared	16	...
Holes sunk	16	...

We have, &c.,
 EDW. S. RUTHVEN.
 J. S. DRURY.

Seen.—E.C.C., 28/12/75.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 30 December, 1876.

We have the honor to inform you that since our last report the contractors have cleared 1 mile 20 poles of the line, and sunk 70 post-holes, making in all—

	Miles.	Poles.
Line cleared	17	20
Holes sunk	18	20

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Seen.—E.C.C., 4/1/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 6 January, 1876.

We have the honor to inform you that since our last weekly report the contractors have cleared 2 miles 9 poles of the line, and sunk fifty post-holes, making in all—

	Miles.	Poles.
Line cleared	20	4
Holes sunk	20	20

The contractors expect the wire, insulators, &c., to arrive from Grafton next week.

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Seen.—E.C.C., 11/1/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 13 January, 1876.

We have the honor to inform you that since our last weekly report the contractors have cleared 3 miles 1 pole of the line, and sunk seventy-six post-holes, making in all—

	Miles.	Poles.
Line cleared	23	5
Holes sunk	23	21

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Seen.—E.C.C., 18/1/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 20 January, 1876.

We have the honor to inform you that since our last weekly report the contractors have cleared 1 mile 14 poles of the line, and sunk sixty-nine post-holes, making in all—

	Miles.	Poles.
Line cleared	24	19
Holes sunk	26	15
Poles erected and wired		

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Seen.—E.C.C., 25/1/76.

Inspector Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 26 January, 1876.

I have the honor to inform you that the contractors have up to date completed the following amount of their contract:—

	Miles.	Poles.
Line cleared	27	1
Holes sunk	27	19

Mr. Ruthven left for Glen Innes yesterday, for the purpose of overlooking the erection of the poles and wiring the first portion of the line.

I have, &c.,

J. S. DRURY.

Seen.—E.C.C., 2/2/76.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 29 January, 1876.

I have the honor to inform you that the contractors commenced to erect poles on Friday, the 28th, and have up to date performed the following amount of work:—

	Miles.	Poles.
Poles erected	4	21

Mr. Drury is with the main camp pegging out the line and attending to the clearing in my absence.

I have, &c.,

EDW. S. RUTHVEN.

Seen.—E.C.C., 3/2/76.

Inspector

Inspector Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Glen Innes, 3 February, 1876.
I have the honor to inform you that the contractors have since my last report cleared 1 mile 12 poles of the line and sunk thirty-three post-holes, making in all—

	Miles.	Poles.
Line cleared	28	13
Holes sunk	29	3

I have, &c.,

J. S. DRURY.

Seen.—E.C.C., 8/2/76.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Branch Telegraph Camp, Glen Innes, 5 February, 1876.
I have the honor to inform you that since my last report the contractors have erected 10 miles of poles and wired the same distance.

The work has not been completed in accordance with the specification, and I have consequently refused to grant them a certificate until it is done so.

I have, &c.,

EDWD. S. RUTHVEN.

Seen.—E.C.C.

Telegram from Inspector Ruthven to The Superintendent of Telegraphs.

Glen Innes, February 7, 1876.
WIRE stretched 10 miles. Contractors asked for certificate, which I have refused. The work is not done according to specification. Report by post to-day.

E. S. RUTHVEN.

Seen.—E.C.C., 8/2/76.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Branch Telegraph Camp, Glen Innes, 9 February, 1876.
I have the honor to inform you, that the contractors have this day finished 6 miles of the line in accordance with specification, and I have given them a certificate for same.

They have not put the insulating pins to the proper depth in the poles, but have not done so as far as the 6 miles.

I have, &c.,

EDWD. S. RUTHVEN.

Seen.—E.C.C., 14/2/76.

Inspector Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Glen Innes, 10 February, 1876.
I have the honor to inform you, that the contractors have, since my last report, cleared 1 mile of the line and sunk twenty-three post-holes, making in all—

	Miles.	Poles.
Line cleared	29	13
Holes sunk	30	1

I have, &c.,

J. S. DRURY.

Seen.—E.C.C., 15/2/76.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 11 February, 1876.
I have the honor to inform you, that up to date the contractors have completed the following amount of work on this end of the line:—

	Miles.	Poles.
Poles erected	19	5
Do. and wired	16	...

I have given the contractors a certificate for 10 miles more, making in all 16 miles certified for by me. They have no more wire on the line at present, but, I believe, expect a shipment in a week or two.

I have, &c.,

EDWD. S. RUTHVEN.

Seen.—E.C.C., 16/2/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Glen Innes, 17 February, 1876.
We have the honor to inform you, that since last report the contractors have cleared 2 miles 22 poles of the line, sunk forty-nine post-holes, and erected eighty-three poles, making in all—

	Miles.	Poles.
Line cleared	32	10
Holes sunk	32	...
Poles erected	22	13
Do. and wired	16	...

We have, &c.,

EDWD. S. RUTHVEN.

J. S. DRURY.

Seen.—E.C.C., 22/2/76.

Inspectors

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 24 February, 1876.

We have the honor to inform you that the contractors have since our last report cleared 2 miles 24 poles of the line, sunk 101 post-holes, and erected 56 poles, making in all—

	Miles.	Poles.
Line cleared	35	9
Holes sunk	36	1
Poles erected	24	19
Do. and wired	16	...

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 29/2/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 2 March, 1876.

We have the honor to inform you that the contractors have since our last report cleared 2 miles 2 poles of the line, and sunk 37 post-holes, making in all—

	Miles.	Poles.
Line cleared	37	11
Holes sunk	37	13
Poles erected	24	19
Do. and wired	16	...

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 7/3/76.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 9 March, 1876.

I have the honor to inform you that, upon inspecting the line on Tuesday, the 7th instant, found the contractors had fallen a large quantity of timber across the public road, within a few hundred yards of Newton Boyd.

I at once drew one of the contractors' attention to it, and requested him to have the road cleared as speedily as possible, which he refused to do, giving as his reason for not doing so that it was not a surveyed road.

On Wednesday morning before the men went to work, I again asked him if he would clear the road, and at the same time read the clause in the specification to him, where it is clearly laid down that all roads, tracks, &c., are to be cleared to their original width.

He again refused, and said he would not clear any part of it.

I would most respectfully request your instructions in the matter, as there is a heavy traffic on the road at present, and the only place where drays can pass is on rather a dangerous siding.

I have, &c.,
EDW. S. RUTHVEN.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 9 March, 1876.

We have the honor to inform you that the contractors have since our last report cleared 2 miles 14 poles of the line, and sunk 37 post-holes, making in all—

	Miles.	Poles.
Line cleared	40	...
Holes sunk	39	...
Poles erected	24	19
Do. and wired	16	...

Mr. Drury has explored both the old and the new Grafton Road as far as the Nimboyd River, and thinks it impossible to take the line by the deep cuttings on the new road, but will take it (unless you object) by the old track over the mountains—a shorter and a better line.

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 16/3/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 16 March, 1876.

We have the honor to inform you that the contractors have since our last report cleared 1 mile 17 poles of the line, and sunk 48 post-holes, making in all—

	Miles.	Poles.
Line cleared	41	17
Holes sunk	40	23
Poles erected	24	19
Do. and wired	16	...

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 28/3/76.

Inspector

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 23 March, 1876.
I have the honor to inform you that the contractors having completed 8 miles more of the line, I have given them a certificate for same. I have, &c.,
EDW. S. RUTHVEN,
Line Inspector.

Seen.—E.C.C., 28/3/76.

Copy of Certificate.

Line from Glen Innes to Grafton.

I, E. S. Ruthven, Inspector for the construction of the above line from Glen Innes to Grafton, hereby certify that since my last report 8 miles have been completed in strict accordance with the specification for the above line, making altogether a total of 24 miles completed to this date.
Dated 23rd day of March, 1876. EDW. S. RUTHVEN,
Inspector.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 23 March, 1876.
We have the honor to inform you that the contractors have, since our last report, cleared 1 mile 8 poles of the line, sunk 47 post-holes, and wired 8 miles, making in all—

	Miles.	Poles.
Line cleared...	43	...
Holes sunk ...	43	5
Poles erected ...	24	19
Do. and wired ...	24	...

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 28/3/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 29 March, 1876.
We have the honor to inform you that the contractors have, since our last report, cleared 1 mile 2 poles of the line, and sunk 24 post-holes, making in all—

	Miles.	Poles.
Line cleared ..	44	2
Holes sunk ...	44	4
Poles erected ...	24	19
Do. and wired ...	24	...

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 4/4/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 5 April, 1876.
We have the honor to inform you that since our last report the contractors have made no progress with either clearing or hole-sinking, but have been engaged wiring 3 miles 17 poles of the line.
Mr. Ruthven, on going back to inspect the line yesterday, could not find either of the contractors, but was informed by their overseer that in consequence of a quarrel between them the men had not been at work since the previous Friday, which will account for the small amount of work completed during this week.

	Miles.	Poles.
Line cleared...	44	2
Holes sunk ...	44	4
Poles erected ...	27	17
Do. and wired ...	27	17

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 11/4/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 13 April, 1876.
We have the honor to inform you that since our last report the contractors have been engaged erecting 168 poles, and wiring 6 miles 2 poles of the line, making in all—

	Miles.	Poles.
Line cleared...	44	2
Holes sunk ...	44	4
Poles erected ...	34	10
Do. and wired ..	33	19

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 22/4/76.

Seen.—A.M.C.

Inspector

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 17 April, 1876.
I have the honor to inform you that I have this day given the contractors a certificate for 9 miles of the line which has been completed in accordance with specification.

I have, &c.,
EDW. S. RUTHVEN,
Line Inspector.

Seen.—E.C.C., 22/4/76. Accountant. Seen.—A.M.C.

Certificate.

Line from Glen Innes to Grafton.

I, Edw. S. Ruthven, Inspector for the construction of the above line from Glen Innes to Grafton, hereby certify that since my last report 9 miles have been completed in strict accordance with the specification for the above line, making altogether a total of 33 miles completed to this date.

Dated 17th day of April, 1876.

EDW. S. RUTHVEN,
Inspector.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd, 20 April, 1876.
We have the honor to inform you that since our last report the contractors have erected 138 poles of the line, making in all—

	Miles.	Poles.
Line cleared	44	2
Holes sunk	44	4
Posts erected	39	23
Do. and wired	33	19

The contractors will commence clearing to-morrow, as they cannot erect any more poles, not having any hoop iron or insulators.

! We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 25/4/76.

Superintendent Cracknell to Messrs. Murray and Devlin.

Gentlemen, Sydney, 1 March, 1876.
I find, on referring to the progress reports in connection with the construction of the new lines of electric telegraph, that your contract from Glen Innes to Grafton is not progressing as favourably as I would wish, or in terms of the specification. I therefore request that you will give your immediate attention to this matter, and see to the work being pushed on towards completion.

I have, &c.,
E. C. CRACKNELL,
Supt. of E. Telegraphs.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Newton Boyd, 27 April, 1876.
We have the honor to inform you that since our last report the contractors have cleared 1 mile 10 poles of the line, and sunk forty-six post-holes, making in all—

	Miles.	Poles.
Line cleared	45	12
Holes sunk	46	..
Posts erected	39	23
Do. and wired	33	19

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 2/5/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Newton Boyd, 3 May, 1876.
We have the honor to inform you that since our last report the contractors have cleared 2 miles 17 poles of the line, and sunk sixty-one post-holes, making in all—

	Miles.	Poles.
Line cleared	48	4
Holes sunk	48	11
Posts erected	39	23
Do. and wired	33	19

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—E.C.C., 9/5/76.

Inspectors

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir,

Telegraph Camp, near Newton Boyd, 9 May, 1876.

We have the honor to inform you that since our last report, no progress has been made with any of the work on the line in consequence of the contractors not being able to supply the men with sufficient food, and also their inability to pay them any portion of their wages due to them.

The men have been on strike since last Wednesday, the 3rd instant, and the contractors cannot tell us when they are likely to resume work.

Will you be good enough to instruct us how we are to act in the event of this state of things continuing.

Only one of the contractors (Mr. Murray) resides in this camp; the other (Mr. Devlin) being engaged erecting telegraph line from Glen Innes to Vegetable Creek.

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Write a letter to these contractors, and say that if they do not proceed with their work at once I will recommend that the contract be cancelled; also, that all money now due be forfeited as a penalty for not fulfilling contract.—P.B.W., 16/5/76. Murray and Devlin, 16/5/76. Inform inspectors also.—P.B.W. Written to both.—D.C., 16/5/76.

The Acting Superintendent of Telegraphs to Messrs. Murray and Devlin.

Gentlemen,

Sydney, 16 May, 1876.

I have to inform you that unless you proceed with the work in connection with your contract for the telegraph line from Glen Innes to Grafton, *via* Newton Boyd, at once, I will recommend that the contract be cancelled, and all moneys due to you forfeited, as a penalty for non-fulfilling the same.

I have, &c.,

P. B. WALKER,

Acting Superintendent Electric Telegraphs.

Messrs. H. and R. Lewis to The Superintendent of Electric Telegraphs.

Dear Sir,

Glen Innes, 11 May, 1878.

Enclosed you will find letter from our manager relative to work required by Mr. Carroll before he will pass the line. We think it very hard if the department require us to do all that work for nothing, considering it was done under the supervision of two gentlemen from the department, and had they have mentioned any alteration at the time the work was going on it could have been done at no extra cost to us. Everything was done under instructions from your inspector, Mr. Ruthven, and surveyor, Mr. Drury, so that it is impossible to blame us, and consider that Nos. 2, 4, 5, and 6, ought to be extras. We trust you will give this your careful consideration and meet us in the matter. You will much oblige us by wiring us what portion the department will pay for, so that we can get it done at once; and also, if you will supply us with material from Grafton office.

Yours, &c.,

H. & R. A. LEWIS.

[Enclosure.]

Messrs. R. H. & R. A. Lewis,—

Gentlemen,

Camp, 19 January, 1877.

I have received several letters from you. I have been very busy lately, the ganger has been ill and had to go to Grafton to the doctor, so I had little spare time to write. We are now camped about 5 miles from the Nymboida Bridge after getting through an awfully rough piece of country. I did hope that when we got this far the surveyor would run on the good country, but to-day he has marked out a couple of miles ahead and has taken the line over another very rough piece. I am going over it to-morrow to judge for myself; the men who were marking out with him say it is very bad and could have been avoided. Many other places we have had to come through could in my opinion also have been avoided, and a better line for all parties been run. The surveyor promised me some time ago to try and shun these places if possible, but he still seems to take the line across them all. It makes everything bad for me to do—falling, wiring, and all. Since I commenced falling I have not had 1 mile of anything like fair ground to work on, nothing but ranges and gorges. You asked for an estimate of the cost per mile; well so far as I have cleared say 10 miles, it has cost £20 a mile to do that alone. You must bear in mind it has all been as bad country as possible to find. After I get on to the Nymboida Bridge it will be better, that is if Mr. Drury likes to run the line through it. To-night I asked Mr. Ruthven, the inspector, if it was imperative that I should have to follow Mr. Drury through any country he might choose, and Mr. Ruthven said, "Yes." You will think this account not all cheering, but it is facts; if things don't go better, and they cannot be worse—the line is a failure as regards making anything out of it.

I had to turn the bullocks out for a spell—they are very weak, so much so that I had to knock off poling and wiring—they were not able to draw the poles in. I shall have to send a party back from the bridge to do it. Up to the present I have since last voucher cleared $7\frac{1}{2}$ miles and completed 2 miles included.*

Copy of message written by the Acting Superintendent of Electric Telegraphs to Mr. Drury, surveyor, on the Glen Innes and Grafton line.

You will be good enough to report upon the accompanying letter at once, and push on with the pegging out; otherwise another officer will be sent up to relieve you.—P.B.W., 9/2/77.

To

*The above letter is supposed to be from Mr. Burn—Messrs. Lewis's manager—but the letter is incomplete—the above part only was apparently furnished by Messrs. Lewis.—S.P.M.

To which Mr. Drury replied as follows:—

Sir, Telegraph Camp, Newton Boyd Road, Grafton, 11 February, 1877.

In compliance with your instructions calling upon me to report upon the accompanying letter, I have the honor to inform you I have laid out the line to the best of my ability, taking the shortest and best route. I am not in the habit of consulting the contractor as to the direction in which I should take line, as I feel quite up to my work and my instructions are a sufficient guide.

Before taking the line over the mountains I acquainted you with my intention. I found the country very rough and engaged stockmen at my own cost to explore the country with me, so that I might make as good a line as possible over a bad country.

Mr. Burn complains that I am still continuing the line over bad country, but this is untrue as I took the line by the only possible space without running too close to the road; over that portion of the line he did the best day's work since he commenced the contract.

I am at a loss to imagine why you consider it necessary to caution me that unless I push on the pegging another officer will be sent to relieve me. I am not in the habit of neglecting my work. I am now and have always been since the commencement of the work several miles in advance of the contractor. I will now chain the line right into Grafton, and wait instructions from you.

Your memo. is the first intimation I have had that I am not performing my duties in a satisfactory manner.

I am in no way responsible for any delay in the completion of the line.

The Superintendent of Telegraphs, Sydney.

I have, &c.,
J. S. DRURY.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Newton Boyd, 17 May, 1876.

We have the honor to inform you that since our last report ten of the men have resumed work, and have cleared 16 poles of the line and sunk seventeen post-holes, making in all—

	Miles.	Poles.
Line cleared	48	20
Holes sunk	49	3
Poles erected	39	23
Do. and wired	33	19

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—P.B.W., 23/5/76.

Acting Superintendent of Telegraphs to Inspector Ruthven.

Sir, Chief Telegraph Office, Sydney, 17 May, 1876.

I am in receipt of your report of the 9th instant, and have the honor to inform you that Messrs. Murray and Devlin have been advised that unless the work is proceeded with at once the cancellation of their contract will be recommended.

I have, &c.,
P. B. WALKER,
Acting Superintendent of Telegraphs.

A copy of the above was also sent to Mr. J. S. Drury, on the same date.

Telegrams from Inspector Ruthven to The Acting Superintendent of Telegraphs, and reply.

Telegraph Camp, Newton Boyd, *via* Glen Lunes, 12 May, 1876.

No work done on the line since last report—men on strike—contractors no money to pay wages and insufficient food—see report by post—a few have gone on to work this morning.

E. S. RUTHVEN.

To which the following reply was wired:—

If the contractor does not proceed with his work according to the specification I must recommend that his contract be cancelled. Give them notice to this effect at once, and let me know what they intend to do.

P.B.W., 13/5/76.

And the following message received in reply:—

Newton Boyd.

YOUR memo. of 13th to hand Wednesday, 17th—gave contractors notice according to instructions—they have ten men at work—do not intend putting on more until they have some more wiring completed—expect to have 3 tons wire on the line the end of next week—work progressing very slowly—16 poles cleared—17 holes sunk since report No. 24.

E. S. RUTHVEN, 22/5/76.

Seen.—P.B.W., 23/5/76.

Messrs. Murray and Devlin to The Secretary of Public Works,

Sir, Telegraph Camp, Grafton Road, 21 May, 1876.

We are fully intending to complete our contract and are doing our best. At the present time we have a deal of difficulty to get our wire, and none of the teams are willing to face such a mountainous country

country as that we are going over at the present time. I hope you will allow us an extension of time, as we are getting over the worst part. We will do our endeavours to complete it as quickly as possible. We hope you will grant our request, and you will oblige,

Yours, &c.,

MURRAY & DEVLIN.

Previous papers.—P.B.W., 26/5/76. Attached.—C.D. Minute prepared —D.C., 29/5/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Newton Boyd, 27 May, 1876.

We have the honor to inform you that since our last report the contractors have cleared 1 mile 7 poles of the line, and sunk seventy post-holes, making in all—

	Miles.	Poles.
Line cleared	50	2
Holes sunk	51	23
Poles erected	39	23
Do. and wired	33	19

In consequence of the very stormy and wet weather during the week the contractors have not made the progress with the work that they otherwise might have done.

The wire, &c., has not yet arrived.

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Secn.—P.B.W., 3/6/78.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Newton Boyd, 3 June, 1876

We have the honor to inform you that since our last report the contractors have cleared 1 mile of the line, making in all—

	Miles.	Poles.
Line cleared	51	2
Holes sunk	51	23
Poles erected	39	23
Do. and wired	33	19

The wire, insulators, &c., have not yet arrived, and the contractors seem uncertain as to when it may be on the line. We believe it has been for some time in Grafton.

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Secn.—P.B.W., 10/6/76.

Telegram from Inspector Ruthven to Superintendent of Telegraphs.

Grafton, 6 June, 1876.

CONTRACTORS have absconded, and do not intend finishing contract; have left the men unpaid—owe them £230 for wages; stopped work on Saturday night; 3 tons of wire on the wharf here held for freight by steam-boat company. Full report by post. I await your instructions by wire.

F. S. RUTHVEN.

Let me see bond and all papers in reference to this contract.—P.B.W., 7/6/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Newton Boyd, 4 June, 1876.

We have the honor to inform you that this day the overseer employed by the contractors to overlook the line (during their absence) received a communication from Mr. P. Murray, one of the contractors, informing him that he did not intend proceeding with his contract any further, and expressing regret that he was unable to pay the men any portion of their wages.

Mr Murray gave no information as to his future movements, but stated he was without a shilling, and did not intend returning to camp again.

The men will of course discontinue their work to-morrow, and they are here in a state of destitution, with little clothes and no money whatever.

Most of the men have been working for a length of time on the contract, and are anxious to continue.

The men have requested us to bring their case under your notice, in hopes that you will compel the contractors or their securities to do them justice. Annexed is a list of the different amounts due to the men at present employed on the line.

By the last report you will see that there is a considerable portion of the line cleared beyond that already certified for.

We are now camped a considerable distance from the main road on Barney's Mountain; and if the men leave will you be good enough to inform us who is to take charge of the tents, tools, &c., of the contractors?

Mr. Ruthven proceeds to Grafton to-morrow morning, and will apply to you for instructions by wire.

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

WAGES due to men by Messrs. Murray and Devlin, Glen Innes and Grafton Telegraph Line, up to Saturday, 3rd June, 1876.

	£	s.	d.
John Tobin	19	2	0
William Murray	17	10	0
William Gunston	3	7	0
Byron Warren	3	7	0
Martin Anderson	10	19	10
David Muir	23	6	7
Patrick Hoare	16	1	10
Jas. Bain	10	19	9
Jas. Wilson	12	7	2
Jas Rafter	18	10	0
Jas. Murray	12	10	4
John Murray	19	12	10
Daniel Leo	22	6	11
Edwin Writer	8	2	4
William Pressen	31	16	7

£230 0 2

I hereby certify that the above amounts are wages properly due to each man by Murray & Devlin.

JOHN MURRAY,
Overseer for Murray & Devlin.

Telegram from Acting Superintendent of Telegraphs to Inspector Ruthven.

REPORT by wire how much line there is to complete, and the total distance already constructed; what is amount of freight on wire that is now in company's hands; and how much (if any) material has contractor on works. Wait for further instructions before acting.

P.B.W., 7/6/76.

Telegram from Inspector Ruthven to Acting Superintendent of Telegraphs.

Grafton, 7/6/76.

51 MILES, 2 poles cleared; 51 miles 23 pole-holes sunk; 33 miles 19 poles wired; freight, £4 9s., includes insulators, pins, hoop-iron, two coils wire, some tying wire, and a few insulating-pins, with teuts, drays, four worthless horses, and a bad supply of axes and tools. There are fifteen men in camp—are willing to go on to work again. Poles on the line up to 52 miles. Camp on Barney's Mountain at present.

E. S. RUTHVEN.

Telegram from Inspector Ruthven to Acting Superintendent of Telegraphs, and reply.

Grafton, 9 June, 1876.

WHAT am I to do with the men? Is there any chance of them getting wages? They have nothing; rations in camp for another week.

E. S. RUTHVEN.

To which the following reply was wired:—

WE have nothing to do with the men. They must look to contractors and their sureties.—P.B.W., 9/6/76.

Telegram from Acting Superintendent of Telegraphs to Inspector Ruthven.

TAKE charge of all material on the ground, and retain possession until instructed by me to release it. Remain at the work, and I will advise you further how to act.

P.B.W., 9/6/76.

D. Muir and others to R. P. Abbott, Esq., M.P.

Telegraph Line—Glen Innes to Grafton.

Sir,

Newton Boyd, 13 June, 1876.

We the undersigned, working men on the above line, beg that you will present this petition to Government, praying that they will pay us the wages due by the defaulting contractors, Murray and Devlin.

There is sufficient work done at the present time by the said contractors to warrant the Government in advancing enough money to pay all expenses.

There are a number of us that have been at work on the line for the last six months, and have not received a penny in the shape of wages; always being put off with the excuse that they had no funds to their credit.

We are at the present time camped on Barney's Hill, in an almost starving condition, and being without sufficient clothing or money to go to the nearest accommodation house for food.

We remain, &c.,

David Muir.	James Raftis.
John Tobin.	James Bain.
Edward Writer	William Pressey.
John Murray.	Martin Anderson.
Jas. Murray.	R. Hoore.
Daniel Leo.	Jas. Wilson.
W. J. Murray.	Byron Warren.
P. J. Murray.	Wm. Gunsel.

Accountant to see what amount is due to the contractors.—P.B.W., 4/7/76.

Payments

Payments to Messrs. Murray and Devlin, contractors. Line—Glen Innes to Grafton.

Voucher.	No. of miles.	Full amount.	Deduction, 10 per cent.	Net payment.
		£ s. d.	£ s. d.	£ s. d.
223	10	300 0 0	30 0 0	270 0 0
500	6	180 0 0	18 0 0	162 0 0
2,034	8	240 0 0	24 0 0	216 0 0
2,042	9	270 0 0	27 0 0	243 0 0
	33	990 0 0	99 0 0	891 0 0

Work performed by the contractors, as per Mr. Ruthven's memo.

Miles of line cleared.	Miles of holes sunk.	Miles of line completed—wired.
51 miles 2 poles.	51 miles 23 poles.	33 miles 19 poles wired.

The amount due on this contract is £99 retention money on the value of work completed and paid for. Several miles of clearing and hole-sinking have been done in addition.—A. M.C., 5/7/76.

I think this had better be held over until the Secretary for Public Works decides what is to be done with contract.—P.B.W., 5/7/76. Seen.—A.M.C., 8/7/76.

Messrs. Murray & Devlin to The Acting Superintendent of Telegraphs.

Sir,

Glen Innes, 24 July, 1876.

I hope you will send me the release of my horses, and all my goods that are seized by the Government on the Grafton Line, and you will oblige your humble servant by so doing.

We have, &c.,

MURRAY & DEVLIN.

Inform that I can do nothing until the Minister releases the contractors.—P.B.W., 25/7/76. Informed.—D.C., 27/7/76.

The Acting Superintendent of Telegraphs to Messrs. Murray & Devlin.

Gentlemen,

Sydney, 26 July, 1876.

In reply to your letter of the 24th instant, requesting the release of your horses, &c., I have to inform you that your request cannot be complied with.

I have, &c.,

P. B. WALKER,

Acting Superintendent of Telegraphs.

The Acting Superintendent of Telegraphs to Mr. R. Lewis.

Sir,

Chief Telegraph Office, 27 September, 1876.

I shall be glad to learn when you intend to commence the work of construction of the telegraph line from Glen Innes to Grafton.

I have, &c.,

P. B. WALKER,

Acting Superintendent of Telegraphs.

Telegram from Telegraph Station-master, Grafton, to Acting Superintendent of Telegraphs, and reply.

Grafton, 20 October, 1876.

Re Glen Innes line, the construction party are at Barney's Hill, about 50 miles from Grafton. They are not doing anything at present.

S. M.,

Grafton.

Upon which the Acting Superintendent wired the following Message to Mr. R. Lewis, Glen Innes:—

WHAT is causing the delay in proceeding with works on the Glen Innes to Grafton line? If not set in motion at once I shall have to report matter to Government.—P.B.W., 21/10/76. Let this memo. be recorded after it has been sent.—P.B.W., 21/10/76.

Telegram from Mr. Lewis to Acting Superintendent of Telegraphs.

Glen Innes, 21 October, 1876.

EVERYTHING has been proceeded with with the greatest despatch, and set in motion last week.

ROBERT A. LEWIS.

Seen.—P.B.W., 27/10/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir,

Telegraph Camp, Barney's Hill, near Newton Boyd, 25 November, 1876.

We have the honor to inform you that Mr. Lewis the new contractor has repaired that portion of the line carried away by the heavy flood in July last, and is now engaged wiring and pole-rearing on that portion of the line cleared by the late contractors.

Mr.

Mr. Lewis since he commenced has wired 6 miles 6 poles, and the work now completed on the line is as follows:—

	Miles.	Poles.
Line cleared	51	2
Holes sunk	51	23
Posts erected	41	10
Do. and wired	40	..

In accordance with your instruction Mr. Drury will leave an interval of 4 chains between the poles, being twenty poles to the mile, instead of twenty-five as heretofore. This will greatly expedite the completion of the contract.

We have, &c.,

EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—P.B.W., 2/12/76.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Barney's Hill, near Newton Boyd, 9 December, 1876.

We have the honor to inform you, that since our last report the contractor has erected 200 poles, and wired 3 miles 21 poles, making in all—

	Miles.	Poles.
Line cleared	51	2
Holes sunk	51	23
Poles erected	40	10
Do. and wired	43	21

The contractor will re-commence clearing and hole-sinking early next week.

We have, &c.,

EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—P.B.W., 16/12/76.

Certificate of Inspector Ruthven.

Line from Glen Innes to Grafton.

I, EDWARD S. RUTHVEN, Inspector for the construction of the above line, from Glen Innes to Grafton, hereby certify that since my last report 10 miles have been completed in strict accordance with the specification for the above line, making altogether a total of 43 miles completed to this date.

Dated 12th day of December, 1876.

EDW. S. RUTHVEN,
Inspector.

Accountant.—P.B.W., 18/12/76. Seen.—A.M'C.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd Road, 16 December, 1876.

We have the honor to inform you, that since our last report the contractor has sunk thirty-two post-holes, cleared 1 mile 23 poles, erected forty-eight poles, and wired 2 miles 14 poles, making in all:—

	Miles.	Poles.
Line cleared	53	..
Holes sunk	53	10
Posts erected	51	8
Do. and wired	46	10

The new measurement of 4 chains between each pole commenced at the 52nd mile, as the holes were sunk to within two of that number previous to the receipt of your instructions.

We have, &c.,

EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—P.B.W., 27/12/76.

Certificate of Inspector Ruthven.

Line from Glen Innes to Grafton.

I, EDWARD S. RUTHVEN, Inspector for the construction of the above line from Glen Innes to Grafton, hereby certify that since my last report 10 miles have been completed in strict accordance with the specification for the above line, making altogether a total of 53 miles completed to this date.

Dated 23rd day of December, 1876.

EDW. S. RUTHVEN,
Inspector.

Accountant.—P.B.W., 30/12/76. Forwarded on.—A. M'C.

Mr. D. Muir to The Under Secretary for Public Works.

Sir, Telegraph Camp, Grafton Line, 26 December, 1876.

I take this opportunity of addressing a few lines to you. If it is your pleasure to inform me I should like to know the truth of some statements I hear in public regarding the men's wages that worked on the line before Devlin and Murray forfeited the same; I hear some say the Government are going to pay the men. I am one of the heaviest losers of the men, so I am most anxious to know how it is going to be; what I want to know is, whether the Government is going to make a present of 16 miles of falling and the same amount of holes sunk; does the Government intend to make a present of

of that amount of work to the present contractor, or is the Government going to pay the men that did this amount of work, or have they bound the present contractor to pay the men the wages due to them by the old contractor? We have different reports about it. I should like to know from you how it is going to be; we have been making inquiries of Mr. Lewis, the present contractor, but he won't give us any information regarding our wages, only he says if he makes a lot of money out of it he may pay the men a little, but that is, I consider, no satisfaction whatever; if he is bound to pay the men, why not pay them now, as the 16 miles is complete now, and all it has cost him is the wire and the erection of the poles and putting up the wire? I think the men should be paid now when that amount is complete; he has got a good chance of making it pay, as he has only got twenty poles to the mile, and No. 8 wire, instead of the old contractors having twenty-five poles to the mile, and No. 6 wire. My opinion is that he should pay the men now when the amount of work is finished.

If it is your pleasure I kindly solicit an answer.
Mr. Ruthven can testify to the truth of my statement.

DAVID MUIR.

Assistant Superintendent of Telegraphs, for report.—J.R., B.C., 3/1/77.

This contract was handed over to the sureties, who are completing the work as speedily as possible, and no doubt if the matter was properly represented to them they would see the wages paid, but I do not think they are compelled to entertain these claims till the work is completed.—P. B. WALKER, 9/1/77. The Under Secretary for Public Works, B.C.

May be so informed.—J.R., 10/1/77. Mr. Muir.—11/1/77.

H. and R. A. Lewis are carrying out this line in place of Murray and Devlin, but no bond has been signed, and all the papers are at the Works.—A.M.C. The Assistant Superintendent.

The bond is with the Crown Solicitor, I believe, and the papers had better be procured at once.—P.B.W., 3/1/77.

76/3914 Works. Papers sent B.C. Works, 5/9/76 (362).—E.D. Naming sureties—E. Hodgkiss and Matthews.—E.D. All the papers are with the Crown Solicitor.—G.H., 4/1/77.

Payments to Messrs. Murray and Devlin, contractors, line Glen Innes to Grafton.

Voucher.	No. of Miles.	Full Amount.	Deduction 10%.	Net Payment.
		£ s. d.	£ s. d.	£ s. d.
223	10	300 0 0	30 0 0	270 0 0
500	6	180 0 0	18 0 0	162 0 0
2,034	8	240 0 0	24 0 0	216 0 0
2,042	9	270 0 0	27 0 0	243 0 0
Totals	33	990 0 0	99 0 0	891 0 0

Work performed by the Contractors, as per Mr. Ruthven's Memo.

Miles of Line cleared.	Miles of holes sunk.	Miles of Line completed.
51 miles 2 poles.	51 miles 23 poles.	33 miles 19 poles wired.

A. M.C.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Newton Boyd Road, 6 January, 1877.

We have the honor to inform you that since our last report the contractor has cleared 2 miles 16 poles, sunk 54 post-holes, erected 21 poles, and wired 1 mile 1 pole of the line, making in all—

	Miles.	Poles.
Line cleared	2	16
Holes sunk	54	4
Poles erected	1	5
Poles erected and wired	1	5

Would you kindly forward a supply of stationery, as we are quite out of it and no way of obtaining it here.

We have, &c.,
EDWD. S. RUTHVEN.
J. S. DRURY.

This work is progressing very slowly, and I would like to know what is causing the work to hang on so long. Only 4 miles have been done since last report.—P.B.W., 12/1/77. Write a letter,—P.B.W., 12/1/77. Mr. Lewis written, 16/1/77.

The Acting Superintendent of Telegraphs to Mr. R. Lewis.

Sir, Sydney, 16 January, 1877.

As the work of constructing the line of telegraph from Glen Innes to Grafton, via Newton Boyd, is not proceeding satisfactorily, I shall be glad to learn from you the cause of delay.

I have, &c.,
P. B. WALKER,
Superintendent of Electric Telegraphs.

Mr.

Mr. R. Lewis to The Acting Superintendent of Telegraphs.

Dear Sir,

Glen Innes, 19 January, 1877.

Yours of the 16th to hand, relative to the telegraph line from here to Grafton, stating that the line is not proceeding satisfactorily. I don't know what you mean, considering I have done everything man and money can do, and at the present cost it will come out at about £36 15s. per mile. I have about 50 men at work, and have been down myself to see that all things are going on right, and also instructed my manager to spare no expense in getting the line completed. The country is the most wretched for man and beast I ever saw, and almost unapproachable, and worth £40 per mile at the least. Of course I'm in for a big job, and shall be glad to get out of it as soon as possible; but to say it is going on unsatisfactorily, I don't know what you would call satisfactory.

Yours truly,

ROBERT A. LEWIS.

Read.—P.B.W., 23/1/77.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 11 January, 1877.

I have the honor to return herewith the papers relating to Messrs. Murray and Devlin's contract for telegraph line from Glen Innes to Grafton, and to forward the form of bond for the completion of the works by the surety, Mr. Lewis, prepared in accordance with your instructions.

As Mr. Lewis and his sureties reside in the country, the execution of the bond will perhaps be expedited by forwarding same to your department.

The blanks in the bond should be filled in before signing, and the tender and specification annexed thereto signed and witnessed, where marked in pencil, by Mr. Lewis and his sureties.*

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

* Edwd. Hodgkiss; J. J. Matthews.

Mr. Walker, who will please have bond executed, B.C., 12/1/77.—J.R. Acknowledge.—P.B.W., 15/1/77. The Under Secretary for Works informed.—H.U., 16/1/77. Mr. A. Tucker written.—C.C., 18/1/77.

The Acting Superintendent of Telegraphs to The Under Secretary for Public Works.

Sir,

Chief Telegraph Office, Sydney, 16 January, 1877.

I have the honor to acknowledge the receipt of the papers relating to Messrs. Murray and Devlin's contract for construction of line of telegraph from Glen Innes to Grafton, together with form of bond for execution.

I have, &c.,

P. B. WALKER,

Acting Superintendent of Telegraphs.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir,

Telegraph Camp, Buccarumbi, Grafton, 20 January, 1877.

We have the honor to inform you, that since our last report the contractor has cleared 4 miles 5 poles, sunk eighty-five post-holes, erected twenty-two poles, and wired 1 mile 2 poles of the line, making in all—

	Miles.	Poles.
Line cleared...	61	1
Holes sunk ...	62	9
Poles erected ...	55	7
Do. and wired ...	55	7

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Seen.—P.B.W., 25/1/77.

Messrs. H. & R. Lewis to The Acting Superintendent of Telegraphs.

Dear Sir,

Glen Innes, 23 January, 1877.

Your Mr. Tucker handed to me a bond yesterday for completion, *re* the Grafton telegraph line, but you have made several errors; in the first place you have had my name, instead of the name of the firms as arranged by you with me.

2. You have an amount of £225 18s. 1d. inserted in the bond as payable to Messrs. Slater & Co., of Melbourne, which we, according to the bond, would have to pay.

3. If you will kindly go back to the conversation we had you will find on referring to a letter from the Crown Solicitor that we took the line over perfectly free, but promised to take over and pay to Messrs. Slater & Co. any wire insulators or pins, but we have never seen the supposed materials, with the exception of two twenty-one coils of wire, which we are perfectly willing to pay for. We say now, as we said before we took over the work, that we most decidedly object to pay for any material the late contractors had used and been paid for by Government. I think with these few jottings you will remember our conversation on the subject of materials.

4. Since I wrote you your inspector has been in town, and he informed me that the line had progressed far more satisfactorily than he had ever expected, and he spoke in the highest terms of our manager. I enclose you portion of a letter from our manager, showing the difficulties he has to contend with.

5. Please get bond made out in names of Henry and Robert Arden Lewis, and omit the amount of Slater & Co. I think Burrige bought the wire their agent sent up to Grafton, which perhaps is the amount they want us to pay.

I am, &c.,
H. & R. A. LEWIS,
Pro. R.A.L.

As the Messrs. Lewis refuse to sign the bond the matter must stand over until the whole line is completed, when the Crown Solicitor should be asked to advise as to what course to take.—P.B.W., 30/1/77.

The Acting Superintendent of Telegraphs to The Under Secretary for Works.

I BEG to recommend for the approval of the Honorable the Secretary for Public Works that the contractors for the line from Glen Innes to Grafton be allowed to use No. 8 wire in place of No. 6. This wire is equal to the No. 6, and I see no objection to its being used for the above work.

P. B. WALKER,
24/1/77.

Under Secretary for Works, B.C. Approved.—J.L., 31/1/77. Mr. Walker.—J.R., 31/1/77.
Seen.—P.B.W., 31/1/77.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Buccarumbi, *via* Grafton, 10 February, 1877.

We have the honor to inform you that since our last report the contractor has cleared 15 poles, sunk twenty-one post-holes, erected ninety-eight poles, and wired 4 miles 12 poles of the line, making in all—

	Miles.	Poles.
Line cleared...	70	8
Holes sunk ...	70	15
Poles erected ...	60	5
Do. and wired ...	59	19

The contractor will take the line over the arches of the Nymboid Bridge on standards erected by him for the purpose.

Will you instruct us as to how the lightning conductors are to be fixed, and where to be obtained.

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—P.B.W., 16/2/77.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Buccarumbi, *via* Grafton, 3 February, 1877.

We have the honor to inform you that since our last report the contractor has cleared 8 miles 12 poles of the line, and sunk 145 post-holes, making in all—

	Miles.	Poles.
Line cleared...	69	13
Holes sunk ...	69	14
Poles erected ...	55	7
Do. and wired ...	55	7

The contractors intend resuming pole-rearing and wiring on Tuesday next.

We have, &c.,
EDW. S. RUTHVEN.
J. S. DRURY.

Seen.—P.B.W., 9/2/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Buccarumbi, *via* Grafton, 17 February, 1877.

I have the honor to inform you that since last report the contractor has cleared 12 poles, sunk forty-five post-holes, erected 185 poles, and wired 8 miles 1 pole of the line, making in all—

	Miles.	Poles.
Line cleared...	71	...
Holes sunk ..	73	..
Poles erected ...	69	10
Do. and wired ...	68	..

Mr. Drury left camp on Thursday morning to peg out the line into Grafton, and will report himself by wire on his arrival there.

I have, &c.,
EDW. S. RUTHVEN.

Seen.—E.C.C., 24/2/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Buccarumbi, *via* Grafton, 24 February, 1877.
I have the honor to inform you that since my last report the contractor has cleared 3 miles 5 poles, sunk seventeen post-holes, erected seventy-three poles, and wired 4 miles 9 poles of the line, making in all—

	Miles.	Poles.
Line cleared... ..	74	5
Holes sunk	73	17
Poles erected	73	3
Do. and wired	72	9

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Seen.—E.C.C., 2/3/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Buccarumbi, 1 March, 1877.
I have the honor to inform you that I have this day given the contractor for the line from Glen Innes to Grafton a certificate for another 10 miles of the line which he has completed in accordance with the specification, making in all 73 miles of the line completed to date.

I enclose the usual official certificate.

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Accountant.—P.B.W., 7/3/77.

[Enclosure.]

Copy of Certificate—Line from Glen Innes to Grafton.

I, EDW. S. RUTHVEN, Inspector for the construction of the above line from Glen Innes to Grafton, hereby certify that since my last report 10 miles have been completed in strict accordance with the specification for the above line, making altogether a total of 73 miles completed to this date.

Dated this 1st day of March, 1877.

EDW. S. RUTHVEN,
Inspector.

Accountant.—E.C.C., 7/3/77.

Voucher made out for 10 miles, making in all 73.—A.M.C., 8/3/77.

Inspector Drury to The Superintendent of Telegraphs.

Sir, Grafton, 1 March, 1877.
I have the honor to inform you that I have chained the line from Glen Innes to the Post Office, Grafton, and made the distance in 92 miles 3 chains and 50 links.

In accordance with your instructions I have endeavoured to ascertain the best position for the new office at South Grafton. I think that the corner of Skinner-street and Through-street is the best site possible, being central, and the land is the property of the Crown.

I have, &c.,
J. S. DRURY.

Seen.—E.C.C., 13/3/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Shambigne, *via* Grafton, 3 March, 1877.
I have the honor to inform you that since my last report the contractor has cleared 3 miles 17 poles, sunk forty-five post-holes, erected fifty-seven poles, and wired 3 miles 11 poles of the line, making in all—

	Miles.	Poles.
Line cleared	78	2
Holes sunk	76	2
Poles erected	76	...
Do. do. and wired	76	...

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Seen.—E.C.C., 8/3/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Shambigne, near Grafton, 10 March, 1877.
I have the honor to inform you that since my last report the contractor has cleared 5 miles 7 poles of the line, sank 112 post-holes, erected thirty poles, and wired 1 mile 10 poles of the line making in all—

	Miles.	Poles.
Line cleared	83	9
Holes sunk	81	14
Poles erected	77	10
Do. do. and wired... ..	77	10

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Seen.—E.C.C., 16/3/77.

Inspector

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, near Grafton, 17 March, 1877.
I have the honor to inform you that since my last report the contractor has cleared 3 miles 10 poles, sunk seventy-eight post-holes, erected eighty-four poles, and wired 4 miles 4 poles of the line, making in all—

	Miles.	Poles.
Line cleared	86	19
Holes sunk	85	2
Poles erected	81	14
Do. do. and wired	81	14

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Seen.—E.C.C., 23/3/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Grafton, 24 March, 1877.
I have the honor to inform you that I have this day given to the contractor certificate for another 10 miles of the line which he has completed in accordance with the specification, making 83 miles completed.

I enclose the usual official certificate.

I have, &c.,
EDWD. S. RUTHVEN.

Seen.—E.C.C., 3/4/77.

[Enclosure.]

Certificate—Line from Glen Innes to Grafton.

I, EDWD. S. RUTHVEN, inspector for the construction of the above line from Glen Innes to Grafton, hereby certify that since my last report 10 miles have been completed in strict accordance with the specification for the above line, making altogether a total of 83 miles completed to this date.

Dated 24 March, 1877.

EDW. S. RUTHVEN,
Inspector.

Accountant.—E.C.C. Voucher prepared, 9th April, 1877.—D.C.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Telegraph Camp, Grafton, 24 March, 1877.
I have the honor to inform you that since my last report the contractor has cleared 5 miles 1 pole of the line, sunk forty-eight post-holes, erected seventy-four posts, and wired 3 miles 14 poles of the line, making in all—

	Miles.	Poles.
Line cleared	92	...
Holes sunk	87	4
Poles erected	85	18
Do. and wired	85	18

The contractor has completed the clearing of the line, and expects to have the whole work finished by the end of next week.

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Seen.—E.C.C.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Grafton, 4 April, 1877.
I have the honor to inform you that the contractor completed the line on Monday afternoon, the total distance from Glen Innes to Grafton being 91 miles 77 chains and 90 links, the alteration in the termination of the line at South Grafton from post-office to the river bank making a difference of 5 chains 15 links in the length of the line.

The contractor intends leaving for Glen Innes about Wednesday next, when I will, according to your instructions by wire, accompany him, and see that the line is in thorough working order.

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Seen.—E.C.C., 9/4/77.

Inspector Ruthven to The Superintendent of Telegraphs.

Sir, Grafton, 4 April, 1877.
I have the honor to inform you that I have this day given the contractor certificate for 8 miles 77 chains 90 links of the line, which he has completed in accordance with the specification, the total distance from Glen Innes to Grafton being 91 miles 77 chains 90 links.

I have also given him separate certificate for seventeen struts, pins, and brackets, to carry wire across Nimboyd and Urara Rivers, and also for four extra poles which were required through the rough country to lift the wire higher from the ground than the poles erected as the line was pegged out.

I have, &c.,
EDW. S. RUTHVEN,
Inspector.

Accountant.—E.C.C. Seen.—A.M.C.

Certificate—Line from Glen Innes to Grafton.

I, EDWD. S. RUTHVEN, Inspector for the construction of the above line from Glen Innes to Grafton, hereby certify that since my last report 8 miles 77 chains and 90 links have been completed in strict accordance with the specification for the above line, making altogether a total of 91 miles 77 chains and 90 links completed to this date, which completes the line.

Dated 4th day of April, 1877.

EDWD. S. RUTHVEN,
Inspector.

Accountant to note.—E.C.C. Secn.—A.M'C.

Telegram from Mr. R. Lewis to Superintendent of Telegraphs, and reply.

Glen Innes, April 9, 1877.
HAVE finished Grafton line—waiting final inspection before connecting—shall be in Grafton Thursday—please send Inspector to meet me there—wire me "Creer's Hotel," Grafton.

R. A. LEWIS.

To which the following reply was wired by the Supt. :—

"Have directed Mr. Ruthven to return along line—Mr. Carroll on way up to inspect.—E.C.C., 9/4/77."

Telegram from Station-master, Grafton, to Superintendent of Telegraphs, and reply.

Grafton, 11 April, 1877.
MR. Lewis, the Glen Innes contractor, has 12 coils No. 8 wire, about 800 insulators, and 900 pins, 120 pounds tie wire and two bundles hoop-iron, left—wishes to know if Government will take at cost price—material is lying at South Grafton.

T. QUIRK.

Upon which the following reply was wired to Mr. Quirk by the Superintendent :—

"See what he wants for the lot.—E.C.C., 12/4/77."

Telegram from Inspector Ruthven to Superintendent of Telegraphs.

Glen Innes, 25 April, 1877.
HAVE just arrived here. Line all right, and working well. Can I return to Grafton, and from that to Sydney? Passed Mr. Carroll on the line yesterday, 26 miles from Glen Innes.

E. S. RUTHVEN,
Inspector.

Yes.—E.C.C.

Telegram from Inspector Carroll to Superintendent of Telegraphs, and reply.

Newton Boyd, 26 April, 1877.
BETTER not call Mr. Ruthven to Sydney until you hear from me from Grafton, as line is not satisfactory, or send him on to Grafton to meet me.

G. H. L. CARROLL.

Upon which the Superintendent despatched the following message to the Station-master at Glen Innes :—

"Has Mr. Ruthven left for Grafton? If not he had better do so at once, as Carroll reports line not properly finished.—E.C.C., 27/4/77."

Telegram from Inspector Carroll to Superintendent of Telegraphs.

Grafton, 28 April, 1877.
JUST arrived ; have followed line from Glen Innes ; not satisfied with it ; will report by post.

G. H. L. CARROLL.

The Superintendent of Telegraphs to Mr. R. Lewis.

Sir,

I have to inform you that you are expected to finish the contract for the erection of a line of telegraph from Grafton to Glen Innes, *via* Newton Boyd, within the stipulated time.

I have, &c.,

E. C. CRACKNELL.

The Superintendent of Telegraphs to Inspector Ruthven.

Sir,

Electric Telegraphs, Chief Office, Sydney, 9 May, 1877.
I enclose herewith a copy of a report from Mr. Inspector Carroll on the recently constructed telegraph line from Glen Innes to Grafton, from which you will observe that the specification has been departed from in several important particulars.

You will be good enough in future to see that the terms of the specification are strictly adhered to on any work under your supervision.

I have, &c.,

E. C. CRACKNELL,

Superintendent of Telegraphs.

The

The Superintendent of Telegraphs to Inspector Drury.

Sir,

Electric Telegraphs, Chief Office, Sydney, 9 May, 1877.

I enclose herewith a copy of a report from Mr. Inspector Carroll on the recently constructed telegraph line from Glen Innes to Grafton, from which you will observe that the specification has been departed from in several important particulars.

You will be good enough in future to see that the terms of specification are rigidly adhered to.

I have, &c.,

E. C. CRACKNELL,

Superintendent of Telegraphs.

[Enclosure.]

Inspector Carroll to The Superintendent of Telegraphs.

Sir,

Grafton, 29 April, 1877.

I left Glen Innes on the 23rd, and have followed the line to this place, and had to bring a man part of the way to lead my horse, while I followed the line as it is very rough.

From Glen Innes to Bald Nob, a distance of 18 miles, the poles are small, and a great many not upright. The clearing is very well done; wire too tight.

From Bald Nob to the Mann River poles good, clearing good, wire too tight and in many places the insulators lifted; in several places the poles placed on each side of the hills, leaving the wire within 6 or 7 feet of the ground.

At the crossing of the Mann River the span is 250 yards wide, with angles on both sides of the river, and wire within 20 feet of the bed of the river. The line should be shifted up the river 75 yards, where a straight line could be run, and the wire raised over 40 feet above the bed of the river, and out of reach of any flood, with a span of 175 yards. The present line is not safe.

From the Mann River to Newton Boyd the poles are good, and well set in the ground, with the exception of 3 or 4 oak poles, clearing good, wire too tight, and in a number of places within from 5 to 8 feet of the ground owing to the poles being set in the gullies.

At Newton Boyd the line is carried close to the river bank, and has already been swept away by a flood; this portion of line should at once be shifted to higher ground, or the next flood is likely to carry it away again.

From Newton Boyd to Buccarumbi the poles are good, with the exception of an odd spotted gum, the poles are well set in the ground, and clearing according to specifications, the wire is too tight, and a great many insulators lifted, the wire within 6 or 7 feet of the ground in several places.

From Buccarumbi to South Grafton the poles are all up to the size, but there are a great many spotted gum poles among them, and one oak pole; the poles are well set in the ground, and the clearing well done, but the wire is too tight, and very low in places.

I think the inspecting officer, Mr. Ruthven, should be instructed to have short poles placed where the wire is so low, and put some more wire in the line to give more slack; he should also shift the line at the crossing of the Mann River and Newton Boyd, and have the insulators secured to the poles.

There should be a coil of No. 8 wire sent to the Mann River, and another to Newton Boyd, in case of floods.

The line has been carried through fearful country, and there should be a line repairer's station either at Newton Boyd or Buccarumbi, to keep the line in repair, and to give timely notice of floods. I would suggest Buccarumbi.

I am, &c.,

G. H. L. CARROLL,

Inspector of Telegraphs.

Upon this the following minute was written by the Superintendent of Telegraphs:—

"Mr. Carroll should see that these alterations are made at once, and all the spotted gum and oak poles replaced. There is no help now for the wire being too tight, but Mr. Ruthven should be written to about this, and Mr. Drury directed to be more careful in future.—E.C.C., 7/5/77."

Telegram from Inspector Carroll to Superintendent of Telegraphs, and reply.

30/4/77.

WIRE too tight on new line, and many places within 6 foot of the ground; line crossing of the Mann and Newton Boyd Rivers in danger of being swept away by first flood. Think Mr. Ruthven should see to it before leaving for Sydney. Please, reply.

G. H. L. CARROLL.

To which the following reply was wired:—

"You had better direct Ruthven what to do, and let it be done at once, as we want line.—E.C.C., 30/4/77."

Telegram from Inspector Carroll to Superintendent of Telegraphs, and reply.

April 30, 1877.

PLEASE have full set of line repairer's tools sent by to-morrow's steamer for Mr. Ruthven, to go over line, as no spare tools are there. How will he pay for labour and expenses? Please reply. He is getting ready. I think Messrs. H. and R. A. Lewis should pay expenses."

G. H. L. CARROLL,

To which the following reply was wired:—

"The contractors must complete the work as a matter of course.—E.C.C., 30/4/77."

Department of Public Works, Sydney, 26 April, 1877.

Telegraph line, Glen Innes to Grafton.

Messrs. Murray and Devlin, on the 16th November, 1875, entered into their contract for this work, 105 miles at £30 per mile, and they completed 334½ miles, for which they were paid—less £99 retention money—£891.

They cleared in addition 51½ miles, and a further distance of ¾ mile of holes sunk, for which they were not paid.

They abandoned their contract, leaving liabilities for work and labour done by Messrs. Muir and others, and for materials supplied by Messrs. Slater and Co., as enclosed.

The

The question of the responsibilities of the sureties then came under review, who were liable to make good any loss to the Government, to the extent of £315, in carrying out the remainder of the work. They however applied to be allowed to complete the contract rather than incur this obligation, and upon the advice of the Crown Solicitor their request was allowed.

The entire value of the work was, say £3,150; the amount paid to Murray and Devlin, £891; the amount paid to Lewis Brothers, £1,350. The sureties will therefore have to receive about £900, instead of their liability to the extent of £315, as provided in the bond.

Seeing that there was a large amount of clearing, &c., done by the first contractors, the benefit of which was derived by the sureties, and forms no doubt portion of the work against which these claims are made, the Crown Solicitor is requested to advise whether payment of the claims enclosed out of the amount remaining due can be insisted on in any way, or whether the Government can be held responsible to these parties, and, generally, as to the most equitable mode of settlement of the matter in dispute.

J.R.

Crown Solicitor.—B.C., 26/4/77.

Mr. J. Burn to Messrs. H. & R. Lewis.

Gentlemen,

Grafton, 7 May, 1877.

Herewith you will find a copy of the work Mr. Carroll wants done on the line, and from what I understand from Mr. Ruthven the department expect it done at your expense. Will you let me know by telegram your wishes in the matter. I give you my opinion on it as follows, viz. :—

No. 1 will have to be done at your expense.

No. 2 should be an extra, as it is the fault of the surveyor in not pegging out the line properly, and placing poles in wrong positions in all places that the pegged poles are erected.

No. 3. Is only meant to remove the insulators off the wire in those places that are quite impossible to draw the wire down and secure pins in the present poles.

No. 4. All struts previously put in were charged as extras; the poles that want straightening should have been strutted to keep them erect, which I was not directed to do.

No. 5. The line, both at Newton Boyd and the Mann River, was carried away by the flood in last July. You will remember that orders were sent up to repair that portion before commencing the remainder of the line. I did so. I requested Mr. Drury, the surveyor, to mark the line I was to remove the poles to at the Mann River. He told me to carry the line from the existing pole on Cassidy's side straight across and then turn down to the poles on Leather Jacket side. I did this work as he directed, and for which you did not receive any payment, as I considered it would have to be done to entitle you to receive the per centage deducted from Murray & Devlin. If, as I understand, the Government decline now to pay it to you, I do not see how they can compel you to do work on Murray & Devlin's portion at your expense.

Mr. Drury pegged out the present line at Newton Boyd, the holes were sunk in my presence at the places he marked, and the poles were erected in Mr. Ruthven's presence, and no objection made to me.

No. 6. There is no oak pole erected on the line that I am aware of; if so, I will remove it. The specification plainly states, "The poles to be of the best hardwood procurable." Where a spotted gum pole has been put in it was impossible to get any other sound timber, and they were erected with Mr. Ruthven's sanction. We cut down in this town old spotted gum poles quite sound, that had been used as telegraph poles for years. The work at the Mann River is in Murray & Devlin's portion, and if they keep the 10 per cent. I consider you are perfectly justified in refusing to do any work on that portion that will not be paid for as extras. The line is all put up faithfully and well, and no expense spared, and I always followed both Mr. Ruthven's and Mr. Drury's orders to the letter. Any work that is now wanted on it I estimate will cost £50 per mile to shift the line, £2 each for poles to lift the wire, 10s. each for struts. I charged £1 for poles and 6s. for struts erected on the work, but of course this work cannot now be done for the same money. Have you disposed of the surplus material?—if so, request the department to supply me with what I shall require if I carry out this work. Have a fair understanding, and demand payment to do it. The contract is carried out, and they must pay for it.

Yours, &c.,
JAS. J. BURN.

P.S.—Reply as soon as possible.

Work required on line :

1. Slacken the wire, as it is generally too tight.
2. Raise the wire where too low, by putting in short poles.
3. Secure insulators in gullies where they are lifted.
4. Straighten the poles, and secure the angles with struts.
5. Shift the line at the crossing of the Mann River, and also at Newton Boyd.
6. Take out the oak poles that have been put in close to the Mann River, and also all spotted gum poles on the line.

Telegram from Inspector Carroll to Superintendent of Telegraphs, and reply.

Grafton, 12 May, 1877.

HAVE you had any communication with Messrs. H. & R. A. Lewis about the line from Glen Innes? Mr. Harrison will complete work this afternoon, and wants to know if the contractor has to go on with the work from the Macleay Heads to West Kempsey at once. Please reply, as Mr. Harrison is waiting instructions.

G. H. L. CARROLL.

Upon this the Superintendent of Telegraphs wrote the following minute :—

"Have no communication from Lewis—thought you were going to get price and submit for approval. Contractor is not to do line from Macleay Heads—he asks too much. Think will put in Morse at Heads, and one line right through.—B.C.C., 14/5/77."

On

On the 15th May, 1877, the following telegraphic message was wired to Mr. Inspector Carroll by Superintendent of Telegraphs:—

“Lewis writing all sorts of nonsense about removal of oak and spotted gum poles; they must be removed at once. You had better see work carried out, and Ruthven can return to Sydney. Alterations will be paid for; you can use what wire required.—E.C.C., 15/5/77.”

Telegram from Inspector Carroll to Superintendent of Telegraphs, and reply.

Grafton, 14 May, 1877.

LEWIS'S letter will reach you to-morrow; they will not submit price until you receive it; new line working very badly; cannot get sigs. from Glen Innes. I think some measures should be taken by department to do the work and charge to contractor unless they will do it at once. Any orders for Mr. Harrison? G. H. L. CARROLL.

Upon this the following minute was made:—

“Harrison can return to Sydney and you can go over line to Macleay; we had better make the alterations at our own expense, and the other repairs must be done by surties.—E.C.C.”

Telegram from Inspector Carroll to Superintendent of Telegraphs, and replies.

Grafton, 15 May, 1877.

HAVE the department purchased the No. 8 wire and materials from Lewis; and, if so, can I send one coil to the Mann. River, and another to Newton Boyd, to do alterations? Am I to go at once to the Macleay, or wait and see work started on Glen Innes line? G. H. L. CARROLL.

Upon this the following minute was written by the Assistant Superintendent of Telegraphs:—

“Prepare authority for purchase of this material at prices paid by contractor.—P.B.W., 15/5/77.”

On the 16th May, 1877, the following telegraphic message was wired to Messrs. H. and R. A. Lewis by the Superintendent of Telegraphs:—

“We, of course, pay for raising the wire by putting in extra poles, where required, at contract price; fear nothing can be done about slacking out wire. Struts will be paid for at usual rate. Shifting line will also be paid for—quote price, please; all oak and spotted-gum poles must be replaced at your cost.—E. C. CRACKNELL.”

Inspector Carroll to The Superintendent of Telegraphs.

Grafton, 16 May, 1877.

Sir,

Your memo. of this date, *re* Glen Innes Line, to hand.

I have seen Messrs. Lewis' agent, Mr. Burn, who is hiring men and preparing for a start; he will be ready by Saturday or Monday.

I have telegraphed to Messrs. Lewis to know at what rate per mile they will do the alterations at the Manning and the Newton Boyd Rivers, and will let you know as soon as I hear.

Mr. Ruthven leaves for Sydney in the “City of Grafton” I think he will make a very good and efficient officer for the future, but on this contract he started without full instructions. I have spoken to him and advised him to the best of my ability, and I have no doubt on the next work he has to look after there will be very little, if any, fault found.

I am, &c.,

G. H. L. CARROLL,
Inspector of Telegraphs.

Seen.—E.C.C., 23/5/77.

Telegram from Inspector Carroll to Superintendent of Telegraphs, and reply.

Grafton, 17 May, 1877.

PRICE paid for extra poles on Glen Innes line has been £1 per pole and 6s. per strut. Contractors will do extra work at the Mann. and Newton Boyd at the rate of £50 per mile. I think you had better let them do it. Reply shall I take delivery of the wire, insulators, and pins from Lewis's agent, Burn, and send you account? Please reply.

G. H. L. CARROLL.

To which the following reply was sent:—

“Take delivery of the wire, &c., at cost price in Sydney. How many miles of line will require altering? I don't think they should charge more than contract price; if they charge more, shall have to delay for special authority. Don't make too big a job of these alterations.—E.C.C.”

Inspector

Inspector Carroll to The Superintendent of Telegraphs.

Sir, Grafton, 18 May, 1878.
I have taken delivery of the following material from Messrs. H. and R. A. Lewis's agent,
Mr. Burn:—

	cwt.	qrs.
10 coils of No. 8 wire	17	2
2 do. No. 16 wire-tie	1	...
2 bundles galvanized hoop-iron	1	...
770 insulators.		
700 pins.		

They commence work on Monday, and I trust will soon finish.

I am, sir,
G. H. L. CARROLL,
Inspector of Telegraphs.

Accountant to note.—E.C.C., 23/5/77. Seen.—A.M.C., 23/5/77.

D. Buchanan, Esq., to The Secretary for Public Works.

Dear sir, Sydney, 14 June, 1877.
I have to inform you that the officers of the Treasury refuse to pay the workmen who lost their wages through the failure of the contractors, and whom the Postmaster General and yourself ordered to be paid in full. I would be obliged if you would give the matter your early attention. I cannot imagine how the Treasury can by possibility refuse.

I have, &c.,
DAVID BUCHANAN.

Why have not these men been paid?—J.H., 14/6/77. Mr. Cracknell, B.C.—J.R., 15/6/77.
I beg to request the authority of the Honorable the Secretary for Public Works to pay to Messrs. H. and R. A. Lewis the sum of £93 14s. for the supply of poles and struts and other extras to the line of telegraph from Glen Innes to Grafton. To be charged against the vote for the line "Glen Innes to Grafton.—E. C. CRACKNELL. The Under Secretary for Public Works, B.C. Approved.—E.C., 13/9/78.

Inspector Carroll to The Superintendent of Telegraphs.

Sir, Glen Innes, 4 September, 1877.
I arrived here last evening, having followed the line from Grafton *via* Newton Boyd.
Mr. Burn has done his work well and satisfactorily. There has been 174 spotted gum poles taken out, 73 struts put in, 35 new poles put in to raise the wire, 5 poles shifted to raise the wire. The wire has been cut in seventy-three places where it was too tight.
The work is now done satisfactorily, and I think all moneys held back for the due completion of the work should be paid to the contractors, Messrs. H. and R. A. Lewis, at once.
The total amount for extra work done by Mr. Burn is £93 14s., vouchers for which will be sent by this post.

I have, &c.,
G. H. L. CARROLL,
Inspector of Telegraphs.

This account can now be finally adjusted.—E.C.C., 8/9/77. The Accountant.

Mr. W. F. Brennan to The Secretary for Public Works.

Sir, 84, King-street, Sydney, 3 October, 1877.
I am instructed by Messrs. H. and R. A. Lewis, of Glen Innes, to write you with reference to a sum of £349 17s. 10d. due by the Government to them on Murray and Devlin's Grafton and Glen Innes telegraph contract, with a view to obtaining a settlement for the same. I understand that you claim an allowance of £225 of this amount on the ground you have paid it to Messrs. Slater and Co., of Melbourne, in settlement of an alleged claim which that firm had against the original contractors (Murray and Devlin) for material, &c., and with which, as you are perfectly well aware, my clients had nothing whatever to do, and that you also claim an allowance of the balance (£124) on the ground that you have paid it or a like sum to certain persons in settlement of their alleged claims for wages against Murray and Devlin. The Messrs. Lewis have nothing whatever to do with the payment of these alleged claims as you must know, and they entirely repudiate and deny your right to any such allowances as those mentioned—inasmuch as such payments were made by the Government solely on its own responsibility—were altogether unauthorized by my clients, and were so made without their sanction or knowledge. On behalf of the Messrs. Lewis I protest most emphatically against this improper and unwarrantable appropriation of their money, and I now, as their solicitor, formally demand from you, on behalf of the Government, this sum of £349 17s. 10d., as a preliminary to having the question as to their right to it tried in the Supreme Court, to which tribunal these gentlemen are determined to have recourse in the event of there being any further delay in the settlement of this their just claim.

I further beg to intimate to you that, failing the satisfactory adjustment of this matter before the end of the present week, I intend taking the necessary steps to enable my clients to commence proceedings in the Supreme Court in respect of it without further notice.

I have, &c.,
WM. F. BRENNAN.

The

The Superintendent of Telegraphs to The Secretary for Public Works.

19 November, 1877.

IN reference to Mr. Solicitor Brennan's letter of the 3rd instant, demanding, on behalf of Messrs. H. and R. A. Lewis, the sum of £349 17s. 10d., for the completion of Messrs. Murray and Devlin's contract for the construction of a line of telegraph from Glen Innes to Grafton, I would point out that in this case no contract was entered into, nor was any written acceptance of the Messrs. Lewis's offer given by the Government; and, from a perusal of the papers, it will be seen that the arrangement verbally agreed to by the Messrs. Lewis (sureties of Messrs. Murray and Devlin), and approved of by the late Secretary for Public Works, has been carried out. I therefore do not see that the Messrs. Lewis have any claim whatever against the Government, except for the balance due on Messrs. Murray and Devlin's contract, after the reductions agreed upon are made.

E. C. CRACKNELL.

Clause of Conditions in regard to the contract for construction of line from Glen Innes to Grafton attached.—

Should the contractors fail to proceed in the execution of, or to complete the works in the manner and at rate of progress required by the Superintendent of Electric Telegraphs or other authorized officer, it shall be at the option of the Government either to make use of all labour materials which such Superintendent may deem necessary for the prosecution thereof, deducting the cost of such labour and material from the money that may be then due or thereafter to become due to the contractors, or on the notification to that effect being inserted in the New South Wales Government Gazette to consider the contracts void so far as relates to the work remaining to be done; and all sums of money that may be due to the contractors, together with all materials and implements in their possession on the ground, and all sums of money, whether named in the bond to be entered into by the contractors or otherwise as penalties for the non-fulfilment of the contracts, shall be forfeited to the Government, and the amount shall be considered as ascertained damages for breach of contract.

Attached to each tender there must be a memorandum signed by the party tendering, and two responsible persons as sureties, agreeing to be answerable for the due performance of the contract, in the event of the tender being accepted; and undertaking in that event that they will severally execute and deliver at the office of the Superintendent of Telegraphs in Sydney, within one week from the notification of the acceptance of the tender, a bond to Her Majesty for securing such performance, in a sum equal to £10 per cent. on the amount of tender.

Upon this paper the following minute was made by the Under Secretary for Works:—"The advice of the Crown Solicitor is requested."—J.R., 26/10/77.

Mr. W. F. Brennan to The Under Secretary for Public Works.

Sir,

84 King-street, Sydney, 10 January, 1878.

Messrs. H. and R. A. Lewis, of Glen Innes, have instructed me to apply to you for permission to peruse and take extracts from all the papers and correspondence in your possession relating to Murray & Devlin's Grafton and Glen Innes telegraph contract; to the completion of such contract by the Messrs. Lewis; to the payment of certain moneys by the Government to Slater & Co., and certain other moneys alleged to have been due by Murray and Devlin in respect of wages. Will you be good enough to inform me, without delay, when and where I may be permitted to see the papers and correspondence in question.

Yours obediently,

W. F. BRENNAN.

Messrs. H. & R. Lewis to The Acting Superintendent of Telegraphs.

Dear sir,

Sydney, 14 September, 1876.

We beg to submit the following names as sureties for our telegraph contract from Glen Innes to Grafton, viz., Edward Hodgkiss, publican, and J. J. Mathews, saddler, of Glen Innes.

We have, &c.,

H. & R. A. LEWIS.

Previous papers.—P.B.W., 14/9/76. Attached.—E.D. Nothing further can be done with these papers till after the contract is completed; therefore they had better be put away in records.—P.B.W., 27/2/77.

Messrs. Murray and Devlin to The Superintendent of Telegraphs.

Sir,

Telegraph Camp, Grafton Road, 20 April, 1876.

We hereby authorize you to pay to Mr. William Jolly, of Sydney, the sum of one hundred and thirty pounds (£130) out of the next moneys payable to us by the Telegraph Department for construction of a line of telegraph from Glen Innes to Grafton, and his receipt will be a sufficient discharge for the same.

We have, &c.,

P. MURRAY.

B. DEVLIN.

Inspectors Ruthven and Drury to The Superintendent of Telegraphs.

Sir,

Telegraph Camp, Glen Innes, 1 November, 1875.

We have the honor to inform you that the contractors for the Glen Innes and Grafton telegraph line commenced work on the 25th instant, and up to date they have completed the following amount of their contract:—

	Miles.	Poles.
Line cleared	1	15
Holes sunk	2	...

We have, &c.,

EDW. S. RUTHVEN.

J. S. DRURY.

Seen.—E.C.C., 7/12/75.

The

The Superintendent of Telegraphs to Messrs. Murray and Devlin.

Gentlemen,

Sydney, 5 November, 1875.

I am in receipt of yours of the 28th ultimo with reference to the acceptance of your tender for the construction of the line of telegraph from Glen Innes to Grafton, and I have to inform you that whenever the bond, which you will have to execute in reference to your contract, is completed, the overseers for the line will be sent up, and the work can be proceeded with at once.

I have, &c.,

E. C. CRACKNELL,
Superintendent of Telegraphs.

The Under Secretary for Public Works to The Superintendent of Telegraphs.

Sir,

Department of Public Works, Sydney, 21 October, 1875.

In reference to your blank cover of the 20th instant, I am directed to inform you that the tender of Messrs. Murray and Devlin for the construction of a telegraph line from Glen Innes to Grafton, for the sum of thirty pounds (£30) per mile, to be completed in six months, has been this day accepted, and that they have been referred to you for further information, and to the Crown Solicitor, for the purpose of signing the necessary bond for the due observance of their contract.

The bond will be forwarded to you when executed.

I have, &c.,

JOHN RAE,
Under Secretary.

Seen.--E.C.C., 26/10/75.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TELEGRAPH LINE FROM KEMPSEY TO GRAFTON.
(SPECIFICATIONS, CONTRACTS, LETTERS, &c.)

Ordered by the Legislative Assembly to be printed, 20 November, 1878.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 2 April, 1878, That there be laid upon the Table of this House,—

“Copies of all specifications, contracts, letters, minutes, and other documents that have passed between the Government and James Richard Jones, having reference to the construction of a Telegraph Line from Kempsey to Grafton.”

(Mr. Cameron.)

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TELEGRAPH LINE FROM KEMPSEY TO GRAFTON.

No. 1.

Mr. J. R. Jones to The Secretary for Public Works.

Sir, 1, King-street, Sydney, 25 April, 1876.
 I have the honor to request that you will allow the work of erection of telegraph line from Grafton to Macleay Heads to be carried on by one section, instead of two sections as at present. Being bondsman for the due performance of the contract, I find that it will be ruinous to continue the Macleay end section, and with one thorough efficient gang the work will be performed more satisfactorily to the Government and economical to the contractor.

I have, &c.,
 J. R. JONES.

—

Mr. Cracknell for report, and with reference to previous papers, B.C., 26/4/76.—J.R. I see no objection to this if the speed of 5 miles per week is maintained, but the work must be pushed on with more energy, or the contract will be cancelled.—E.C.C., 27/4/76. Under Secretary for Works, B.C.
 Approved.—J.L. Informed.—J. R. JONES, 2/5/76.

No. 2.

The Under Secretary for Public Works to Mr. J. R. Jones.

Sir, Works, 2 May, 1876.
 In reply to your letter of the 25th ultimo, requesting that the line of telegraph from Grafton to the Macleay may be carried out in one section, I am directed to inform you, it appears from a report which has been received from the Superintendent of Telegraphs that there is no objection to the course proposed, provided the required speed of (five) 5 miles per week is maintained.
 I may add that if the work is not pushed on with much greater energy than at present the contract will be cancelled.

I have, &c.,
 JOHN RAE.

No. 3.

Mr. J. R. Jones to The Superintendent of Telegraphs.

Sir, 1, King-street, Sydney, 23 August, 1876.
 I am informed that Mr. Collaerey should state to you that "the Government Inspector, Mr. Harrison, had taken the work out of his hands on the Grafton section of telegraph line to Macleay River, and that he (Mr. Collaerey) knew nothing whatever about the works at that section being stopped." If such a statement were made, it is absolutely untrue.
 I will just simply relate a few facts, without commenting in any way on the merits or demerits of Mr. Harrison or Mr. Collaerey. As you are aware, I am surety for the performance of the contract, and supplied Mr. Collaerey with money, material, &c., for carrying on the work. From information received from a few friends I was induced to go to the works about four months after their commencement, and the small amount of work done during that four months was not at all adequate for the large outlay I had been at, and I found that money matters were one mass of irregularity, and would have been ruinous if some alteration were not made; consequently I made arrangements with Mr. Collaerey to the effect that the Government Inspector, Mr. Harrison, should have the work done as he considered best—to engage and discharge the men as he thought conducive to the progress of the work, the same as if he were carrying out the work for the Government. Mr. Collaerey agreed with me to this arrangement, and Mr. Harrison conducted, with Mr. Collaerey, the work in a more rapid manner. About two weeks after Mr. Collaerey left the works, and left Mr. Harrison the sole management, which continued until last month, when Mr. Collaerey sent me word by letter, in his own hand-writing—"You will please withhold all payments on Grafton section." It could not be supposed that men would work without wages, and the works had to be stopped. I can produce the letter if you desire.
 These facts will prove to you that what has been done by Mr. Harrison in reference to works at Grafton section was with the knowledge and approval of Mr. Collaerey, and for the best to all concerned. I have a large sum at stake on these works, which I have a right, naturally, to protect.

I have, &c.,
 J. R. JONES.

Acknowledge—I never authorised Mr. Harrison to act as the contractor's agent, and if he chooses to act in that capacity the responsibility rests with the contractor, not the department; I cannot therefore entertain any complaints or disputes arising between Mr. Harrison and the contractor.—P.B.W., 25/8/76.
 A letter in reply was dispensed with in this case, Mr. Jones having been informed verbally.

No. 4.

The Crown Solicitor to The Under Secretary for Public Works.

Sir, Crown Solicitor's Office, Sydney, 4 September, 1876.
 I have the honor to return the papers relating to the contract for the construction of a telegraph line from West Kempsey to Grafton; and to state that as the work was, under the specification, to be completed within six months from the date of the acceptance of tender, and as the bond to that effect

effect is dated 17th November, 1875, the contract time has expired, unless an extension to time has been granted; and there is nothing to prevent the Government taking the works out of the contractor's hands, retaining the money due to him, and suing him and his sureties for the penalty in the bond; but I do not think that the Government can claim a forfeiture of the plant and materials, as provided for in paragraph 3 of the general conditions, as it does not appear that the contractor has been called upon to proceed with the work at any specified rate of progress, or in any particular manner.

I am, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Mr. Walker, for information, and to say what he now recommends.—J.R., 6/9/76. I beg to recommend that this contract be cancelled, and the sureties should be asked to complete the work or pay the amount of their bond.—P. B. WALKER, 8/9/76. Under Secretary for Works, B.C. Notice for cancellation of contract herewith. Approved.—J.L., 15/9/76. Notice sent to Gazette for publication next Tuesday, 19th instant. Mr. Walker to communicate with sureties.—J.R., 15/9/76.

Mr. J. R. Jones in his letter of the 20th instant submits the names of H. P. Palser and J. H. Young as his sureties for the completion of Collaerey's contract, and I would recommend that these names be accepted. I consider three months would be ample time for the completion of the work, and the Crown Solicitor should be instructed to prepare the bond accordingly.—P.B.W., 21/9/76. Under Secretary for Works.—B.C. Crown Solicitor to prepare bond accordingly.—J.R., 22/9/76. Received.—J.W., 25/9/76.

No. 5.

Mr. J. R. Jones to The Acting Superintendent of Telegraphs.

Sir,

1, King-street, Sydney, 20 September, 1876.

In consequence of the cancellation of the contract held by Mr. H. J. Collaerey for the erection of the telegraph line from Grafton to the Macleay River, for the completion of which work I became security for Mr. Collaerey, I hereby undertake to finish the said line myself, the other surety not being able to do so; in fact, so far as my knowledge goes, he cannot be found.

I trust you will allow me a reasonable time to finish the works, and I beg to submit the names of H. P. Palser and J. H. Young as my sureties.

I beg to enclose you the two letters of Mr. H. J. Collaerey, which were written by him after I had advanced him about £1,500 on account of the work.

I have, &c.,

J. R. JONES.

No. 6.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 11 January, 1877.

I have the honor to return herewith the papers relating to Mr. Henry James Collaerey's contract for construction of a line of electric telegraph from West Kempsey to Grafton, and to forward for execution the form of bond for completion of the works by the surety, Mr. James Richard Jones, prepared in accordance with your instructions.

The blanks should be filled before signing the bond, and the tender and specification annexed should be signed by Mr. Jones and his sureties, and witnessed, as marked in pencil.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Mr. Walker, who will please have bond duly executed.—J.R., 12/1/77. Bond handed to Mr. Jones for execution.—P.B.W.

No. 7.

Copy of Bond.

Know all men by these presents that we, James Richard Jones, of Sydney, in the Colony of New South Wales, produce merchant, Henry Prior Palser, of Sydney aforesaid, merchant, and James Henry Young, of Sydney, in the said Colony, are jointly and severally held and firmly bound unto Her Most Gracious Majesty Queen Victoria in the penal sum of four hundred and ten pounds sterling, to be paid to Her said Majesty, her heirs or successors, for which payment well and truly to be made we bind ourselves and each of us, our, and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals, dated the nineteenth day of January, in the year of our Lord one thousand eight hundred and seventy-seven.

Whereas by a certain bond or obligation in writing, bearing date the seventeenth day of November, one thousand eight hundred and seventy-five, one Henry James Collaerey, as contractor, the above-bounden James Richard Jones, and one Thomas Wilson Garlick, as sureties, became jointly and severally held and firmly bound unto Her Most Gracious Majesty the Queen in the penal sum of four hundred and ten pounds sterling for the due performance and fulfilment by the said Henry James Collaerey of the contract therein contained, that is to say, to find and provide the materials, labour, and every other thing requisite and necessary for, and do and perform the various works required in and about the construction, erection, and completion of a line of electric telegraph from West Kempsey to Grafton, *via* the Nambucca and Bellinger Rivers, in the said Colony, an estimated distance of one hundred and twenty miles, in accordance in all things with the general conditions and specification hereunto annexed, marked with the letter "A," at or for the rate or price of thirty-four pounds sterling per mile, as mentioned in the tender of the said Henry James Collaerey, for the performance of the said works hereunto annexed, marked with the letter "B," and to complete the said works in all things within six months from the day of the date of the notification of the acceptance of said tender: And whereas the said Henry James Collaerey entered upon the performance

performance of the said works, and hath done certain portions thereof, and hath received payments on account thereof, but hath failed to proceed further in the execution of and to complete the said works in the manner and at the rate of progress required by the Superintendent of Electric Telegraphs or other authorized officer; and the Acting Superintendent of Electric Telegraphs hath therefore, under the power given to him by the said general conditions, cancelled the said contract so far as relates to the works remaining to be done thereunder: And whereas the said James Richard Jones hath requested the Minister for Works in the said Colony, acting herein on behalf of Her said Majesty, to allow him to complete the portions now remaining unfinished of the said works, in accordance with the said general conditions and specification, and at and after the rate or price mentioned in the said tender, which the Minister for Works aforesaid, acting on behalf of Her Majesty as aforesaid, hath agreed to do, upon the said James Richard Jones, and the said Henry Prior Palser, and Jas. Henry Young entering into this present bond or obligation to Her said Majesty to complete the said works, and to finish same within three months from the nineteenth day of January: Now the condition of the above-written bond and obligation is such that if the said Jas. Richard Jones do and shall well and truly perform and complete such of the works or portion of the works in the said general conditions and specification mentioned as now remain to be done in order to complete the said works, in accordance in all things with the said general conditions and specification, and the terms, conditions, and stipulations therein contained as hereinbefore is mentioned, at and after the rate or price mentioned in the said tender, and do and shall complete the same within three months from the nineteenth day of January, then this obligation shall be void and of none effect; otherwise to be and remain in full force and virtue.

Signed, sealed, and delivered by the said Jas. Richd. Jones, in the presence of,—	} H. KENNETT.	J. R. JONES.
Signed, sealed, and delivered by the said Henry Prior Palser, in the presence of,—	} RAYMENT AUDSLEY.	H. P. PALSER.
Signed, sealed, and delivered by said Jas. Henry Young, in the presence of.—	} RAYMENT AUDSLEY.	J. H. YOUNG.

No. 8.

Mr. J. R. Jones to The Acting Superintendent of Telegraphs.

Sir,

1, King-street, Sydney, 19 January, 1877.

As you are no doubt aware, I was security for Mr. H. J. Collaerey, late contractor for the erection of telegraph line from Grafton to Kempsey, and supplied all the materials, &c., for the erection of the line, and irrespective of the money I have received from the Government, there is still a balance of £1,500 now expended on the works by me. As you are also aware, I was allowed by the Government, in consequence of the large interest I had in the work, to complete the line, and also in consequence of Mr. Collaerey not being able to do so I applied to the Minister of Works to allow the line to be completed in one section at Grafton end, which was acceded to, and the works at the Macleay section were consequently stopped, and the Government officer took possession of a quantity of wire, insulators, and pins, which I paid Mr. Jolly cash for, and sent up for the erection of the line, and he had them placed for safety in a storekeeper's place (Mr. Tucker's). The sum of £2 10s. was paid for carriage from the line to the store, and for which Mr. Harrison holds the receipt. Both Mr. Collaerey and myself approved of this course being adopted, as he knew I would have to finish the line, and it being the best mode of securing the wire from being stolen, and when I came up to the Bellinger I could then use it for that locality. The Government officer then left, and proceeded to the Grafton section to superintend the work. Subsequently Mr. Collaerey, on his own responsibility, proceeded to the Macleay section, and commenced work again there, taking from Mr. Tucker the wire, &c., in his possession, placing several coils on the poles which have since been condemned by the Government, and the balance of wire, insulators, and pins, which had previously been taken possession of by Government, and cost me about £150, were sold by Mr. H. J. Collaerey to a publican named Bash for £50, and pocketed the money. Mr. Bash has sent the material to an agent named Heesh in Sussex-street, to sell, and he will not let me have them unless I pay him £95, which I would not do. I want this wire to enable me to finish the work, and I wish to know, sir, whether, after the Government took possession of the materials on my account, if any person could re-take possession, and sell them for one-third of their value; that is to say, what cost me £150 is sold to this publican for £50. I have had a conversation with Mr. Heesh, who seems inclined to give me the wire, &c., if I pay freight and expenses and give him a letter of indemnity providing you would certify that it was illegal for any person to sell the wire after it was once taken possession of by the Government. Would you therefore be good enough to certify to that fact, and I think I shall succeed in getting what I want.

I am, &c.,

J. R. JONES.

See if there is any letter from Harrison about this wire.—P.B.W., 22/1/77. I cannot trace it.—B.D. Inform Mr. Jones that we have no official intimation of this wire having been taken over by our officer.—P.B.W., 24/1/77. J. R. Jones informed.—27/1/77.

No. 9.

The Acting Superintendent of Telegraphs to Mr. J. R. Jones.

Sir,

Chief Telegraph Office, Sydney, 27 January, 1877.

In reply to your communication of the 19th instant, I have the honor to inform you that no official intimation has been received of the wire referred to having been taken over by the officers of this Department.

I have, &c.,

P. B. WALKER,

Acting Supt. of Telegraphs.

No. 10.

Mr. J. R. Jones to The Acting Superintendent of Telegraphs.

Dear sir,

1, King-street, Sydney, 13 February, 1877.

I saw Mr. S. C. Brown, my solicitor, in reference to telegraph wire, and he informs me that the Government officer having taken possession of the same in terms of specification the property became vested in the Government, who are the proper parties to take proceedings for its recovery. I therefore presume upon Mr. Harrison's report of the facts steps will be taken by the Government to recover possession, and I think a notice to Mr. Heesh, commission agent, Sussex-street, in whose possession the wire is at present, will have the desired effect.

I am, &c.,

J. R. JONES.

Inform in terms of former letter upon this subject, viz. :—That we have no record of this having come into possession of the Government, and cannot therefore take action until we have evidence of this fact.—P.B.W., 14/2/77. J. R. Jones informed.—C.C., 15/2/77.

No. 11.

The Acting Superintendent of Telegraphs to Mr. J. R. Jones.

Sir,

Chief Telegraph Office, Sydney, 15 February, 1877.

In acknowledging receipt of yours of the 13th instant, I have to inform you again that no official intimation has been received to the effect that the wire in question has been taken over by the Government, and until such intimation is received this department can take no steps in the matter.

I have, &c.,

P. B. WALKER,

Acting Superintendent of Telegraphs.

No. 12.

Mr. J. R. Jones to The Acting Superintendent of Telegraphs.

Dear Sir,

1, King-street, Sydney, 8 March, 1877.

The "Lalla Rookh" leaves the Lime-street wharf for the Bellinger to-morrow morning, with balance of wire for line to the Bellinger: If you have the cable to send for the river it will expedite the completion of the line if you send it by the above vessel.

J. R. JONES.

Answered verbally that the cable has not yet arrived from England.—P.B.W., 8/3/77.

No. 13.

Mr. J. R. Jones to The Superintendent of Telegraphs.

Sir,

1, King-street, Sydney, 14 March, 1877.

I have the honor to inform you that I am prepared to complete the line from Kempsey to South Grafton, that is to say, from Macleay River Heads to Kempsey, at the price agreed to, and according to the conditions contained in the bond myself and sureties entered into with the Government.

I have, &c.,

J. R. JONES.

This may be declined.—E.C.C., 26/3/77.

No. 14.

The Superintendent of Telegraphs to Mr. J. R. Jones.

Sir,

Chief Telegraph Office, Sydney, 14 March, 1877.

I have to request you to be good enough to inform me as soon as possible upon what terms you propose to erect the wire upon the existing poles from Macleay Heads to West Kempsey.

I have, &c.,

E. C. CRACKNELL,

Superintendent of Telegraphs.

No. 15.

Mr. J. R. Jones to The Superintendent of Telegraphs.

Sir,

1, King-street, Sydney, 15 March, 1877.

I have the honor to acknowledge receipt of your favour of yesterday's date, having reference to the terms I propose to erect the wire from the Macleay Heads to West Kempsey, and in reply I beg to state that I propose to do it upon the same terms as was agreed upon in the original contract from West Kempsey to Grafton, viz., £34 per mile. A great number of the existing poles are useless, and will have to be removed and replaced by others, and great difficulties will be encountered to make it anything like a good job; and, as doubtless you are aware, portions of the line I have already done have cost me upwards of £60 per mile, and, on the whole, I shall be a severe loser by the contract; but there is one satisfaction I shall have of saying, it will be the best erected line in the Colony. I shall have finished

finished the other portion of the line in a few weeks, and I shall be glad to know when I am to commence operations at West Kempsey; also I presume you will require a branch line from other parts to the head of each river; and also to connect North Grafton with South Grafton.

I have, &c.,
J. R. JONES.

Send for Mr. Jones and explain what the work is.—E.C.C., 16/3/67. Ask Mr. Jones to call up.—P.B.W., 16/3/77. Memo. sent to Mr. Jones.—C.C., 16/3/77.

No. 16.

Mr. J. R. Jones to The Superintendent of Telegraphs.

Sir, 1, King-street, Sydney, 8 May, 1877.
I have the honor to request that you will honor me with a reply to my letter of the 14th March last, having reference to my contract for completing the construction of the telegraph line from Kempsey to Grafton, viz., the section between West Kempsey and Macleay Heads.

I have, &c.,
J. R. JONES.

Mr. Jones's offer was refused.—E.C.C., 9/5/77. Attach former papers and inform accordingly.—P.B.W., 9/5/77. J. R. Jones written.—C.C., 12/5/77.

No. 17.

The Superintendent of Telegraphs to Mr. J. R. Jones.

Sir, Chief Telegraph Office, Sydney, 12 May, 1877.
In reply to your communication of the 8th instant, I have to inform you that your offer of the 15th March last, to carry the wire from the Macleay Heads to West Kempsey was declined.

I have, &c.,
P. B. WALKER,
Pro Superintendent of Telegraphs.

No. 18.

Statement of balance due on Contract.

West Kempsey to Grafton.		£	s.	d.
Cost of erection of 93 miles of telegraph line on the extension from Kempsey to Grafton, at £34 per mile	...	3,162	0	0
Less payments to H. J. Collaerey	...	1,315	16	0
" J. R. Jones	...	1,530	0	0
		2,845	16	0
Balance due	...	£316	4	0

Mr. J. R. Jones has applied for a voucher to be made out for the 10 per cent. retention-money on the contract for the erection of the line from West Kempsey to Grafton. As a portion of the line had been already completed by Mr. H. J. Collaerey, it is a question whether Mr. Jones has any claim on the money retained for the work performed by Collaerey.—A.M.C., 5/6/77.

In my opinion he can only claim the retention money on the work performed by himself, since Collaerey had to give up the contract.—E.C.C., 6/6/77. Perhaps it would be better to obtain the Crown Solicitor's opinion in reference to this matter before anything final is approved of.—P.B.W., 6/6/77.

No. 19.

Mr. J. R. Jones to The Accountant, Telegraph Department.

Dear Sir, 1, King-street, Sydney, 12 June, 1877.
I enclose account for extras. Will you be kind enough to forward on the vouchers for those 4 miles on brackets; you have the inspector's certificate for same.

Yours, &c.,
J. R. JONES.

No. 20.

Statement of Account.

H.M. Government,		1, King-street, Sydney, 11 June, 1877.		
DR. to J. R. Jones.		£	s.	d.
1877.—To erecting 14 poles (complete), by order of Mr. Harison, at 25s.	...	17	10	0
" removing 10 poles, as ordered by Inspector Harrison, 20s.	...	10	0	0
" 11 struts, with foot-plates, at 12s.	...	6	12	0
" 1 wire stay	...	0	3	0
" 20 iron pins, at 1s. 3d.	...	1	5	0
		1877.—		

	£	s.	d.
1877.—To 2 extra long poles, Warrell Creek, at £2			4 0 0
„ 1 extra long pole, Ten-mile Creek			2 0 0
„ 1 extra long pole, Bingle Creek			2 0 0
„ 1 mast, Bungle River			8 0 0
„ 1 extra long pole...			1 0 0
„ 2 do., Gough's Harbour			4 0 0
„ 1 extra long pole, Woolgulga Creek			2 0 0
„ labour—cutting down undergrowth throughout the line			50 0 0
„ hooping 2 miles poles, Grafton end, by order of Inspector Carroll...			2 0 0
„ surveying 29 miles, not used on account of deviation of route—not going to Fernmount—£5 per mile	150		0 0
„ 2 poles for cable at Nambuccra Heads—extra stout and dressing			4 0 0
„ ditto at Bellinger			4 0 0
„ spare materials—At Nambuccra, 4 brackets, 4 pins, wire and nails; at Bellinger, 4 brackets, pins, 4 insulators, wire and nails; at Corimda, 4 insulators, 6 pins; at Grafton, 4 insulators, 6 pins, and brackets			2 5 0
„ 2 new poles, at Reefer			3 0 0
„ 2 new long poles, at Berambi			4 0 0
	£277	15	0

No. 21.

Mr. J. R. Jones to The Postmaster General.

Sir,

1, King-street, Sydney, 29 June, 1877.

I have the honor to request that you will be good enough to cause the amount due to me by the Government for work and labour done according to contract, in completing the telegraph line from Kempsey to Grafton. I have been kept now nearly two months out of my money since the voucher for the final completion of the line has been sent in, and I can get no proper account of when I am likely to be paid. The facts are briefly as follows:—A contract for erection of said line was taken by Mr. H. J. Collaerey, to whom I advanced the money to carry on with, and after constructing a few miles he received a voucher for the same, which he authorized the Government to pay to me, and which I duly received. In consequence of events that occurred the contract was cancelled, and I, as his surety, had to take his place and complete the work—about 95 miles of rough country—which I have faithfully performed to my loss (under any circumstances) of £800. It appears there arose a question with the telegraph authorities whether the 10 per cent. kept back by the Government for the final completion of the line, should not be paid to H. J. Collaerey, for that portion of the line he received the voucher for, but which I received the money for, and the whole of this period has been taken up to decide this simple question. To me it is a matter of indifference how it is decided; for if it is paid to Collaerey I must put in my claim for work and labour done by order of the Government on that portion of the line done by Mr. Collaerey before the final certificate (upon which the 10 per cent. is paid) could be given, and which work amounts to far more than 10 per cent.

I ask you, sir, as a gentleman of business, whether it is right to keep me so long out of my money when I have had such heavy liabilities and loss over the construction of the said line. It is a matter which could be settled in five minutes.

I have, &c.,

J. R. JONES.

Obtain the papers from the Telegraph Department.—S.H.L., 2/7/77. Upon inquiry at the Telegraph Department I find that all the papers were sent to Works for the purpose of obtaining the Crown Solicitor's opinion.—G.B., 3/7/77. Submitted.—S.H.L., 3/7/77. These papers had better be obtained that I may see them.—S.S., 3/7/77. Mr. Jones written.—A.F., 4/7/77.

No. 22.

The Secretary, General Post Office, to Mr. J. R. Jones.

Sir,

General Post Office, Sydney, 4 July, 1877.

With reference to your letter, dated the 29th ultimo, requesting payment of the amount due to you for completing the contract for the erection of the telegraph line from West Kempsey to Grafton, which Mr. H. J. Collaerey failed to fulfil, I am directed to inform you that the matter is now being inquired into, and so soon as the inquiries are completed you will be again communicated with.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 23.

The Secretary, General Post Office, to The Under Secretary for Public Works.

Sir,

General Post Office, Sydney, 4 July, 1877.

I am directed to request that you will be so good as to return to this office the papers relating to the cancelling of H. J. Collaerey's contract for the erection of a telegraph line from West Kempsey to Grafton, which it is understood were referred to you, for the purpose of obtaining the opinion of the Crown Law officers on the matter, by the Telegraph Department.

I am to add, that the Postmaster General will be glad to see the papers in question as soon as possible.

I have, &c.,

S. H. LAMBTON.

Crown Solicitor, B.C., 5/7/77.—J.R. Papers herewith. The Secretary, Post Office, B.C., 12/7/77.—G.H. (for Under Secretary.) Submitted, but Crown Solicitor has not yet advised.—S.H.L.

No. 24.

No. 24.

Minute of The Postmaster General.

I WISHED to see these papers, as Mr. Jones had applied to me for a settlement of the matter; but as I find it refers to a *construction* of a line, it had better be referred back to the Works Department. I consider, however, Mr. Jones makes out a good case for the retention money of 10 per cent. being paid to him. I think the Crown Solicitor's opinion had, however, better be taken.

S.S., 16/7/77.

Under Secretary for Works, B.C., 17/7/77.—S.H.L. Returned to Crown Solicitor, B.C.
17/7/77.—J.R.

No. 25.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 19 July, 1877.

I have the honor to return the papers relating to Collaerey's contract, West Kempsey to Grafton, and to state with reference to the memo (in pencil) of the Secretary, Post Office, to the effect I had not yet advised to remind you, that on the 9th instant I forwarded to your department a copy of the Attorney General's advising in this matter with my letter, No. 77/754a, which does not appear however to be with these papers.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

The letter referred to does not seem to have been received at this office.—C.B.A., 20/7/77. Will the Crown Solicitor kindly send a copy, as the original cannot be traced, B.C., 20/7/77.—G.H. (for Under Secretary.) Copy letter and opinion as requested, sent herewith.—JOHN WILLIAMS, Crown Solicitor, 21/7/77. Under Secretary for Works, B.C.

Forwarded for the information of the Honorable the Postmaster General.—P. B. WALKER, *pro*. Superintendent, 23/7/77. The Secretary, General Post Office, B.C. Submitted.—S.H.L., 24/7/77. This had better be referred to the Works Department.—S.S., 24/7/77. Under Secretary for Works, B.C., 25/7/77.—S.H.L. Superintendent of Telegraphs, to whom they were forwarded on the 21st instant, B.C., 26/7/77.—J.R. These papers may be put away.—P.B.W., 27/7/77. Superintendent of Telegraphs, B.C., 21/7/78.

No. 26.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 9 July, 1877.

I have the honor to return herewith the papers relating to Mr. H. J. Collaerey's contract for the telegraph line from West Kempsey to Grafton, and to state that I have submitted same to Mr. Attorney General, a copy of whose advising thereon will be found on the other side.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Opinion of The Attorney General.

I AM of opinion that Mr. Jones is not entitled to any of the retention money on the portion of the line completed by the original contractor, but is only entitled to payment on that portion of the work done by him, and at the rate of prices mentioned in the original tender.—W.C.W., A.G., 9/7/77.

No. 27.

Mr. J. R. Jones to His Excellency the Governor.

1, King-street, Sydney, 18 October, 1877.

To His Excellency Sir Hercules Robinson, G.C.M.G., &c. &c.

May it please your Excellency,—

In August last I forwarded to your Excellency and Executive Council a statement of a claim I have against the Government, and praying for redress; to that application I have not had any reply, and if your Excellency will be good enough to cause me to be informed whether my letter was received or not I shall be truly thankful.

I am, &c.,

J. R. JONES

The paper referred to was laid before the Council on 17th September last, and referred in the usual manner to the Postmaster General. Perhaps your Excellency may recollect that the petition was not signed, although the name of "Jones & Co." appeared among the papers.—A. C. BUDGE, Clerk of the Council, 19 Oct., 1877.

Mr. Budge,—I think you might inform Messrs. Jones that an unsigned letter as described was received and referred to the Postmaster General. This communication might then be referred to P.M.G.—H.R., 19/10/77.

Mr. Jones infd., 22/10/77.

No. 28.

The Clerk of the Executive Council to Mr. J. R. Jones.

Sir,

Executive Council Office, Sydney, 20 October, 1877.

I am directed to inform you, with reference to your letter of the 18th instant, addressed to His Excellency the Governor, on the subject of your claims against the Government, that the memorial to which

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which you allude was duly laid before the Executive Council and referred in the usual manner to the Honorable the Postmaster General.

I am to state that the memorial was not signed, and hence the omission to acknowledge its receipt. The attention of the Postmaster General has again been drawn to the subject.

I have, &c.,
ALEX. C. BUDGE,
Clerk of the Council.

No. 29.

Mr. J. Jones to The Secretary for Public Works.

Sir,

1, King-street, Sydney, 4 January, 1878.

I have the honor to request that you will be good enough to look over the papers having reference to my claim against the Government for the construction of telegraph line from Kempsey to Grafton, and at your convenience be pleased to cause me to be informed of the result.

I have been for the last eight months endeavouring to procure a settlement of my claim for running line on brackets, extras, and allowance between Macleay and Kempsey, but as yet have been unsuccessful in receiving any reply, either yea or nay. I addressed His Excellency the Governor and Executive Council upon the subject, and was informed that the matter had been referred to the Works Department, and I now learn that the papers were forwarded on to the Telegraph Department in October last for further report, and where they are now lying.

Should there be any difficulty in settling my claim for allowance between Macleay and Kempsey, there can be none whatever for the work for wire on brackets and extras, and if that were paid me the other matter could stand over till further consideration was given to the matter.

I have, &c.,
J. R. JONES.

I would be glad to see Mr. Cracknell with the papers.—J.S., 7/1/78. Let me have the previous papers in this case.—E.C.C., 9/1/78. Herewith.—A.M'C.

No. 30.

Minute of Superintendent of Telegraphs and Secretary for Public Works.

Mr. Jones claims £357 15s. for work said to have been done in the erection of the line from West Kempsey to Grafton. The only claim he really has is for the extra work performed, for which he charges £127 15s. and which is in excess of the value of the work done. A.M'C., 9/1/78.

Will the accountant let me have a statement of what is really due to this man, if anything, so that it may be settled.—E.C.C., 10/1/78. Statement herewith, which is made out in accordance with the prices given by the overseer, and those usually paid for such work.—A.M'C., 10/1/78. Let the £61 11s. be offered.—J.S., 21/1/78. J. R. Jones, written, 22/1/78.

No. 31.

The Under Secretary for Public Works to Mr. J. R. Jones.

Sir,

Works, 22 January, 1878.

Referring to your communication addressed to His Excellency the Governor, being an alleged claim for work in respect to the construction of a line of telegraph from Kempsey to Grafton, known as Collway's contract, I am directed to inform you that, acting upon the opinion of the Crown Law officers, the Secretary for Works has decided that with the exception of the sum of £61 11s. for extra work and materials you are not entitled, and your claim cannot be entertained. I am now to offer you this sum in full satisfaction of all demands in relation to the work in question.

I have, &c.,
JOHN RAE.

No. 32.

Mr. J. R. Jones to The Secretary for Public Works.

Sir,

1, King-street, 23 January, 1878.

I have the honor to acknowledge the receipt of your letter of yesterday's date, having reference to my contract for construction of telegraph line from Kempsey to Grafton, and informing that the sum of £61 11s. only is available for me for the work I performed under my contract.

In reply I should esteem it a great favour if you would cause me to be furnished with the items which make the amount named.

I am, &c.,
J. R. JONES.

Let this be given if no particular objection.—J.S., 25/1/78. The Supt. of Telegraphs, B.C., 31st January, 1878.—J.R. Accountant.—E.C.C., 2/2/78. Statement herewith.—A.M'C., 4/2/78. Forward to the Under Secy. for Works.—E.C.C., 5/2/78. Under Secy. Works, B.C. Copy may now be forwarded to Mr. Jones.—J.S., 6/2/78. J. R. Jones & Co., 12/2/78.

No. 33.

Mr. J. R. Jones to The Secretary for Public Works.

Sir,

1, King-street, Sydney, 5 February, 1878.

I have the honor to refer to my letter of the 23rd ultimo, in which I beg permission to be furnished with the items allowed by the Government, and amounting to £61 11s., for my work on contract—construction of a telegraph line from Kempsey to Grafton, and to which I have not received any reply.

I most respectfully have again to make this request.

I am, &c.,

J. R. JONES.

There have been several communications on this subject. What is the objection, if any, to supply the information asked for?—J.S., 6/2/78.

No. 34.

Statement showing amount due Mr. Jones.

STATEMENT showing the amount of extra work performed on the line from West Kempsey to Grafton:—

		£	s.	d.
Erecting 14 poles	20/	14	0	0
Removing 10 poles	10/	5	0	0
11 struts	8/	4	8	0
1 wire stay	—	0	3	0
20 iron pins	1/3	1	5	0
2 extra long poles—Barrell's Creek	40/	4	0	0
1 do. do.—Ten-mile Creek	"	2	0	0
1 do. do.—Bingle Creek	"	2	0	0
1 mast—Bingle River	—	5	0	0
1 extra long pole	—	1	0	0
2 do. do.—Gough's Harbour	30/	3	0	0
1 do. do.—Woolgula Creek	—	1	10	0
Hooping 2 miles of posts	—	2	0	0
2 poles for cable at Nambuccera	40/	4	0	0
2 do. at Bellinger	"	4	0	0
2 new poles at Reefers	20/	2	0	0
2 do. at Bohambi	40/	4	0	0
Material supplied	—	2	5	0
Total	—	£61	11	0

No. 35.

The Under Secretary for Public Works to J. R. Jones & Co.

Sirs,

Works, 12 February, 1878.

In reply to your letter of the 5th instant, I am directed to enclose a list of the items, making the sum of £61 11s., referred to in my letter to you on the subject of your contract for telegraph line, Kempsey to Grafton.

I have, &c.,

JOHN RAE.

No. 36.

Mr. J. R. Jones to The Secretary for Public Works.

Sir,

1, King-street, Sydney, 15 February, 1878.

I have the honor to acknowledge the receipt of your letter dated the 13th instant, enclosing a list of the items making the sum of £61 11s., purporting to be the amount due me on my contract for telegraph line from Kempsey to Grafton. In reply I beg to thank you for causing me to be furnished with the document in question, as it places the disputed items in a much plainer form.

I have now most respectfully to submit that your amount is altogether wrong, and for the following reasons:—

1. That the amount allowed for extras is not sufficient to cover the cost of material supplied and work done outside the contract.
2. There is no payment made for materials and labour used by me in constructing 4 miles of telegraph wire on brackets.
3. That the sum of £50 for work and labour done by order of the inspector, in cutting down undergrowth after completion of line, is not allowed me.
4. That no remuneration is made for material supplied and labour performed on the 43 miles constructed by previous contractor, and for which the sum of 10 per cent. was kept back from him, but never paid. This work was done by me by order of the inspector, and cost £200.
5. That no money is allowed for supplying Government officer with men and provisions, surveying and pegging out a wrong route, and afterwards abandoned by the Government.
6. I am not allowed compensation for breach of contract in stopping me completing the only easy portion of my contract viz., "from Kempsey to Macleay Heads," by which I estimate having lost £448.

I most respectfully request my claim may be properly investigated, or refer the same to usual mode of arbitration.

I have, &c.,

J. R. JONES.

The Supt. of Telegraphs, B.C., 20 Feb., 1878.—J.R.

No. 37.

Minute of The Superintendent for Telegraphs.

REFERRING to Mr. J. R. Jones's claim for compensation for work performed on the line of telegraph from West Kempsey to Grafton, I beg to submit the following facts for the information of the Secretary for Public Works:—

1. The amounts allowed for extras are those usually paid for similar works, and considered by the overseer in charge of the work to be fair and reasonable.
2. No claim was made in Mr. Jones's account for the erection of 4 miles of wire on existing poles.
3. It is the duty of the contractor to hand over the line in accordance with the terms of the contract; and in this case the surety was called upon to clear the scrub before a certificate could be given that the work had been properly carried out.
4. The Crown Solicitor has decided that Mr. Jones has no claim on the 10 per cent. retention money which was held back from the contractor, who failed to carry out the contract.
5. It is part of the contractor's duty to supply men to peg out the line.
6. No work was performed by Mr. Jones on the line between West Kempsey and the Macleay River Heads, and therefore he cannot possibly have any claim for compensation as regards that portion of the line in question.

E. C. CRACKNELL,

4/3/78.

Forward copy of report.—J.S., 7/3/78. Mr. Jones.—9/3/78. Telegraphs, B.C., 9/3/78.—J.R.
Seen.—E.C.C., 12/3/78.

No. 38.

The Under Secretary for Public Works to Mr. J. R. Jones.

Sir,

In reply to your letter of the 15th ultimo, on the subject of the telegraph line from West Kempsey to Grafton, I am directed to forward for your information a copy of a report which has been received from the Superintendent of Telegraphs on this matter.

Works, 9 March, 1878.

I have, &c.,

JOHN RAE.

No. 39.

Mr. J. R. Jones to The Secretary for Public Works.

Sir,

1, King-street, Sydney, 12 March, 1878.

I have the honor to acknowledge receipt of your letter of the 9th instant, enclosing a report from Mr. Cracknell on the subject of my claim for erection of telegraph line from Kempsey to Grafton.

I respectfully beg to point out that the report in question does not clearly disclose the facts of the case or sufficiently answer the several reasons I have given in support of my claim. It is therefore necessary for me to make a further explanation, to place the matter as clearly as possible before you for your judgment, and to do so I will follow Mr. Cracknell's report:—

1. Mr. Cracknell states that the amount allowed me for extras is what is usually allowed, and is fair and reasonable. This statement, in regard to ordinary cases of erecting telegraph lines, is no doubt correct where labour and material is fairly procurable, but in a contract like mine, which was surrounded by extraordinary difficulties, the case is quite different. Most of the extras were created on that portion of the line most isolated from any towns, through a rugged country, without any means of conveyance for materials by seaboard; and the distance between the two nearest towns, Bellinger and Grafton, is, I believe, about 70 miles. The huge poles had to be found, drawn, and erected by manual labour, and men were very scarce, and wages increased. My overseer and others can prove my price under the circumstances hardly covers the actual expense incurred. The difference on this matter is £16 4s., caused by reduction of my charges for erecting the poles, some of which could fairly be charged £10 each, being a great size, and having to be erected on the river banks for telegraph cables.

2. Mr. Cracknell states I made no claim for the 4 miles on existing poles. Mr. Cracknell must have been wrongly informed. It is now ten months since the certificate went in for this work, and since that time I have called upon Mr. McCrackan at least fifty times for a settlement, and always mentioned about the 4 miles in question. Mr. McCrackan, the accountant, knew well this money was due me, but makes no mention of it in the account furnished me on the 22nd January, which states "£61 11s., full of all demands."

3. Mr. Cracknell states it was my duty to cut down scrub in accordance with contract, and before I received a certificate. Mr. Cracknell is in error as to the nature of my claim, which is not for cutting down scrub before certificate, but cutting down undergrowth after certificate had passed, and which had grown up after completion of line. The work was done by order of inspector as an extra. I presume it is not intended that I am to be at the cost of removing any obstacle that subsequently springs up after I have once cleared the land and completed the line.

4. Mr. Cracknell states the Crown Solicitor has decided I have no claim to the 10 per cent. retention money of previous contractor. I will assume that the Crown Solicitor had all the facts before him and decided correctly; but the Crown Solicitor has not decided that I have no claim for actual work and labour done on that portion of the line left unfinished by previous contractor, which is all I am now asking for—and in fact Mr. Williams told me that I had a right to be paid for such work. You will observe Mr. Cracknell in his report loses sight of this fact, and does not touch upon the point, and I don't suppose it ever entered that gentleman's mind that Government expects private individuals to construct telegraph lines without payment. I am informed that 10 per cent., 1 September back, has not been paid to anyone yet.

5. Mr. Cracknell asserts it is part of the contractor's duty to peg out the line, which I am quite aware of—that is where the pegging is generally followed by telegraph line, but I hardly imagine that

Mr.

Mr. Cracknell means that if a Government surveyor takes my men about 50 miles to survey and peg out a line away from the proper route, and afterwards abandons the same, that a contractor is to pay for such work. A contractor could be easily ruined if such a principle were recognised. This is clearly an extra and should be paid for by those who ordered the work to be done.

6. Mr. Cracknell states I did no work on the line from Kempsey to Macleay, but omits relating the cause. My contract is from Kempsey to Grafton, and that portion from Kempsey to Macleay River was the easiest for me. When I did all the difficult portion I calculated my profit on the easiest and had everything prepared with men to carry out the remainder of my written contract, when I received a letter from Mr. Cracknell that he would not allow me to proceed with the work unless I did it for a less sum than that named in the contract, and it is for this reason I claim compensation for the loss I sustain in not allowing me to complete my contract, and by which I lose the sum mentioned.

I trust my case sir, will meet with your early attention, as I have now been many months laying out of my money. Should there be any difficulties in the way of your decision, I shall be most satisfied if the matter were referred to two practical and intelligent gentlemen.

I have, &c.,

J. R. JONES.

Mr. Cracknell for careful report. There are many points in this letter that require careful consideration and cautiously answering.—J.S., 18/3/78.

Superintendent of Telegraphs, B.C., 20/3/78.—J.R.

Mr. Walker to re-arrange this case and report on each item on a separate paper.—E.C.C., 21/3/78.

Former papers.—P.B.W., 22/3/78. Herewith.—E.D.

No. 40.

Mr. J. R. Jones to The Assistant Superintendent of Electric Telegraphs.

Sir,

1, King-street, Sydney, 25 June, 1878.

Adverting to the interview I had the honor to have with you yesterday in reference to the settlement of my account for construction of telegraph line from Kempsey to Grafton, I now beg to hand you hereunder the particulars of my claim, viz. :—

	£	s.	d.
Sinking 12 holes, providing and setting poles therein at 30s.	17	10	0
Sinking 9 holes, shifting poles, and re-stretching wire on same	10	0	0
11 struts with foot-plates, at 12s.	6	12	0
20 iron pins, at 1s. 3d.	1	5	0
2 extra poles, Warrell Creek	4	0	0
1 extra pole, Tea-tree	2	0	0
1 extra pole, Bungle	2	0	0
1 mast at Bungle	8	0	0
1 extra pole	1	0	0
2 extra, Gough's harbour	4	0	0
1 extra, Woolgoolga Creek	2	0	0
Labour cutting undergrowth, after completion of line, 117 days, at 11s.	54	7	0
Hooping on poles	2	0	0
1 wire stay	0	3	0
Extra cost of surveying of line not used by Government	150	0	0
2 poles for cable, Bellinger	4	0	0
Spare materials left at stations by order of inspector	2	5	0
2 new poles, Reefers	3	0	0
2 new poles, Bolamba	4	0	0
Work performed on Collaerey's portion of line, by order of inspector, 350 days, at 11s.	192	11	0
Erection of 4 miles of telegraph line, see voucher	136	0	0
Loss sustained for breach of contract in not allowing me to complete line from Kempsey to Macleay Heads, 34 miles, at £14 per mile	448	0	0
Total	£1,054	13	0

The difference in the account I previously rendered, £865 15s., and this is caused by my not including in that the amount £136 for 4 miles of line, which I expected would have been paid as usual to my credit upon the authority of the inspector's voucher.

Then again I have charged in this account the actual cost for work done on "Collaerey's" portion, £192 11s., whereas in previous accounts I only charged the retention money, £140, which was all I thought I could claim.

A small error also occurred of £4 7s. in amount for cutting down undergrowth.

I have therefore included all the items in this account, making the total £1,058 13s.

In submitting these particulars, which you will find correct, I am desirous of reciprocating your wish of amicably settling the matter at once and have done with it, and to do so am willing without prejudice to reduce the amount of my claim by £200, which I must only add to the other losses I have sustained over the job.

Trusting this will meet your approval,

I have, &c.,

J. R. JONES.

Mr. J. R. Jones written, 20/9/78.—S.P.M.

No. 41.

Minute of The Assistant Superintendent of Telegraphs.

Line of Telegraph—West Kempsey to Grafton.

Précis of papers in re J. R. Jones's claim.

1. A case is sought to be set up, founded upon an impression that the extra work occasioned by ordinary difficulties to be met by all contractors should be paid for by the Government as compensation for losses which the contractor apparently should be liable for; and even if any allowance were to be made the charges set forth are excessive, being beyond what is usually paid for such work.

2. It is asserted by Mr. Jones that he is entitled to compensation for the 34 miles of additional wire on existing poles, which he was not allowed but was prepared to erect between Kempsey and the Macleay Heads, and he claims for this the sum of £584, or at the full rate per mile for the whole contract. This, however, is absurd, as the wire could be erected upon the existing poles at half the price claimed. In addition to this, Mr. Jones does not appear to be aware that the contractor Collaerey empowered the Superintendent of Telegraphs to make any alteration or deviation in the route which he might deem necessary, and under these circumstances no allowance whatever can be made for this portion of the contract.

3. The specification strictly enjoins that all clearing should be effected for the space of 40 feet on each side of the poles, and it is scarcely probable that the scrub should have grown so as to render such a large amount necessary to be expended upon it as that stated by Mr. Jones to have been paid by him.

4. In the opinion of the Crown Solicitor the 10 per cent. retained from Collaerey, who failed to complete the contract, should not be paid to Mr. Jones; therefore that cannot be allowed.

5. It is the duty of the contractor to provide men to assist the surveyor in pegging out the line, and the amount claimed by Mr. Jones under this head is absurd also, as it is a well-ascertained fact that a considerable saving was effected by the contractor through his being allowed to take the line by the route adopted, thus avoiding heavily timbered country.

6. It is erroneous to suppose that there ever was any intention to allow Mr. Jones to erect the wire on the existing poles between Kempsey and the Macleay Heads, and when the contract was transferred to him it was only done subject to all conditions entered into by Collaerey, to which Mr. Jones was a party, as Collaerey's surety.

In conclusion, I see no reason for allowing anything of the claim made by Mr. Jones, excepting those items which have been ordered by the inspector, such as struts, poles, iron pins, and masts, amounting in all to about £90, which is all I consider he is entitled to. P.B.W.

No. 42.

The Superintendent of Telegraphs to Mr. J. R. Jones.

Sir,

Chief Telegraph Office, Sydney, 17 September, 1878.

With reference to your claim against this department in connection with the construction of the telegraph line from West Kempsey to Grafton, I have the honor to inform you that, after a full and careful consideration of the particulars of the case, it has been decided that your claim cannot be entertained, excepting, of course, the item of £90 for extra work performed by you in accordance with the line inspector's instructions.

I have, &c.,

E. C. CRACKNELL,

Supt. of Telegraphs.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TELEGRAPH LINE FROM KEMPSEY TO GRAFTON.

(SPECIFICATIONS, CONTRACTS, CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 19 February, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18th February, 1879, That there be laid upon the Table of this House,—

“Copies of all Contracts, Specifications, Correspondence, Minutes, and
“other Documents, now in possession of the Government, having reference
“to the construction of Telegraph Line from Kempsey to Grafton.”

(Mr. Cameron.)

Sydney, 30 November, 1875.

In the event of the Superintendent of Telegraphs deciding to take the line of Electric Telegraphs I am about constructing from West Kempsey to Grafton, from the Macleay Heads, instead of West Kempsey, I hereby agree to do so, and will not claim any compensation for so doing.

HENRY J. COLLAEREY.

Sir,

West Kempsey, 17 November, 1875.

I have the honor to report, for your information, in reply to your memo. of the 16th instant, I have made inquiries from different parties known to me, and have travelled the coast road from Kempsey to Grafton. They all give a very favourable report, saying, coast road is the proper route the telegraph line should go; it is throughout tolerably clear; in fact plains almost the whole way, with the exception of about 5 or 6 miles of scrub or underbrush near Grafton, which the line would go over. The coast road is close to the beach most of the way; it goes inland about 40 miles this side of Grafton, but does not extend over 1 mile from beach at furthest; from Macleay Heads, *via* Nambucra, to Bellinger Heads, 27 miles; Bellinger to Boambi Creek, 14 miles; Boambi Creek to Corrinda Station, 35 miles; Corrinda Station to Glenugie Station, 30 miles; Glenugie Station to Grafton, 10 miles; total from Macleay Heads to Grafton, 116 miles. This is a rough calculation; it may be more or less. From the information received, I certainly would recommend the coast road for the line to be taken; it would be very seldom interrupted, as there is no timber or anything to cause bush fires; the only difficulty is in getting poles, as they would have to be drawn some distance. The contractor, Mr. Collaerey, has been here, and left for the Bellinger, saying he would travel coast road to Grafton, and see what sort of a country it was, so that he might be able to give a satisfactory report to the Government.

I have, &c.,
J. WILLIAMS.

KNOW

Know all men by these presents, that we, Henry Jas. Collaerey, of Sydney, in the Colony of New South Wales, contractor, Thomas Wilson Garlick, of Sydney, in the Colony aforesaid, householder, and James Richard Jones, of Sydney, in the Colony aforesaid, householder, are jointly and severally held and firmly bound unto Her Most Gracious Queen Victoria, in the penal sum of £410 sterling, to be paid to Her said Majesty, Her heirs or successors, for which payment, well and truly to be made, we bind ourselves, and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents.

Sealed with our seals.—Dated the seventeenth day of November, in the year of our Lord one thousand eight hundred and seventy-five.

WHEREAS the above-bounden Henry James Collaerey made the tender hereunto annexed, under the terms and conditions of a notice dated the nineteenth day of August now last past, and published in the New South Wales Government Gazette of the twentieth day of August last (of which notice a copy, signed by the said Henry James Collaerey, Thomas Wilson Garlick, and James Richard Jones, is also hereunto annexed), to find and provide the materials, labour, and every other thing requisite and necessary for, and do and perform the various works required in and about the construction, erection, and completion of a line of electric telegraph from West Kempsey to Grafton, *via* the Nambucca and Bellinger Rivers, in the said Colony, an estimated distance of *one hundred and twenty miles*, in accordance in all things with the annexed general conditions and specification marked "A," at or for the rate or price of thirty-four pounds per mile, as mentioned in the said tender; and to complete the said works in all things within six months from the notification of acceptance of said tender.

And whereas the above-bounden Thomas Wilson Garlick and J. R. Jones have severally offered to become and be bound to Her Majesty, Her heirs and successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said notice; and whereas the said tender has been duly accepted by the Minister for Works, on behalf of Her said Majesty, in the said Colony, on condition that this bond should be entered into by them, the said Henry James Collaerey, Thomas Wilson Garlick, and James Richard Jones.

Now the condition of the above-written bond and obligation is such, that if the said Henry James Collaerey do and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid; and all and every the terms, conditions, and stipulations thereof, within the time hereinbefore in that behalf mentioned, then this obligation will be void and of none effect; otherwise to remain in full force and virtue.

HENRY JAMES COLLAEREY.

Signed, sealed, and delivered by the abovenamed Henry Jas. Collaerey, in the presence of,—

M. G. HARTE.

T. W. GARLICK.

Signed, sealed, and delivered by the abovenamed Thos. Wilson Garlick, in the presence of,—

CHAS. R. WALSH.

J. R. JONES.

Signed, sealed, and delivered by the abovenamed Jas. Richd. Jones, in the presence of,—

CHAS. R. WALSH.

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TELEGRAPH LINE FROM YOUNG TO MORANGARELL.
(DOCUMENTS, LETTERS, REPORTS, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 12 December, 1878.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 9th October, 1878, That there be laid upon the Table of this House,—

“Copies of all Documents, Letters, Reports, Minutes, or other Papers
“having reference to Mr. Edward M'Evoy's claim against the Telegraph
“Department for the construction of the Telegraph Line from Young to
“Morangarell.”

(Mr. Cameron, for Mr. Watson.)

TELEGRAPH LINE FROM YOUNG TO MORANGARELL.

MEMO.—Write a letter to Henry Watsford, Inspector of the Telegraph Line now in course of construction from Young to Morangarell and the Bland, requesting full particulars of the charges made by the contractor (Mr. E. McEvoy) for extra work performed on the line, viz. :—

	£	s.	d.
Bracketing and wiring 10 miles, £20	200	0	0
Ramming and straightening poles	35	0	0
Cutting and splicing wire	15	0	0
58 poles, at 25s.	72	10	0
Clearing	10	0	0
	£332	10	0

The fullest particulars must be given, the number of poles straightened and rammed, and the number of cuts and splices—the extent of the clearing, &c., &c.

And also enclose a few forms for the certificate of line completed—to be obtained from Mr. Dean.
A. M'C.

Written, and forms forwarded.—23/7/77, S.P.M.

The Assistant Superintendent of Telegraphs to The Construction Overseer, Young.

Sir, Chief Telegraph Office, Sydney, 23 July, 1877.
I have to request that you will be good enough to furnish without delay full particulars of the charges made by the contractor, Mr. E. McEvoy, for extra work performed on the line from Young to Morangarell.

I have, &c.,

P. B. WALKER,

Assistant Superintendent of Telegraphs.

The Construction Overseer, Young, to The Superintendent of Telegraphs.

Sir, Telegraph Camp, 30 July, 1878.
I have the honor to report the work performed by Mr. E. McEvoy, contractor, between Young and Morangarell, consists of 10 miles bracketing and wiring, ramming and straightening poles, cutting the existing wire, clearing under-scrub, and fifty-eight new poles, are on the line between Young and Musgrave's.

I have, &c.,

HENRY WATSFORD.

Accountant—P.B.W., 1/8/77.

This is for extra work performed on the line from Young to Morangarell—special authority will be required.—A.M'C., 6/8/77.

The price asked by the contractor is most outrageous, and will not be passed, as £15 per mile is quite enough for any extra wire on the line already constructed, therefore the contractor must alter this voucher to something like a reasonable amount before the department will entertain it.—P.B.W., 6/8/77, B.C.

Mr. Watsford returned this morning, and said that Mr. McEvoy would not take it.—P.B.W., 1/10/77. Accountant.

Mr. McEvoy has now agreed to accept the amount offered by the Superintendent, and authority may be prepared accordingly.—P.B.W., 25/1/78.

Mr. McEvoy to The Superintendent of Telegraphs.

Contract—Young to Morangarell.

Sir, Young, 18 August, 1877.
I am told by the local officer here that the price I have charged for the work between here and Musgrave's appears to you to be too high for the wiring and bracketing.

I append the actual cost price of the articles.

My camp expenses are about £30 weekly; and as I was over a week doing the wiring and bracketing, the price I have charged is only a fair and reasonable one.

I have, &c.,

E. M'EVROY.

Cost price, with carriage and trainage added, say :—

2 tons 12 cwt. wire, No. 6, £40	£104
300 brackets	15
300 insulators, 2s.	30
300 dowels	7
300 clips, say	1
Nails, &c., say	1

£158

Turn up voucher.—P.B.W., 20/8/77.

A copy of the voucher is attached.—A.M'C., 21/8/77.

£15 per mile is the usual price for this work.—E.C.C., 21/8/77.

Inform—P.B.W., 21/8/77.

E. McEvoy informed.—22/8/77.

B.

B.

NEW SOUTH WALES.

Series B.—Contingency Form No. 1.

Pay Voucher No. 1.

Contingent Expenses.—Department of Electric Telegraphs.

Date or period of supply or service		Rate.	Amount.
1877.	Claimant—E. M'Evoy, contractor, Young, for the supply of the undermentioned articles or services:—	£ s. d.	£ s. d.
14 July ...	Bracketing and wiring, 10 miles	20 0 0	200 0 0
	Ramming and straightening poles.		35 0 0
	Cutting and splicing wire		15 0 0
	58 new poles	1 5 0	72 10 0
	Clearing		10 0 0
	E. M'Evoy. Total	£	332 10 0

I certify that the amount charged in this voucher as to computations, castings, and rates is correct, that the service has been faithfully performed, and that the expenditure is duly authorized in terms of the Audit Act.
HENRY WATSFORD.

I hereby authorize the amount of the above certificate in my favour to be paid on my behalf to Oriental Banking Company, Sydney.
E. M'EVROY.

The Superintendent of Telegraphs to Mr. M'Evoy.

Sir,
Chief Telegraph Office, Sydney, 22 August, 1877.
Referring to your communication of the 18th instant, respecting your charge for the work on the line from Young to Morangarell, I have the honor to inform you that your charge is considered too high, as the usual price for such work is £15 per mile.
I have, &c.,
E. C. CRACKNELL,
Superintendent of Telegraphs.

The Construction Overseer, Young, to The Superintendent of Telegraphs.

Sir,
Telegraph Line, Young to Morangarell. 30 August, 1877.
I have the honor to report that I wrote to Mr. E. M'Evoy, contractor, about the overcharge in the voucher. I have not received a reply.
I have, &c.,
HENRY WATSFORD.

Former papers.—P.B.W., 1/9/77. Herewith.—E.D. Seen.—E.C.C., 3/9/77.

The Assistant Superintendent of Telegraphs to The Accountant.

24 January, 1878.
The Superintendent has agreed to allow Mr. M'Evoy the £15 per mile on his disputed claim. Let the vouchers be put in order, and sent on to the Treasury as early as possible.
P.B.W., 24/1/78.

The Superintendent of Telegraphs to The Under Secretary for Public Works.

I BEG to request the authority of the Honorable the Secretary for Public Works to pay to Mr. E. M'Evoy the sum of £282 10s., as per accompanying schedule, for extra work performed by him on the line of Telegraph from Young to Morangarell. To be charged against the vote for line Young to Morangarell.
E. C. CRACKNELL.
B.C., 25/1/78.

Approved.—J.S., 31/1/78. Supt. of Telegraphs.—B.C., 31/1/78, J.R. Accountant.—E.C.C., 2/2/78. Seen, and copy attached to M'Evoy's voucher.—A.M'C.

Schedule.—Young to Morangarell.
EXTRA WORK performed by the contractor (Mr. E. M'Evoy).

1877.		£ s. d.	£ s. d.
July ...	Bracketing and wiring, 10 miles	15 0 0	150 0 0
	Ramming and straightening poles... ..		35 0 0
	Cutting and splicing wire		15 0 0
	58 new poles... ..	1 5 0	72 10 0
	Clearing		10 0 0
		£	282 10 0

Mr.

Mr. M'Evoy to Mr. James Watson.

Dear Sir,

Young, 15 May, 1878.

I very much regret troubling you again *re* my business with the Telegraph Department. You may remember you and I called on Mr. Walker about the balance of my account—£50, and also that Mr. Walker promised to recommend the payment of £25, and which I refused to accept. My object in now writing is to ask you to kindly step over and see if the department positively refuses to pay the amount (as I have a letter which they will not entertain); if they do, I shall send the papers, &c., to Mr. Baker or Mr. Lynch to move in the matter. I won't trouble you any further, as I am aware that there are so many business calls on your time, that you can ill afford to attend to these trivial matters.

I see Mr. McElhone is moving with regard to the department having a fixed price for wire, &c. I think this is a right step, as in my case I was led to believe from the department that I could get wire from £25 to £27 a ton and insulators at 1s., but I had to pay £33 for the wire and I think 1s. 6d. for the insulators, besides having to use No. 6 wire instead of No. 8.

Apologizing for troubling you,—

I have, &c.,

E. M'EVÖY.

Former papers.—P.B.W., 17/5/78. Herewith.—E.D.

Inform that Superintendent will not allow anything further.—P.B.W., 29/5/78.

E. M'Evoy informed.—S.P.M., 31/5/78.

The Superintendent of Telegraphs to Mr. M'Evoy.

Sir,

Chief Telegraph Office, Sydney, 31 May, 1878.

With reference to an inquiry made by Mr. Watson, M.P., respecting your claim against this department for £50 for work performed by you on the line of telegraph between Young and Morangerell, I have the honor to inform you that your claim cannot be entertained.

I have, &c.,

E. C. CRACKNELL,

Superintendent of Telegraphs.

Mr. M'Evoy to The Superintendent of Telegraphs.

Sir,

Young, 29 July, 1878.

With reference to your letter of the 31st May last, will you be kind enough to inform me the reason you cannot entertain my just claim of £50 against your department.

I have asked Mr. Watson and Mr. Baker, M.P.'s, to get me this information, but both have failed.

I have, &c.,

E. M'EVÖY,

Contractor.

Was not M'Evoy paid in full of all demands?—E.C.C., 31/7/78. Yes, except the £50.—P.B.W., 1/8/78.

It is quite clear then that there is nothing more due to Mr. M'Evoy, and he has been well paid for the work he has done.—E.C.C., 5/8/78.

Inform that his request cannot be complied with.—P.B.W., 5/8/78.

E. M'Evoy informed.—S.P.M., 6/8/78.

The Superintendent of Telegraphs to Mr. M'Evoy.

Sir,

Chief Telegraph Office, Sydney, 6 August, 1878.

In acknowledging the receipt of your communication of the 29th ultimo, respecting your claim for £50 alleged to be owing to you by this department for extra work performed by you on the line of telegraph from Young to Morangerell, I have the honor to inform you that as the account has been settled, and a fair price allowed for the work, as mutually agreed upon, no further allowance can be made.

I have, &c.,

E. C. CRACKNELL,

Superintendent of Telegraphs.

Do I understand from this that £50 is really due to M'Evoy, or that his receipt included the above sum?—E.C.C., 2/8/78.

The case stands thus:—M'Evoy did certain work between Young and the junction of the Morangerell line without any authority from you, but under orders of the overseer of construction, and on completion he tendered voucher, marked B, for said work. The price charged per mile is stated at £20, which, after repeated interviews and letters, was ultimately reduced to £15 per mile—£50 less than he claimed. The full amount has been paid, less this £50, which he now seeks to have allowed him, although an acquittance has been given for the whole contract.—P.B.W., 2/8/78.

Mr. M'Evoy to The Superintendent of Telegraphs.

Sir,

Young, 13 August, 1878.

I have your letter of the 7th August, and I am rather surprised to hear from you that the account has been settled and a fair sum allowed. I never mutually agreed or authorized any one to mutually agree for me to the reduction of £50. How you can consider £15 a mile a fair price, when I had to use No. 6 wire and pay £41 a ton landed on the line I cannot say. I may here state that before I tendered I was led by your department to believe that I could get No. 8 wire at £27 10s. a ton, and insulators at 25 per cent. less than I paid for them; instead of which, I had to use No. 6 wire, and pay Mr.

Mr. Jolly £33 net cash for it. I had no very great wish to do this work at £20; in fact, I refused £18 from your officer to do it, and only accepted £20 to get the matter finished. I have no doubt if Mr. Watsford is applied to he will bear me out in this. As I pushed the work on, and finished it in an expeditious manner in the face of a bad season. I do think it hard that I am put to this unnecessary trouble to get that which I am honestly entitled to.

I have, &c.,
E. M'EVROY,
Contractor.

I cannot see that anything more can be done in this matter at present. There is no doubt that the matter was finally settled when Mr. M'Evoy signed the voucher.—E.C.C., 15/8/78.

Mr. M'Evoy to The Superintendent of Telegraphs.

Sir, Referring to my letter of the 13th ultimo, am I to infer from your not answering it that my only way of getting my just claim settled is through the Law Courts? An answer would oblige.

Young, 9 September, 1878.
I have, &c.,
E. M'EVROY,
Contractor.

I thought this matter was finally settled. Mr. M'Evoy must take his own course.—E.C.C., 10/9/78.
Former papers.—P.B.W., 10/9/78.

All papers are attached.—E.D.
The letter attached to the papers was written on the 15th August, but not sent in accordance with your request. Mr. M'Evoy has no claim whatever, as he has been paid in full of all demands.—P.B.W., 11/9/78.

Better tell him so once more.—E.C.C.
E. M'Evoy written, 11/9/78.—S.P.M.

The Superintendent of Telegraphs to Mr. M'Evoy.

Sir, In acknowledging the receipt of your communication of the 9th instant, having further reference to your alleged claim against this department in respect of the extra work performed by you on the telegraph line between Young and Morangarell, I have the honor to inform you that the Crown Solicitor will be instructed to defend any action you may think proper to take in the matter.

Chief Telegraph Office, 11 September, 1878.
I have, &c.,
E. C. CRACKNELL,
Superintendent of Telegraphs.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TELEGRAPH MATERIAL.

(TENDERS FOR SUPPLY OF WIRE—CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 19 June, 1879.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 15th May, 1879, That there be laid upon the Table of this House,—

“Copies of all Tenders, Correspondence, Minutes, &c., in reference to the
“latest supply of Wire and Telegraph Material to the Government.”

(Mr. McElhone.)

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TELEGRAPH MATERIAL.

No. 1.

The Superintendent of Electric Telegraphs to The Secretary, General Post Office.

Sir,

I have the honor to enclose herewith a notice for publication in the *Government Gazette* calling for tenders for the supply of telegraph material required for use of this Department.

I have, &c.,

E. C. CRACKNELL,

Superintendent of Electric Telegraphs.

[*Enclosure*—Draft of notice inviting tenders.]

Submitted with *Gazette* notice for signature.—S.H.L., 9/1/79.

If these articles are not immediately required it would be desirable to say the period over which the supply is intended to last as is done in other departments for annual contracts.—S.S., 14/1/79.

B.C., 14/1/79.—S.H.L.

These articles are required for the year 1879. I have been through the list very carefully, and do not think less number or quantities will meet the requirements of the department for that period.—E.C.C., 17/1/79. The Secretary, General Post Office, B.O.

The advertisement should say that these articles are to be delivered at the Chief Telegraph Office, Sydney, as required.—S.S., 22/1/79.

No. 2.

Gazette Notice.

General Post Office, Sydney, 25 January, 1879.

TENDERS will be received at this office up to noon, on Wednesday, the 26th February, 1879, from persons desirous of contracting for the supply of the undermentioned Telegraph material, required for the Electric Telegraph Department, during the year 1879:—

20,000 German porcelain insulators, to sample.	250 whalebone battery brushes.
50 Siemen's ink printing Morse instruments.	50 tons No. 6 wire, extra best best.
50 Wheatstone's alphabetical instruments.	50 tons No. 8 wire, extra best best.
30 Siemen's alphabetical instruments.	10 tons No. 10 wire, extra best best.
1,000 Meidinger battery cells, complete.	1 ton No. 15 wire.
10,000 small copper cells for do.	4 miles double coated wire.
4 tons Morse tape.	4 miles single coated wire.
500 pairs local battery coils, complete.	20 tons bluestone.
4,000 local zincs.	10 tons magnesia.
5,000 main battery zincs.	Blacksmiths' work and galvanizing, at per pound.

The whole of the above to be delivered at the Telegraph Department, Sydney, in quantities as required, and to be of the very best quality; samples of which may be seen at the office of the Superintendent of Telegraphs, George-street, Sydney.

The wire will be required to test up to the British Postal Telegraph standard, samples of which can also be seen at the above office.

SPECIFICATION FOR INSTRUMENTS.

Siemen's ink printing Morse instruments to be fitted with outside steel; inking wheel connections; resistance of coils not less than 250 ohms to each coil; to run out 5 feet 6 inches of tape per minute, with paper wheels and stands complete.

Wheatstone's alphabetical communicators to be fitted with permanent magnets, 7 plates; size 7 inches long, 2½ inches wide, including soft-iron poles; 4 coils—resistance of each coil, 150 ohms; improved contact-makers and springs.

Wheatstone's alphabetical indicators to be fitted with permanent magnets; size, 4½ inches long; 2½ inches wide; soft-iron needles; 2 coils—resistance of each coil 100 ohms; improved pallet wheel adjustment.

Siemen's alphabetical instrument with receiver combined, to be fitted with permanent magnets; 9 plates, size, 9½ inches long, 2½ inches wide; armature, 4¼ inches long, 2½ inches diameter, and enamelled dials.

SAUL SAMUEL.

No. 3.

Messrs. Masters and Co., Melbourne, to The Postmaster General, Sydney.

Sir,

9, Flinders-st., West Melbourne, 11 February, 1879.

We would be glad if you would send us a reply to the following question *in re* contract for telegraph material required by your department for 1879.

Would any other make of the Morse instrument than the Siemen's be taken, also the alphabetical instruments and also materials generally, provided of course that they are of the same class of manufacture.

We are agents for a first class American house and could supply you a first class article.

We should also be glad to know what time would be allowed after signing contract to supply goods.

We should be glad if you would send a reply as soon as possible, as we see the time is limited.

We have, &c.,

W. H. MASTERS & Co.

Urgent.

Urgent. The Superintendent of Telegraphs, for report.—S.H.L., 13/2/79. Siemens instruments are preferred as they are in every way superior to the American type and much more durable; the articles are required at once.—E.C.C., 14/2/79. The Secy. G.P.O., B.C. Submitted.—S.H.L., 15/2/79. Surely the whole of the articles for which tenders are invited are not required at once; perhaps Mr. Cracknell refers only to the instruments.—S.S., 17/2/79. Yes, the whole of the instruments are required without delay; there are so many new lines and stations for Railway services constantly required.—E.C.C., 19/2/79. The applicants ask for information concerning all the materials; I suppose it will be correct to inform them that the instruments must be by the makers named in the advertisement; that the instruments will be required at once, and the other material will have to be supplied in quantities as required, as the advertisement states. Would it not have been better to have specified in advertisement that the instruments would be required at once?—S.H.L., 20/2/79. Yes, the instruments, also the wire, will be required at once.—E.C.C., 21/2/79. Secy. G.P.O., B.C.

The quantity of wire for which tenders are invited appears to me to be very large to be required "at once." I shall be glad if Mr. Cracknell will please furnish me with detailed particulars of the purposes for which it is required. The advertisement would certainly lead intending tenderers to suppose that it would not all be required to be delivered at once.—S.S., 24/2/79.

The wire will be required within the twelve months; there are two wires required from Werris Creek to Gunnedah, and a new wire is being erected to Goulburn, and there is none in stock; however if the Postmaster General considers the quantity too much, half the advertised quantity can be accepted, but tenders will have to be called for again at a very early date, as an additional wire has also been sanctioned between Tamworth and Armidale.—E.C.C., 26/2/79.

As the wire is not all required at once tenders can be accepted for the whole quantity, but to be delivered as required, according to the advertisement.—S.S., 28/2/79.

Messrs. Masters & Co. might be informed that in those cases where a particular maker is specified only instruments or articles made by that maker can be accepted. In cases where no maker was specified of course it was open to any person having first-class materials to offer them, but it is of course now too late to do so. The advertisement answered the remaining question asked. The material or articles have to be supplied whenever required.—S.H.L., 5/3/79.

No. 4.

The Secretary, General Post Office, to Messrs. Masters & Co.

Gentlemen, General Post Office, Sydney, 11 March, 1879.

With reference to your letter, dated 11th ultimo, inquiring respecting the advertisement calling tenders for the supply of telegraph materials for 1879, I am directed by the Postmaster General to inform you that in those cases where a particular maker is specified, only instruments or articles made by that maker can be accepted. In cases where no maker was specified it was open to any person having first-class instruments to offer them, but it is, of course, now too late to do so. The advertisement itself answered your remaining question, *i.e.*, the materials or articles have to be supplied "as required."

I have, &c.,
S. H. LAMBTON,
Secretary.

No. 5.

Schedule of Tenders.

SCHEDULE of Tenders for the supply of Telegraph Material, received in answer to the advertisement, dated 25th January, 1879, inviting the same:

Tenderer.	20,000 German por. Insulators.	50 Siemens's Morse Inssts.	50 Wheatstone's Alpha Inssts.	30 Siemens's Alpha Inssts.	1,000 Medinger Cells.	10,000 Copper Cells, per doz.	4 tons Tape, per lb.	500 lbs. Battery Cells.	4,000 local Zincs.	5,000 Battery Zincs.	250 Battery Brushes.	50 tons No. 6 Wire.	50 tons No. 8 Wire.	10 tons No. 10 Wire.	1 ton No. 15 Wire.	4 miles Double Coated Wire.	4 miles Single Coated Wire.	20 tons Blue-stone.	10 tons Magnesin	Rheemiths' Work and Galvanizing
	s. d.	£	£ s.	£ s.	s.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s.	£ s.	£ s.	£	£	£	£ s.	£ s.	d.	
John Slater & Co.	0 10 1	23	24 10	24 10	6	4 0	0 10 1	10 3	0 11	1 0		25 10	27 10	28 15	41	33	12	28 0	11 10	..
Jas. Macgregor	0 10 1	..	..	..	..	..	..	..	..	..	..	20 15	22 0	..	30	..	..	..	..	..
William Jolly	0 11 1	28	24 10	24 10	7	..	0 11	..	..	..	..	24 10	25 10	25 10	38	29	13	20 0	..	..
A. A. Marshall & Co.	..	..	..	..	..	4 0	..	3 0	0 7 1	5	..	..	..	..	..	20	12	..	..	3 1/2 & 5 1/2 per lb.
Elliott Bros.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26 0	9 0	..
Learmonth, Dickinson, & Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Edwards, Dunlop, & Co	..	..	..	..	..	..	1 0	..	..	..	..	..	..	..	..	..	..	..	..	..
W. S. Friend & Co	1 0	..	..	..	..	..	..	..	..	..	..	24 0	..	..	..	..	..	..	..	..
Milne Bros.	..	..	..	..	..	3 6	..	7 0	0 7	..	..	..	..	..	..	..	..	..	..	..
Eggers & Bartlett	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
George Bentin	..	..	..	..	..	4 6	..	9 4	..	..	..	..	..	..	..	..	..	..	..	..
Matthew McCulla	..	..	..	..	..	4 5	..	8 10	0 7 1	..	..	..	..	..	..	..	..	..	..	..
C. H. Schlichting	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 & 5 1/2
Pollard & Sons	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 & 5 1/2

We recommend that Messrs. Kopsch and Morrison, of the Telegraph Department, be requested to call upon those persons whose tenders are reasonable and appear to be eligible, procure samples of the material and articles from bulk, and report, after testing, upon their suitability.

E. C. CRACKNELL.
F. W. HILL.
S. H. LAMBTON.

28 February, 1879.

Approved.—S.S., 28/2/79. Messrs. Kopsch and Morrison to carry out.—E.C.C., 3/3/79.

No. 6.

Electrician's Report.

Sir, Telegraph Department, 5 March, 1879.

The samples of wire and insulators give the following result:—
Messrs. W. S. Friend & Co., No. 6 galvanized wire, is up to the standard, but badly galvanized; Ryland Bros. make.
Mr. James Macgregor, No. 6 galvanized wire, is up to standard, but badly galvanized; No. 8, do. The sample insulator is of inferior quality, and not the German porcelain.
Mr. W. Jolly, No. 6 galvanized wire, is up to standard, and the galvanizing good; No. 8, do. The sample insulator is the German porcelain.

I have, &c.,
G. A. KOPSCH.

The Supt. of Telegraphs, &c.

P.S.—Mr. Morrison being absent through illness could not attend to sample wire, &c., with me, as instructed.—G. A. KOPSCH, 6/3/79.

No. 7.

Recommendation of Tender Board.

We recommend as follows:—

That Messrs. Slater & Co.'s tender for 20,000 porcelain insulators at 10½d. each, be accepted. Those tendered by Mr. Macgregor at the same price are found to be English, and not German insulators, as called for. (See Mr. Kopsch's report.)

That the tenders for 50 Siemen's Morse instruments, 50 Wheatstone's alphabetical and 30 Siemen's alphabetical instruments of Messrs. Slater & Co. and Mr. Jolly, be accepted; half the number to be supplied by each, as their tenders are for identical amounts.

That Messrs. Slater & Co.'s tender for 100 Meidinger's battery cells, at 6s. each, be accepted, as it has been ascertained that those offered by Messrs. Eggers & Bartlett at 5s. each are not in the Colony.

That Milne Bros. tender for 10,000 copper cells, at 3s. 6d. per dozen, be accepted, being the lowest.

That Messrs. Slater & Co.'s tender for 4 tons tape, at 10½d. per lb., be accepted, subject to approval as regards quality.

That Milne Bros. tender for 500 pairs battery cells, at 7s. 6d. per pair, be accepted.

That Milne Bros. tender for 4,000 local zincs, at 7d. each, be accepted.

That Messrs. Slater & Co.'s tender for 5,000 main battery zincs, at 1s. each, be accepted.

With regard to the tender for wire, the tender of James Macgregor is the lowest for No. 6 and No. 8, and the wire comes up to the required test for torsion, but is very defective in the galvanizing, as may be seen from the samples; but it will be for the Postmaster General to decide whether it would not be desirable to pay the additional price and take Johnson's wire, which is offered by other tenderers.

In the event of its being decided to reject Macgregor's wire, and take only Johnson's, the tender of Mr. Jolly is the lowest for every line. (Vide Mr. Kopsch's report on the samples of wire submitted.)

That the tender of Messrs. A. Marshall and Co. for 4 miles of double and 4 miles of single-coated gutta percha wire, at £26 and £12 per mile respectively, be accepted.

That Elliott Bros. tender for blucstone (20 tons), at £26 per ton, be accepted; also that their tender for 10 tons sulphate of magnesia, at £9 per ton, be accepted.

That the tender of A. Marshall and Co. for the blacksmith's work, at 3½d. per lb., and of Messrs. Pollard and sons, for the smith's work, galvanized, at 5½d. per lb., be accepted.

E. C. CRACKNELL.
S. H. LAMBTON.
F. W. HILL.

Recommendation of the Board approved, except for the galvanized wire, for which I require further time for inquiry and consideration.—S.S., 21/3/79.

No. 8.

The Secretary, General Post Office, to The Superintendent of Telegraphs.

Sir, General Post Office, Sydney, 24 March, 1879.

I am directed to inform you that the following tenders for telegraph material for the Electric Telegraph Department have been accepted, viz.:—

Messrs. John Slater & Co., 20,000 German porcelain insulators at 10½d. each; 25 Siemen's Morse instruments, at £28 each; 25 Wheatstone's alphabetical instruments, at £24 10s. each; 15 Siemen's alphabetical instruments, at £24 10s. each; 1,000 Meidinger battery cells, at 6s. each; 4 tons tape, at 10½d. per lb. (subject to approval as regards quality); and 5,000 main battery zincs, at 1s. each.

William Jolly—25 Siemen's Morse instruments, at £28 each; 25 Wheatstone's alphabetical instruments, at £24 10s. each; and 15 Siemen's alphabetical instruments, at £24 10s. each.

Messrs.

Messrs. Milne Bros.—10,000 copper cells, at 3s. 6d. per dozen; 500 pairs battery cells, at 7s. 6d. per pair; and 4,000 local zincs, at 7d. each.

Messrs. A. Marshall & Co.—4 miles double-coated gutta percha wire, at £26 per mile; 4 miles single-coated gutta percha wire, at £12 per mile; and blacksmith's work at 3½ per lb.

Messrs. Elliott Bros.—20 tons bluestone, at £26 per ton; and 10 tons sulphate of magnesia, at £9 per ton.

Messrs. Pollard and Son—Smith's work, galvanized, at 5¼d. per lb.

I am to add that the Postmaster General requires further time for the consideration of the tenders for the galvanized wire.

I have, &c.,

S. H. LAMBTON.

No. 9.

Minute of The Postmaster General.

LET Mr. Morrison, who I understand is now convalescent, examine the samples and report.—S.S., 25/3/79.
Mr. Morrison's report on samples attached.—P. B. WALKER, for Supt.

No. 10.

Assistant Mechanician's report on samples of wire.

Sir,

Telegraph Department, 25 March, 1879.

The samples of wire for testing and report give the following results:—

Mr. James Macgregor—No. 6 tests well up to the standard for torsion; the galvanizing slightly rough; it will answer for telegraph purposes providing the joints are soldered; No. 8, tests the same.

Mr. W. Jolly's No. 6 wire either breaks or splits before it reaches the standard test for torsion; galvanizing very good; No. 8, rather better for torsion, but not quite up to the standard; galvanizing very good.

Messrs. W. S. Friend & Co.—No. 6 wire tests well up to the standard for torsion; galvanizing rather rough; if used joints will require soldering.

I have, &c.,

J. MORRISON.

No. 11.

Mr. J. Macgregor to The Postmaster General.

Sir,

320, George-st., Sydney, 28 March, 1879.

When forwarding tenders for telegraph wire I inadvertently omitted to state that the make of wire tendered for by me is manufactured in coils of exceptionally long lengths, which must be of considerable advantage. In my wire nine coils will weigh a ton, each coil being in about ¼ mile lengths.

I have, &c.,

JAS. MACGREGOR.

No. 12.

Minute of The Postmaster General.

REQUEST Mr. S. Zollner, of York-street, to carefully examine the samples of wire and report to me upon the quality of the galvanizing and the capability in each case for withstanding the wear of time and the influence of the atmosphere. Ask also his opinion of the quality of each sample of the wire.

S.S., 27/3/79.

No. 13.

The Secretary, General Post Office, to Mr. S. Zollner.

Sir,

General Post Office, Sydney, 27 March, 1879.

I am directed by the Postmaster General to request that you will be good enough to carefully examine the accompanying samples of telegraph wire, and report to me upon the quality of the galvanizing and the capability in each case, for withstanding the wear of time and the influence of the atmosphere.

Mr. Samuel will also be glad if you will favour him with your opinion of the quality of each sample of wire.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 14.

Mr. S. Zollner to The Secretary, General Post Office.

Sir,

Sydney, 28 March, 1879.

I have the honor to acknowledge receipt of your communication of yesterday's date, requesting me by direction of the Postmaster General to carefully examine and report upon three samples of telegraph wire, as to quality of the galvanizing and the capability in each case for withstanding the wear of time and the influence of the atmosphere.

After

After carefully examining the three samples I am of opinion that they will equally withstand the influence of the atmosphere, but I am also of opinion that the No. 3 sample is of a better quality iron than No. 1 and No. 2, therefore the galvanizing looks cleaner and smoother, which however does not add much to its capability of withstanding longer atmospheric influences than No. 1 and No. 2.

I cannot pronounce definitely upon the tension each sample will bear, having no means at my disposal for testing the same.

I have, &c.,
S. ZOLLNER.

No. 15.

Minute by The Postmaster General.

MR. MACGREGOR'S wire having been tested and found up to the conditions required by the Department, his tender being the lowest may be accepted, for No. 6, £20 15s. per ton, for No. 8, £22 per ton.

Mr. Jolly's tender for 10 tons No. 10 wire, and 1 ton No. 15 wire, at £38, may also be accepted.
S.S., 28/3/79.

No. 16.

The Secretary, General Post Office, to The Superintendent of Telegraphs.

Sir,

General Post Office, Sydney, 29 March, 1879.

Referring to my letter of the 24th instant, I am directed to inform you that the following tenders for telegraph material have now been accepted by the Postmaster General, viz. :—

William Jolly—10 tons No. 10 wire, extra best best, at £28 10s. per ton, and 1 ton No. 15 wire for £38.

James Macgregor—50 tons No. 6 wire, extra best best, at £20 15s. per ton, and 50 tons No. 8 wire, extra best best, at £22 per ton.

I have, &c.,
S. H. LAMBTON.

Can Mr. Macgregor deliver this wire at once?—E.C.C., 31/3/79. The Storekeeper to inquire.—
B.C. Yes.—F.V.H., 31/3/79. Seen.—E.C.C., 3/4/79.

No. 17.

Messrs. Elliott Brothers to The Superintendent of Telegraphs.

Sir,

Sydney, 29 March, 1879.

We have the honor to inform you, that in accordance with our contract to supply the Telegraph Department with 20 tons of bluestone and 10 tons sulphate magnesia, we proceeded to deliver it this day, but the storckeeper, or some other official, refused to receive it on the ground that he had no room for it.

We would direct your attention to the fact that a specific quantity of these goods were advertised for tender, and that we tendered to supply the same, and that our tender was accepted.

We are now ready to complete our part of the contract, and we think the Government is bound to accept delivery without delay.

We have, &c.,
ELLIOTT BROTHERS.

Does not the specification say, "To be delivered as required?"—E.C.C., 31/3/79. Yes, the specification states that it is to be delivered in quantities as required.—P.B.W., 2/4/79. Draw Messrs. Elliott Brothers attention to the specification.—E.C.C., 2/4/79.

No. 18.

The Superintendent of Telegraph to Messrs. Elliott Brothers.

Gentlemen,

Chief Telegraph Office, Sydney, 4 April, 1879.

I have the honor to acknowledge the receipt of your letter of the 29th ultimo, having reference to your contract for the supply of bluestone and magnesia to this Department, and I would draw your attention to the enclosed copy of the specification, from which you will see that the material referred to must be delivered in quantities as required.

I have, &c.,
E. C. CRACKNELL,
Superintendent of Telegraphs.

No. 19.

Messrs. Edwards, Dunlop, & Co. to The Postmaster General.

Sir,

144, Pitt-street, Sydney, 2 April, 1879.

We respectfully beg leave to bring under your notice, that when tendering as per our letter of the 26th February for telegraph tape we specially mentioned "best Morse tape," meaning thereby English manufacture, in accordance with sample submitted.

We were not aware that you would accept an inferior, or German make, and consequently did not submit a quotation for this quality. By the *Gazette* we notice we have lost the tender.

We are desirous of selling what we have, and beg to make offer to the Government at 11d. per lb. Soliciting your favourable consideration,

We have, &c.,
EDWARDS, DUNLOP, & Co.

Submitted.—

Submitted.—S.H.L., 4/4/79. Mr. Cracknell for report.—S.S., 4/4/79. As there are so many new stations now opening a large quantity of tape will be required, and as this is of superior quality I think it might be taken at the price quoted, viz., 4 tons at 11d.—E.C.C., 7/4/79. Approved.—S.S., 7/4/79.

No. 20.

The Secretary, General Post Office, to Messrs. Edwards, Dunlop, & Co.

Gentlemen,

General Post Office, Sydney, 8 April, 1879.

I am directed to inform you that the Postmaster General has accepted your offer to supply, for the use of the Electric Telegraph Department, 4 tons of best Morse Tape, at eleven pence (11d.) per lb.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 21.

The Secretary, General Post Office, to The Superintendent of Telegraphs.

Sir,

General Post Office, Sydney, 8 April, 1879.

Referring to your B.C. minute of the 7th instant, I am directed to inform you that the Postmaster General has accepted the offer of Messrs. Edwards, Dunlop, & Co. to supply four (4) tons of best Morse tape, at eleven pence (11d.) per lb., for the use of the Electric Telegraph Department.

I have, &c.,

S. H. LAMBTON.

No. 22.

Messrs. Eggers & Bartlett to The Postmaster General.

Sir,

Sydney, 25 April, 1879.

As we have received 1,000 Meidinger's latest improved main battery cells, the number we tendered for last, we have the honor to offer you same, each consisting of—

1 large glass cell,

1 small do.,

1 zinc cylinder,

1 copper do.,

1 connection of the best Bohemian blown glass,—

for the price of five shillings (5s.) each cell.

We have, &c.,

EGGERS & BARTLETT,

Importers, 80, York-street.

The Superintendent of Telegraphs.—S.H.L., B.C., 26/4/79. This is a very low price, and I recommend that this tender be accepted, as they will be required before the end of the year.—E.C.C., 28/4/79. Approved.—S.S., 30/4/79.

No. 23.

The Secretary, General Post Office, to Messrs. Eggers & Bartlett.

Gentlemen,

General Post Office, Sydney, 1 May, 1879.

I am directed to inform you that the Postmaster General has accepted your offer to supply, for the use of the Electric Telegraph Department, 1,000 Meidinger's latest improved main battery cells, at five shillings (5s.) each.

I have, &c.,

S. H. LAMBTON,
Secretary.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TELEGRAPHIC COMMUNICATION WITH MUNDOORAN.

(PETITION FROM RESIDENTS OF THE TOWN AND DISTRICT OF MUNDOORAN.)

Received by the Legislative Assembly, 3 December, 1878.

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

The Petition of the undersigned Residents of the Town and District of Mundooran,—

RESPECTFULLY SHOWETH:—

That it is of great importance to your Petitioners, and in the best interests of pastoralists, merchants, and the public generally, that telegraphic communication should be extended to Mundooran.

That Mundooran is the centre of a vast and wealthy pastoral and agricultural district, the population and importance of which is rapidly increasing; and, as it is a head centre of the various lines of road by which fat cattle from the Balounce, Mooni, Narran, Namoi, Barwon, Castlereagh, and Lower Macquarie Rivers pass to Sydney and the Southern markets, that the establishment of the Telegraphic Office at Mundooran hereinafter prayed for would, at a small expense, confer a great benefit upon your Petitioners and the general public, and your Petitioners firmly believe would pay a fair and reasonable profit on the outlay from the start.

Your Petitioners very respectfully urge that connection by telegraphic line with Dubbo *via* Murrungundy would answer the best interests of the general public—the distance being only 60 miles, through a country possessing no difficulties, and good timber for telegraphic poles existing all the way, and this route would bring them in direct communication with the Great Western Railway.

That in flood-times your Petitioners are often for days cut off from communication with the metropolis and elsewhere, and much direct loss and mental disquietude is suffered therefrom, which would be practically lessened, and healthy commercial stability effected, by the adoption of the line of telegraphic communication hereinafter prayed for.

That very considerable traffic exists upon the line of road, an immense area of pastoral country hereinbefore mentioned having to be supplied with general merchandise, *via* Mundooran, and the return carriage in the shape of produce for the metropolis—notably wool, tallow, and hides—passing through Mundooran, telegraphic communication would largely benefit your Petitioners, and the merchants, pastoralists, and business men of the Colony generally.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to favourably consider the matters above set forth, and grant that such steps may be forthwith taken as will enable your Petitioners and others to have the privilege of telegraphic communication extended to the town of Mundooran from Dubbo, *via* Murrungundy.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

[Here follow 160 signatures.]

1878-9.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEARS ENDED 30 JUNE AND 31 DECEMBER, 1877.)

Presented to Parliament, in accordance with the various Acts.

NO.	SCHEDULE.	PAGE.
1 & 2. South Head Roads	11 Vict. No. 49, clause 6	2
3 & 4. Parramatta	13 .. „ 41, „ 19	3
5 & 6. Windsor	18 .. „ 16.....	4
7 & 8. Richmond.....	18 .. „ 16.....	5
9 & 10. Maitland.....	17 .. „ 16, clause 23	5 & 6

ROAD TRUST ACCOUNTS.

No. 1.

COMMISSIONERS, SOUTH HEAD ROADS TRUSTS.

ACCOUNT of Receipts and Disbursements for Half-year ending 30th June, 1877.

Dr.

Cr.

RECEIPTS.			DISBURSEMENTS.											
1876.			£	s.	d.	1877.			£	s.	d.			
Dec. 31	To Balance		887	16	8	June 30	By Secretary and Surveyor's salary		50	0	0			
1877.							" Miscellaneous—	£	s.	d.				
Feb. 17	" Contribution from the Woollahra Council— Drainage from Darling Point	£	s.	d.			Interest on mortgage	165	0	0				
		47	14	11			Ground rent on plant	2	10	0				
" 24	" the like, Paddington Council	47	14	11			Law costs re new Bill	53	19	6				
April 17	" A. J. Club—use of roller	1	10	0			Printing, &c.	3	17	6				
May 7	" Government grant	375	0	0			Petty expenses for 18 months	3	5	6				
June 30	" Tolls	1,291	13	4			Advertising	1	1	0				
							Tools and plant	11	17	8				
			1,763	13	2		" Old South Head Road—				241	11	2	
							Blue metal	374	8	1				
							F. Reus re Butcher	9	9	0				
							Goodlet, drain-pipes	6	16	0				
							Wages—ballast	362	1	0				
							" New South Head Road—				752	14	1	
							Blue metal	275	15	0				
							Goodlet, drain-pipes	16	12	0				
							Rent, toll-house allotment	5	0	0				
							Contribution to Woollahra Council	9	6	2				
							Wages—ballast	305	15	9				
							" Glenmore Road—				612	8	11	
							Wages, ballast, &c.				36	18	6	
							" Point Piper Old Road—							
							Wages, ballast, &c.				41	19	8	
							" Watson's Bay Road—							
							Wages, ballast, &c.				37	12	1	
							" Balance, Bank of N.S.W.				873	5	5	
											£	2,651	9	10
											£	2,651	9	10

Memo. :—Amount borrowed on mortgage £5,500 0 0
 Less balance in Bank 873 5 5
 Amount of debt to 30 June, 1877. £4,621 14 7

For the Commissioners, S.H. Roads Trusts,—

WM. WALLIS, Hon. Treasurer.
 GERARD PHILLIPS, Secretary.

No. 2.

COMMISSIONERS, SOUTH HEAD ROADS TRUSTS.

ACCOUNT of Receipts and Disbursements, Half-year 31st December, 1877.

Dr.

Cr.

RECEIPTS.			DISBURSEMENTS.											
1877.			£	s.	d.	1877.			£	s.	d.			
June 30	To Balance					Dec. 31	By Secretary and Surveyor's salary		50	0	0			
Dec. 31	" Tolls	1,808	6	8			" Miscellaneous—							
							Interest under mortgage	165	0	0				
							Ground rent for plant	2	10	0				
							Auction charges	6	19	4				
							Tools and repairs	8	17	8				
							" Old South Head Road—				183	7	0	
							Drain-pipes	4	12	0				
							Blue metal stone	776	16	6				
							Wages, ballast, &c.	409	5	2				
							" New South Head Road—				1,190	13	8	
							Blue metal stone	68	11	6				
							Wages, ballast, &c.	158	3	5				
							" Glenmore Road—				226	14	11	
							Wages, ballast, &c.				40	15	8	
							" Point Piper Road—							
							Blue metal stone	68	14	9				
							Wages, ballast, &c.	89	12	6				
							" Watson's Bay Road—				153	7	3	
							Wages, ballast, &c.				146	3	10	
							Balance in Bank N. S. Wales				690	9	9	
											£	2,686	12	1
											£	2,686	12	1

Memo. :—Amount borrowed on mortgage £5,500 0 0
 Less balance, 31 Dec., 1877, in Bank 690 9 9
 Amount of debts on 31 Dec., 1877 £4,809 10 3

For Commissioners, South Head Roads Trust,—

WM. WALLIS, Hon. Treasurer.
 GERARD PHILLIPS, Secretary.

No. 3.

3

No. 3.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust for the Half-year ended 30th June, 1877.

Dr.		Cr.	
RECEIVED.		EXPENDED.	
Six months' rental of Toll-gate at Broken-back Bridge	£ s. d. 155 10 0	SALARIES—	£ s. d.
Bank Interest	25 0 0	Clerk and Treasurer	18 15 0
Chief Commissioner for the repair of Dogtrap Road for the year 1877	60 0 0	Overseer	58 10 0
Rental of Old Toll-house	2 4 0		77 5 0
		MISCELLANEOUS—	
		Wages for labour	187 17 9
		Repairs to roads, dams, and bridges	3 3 10
		Repairs to tools	1 2 5
		Purchase of tools, stores, &c.	0 8 4
			192 12 4
Total receipts	242 14 0	Total expenditure	269 17 4
Balance, 31st December, 1876	748 8 11	Balance 30th June, 1877	721 5 7
	£ 991 2 11		£ 991 2 11

We certify the above to be correct,—

JAMES BYRNES, }
NEIL STEWART, } Commissioners.
AND. PAYTEN, }

No. 4.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Commissioners of the Parramatta Road Trust for the Half-year ending 31st December, 1877.

Dr.		Cr.	
RECEIVED.		EXPENDED.	
Six months' rental of Toll-gate at Broken-back Bridge	£ s. d. 155 10 0	SALARIES—	£ s. d.
Rent of Old Toll-house	5 4 0	Clerk and Treasurer	18 15 0
		Overseer	20 5 0
			39 0 0
		MISCELLANEOUS—	
		Wages for labour	74 0 0
		Advertising	2 5 6
		Road metal, and carriage of same	5 0 4
		Repairs to tools	1 0 6
		Purchase of tools	2 0 6
		Repairs to Toll-house and gate	8 0 0
		Commission to auctioneer	1 1 0
		Law expenses	2 2 0
			95 9 10
Total receipts	160 14 0	Total expenditure	134 9 10
Balance, 30th June, 1877	721 5 7	Balance, 31st December, 1877	747 9 9
	£ 881 19 7		£ 881 19 7

We certify the above account to be correct,—

JAMES BYRNES, }
NEIL STEWART, } Commissioners.

No. 5.

No. 5.

WINDSOR ROAD TRUST.

ACCOUNT of the Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ended 30th June, 1877.

Cr.			Dr.		
1877.		£ s. d.	1877.	V. £ s. d.	
1 Jan...	To Balance in hand	116 8 7	12 Feb..	By paid John Teale, gravelling, Windsor Road	1 10 16 0
4 " ..	" Rent of Fitz Roy Bridge Tolls for December	19 0 0	10 April	" J. Everingham, repairs, Fitz Roy Bridge	2 2 13 6
7 Feb...	" " " January	21 8 4	21 "	" W. Walker, gravelling, Windsor Road	3 2 8 9
8 Mar...	" " " February	21 8 4	"	" Faux & Beard, ironmongery ..	4 0 9 2
9 April.	" " " March	21 8 4	"	" P. Motteram, repairs, Richmond and Windsor Road	5 0 13 0
8 May...	" " " April	21 8 4	"	" F. Simon, timber for Fitz Roy Bridge	6 1 4 0
9 June..	" " " May	21 8 4	"	" M. Neilson, advertising	7 0 8 4
			"	" B. Isaacs, printing	8 0 5 0
			"	" Secretary, salary, &c.	9 6 10 0
			4 June..	" P. Motteram, repairs, Main-st., Windsor	10 2 0 0
			"	" W. Crozier, ditto	11 5 11 0
			"	" W. Crozier, repairs, Windsor Road	12 1 16 0
			"	" C. Leather, gravelling road, Windsor to Richmond	13 3 8 0
			"	" W. Wood, repairs, ditto	14 3 6 6
			"	" Charles Douglass, repairs, Fitz Roy Bridge	15 1 4 9
			"	" A. W. Hobbs, posting notices ..	16 0 2 6
			"	" Secretary, salary, &c.	17 6 10 0
				Balance in hand	184 8 9
		£ 242 10 3			£ 242 10 3

RICH. RIDGE,
JOHN WOOD,
THOMAS PRIMROSE, } Commissioners.

No. 6.

WINDSOR ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ended 31st December, 1877.

Cr.			Dr.		
1877.		£ s. d.	1877.	V. £ s. d.	
1 July...	To Balance in hand	184 3 9	9 July.	By paid F. Simon, timber	1 1 12 8
9 " ..	" Rent of Fitzroy Bridge Tolls for the month of June	21 8 4	6 Aug.	" A. W. Hobbs, bill-sticking	2 0 2 6
8 Aug...	" " " July	21 8 4	"	" Charles Leather, gravelling in George-street	3 7 4 0
8 Sept...	" " " August	21 8 4	20 "	" John Holden, ditto, Bridge-st..	4 10 0 0
10 Oct. ..	" " " September	21 8 4	"	" George Pye, ditto, Windsor to Richmond	5 21 3 6
8 Nov...	" " " October	21 8 4	"	" William Crozier, repairs, ditto..	6 6 3 0
7 Dec...	" " " November	21 8 4	10 Sept.	" Ditto ditto	7 7 16 0
			"	" George Pye, gravelling Richmond Road	8 9 7 0
			"	" John Holden, ditto, Bridge-st..	9 20 0 0
			1 Oct..	" W. Crozier, repairs, Richmond Road	10 5 14 0
			"	" Secretary, quarter's salary, &c..	11 6 12 6
			8 "	" A. W. Hobbs, bill-sticking	12 0 2 6
			"	" Faux & Beard, tools, &c.	13 1 2 1
			12 Nov.	" George Pye, gravelling Richmond Road	14 5 10 0
			"	" James Hough, ditto, Windsor Road	15 2 11 3
			"	" Ditto ditto	16 23 4 6
			"	" John Holden, ditto, Bridge-st..	17 6 0 0
			31 Dec..	" William Gosper, commission on sale of tolls	18 6 16 7
			"	" Charles Douglass, repairs to Fitz Roy Bridge	19 1 10 0
			"	" G. Davies, advertising	20 0 16 0
			"	" W. Wood, repairing holes	21 0 17 6
			"	" Faux & Beard, tools	22 0 5 3
			"	" Secretary, quarter's salary	23 6 10 0
				Balance in hand	162 2 11
		£ 312 13 9			£ 312 13 9

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

No. 7.

RICHMOND ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the half year ended 30th June, 1877.

Dr.		£ s. d.	1877.	Cr.		£ s. d.				
1877.										
Jan. 1	To balance in hand	7	12	8	Jan. 6	To paid H. Pye, repairs, road, Richmond to Windsor	9	15	0	
Feb. 7	" " Rent of Tolls, Blacktown Road, for January	8	18	4	Mar. 7	" W. Fletcher, piping for road, Richmond to the Bridge	3	17	0	
Mar. 8	" " " February	8	18	3	" 31	" M. Neilson, advertising	0	7	7	
April 9	" " " March	8	13	4	"	" Secretary, quarter's salary, &c.	7	15	0	
May 8	" " " April	9	3	2	April 4	" W. Handley, repairs, Windsor-street, Richmond	4	0	0	
June 6	" " " May	8	18	4	June 30	" R. Martin, repair to toll-house	25	1	9	
" 30	" " " June	8	18	4	"	" B. Isaacs, printing	0	5	0	
					"	" Secretary, quarter's salary	7	15	0	
					"	" Balance on hand	2	6	1	
		£	61	2	5		£	61	2	5

EDW. POWELL,
JOHN DUCKER,
JOSEPH ONUS,
W. T. PRICE, } Commissioners.

No. 8.

RICHMOND ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the half year, ended 31st December, 1877.

Dr.		£ s. d.	1877.	Cr.		£ s. d.				
1877.										
July 1	To balance in hand	2	6	1	Sept. 30	By paid Secretary, quarter's salary, &c.	7	19	0	
Sept. 4	To Rent of Tolls, Blacktown Road, for July and August	17	16	8	Nov. 7	" Maurice Power, repairs, Windsor-street	18	18	9	
Oct. 13	" " " September	8	18	4	"	" G. Davis, advertising	0	16	0	
Nov. 7	" " " October	8	18	4	"	" Secretary, quarter's salary, &c.	7	17	0	
Dec. 5	" " " November	8	18	4		Balance in hand	20	5	4	
" 11	" " " December	8	18	4						
		£	55	16	1		£	55	16	1

EDW. POWELL,
W. T. PRICE,
JOSEPH ONUS, } Commissioners.

No. 9.

MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts and Expenditure of the Maitland District Council, from January 1st to June 30th, 1877.

Dr.		£ s. d.	1877.	Cr.		£ s. d.					
1877.											
April 17	To Advances from roads	56	5	8	Jan. 1	By Balance brought on from previous year	35	7	6		
	Dr. to Balance	53	12	6	June 30	Largs Punt Account—					
						By G. Bluford, work done	4	0	0		
						" D. Sims	3	13	9		
						" P. Keppie	2	17	3		
									10	11	0
						Incidental Account—					
						By J. Graney, rent of office	12	10	0		
						" Jno. Apps, work done	2	10	0		
						" J. Larkins	1	15	0		
						" Capper & Sons, materials	1	10	0		
						" Tucker, Gillies, & Thompson, advertising	2	9	0		
						" O'Brien	0	12	0		
						" E. Tipper	0	3	0		
						" C. Atkinson, Poll Clerk	1	1	0		
						" D. Carter	1	1	0		
						" B. O'Toole	2	0	0		
						" J. Sherwood, work done	1	11	0		
						" Edwd. Tams	4	10	0		
						" Secretary's salary	27	10	0		
						" Stamps, &c.	2	18	8		
						" Interest to Bank	1	18	0		
									63	19	8
		£	109	18	2		£	109	18	2	
					July 1	By Balance brought down			53	12	6

JOHN BOWDEN, Warden.
WALTER CRACKNELL, Secretary.

We have examined the books of accounts and compared them with the vouchers, and find same correct,—

GEO. H. STEPHENS,
GEO. LEX, } Auditors.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS THROUGH CROOBYAR ESTATE, ULLADULLA.
(APPLICATIONS, PETITIONS, PLANS, &c.)*Ordered by the Legislative Assembly to be printed, 10 September, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 26 June, 1877, That there be laid upon the Table of this House,—

“ A Return of all Applications, Petitions, Plans, Minutes, and all other Documents, for and against all Roads through the Croobyar Estate, Ulladulla, since the year 1850.”

(Mr. Warden.)

SCHEDULE.

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1. Henry Claydon and William Tuckerman, applying for the opening of a road from their farms to Ulladulla. 14 February, 1861.....	3
2. The Under Secretary for Lands, in reply to the above. 9 May, 1861.....	3
3. W. H. Tuckerman and Henry Claydon to the Minister for Lands, urging the survey of the road. 21 September, 1861.....	3
4. The Surveyor General to Licensed Surveyor Deering, to survey the road. 22 October, 1861.....	3
5. H. Claydon, W. H. Tuckerman, J. Ingold, and N. Claydon, objecting to the road as surveyed. January, 1862.....	3
6. Licensed Surveyor Deering to the Surveyor General, reporting the survey of the road, in reply to instructions of 22 October, 1861. 17 February, 1862.....	4
7. H. Claydon, W. H. Tuckerman, J. Ingold, and N. Claydon, referring to memorial of January, 1862. 24 April, 1862.....	5
8. Office memo. with regard to road where it passes through Stokes's land. 19 June, 1862.....	5
9. Book of reference. 19 June, 1862.....	5
10. Surveyor General to Under Secretary for Lands, forwarding plan and book of reference. 2 July, 1862.....	6
11. Executive Council Minute, with view to opening of road. 29 July, 1862.....	6
12. The Under Secretary for Lands to Messrs. H. Claydon, W. H. Tuckerman, J. Ingold, and N. Claydon, forwarding an extract from the Surveyor General's report. 31 July, 1862.....	6
13. Memorial from inhabitants of Little Forest, &c., protesting against road as surveyed, and minutes thereon.....	7
14. Declaration of W. Tuckerman, J. Ingold, and H. Claydon. 16 August, 1862.....	7
15. Government Gazette notice. 19 September, 1862.....	8
16. Under Secretary for Lands to the Clerk of the Executive Council, asking for any objections at the end of one month. 30 September, 1862.....	8
17. W. H. Tuckerman to the Minister for Lands, objecting to line of road. 16 October, 1862.....	8
18. W. H. Tuckerman to S. W. Gray, Esq., M.P., requesting him to wait on the Minister for Lands so that the road should not be proclaimed, with minutes thereon. 16 October, 1862.....	8
19. The Clerk of the Executive Council to the Secretary for Lands, forwarding an objection to the road, with enclosure. 28 October, 1862.....	9
20. Acting Surveyor General to District Surveyor Gordon, to inspect the line of road surveyed by Mr. Licensed Surveyor Deering, and report thereon. 3 December, 1862.....	9
21. District Surveyor Gordon to Acting Surveyor General, stating that he cannot undertake the work in any reasonable time. 8 July, 1863.....	9
22. Acting Surveyor General to Licensed Surveyor Maitland, to examine and report on road surveyed by Licensed Surveyor Deering. 14 August, 1863.....	9
23. Licensed Surveyor Maitland to the Surveyor General, reporting on above road, with minutes thereon, &c. 8 September, 1863.....	9
24. Petition from W. H. Tuckerman and others, applying for a road through the Croobyar Estate, with minutes thereon. 6 October, 1863.....	10
25. Book of reference. 8 January, 1864.....	11
26. Executive Council Minute, recommending opening of road as proposed, from Little Forest to the Ulladulla and Shoalhaven Road. 8 February, 1864.....	11
27. Government Gazette notice. 24 March, 1864.....	12
28. The Acting Clerk of Petty Sessions to the Acting Surveyor General, acknowledging plan and book of reference. 29 March, 1864.....	12
29. Under Secretary for Lands to the Clerk of the Executive Council, asking for objections at the end of one month. 8 April, 1864.....	12

NO.	PAGE.
30. The Clerk of the Executive Council to the Minister for Lands, stating no objections have been lodged, with minutes thereon. 27 April, 1864	12
31. Executive Council Minute, confirming road. 23 September, 1864	12
32. Government Gazette notice of confirmation of road. 1 November, 1864	13
33. Under Secretary for Lands to the Principal Under Secretary, to state at the end of forty days if there are any claims for compensation. 11 November, 1864	13
34. The Clerk of the Executive Council forwarding claims for compensation. 14 November, 1864	13
35. Government Gazette notice calling attention to confirmation of road. 2 December, 1864	14
36. The Under Secretary for Lands to the Principal Under Secretary, to state if any claims for compensation in respect of road. 5 December, 1864	14
37. The Principal Under Secretary to Under Secretary for Lands, stating no applications received for compensation. 16 December, 1864	14
38. Minute of Surveyor General. 24 December, 1864	14
39. The Under Secretary for Lands to W. Tuckerman, that road does not pass through his land. 10 January, 1865	14
40. The Under Secretary for Lands to W. Marks, that road does not pass through his land. 10 January, 1865	15
41. The Principal Under Secretary to Under Secretary for Lands, stating no applications for compensation received. 18 January, 1865	15
42. Wm. Robertson, Thos. Gold, J. Petty, and J. Roberts, praying that the road be at once confirmed and opened. 5 July, 1869	15
43. The Under Secretary for Lands to Thos. Gold, J. Petty, and J. Roberts, in reply to above. 11 August, 1869	15
44. The Mayor of Ulladulla to the Minister for Lands, asking for a plan and information respecting road. 7 August, 1874	15
45. The Under Secretary for Lands to the Mayor of Ulladulla, in reply to above. 7 October, 1874	16
46. Petition from certain inhabitants of Ulladulla, for the use of the road surveyed by Mr. Deering, with minutes. 6 November, 1874	16
47. Mary Ann Roberts to the Minister for Lands, objecting to road through her land, with minutes thereon. 26 November, 1874	16
48. The Under Secretary for Lands to J. Warden, Esq., M.L.A., in reply to above. 8 January, 1875	17
49. The Mayor of Ulladulla to the Minister for Lands, submitting resolution of Ulladulla Council, with minute thereon. 1 March, 1875	17
50. Mr Surveyor Arnheim to the Surveyor General, reporting on petition, with minutes thereon. 18 March, 1875	17
51. The Under Secretary for Lands to H. Clarke, Esq., M.L.A., that no objection to opening of road, if the Municipal Council will accede to the proposal made on report of the local surveyor. 26 May, 1875	18
52. The Under Secretary for Lands to D. Warden, Esq., same as above. 31 May, 1875	18
53. The Under Secretary for Lands to J. Warden, Esq., M.L.A., same as above. 31 May, 1875	18
54. David Warden, Esq., to Henry Clarke, Esq., M.P., respecting reply to petition of 26 May, with minutes thereon. 7 June, 1875	18
55. The Under Secretary for Lands to D. Warden, Esq., referring to letter of 31 May. 20 July, 1875	19
56. William Robertson to the Minister for Lands, objecting to the opening of a road through his land. 11 September, 1875	19
57. James Smart to the Minister for Lands, applying for a road through W. Robertson's land. 23 September, 1875	19
58. D.-S. Arnheim to the Surveyor General, reporting on James Smart's application, with minutes thereon. 3 November, 1875	19
59. F. Thomas to the Minister for Lands, applying for access to the main road. 27 November, 1875	20
60. The Under Secretary for Lands to William Robertson, in reply to his letter of 11th September. 29 December, 1875	20
61. The Under Secretary for Lands to James Smart, in reply to his letter of 28th September. 29 December, 1875	20
62. The Under Secretary for Lands to F. Thomas, in reply to his letter of 27 November. 29 December, 1875	20
63. William Robertson to Minister for Lands, applying for the opening of a road. 15 January, 1876	20
64. The Under Secretary for Lands to William Robertson, in reply to letter above. 21 June, 1876	21
65. The Council Clerk, Ulladulla, to the Minister for Lands, that action for opening road will not be taken until it is formally opened and handed over to the Council. 3 August, 1876	21
66. David Warden, Esq., to H. Clarke, Esq., M.P., on same terms as above, with memos. 7 August, 1876	21
67. The Under Secretary for Lands to Henry Clarke, Esq., M.P., in reply to above. 26 September, 1876	21
68. James Smart, Thos. Gould, Fredk. Thomas, and others, petitioning for the opening of road. 12 October, 1876	21
69. David Warden to Henry Clarke, Esq., M.P., respecting the Minister for Lands' acceptance of his offer conditionally. 16 October, 1876	22
70. The Council Clerk, Ulladulla, to the Minister for Lands, enclosing a resolution of the Council. 20 October, 1876	22
71. J. Warden, Esq., M.P., to the Minister for Lands, forwarding petition objecting to the road through Croobyar Estate, with enclosure. 28 October, 1876	23
72. The Council Clerk, Ulladulla, to the Minister for Lands, forwarding copies of resolutions passed by the Council. 31 October, 1876	24
73. Mary Ann Roberts to the Minister for Lands, protesting against the road passing through her land. 22 December, 1876	26
74. David Warden to the Surveyor General, applying for the road to be opened. 26 March, 1877	26
75. Petition presented by Henry Clarke, Esq., M.P., from inhabitants of Ulladulla, for opening a road through Croobyar Estate. 9 April, 1877	26
76. William Robertson and J. F. Tuckerman, objecting to road. 7 May, 1877	27
77. D.-S. Arnheim to Surveyor General, reporting on road, with minutes thereon. 6 July, 1877	27
78. The Under Secretary for Lands to the Council Clerk, Ulladulla, replying to letter of 31 October last. 27 September, 1877	30
79. Under Secretary for Lands to D. Warden, Esq., replying to letter of 26 March. 27 September, 1877	30
80. The Under Secretary for Lands to H. Clarke, Esq., M.P., replying to petition presented by him. 27 September, 1877	30
81. David Warden, Esq., to the Minister for Lands, respecting opening of road, with minutes thereon. 26 October, 1877	30
82. The Under Secretary for Lands to D. Warden, Esq., replying to letter of the 26th October. 20 December, 1877	31
83. J. Roseby, Esq., M.P., to the Minister for Lands, presenting petition for the opening of the road through Croobyar Estate, with minutes thereon. 6 February, 1878	31
84. William Robertson to the Minister for Lands, applying for the road through Croobyar Estate. 28 February, 1878	32
85. William Robertson to the Minister for Lands, with reference to above. 9 March, 1878	32
86. George Price to the Minister for Lands, applying for the road through the Croobyar Estate. 14 March, 1878	32
87. William Robertson to the Minister for Lands, same as above. 23 March, 1878	33
88. The Council Clerk, Ulladulla, to the Minister for Lands, presented by J. Roseby, M.P., forwarding a petition, with minutes thereon. 13 April, 1878	33
89. The Under Secretary for Lands to J. Roseby, Esq., M.P., in reply to letter of 13 April. 4 June, 1878	34
90. Secretary for Lands, minute approving opening of road as shown on plan, &c. 24 July, 1878	34
91. The Under Secretary for Lands to the Chairman of Quarter Sessions, Wollongong, with reference to correspondence relative to opening of road from Little Forest, &c. 24 July, 1878	34
92. Under Secretary for Lands to John Roseby, Esq., M.P., further respecting road through Croobyar Estate. 24 July, 1878	34
93. Under Secretary for Lands to Francis Woodward, Esq., replying to letter of the 20th May last, respecting opening of road through Croobyar Estate. 29 July, 1878	34

ROADS THROUGH CROOBYAR ESTATE, ULLADULLA.

No. 1.

Messrs. H. Claydon and W. Tuckerman to The Secretary for Lands.

Sir,

Ulladulla, 14 February, 1861.

We, the undersigned, became purchasers of land at Little Forest, near Ulladulla, upwards of two years ago, and immediately became residents thereon. We have been permitted to pass through the lands of Warden, Macleay, Dutton, and Kendall as we best could to the port of shipment (Ulladulla) with our produce, and return with our supplies, unmolested up to the present time. We are now no longer allowed to pass through these lands by the owners, unless subjecting ourselves to an action of trespass, and as we cannot by any possible means get to our lands without trespassing through alienated lands, there being no road laid out to our allotments by the Government, which renders our position peculiarly embarrassing.

We therefore respectfully request that you will see meet to cause a road to be surveyed to our farms with as little delay as possible. We beg to submit the accompanying *tracing of the locality of Little Forest for your information. The red line marked "Proposed Road" is in our opinion the shortest and most practicable road that can be got to the harbour of Ulladulla. *Not with papers.

We have, &c.,

HENRY CLAYDON.

WILLIAM TUCKERMAN.

Minutes on above.

Acting Surveyor General.—M.F., 22 February.

As there is land still unalienated, and which would be rendered available by the opening of a road to those referred to, I will, with the approval of the Secretary for Lands, have the best line from these lands towards Ulladulla surveyed, with a view to its opening.—A.G.M., B.C., 26 March, 1861. Approved. JOHN R., 22 April.

No. 2.

The Under Secretary for Lands to Messrs. H. Claydon and W. Tuckerman.

Gentlemen,

Department of Lands, Sydney, 9 May, 1861.

Referring to your letter of the 14th February last, applying for a road to your farms at Little Forest, near Ulladulla, I am directed to inform you that Mr. Secretary Robertson has approved of the best line from these lands towards Ulladulla being surveyed, with a view to its opening, of which the Acting Surveyor General has been apprised. See No. 1.

I have, &c.,

M. FITZPATRICK.

No. 3.

Messrs. W. H. Tuckerman and H. Claydon to The Secretary for Lands

Sir,

Little Forest, Ulladulla, 21 September, 1861.

We beg to refer you to our past communication, of date the 14th of February last, submitting to you a tracing* of a road from our farms at Little Forest to the port of shipment (Ulladulla), and also to your reply of date the 9th May, 1861, informing us that you had approved of the best line of road from our farms to Ulladulla being surveyed, with a view to its opening, of which the Acting Surveyor General has been apprised. No. 1.
*Not with papers.
See No. 2.

As we have suffered much inconvenience for want of the road in question, and as Surveyor Deering is at present surveying in this district, we beg most respectfully to request that he may be instructed to survey and lay out the road with as little delay as possible.

We have, &c.,

W. H. TUCKERMAN.

HENRY CLAYDON.

Acting Surveyor General.—M.F., 10 Oct., 1861.

No. 4.

The Surveyor General to Mr. Licensed Surveyor Deering.

Sir,

Surveyor General's Office, Sydney, 22 October, 1861.

I have to request that you will survey for proclamation a road, from the land at the Little Forest, purchased by Messrs. Claydon and Tuckerman, to Ulladulla, and furnish the customary plan and book of reference.

I have, &c.,

A. G. McLEAN, S.G.

No. 5.

Messrs. H. Claydon and others to The Secretary for Lands.

The Memorial of Henry Claydon, William Henry Tuckerman, Nathan Claydon, and John Ingold,—

HUMBLY SHOWETH:—

1. That your memorialists are owners of land at the Little Forest, near Ulladulla, to which no road has been proclaimed.

2.

See No. 1.

2. That on the 14th of February, 1861, Henry Claydon and William Henry Tuckerman addressed a letter to the Honorable the Secretary for Lands, applying for a road to the lands then in their possession, and to which application a reply was received, dated "Department of Lands Office, 9 May, 1861," informing them that Mr. Secretary Robertson has approved of the best line from these lands towards Ulladulla being surveyed, with a view to its opening.

See No. 2.

3. That since then Nathan Claydon and John Ingold have become owners of land at the same place under the present Land Bill, and therefore join in this memorial.

See No. 2.

4. That Mr. Surveyor Deering has surveyed a line of road from Little Forest towards Ulladulla, not being the line referred to in your letter of the 9th of May, 1861, and which is, in the opinion of your memorialists, circuitous, inconvenient, and most difficult of access, being at one place both exceedingly steep and very rocky; and also that it does not give access either to the farms lately purchased by John Ingold and Nathan Claydon, or to the available lands, the property of the Government, in the neighbourhood, and rendering the farms of your memorialists nearly valueless.

5. That there were in use, from the earliest times, three tracks, leading from Ulladulla to the Little Forest, which, by recent surveys made by Mr. Surveyor Deering, are now apparently cut off, as your memorialists believe, for the purpose of forcing your memorialists to adopt the inferior line of road now surveyed by him. They are led to this belief by a knowledge that the lands now surveyed across the tracks referred to are of most sterile character and utterly valueless.

*Appendix A.

6. That the line of road now proposed by your memorialists is the most direct and the best, both as regards gradients and the general convenience, both to the present and future occupants of lands at Little Forest, as may be seen by reference to the *sketch hereto appended.

Your memorialists therefore pray that you will take the premises into your consideration, and cause such steps to be taken as will secure to your memorialists an accessible line of road with as little deviation from the straight direction as the nature of the country will permit; and your memorialists will, as in duty bound, ever pray.

Milton, Ulladulla, January, 1862.

HENRY CLAYDON,
W. H. TUCKERMAN,
JOHN INGOLD,
NATHAN CLAYDON.

Received, 30 January, 1862.

Minutes on No. 5.

Surveyor General, 29 January.—M.F.

Mr. Licensed Surveyor Deering, who surveyed this road, is a very careful officer, and he has had some experience in laying out roads. He reports at great length on the various lines, four in number, which he has inspected, and believes that which he has recommended to be unquestionably the best, although aware that it did not meet with the approval of Mr. Claydon. Mr. Deering has given consideration to the access to farms recently conditionally purchased, and I therefore send on for the preliminary notice the road which he has recommended. Should it be objected to at the proper time by any considerable number of persons, the confirmation and opening may be deferred until the District Surveyor may have an opportunity of inspecting it.—A.G.M., 1st May, 1862.

Submitted, 21. Approved.—JOHN R., 24 July.

No. 6.

Mr. Licensed Surveyor Deering to The Surveyor General.

Sir,

Camp, near Cooroobyar Creek, 17 February, 1862.

I have the honor to inform you that in accordance with your instructions, enclosed in letter dated 22nd October, 1861, I have surveyed the road between Little Forest and Ulladulla, and now beg to transmit you the *plan and book of reference, &c.

2. Between Little Forest and the main Ulladulla Road a track exists through Kendall's 320 acres and Mark's (Dutton's) 2,560 acres; but at the western end, near the Forest, it is quite impracticable for a dray, and I have therefore abandoned it entirely. From the fact of Little Forest being some 400 feet above sea-level, the principal fall being confined to a very short space, and from the wild mountainous character of the country through which a road must pass, I have had great difficulty in obtaining anything like a practicable line—the dense scrubs also effectually preventing a general view of the country. However, by keeping on the summit of a very narrow range, as shown on plan, a very good road is obtained, which in many places is level for some distance. The only steep gradients in the whole line exist on angles 1 to 8, where it is quite unavoidable on account of having to rise the face of the mountain; there is nothing however impracticable even here. The creek, at angle 26 (which most probably is the main Cooroobyar Creek and not a branch) I searched down, and succeeded in finding a crossing-place which a very slight amount of labour will render available.

The crossing of the second creek also is equally good. At angle 28 a road is adopted through Mr. D. Warden's 534 acres and the Cooroobyar Estate, which has always been reserved by the owner as a tenant's road since the first subdivision of the property. There will be no claim for compensation, and the farms recently surveyed on the west side of the 534 acres, some of which are now about being selected, will have a direct road to Ulladulla. This latter reason induced me strongly to bring the road in this direction, as being more for the benefit of all parties, and furthering the sale or selection of the farms recently surveyed, but, at the same time, much to the dissatisfaction of Mr. Henry Claydon, who first applied to you for the survey of the road, and who wished to commit wholesale trespass through agricultural properties. He has, however, kindly promised me to do his best to oppose the road as surveyed.

From the boundary of the Cooroobyar Estate, near angle 36, a private road is adopted. This road is, I believe, the property of Mr. Wason, being an egress from Woodstock; but it has for so long a period been a fenced open road that it has always been considered public property, and in that light of course it is now taken. At angle 39 the Government road is adopted, and at No. 41 your instructions contained in *letter, dated 10 December, 1861, are complied with. Respecting paragraph 2 of the last-mentioned

letter

See No. 4.
Herewith.
For book of
reference see
No. 9, compiled
in Survey De-
partment in lieu
of one herein
mentioned.
*Appendix B.

* Unnecessary,
not bearing on
the subject.

letter, I found Mr. Hessian under the impression that the road was originally reserved in the survey of his land, and of course I could do no other than confirm the belief. He has fenced in the Government road on each side of his land, which I pointed out to him, as well as the means of purchase under the new Act. The roads fenced in are shown on plan. At the end of angle 53 is the main road to Ulladulla, with which the survey terminated, making the total length 7 miles 41 86 chains.

3. Four distinct lines of road had to be examined before survey, and this, coupled with the bad country and dense scrubs, prolonged the work considerably. I will not trouble you with the details of these examinations, but will state generally that a better road than the proposed could not be got, and the difference between the length of each was inappreciable.

4. I regret that circular, requesting roads to be marked in a particular manner, did not reach me before this survey was completed; consequently, the centre line only is well marked throughout, and in such manner that it could not possibly be mistaken or unnoticed.

5. There will be no claim to compensation on any portion of this road.

I have, &c.,

JOHN WILLIAMS DEERING.

Under Secretary for Lands.—B C., 2 July, 1862.

No. 7.

Messrs. H. Claydon and others to The Secretary for Lands.

Sir,

Milton, Ulladulla, 24 April, 1862.

I have the honor to call your attention to a memorial addressed to the Honorable the Secretary for Lands, forwarded early in February last, showing the undesirable nature of a road surveyed by Mr. Licensed Surveyor Deering from Little Forest to Ulladulla, which memorial is to this date unanswered. See No. 5.

In the meantime your memorialists are suffering great inconvenience, and respectfully desire your attention to the same at your earliest convenience.

HENRY CLAYDON.
W. H. TUCKERMAN.
JOHN INGOLD.
NATHAN CLAYDON.

Minutes on above.

As a separate petition on this subject is being forwarded to the Surveyor General, this had better be returned to that officer.—M.F., B.C., 22 May, 1862. Parties informed.—31 July, 1862. For Surveyor General.—M.F., B.C., 31 July, 1862. Observed.—A.G.M., 6 August. Act on enclosed minute.

No. 8.

Memo. by Mr. T. H. Lewis.

Road from Little Forest to Ulladulla.

HEREWITH is Deering's plan of the above road for the Honorable the Executive Council, and tracing for the Bench at Ulladulla. See enclosure No. 6.

There is one portion of the road I have to call your attention to, viz., that part passing through Stokes's land.

Stokes has purchased a part of T. Hessian's 52 acres 3 roods 8 perches, and there is a road left by him of 50 links in width; Deering has made it one chain, under the impression that it was originally reserved, which is not the case by the plan, and it is now under crop.

I have adopted it as 1 chain, but I think it only ought to be 50 links.

If Stokes objects it might then be reduced to 50 links.

Mr. Deering has made allowance for portions of road to Nichols and Warden in their respective purchases of 42 acres 1 rood 8 perches and 118 acres, and has allowed only 50 links in width, and I think this extension ought to be allowed to Stokes if he objects.

T. H. LEWIS,
19 June, 1862.

A.G.M.—19/6/72.

No. 9.

Book of Reference.

COMPILED in Surveyor General's Office, 19 June, 1862, in lieu of that forwarded by Mr. Licensed Surveyor Deering in his letter of the 17th February, 1862:—

Book of Reference of Road from Little Forest to the Ulladulla and Shoalhaven Road, to be opened as a Parish Road under the Act of Council 4 William IV No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Cultivation.	Breadth of Road.	Area.	Remarks.
1	Commencing at a point on the south boundary of Henry Claydon's 45 acres, bearing west and distant 700 links from the south-east corner of that land; thence to the north boundary of a measured portion of 33 acres.	The Crown.	The Crown.	Sandy ranges covered with dense scrub	South-easterly	192.00	Nil.....	Nil.....	1 chain	a. r. p. 19 0 32	Land valueless.
2	From the last-mentioned boundary to Croobyar Creek, forming the boundary between that measured portion and David Warden's 534 acres.	Measured portion of 33 acres		Partly agricultural	do.	6 00	do.	do.	1 chain	0 2 16	Reserved road.

Book of Reference—continued.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Cultivation.	Breadth of Road.	Area.	Remarks.
*3	From the last-mentioned boundary to the boundary between D. Warden's 2,500 acres and D. Warden's (now W. Nichols's) 42a. 1r. 8p.	D. Warden	Various tenants	Agricultural	Easterly	229 23	Enclosed	Partly...	1 chain	a. r. p. 22 3 23	This portion of the road was reserved for the use of the tenants in the subdivision. There will be no claim for compensation.
*4	From the last-mentioned boundary to the north-west corner of D. Warden's (now T. Hessian's) 118 acres, on the east boundary of W. Nichols's 42a. 1r. 8p.	Road	Road	Good road	{ East { North	{ 15'50 { 16'30	Fence	Nil	First length is 1 chain wide, the remainder 50 links. See column of remarks 50 links	2 1 18	Private road from Mr. Wason's, but has long been used by the public.
6	From the last-mentioned boundary and corner to a reserved road, forming in part the north boundary of D. Warden's (now T. Hessian's) 118 acres.	do.	do.	do.	East	5'58	do.	do.	do.	0 1 4	do
6	From the last-mentioned boundary along that reserved road easterly to the north boundary of T. Hessian's 52a. 3r. 8p.	Reserved road	Reserved road	do.	do.	54'32	do.	do.	1 chain	....	Reserved road.
7	From the last-mentioned boundary to the boundary between T. Hessian's and Stokes's land (forming T. Hessian's 52 acres 3 rods 8 perches, original purchase).	T. Hessian	T. Hessian	Sandy and uncleared	South-easterly.	21 12	Nil	Nil	1 chain	2 0 18	Portion of the original survey has nearly been sold to Stokes.
8	From the last-mentioned boundary to a reserved road forming the east boundary of Stokes's land (being the east boundary of T. Hessian's original purchase of 52 acres 3 rods 8 perches).	Stokes	Stokes	Under crop.	Easterly	6'15	Cockatoo fence.	Cultivated	1 chain	0 2 18	This is part of T. Hessian's 52 acres 3 rods 8 perches. The present owner has left this road 50 links wide.
9	Crossing that reserved road to the west boundary of F. M'Mahon's 41½ acres.	Reserved road	Reserved road	Uncleared	do.	1'00	Nil	N	1 chain	0 0 16	Reserved road.
10	From the last-mentioned boundary to a reserved road forming the east boundary of that land.	do.	F. M'Mahon	Uncleared dense scrub.	South-easterly and easterly.	43'38	Fenced	do.	1 chain	4 1 14	Reserved road in original survey.
11	Crossing that reserved road to the west boundary of a measured portion of 44 acres.	do.	Reserved road	Good road	Easterly	1'00	Partly	do.	1 chain	0 0 16	Reserved road.
12	From the last-mentioned boundary to the boundary between that portion and D. Warden's 64 acres.	Reserved road within the measured portion of 44 acres.		Sandy and scrubby.	do.	11'47	Nil	do.	1 chain	1 0 23½	Reserved road.
13	From the last-mentioned boundary to a reserved road forming the north boundary of D. Warden's 64 acres.	Reserved road	D. Warden	do.	North-easterly.	2'00	do.	do.	1 chain	0 0 32	Reserved road in the original survey.
14	From the last-mentioned boundary along that reserved road easterly to the Ulladulla and Shoalhaven Road.	Reserved road	Reserved road	Good road	East	2'73	do.	do.	1 chain	0 1 3	Reserved road.

* For deviation of this portion of the road to be adopted in the confirmatory notice see new book of reference, and is referred to by a blue line upon plan.

No. 10.

The Surveyor General to The Under Secretary for Lands.

For plan, see enclosure to No. 6.
For book of reference, see No. 9.
See No. 11 for minute.

THE enclosed plan and book of reference of a road from Little Forest to Ulladulla are forwarded with the view to the opening of the line under the Act 4 Wm. IV No. 11

Executive Council Minute, 7 July, 1862.

A. G. M.,
B.C., 2 July, 1862.

No. 11.

Executive Council Minute.

Department of Lands, Sydney, 29 July, 1862.

THE accompanying plan and book of reference of a proposed road from Little Forest to Ulladulla are recommended for the approval of His Excellency the Governor and the Executive Council, with a view to the opening of the line under the Act 4 Wm IV No. 11.

JOHN ROBERTSON.

Clerk of the Council, B.C., 29 July, 1862.—M.F.

THE Executive Council advise that the intended formation of the road herein referred to as a parish road, be notified in the manner prescribed by the Act 4 Wm. IV No. 11.—CHAS. COWPER, Junr., Clerk of the Council.

Minute 62/26, 31 July, 1862.

Confirmed, 11 Aug., 1862.

Approved.—J.Y., 13 Aug., 1862.

Surveyor General is requested to say whether a copy of the plan, &c., has been sent to the Bench.—B.C., 20 Aug., 1862.—M.F. Copies of the plan and book of reference have been sent to the Police Office, Ulladulla.—HENRY HALLORAN, for the Surveyor General.—B.C., 25 August, 1862.

No. 12.

The Under Secretary for Lands to Messrs. H. Claydon and others.

Gentlemen,

Department of Lands, Sydney, 31 July, 1862.

Referring to your memorial against the adoption of the road from Little Forest as surveyed, I am directed by Mr. Secretary Robertson to forward for your information an extract from the Surveyor General's

See No. 5.

General's report showing that the best line has been selected, and to state that if it be objected to within one month from the date of the notice of the intended formation in the Government Gazette by any considerable number of persons interested, the confirmation and opening of the road will be deferred until the District Surveyor shall have an opportunity of inspecting it.

I have, &c.,
M. FITZPATRICK.

No. 13.

Memorial from Inhabitants of Little Forest.

To the Honorable John Robertson, M.L.A., Minister for Lands.

At a public meeting held this 15th day of August, 1862, by the inhabitants of Little Forest and the settlement of Ulladulla, when the accompanying resolution and the humble petition of the undersigned were unanimously adopted by the meeting,—

RESPECTFULLY SHOWETH :—

That your petitioners beg respectfully to protest against the road as surveyed by Mr. Deering from Little Forest to Ulladulla, for the following reasons :—

1st. That it is impossible to travel over the proposed road in consequence of steep gullies and rocky ridges, which would require a large amount of money to make practicable than the whole of the farms directly interested would be worth, and that it is besides a more circuitous route than is required to be taken.

2nd. That the most suitable and only practicable road to be got is from Little Forest down the leading ridge to the north-west corner of Macleay's 2,560 acres, and thence nearly in a straight line to the Government road at the north-west corner of Hart's 52 acres 2 roods. This route has no obstacles in the way, and is considerably shorter than the road surveyed by Mr. Deering.

We therefore beg most respectfully to request that you will cause the road suggested to be surveyed and opened with as little delay as possible.

And your Petitioners, as in duty bound, will ever pray.

[And here follow 114 signatures.]

[Enclosure to No. 13.]

William Marks, Chairman.

Proposed by D. G. Simpson, seconded by Wm. Nicholls,—

THAT in the opinion of this meeting the road desired and described in the petition of the landowners of Little Forest is that most conducive to the interest of the inhabitants of Little Forest and Ulladulla generally, and the line proposed and surveyed by Mr. Deering utterly useless.

Minutes on No. 13.

SUBJECT.

A PETITION from W. Tuckerman and others protesting against Mr. Deering's survey of the road from Ulladulla to Little Forest, and stating that such road is useless; and that Mr. Deering, although admitting the line proposed by Petitioners to him was the better, but that he could not go against Mr. David Warden.

ACTION.

THE road proposed by the Petitioners will pass close to huts or houses attached to a dairy farm at the north-west corner of D. Warden's 2,560 acres. The Surveyor General was aware of this, in consequence of the numerous Petitioners objecting to this road; confirmatory notice of this road had better therefore be delayed until the Surveyor General returns, in order that he may decide whether another survey will be necessary.

T.H.L.

THE intention of the late Surveyor General should be carried out. See his report on *62/1,320. The District Surveyor should now be instructed to examine the lines of road in question, and to report.

T.H.L.,

14 Oct., 1862.

MR. District Surveyor Gordon should now be instructed to examine the lines of road, and report according to Surveyor General's report on *62/1,320. His attention should be called to the probable advantage that would arise from this road in opening up the country west of Warden's land.

P. F. ADAMS,

26 Nov., 1862.

No. 14.

Declaration.

WHEREAS, in a letter from the Department of Lands, Sydney, 31 July, 1862, there was an extract from the Surveyor General's Office on a subject of a line of road from Little Forest to Ulladulla, in which Mr. Surveyor Deering is reported to have recommended, as unquestionably the best, the line proposed by him. We, the undersigned, hereby solemnly declare that on the occasion of Mr. Deering asking us which was the most accessible road to Little Forest, we pointed out to him the line from the corner of Macleay's 2,560 acres; and afterwards, when we remonstrated with him for taking another line, he replied, "that he would admit the road we required was the most practicable one, but that he could not go against Mr. David Warden," who is now said to be the owner of the above-mentioned property.

WILLIAM TUCKERMAN.

JOHN INGOLD.

his

HENRY x CLAYDON.

mark.

The parties whose signatures are hereto attached came personally before me, and made the above declaration this 16th day of August, 1862.

R. SECCOMBE, J.P.

Surveyor General.—M.F., 27 August.

No. 15.
 Gazette Notice.

ROAD.

Department of Lands, Sydney, 19 September, 1862.

HIS Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make a Parish Road (to be maintained at the expense of the parishes through which it passes) from Little Forest to the Ulladulla and Shoalhaven Road, running through the lands supposed to be the property of Messrs. T. Hessian, D. Warden, Stokes, and F. M'Mahon: Notice is hereby given, that in conformity with the provisions of the Act of the Governor and Council 4th William IV No. 11, a plan and book of reference showing the intended line of the road above named, are now deposited at the office of the Surveyor General, in Sydney, and at the Police Office, Ulladulla; and all persons interested therein are requested to transmit in writing to the Clerk of the Executive Council, within one month from this date, any well-grounded objections which may exist to the formation of the road in question.

By His Excellency's Command,
 JOHN ROBERTSON.

No. 16.

The Under Secretary for Lands to The Clerk of the Executive Council.

Sir,

Department of Lands, Sydney, 30 September, 1862.

In drawing your attention to the notice in the Government Gazette of the 26th instant, respecting the intended formation of a Parish Road, viz., from Little Forest to the Ulladulla and Shoalhaven Road, running through the lands supposed to be the property of Messrs. T. Hessian, D. Warden, Stokes, and F. M'Mahon,—I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,
 M. FITZPATRICK.

See No. 15,
 Notice dated 19
 Sept., 1862.

No. 17.

Mr. W. H. Tuckerman to The Secretary for Lands.

Sir,

Milton, Ulladulla, 16 October, 1862.

I have the honor to call your attention to an advertisement in the Government Gazette, proclaiming the road from Little Forest to Ulladulla, unless reason be shown to the contrary. As this road is the subject matter of a correspondence between the Department of Lands and the owners of land at Little Forest, and the objections to it are already furnished, both by the memorial of the owners of land, and by petition of the inhabitants of Ulladulla, I, by the request of the memorialists referred to, beg leave to express my surprise that the attempt to proclaim an inaccessible line of road is persisted in; and while I believe that the Minister for Lands is desirous of doing justice in this case, cannot but suppose that the advertisement has been inserted by the error of some subordinate official. The interests of the owners of land at Little Forest, and of the inhabitants of Ulladulla generally, are in danger of being overruled by some baneful influence, and therefore no excuse is necessary for writing again to you on this subject, our distance from Sydney, and the difficulty of obtaining justice under such circumstances being considered.

If the allegations in the previous correspondence required confirmation, they have been fully confirmed by the result of the late attempt to sell by auction the land surveyed by Mr. Surveyor Deering. If any further information is required on this subject, I am prepared to furnish it, but at the same time must point out that delay (already great) is highly injurious to those concerned. In the hope that further action in the matter complained of will be stayed, and a suitable line of road surveyed,—

I have, &c.,

Surveyor General.—M.F., 21 Oct.

W. H. TUCKERMAN.

See No. 15.

No. 18.

Mr. W. H. Tuckerman to S. W. Gray, Esq., M.P.

Sir,

Milton, 16 October, 1862.

May I request you to wait on the Honorable Minister for Lands in reference to a road from Little Forest (the Mountain behind Messrs. Warden and Marks) to Ulladulla. The Honorable Minister promised that if a petition respectably signed were presented against the road about to be proclaimed it should not be; and yet I am told it is now being proclaimed, though we complied with what Mr. Robertson suggested. Our petition was signed by about 115 persons, and a declaration was sent affirming that Mr. Deering, who surveyed the road, admitted that the road we sought was the most practicable, but that he could not go against Mr. Warden. Our farms will be rendered valueless if the road alluded to be carried out.

If you would have the goodness to inspect the document I refer to, you would be convinced that our claim was just, and that there must be some detestable proceedings in connection with these affairs.

By your kind compliance with my request you will render us, who are concerned, your debtors for ever.

Yours, &c.,

W. H. TUCKERMAN.

Minutes on the above.

Can this petition be found? If so, I should like to see it.—JOHN R., 25 October, 1862.

Mr. Surveyor Deering is now in town, and will probably be able to give the information required.—
 H.H., 11 November, 1862.

9

No. 19.

The Clerk of the Executive Council to The Secretary for Lands.

Sir, Executive Council Office, 28 October, 1862.
 In compliance with the request contained in Mr. Under Secretary Fitzpatrick's letter of the 30th ultimo, I do myself the honor to forward to you the objection lodged with me to the formation of the proposed Parish Road noted in the margin.

I have, &c.,
 CHAS. COWPER, JUN.,
 Clerk of the Council.

See No. 16.
 Enclosed.
 From Little Forest to the Ulladulla and Shoalhaven Road.

Surveyor General.—M.F., 4 November, 1862.

[Enclosure to No. 19.]

David Warden, Esq., to The Clerk of the Executive Council.

Sir, Ulladulla, 18 October, 1862.
 As the owner of the Croobyar Estate, I have the honor to inform you, with reference to the proposed Parish Road from Little Forest to the Ulladulla and Shoalhaven Road, that the proposed line shown on the Government tracing, from the clear ground at Box Hill to my grant of 118 acres (now Hessian's), is objectionable on account of the deviations from straight lines. The public convenience would be far greater if the line were carried through my estate in a due easterly and westerly direction from the Croobyar Creek to the south boundary of J. Cork's 32 acres and the north-west boundary of the 118 acres before named. This would save a considerable distance in travelling, and the road would keep in better condition, being a leading range from one end to the other.

I have, &c.,
 DAVID WARDEN.

No. 20.

The Acting Surveyor General to Mr. District Surveyor Gordon.

Sir, Surveyor General's Office, Sydney, 3 December, 1862.
 In transmitting the correspondence which has passed on the subject of the road necessary to connect Little Forest with Ulladulla, I have the honor to request that you will take an opportunity of inspecting the line surveyed by Mr. Licensed Surveyor Deering and that advocated by the parties interested in the road, and furnish a report as to their relative advantages.

I have, &c.,
 W. R. DAVIDSON, A.S.G.

No. 21.

Mr. District Surveyor Gordon to The Acting Surveyor General.

Sir, Camp near Kameraka, 8 July, 1863.
 In compliance with the command of your letter of *19th May past, I have the honor herewith, accompanying under separate envelope, to return the separate letters and correspondence, and papers, &c., &c., handed to me in relation to the road from Ulladulla to Woodburn as above required, also papers, &c., &c., in regard to road from Ulladulla to Little Forest, all of which were handed to me for my report and inspection of each line, but the performance of which duty, owing to remoteness and difficulty of access for this part or locality, coupled with pressure of local work, cannot, I am sorry to add, be fulfilled by me within any moderately reasonable period or by early attention.

I have, &c.,
 LEWIS GORDON,
 District Surveyor.

Original papers and correspondence, plan and rough tracing. Proposed line of road, Ulladulla to Little Forest. Original correspondence, rough tracing, and no plan. Proposed line of road from Ulladulla to Woodburn.

No. 22.

The Acting Surveyor General to Mr. Licensed Surveyor Maitland.

Sir, Surveyor General's Office, Sydney, 14 August, 1863.
 The enclosed papers are forwarded to Mr. Licensed Surveyor Maitland, with a request that he will examine the road from Ulladulla to Little Forest, surveyed by Mr. Deering, and that advocated by the parties interested, and furnish a report on their relative advantages, and also as to the effect which the proclamation of a road leading in this direction would have in opening up the country to the west of Warden's 2,560 acres.

I have, &c.,
 W. R. DAVIDSON, A.S.G.

See former papers.

No. 23.

Mr. Licensed Surveyor Maitland to The Surveyor General.

Sir, Sydney, 8 September, 1863.
 Referring to instructions conveyed to me in your favour of the 14th August, 1863, I do myself the honor to report that after carefully reading and digesting all papers and correspondence relating thereto, I have examined repeatedly and on foot all possible routes between Ulladulla and Little Forest. 2. Taking first into consideration the road proposed and surveyed by Mr. Deering, I am of opinion that, having reference to the free selections that adjoin to the west (D. Warden's 534 acres) it is (with exception hereafter suggested) the most free from objections, having good gradients throughout, a comparatively small amount of fencing, and being well placed in respect of drainage; but from Croobyar Creek to Little Forest, I would suggest that, as a more desirable route will be brought under your notice in a future paragraph, it will be unnecessary to go to any expense in opening the road to the westward of the creek.

3.

* Letter of the 19th May, 1863, herein referred to, is not deemed necessary, as it relates to road from Ulladulla to Woodburn.

3. The exception above alluded to lies between © 31 and 39, where I would strongly recommend the adoption of a straight line, as shown by a blue tint on Mr. Deering's plan, by which would be insured a* saving in distance of 35'75, better gradients, and from position better drainage, the only drawback being a trifle extra in the expense of fencing through Nicholls's 42 acres.

† 4. To facilitate this proposed alteration, Mr. Warden is willing to compensate Nicholls for the loss of land merely by giving him the road to the south of his farm, and adopting for access to his place, "Mount Airlie," another on his own land to the west of Nicholls's, indicated on the plan by a dotted blue line.

5. Taking next into consideration the line petitioned for by the few settlers at Little Forest, I have to report that from Tuckerman's 104 acres to Croobyar Creek at "Wandaree" the ground is much broken and difficult, being intersected by several gullies falling into Forest Creek, and in many places requiring scraping to get a sufficient width for even the passage of one dray, involving a heavy outlay.

6. From "Wandaree" easterly to the north-west corner of Hart's 52 acres, no great physical difficulty exists; but inasmuch as the whole of the Croobyar Estate is subdivided into cultivated and dairy paddocks, a road through it would cost, for fencing alone, a heavy sum.

7. I was induced by the above enumerated difficulties to examine the old dray-track on the crown of the ridge easterly from Little Forest, and found that by avoiding the existing track at the three points indicated on the plan accompanying my letter of this date, a good hard natural road of a uniform easy gradient all the way to the main road from Shoalhaven to Ulladulla might be obtained, no culvert or bridge of any kind required, and no other expense involved than that of fencing through the properties of Messrs. Marks and Kendall.

8. The extra distance to Ulladulla by this road, as compared with that petitioned for, is 34 chains, which is, in my opinion, more than amply compensated for by its perfect practicability and soundness.

9. By this post I forward a plan of the road in question, with book of reference, &c.

I am, &c.,

D. M. MAITLAND,
Licensed Surveyor.

Minutes on No. 23.

The cost of fencing portions of the deviation of this road which pass through enclosed lands, as shown per Mr. Maitland's memo., will amount to about £133.—T.H.L.

The road from Little Forest to Ulladulla may be confirmed or preliminarily notified. See 4, 6, and 7 paragraphs of Mr. Tuckerman's petition.—T.H.L., Nov.

See No. 24.

† Mr. Warden has stated that Mr. Maitland has mistaken his meaning; he will not be willing to make the exchange referred to.—P.F.A., 14 Oct.

[Enclosure to No. 23.]

MEMORANDUM of information as to enclosures, works required, &c., on the Road from Ulladulla towards Little Forest.

Owner or occupier.	Cultivated land.	Enclosed lands.		Description of existing fence.	Rods of fencing requiring to be erected or removed to enclose road.	Probable cost per rod of required fencing.	Cost of clearing line.	Amount of necessary expenditure	Culverts or bridges.	Objections apparent or specific.
		Cleared.	Uncleared.							
David Warden.	None	Aces.	None ...	3-rail 3 fences.	336 rods of new fencing.	s. d. 4 6	...	£ s. d. 75 12 0	1 log bridge at about £20.	None on Mr. Warden's part, conditionally as to fencing.
					336 rods old fencing to remove.	2 3	...	37 16 0		
Wm. Nicholls.	None ...	21	None ...	3-rail 3 fences.	84 rods of new fencing.	4 6	...	18 18 0	None	Mr. Nicholls objects; but if we fence, and Mr. Warden gives up his right of road on the south, between him and Croft, I think it improbable that he will take any active steps.

								£ s. d.
Cost of Fencing	...	...	...	...	...	...	...	132 6 0
Do. Clearing	...	...	...	...	...	...	...	...
Do. Culverts	...	...	...	...	...	...	...	20 0 0
Do. Bridges	...	...	...	...	...	...	...	...

£152 6 0

D. M. MAITLAND,
Licensed Surveyor.

No. 24.

Mr. W. H. Tuckerman and others to The Secretary for Lands.

Sir,

We the inhabitants of Little Forest, Ulladulla, beg that you will be pleased seriously to consider our position before any further steps are taken by the Government:

1. We are on a mountain containing a considerable extent of good land and most difficult of access, our only means of getting our produce to the port being pack-horses.

2.

* Mr. Warden states that all new fence must be erected.

2. That there is a good dray road through the Croobyar Estate, and the only one we can find, although aided by the aborigines of the neighbourhood We found many ways to the foot of the mountain, but none except that which we solicit afforded access for a dray to the top.

3. That if the old road we now travel by permission, or the one surveyed by Mr. Deering were practicable, we should not have gone to the trouble we have.

4. We can travel the road proposed by us to Milton in one hour, but the old road Mr. Surveyor Maitland thinks the best takes us two hours to travel.

5. We have 115 freeholders in favour of the road we propose, and many of the gentlemen and Magistrates examined the roads before they signed the petition we sent you.

6. It doth appear to us that Messrs. Deering and Maitland will give us any road but the one through the Croobyar Estate, Mr. Surveyor Deering condemning the old road, and Mr. Surveyor Maitland condemning Mr. Deering's.

Lastly, we beg to remind you of a fact attested upon oath by three individuals (the particulars concerning which were formerly furnished you), viz. :—that Mr. Surveyor Deering admitted that the road we seek was the most practicable.

W. H. TUCKERMAN,
In behalf of myself and others.

Received 6th
October, 1863.

Minutes on No. 24.

Acting Surveyor General.—M.F., 10 October.

It is recommended that the road as described in the preliminary notice should now be confirmed.—W.R.D., B.C., 24 December, 1863.

5.—Executive Minute.

After conversation with several residents, it appears that it will perhaps be better to proclaim the deviation and leave the objections which are stated to be not so important as supposed. For preparation of amended book of reference, the return of the papers is recommended.—For the Acting Surveyor General.—P. F. ADAMS, 7 January, 1864.

The plan and book of reference of a deviation from the road from Little River to Ulladulla, herewith. The previous proclamation appeared in the Gazette of 19 September, 1862, folio 1,842. The deviation passes through land occupied by Mr. Nicholls or his representatives—a fact which should appear in the preliminary notice.—P.F.A., 14 January, 1864.

See No. 15.

No. 25.

Book of Reference.

Compiled in the Surveyor General's Office by Mr. Draftsman T. H. Lewis, 8 January, 1864.

BOOK of Reference of deviation of a portion of the Road from Little Forest to the Ulladulla and Shoalhaven Road to be opened as a Parish Road, under the Act of Council 4 William IV No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Cultivation.	Breadth of Road.	Area.	Remarks.
1	From a point (lettered A on plan), situated within D. Warden's 2,500 acres to the boundary between that land and D. Warden's (now W. Nicholls's) 42a. 1r. 8p.	D. Warden	Tenants	Agricultural land.	East	83.60	4	Grass paddocks only.	1 chain	a. r. p. 8 1 16	This portion of the road is in lieu of a portion of the road from Little Forest to the Ulladulla and Shoalhaven Road, preliminarily notified in Gazette of 19th September, 1862, and proposed to be adopted in the confirmatory notice, and referred to by a blue line upon plan.
2	From the last-mentioned boundary to a reserved road forming the boundary between W. Nicholls's 42a. 1r. 8p. and J. Cork's 82 acres.	W. Nicholls	W. Nicholls	Agricultural land.	East	21.00	2	Grass formerly under crop.	1 chain	2 0 16	

No. 26.

Minute Paper for the Executive Council.

Department of Lands, Sydney, 8 February, 1864.

THE accompanying plan and book of reference of a deviation of a portion of a proposed line of road from Little Forest to the Ulladulla and Shoalhaven Road are recommended for the approval of His Excellency the Governor and the Executive Council, with a view to the opening of the line under the Act 4th Wm. IV No. 11.

For plan see enclosure to No. 6.
For book of reference see No. 25.

2. This portion of road is in lieu of a portion of the road from Little Forest to the Ulladulla and Shoalhaven Road, as notified in the Gazette of 19 September, 1862.

J. BOWIE WILSON.

Minutes on above.

Clerk of the Executive Council, B.C., 9 February, 1864.—M.F.

THE Executive Council advise that the proposed adoption of the deviation in the line of road herein referred to be notified in the manner prescribed by the Act 4 Wm. IV No. 11.—ALEX. C. BUDGE, Clerk of the Council.

Minute 64/7, 15 February, 1864. Confirmed, 22 February, 1864.

Approved.—J.Y., 24 February, /64.

The Acting Surveyor General is requested to say whether a copy of the plan has been sent to the Bench?—M.F., B.C., 26 February, 1864.

Copies of the plan and book of reference of the proposed deviation have been sent to the Police Office, Ulladulla, B.C., 7 March, 1864.—W.R.D. Mr. W. Notify.—15.

No. 27.
Gazette Notice.

Department of Lands, Sydney, 24 March, 1864.

ROAD.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make a parish road (to be maintained at the expense of the parishes through which it passes), being a deviation of a portion of the road from Little Forest to the Ulladulla and Shoalhaven Road, running through the lands supposed to be the property of D. Warden and W. Nicholls: Notice is hereby given, that in conformity with the provisions of the Act of the Governor and Council, 4th William IV No. 11, a plan and book of reference showing the intended line of the road abovenamed are now deposited at the Office of the Surveyor General, in Sydney, and at the Police Office, Ulladulla; and all persons interested therein are requested to transmit in writing to the Clerk of the Executive Council, within one month from this date, any well-grounded objections which may exist to the formation of the road in question.

By His Excellency's command,
J. BOWIE WILSON.

For plan, see enclosure to No. 6.
For book of reference, see No. 25.

No. 28.

The Acting Clerk of Petty Sessions, Ulladulla, to The Acting Surveyor General.

Sir,

Court House, Ulladulla, 29 March, 1864.

I have the honor, by direction of the Ulladulla Bench of Magistrates, to acknowledge the receipt of your communication of the 7th instant, with copies of a plan and book of reference of a proposed deviation in the road from Little Forest to the Ulladulla and Shoalhaven Road, and to inform you that the documents in question have been duly deposited in the Ulladulla Police Office.

I have, &c.,
J. V. WAREHAM,
Acting C.P.S.

See minute of No. 26.

No. 29.

The Under Secretary for Lands to The Clerk of the Executive Council.

Sir,

Department of Lands, Sydney, 8 April, 1864.

In drawing your attention to the notice in the Government Gazette of the 24th ultimo, respecting the intended formation of a parish road, viz., deviation of a portion of the road from Little Forest to the Ulladulla and Shoalhaven Road, running through the lands supposed to be the property of D. Warden and W. Nicholls,—I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,
M. FITZPATRICK.

See No. 27.

No. 30.

The Clerk of the Executive Council to The Secretary for Lands.

Sir,

Executive Council Office, 27 April, 1864.

In compliance with the request contained in Mr. Under Secretary Fitzpatrick's letter of the 8th instant, I do myself the honor to inform you that no objection has been lodged with me to the formation of the proposed parish road noted in the margin.

I have, &c.,
A. C. BUDGE,
Clerk of the Council.

See No. 29.
Deviation in road from Little Forest to Ulladulla and Shoalhaven Road.

Acting Surveyor General.—M.F., 29th April. Notwithstanding the objections raised to the confirmation of the road from Little Forest (*via* Croobyar) to the Ulladulla and Shoalhaven Road, preliminarily notified in Gazette of the 19th September, 1862, folio 1842, it is now submitted for approval of the Honorable the Minister for Lands, that the road be confirmed with the deviation preliminarily notified in Gazette of the 24th March, 1864, folio 760.—P. N. ADAMS, for Surveyor General, 8 Sept., 1864. Under Secretary for Lands. Minute for Executive Council, 13 Sept., 1864.

See No. 15.

See No. 27.

No. 31.

Minute Paper for the Executive Council.

Department of Lands, Sydney, 23 September, 1864.

No objection having been received to the proposed opening of a portion of a line of road from Little Forest to the Ulladulla and Shoalhaven Road, with a deviation as notified in the Gazette of the 24th March last, it is recommended to His Excellency the Governor and the Executive Council that the line be confirmed under the Act 4 William IV No. 11.

J. BOWIE WILSON.

See No. 27.

Minutes on above.

Clerk of the Council.—M.F., B.C., 24 Sept.

THE Executive Council advise that the portion of road herein referred to, with the deviation notified in the Gazette of 24th March last, be now confirmed in terms of the Act 4 William IV No. 11.—A. C. BUDGE, Clerk of the Council.

Minute 64/38, 26th Sept., 1864. Confirmed, 4 October, 1864.

14 October, 1864.—Approved.—J.Y.

Mr. W., 19, notify.

No. 32.

13

No. 32.

Gazette Notice.

Department of Lands, Sydney, 1 November, 1864.

WITH reference to the Government notice, dated 24th March last, relative to the opening and making of a parish road, being a deviation of a portion of the road from Little Forest to the Ulladulla and Shoalhaven Road: Notice is hereby given, in accordance with the Act of Council 4th William IV No. 11, that no objections having been made to the proposed road, in conformity with the said Act, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road; and it is therefore hereby declared expedient to open and make the road referred to according to the plan and book of reference to be seen at the office of the Surveyor General, at Sydney, and at the Police Office, Ulladulla; and all persons intending to claim compensation in respect of the said line are hereby reminded that notice must be served upon the Colonial Secretary within forty days from the date hereof, in such manner and form as are provided by the sixth section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,
J. BOWIE WILSON.

No. 33.

The Under Secretary for Lands to The Principal Under Secretary.

Department of Lands, Sydney, 10 November, 1864.

Sir, In drawing your attention to the notice in the Government Gazette of the 1st instant, respecting the confirmation of the line of road, viz., deviation of a portion of the road from Little Forest to the Ulladulla and Shoalhaven Road,—I am directed to request that you will have the goodness, at the end of forty days from the date thereof, to state whether any claims to compensation have been made in respect of the said road, in pursuance of the notice referred to.

I have, &c.,
M. FITZPATRICK.

No. 34.

Memo. by Clerk of the Executive Council.

Road from Little Forest to the Ulladulla and Shoalhaven Road.

THE enclosed objection and claims to compensation for fencing are forwarded to the Honorable the Secretary for Lands to be further dealt with.

The usual communication from this office, forwarding an objection to the said road, was made on the 15th April last.

ALEX. C. BUDGE,
Clerk of the Council.

B.C., 14 November, 1864. The Surveyor General.—M.F., 16 Nov., 1864.

[Enclosure A to No. 34.]

Mr. W. Tuckermann to His Excellency Sir John Young, K.C.B., G.C.M.G., &c.

Milton, 9 November, 1864.

May it please Your Excellency:

A Proclamation in the Gazette of November 1st, concerning the road from Little Forest to Ulladulla, will, if not prevented by your Excellency, entail a most serious and lasting injury on myself and the other residents around. It is well known to all in this neighbourhood (as was evinced by the signatures of 115 freeholders to one of our petitions) that the road through the Croobyar Estate (D. Warden's) is decidedly the nearest and most practicable, besides entailing less expense on the Government for fencing than the one now proclaimed. It would be no injury whatever to Mr. Warden, as his tenants require the whole of the road we seek, and this route would save us about 5 miles in going to and from Milton. I beg most respectfully to submit for your Excellency's consideration, whether it is reasonable that we who are travelling this road daily, and the local proprietors who signed our petition, are more likely to err in judgment than a stranger. There have been two surveyors sent by Government to lay out a road for us, each of whom condemned the other's proposal; but the first (Mr. Deering) acknowledged that the road we solicited through the Croobyar Estate was the most practicable, but that he could not go against Mr. Warden. This statement was attested on oath before a Magistrate by three persons, and forwarded to Mr. Robertson. We protested against the road proposed by Mr. Deering, and Mr. Robertson replied that if a number of local residents joined in our request the opening of the road would be deferred. Mr. Surveyor Maitland was then sent to report on the matter, and before he had examined the roads he innocently inquired why I did not petition for the road now proclaimed. It may also be worthy of your Excellency's notice that three out of four of the Magistrates signed our petition. Being apprehensive that we could not obtain justice in any other way, I was compelled to take the liberty of addressing your Excellency, trusting that the shield of your Excellency's name will prevent the poor being trampled in the dust.

I have, &c.,
W. TUCKERMANN.

Acknowledge receipt, and lay before Executive Council.—J.Y., 14 November, 1864. Referred to Minister for Works.—J.Y. Secretary for Lands. B.C., 14 November, 1864.—A.C.B.

[Enclosure B to No. 34.]

Mr. W. Tuckerman to The Clerk of the Executive Council.

Sir,

Mount Hebron, Milton, Ulladulla, 9 November, 1864.

As the road proclaimed is not the one I solicited from Little Forest to Milton, and as a part runs through my land, I demand compensation at the rate of £6 (six pounds) per acre and fencing.

Yours, &c.,
W. TUCKERMAN.

Minute hereon.

This application refers to another road, *vid* Abialbon, only preliminarily notified.—T.H.L.

[Enclosure

[Enclosure C to No. 34.]

Mr. W. Marks to The Clerk of the Executive Council.

See No. 32.

Sir, Milton, 9 November, 1864.
 As the road proclaimed in the Gazette of November 1st, from Little Forest to Ulladulla, passes through at least 55 chains of my land, and as that proclamation invites the application of parties demanding compensation, I hereby request that said road be fenced, which is all the compensation I require.
 Yours, &c.
 WILLIAM MARKS.

*Minute hereon.*This application refers to another road, *via* Abialbon, only preliminarily notified.—T.H.L.

No. 35.
 Gazette Notice.

See No. 15.

See No. 27.

Department of Lands, Sydney, 2 December, 1864.
 WITH reference to the Government notice, dated 19 September, 1862, relative to the opening and making of a parish road from Little Forest to the Ulladulla and Shoalhaven Road, with the deviation as notified in the Gazette of the 24th March, 1864: Notice is hereby given, in accordance with the Act of Council 4 William IV No. 11, that notwithstanding the objections which have been made to the proposed road in conformity with the said Act, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road, with the deviation above mentioned; and it is therefore hereby declared expedient to open and make the road referred to according to the plan and book of reference to be seen at the office of the Surveyor General, at Sydney, and at the Police Office, Ulladulla; and all persons intending to claim compensation in respect of the said line, are hereby reminded that notice must be served upon the Colonial Secretary within forty days from the date hereof, in such manner and form as are provided by the sixth section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,
 J. BOWIE WILSON.

No. 36.

The Under Secretary for Lands to The Principal Under Secretary.

See No. 35.

See No. 27.

Sir, Department of Lands, Sydney, 5 December, 1864.
 In drawing your attention to the notice in the Government Gazette of the 2nd instant, respecting the confirmation of the line of road, *viz.*, from Little Forest to the Ulladulla and Shoalhaven Road, with the deviation as notified in the Gazette of the 24th March, 1864, I am directed to request that you will have the goodness, at the end of forty days from the date thereof, to state whether any claims to compensation have been made in respect of the said road, in pursuance of the notice referred to.

I have, &c.,
 M. FITZPATRICK.

No. 37.

The Principal Under Secretary to The Under Secretary for Lands.

No. 33.

Sir, Colonial Secretary's Office, Sydney, 16 December, 1864.
 In reply to your letter of the 10th ultimo, I am directed 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 line of road being a deviation of portion of road from Little Forest to the Ulladulla and Shoalhaven Road.

I have, &c.,
 W. ELYARD.

Surveyor General.—M.F., 19 December, 1864.

No. 38.

Minute by Surveyor General.

THE road for which the applicants, Messrs. Tuckerman and Marks, seek compensation is not the one in question.

They appear to have mistaken the road now confirmed for the one from Henry Clayton's 43 acres, *via* Abialbon, to the Ulladulla and Shoalhaven Road at Wapondilly, which was preliminarily notified on the *8th March, 1864, but has not yet been confirmed.

* Not necessary, as it does not relate to the case.

It is therefore suggested that they should be informed that the road confirmed on the 1st November last does not pass through their lands, but through the properties of Messrs. Warden and Nicholls only.

W. R. DAVIDSON,
 B.C., 24 Dec., 1864.

See Nos. 39 and 40.

The Under Secretary for Lands.

Inform accordingly.—5 January, 1865.

Messrs. Tuckerman and Marks informed.—10 January, 1865.

No. 39.

The Under Secretary for Lands to Mr. W. Tuckerman.

See enclosure B. to No. 34.

See No. 32.

Sir, Department of Lands, Sydney, 10 January, 1865.
 Referring to your letter of the 9th November last, claiming compensation in consequence, as you allege, of the road from Little Forest to the Ulladulla and Shoalhaven Road passing through your land, I am directed by Mr. Secretary Wilson to inform you that the road confirmed on the 1st November last does not pass through your land, but through the properties of Messrs. Warden and Nicholls only.

I have, &c.,
 M. FITZPATRICK.

No. 40.

15

No. 40.

The Under Secretary for Lands to Mr. W. Marks.

Sir,

Department of Lands, Sydney, 10 January, 1865.

Referring to your letter of the 9th November last, applying for cost of fencing in consequence of the proposed road from Little Forest to the Ulladulla and Shoalhaven Road passing as you allege through your land, I am directed by Mr. Secretary Wilson to inform you that the road confirmed on the 1st November last does not pass through your land, but through the properties of Messrs. Warden and Nicholls only. See enclosure C to No. 34.
See No. 32.

I have, &c.,

M. FITZPATRICK.

No. 41.

The Principal Under Secretary to The Under Secretary for Lands.

Sir,

Colonial Secretary's Office, Sydney, 18 January, 1865.

In reply to your letter of the 5th ultimo, I am directed 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 line of road from Little Forest to the Ulladulla and Shoalhaven Road with a deviation. No. 26.

I have, &c.,

W. ELYARD.

[Minutes on above.]

Surveyor General.—M.F., 24 January, /65. The cost of fencing this road through the enclosures on D. Warden's land and others would exceed £200. It is not a road of sufficient importance to warrant this expenditure, and the opening is recommended to be deferred till future legislation provides the means of carrying it out without injury to proprietors of adjoining lands.—For the Surveyor General, P. F. ADAMS, 7 Feby. Approved.—JOHN R. Surveyor General.—M.F., 14 Feb., /65.

No. 42.

Messrs. W. Robertson and others to The Secretary for Lands.

Sir,

Milton, 5 July, 1869.

The road through W. Nicholls's and through D. Warden's to the Little Forest has been gazetted twice. Your petitioners pray that the road be at once confirmed and opened, as the road that we have to go is quite impassable. Your petitioners can neither do anything to the road nor they cannot get on to it until the road is opened, as the last seven years we have been going what way we could, but the country is improved, and your petitioners have still to seek for a road where they can, as the road has not yet been confirmed. We cannot go out without great trouble, as the land is of no use to us until the road is opened.

WILLIAM ROBERTSON.

THOMAS GOLD.

J. PETTY.

JOHN ROBERTS.

Please send me a draft of the road, and oblige.—W.R.

Minutes on No. 42.

Surveyor General.—M.F., 20 July, 1869. It has been recommended and approved by the Minister for Lands, 7th February, 1865, that the road should await further legislation, as not of sufficient importance to warrant cost of fencing (over £200).—ROBERT D. FITZGERALD, for Surveyor General, 22 July, 1869. Inform accordingly. 26 July, 1869.—W.F. Thos. Gold, J. Petty, and John Roberts informed, 11 August, 1869. See No. 41.
See No. 42.

No. 43.

The Under Secretary for Lands to Messrs. Gold, Petty, and Roberts.

Gentlemen,

Department of Lands, Sydney, 11 August, 1869.

Referring to your communication of the 5th ultimo, in which application is made for the opening of the road already proclaimed from Little Forest to the Ulladulla and Shoalhaven Road with a deviation, I am directed by the Secretary for Lands to explain to you that it has been determined not to proceed further with the proposed opening of this road until further legislation that may meet cases of the kind, where the cost of fencing involved would be greater than the importance of the line. No. 42.

I have, &c.,

M. FITZPATRICK.

No. 44.

The Mayor of Ulladulla to The Secretary for Lands.

Sir,

Municipal District of Ulladulla,

Council Chambers, Milton, 7 August, 1874.

The Municipal Council for the Municipal District of Ulladulla have requested me, by a note in Council, to ask the undermentioned questions for their guidance, and request as early an answer thereto as possible, viz. :—

"Has a public road been surveyed and laid out through David Warden's original purchase of 42a. lr. Sp., from thence westerly through A. Macleay's grant of 2,560 acres?"

"Will the Government furnish this Council with a tracing of the said road, as laid or intended to be laid out?"

"Has such road been proclaimed?"

I have, &c.,

DAVID WARDEN,

Mayor.

Minutes

Minutes on No. 44.

It is recommended that the accompanying tracing be forwarded to the Municipal Council; and that they be informed that the road has been surveyed, proclaimed, and confirmed, but not opened, on account of the cost of fencing.—ROBT. D. FITZGERALD, for the Surveyor General, 29th September, 1874. Approved.—J.S.F., 1/10/74.

No. 45.

The Under Secretary for Lands to The Mayor of Ulladulla.

Sir,

Department of Lands, Sydney, 7 October, 1874.

With reference to your letter of the 7th August last, respecting the survey and proclamation of a road through David Warden's 42 acres 1 rood and 8 perches, from thence westerly through A. Macleay's grant of 2,560 acres, in the district of Ulladulla, I am directed by the Minister for Lands to forward to you the accompanying tracing, and to inform you that this road has been surveyed, proclaimed, and confirmed, but not opened on account of the cost of fencing.

I have, &c.,

W. W. STEPHEN.

See No. 44.

For tracing, see plan, Enclosure to No. 6.

No. 46.

Petition from certain Inhabitants of Ulladulla.

To the Honorable the Minister for Lands, Sydney.

The humble petition of the undersigned inhabitants of Ulladulla,—

RESPECTFULLY SHOWETH:—

That your petitioners are in the habit of using, on sufferance, the road surveyed by Mr. Deering from Little Forest to Ulladulla, through A. Macleay's 2,560 acres.

That the present owner, Mr. David Warden, has put up notices along the line that the track will be closed from trespass from the 1st of next December.

That some of your petitioners have seen Mr. Warden, and stated the inconvenience which must arise to the public if this road is closed.

That in reply, Mr. Warden stated his consent for the road to be opened, if the Government would allow him compensation for fencing, so as to prevent trespass on his adjoining lands.

That your petitioners have attached a memorandum to this effect, and procured the signature of Mr. Warden.

Your petitioners pray that arrangements may be made at once, as there is no other way to the farms west of Macleay's grant than by the track now in use.

And your petitioners, &c.

[Here follow 67 signatures.]

Ulladulla, 6 November, 1874.

Presented by Henry Clarke, 27 November, 1874.

Enclosed.

Minutes on above.

Deputy Surveyor General, B.C., 27 November, 1874.—W. W. S.

Forwarded to Mr. Surveyor Arnheim, who is requested to report what the present cost of fencing on this road would amount to, and whether the importance of the road would now warrant the expenditure. The road was confirmed in 1864, but not opened owing to the cost of fencing.—ROBT. D. FITZGERALD, for the Surveyor General, 19 December, 1874.

Reported on by letter of the 18th March, 1875.—E. H. ARNHEIM.

See No. 50.

[Enclosure to No. 46.]

Ulladulla, 6 November, 1874.

MEMORANDUM.—If the Government will allow me the usual compensation for a 3-rail fence on both sides of the proposed road, Little Forest and Ulladulla, *where the road passes through my estate by Mr. Deering's survey, I will not offer any further objection to the opening of the road for the public.

DAVID WARDEN.

No. 47.

Mrs. Mary Ann Roberts to The Secretary for Lands.

Sir,

Ulladulla, 26 November, 1874.

I understand that a road has been proclaimed by the Government some time ago through my farm, as shown on *tracing coloured red. I was ignorant of this proclamation until lately; not having any ready means of knowing that such had taken place is the reason why I did not lodge objections against the opening of this road through my land as unjust, and would most assuredly depreciate its value very considerably, independent of loss of land and expense in fencing. I now advance the following reasons against the opening of this road:—

1. In the year —, my late husband, William Nicholls, purchased from Mr. David Warden this allotment of land, for which he paid a high price it was considered at the time; and before a conveyance was executed, that it might be possible that Mr. Warden would want a road to this part of his estate in order to connect it with the public road, it was therefore agreed that a road 1 chain in width should be deducted from this allotment, which was done. The road was some time after opened, and is now used by Mr. Warden to get to his residence—road coloured blue, at B. Now, sir, I think it unjust of him, he being the only party who wants this road, to cut up my land by another only a short distance from the one now in use.

2. That a road from B westward would be equally as good and as convenient for Mr. Warden's tenants and the parties holding farms on the west of his land as the road sought for. 3.

* That is for about 230 chains. *Vide* Book of Reference dated 19 June, 1862, and 8350 of Book of Reference dated 8 January, 1864.—E.H.A.

Presented by J. Warden, M.P. *Appendix C.

3. That the road desired by those holding farms on the west of Mr. Warden's land, and which has been petitioned for by the public in meeting assembled, as the records in the Surveyor's Office will prove, is a road west from A on tracing at the Public School, and now in use by Mr. Warden's tenants, is unquestionably the most suitable place for the required road.

4. That Mr. Warden having already two roads leading to his land at A and B, you will, I trust, see the very great injustice that would be done to me by opening the proclaimed road in question.

5. That I have, within the last three months, been offered £20 per acre for my land, but I declined to take it, believing it to be of greater value.

For these reasons I humbly request that you will not deem it necessary to open this road through my land.

I have, &c.,

MARY ANN ROBERTS.

Minutes on No. 47.

Forwarded to Mr. Surveyor Arnheim, in connection with former instructions to him.—ROBT. D. FITZGERALD, for the Surveyor General, 31 December, 1874.

Inform of reference.—5 January, 1875. Informed accordingly.—8 January, 1875.

No. 48.

The Under Secretary for Lands to J. Warden, Esq., M.L.A.

Sir,

Department of Lands, Sydney, 8 January, 1875.

In reference to the letter of the 26th November last, presented by you on behalf of Mrs. Mary Ann Roberts, objecting to the opening of a road through her land at Ulladulla, I am directed to inform you that the same has been referred to Mr. Surveyor Arnheim for his report, and that upon its receipt a further communication will be made to you on the subject.

I have, &c.,

W. W. STEPHEN.

No. 49.

The Mayor of Ulladulla to The Secretary for Lands.

Municipal District of Ulladulla,

Sir,

Council Chambers, Milton, 1 March, 1875.

I have the honor, by direction of the Municipal Council for this Municipal District, to convey to you the purport of a resolution arrived at in Council on February 27th:—

“That this Council do apply at once to the Honorable the Minister for Lands, to the effect that the proclaimed road through David Warden's original purchase of 42 acres 1 rood 8 perches, thence westerly through A. Macleay's grant of 2,560 acres, be opened for public use by the proper officer at the earliest convenience.”

I am further instructed to inform you that there are several ratepayers owning farms in the vicinity of this proclaimed road who are completely shut in, owing to the delay in formally opening the road in question.

I have, &c.,

DAVID WARDEN,

Mayor.

Minutes on No. 49.

Deputy Surveyor General,—B.C., 8 March, 1875.—W.W.S. Forwarded to Mr. Surveyor Arnheim, in connection with former instructions to him.—ROBERT D. FITZGERALD, for the Surveyor General, 11 March, 1875.

No. 50.

Mr. Surveyor Arnheim to The Surveyor General.

Sir,

Sydney, 18 March, 1875.

I have the honor to return you herewith a petition from inhabitants of Ulladulla, and an application from the Municipal Council of that district, for the opening of the road from the Little Forest to the South Coast Road, through the Croobyar Estate, also a letter from Mary Ann Roberts, objecting thereto, and as requested by your B.C. memos. of instruction of the 19th and 31st December, 1874, and 11th instant, to report:—

1. The road applied for is the one surveyed in the first instance by Mr. Surveyor Deering from the Little Forest to Ulladulla, which was not opened owing to the cost of fencing, which through the Croobyar Estate alone would amount to about £400, and then only benefit four or five of the residents at the Little Forest and the tenants of the Croobyar Estate.

2. Such being the case, another line more central and convenient to the greater number of those interested passing through the Dutton Estate was surveyed by Mr. Licensed Surveyor Maitland, junior; on this line of road I fully reported by my letter* of the 18th instant, by which I also transmitted a sketch showing the position of the different roads and the position from which they afford access to Ulladulla.

3. The road through the Dutton Estate being, for the reasons stated in my report, more advantageous, I recommend its being opened at the public cost, for which reason I cannot recommend the adoption of the road through the Croobyar Estate.

4. Should you, however, consider that the petitioners (few of whom only, with the exception of D. Warden's tenants require this road) should not be deprived of the advantage of having the Croobyar Road improved by the Municipal Council, I would in that case recommend that one-half of the expense of fencing be defrayed by them.

5.

For instruction, see minutes on Nos. 46, 47, and 48.

*Not necessary.

5. With reference to the letter from Mary Ann Roberts, objecting to the road passing through her land in the manner shown on Mr. Deering's plan, I would recommend that in the event of this road being opened, she should be compensated for the land taken at the rate of £10 per acre, besides the compensation for fencing, in consideration of the injury done to her property, by having two roads close to each other through it.

I have, &c.,

E. H. ARNHEIM.

Minutes on above.

On this report it is recommended that no further action be taken with reference to the opening of this road for the present.—ROBT. D. FITZGERALD, for the Surveyor General, 2 April, 1875. If the Municipal Council will accede to the proposal made in this report, I think the road may be opened, but I should like the propriety of completely severing Nicholls's 40 acres, reconsidered by the Survey Department.—T.G., 14/4/75. H. Clarke (M.P.) informed, 26 May, 1875; D. Warden and J. Warden informed, 31 May, 1875. Deputy Surveyor General, B.C., 3 June, 1875.—O.R. This should now await reply from the Municipal Council. The question of severance of Nicholls's 40 acres to be considered afterwards.—R.D.F., 17 June, 1875.

No. 51.

The Under Secretary for Lands to H. Clarke, Esq., M.L.A.

Sir,

Department of Lands, Sydney, 26 May, 1875.

Adverting to my letter of the *26th ultimo, with reference to the petition presented by you on behalf of certain inhabitants of Ulladulla, praying that the road from the Little Forest to Ulladulla through the Croobyar Estate may be opened, I am directed by the Minister for Lands to apprise you, that in lieu of the decision conveyed to you in my letter above alluded to relative to this matter, the following was intended to have been sent, viz. :—That if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local surveyor on the subject (*extract herewith), Mr. Secretary Garrett has no objection to the road in question being opened.

I have, &c.,

W. W. STEPHEN.

No. 52.

The Under Secretary for Lands to D. Warden, Esq.

Sir,

Department of Lands, Sydney, 31 May, 1875.

Adverting to my letter of the *26th ultimo, and previous correspondence, regarding the opening of the road from the Little Forest to Ulladulla through the Croobyar Estate, I am directed by the Minister for Lands to apprise you, that in lieu of the decision conveyed to you in my letter above alluded to relative to this matter, the following was intended to have been sent, viz. :—That if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local surveyor (*extract herewith) on the subject, Mr. Secretary Garrett has no objection to the road in question being opened.

I have, &c.,

W. W. STEPHEN.

No. 53.

The Under Secretary for Lands to J. Warden, Esq., M.L.A.

Sir,

Department of Lands, Sydney, 31 May, 1875.

Adverting to my letter of the *26th ultimo, and previous correspondence, regarding the opening of the road from the Little Forest to Ulladulla through the Croobyar Estate, I am directed by the Minister for Lands to apprise you, that in lieu of the decision conveyed to you in my letter above alluded to relative to this matter, the following was intended to have been sent, viz. :—That if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local surveyor on the subject (*extract herewith), Mr. Secretary Garrett has no objection to the road in question being opened.

I have, &c.,

W. W. STEPHEN.

No. 54.

David Warden, Esq., to Henry Clarke, Esq., M.P.

My dear Sir,

Airlie House, Milton, 7 June, 1875.

I received the letter sent by you from the Department of Lands in answer to Petty and others' petition, but Mr. Garrett has neglected to send the extract alluded to to the Municipal Council. The answer to the Council's letter was the same as the one to the petition dated 26th May, but no extract has been sent. His views should be made known to the Council as well as the Petitioners, and would give the Council the chance of answering the letter. Perhaps you will see to this.

Yours truly,

DAVID WARDEN.

Minutes on No. 54.

MR. J.—No reply sent apparently to Municipal Council. Let me know in the morning.

17 June, 1875.

Mr. Rich, 18.

W.S.

A reply to the letter of 1st March last from the Mayor (D. Warden) of Ulladulla, was sent on 31 May, and an extract of the report of the surveyor was forwarded as stated thereon.—18 June, /75.—O.R.

A letter ought to be sent to the Municipal Council again.—9 July, /75.—T.G.

Somewhat

* See Nos. 51, 52, and 53.

* See paragraph 4 in No. 50, for extract.

* Not necessary, being cancelled.

* For extract, see paragraph 4 in No. 50.

* Not necessary, being cancelled.

* For extract, see paragraph 4 in No. 50.

19

Somewhat similar letter sent to the Mayor of Ulladulla to that of 31st May last.—20th July, 1875. See No. 53.
Re-submit with reply from Municipal Council when received.—20.

Re-submitted, 4/10/75.

No reply has yet been received to letter of 20th July last, addressed to the Mayor of Ulladulla.
Shall he be again written to?—6 October, /75.—O.R.

No. 55.

The Under Secretary for Lands to D. Warden, Esq., Mayor of Ulladulla.

Sir,

Department of Lands, Sydney, 20 July, 1875.

With reference to my letter of the 31st May last, in reply to yours of the 1st March last, respecting the opening of the road from the Little Forest to Ulladulla through the Croobyar Estate, I am again directed to apprise you, that if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local surveyor on the subject (extract herewith), Mr. Secretary Garrett has no objection to the road in question being opened.

See No. 52.
See No. 49.

For extract, see
paragraph 4 in
No. 50.

I am, &c.,

W. W. STEPHEN.

No. 56.

Mr. William Robertson to The Secretary for Lands.

Sir,

Little Forest, 11 September, 1875.

I have the honor to lay before you the following grievances:—I hold forty-eight acres purchased property, and forty-four acres selection, to western boundary of A. Macleay's 2,560 acres grant, within the Municipal District of Ulladulla, being portions No. 4 and No. 5, the said land being bounded on the east by a road, and on the north by a road, and on the south by a road, that is, a road on three sides of the farm. And D. Warden, Esq., being Mayor of the Municipality here, wants to put another road right angles through the said land, which would ruin me and leave the place useless; it would leave the water on one side, and not one drop on the other, only to accommodate Mr. Warden and his tenants.

I have, &c.,

WILLIAM ROBERTSON.

No. 57.

Mr. James Smart to The Secretary for Lands.

Sir,

Milton, Ulladulla, 28 September, 1875.

I beg very respectfully to lay before you the following grievance, under which I am at present suffering:—In the first place, by the accompanying tracing you will observe that I have no possible means of access to or from my free-selections on to the main road in consequence of the owner (D. Warden, Esq.), of the Croobyar Estate, having posted notices, cautioning all parties against trespassing on his land under penalty of prosecution at law. My only means of access has been up to the present time through the Croobyar Estate, but as this road is not a public thoroughfare I am completely hemmed in. In the second place, I am placed at a great disadvantage before reaching the Croobyar Estate, inasmuch as there is no practicable road to that estate, and I would respectfully and earnestly urge upon you the necessity of giving instructions to Mr. Licensed Surveyor Arnheim, who I am told is now in the vicinity of Ulladulla, to visit this locality and afford relief to myself as well as others, and I would further respectfully urge that a road be surveyed through W. Robertson's IV and V selections, as that is the only available and practicable route to the road proclaimed but not opened through the Croobyar Estate.

*Appendix D.

I have, &c.,

JAMES SMART.

Forwarded to Mr. District Surveyor Arnheim who is requested to report.—P.F.A., 15th October, 1875. Reported on by my letter of the 3rd November, 1875.

See No. 58.

No. 58.

Mr. District Surveyor Arnheim to The Surveyor General.

Sir,

Camp, Moruya, 3 November, 1875.

I have the honor to return you herewith James Smart's application for a road of access from his conditional purchases at the west boundary of D. Warden's 534 and 314 acres to Ulladulla, and as requested by your B.C. memo. of instruction of the 19th of October, to report:—

*See No. 57.

1. That on inspection I found no practicable means of access from the portions selected by the applicant, and four other conditional purchasers, to Ulladulla, except along road *R 255, 1,603, through the Croobyar Estate.

*See Enclosure
to No. 6.

2. This road would have been opened as it affords also access to a few of the conditional purchases at Little Forest, but for the cost of fencing, which would involve an expense of £458, at the rate of 5s. per rod, through the Croobyar Estate alone, besides about £50 more for compensation for land and fencing through Nicholls's portion.

3. The Municipal Council were informed on a previous occasion when applying for the opening of this road that if they were willing to defray one-half of the cost of fencing that the Government would supplement the remainder, but this they declined to do.

4. The aggregate area selected being less than 500 acres, and the amount of traffic on this road solely local, and confined only to six or seven families, I cannot submit this application to your favourable consideration, but would recommend that the applicant be advised to apply for an accommodation road at the Court of Quarter Sessions, to which he and those interested are in my opinion under existing circumstances fairly entitled.

I have, &c.,

E. H. ARNHEIM,

District Surveyor.

On

On this report from Mr. District Surveyor Arnheim I cannot recommend that the road applied for be laid out, and proclaimed as a parish road, but Messrs. Thomas Robertson and Smart may possibly have a right under the 21st clause of the Act 4 William IV No. 11, at Quarter Sessions.—R. D. FITZGERALD, for the Surveyor General, 10th December, 1875. Approved.—T.G., 15/12/ 1875.

No. 59.

Mr. F. Thomas to The Secretary for Lands.

Sir,

Little Forest, Milton, Ulladulla, 27th November, 1875.

Some few years since I took up a 40-acre free selection, situated on the south-west boundary of A. Macleay's 2,560 acres, surrounded by D. Warden, Esq.'s, land. The said land has been surveyed and all requirements of land regulations duly fulfilled. After all the time I am still without any means of access to the main road. I beg respectfully to urge upon you the necessity of affording me relief in this particular, otherwise I shall be compelled, at a great sacrifice, to abandon my farm, as I can only get to the port from this selection by trespass on the Croobyar Estate. Mr. Warden has issued a notice to the effect he intends prosecuting any party so trespassing after 31st December, 1875. If not attended to before that date I shall be a great sufferer.

I have, &c.,

F. THOMAS.

No. 60.

The Under Secretary for Lands to Mr. William Robertson.

Sir,

Department of Lands, Sydney, 29 December, 1875.

In reference to your letter of the 11th September last, applying for a road of access from your conditional purchases to Ulladulla through the Croobyar Estate, I am directed to inform you, that on the report of the District Surveyor to the effect that the aggregate area of land is less than 500 acres, and the amount of traffic on the road sought by you is solely local, and confined only to six or seven families, the Minister for Lands cannot authorize the said road being laid out and proclaimed as a parish road, but you may possibly have a right under the 21st clause of the Act 4 William IV No. 11, at Quarter Sessions.

I have, &c.,

W. W. STEPHEN.

No. 61.

The Under Secretary for Lands to James Smart.

Sir,

Department of Lands, Sydney, 29 December, 1875.

In reference to your letter of the 28th September last, applying for a road of access from your conditional purchases to Ulladulla through the Croobyar Estate, I am directed to inform you, that on the report of the District Surveyor to the effect that the aggregate area of land is less than 500 acres, and the amount of traffic on the road sought by you is solely local, and confined only to six or seven families, the Minister for Lands cannot authorize the said road being laid out and proclaimed as a parish road, but you may possibly have a right under the 21st clause of the Act 4 William IV No. 11, at Quarter Sessions.

I have, &c.,

W. W. STEPHEN.

No. 62.

The Under Secretary for Lands to Mr. F. Thomas.

Sir,

Department of Lands, Sydney, 29 December, 1875.

In reference to your letter of the 27th ultimo, applying for a road of access from your conditional purchases to Ulladulla, through the Croobyar Estate, I am directed to inform you, that on the report of the District Surveyor to the effect that the aggregate area of land is less than 500 acres, and the amount of traffic on the road sought by you is solely local, and confined only to six or seven families, the Minister for Lands cannot authorize the said road being laid out and proclaimed as a parish road, but you may possibly have a right under the 21st clause of the Act 4 William IV No. 11, at Quarter Sessions.

I have, &c.,

W. W. STEPHEN.

No. 63.

Mr. William Robertson to The Secretary for Lands.

Sir,

Little Forest, 15 January, 1877.

I have the honor to state my grievances. I have been compelled to stop in here since the first of January. Mr. D. Warden stopped me at the first of January, and I went to the Council and asked them to point out the road that I was to come out. Mr. Warden was acting as Mayor. He said there was no road there, and if I came out he would fine me again. I asked if I was to pay taxes and be shut in. He said I would have to pay a tax if I was worth it. I asked him what was his reason for shutting me in. He said, "You would not sign a paper," which I could not do with a clear conscience. I had to walk 5 miles to post this. I wish to know if I am to be compelled to stop in here with six small children and starve. I do not wish the road to be thrown entirely open for me. The lower end of the road by Mr. Nicholls's has not been travelled, and I would wish it to be pointed out.

I have, &c.,

WILLIAM ROBERTSON.

I can only repeat my former recommendation that Mr. Robertson should apply to Quarter Sessions for a road.—ROBT. D. FITZGERALD, for the Surveyor General, 9 May, 1876. Approved.—T.G., 12/6/76.

No. 64.

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No. 64.

The Under Secretary for Lands to Mr. William Robertson.

Sir,

Department of Lands, Sydney, 21 June, 1876. Sec No. 63.
 With reference to your letter of the 15 January last, applying for access to your portions Nos. 4 and 5, in the Municipality of Ulladulla, I am directed by the Minister for Lands to inform you that you should apply to Quarter Sessions for a road, as you may possibly have a right, under the 21st clause of the Act 4 William IV, No. 11, to it.

I have, &c.,

A. O. MORIARTY,
Pro Under Secretary.

No. 65.

The Council Clerk, Ulladulla, to The Secretary for Lands.

Sir,

Council Chambers, Milton, 3 August, 1876. No. 52.
 Referring to your letter of 31st May, 1875, I have the honor to state, that by a vote of the Council at their last sitting, I was directed to forward you copy of resolution passed with reference to the proposed road through the Croobyar Estate,—

“That the Honorable the Minister for Lands be informed that this Council are not inclined to take any action in reference to opening a road from the eastern to the western boundary of the Croobyar Estate, until the same be formally opened by the Government and handed over to this Corporation free of all costs to the Municipality.”

I have, &c.,

J. RUTTER,
Council Clerk.

No. 66.

D. Warden, Esq., to H. Clarke, Esq., M.P.

My dear Sir,

Airlie House, 7 August, 1876.
 The Municipal Council has written at last to the Minister for Lands by this day's post, that the Council would have nothing to do with the road through the Croobyar Estate, until the Government hand it over to them free of any cost. They say the Government should pay the whole of the costs—£400—in place of putting the half of the amount on the Council.

If you would be kind enough to see the Minister for Lands, as I have made up my mind if the Government give me £200, the half of the supposed cost of fencing, I will allow the road to be opened, if done without any further delay. When in Sydney last, Surveyor Arnheim told me that he would recommend a road half a chain in place of one chain through the Croobyar Estate; and when the Council answered the letter of refusal to pay the half of fencing, as they were sure to do, it would be for me then to ask the Government to give me £200 to let the road through, which would be the amount they offered to the Council. But if there were any demur with the Government about the width of the road—half-chain—I would have no objection to let the road be one chain wide as far as the reserve, that is, one mile from the eastern boundary of the estate, and the remainder, half chain wide to the western boundary.

But even if that should not do, let them have it the full width of one chain the whole way through. I am sick of pulling trespassers to court.

Your best attention to this would much oblige,

Yours, &c.,

DAVID WARDEN.

Presented by Henry Clarke, Esq., M.P., 16 August, 1876.

Minutes on above.

It is recommended (with regard to the fencing) that Mr. Warden's offer be accepted, on condition that he surrenders to Mrs. Roberts all right to the road, as originally reserved for his use through her land (formerly Nicholls's), or upon his obtaining and forwarding her consent in writing to the road now required.—ROBT. D. FITZGERALD, for Surveyor General, 30 August, 1876.

Approved.—T.G., 5/9/76. Henry Clarke, Esq., M.P., informed accordingly, 26 September, 1876. Sec No. 67.
 Has any reply been received to letter of above date?—1 December, 1876. No. Shall Mr. Warden's attention be invited (through H. Clarke, M.P.) to the letter from this Department, dated 26 September last?—O.R., 6/12/76. End of year.

No. 67.

The Under Secretary for Lands to H. Clarke, Esq., M.P.

Sir,

Department of Lands, Sydney, 26 September, 1876. Sec No. 68.
 With reference to the letter of the 7th ultimo, presented by you from David Warden, Esq., Mayor of the Municipality of Ulladulla, further regarding the opening of the proposed road from the Little Forest to Ulladulla, through the Croobyar Estate, I am directed by the Minister for Lands to inform you that Mr. Warden's offer with regard to the fencing will be accepted on condition that he surrenders to Mrs. Roberts all right to the road as originally reserved for his use through her land (formerly Nicholls's), or upon his obtaining and forwarding to this office her consent in writing to the road now required.

I have, &c.,

W. W. STEPHEN.

No. 68.

Messrs. James Smart and others to The Secretary for Lands.

Sir,

Ulladulla, 12 October, 1876.
 We, the undersigned free-selectors, residing in the Ulladulla District, beg most respectfully to call your attention to the following petition:—

We are still without a legal right-of-way to our homes at our selections, notwithstanding the fact a road was measured and laid out by Mr. Surveyor Deering in 1861 and 1862 (before any portion of the land was selected), passing through David Warden's Croobyar Estate and William Nicholls's (now D. Roberts's

Roberts's property. Referring to the above road, permit us to inform you the site already fixed upon, and approved of by more than one Government Surveyor, is the very best, the most practicable, and the most direct to the Main Southern Road, and if once opened for public use it can be made and kept in good repair at less expense than any other road in the Ulladulla Municipal District. Further, to prove the above statement, we would refer you to Mr. Surveyor Arnheim's report on the above line of road twelve months since, he believing it impossible to find another that will give us the facility with ingress and egress to our properties. We are very glad to learn the opposition to the opening of the road, so far as Mr. David Warden is concerned, is now removed. We are sorry to hear the Government has not yet arranged with D. Roberts; also, we are not aware what steps Mr. Warden has taken—whether he has obtained D. Roberts's consent or not. This we are aware of—we have taken the responsibility on ourselves; we have spoken to Roberts about opening the road through his property. While the interview lasted he never expressed himself averse to it being opened through his place. We endeavoured to treat with him, but did not succeed. We offered to indemnify him to the amount of half compensation he would ask, provided the Government will pay the other half. Mr. Roberts preferred treating with the Government alone. Under these circumstances we have resolved to make the following proposal for the Government acceptance:—We, the undersigned, will collectively pay to Government Treasurer a sum of money sufficient to pay half the cost for erecting a substantial three-rail fence on the side of the road through Roberts's* (late Nicholls's) farm. We urgently solicit your earliest attention to this our request. It is now over fifteen years since the greater portion of us has lived on these selections, and we have no right-of-way yet. Surely it is the province of the Government to provide for us the road that was measured, and held up as an inducement before the land was surveyed, and the greater portion of these selections was surveyed by Mr. Deering prior to the Land Act of *1862 came into operation. As Mr. Warden has withdrawn his opposition there cannot now exist any reasonable cause for further delay.

D. Roberts's claim being the only one left to satisfy, and that being a matter of a few chains in length across his place, we trust it is a difficulty the Government is able to overcome, and open the road straight through. If this can be done we will in a manner be emancipated from a slip-rail serfdom, and be allowed the liberty of going to Milton without having to pull down and put up eighteen slip-rails; and what is still worse, we have to crave permission first from one and then another continually of Mr. Warden's tenants to get through at all. Surely this is a very undesirable position for any person to be placed in. I can assure you it is very humiliating to us, and ought to be remedied at once now that it is in your power to help us out of our difficulty. We sincerely trust you will, at your earliest convenience, place us in our proper and more independent position by throwing open a road for us, enabling us to pass to and fro without any restrictions whatsoever.

Then we, the undersigned petitioners, will accept with gratitude and receive with thanks a boon indeed at your hands, and

We remain, &c.,

JAMES SMART,
THOMAS GOULD, his mark †. Witness—R.K.H.
FREDERICK THOMAS,
JOSEPH PETTY,
THOMAS GOULD, junior, and
GEORGE PRICE.

No. 69.

Mr. D. Warden to H. Clarke, Esq., M.P.

Dear Sir,

Airlie House, Milton, 16 October, 1876.

I duly received yours, enclosing letter from Minister for Lands, dated 26th September, to you, on the subject of road through Croobyar Estate. I have to thank you for the attention and the interest taken on my behalf. As it is a matter that deeply concerns my interest, also the interests of the public here, I would like you would again intercede for me. In the letter above referred to I am made aware of the fact the Minister for Lands accepts my offer conditionally; it is principally to explain the nature of those conditions I again trouble you. First, it is exacted that I surrender all right to the road as originally reserved for my use—this is the way it is put—through Nicholls's land. I am not aware I ever reserved any right-of-way from Nicholls except the one now projected. When I sold Nicholls the property now in possession of D. Roberts, I sold on the condition that he would allow the present contemplated road to pass through his place. When it was measured, and I believe proclaimed, he did not make any objection whatever, neither did he make any claim for compensation at the time.

I want you to let the Government know I sold Nicholls the above-mentioned land, retaining in my possession a portion of the grant, which I have since improved and built on to the value of £700. I am at a loss to understand what the Minister for Lands refers to, or where he has got his information from. Surely he does not mean the improved land with building erected thereon. The Government must have been misinformed. The other condition, viz., that I obtain and forward Mrs. Roberts's consent in writing to the road above referred to;—I have no intention whatever to do so. I do not consider it my place as a private individual to do so. The Government can make any terms with Roberts they may think proper. You are already aware I once stipulated for this road before selling my property to Nicholls.

DAVID WARDEN.

Mr. Gerard,—Let this be registered and put with the other papers, and then submit with any recommendations you may think proper.—T.G., 27/10/76.

No. 70.

The Council Clerk, Ulladulla, to The Minister for Lands.

Sir, Municipal District of Ulladulla, Council Chambers, Milton, 20 October, 1876.

I have the honor to forward, enclosed with this, a resolution passed at the Council Meeting held on 14th instant, relative to the proposed road through the Croobyar Estate.

I am, &c.,

JEWELL RUTTER.

[Enclosure

*The portion is not nor ever was Roberts's property.—E.H.A.

* 71801.

See No. 67.
Handed in by H. Clarke, Esq., M.P.

One enclosure.

[Enclosure to No. 70.]

RESOLUTION passed by the Municipal Council of Ulladulla, 14th October, 1876:—

That with reference to a letter received by this Council from the Honorable the Minister for Lands, dated 31st May, Sec No. 52. 1875, to the following effect:—

“That if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local Surveyor, Mr. Secretary Garrett has no objection to the road in question being opened”—

that this Council, having given this matter very careful consideration, are strongly of opinion that to accede to this proposal would be injurious to the best interests of the district, for the following reasons:—

That in the event of this road being opened, it will only benefit Mr. David Warden and his tenants, not the general public.

That it would be a manifest injustice to cut Roberts's farm into two by this proposed road running through it, as no necessity exists for such a course, there being already a road running parallel with the proposed road to the Croobyar Estate only a few chains further south.

That the road most suitable for the general public, also those residing west of the Croobyar Estate as well as those residing at the Little Forest, is a continuation of the present road entering the Croobyar Estate by the new Croobyar Public School, which would give greater facilities for a much larger number of people as to getting to the township of Milton, and from thence to the shipping port of Ulladulla. And for the above reasons this Council consider they would not be doing their duty to the general public if they acquiesced in the present proposed road.

That this motion be forwarded to the Honorable the Minister for Lands.

JEWELL RUTTER,
Council Clerk.

No. 71.

J. Warden, Esq., M.P., to The Secretary for Lands.

My dear Mr. Garrett,

Milton, 28 October, 1876.

I herewith transmit a petition praying that the proposed road through the Croobyar Estate is not by any means the one most suitable for the general public, and points out where the road should be; also a resolution passed by the Municipal Council against the proposed road, for the reasons therein stated. See enclosure B.

It is not my intention to go into this matter at present, but only request that you may be pleased to defer taking action in this matter until further objections are submitted for your consideration from parties interested. I have only to state that if the Government insists upon opening this road, it will be an act of very great injustice to those interested without any corresponding good to the general public.

I have, &c.,
J. WARDEN.

Place with other papers, and resubmit case.—T.G., 31/10/76.

[Enclosure A No. 71.]

Mr. R. Seccombe to James Warden, Esq., M.P.

Sir,

Milton, 3 October, 1876.

I have the honor to transmit herewith petition to the Honorable the Minister for Lands—subject, “Road through the Croobyar Estate”—at request of petitioners. I have also the honor to solicit your influence in favour of the prayer of the petitioners. See enclosure B.

I have, &c.,
R. SECCOMBE.

[Enclosure B No. 71.]

The Honorable the Minister for Lands, Sydney.

The humble petition of landowners, householders, and others, residents of Ulladulla, humbly sheweth,—

That your petitioners are of opinion that the present proposed road through the Croobyar Estate of 2,560 acres is not by any means the best possible site for a road leading from Ulladulla to Little Forest.

Your petitioners also beg to submit that a public road through the Croobyar Estate is a public necessity, partly on account of the landowners residing at the back thereof, and partly on account of the mineral resources supposed to exist, and the large area of land producing valuable timber, the latter being now practically shut off from the public for the want of road.

That your petitioners are also of opinion that public welfare should not be subservient to private interest.

That your petitioners respectfully submit, as per Proclamation issued from the Colonial Secretary's Office, 17th day of January, 1854, referring to a Government Notice issued 20 September, prior, relative to the opening of a road from Ulladulla to Croobyar Creek, and this road was then being confirmed. See sub-enclosures Nos. 1 and 2.

Your petitioners further submit that the public road leading from Ulladulla to Little Forest should enter the Croobyar Estate where the Government of 1853-54 proclaimed and confirmed, which is considerably further east than the present proposed road passing in proximity to the present Croobyar Public School.

That instead of the proclaimed road of 1853-54 approaching the Croobyar Creek, it should deviate to the west in order to reach Little Forest.

Your petitioners humbly solicit that you may be pleased to take their prayer into favourable consideration.

And your petitioners, as in duty bound, will ever pray.

[And here follow 37 signatures.]

[Sub-Enclosure No. 1 to Enclosure B of No. 71.]

Colonial Secretary's Office, Sydney, 20 September, 1853.

ROADS.

HIS Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make a parish road (to be maintained at the expense of the parishes through which it may pass) being in continuation of the line of road from Ulladulla to Coorobya Creek; notice is hereby given, that in conformity with the provisions of the Act of the Governor and Council 4 William IV No. 11, intitled “An Act for making, altering, and improving the roads throughout the Colony of New South Wales, and for opening and improving the streets in the Towns thereof,” a plan and book of reference showing the intended line of the said road as undermentioned, are now deposited in the office of the Surveyor General, in Sydney, and at the Police Office, Moruya, and all persons interested therein are requested to transmit in writing to the Clerk of the Executive Council, within one month of this date, any well-grounded objection which may exist to the formation of the road in question.

DESCRIPTION

DESCRIPTION of the continuation of the line of road from Ulladulla to Coorobya Creek, through the several farms in that locality. County St. Vincent.

No.	Portion described.	Owner or Occupier.	Description of Land.	Bearing of Road.	Nature or quality of Land.	State of Cultivation.	Enclosure.	Area.
1	From a marked tree at the north side of the Coorobya Creek at the present crossing-place, and bearing south 43 degrees west, distant 4 chains from the south-western corner of W. H. Seymour's 250 acres to the east boundary of Thomas Sinflet Kendall's westernmost 320 acres.	Owner T. S. Kendall, occupied by Charles Murray.	The first 30 chains scrubby and sandy, the remainder of a rich swampy flat	West 27½° north.	3 acres poor sandy soil, the remainder a rich flat	None.....	None....	a. r. p. 4 0 0
2	From the western boundary of Thomas Sinflet Kendall's easternmost 320 acres to the south east corner of the Rev. Thomas Kendall's 1,280 acres.	Owner J. S. Kendall, occupied by Charles Murray.	Open forest ...	West 27½° north, north 15° west.	Good grassy land	Pasture ...	Three-railed fence.	3 2 0
3	From the south boundary of the Rev. Thomas Kendall's 1,280 acres to the north boundary thereof, half width.	Owned by Messrs. John and Joseph Kendall.	Open forest and brush.	North ...	Rich soil ...	About 2 acres under cultivation.	Four-railed fence.	6 0 0
4	From the south boundary of Mr. Thomas S. Kendall's 100 acres, of south east corner of Rev. T. Kendall's 1,280 acres aforesaid, to David Warden's 200 acres, half width.	Occupied by Charles Murray.	Open forest ...	North	Rich soil ...	Pasture ...	Four-railed fence.	2 0 0
5	From the south boundary of David Warden's 200 acres to James Warden's 100 acres, half width.	Occupied by James Warden.	Forest ...	North ...	Good soil ...	None ...	Four-railed fence.	1 2 32
6	From the south boundary of James Warden's 100 acres to Charles Murray's 105 acres, half width.	James Warden.	Bush and scrub.	North ...	Good soil ...	None ...	Four-railed fence.	1 2 26
7	From the south boundary of Charles Murray's 105 acres to the north boundary thereof, half width.	Charles Murray.	Bush and scrub.	North	Good soil ...	None ...	None	1 3 0
8	From the south boundary of Charles Murray's 50 acres to the north boundary thereof, half width.	Charles Murray.	Bush and scrub.	North ...	Good soil ...	None.....	None....	1 2 24
9	From the north boundary of Charles Murray's 105 acres to the north boundary of Charles Murray's 50 acres, half width.	The Crown ...	Bush and scrub	North	Good soil ...	None.....	None ...	0 2 24

By His Excellency's Command,
E. DEAS THOMSON.

[Sub-enclosure No. 2 to Enclosure B to No. 71.]

Colonial Secretary's Office, Sydney, 17 January, 1854.

ROADS.

See sub-enclosure No. 1.

WITH reference to the Government notice, dated 20th September last, relative to the opening and making of a parish road, being in continuation of the line of road from Ulladulla to Coorobya Creek: Notice is hereby given, that in accordance with the Act of Council 4 William IV No. 11, intitled "An Act for making, altering, and improving the roads throughout the Colony of New South Wales, and for opening and improving the streets in the Towns thereof," that no objections having been made to the said road in conformity with the said Act, His Excellency the Governor General, with the advice of the Executive Council, has been pleased to confirm the said road; and it is therefore hereby declared expedient to open and make the road referred to according to the map or plan and book of reference to be seen at the office of the Surveyor General in Sydney, and at the Police Office, Moruya. And all persons intending to claim compensation in respect of the said line, are hereby reminded that notice must be served upon the Colonial Secretary within forty days from the date hereof, in such manner and form as are provided by the 6th section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,
E. DEAS THOMPSON.

[Enclosure C to No. 71.]

Notice of motion by Alderman Secombe.

Council Meeting, 14 October, 1876.

See No. 52

THAT with reference to a letter received by this Council from the Honorable the Minister for Lands, date 31st May, 1875, to the following effect: "That if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local Surveyor, Mr. Secretary Garrett has no objections to the road in question being opened."

That this Council, having given this matter very careful consideration, are strongly of opinion that to accede to this proposal would be injurious to the best interest of this district, for the following reasons:—

1st. That in the event of this road being opened, it will only benefit Mr. David Warden and his tenants, not the general public.

2nd. That it would be a manifest injustice to cut Roberts' farm in two by this proposed road running through it, as no necessity exists for such a course, there being already a road running parallel with the proposed road to the Croobyar Estate, only a few chains further south.

3rd. That the road most suitable for the general public, also those residing west of the Croobyar Estate, as well as those residing at Little Forest, is a continuation of the present road, entering the Croobyar Estate by the new Croobyar Public School, which would give greater facilities to a much larger number of people, as to the getting to the township of Milton, from thence to the shipping port of Ulladulla.

For the above reasons this Council consider they would fail in their duty to the public if they acquiesced in the present proposed road.

That this motion be forwarded to the Honorable the Minister for Lands.

J. RUTTER,
Council Clerk.

No. 72.

The Council Clerk, Ulladulla, to The Secretary for Lands.

Sir, Municipal District of Ulladulla, Council Chambers, Milton, 31 October, 1876.

I have the honor, by direction of the Municipal Council of Ulladulla, to forward for your information copies of resolutions passed by the Council on Saturday, 28th October instant, bearing upon the question of the proposed road through the Croobyar Estate to the Little Forest, also copy of a protest received by the Council from certain parties interested in the opening of said road.

I have, &c.,
JEWELL RUTTER.

[Enclosure

[Enclosure A to No. 72.]

Copy of Resolutions passed by Municipal Council of Ulladulla, 28 October, 1876.

THAT this Council receive a deputation of ratepayers on Saturday (this day), 28 October, 1876, to hear and afterwards consider their protest against this Council's expressed opposition to the opening of the surveyed and proclaimed road to their farms.—Carried.

That this Council rescind the resolution referred to in ratepayers' protest, and moved by Alderman Seccombe, seconded by Alderman Berry, at Council's last meeting,—That this Council acted illegally and inconsistently, as a former resolution, passed 3 August, 1876, should be rescinded before Alderman Seccombe's motion, 14 October instant, can be valid or have any legal status whatever.—Carried.

That copy of ratepayers' protest, together with these resolutions, be forwarded to the Honorable the Minister for Lands.—Carried.

JEWELL RUITER,
Council Clerk.

[Enclosure B to No. 72.]

Copy of Protest received from certain parties by the Ulladulla Municipal Council, 28 October, 1876, re Road through Croobyar Estate.

To the Worshipful the Mayor and Aldermen of the Municipal District of Ulladulla,—

We, the undersigned ratepayers of Milton Ward, in a most respectful manner, do hereby protest against the action taken by the Council on last day of meeting, regarding the projected road to our properties. We also desire you will again consider the question in all its bearings, that justice may be meted out to us, independent of any personal considerations whatsoever. We also call your attention to the following indisputable facts:—It is now fully fifteen years since the land we now possess was purchased from the Government; before this, a road was surveyed through Mr. David Warden's property, leading direct to the Main South Coast Road; that the above road was surveyed especially for the purpose of giving ingress and egress to the public lands at the west of Mr. D. Warden's estate. Although fifteen years have passed and the road has been proclaimed, yet up to the present time the road is not opened for us to travel unrestrictedly to and from our farms.

Effort has been made at different times by ourselves, also by the Municipal Council. They were not successful, and we have often wondered why, as no objection was made at the time the road was proclaimed or at any time since as we are aware of, until the other day our Municipal Council opposed the opening of the road in question.

It is to this opposition we formally and signally protest, and we do not hesitate to designate it an uncalled for and a meddling interference on the part of our Town Council. We are aware that a difficulty of another character existed; the demand upon the Government for compensation was excessive, but when that difficulty—at least the largest portion of it—was removed and our expectations about to be realized, our Town Council throws a stumbling block in the way. We would not have handed in this protest, or thought ourselves unfairly dealt with, provided the Council had asked and dealt with our interest and considerations in an impartial manner. This they have not done, as we shall presently endeavour to show.

By carefully examining the records of the Council, we find a motion was moved by Alderman Seccombe, seconded by Alderman Boag, and carried, 27th February, 1875,—“That this Council do apply at once to the Honorable the Minister for Lands to the effect that the proclaimed road through D. Warden's original purchase of 42 acres 1 rood 8 perches, thence westerly A. Maclean's grant of 2,560 acres, be opened for public use by the proper officer at the earliest convenience.” This was forwarded to the Minister for Lands. In due time an answer was received by the Council soliciting the Council to pay one-half the compensation demanded by Mr. Warden. The Council very wisely refused to do so, but agreed and stated that they were willing to take the road in question under their control as soon as the Government opened it for public use and handed it over into their possession. We would particularly call the Council's attention to what follows as it proves the assertion we previously made above—the Council's inconsistency of conduct. The Council decided, nay refused, to give any assistance, not even to give the benefit of their influence to any one for the purpose of opening new roads where conflicting interests were at stake; that was the best and most proper course to adopt, thereby establishing a precedent for future guidance; for how long this remained shall presently be shown; only until it suited some of the Aldermen's purpose. Then they acted in a most unbecoming, capricious, and inconsistent manner, ignoring their own well-considered act, and losing sight of the precedent altogether; here we again repeat our protest; again permit us to call your attention to the following copy of motion by Alderman Seccombe, seconded by Alderman Berry, and carried, 14th October, 1876:—“That, with reference to the letter received by this Council from the Honorable the Minister for Lands, dated 31st May, 1875, to the following effect,—That if the Municipal Council of Ulladulla will accede to the proposal made in the report received from the local surveyor, Mr. Secretary Garrett has no objection to the road in question being opened: That this Council, having given the matter very careful consideration, are strongly of opinion that to accede to the proposal would be injurious to the best interests of this district for the following reasons:—That, in the event of this road being opened, it will only benefit Mr. David Warden and his tenants, and not the general public; that it would be a manifest injustice to cut Roberts's farm in two by this proposed road running through it as no necessity exists for such a course, there being already a road running parallel with the proposed road to the Croobyar Estate only a few chains further south. That the road most suitable for the general public, also those residing at the Little Forest, as well as those at the west of Croobyar Estate, is a continuation of the present road entering the Croobyar Estate by the new public school, which would give greater facilities to a much larger number of people as to getting to the township of Milton, and from thence to the shipping port of Ulladulla, and for the above reasons this Council consider they would not be doing their duty to the general public if they acquiesced in the present proposed road. That this motion be forwarded to the Honorable the Minister for Lands.” That, in answer to Mr. Seccombe's reason No. 1, the site already chosen, the position is too well known to every one, even the authorities in Sydney know it is the very best that can be found, and that it can be made and kept in repair at a very trifling cost. In proof of this fact about 1½ mile have been in use for the last sixteen years, and not one shilling has been spent on it in all that time, and as to it only benefitting Mr. D. Warden and his tenants and not the general public, to an unprejudiced and uninfluenced mind this must appear to be a wilful misrepresentation of fact; we confess it does to our minds. We have already stated and we again repeat, that the road as now surveyed was for the special purpose to give ingress and egress to our farms and the Crown lands at the west of Croobyar Estate, and not to benefit Mr. David Warden and his tenants as Alderman Seccombe says. Reason No. 2: That it would be a manifest injustice to cut Roberts's farm in two as no necessity exists for such a course. To what is said about cutting in two is quite correct, but we deny it injures, on the contrary it would enhance its value, by giving access to permanent water in dry weather, instead of driving his cattle for months in a year to Woodstock Creek. But another more valid argument in favour of the road passing through it is the interest of the many should not be ignored, not succumb to the interest of one. This is a maxim that should not be lost sight of by you gentlemen. As to the road the motion speaks of as being parallel, we all know this to be private property—merely the road or carriage way to Airlie House. The last paragraph of Alderman Seccombe's motion must remain unanswered for the obvious reason it is not mentioned; it is not even hinted at where the road should run through the Croobyar Estate; he only mentions where it should enter at the school. We ask the four Aldermen who constituted the majority of the Council, and confirmed Alderman Seccombe's motion, to answer us satisfactorily the following questions:—Supposing Mr. Warden does not offer any opposition he will still have to be compensated; we are quite sure the amount will not be a small one as there will be two roads needed provided Alderman Seccombe's motion be acceded to. Will the Government pay it? We think it very improbable. Will the general public pay it? Will the above-mentioned majority of Aldermen pay it? We can assure you we the undersigned ratepayers, will not pay it; in this case the compensation is an obstacle not easily removed. It is our opinion, that Alderman Seccombe, in his zeal to give us a road to bring us all to Milton, has overstepped the mark; it is to be hoped no other motive prompts him in his eagerness, to the benefit of the public. We wish his conduct in regard to this road matter merited the approval of all those most interested who so much require their road opened up from one end to the other.

Now that we have explained our grievance, we confidently leave the matter in your hands

Apologising for the length of time we have occupied your attention, and desiring this our protest will meet with a favourable reception and due consideration we now beg to withdraw, first thanking you for the reception we have received during this interview.

JAMES SMART. FREDERICK THOMAS.
JOSEPH PETTY. THOMAS GOULD.
ANDY MILLARD. THOMAS GOULD, JR.
WILLIAM ROBERTSON. GEORGE PRICE.

No. 73.

Mrs. Roberts to The Secretary for Lands.

Received, 22
December, 1876.

The humble Petition of the undersigned—

RESPECTFULLY SHOWETH,—

That we protest against the proposed road passing through the middle of our 40 acres of land at Ulladulla, as unjust, cruel, oppressive, and destructive to the value of our property without benefit to the public.

That in the year 1858, William Nicholls, late husband of the undersigned Mary Ann Roberts, purchased of David Warden the land in question, for which £200 was paid, one and a half (1½) acres being allowed for a road 1 chain wide to the public road, which is now used by Mr. David Warden and his tenants.

That Mr. Warden has two entrances to the Croobyar Estate, one 17 chains to the south, and one 30 chains to the north of the proposed road—the latter is the original and principal entrance, being the road leading to the Milton Township where all the traffic of the district is centred, and the entrance which has been petitioned for by the public upwards of sixteen years ago, which the records of the Lands Office can prove, and is now approved of by nearly all the Aldermen of the Municipal Council as the entrance most suitable for a road to the free selections west of the Croobyar Estate, and would serve as an outlet to the country westward, and the one best calculated for the benefit of the general public.

We venture to state that the selectors on the west of the Croobyar Estate are all tenants of Mr. Warden's, with one exception, and they are urged only by him to force the proposed road for a special purpose to his own aggrandizement, and not for the public benefit.

That on protesting against this road we feel justified in stating that we have the sympathy of four-fifths (⁴⁄₅) of the inhabitants of the district in our favour against the road; as Mr. David Warden has had one most suitable road already out of our little farm, and now to want another through the middle of it is cruel and unjust. If he won't travel on his own road, in the name of common sense take a road alongside of the one he has got already; or if that will not satisfy him take a road alongside the north boundary line. But, sir, we appeal to you as a Minister of the Crown, that no injustice may be done to us by destroying our little property with a road through the middle of it which no money consideration would compensate us for the loss. We, therefore, earnestly pray that you will be pleased not to allow the road in question, and your Petitioner, as in duty bound, will ever pray.

I am, &c.,

MARY ANN ROBERTS.

Minutes on above.

Register this and return with all other papers in the case, as soon as possible.—T. G., 14/3/76. Forwarded to Mr. District Surveyor Arnheim, who is requested to report upon the alternative road now proposed by the Municipal Council.—ROBT. D. FITZGERALD, for Surveyor General, 8th February, 1877. Reported on by my letter of the 6 July, 1877. The alternative lines are not proposed by the Municipal Council but by Mrs. Roberts, who has no claim to the properties.—E. H. ARNHEIM.

See No. 77.

No. 74.

Mr. David Warden to The Surveyor General.

Sir,

Airlie House, Milton, 26 March, 1877.

I have the honor to lay before you certain matters connected with the road proclaimed through the Croobyar Estate for the last twelve years and not yet opened to the public. In the first place I would respectfully impress upon you, that the non-opening of this road is a serious inconvenience to a large number of free selectors west of the Croobyar Estate, and that a large area of valuable land would be immediately opened up if the Government would at once open the road in question. I would further respectfully inform you that there is no road through Nicholls's (now Roberts's) 42 acres block, and that when I sold this portion of land to Nicholls my own private entrance to Airlie House was not included in the purchase.

I would also add, that in the event of the road passing through Nicholls's (now Roberts's) farm, that a permanent water supply can be obtained on the proposed road in close proximity to Roberts's farm, thereby obviating the necessity of driving cattle a mile to water during dry seasons.

Under these circumstances, and considering the influential petition about to be presented to the Honorable the Minister for Lands on this subject, I trust you will be enabled to recommend the opening of the proposed road without further delay.

I have, &c.,

DAVID WARDEN.

Forward to Mr. District Surveyor Arnheim in connection with previous instructions to him.—ROBT. D. FITZGERALD, for Surveyor General, 25 April, 1877.

Reported on by my letter of the 6th July, 1877.—E. H. ARNHEIM.

See No. 77

No. 75.

Petition from Inhabitants of Ulladulla.

The Honorable the Minister for Lands.

The humble petition of the undersigned free selectors, land-owners, and inhabitants of the Municipal District of Ulladulla and adjacent localities,

HUMBLY SHOWETH,—

That several of the undersigned have selected portions of lands west of the Croobyar Estate, and that they have erected homesteads, and fulfilled all the requirements of the Free Selection Act upon the said lands.

That the opening up of these lands have been of great benefit to this district.

That

Presented by
Henry Clarke,
25/4/77

That there are vast areas of rich land still available for selection as soon as ever there is an available road to the port.

That for the past fourteen or fifteen years there has been a road proclaimed through the Croobyar Estate by which your petitioners could get ready access to the port of shipment at Ulladulla.

That during all this long time your petitioners have been compelled to travel a road and take their produce to market on sufferance, owing to the owner of the Croobyar Estate refusing to allow the said road to be opened until duly authorized by the Crown.

That your petitioners would respectfully draw the attention of the Honorable the Minister for Lands to the fact, that the owner of the Croobyar Estate has expressed his willingness to open the said road on conditions that his offer of compensation be accepted;—that the road in question is the most practicable road for your petitioners to travel whereby they may reach the shipping port.

Your petitioners would further draw the attention of the Honorable the Minister for Lands to the fact that during the past two years several letters and petitions have been addressed to the Lands Department upon this subject without avail, and that up to the present time many families are placed at great personal inconvenience in having no means of egress and ingress to their homes except by traveling some four miles on sufferance through the various tenant holdings of the Croobyar Estate.

Your petitioners therefore humbly pray, that you will be pleased to cause a thorough investigation to be made as to the merits and demerits of this case, and as soon as possible open a road, as prayed for by your petitioners, through the Croobyar Estate to the port at Ulladulla.

Your petitioners would further remark that several communications have been sent to the Lands Department on this subject, and as the owner of the Croobyar Estate has notified his intention of finally closing said road, your petitioners humbly trust you will be pleased to give this matter your earnest consideration, and cause the road in question to be immediately opened.

And your petitioners, as in duty bound, will ever pray.

[Here follow 138 signatures.]

Milton, Ulladulla, 9 April, 1877.

Minute on above.

Forwarded to Mr. District Surveyor Arnheim for report in connection with former instructions to him.—ROBT. D. FITZGERALD, for Surveyor General, 25 April, 1877.

No. 76.

Petition from William Robertson and J. F. Tuckerman.

The humble petition of the undersigned Free Selectors of Ulladulla, on the west of the Croobyar Estate, Received 7 May, 1877.

RESPECTFULLY SHOWETH—

That the road, as laid out through the Croobyar Estate, is certainly not for the benefit of the selectors on the west of that estate, but is calculated to harass and inconvenience them for all time coming. We are aware that some of the selectors have signed the petition for the road as laid out, but we beg to remind you that those who have done so are tenants of the reputed owner of that estate, and who have been urged by him to the steps they have taken, as the road in question is only for the benefit of the tenants of that estate, and not for the selectors or the general public.

We therefore most earnestly, but most respectfully, protest against the road as laid out, depriving the public of access to the country west of the Croobyar Estate, besides unnecessarily destroying Roberts's farm, and leading us away from the town of Milton, where all our churches, stores, banks, and other places of business are.

That we particularly draw your attention to the fact that the road most suitable to our wants and the general public, as well as the tenants of the Croobyar Estate, is a road petitioned for (in public meeting assembled) from time to time for the last sixteen years, being a continuation of the road west of the school-house at the entrance of the Croobyar Estate.

Your petitioners therefore earnestly pray, that you will be pleased not to open the road as at present laid out; and, as in duty bound, will ever pray.

WILLIAM ROBERTSON,
Selector, 143 acres.

JOHN FAULKS TUCKERMAN,
Selector, 40 acres.

Minutes on No. 76.

Forwarded to Mr. District Surveyor Arnheim in connection with former instructions to him.—ROBT. D. FITZGERALD, for Surveyor General, 9 May, 1877.

Reported on by my letter of the 6th July, 1877.—E. H. ARNHEIM.

See No. 77.

No. 77.

Mr. District Surveyor Arnheim to The Surveyor General.

Sir,

Camp, near Milton, 6 July, 1877.

In compliance with your B.C. memos. of instruction of the 8th February, 25th April, and 9th May, by which you request me to report on petitions from residents in the District, and conditional purchasers, and on letters from Mrs. Roberts and Mr. David Warden, referring to a road of access from conditional purchases west of the Croobyar Estate to the South Coast Road, Milton and Ulladulla, I do myself the honor of submitting you the following report:—

1. Mr. D. Warden having consented to the road with deviations therein through his property, as proclaimed and confirmed, on the receipt of £200 in compensation for fencing, it remains now only to determine the position of the other portion of the road which is situated within D. Warden's 42 acres 1 rood 18 perches, now R. Cooper's 40 acres 3 roods 18 perches, excluding the land still retained by Warden.

2. This portion was purchased by Mr. D. Warden from the Crown in 1852, and sold by him to W. Nicholls in 1853, in whose deed Mr. Warden excluded 1 acre 2 roods, that is, a strip of land 1 chain wide along the south boundary of that portion. That

See Nos. 73, 74, and 76.

That the land so excluded was for the purpose of affording Mr. D. Warden an additional access to his land there can be no doubt, as it is used by him and some of his tenants as such; and this is the road which in his letter of the 26th March last he calls his private entrance to Airlic House.

See No. 74.

William Nicholls mortgaged this portion afterwards to Mr. James Warden, M.P., and before his death in 1863 he bequeathed the 40 acres 3 roods 18 perches to the present Mrs. Roberts who was not his wife, and owing to some legal flaw in the will Mrs. Roberts has no claim whatever to the property.

Subsequently Mr. James Warden foreclosed the mortgage, and Nicholls's portion containing 40 acres 3 roods 18 perches was sold to Mr. Robert Cooper at public auction for the sum of £1,000, or at the rate of about £25 per acre, for which reason Mrs. Roberts's letter (76 2,429) cannot be taken into consideration.

See No. 73.

3. There is no reservation of a road through the portion sold to Nicholls in the deed now in Mr. Cooper's possession.

See No. 69.

4. Mr. D. Warden, in his letter of the 16th October, 1876, states that he sold the 40 acres 3 roods 18 perches to Nicholls on condition that he would allow the present contemplated road to pass through it; and that when it was measured, and he believed confirmed, Nicholls neither objected nor applied for compensation; this may be correct, but Mr. D. Warden when making this statement must have been mistaken, as the road as originally surveyed by Mr. Surveyor Deering did *not* pass through the land sold to Nicholls, but followed the road (or land) reserved by Mr. D. Warden in the sale (see sketch), which accounts for Nicholls not objecting to it; the deviation, however, which does pass through his land, was made in 1864, that is, about a year after his death.

Wanting.
See enclosure.

5. Mr. Cooper, as you will see by the annexed letter, objects to the road being opened as confirmed, for the following reasons:—

Firstly.—That it severs his 40 acres, which is divided into about six small paddocks, unnecessarily, and in the most injurious manner, cutting off from one portion thereof a waterhole fed by a permanent spring.

Secondly.—That it passes through his cultivation paddock, and land laid down in artificial grasses.

Thirdly.—That the proposed line runs for 6 chains alongside the main road, giving it thereby the unnecessary width of 2 chains (see sketch.)

Fourthly.—That all these objections could be removed by adopting a deviation, shown in yellow on sketch, from where the proposed road crosses the east boundary of D. Warden's land, thence along that boundary and through that land to the road along the south boundary of the 40 acres, thence along that road to Mr. Warden's improvements (see sketch), which commence at about 3 chains west from the termination of that road, and thence across the south boundary of the 40 acres, along that boundary, and through that portion to the main road forming the east boundary thereof. If this deviation is adopted Mr. Cooper offers to fence it.

6. These objections, I would submit, deserve some consideration, as Mr. Cooper is the only person who will be injured by the opening of this road, without any benefit, while on the other hand Mr. D. Warden does require the road through his property for his tenants, of whom, he informed me, he had over twenty, some of them use this road as an outlet from their farms, while the others use that past the Croobyar Public School.

7. The road under consideration is, however, also required by six conditional purchasers. They are—Jas. Smart, J. Petty, F. Thomas, G. Price, W. Robertson, and J. Gould, the first-named three being also Mr. D. Warden's tenants have access to the main road by the roads referred to in the previous paragraph and shown on sketch; this reduces the number of those chiefly interested to three only.

8. The greater number of conditional purchasers (over 20) at Little Forest have roads of access provided for them through the Dutton Estate, and Mr. Licensed Surveyor Callaghan has already been instructed to make the necessary survey of that road for its proclamation and opening, in accordance with your B.C. Memo. of Instruction to me.

9. Petition and application from Tuckerman and Robertson refer to another line of road, namely, *viâ* the Croobyar School (in use by D. Warden's tenants), and not to the line now under consideration. I may add that they are only renewed applications for a line which has been previously decided on as undesirable to adopt. (See sketch.)

10. With regard to petition signed by 138 persons for the opening of the road as proclaimed and confirmed, I beg to inform you that there are amongst them only three who hold conditional purchases west of the Croobyar Estate, of whom two are tenants of Mr. Warden; further, that seventy-two of the petitioners have frontage to main roads, and that the remainder have no interest in it. I was further informed by Mr. James Warden, M.P., that he would be in a position to prove that nearly all who signed the petition were in favour of the road as originally proposed, which does not pass through the 40 acres.

See Nos. 60 and 63.

11. With regard to the necessity for the opening of this road, I beg to refer you to my previous reports of the 18th March, 1875, and of the 3rd November, returned herewith with papers, and to draw your attention to the fourth paragraph of the latter, and to state that on careful investigation and reconsideration of all the circumstances in connection with this case, I failed to elicit fresh evidence which would justify my altering the opinions expressed therein.

12. Should you, however, deem the opening of this road a necessity, then I would submit for your consideration four alternative deviations from the proclaimed and confirmed line, each of which would afford practicable access, and although they are unavoidably more or less injurious to Cooper's interests, still none of them to so great an extent as the line proclaimed and confirmed; they are—

Firstly.—That proposed by R. Cooper. See paragraph 5.

Secondly.—From the termination of the confirmed line at the east boundary of the Croobyar Estate, along that boundary and through that land to the north boundary of Cooper's 40 acres, thence along that boundary and through that land east to the main road.

Thirdly.—Along the east boundary of D. Warden's land (as proposed by Cooper) to the south-west corner of the 40 acres, and thence along the south boundary thereof and through that land to the main road.

Fourthly.—From the termination of the confirmed line at the east boundary of Warden's land to that part of the main road which forms part of the south boundary of R. Cooper's 40 acres, thereby avoiding having two roads alongside each other for 6 chains.

13. I have now in conclusion only to add, that Mr. D. Warden entirely objects to the road through his property, unless opened as far as the east boundary thereof as proclaimed and confirmed; also, that Mr. R. Cooper objects to any other deviation being adopted except that proposed by him, and that in the event

event of compensation being given to Mr. Cooper, should the confirmed road or any of the deviations suggested (excepting the first) be adopted for the land required for that purpose, that such compensation be computed at the rate of £15 per acre, which I consider its fair value.

I have, &c.,
E. H. ARNHEIM,
D.S.

Minute on No. 77.

Upon this further report from Mr. District Surveyor Arnheim, from which it would appear that the public necessity for this road is very trifling, I must recommend that as the importance of it has not been attested by the willingness of the Municipal Council to pay half the cost of fencing, and of course is not proved to an equal extent by the offer of Mr. David Warden to forego half his claim for cost of fencing, that the offer made to that gentleman, and declined by him, be now withdrawn, and that no further action be taken towards the opening of the road for the present.—ROBT. D. FITZGERALD, for Surveyor General, 7 August, 1877. Approved.—T G., 20 Sept., 1877.

[Enclosure A to No. 77.]

Sir,

Milton, 30 June, 1877.

Having become by purchase the owner of that portion of land known as Nicholls's Farm, originally a grant of 42 acres 1 rood 8 perches to D. Warden, through which the Croobyar Road, as surveyed by Mr. Licensed Surveyor Deering, passes, I wish to call your attention to the great injustice that will be done to me if this road is opened in its present position.

1st.—The survey, from its commencement at the eastern boundary of this portion, runs 558 links conterminous to a portion of the Main South Coast Road, as opened by Mr. District Surveyor Arnheim and formed by the Municipal Council of Ulladulla, thus forming a road for that distance 200 links wide, and taking from this small portion 558 of an acre more than can by any contingency ever be required for the convenience of the public.

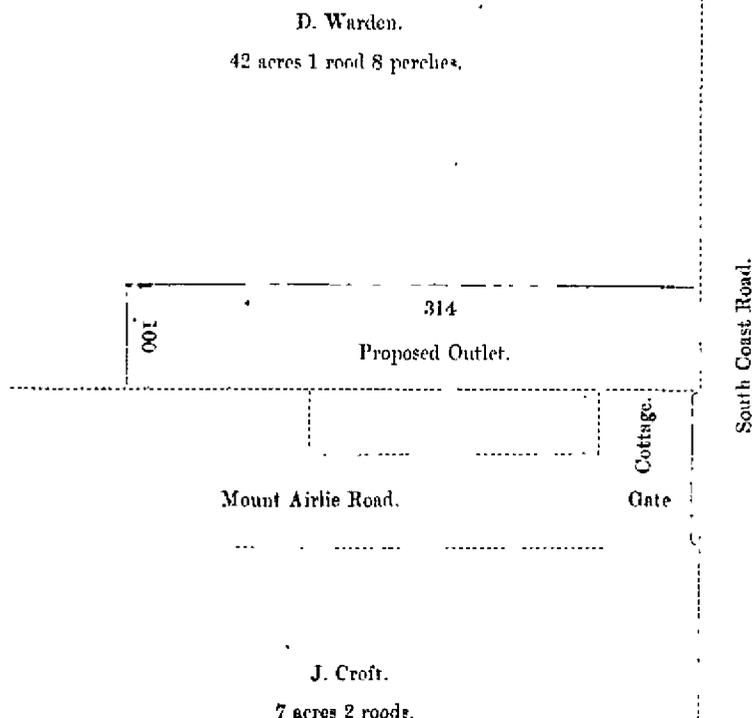
2nd.—This road, as surveyed, will divide this land into two portions, separating 168 acres from the only permanent water on it, thus making it impossible to estimate the damage done to it as a grazing or dairy farm, as it is a well-known fact that cows in milk never do their owners justice without free access to water.

3rd.—To draw your attention to the number of persons who have a *bona fide* right to a road. They are J. Petty, sen., Thomas Gould, W. Robinson, Jas Smart, George Price, and one or two others whose names I do not know. These five or seven persons being conditional purchasers to the westward of the Croobyar Estate, are entitled to a means of ingress and egress, and their wants could be met by a Quarter Session Road to the nearest public road, which would be the road that enters the Croobyar Estate at the Croobyar Public School, and there is no natural feature to prevent such a road being made. All the other names attached to petitions relative to this road, are either persons uninterested, or are tenants upon the Croobyar Estate, who ought to look to their landlords for a road.

4th.—Mr. D. Warden, in the conveyance of this land to W. Nicholls, having reserved to his own use and benefit a road 100 links wide along the southern boundary of this portion, which is now known as the Mount Airlie House Road; and Mr. Warden having built a cottage at the north-eastern corner of that reserved portion, the northern wall of which cottage forms part of the southern boundaries of my land.—I propose that in the event of the Government still deeming it necessary to have a road through this property, to give a portion of land 314 links long by 100 links wide, thus giving an outlet from the Mount Airlie House Road with the main road (as shown in annexed * sketch). Although the giving of this portion of land would be a loss to me, considering the price at which I purchased the farm being £25 per acre. Yet this would be a loss that could be estimated, and not utterly destroy the property, which would be done by taking the road by Mr. Licensed Surveyor Deering's line. I understand that Mr. D. Warden states that at the time he sold the land to Mr. W. Nicholls, he reserved to himself also a road through the centre of it. All I can say in reference to that statement is, that no such reservation appears in the deed conveying the said land to W. Nicholls.

I have, &c.,
ROBERT COOPER,
Licensed Surveyor.

† I shall be willing to produce deeds for your inspection if deemed necessary.



No. 78.

The Under Secretary for Lands to The Council Clerk, Ulladulla.

Sir,

Department of Lands, Sydney, 27 September, 1877.

No. 72.

Adverting to your letter of the 31st October last, forwarding copies of resolutions passed by the Municipal Council of Ulladulla relative to the projected opening of a road of access from conditional purchases west of the Croobyar Estate to Milton, Ulladulla, and the South Coast Road,—I am directed to inform you that upon the further report of the District Surveyor, from which it would appear that the public necessity for this road is very trifling, the Minister for Lands has decided, as the importance of it has not been attested by the willingness of the Council to pay half the cost of fencing, and of course is not proved to an equal extent by the offer of Mr. David Warden to forego half his claim for cost of fencing, that the offer made to that gentleman by the Government and declined by him be now withdrawn, and that no further action shall be taken by this Department towards the opening of the road in question for the present.

I have, &c.,

W. W. STEPHEN.

No. 79.

The Under Secretary for Lands to D. Warden, Esq.

Sir,

Department of Lands, Sydney, 27 September, 1877.

No. 74.

Adverting to your letter of the 26th March last, and previous correspondence, on the subject of the projected opening of a road of access from conditional purchases west of the Croobyar Estate to Milton, Ulladulla, and the South Coast Road,—I am directed to inform you that upon the further report of the District Surveyor, from which it would appear that the public necessity for this road is very trifling, the Minister for Lands has decided, as the importance of it has not been attested by the willingness of the Municipal Council of Ulladulla to pay half the cost of fencing, and of course is not proved to an equal extent by your offer to forego half your claim for cost of fencing, that the offer made to you by the Government and declined by you be now withdrawn, and that no further action shall be taken by this Department towards the opening of the road in question for the present.

I have, &c.,

W. W. STEPHEN.

No. 80.

The Under Secretary for Lands to H. Clarke, Esq., M.P.

Sir,

Department of Lands, Sydney, 27 September, 1877.

Sec No. 75.

Adverting to the petition presented by you from certain free selectors, landowners, and inhabitants of Ulladulla and adjacent localities, relative to the projected opening of a road of access from the conditional purchases west of the Croobyar Estate to Milton, Ulladulla, and the South Coast Road,—I am directed to inform you that upon the further report of the District Surveyor, from which it would appear that the public necessity for this road is very trifling, the Minister for Lands has decided, as the importance of it has not been attested by the willingness of the Municipal Council of Ulladulla to pay half the cost of fencing, and of course is not proved to an equal extent by the offer of Mr. David Warden to forego half his claim for cost of fencing, that the offer made to that gentleman by the Government and declined by him be now withdrawn, and that no further action shall be taken by this Department towards the opening of the road in question for the present.

I have, &c.,

W. W. STEPHEN.

No. 81.

D. Warden, Esq., to The Secretary for Lands.

Sir,

Ulladulla; 26 October, 1877.

I have again the honor of addressing you respecting the opening of the road from Little Forest to Ulladulla, *via* the Croobyar Estate, and I trust that you will be led to see, after you have read my reasons hereunder given, that the delay in opening this road is a matter of which I have just cause for complaint:—

1. Having purchased Government land, *viz.*, six grants, situate outside the boundary of the Croobyar Estate, I maintain that I am justly entitled to claim proper means of access.

2. Myself and tenants pay annually more than one-fifth of the rates of the whole municipality, and yet not one penny of improvements can be made on the proposed road, simply because it has not been formally opened, although all the other stages of proclamation have been gone through.

3. The cost of fencing (£400) has been reduced to £200 by my offer to contribute one-half the expense, and in addition to this I have consented (provided the Government pay the £200) to abandon all claim in respect of my valuable land (more than 20 acres) where the proposed road passes through Croobyar.

4. The natural features of the country highly favour the line of the proposed road—it is in fact the only practicable one to be had. It is direct, and forms continuations of other roads at both ends, while it is $1\frac{1}{2}$ mile shorter than the road now used on sufferance.

5. If the proposed road be opened, not only myself and tenants, but other persons who have purchased Crown Lands to the south and west of the Croobyar boundary, and the general public as well, would be benefitted, because the road would at once be taken in hand for repairs by the Municipal Council. I am sure that all available Crown Lands in the locality would then be purchased, and the wrong we now labour under of being taxed for a large area through which there is no public road, would be at an end.

6. There are only three properties (*viz.*, the land, late Nicholls's, the Croobyar Estate, belonging to me, and my purchased grant of 534 acres) through which the proposed road passes. As no objections to the

the proposed road were put in by either Nicholls or the late occupier, Roberts, while the Government notices were current, the inference is that these parties did not regard the formation as detrimental to their interests, or that they slept upon their rights.

I strongly submit that the omission by these persons is fatal to all intents and purposes to a revival of the question by the present owner, Mr. R. J. Cooper.

It is only recently that the latter purchased the land from Nicholl's mortgagee, and at the time of the purchase Mr. Cooper was perfectly aware that the road had then already been proclaimed; in other words, the property was purchased with a full knowledge of past events concerning this proposed road. In view of these important facts, my argument is, that Mr. Cooper having purchased the land with the omissions of Nicholls's and Roberts's clinging to it, is for ever debarred from setting up any legal right whatever to oppose the opening of this road.

7. I have paid the Government upwards of £1,300 for Crown Lands situate outside the boundary of Croobyar, and therefore it seems reasonable to me that I should in return expect consideration at the hands of the Government in the opening of a proper road to my lands, more particularly when the fact is regarded that 20 acres of my valuable land, and £200 in money, will be contributed by me, provided the Government pay half the cost of fencing.

I trust, therefore, that you will be so good as to re-consider this case, and be led to see that I have shown valid reasons for the opening of the road, and that you will (notwithstanding the decision referred to in your letter of the 27th ultimo, addressed to me) consent to the payment of the £200 towards the fencing, and cause the road to be opened for public use, without regard to Mr. Cooper's objections, considering that he thought fit to buy Nicholls's land long after the Government proclamations had issued.

I have, &c.,

DAVID WARDEN.

Minutes on above.

I cannot recommend any departure from the course approved of by the Secretary for Lands upon my Minute of the 7th August, 1877.—ROBT. D. FITZGERALD, for Surveyor General, 24 November, 1877. See minute on No. 77.
Inform accordingly.—W.W.S., 18 December, 1877.

No. 82.

The Under Secretary for Lands to D. Warden, Esq.

Sir,

Department of Lands, Sydney, 20 December, 1877.

Adverting to your letter of the 26th October last, requesting a reconsideration of the matter No. 81. of the opening of a road of access from conditional purchases west of the Croobyar Estate to Milton, Ulladulla, and the South Coast Road,—I am directed to inform you that the Minister for Lands cannot authorize any departure from the course of action approved by Mr. Secretary Garrett, and which was conveyed to you in my letter of the 27th September last, viz., that upon the further report of the District Surveyor, from which it would appear that the public necessity for this road is very trifling, the Minister for Lands has decided, as the importance of it has not been attested by the willingness of the Municipal Council of Ulladulla to pay half the cost of fencing, and of course is not proved to an equal extent by your offer to forego half your claim for cost of fencing, that the offer made to you by the Government, and declined by you, be now withdrawn, and that no further action shall be taken by this Department towards the opening of the road in question for the present.

I have, &c.,

W. W. STEPHEN.

No. 83.

J. Roseby, Esq., M.L.A., to The Secretary for Lands.

6 February, 1878.

PETITION from certain Free Selectors, praying that the road through the Croobyar Estate, Ulladulla, be opened. See minute on No. 77.
J. ROSEBY.

Minutes on above.

There is no new light thrown upon this case by the accompanying petition, and I can make no alteration in my former report of the 7th August, 1877, which is as follows:—Upon this further report from Mr. District Surveyor Arnheim, from which it would appear that the public necessity for this road is very trifling, I must recommend, that as the importance of it has not been attested by the willingness of the Municipal Council to pay half the cost of fencing, and of course is not proved to an equal extent by the offer of Mr. David Warden to forego half his claim for cost of fencing, that the offer made to that gentleman and declined by him be now withdrawn, and that no further action be taken towards the opening of the road for the present.—R. D. FITZGERALD, for Surveyor General, 12 April, 1878.

Minister wishes to see the Deputy Surveyor General as to this case.—L.G.T., for the U.S., 29/4/78.

[Enclosure to No. 83.]

Messrs. Smart, Petty, Gould, and others, to John Roseby, Esq., M.P.

Dear Sir,

Little Forest, 26 January, 1878.

We, the undersigned, free selectors residing in the Ulladulla District, beg most respectfully to call your attention to the following grievances that we are labouring under, and earnestly beg you will favour us with your influence and lay these facts before and plead with the Honorable the Minister for Lands for redress of the same. That in the year 1862 a road was notified, and we believe confirmed 2nd December, 1864, leading through W. Nicholls's, late David Roberts's, now Robert Cooper's 40 acres, and westward through Mr. David Warden's Croobyar Estate, 2½ miles, from the Main South Road to the Crown Lands near the Little Forest; by the same Surveyor (Mr. Deering) was measured several portions of land at the west and south of the Croobyar Estate, previous to the Free Selection Act being in force.

As

As soon as possible after the above Land Act came into operation, we, the undersigned, selected the land as measured, also other blocks, believing at the time that the road as then laid out was our legal right-of-way to or from our houses.

Notwithstanding the above facts we are still without a legal right-of-way, and to make the matter still worse Mr. David Warden has let his estate out in a number of holdings; consequently we are compelled to crave permission continually, first from one and then another of his tenants, to get through with our produce to the Port of Ulladulla.

We also wish to draw your attention to the fact of our having written to the Honorable the Minister for Lands, stating our grievances to him. One petition, bearing date we believe, 12th October, 1876, as yet we have received no answer to it; we also forwarded in April, 1877, another, praying the Honorable the Minister for Lands to send a surveyor to report upon the merits or demerits of the road in question.

In answer to which we believe a surveyor did come into the district, but none of us saw him that were interested in the road with the exception of Mr. D. Warden; however we received an answer from the Honorable the Minister for Lands to this effect,—that the District Surveyor had reported to the effect that the traffic on the road in question was purely local, consequently the Government would not take any further steps in opening the road at present.

In answer to the Surveyor's report as to the traffic being purely local, we hope you will lay the facts of our case before the Honorable the Minister for Lands, and in doing so you can state that Mr. David Warden has once prosecuted William Robinson and H. Millard, both free selectors, also Wm. Hutchinson and C. Brooks, bushmen, for attempting to take building and other timber from the Crown Lands at the back, through his estate, as there being no legal right-of-way through his (Mr. D. Warden's) properties. This, sir, will show why the traffic is purely local, as none here care about trespassing, and thereby causing a lawsuit with Mr. D. Warden. With the above exceptions we are very thankful for the lenient and forbearing disposition Mr. David Warden has shown towards us for the number of years we have been trespassing on and through his estate, although it has been much against our wish and very humiliating to our feelings at all times.

We are informed that the Honorable the Minister for Lands has been led to believe that the opening of this road in question would only benefit Mr. David Warden and his tenants; this, sir, to our minds is a misrepresentation of facts, considering that the road was laid out at that time for the sole purpose of reaching the Crown Lands at the west of the Croobyar Estate, there being only a small portion of the Croobyar under tenantry at that time.

We are also aware of the fact that our late Member and others are doing their utmost to persuade the Government that a better road can be found, their object being, if possible, to divert us from our true course to the Port of Ulladulla, and so to take us some miles out of our way, on purpose to get our traffic through the private township of Milton, in which their properties, and consequently their interest lay.

In 1876, when Mr. Arnheim, the District Surveyor, told us he was advised at Milton that another road could be got, we, with him, examined the front selections to see if another way out could be got, and he (Mr. Arnheim) then expressed himself that the road as then laid out was the only practicable one to get to Ulladulla, but he could not say that Government would open it, as the compensation for fencing amounted at that time to £400; since which time Mr. Warden agreed, if opened, to take £200.

We would also inform you that some four or five of our properties are within the Municipal boundaries, and for four years we have been paying taxes for which comparatively we derive no benefit, as the route we have to go at present none of the moneys can be expended nearer than 3 miles to our properties, for the want of this road being opened.

As the opening of the road in question would not only be a benefit to the undersigned but to the whole district, this being the most practicable road available to get to many thousands of acres of land lying miles to the west of Croobyar, which is completely blocked in by this road not being opened to the public, and people are thereby debarred from selecting it.

Trusting you will urgently press this our request on the Government, that we may receive this our wishes,—with thanks and gratitude at your hands,

We are, &c.,

JAMES SMART.	ANDY MILLARD.
JOSEPH PETTY.	GEORGE PRICE.
THOMAS GOULD.	JOSEPH PETTY, JR.
THOMAS GOULD, JR.	F. THOMAS.

No. 84.

William Robertson to The Secretary for Lands.

Sir,

Milton, 28 February, 1878.

I am a freeholder of 48 acres, and a free selector of 96 acres, situated on the western boundary of D. Warden, Esq.'s estate. I have no right-of-way, but have had to travel on sufferance through the Croobyar Estate, the property of D. Warden, Esq. The last four weeks I have been stopped by D. Warden, Esq., nailing the rails. I believe him to have done so because I would not place my signature to a petition, soliciting a road through the Croobyar Estate and D. Roberts's 40 acres. I am opposed to the road through D. Roberts's 40 acres. I wish the road opened by the public school through the Croobyar Estate due west. I am unable to get my produce away. I have a wife and many little children to provide for, and beg you will be pleased at once to give me some right-of-way out, that I may be enabled to provide for them; and your petitioner, in duty bound, will ever pray.

WILLIAM ROBERTSON.

No. 85.

William Robertson to The Secretary for Lands.

Sir,

Little Forest, 9 March, 1878.

I am closed in here for the last six weeks through D. Warden nailing up the rails, which prevents me from getting anything out or in here for the last six weeks, with six small children without any means to provide for them. The reason he did this is because I would not consent to take the road away from the school and the church, and deprive me and my children from the blessing of education. The road he wants is not suitable for any one in here only for him and his tenants; the others here are afraid of him. I wrote to you two weeks ago, and got no word yet. Will you please to open a track for me somewhere, that I may be able to provide for them.

I am, &c.,

WILLIAM ROBERTSON.

No. 86.

Mr. George Price to The Secretary for Lands.

Dear Sir,

Ulladulla, 14 March, 1878.

I beg most respectfully, praying most earnestly, that you may be so graciously pleased to hear this, my humble petition or prayer—I stating the many difficulties and privations that I have had to contend with for the last ten years for the want of a road opened out through Mr. David Warden's Croobyar Estate and leading through a farm of Mr. R. Cooper, formerly occupied by Mr. David Roberts, and

and a direct line to the back road known as Mr. Hessian's Road, the most direct and also 3 miles or more shorter in going and returning from the wharf at Ulladulla. The other line of road leading to the road now opened out, commencing at Croobyar school, running nearer to Milton township, by this route I as well as many more besides myself would have to travel from three to four miles further round in going with our produce and returning back, giving me a distance of twenty-four miles by this last-mentioned route in the place of the distance of twenty miles per the route out by R. Cooper's and Hessian's road—the road that some are in want of. I think it would be a most unsafe road for man and beast to travel in a wet season, besides the great amount of money it would cost to make a passable road through such boggy ground, this road leading up to Croobyar school. I sincerely trust the first mentioned road will meet with your early consideration, as the members that have been in office to represent our wants for such a length of time have left us to do the best we can for ourselves, so I beg to be excused should I speak a word out of place. I selected a 90 acre block, 60 acre block, 60 acre block, which I laid out four hundred pounds on in improvements; then finding that the road leading through R. Cooper's farm being the most direct one, not being opened up for the public, I let one allotment pass to the Crown again, as the land is no good without a road. I have thought of giving up the remainder as I am liable to the law, as I have at present cattle upon it—I have to trespass to fetch them away, and in a distance of three miles I am compelled by law to open fourteen slip panels, so I leave it for your consideration. Should the road be granted through Mr. R. Cooper and David Warden, Esq., joining Hessian's Road, I am prepared to select 60 acres or more ground as soon as this road is opened out for the public.

I remain, &c.,
GEORGE PRICE.

No. 87.

Mr. William Robertson to The Secretary for Lands.

Sir,

Milton, 23 March, 1878.

Herewith I have the honor to inform you that, by the action of David Warden, Esq., J.P., owner of the Croobyar Estate, I have been prevented from taking any produce to market during the last eight weeks, owing to his having closed the only practicable road whereby I am enabled to take out my produce and bring in my supplies, neither have I been enabled during that time to send my children to school, nor attend public worship.

His object in so acting is to force me to sign a petition to the Government, that the road through Mr. Cooper's (late Nicholl's) land may be opened, whereas I desire to have a road to the nearest public road (that being the road called, locally, the Croobyar Road), and leading in the most direct manner to the churches, schools, court-house, post and telegraph offices, and the general business places of the neighbourhood.

I have, &c.,

WILLIAM ROBERTSON.

No. 88.

The Council Clerk, Ulladulla, to The Secretary for Lands.

Sir,

Council Chambers, Milton, 13 April, 1878.

I have the honor, by direction of the Municipal Council of Ulladulla, to hand you a petition presented to and received by this Council, praying that a road from Little Forest through the Croobyar Estate to the port, as surveyed by Messrs. Deering and Maitland, be at once opened.

On the consideration of the petition the Council passed the following resolution:—

"That the petition just read be sent to the Minister for Lands with the recommendation of this Council, that road prayed for be at once opened to the public by the Crown."

I have, &c.,

JEWELL RUTTER,
Council Clerk.

Minute on above.

The road may be carried out if Mr. Warden will forego fencing claim, or if he will accept public gates, or if the Municipality will pay into the Treasury the half cost of fencing, about £200. In any case the road to be taken through Cooper's land, as proposed by him.—J.S.F., 21 May, 1878.

[Enclosure to No. 88.]

To the Worshipful the Mayor and Aldermen of the Municipal District of Ulladulla.

The humble petition of the undersigned free selectors residing west of the Croobyar property, Ulladulla,
RESPECTFULLY SHOWETH,—

That we are very much inconvenienced by the road from the Little Forest through the Croobyar property to the shipping port of Ulladulla, so long without being opened, and as we pay a share of the taxes, it seems a hardship that we should not have a road to travel on; we think that as the Government has gone so far as proclaiming the road surveyed by Messrs. Deering and Maitland, leading us to think that the road would be opened for traffic, it is unfair to expect us to travel from three to four miles out of our way on sufferance to get to a Government road for so many years. On the 14th December last, one of the undersigned did free-select an additional 120 acres of land on the faith of the road being opened, and we are quite sure that a large quantity more of the Government lands would be selected if the road were opened; we therefore humbly pray that the Municipal Council of Ulladulla will be pleased to forward this petition to the Minister of Lands, with a recommendation to open the road without any further delay, so that we may get the benefit of the road and not be trespassers, and your petitioners will pray, &c.

JOSEPH PETTY. ANDY MILLARD.
JAMES SMART. THOMAS GOULD.
NELSON JACKSON. GEORGE PRICE.
T. GOULD, SENR.

Ulladulla, 9 March, 1878.

Presented by J.
Rosby, M.P.,
16 April, 1878.
See enclosure.

No. 89.

The Under Secretary for Lands to J. Roseby, Esq., M.P.

Sir,

Department of Lands, Sydney, 4 June, 1878.

See No. 88.

With reference to the letter of the 13th April last, presented by you on behalf of the Municipal Council of Ulladulla, enclosing a petition from certain free selectors residing west of the Croobyar Estate, praying that the road from Little Forest, through that Estate, to the shipping port of Ulladulla may at once be opened for public use, I am directed by the Minister for Lands to inform you that the road in question will be carried out, provided Mr. Warden will forego his claim for fencing, or will accept public gates, or if the Borough Council will pay into the Treasury the half of the cost of such fencing, which will be about £200.

£200.

2. I am to add, that in any case the road must be taken through Mr. Cooper's land, as proposed by him.

I have, &c.,

W. W. STEPHEN.

No. 90.

Minute by the Minister for Lands.

Mr. Warden having withdrawn his claim for fencing, the road may now be opened in the position and direction shown on the plan by a blue band,—J.S.F., 24/7/78.

Chairman or Judge of Quarter Sessions at Wollongong to be informed.—J.S.F., 24/7/78. Informed accordingly.—24/7/78.

No. 91.

The Under Secretary for Lands to The Chairman of Quarter Sessions, Wollongong.

Sir,

Department of Lands, Sydney, 24 July, 1878.

Referring to the correspondence which has taken place relative to the opening of the road from Little Forest, through the Croobyar Estate, to the shipping port of Ulladulla, as petitioned for by certain free selectors residing west of that estate, it was decided by the Minister for Lands that the road in question would be carried out, provided that Mr. Warden would forego his claim for fencing, or would accept public gates, or if the Borough Council of Ulladulla would pay into the Treasury the half of the cost of such fencing, which would be about £200, I am now directed to inform you that Mr. Warden, having withdrawn his claim for fencing, Mr. Secretary Farnell has approved of the road in question being now opened in the position and direction as shown on the plan of the said road by a blue band.

I have, &c.,

W. W. STEPHEN.

No. 92.

The Under Secretary for Lands to J. Roseby, Esq., M.P.

Sir,

Department of Lands, Sydney, 24 July, 1878.

No. 89

Adverting to my letter of the 4th ultimo, and previous correspondence, on the subject of the opening of the road from Little Forest, through the Croobyar Estate, to the shipping port of Ulladulla, I am now directed to inform you that Mr. Warden, having withdrawn his claim for fencing, the Minister for Lands has approved of the road in question being now opened in the position and direction, as shown on the plan of the said road by a blue band, to which effect the Chairman of Quarter Sessions at Wollongong has been apprised.

I have, &c.

W. W. STEPHEN.

No. 93.

The Under Secretary for Lands to Francis Woodward, Esq.,

Sir,

Department of Lands, Sydney, 29 July, 1878.

* Not with papers
with District
Surveyor

With reference to your *letter of the 20th May last, on the subject of the opening of the road from Little Forest, through the Croobyar Estate, to the shipping port of Ulladulla, I am directed to inform you that Mr. Warden having withdrawn his claim for fencing, the Minister for Lands has approved of the road in question being now opened in the position and direction as shown on the plan of the said road by a blue band, to which effect the Chairman of Quarter Sessions at Wollongong has been apprised.

I have, &c.,

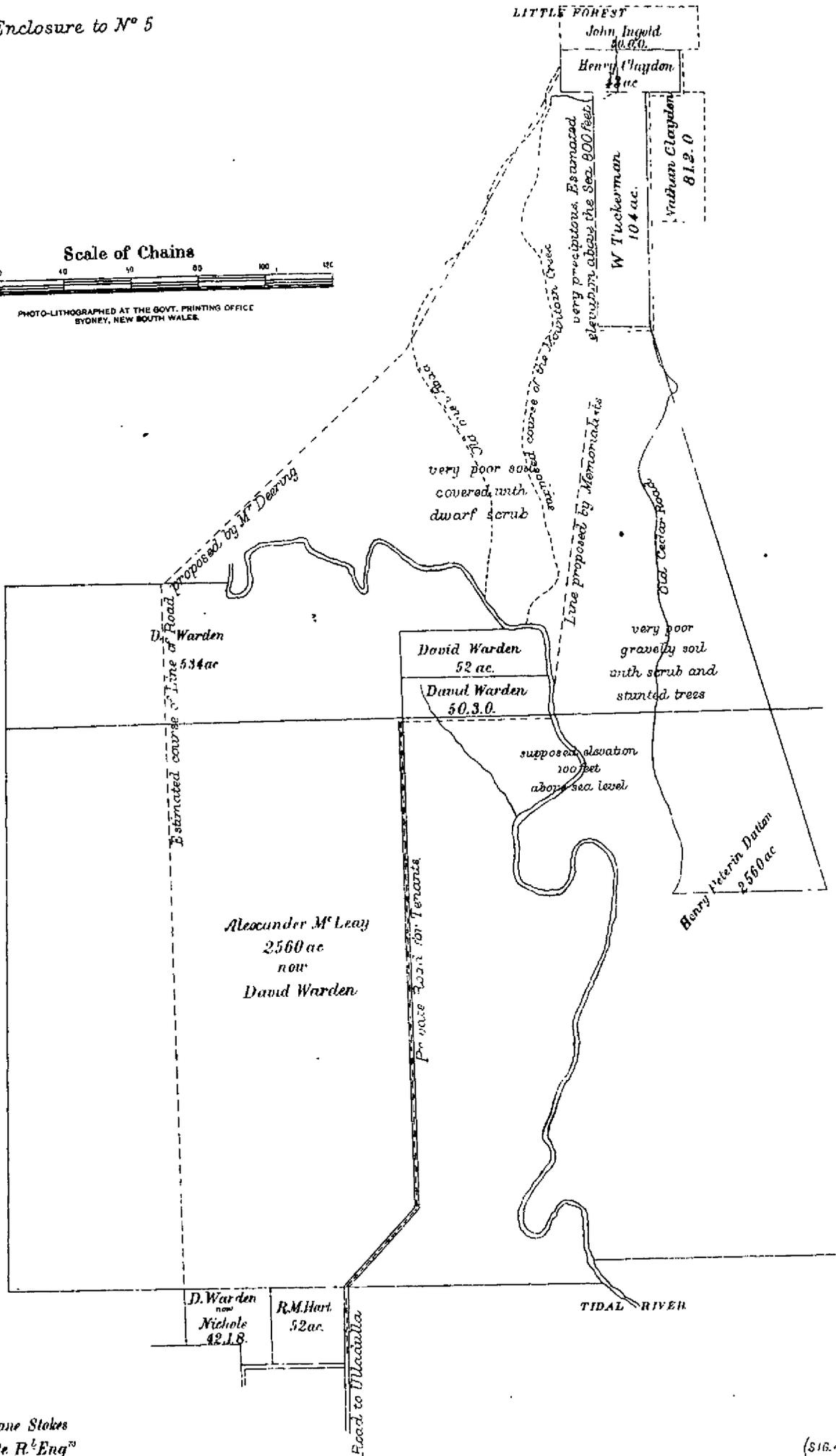
W. W. STEPHEN.

[Five plans.]

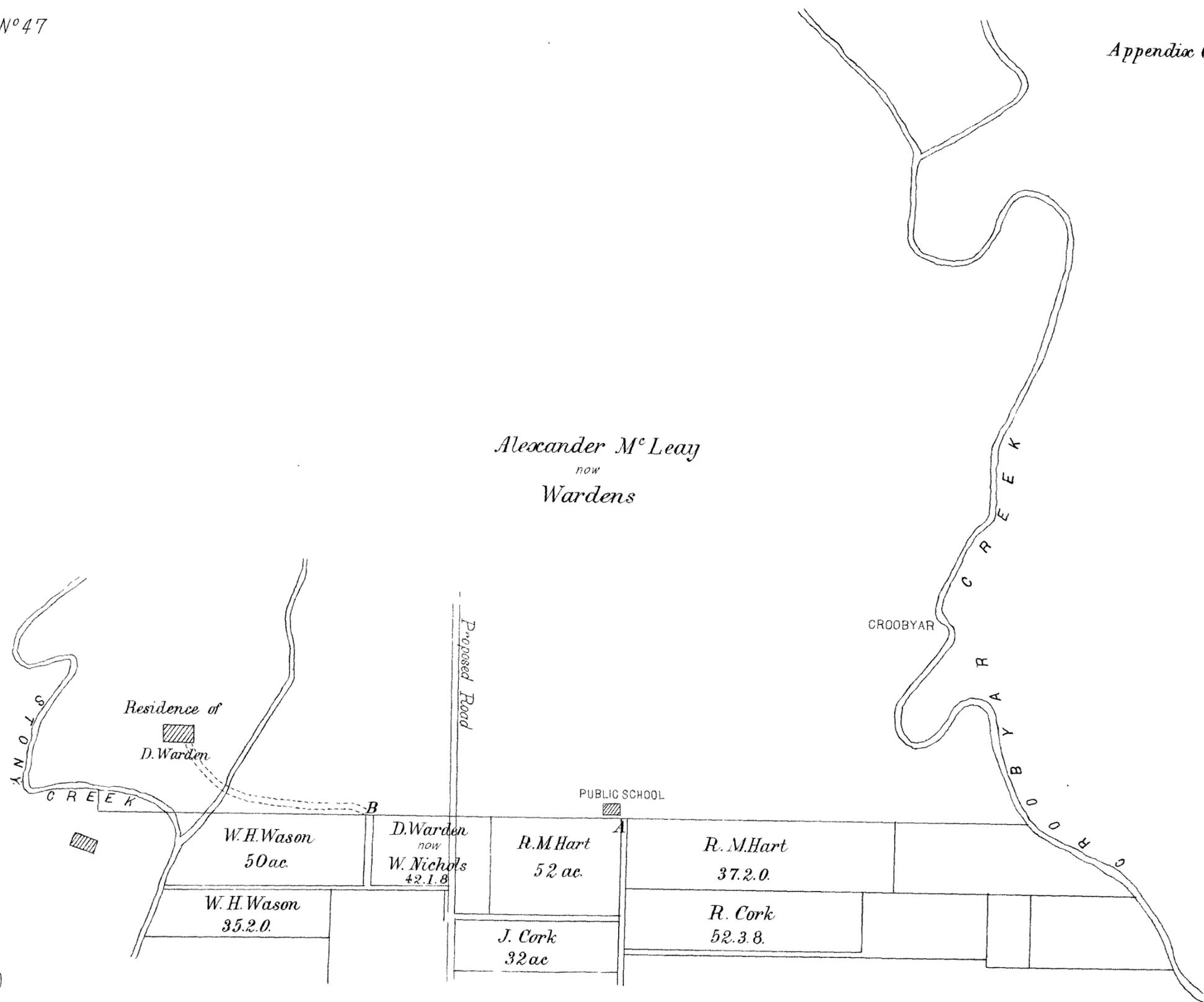
Enclosure to N^o 5



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



Oliver Haldane Stokes
Captain late R.^t Engⁿ
June 20th 1878



(Sig. 48.)

SURVEY

of proposed new road between

LITTLE FOREST AND ULLADULLA COUNTY S^T VINCENT

Total Length 74186^{ft}

Boundaries found shown thus ————
 „ unfound „ „ - - - - -
 Fences shown thus - - - - -

To be opened as a Parish Road under the act of Council 4 Will^m IV N° 11
 Road to be opened (marked red on Original) is shown thus ————
 Notified in Gov Gazette of 19 Sept 1862 fol 1842
 The proposed Deviation (marked Blue on Original) is to be adopted in
 the Confirmatory Notice, and is shown thus ————
 Deviation notified in Gov Gazette 24 March 64 fol 760
 Deviation confirmed in Gov Gazette 1 Nov 64 fol 2452
 Road confirmed with variation 2 Dec., 64 fol 2753

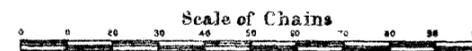
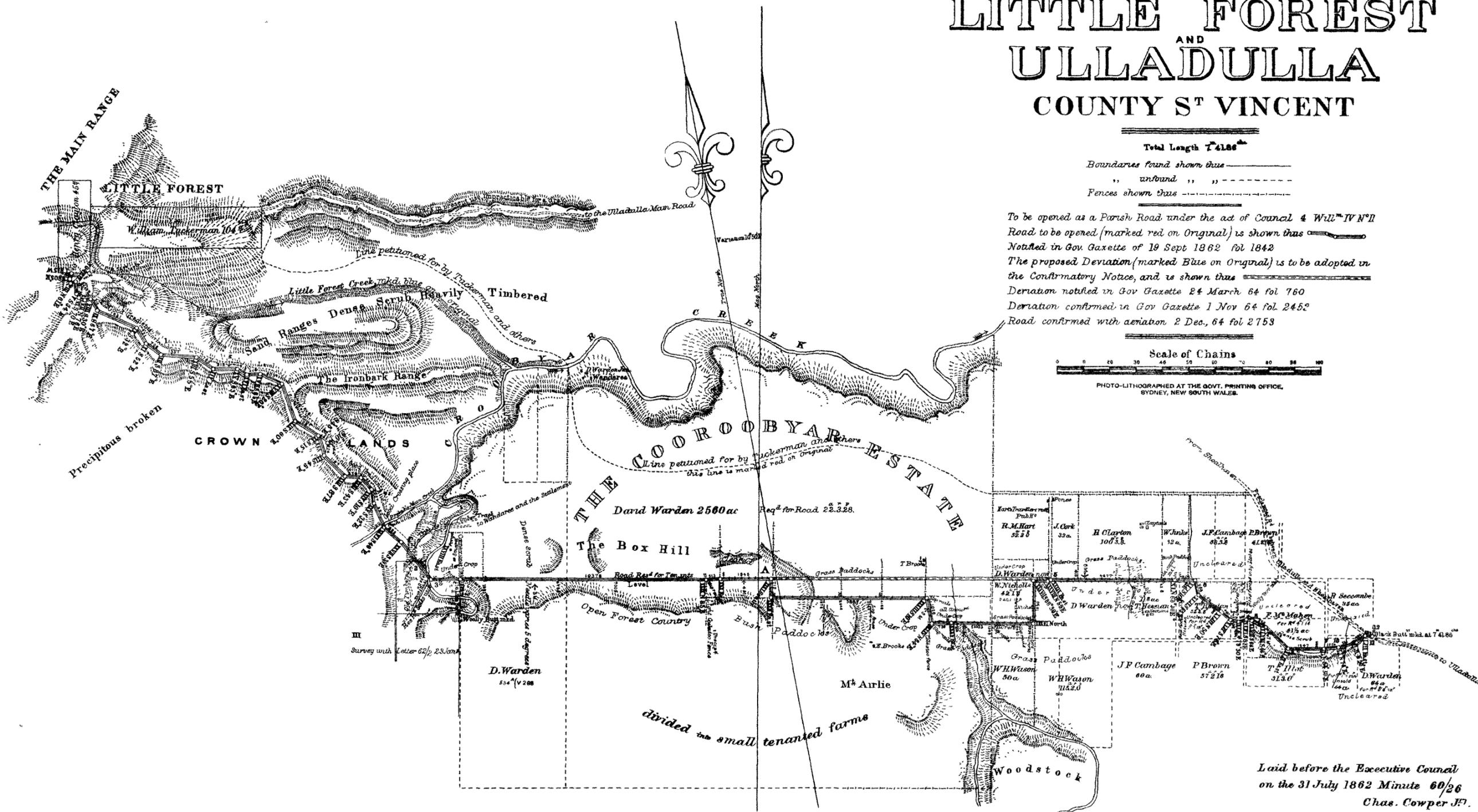


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

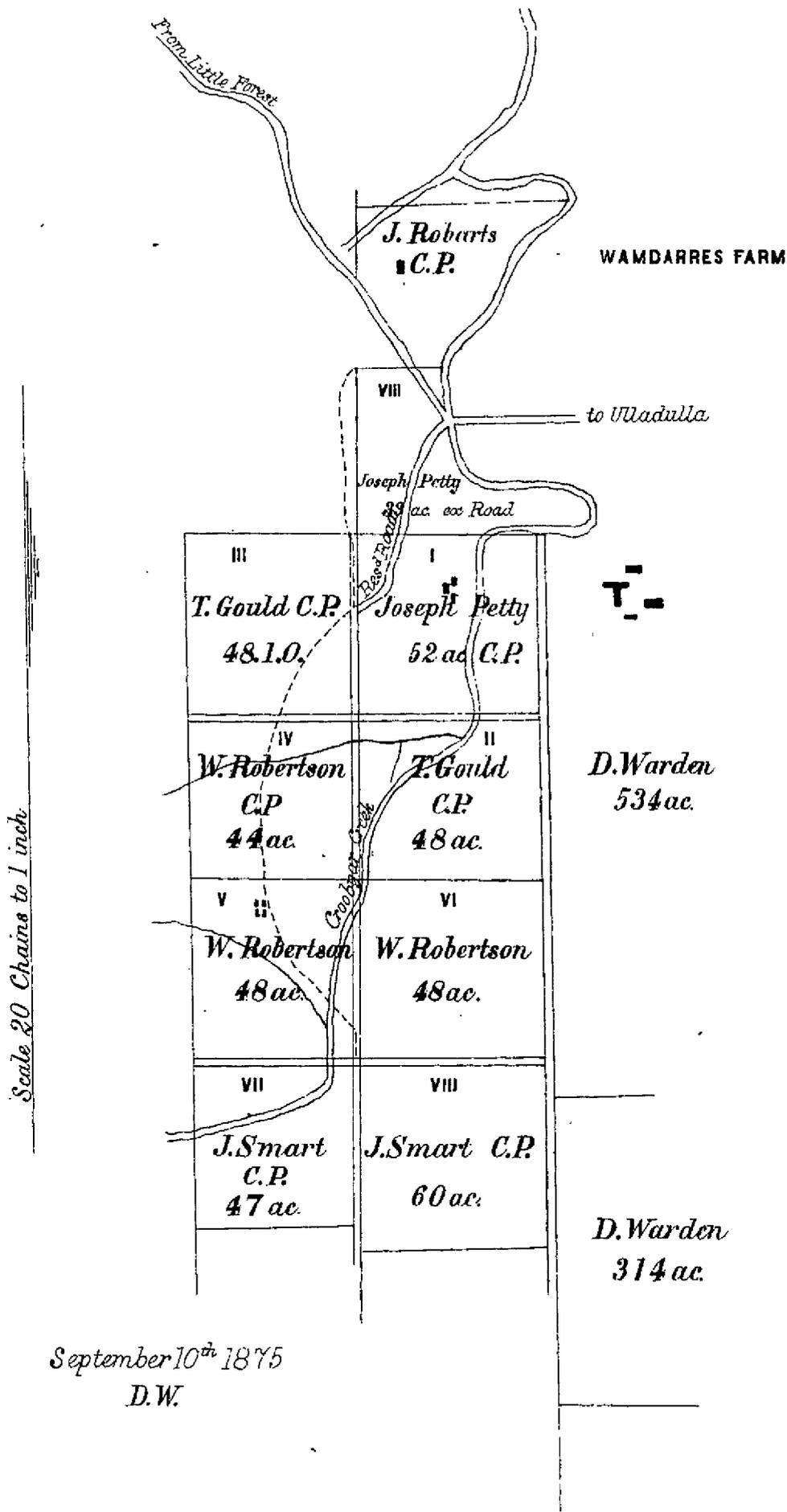


Laid before the Executive Council
on the 31 July 1862 Minute 60/26
Chas. Cowper J^r.
Clerk of the Council

Sig 48

Transmitted to the Surveyor General
with Letter 62/5 17th Feb^y 1862
John William Deering
Surveyor &c

Resubmitted to Executive Council
15 Feb^y 1864 Min: 64/7
Alex. C. Budge
Clerk of the Council



Oliver Haldane Stokes
 Captain late R. E.
 June 20th 1878

(Sig. 48.)

Enclosure B, to N° 77

SKETCH

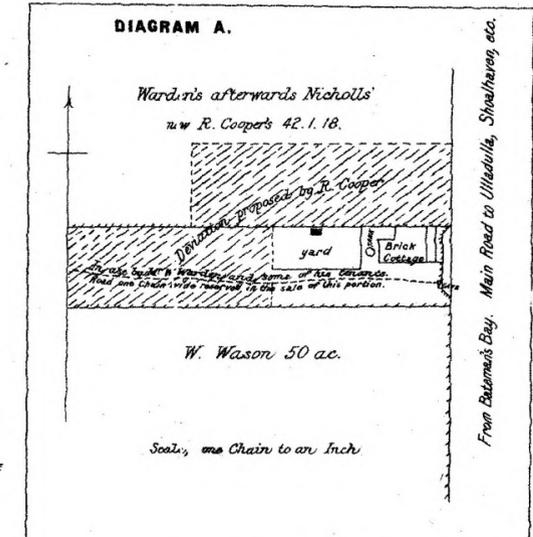
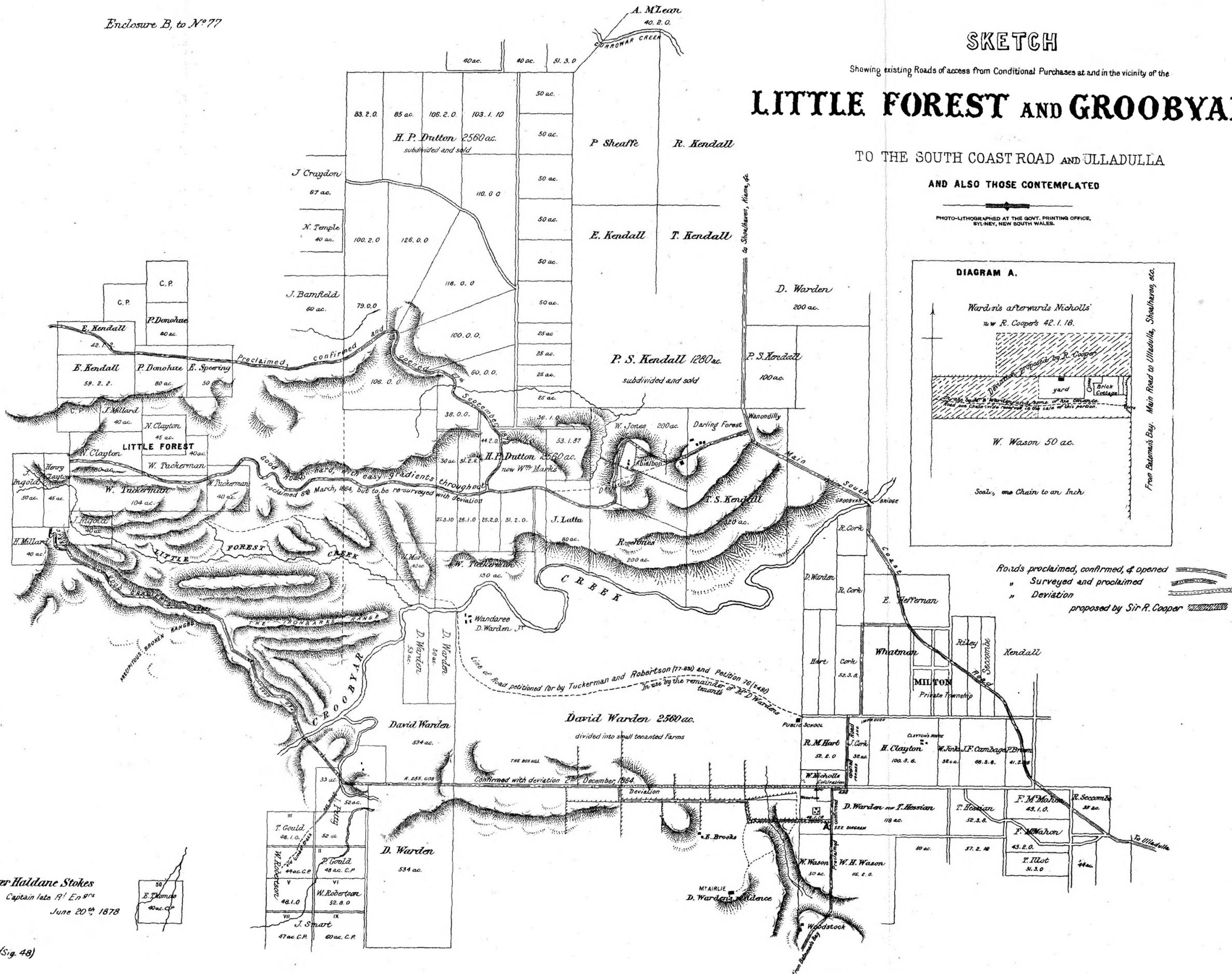
Showing existing Roads of access from Conditional Purchases at and in the vicinity of the

LITTLE FOREST AND GROOBYAR

TO THE SOUTH COAST ROAD AND ULLADULLA

AND ALSO THOSE CONTEMPLATED

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



Roads proclaimed, confirmed, & opened
 " Surveyed and proclaimed
 " Deviation
 proposed by Sir R. Cooper

Oliver Haldane Stokes
 Captain late R.E. 9th
 June 20th 1878

(Sig. 48)

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD FROM GOULBURN TO CURRAWANG.

(CORRESPONDENCE, SURVEYORS' REPORTS, &c.)

Ordered by the Legislative Assembly to be printed, 15 November, 1878.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 11th October, 1878, That there be laid upon the Table of this House,—

“ Copies of all Correspondence, Surveyors' Reports, Minutes, Documents,
“ and other papers having reference to the deviation in the Road from
“ Goulburn to Currawang at Bangalore Creek.”

(Mr. W. Davies.)

SCHEDULE.

NO.	PAGE.
1. Government Gazette notice, calling for objections to formation of a deviation at Currandooly, on the road from Goulburn, <i>via</i> Bangalore, to Bungendore, with branch at Village Reserve. 25 June, 1872	3
2. Government Gazette notice respecting claims for compensation, relative to above. 25 October, 1872.....	3
3. Under Secretary for Lands to J. T. Gannon, Esq., replying to letter respecting Mr. P. Coleman's claim for compensation for cost of fencing road from Goulburn, <i>via</i> Bangalore Gap, to Bungendore. 9 April, 1873	3
4. Mr. R. A. Neely to the Hon. Minister for Works, applying on behalf of trustees of above-mentioned road that District Surveyor examine the same—minutes thereon. 17 June, 1873	4
5. Under Secretary for Lands to Mr. C. Leary, in reply to letter of 8th November, 1869, applying for compensation, &c. 29 August, 1873	4
6. Same to representatives of the late Daniel Paton, that a sum of money has been authorized by the Minister for Lands to be placed on the Supplementary Estimates for 1873 to meet claims for compensation, &c. 29 August, 1873	4
7. Same to Andrew Gibson, Esq., respecting compensation, &c. 29 August, 1873	4
8. Same to Mr. R. A. Neely, respecting compensation, &c. 29 August, 1873	5
9. Same to J. T. Gannon, Esq., on behalf of Mr. P. Coleman, respecting compensation, &c. 29 August, 1873	5
10. Memo. from Mr. Chauncy, in reply to Mr. Neely's letter of 17th June, 1873, <i>re</i> deviation, road Turanna to Bangalore—minute thereon. 30 August, 1873	5
11. Commissioner for Roads to Mr. R. A. Neely, in reply to his letter suggesting a deviation on the Goulburn and Braidwood Road. 6 September, 1873.....	5
12. Argyle and Georgina Roads Association to the Commissioner for Roads, <i>re</i> letter of 6th September, addressed to Mr. R. A. Neely—minutes thereon. 10 November, 1873.....	5
13. District-Surveyor Twynam to the Surveyor General, reporting on objections to a deviation in the Goulburn and Bungendore Road near Turranna—minutes thereon. 6 February, 1874	6
14. Memo. from same to same, <i>re</i> deviations in road from Goulburn <i>via</i> Currawang, &c. 7 May, 1874	7
15. Mr. R. A. Neely per G. Martyr to the Hon. Minister for Lands, asking for a proper form to enable him to obtain £10 compensation, &c. 3 July, 1874	7
16. Same to Under Secretary for Lands, asking to have the amount placed to his credit in Bank of New South Wales. 7 October, 1874	7

NO.	PAGE.
17. Under Secretary for Lands to Mr. R. A. Neely, that the Under Secretary for Finance and Trade has been requested to pay the amount of £10 10s. to him or his order, &c. 14 June, 1875	7
18. Under Secretary for Lands to the Under Secretary for Finance and Trade, authorizing sum of £10 10s. to be paid to Mr. R. A. Neely. 14 June, 1875	7
19. Mr. Road-Superintendent Chauncy to the Commissioner for Roads, reporting upon proposed deviation of road at Bangalore, in reply to letter from Mr. W. P. Faithfull of 13th December, 1875. 24 December, 1875	7
20. Same to same, in reference to letter from Mr. W. P. Faithfull to Commissioner for Roads, dated 20th January, 1876. 22 January, 1876	8
21. Argyle and Georgiana Roads Association to the Hon. Minister for Lands, further <i>re</i> road, Currawang to Goulburn, at Bangalore. 5 April, 1876	8
22. Mr. John F. Kenny to the Hon. Minister for Lands, <i>re</i> deviation in road from Goulburn to Currawang, with memo. from District-Surveyor Twynam enclosed. 19 April, 1876	9
23. Memo. from District-Surveyor Twynam to Surveyor General, returning certain papers, and copy of report <i>re</i> deviation, &c. 21 April, 1876	9
24. Messrs. Hoskins and Blomfield (on behalf of the representatives of the late D. Paton) to the Hon. Secretary for Lands, that the sum of £79 13s. may be placed on the Additional Estimates for 1876—minutes thereon. 27 April, 1876	10
25. Argyle and Georgiana Roads Association to the Hon. Minister for Lands, further <i>re</i> deviation, road Bungendore and Currawang. 27 April, 1876	10
26. Messrs. Hoskins and Blomfield (for Alice Gibson) to the Hon. Secretary for Lands, that the sum of £55 10s. may be placed on the Additional Estimates for 1876. 27 April, 1876	11
27. Same to same (for Mr. W. P. Faithfull) for the opening of a deviation of the Goulburn and Bungendore Road, at the back of the Bangalore Village Reserve, with tracing. 11 May, 1876	11
28. District-Surveyor Twynam to the Surveyor General, further report <i>re</i> deviation at Bangalore Road from Goulburn to Bungendore, <i>via</i> Currawang—minute thereon. 12 May, 1876	12
29. Messrs. Hoskins and Blomfield (for Mr. P. Coleman) to the Hon. Minister for Lands, that the sum of £3 19s. 6d. may be placed on Additional Estimates for 1876. 1 June, 1876	13
30. District-Surveyor Twynam to the Surveyor General, further report as to character and aspect of Bangalore Creek, so far as it affects deviation in road from Goulburn <i>via</i> Currawang to Bungendore—minute thereon. 14 June, 1876	13
31. Secretary for Lands to Messrs. Hoskins and Blomfield, in reply to letters on behalf of Mr. A. Gibson and Messrs. P. Coleman, Leary, and representatives of the late D. Paton, <i>re</i> compensation, &c. 20 June, 1876	13
32. Same to same, in reply to letter on behalf of Mr. W. P. Faithfull for opening of deviation in the road from Goulburn to Bungendore. 8 July, 1876	14
33. Memo. from District-Surveyor Twynam to the Surveyor General, reporting opening of deviation in road, &c. 2 September, 1876	14
34. Under Secretary for Lands to Mrs. A. Gibson, that the Under Secretary for Finance and Trade has been requested to pay her the sum of £55 10s., cost of fencing, &c. 12 September, 1876	14
35. Same to Mr. P. Coleman, that the Under Secretary for Finance and Trade has been requested to pay him the sum of £3 19s. 6d., cost of fencing. 12 September, 1876	14
36. Same to Mr. C. Leary, requesting the Under Secretary for Finance and Trade to pay him the sum of £5 2s. 12 September, 1876	14
37. Same to representatives of the late D. Paton, requesting the Under Secretary for Finance and Trade to pay them the sum of £79 13s. 12 September, 1876	14
38. Same to the Under Secretary for Finance and Trade, authorizing the sum of £55 10s. to be paid to Mrs. A. Gibson. 12 September, 1876	15
39. Same to same, authorizing the sum of £3 19s. 6d. to be paid to Mr. Patrick Coleman. 12 September, 1876	15
40. Same to same, authorizing the sum of £5 2s. to be paid to Mr. C. Leary. 12 September, 1876	15
41. Same to same, authorizing the sum of £79 13s. to be paid to the representatives of the late D. Paton. 12 September, 1876	15
42. Government Gazette notice that road has been formally opened. 4 April, 1877	15
43. Road-Superintendent Chauncy, forwarding list of proposed work, Currawang Road towards Goulburn, and tenders for same—minutes thereon. 28 April, 1877	16
44. Argyle and Georgiana Roads Association to Hon. Minister for Works, that the road between Goulburn and Currawang may be placed upon the list of first-class roads—enclosure. 14 June, 1877	16
45. Under Secretary for Lands to the Under Secretary for Finance and Trade, forwarding authority in lieu of that of 12th September, 1876, to pay the sum of £79 13s. to the representatives of the late D. Paton. 29 June, 1877	17
46. Under Secretary for Works to Wm. Davies, Esq., in reply to letter of the 14th June, stating that a further sum will be made when the estimates are passed for the Goulburn to Currawang Road. 29 June, 1877	17
47. Inhabitants of Bangalore, Currawang, Spring Valley, and others, to the Hon. Minister for Lands, petitioning against closing road, Goulburn to Currawang. 9 July, 1877	17
48. E. Butler, Esq., M.P., to the Hon. Secretary for Works, forwarding letter from Mr. John F. Kenny that operations be suspended on deviation in road, Goulburn to Bungendore—minutes thereon. 27 August, 1877	18
49. Same to same, forwarding copy of petition to be presented to Parliament relative to above-mentioned road. 4 September, 1877	18
50. Memo. from Commissioner for Roads to Mr. Road-Superintendent Chauncy, asking him to state what he has done about bridge on the Currawang Road; Mr. Chauncy's reply. 5 September, 1877	19
51. E. Butler, Esq., M.P., to the Hon. Secretary for Works. See No. 48. 6 September, 1877	19
52. Under Secretary for Works to E. Butler, Esq., M.P., in reply to letter forwarded by him from Mr. Kenny. 17 September, 1877	19
53. Memo. from Mr. Road-Superintendent Chauncy to Commissioner for Roads, relative to deviation Currawang Road—minutes thereon. 2 October, 1877	19
54. Messrs. Hoskins and Blomfield, on behalf of W. P. Faithfull, Esq., to Commissioner for Roads, refuting statements made in certain petitions relative to road deviation at Bangalore—minutes thereon. 19 October, 1877	20
55. Commissioner for Roads to Messrs. Hoskins and Blomfield, in reply to above. 23 October, 1877	21
56. Memo. Commissioner for Roads to Deputy Surveyor General, whether Bangalore deviation has been proclaimed, &c. 28 January, 1878	21
57. Mr. Road-Superintendent Chauncy to the Commissioner for Roads, respecting cost of erection of bridge, Bangalore Creek—minutes thereon. 14 June, 1878	21
58. Wm. Davies, Esq., M.P., to the Commissioner for Roads, urging on work of bridge, Bangalore Creek—that a sum of money be placed on 1879 estimates for completion of same—minutes thereon. 21 June, 1878	22
59. Commissioner for Roads to Wm. Davies, Esq., M.P., in reply to above. 25 June, 1878	22
60. Inhabitants of Currawang, Bangalore, Spring Valley, and others, to the Secretary for Lands, protesting against deviation in road from Currawang to Goulburn—minutes thereon. 23 August, 1878	22
61. Wm. Davies, Esq., M.P., to the Hon. Minister for Works, asking when it will be convenient to receive a deputation relative to the Bangalore deviation. 27 August, 1878	22
62. Under Secretary for Mines to Messrs. Sykes, Neely, Peckham, and others, in reply to letter of 23 August last, stating that the case cannot be again opened, as the road in question has been proclaimed, confirmed, and opened. 2 October, 1878	22

ROAD FROM GOULBURN TO CURRAWANG.

No. 1.

Government Gazette Notice.

Department of Lands, Sydney, 25 June, 1872.

PARISH ROAD.

HIS Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the several Parish Roads mentioned in the Schedule appended hereto, to be maintained at the expense of the parishes through which it passes, notice is hereby given, that in accordance with the provisions of the Act 4th William IV, No. 11, plans and books of reference, showing the intended lines of the roads in question, are now deposited at the office of the Surveyor General in Sydney, and at the Police Offices mentioned.

It is requested that any well-grounded objections that may exist to the formation of the road in question may be transmitted in writing to the Clerk of the Executive Council within one month from this date.

By His Excellency's Command,

JAMES S. FARNELL.

SCHEDULE REFERRED TO.

Roads No.	Description of Road.	Names of reputed owners or occupiers through whose properties the Road passes.	Police office at which the plan and book of reference has been lodged.
72/581	A deviation at Currandooly in the road from Goulburn <i>via</i> Bangalore to Bungendore, with a branch to the village reserve at Butmaroo Creek, county of Murray.	P. H. Osborne, reserve road and Crown lands	Bungendore.

No. 2.

Government Gazette Notice.

Department of Lands, Sydney, 25 October, 1872.

PARISH ROAD.

NOTICE is hereby given, in conformity with the provisions of the Act 4th William IV, No. 11, that notwithstanding the objections made to the proposed opening of the parish roads mentioned in the annexed schedule, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said roads; and it is hereby declared expedient to open and make the roads referred to, according to the plans and books of reference, to be seen at the Police Offices mentioned.

Any persons intending to claim compensation in respect of the said lines, are reminded that notice must be served on the Colonial Secretary within forty days from the date hereof, as are provided by the sixth section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,

JAMES S. FARNELL.

SCHEDULE REFERRED TO.

Roads No.	Description of Road.	Date of previous notice of intended opening of Road.	Plan, &c., lodged at the Police Office at	Remarks.
1150	Portion of the road from the Goulburn and Braidwood Road at a point within A. Gibson's 2,560 acres. Taranna <i>via</i> Bangalore Gap to Bungendore, viz., between Willeroo Creek and the junction of the Boro and Bungendore Road, in lieu of the road confirmed in Government Gazette, 4th July, 1859, folio 1,529; also at deviation at Currandooly, on the road from Goulburn <i>via</i> Bangalore to Bungendore, with a branch road to the village reserve at Butmaroo Creek, county of Murray.	25 June, 1872	Bungendore	Where they pass through alienated land.

No. 3.

The Under Secretary for Lands to Mr. J. T. Gannon.

Sir,

Sydney, 9 April, 1873.

In reference to your letter of 21st February last, respecting Mr. Patrick Coleman's claim for compensation for cost of fencing the road from Goulburn *via* Bangalore Gap to Bungendore, I am directed by the Minister for Lands to inform you that the amount for fencing the road in question, where it passes through his land, will be placed on the Supplementary Estimates for 1873.

I have, &c.,

OSBORNE RICH,

(For the Under Secretary.)

No. 4.

No. 4.

Mr. R. A. Neely to The Secretary for Public Works.

Sir,

Bangalore, 17 June, 1873.

I have the honor, on behalf of the trustees of the Goulburn and Braidwood Road, *via* Bangalore towards Lake George, to draw your attention to the state of a portion of that road, between Day's public-house and Mrs. Paton's, Paton's Creek.

About two years ago Mr. Surveyor Deane measured a deviation basing the road then and now in use about a mile from Day's, and crossing Paton's Creek on the west side of Mrs. Paton's garden.

I have the honor to point out that a good substantial causeway has been made on the east side of the garden at considerable expense, and as it would be a great loss not to take advantage of the crossing, I have to request that the District Surveyor may be instructed to examine this deviation with a view to bringing the road along a sandy bank to the causeway.

By so doing, a lagoon, across which Mr. Deane measured the deviation, will be avoided, and additional expense saved.

I have, &c.,

R. A. NEELY,
Chairman.

Will Mr. Chauncey see Mr. Twyman on this, and examine the matter on the ground? It is not much off the Queanbeyan Road.—W.C.B., 19/6/73. Mr. Chauncey, B.C., 19/6/73. Mr. Twyman is of opinion that nothing further can be done in this case, as it has just been disposed of, but will go over the ground with me if the Commissioner wishes it.—W.S.C., 23/6/73.

No. 5.

The Under Secretary for Lands to Mr. C. Leary.

Sir,

Sydney, 29 August, 1873.

Referring to your letter of 8th November, 1869, applying for compensation in regard to the road from Goulburn to Bungendore *via* Bangalore, I am directed to inform you that a sum of money (including £5 2s. for cost of removing your fencing) has been authorized by the Minister for Lands to be placed on the Supplementary Estimates for the year 1873, to meet the claims for compensation by the parties interested in this matter.

2. I am directed to add, however, that no action can be taken as to payment of such several claims until the money be voted.

I have, &c.,

W. W. STEPHEN.

No. 6.

The Under Secretary for Lands to The Representatives of the late Daniel Paton.

Gentlemen,

Department of Lands, Sydney, 29 August, 1873.

I am directed to inform you that a sum of money (including the sum of £79 13s. in respect of the claim of the late Mr. Daniel Paton) has been authorized by the Minister for Lands to be placed on the Supplementary Estimates for 1873 to meet the claims of the applicants for compensation for fencing in connection with the road from Goulburn to Bungendore *via* Bangalore.

2. I am to add, however, that no action can be taken as to payment of such several claims until the money is voted.

I have, &c.,

W. W. STEPHEN.

No. 7.

The Under Secretary for Lands to Mr. A. Gibson.

Sir,

Department of Lands, Sydney, 29 August, 1873.

In reference to your letter of the 1st ultimo, on behalf of Mrs. Alice Gibson, applying for compensation for fencing in connection with the road from Goulburn to Bungendore, *via* Bangalore, I am directed to inform you that a sum of money (including £55 10s. in respect of this claim) has been authorized by the Minister for Lands to be placed on the Supplementary Estimates for the year 1873, to meet the claims made by you and the other parties interested in this matter.

2. I am to add, however, that no action can be taken as to payment of such several claims until the money is voted.

I have, &c.,

W. W. STEPHEN.

No. 8.

The Under Secretary for Lands to Mr. R. A. Neilly.

Sir,

Department of Lands, Sydney, 29 August, 1873.

The Surveyor General having recommended that the sum of £10 10s. should be paid to you as compensation in connection with the road from Goulburn to Bungendore *via* Bangalore, where it passes through your land, I am directed to inform you that a sum of money (including the said amount of £10 10s. for cost of removing your fencing) has been authorized by the Minister for Lands to be placed on the Supplementary Estimates for the year 1873, for compensation to the parties interested in this matter.

2. I am to add, however, that no action can be taken as to payment of such compensation until the money is voted.

I have, &c.,

W. W. STEPHEN.

No. 9.

The Under Secretary for Lands to Mr. J. T. Gannon.

Sir,

Department of Lands, Sydney, 29 August, 1873.

Referring to my letter of the 9th April last, in reply to yours of 21st February, and previous correspondence with respect to Mr. Patrick Coleman's claim to compensation in connection with the road from Goulburn to Bungendore *via* Bangalore, I am directed to inform you that a sum of money (including £3 19s. 6d. in respect of this claim) has been authorized by the Minister for Lands to be placed on the Supplementary Estimates for the year 1873, to meet the claims made by Mr. Coleman and the other parties interested in this matter. See No. 3.
Cannot be found.

2. I am to add, however, that no action can be taken as to payment of such several claims until the money is voted.

I have, &c.,

W. W. STEPHEN.

No. 10.

Memo. from Mr. Chauncy.

Sir,

30 August, 1873.

I have examined this road carefully, and am of opinion that it will be a better road than that at present existing. I also examined the present causeway, which is far from being in so good a state as represented: it will soon require considerable repair.

The old road is liable to inundation for a considerable length, and is very deeply rutted.

The sandy bank referred to by Mr. Neely I could not find.

The lagoon described as having to be crossed has not been properly indicated. It is only a small area of the lagoon which has to be crossed, and that in very shallow water; it would require making up from a depth of from 6 to 12 inches, and from a length of about 30 yards. See No. 4.

The approach to creek on west line is certainly very long, and enclosing the east side will probably require about 10 to 12 chains of stone causeway.

The creek itself appears to be now about 12 to 18 inches deep, and perhaps 40 yards across. The better plan of dealing with it would be to put in a low platform on piles (say) 2 feet above present level, with kerb top and guide posts only.

This I estimate with the approaches at £450. The crossing near lagoon and clearing of (say) 40 chains of scrubby timber would cost a further sum of £40 to £50, or say £500 in all, to render the new line passable.

There are other portions of the road to the extent of probably about 24 chains which will require metalling before long as the water lies on it in winter, but the ground being sandy I do not think it likely to be very boggy. If the nature of the annual vote will enable the trustees to expend the above sum of £500 I would recommend the adoption of the new line, and shall be happy to render them all the assistance in my power. W.S.C., 30/8/73.

The trustees might probably be informed that line of road as proclaimed must be adhered to.—
W.C.B., 5/9/73. Under Secretary, B.C., inform.—J.R., 5/9/73.

No. 11.

The Commissioner for Roads to Mr. R. Neely.

Sir,

Department of Roads and Bridges, 6 September, 1873.

In reference to your letter dated 17th June, suggesting a deviation on the Goulburn and Braidwood Road, *via* Bangalore, towards Lake George at Mulwaree Ponds, I am directed to inform you that the request contained in your letter cannot be complied with. See No. 4.

The line of road as already proclaimed must be adhered to.

I have, &c.,

WILLIAM C. BENNETT,
Commissioner for Roads.

No. 12.

The Argyle and Georgiana Roads Association to The Commissioner for Roads.

Sir,

Goulburn, 10 November, 1873.

Referring to your letter of the 6th September last, and addressed to Mr. R. A. Neely, in reply to a communication received from him, suggesting a deviation on the Goulburn and Braidwood Roads, *via* Bangalore, towards Lake George, at Mulwaree Ponds, in which you state that the request therein contained cannot be complied with, the line of road having already been proclaimed, we have the honor most respectfully to request that the subject may receive a reconsideration at your hands upon the following grounds, namely:— See No. 11.

1. Because at the time the said road was being surveyed, the objectionable nature of the piece referred to was, as we are informed, pointed out to Mr. Surveyor Deane, who was in charge of the work.
2. Because, as we are informed, Mr. Deane admitted the validity of the objection, but stated also that he must obey his instructions.
3. Because, as we are informed, a Government officer was sent up to inspect and report, and that he also was of opinion that a deviation such as is asked for would be desirable.

The Association, to which we have the honor to belong, have (as will be seen by accompanying copy of a letter addressed to the Honorable Minister for Works) laid it down as one of the principles by which they are guided, that roads having been once proclaimed or established by use, no deviation should be sanctioned.

sanctioned except upon valid grounds, and we believe from the information received that the present application can be fully sustained, on the plea that the deviation asked for would be for the public good, both as regards the convenience of the residents in the locality and the cost of construction.

We have, &c.,

WILLIAM DAVIES, President.
H. B. WATTS, Secretary.

The deviation in question was determined on and surveyed by the Survey Department without any reference to this office; it has been approved of by the Road Superintendent, and I don't think any change should be made. The question is more one for the Minister for Lands than the Minister for Works.—W.C.B., 29/11/73. Under Secretary.—B.C. Forward copy of papers to Lands.—J.R., 2/12/73.

No. 13.

Mr. District-Surveyor Twynam to The Surveyor General.

Sir,

Goulburn, 6 February, 1874.

With reference to an objection raised by the Argyle and Georgiana Roads Association to a deviation confirmed under the Parish Roads Act in the Goulburn, Currawang, and Bungendore Road, at the crossing of the Mulwaree Ponds, near Tirrauna, which has been forwarded me for consideration under your B.C. Minute, No. 74/62, I have now the honor to report.

In order to submit this matter for your consideration in a comprehensive manner, it becomes necessary for me to relate the history of this deviation.

During the month of September, 1867, the Commissioner and Engineer of Main Roads, at the instance of the Honorable the Minister for Works, inspected this road, and in his report (Roads, 67/1900) he recommended certain expenditure, and drew attention to the desirability of certain deviations from the road then in use, of which this is one. The engineer called at my office, and verbally communicated to me his opinion and instructions as to the deviations required, and at his instance a meeting was arranged between myself, the local Road Superintendent, Mr. Donaldson, and Mr. Deane, the local licensed surveyor, who together in company carefully inspected the whole road from Goulburn to Bungendore, selecting the sites for the deviations in accordance with instructions from the Engineer for our guidance, which deviations were ultimately surveyed and marked by Mr. Deane.

Cannot be found.

2. To obviate continual reference to papers, Roads 70 31, par. 1, Roads 69/503, par. 5, I may here state that the object of this deviation is to divert the road from the channel of the Mulwaree Ponds, and to secure a better site for the crossing of that watercourse. During inundation a stream of great volume twice flows across the present road damaging it to a very great extent and necessitating recurring expenditure for repairs. The engineer's inspection took place after a then recent inundation, from the effects of which there were holes from 6 to 8 feet deep and 30 feet long formed in the road, which are now filled up with earth and stone. The present ford is at an oblique angle with the stream, and damaged by water, and wear and tear over a period of several years, it was considered desirable to secure a better position as nearly as possible at right angles with the stream and where the channels should be narrowest and within defined banks, probably with the ultimate intention of erecting a bridge or constructing a causeway of permanent description. During the extraordinary and almost universal inundation of 1870 the part of the road to be superseded by this deviation was impassable.

Cannot be found.

3. Under these circumstances I submit that it should not be incumbent upon me to defend the action taken in respect of these deviations, which have been approved by two officers of the Works Department, and I have merely stated for your ready information the reasons for which this deviation was designed and adopted.

4. I would now draw your attention to a difficulty which I apprehend on this road. I am in receipt of your instructions for the formal opening of this road and deviations in lieu of the road previously confirmed. Of these deviations, that now in question will be absolutely impracticable and useless until necessary works are constructed, and if declared formally opened, traffic might be obstructed by the proprietors over the ford and on the track at present used, and possibly toll be demanded. On another deviation similar difficulty might arise. The trustees for expenditure of funds for maintenance of this road being inimical to the deviations proposed do not desire to place them in a state fit for traffic, and consequently a considerable period may elapse before it would be expedient to declare them formally opened. Perhaps under the circumstances the deviations might be dealt with separately in respect of formal opening.

5. I would beg respectfully to submit that having regard to the opposition offered by the local Roads Association, the adoption of this deviation, which is designed merely to secure the best site for the construction of a road, and which as far as present traffic is concerned is not of immediate necessity, inasmuch as until works are effected it is impracticable, be referred for the special consideration of the Commissioner and Engineer for Roads.

I have, &c.,

E. TWYNAM.

Received 2nd March, 1874.—R. D. F.

This report is referred to the Commissioner for Main Roads for his general consideration, and with a request that he may offer suggestions as to the best method of avoiding the difficulties referred to in the latter part of this letter, difficulties that may arise not only in this case but in any deviation in parish roads.—R. D. FITZGERALD (for Surveyor General), 4 March, 1874.

The Under Secretary for Public Works, B.C., 11 March, 1874.—W. W. S.

With the view of rendering these deviations available, the road has been taken out of the hands of trustees, and the vote of £300 will be expended under Mr. Chauncy's supervision. The papers in the case are now returned to Lands Department for formal opening.—J. W. B., Under Secretary, B.C., 2/4/74.

The Under Secretary for Lands.—J. R., B.C., 2/4/74.

Perhaps the best course will be to ask Mr. Twynam if the transfer will obviate the difficulties, and to point out that the public possess and can insist on the right to use the old line by "right of user," which will enable them to do so until the new line is opened in this and all other similar cases.—W. B., 30/4/74.

Mr. D.-S. Twynam is requested to report on the suggestions of the Commissioner for Main Roads.—R. D. FITZGERALD, 30 April, 1874 (for Surveyor General).

No. 14.

Memo. from Mr. District-Surveyor Twynam to The Surveyor General.

Goulburn, 7 May, 1874.

DEVIATIONS in the road from Goulburn, *via* Currawang and Willeroo, to Bungendore, referred for further consideration under the Surveyor General's B.C. 74-220. See minutes on No. 13.

It is submitted that the question raised in the Commissioner's minute is matter for reference to a lawyer rather than to myself. I would merely beg to point out that by the terms of proclamation the deviations are to be opened in lieu of the road formerly notified and confirmed; consequently, when they are declared formally opened, the right of user on the former road is extinguished. However, it is probable that the public necessity for traffic will overcome any obstruction or opposition which may be offered whilst the works are in progress on the deviations. See minutes on No. 13.

E. TWYNAM,
D.S.

Mr. District-Surveyor Twynam is requested to carry out the instructions for the opening of the deviation, as required by the Works Department.—ROBT. D. FITZGERALD (for the Surveyor General), 30 May, 1874.

No. 15.

Mr. R. A. Neely to The Secretary for Lands.

Goulburn, 3 July, 1874.

REFERRING to a letter from your department (73-940 Roads) dated 29 August, 1873, in which Mr. R. A. Neely, of Bangalore, is informed that a sum of ten pounds (£10) has been authorized to be placed on the Supplementary Estimates for 1873 for compensation to parties interested in the matter of the road from Goulburn to Bungendore, *via* Bangalore and Lake George, and that no action will be taken till such money is voted,—I have the honor now to request that a proper form may be forwarded to me without delay to enable Mr. Neely to draw the above amount. See No. 8

I have, &c.,
GEORGE MARTYR,
For R. A. Neely.

No. 16.

Mr. R. A. Neely to The Under Secretary for Lands.

Bangalore, 7 October, 1874.

Sir, Have the goodness to place the amount in the Bank of New South Wales to my credit.

I have, &c.,
R. A. NEELY.

THERE is an amount of £154 14s. 6d. voted for fencing the road from Goulburn, *via* Bangalore Gap, to Bungendore, and it is possible the sum within alluded to forms part of what was so voted; but in the absence of the papers, which are with District-Surveyor Twynam, I cannot state so with certainty.—Papers cannot be found.
O.R., Deputy Surveyor General, B.C., 14 Oct., 1874.

No. 17.

The Under Secretary for Lands to Mr. R. A. Neely.

Sir, Department of Lands, Sydney, 14 June, 1875.

I am directed by the Secretary for Lands to inform you that the Under Secretary for Finance and Trade has been requested to cause the sum of £10 10s. to be paid to you, or your order, on application at the Treasury, to cover the cost of the fencing required in connection with the road from Goulburn to Bungendore, *via* Bangalore. Immediate application to the Treasury is necessary, as the vote will soon be written off.

I have, &c.,
W. W. STEPHEN.

No. 18.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir, Department of Lands, Sydney, 14 June, 1875.

I am directed to request that you will be good enough to cause the sum of £10 10s. to be paid to Mr. Robt. A. Neely, or his order, on application at the Treasury, to cover the cost of fencing the road from Goulburn, *via* Bangalore, to Bungendore, where it passes through his enclosed land. £10 10s

2. This expense is chargeable against the vote for "Fencing Roads through enclosed lands" for the year 1874.

I have, &c.,
W. W. STEPHEN.

No. 19.

Mr. Chauncy to The Commissioner and Engineer for Roads.

24 December, 1875.

I WAS not aware, until about three months ago that any deviation had been proposed on this road. Cannot be found.

Mr. Faithfull at that time brought the matter under my notice, and we went over the road together.

The newly proposed road is in a very rough condition, and much of the ground is unsound. At the west end a bridge would be required over the Bangalore Creek, the bottom of which is rock, and stone piers and abutments would be necessary. The approach on north side, which is also rocky, is dangerously steep for about 2 or 3 chains. A

A good deal of metalling would have to be done to render the road even moderately passable, and I am of opinion that an expenditure of £1,000 at least would be necessary before the present road could be closed, as the public, I feel confident, would not otherwise submit to the deviation.

I need hardly add that the road would require clearing and draining throughout.

With regard to the works referred to on portion of road proposed to be abandoned, these were let and in progress before I was made acquainted with Mr. Faithfull's application.

But as soon as possible after hearing from that gentleman I put myself in communication with Mr. District-Surveyor Twynan, who expressed himself as being doubtful in regard to the steps taken by his department with reference to the deviation, and advised me to wait an official communication on the subject.

In the meantime I deemed it imperative to continue the works in progress, as these were absolutely necessary to render the road passable for the coming winter, and could not in any way affect the final action of the Government.

It was my intention to bring the matter before the Commissioner at the time, but it escaped me, owing, I presume, to the large number of other questions to be reported on.

W. S. CHAUNCY,
Road Superintendent.

No. 20.

Memo. from Mr. Road-Superintendent Chauncy to The Commissioner for Roads.

Cannot be found. I HAVE as yet received no official intimation of this deviation having been gazetted.

I fail to see how the question of this deviation can in any way be affected by the construction of the bridge at Mrs. Paton's, as the traffic, in either case, will pass over the same ground for a considerable distance before reaching the point of deviation.

If the road proposed for adoption is clear of timber, Mr. Faithfull did not point it out to me, for the road over which we passed certainly did require clearing. There may have been some trees cut down, but the stumps are worse than the trees.

All the available funds of this and last year's vote will be required for completion of bridge, unless it be a small balance for repairs, for I deem it a necessity that the public should have some means of access afforded them until the new line is opened, but cannot say there will be anything required on the portion of road to be superseded.

If I mentioned a sum of £500 to Mr. Faithfull as the probable cost of opening the line, it could only have been a conjectural observation. I did not include the cost of a bridge over the Bangalore Creek, which I think would be necessary. The bed of this creek is of rock, and on one side is a rocky hill, very steep for about 2 chains. We should require a bridge here with three openings of 22 to 25 feet, and it must be built on stone piers and abutments, at a cost, I should say, of not less than £500.

I will not go so far as to say that the road cannot be opened till these works are completed, but this could only be done by entailing a very great inconvenience on the public.

If this road was formerly in use in preference to the existing road, it must have been so under peculiar circumstances, of which I can at present form no idea.

I am sorry that Mr. Faithfull should suppose it was my wish to discover defects. On the contrary it would have afforded me pleasure had I been able to furnish a more favorable report; but as a paid servant of the public I shall always, when called upon to express an opinion, state clearly what I believe to be for the public interest.

When funds can be made available for the purpose, I shall be prepared to furnish specification for the new work.

22 January, 1876.

W. S. CHAUNCY,
Road Superintendent.

Memo. from Mr. Chauncy in reference to deviation, Currawang Road.

The whole of this and last year's vote will necessarily be absorbed in completing the Mulwarrie Bridge and approaches, and something will probably be required out of next year's vote to make good the new line of road leading through Mr. Gibson's paddock to the bridge. Under these circumstances it would appear that there will be no funds available this year, and but a small sum in 1877, for the works required on Mr. Faithfull's deviation.

The traffic in minerals on this road is very heavy, and I do not think the public will quietly submit to be turned on to the new line until something has been done to render it practicable. Of the several works required the proposed bridge is one of the most important.

3 February, 1876.

W. S. CHAUNCY.

No. 21.

The Argyle and Georgiana Roads Association to The Secretary for Lands.

Road Currawang to Goulburn, at Bangalore.

Sir,

Goulburn, 5 April, 1876.

Having been informed that it is proposed to discontinue repairing the old road at the above place, and that its enclosure had been authorized, and a deviation therefrom proclaimed and confirmed, we have the honor most respectfully to state,—

1. That for upwards of three years we have failed to see any advertisement referring to such confirmation, although the committee carefully examine the Government Gazette and the local papers with special reference to road matters.

2. That more than three years ago the then Honorable Minister for Lands (Mr. Farnell), in reply to a deputation, promised that the existing road should be maintained. The present Deputy Surveyor General

General was in attendance at the time, and, we believe, so positive was the Minister as to the justice of the request that he ran his pen through the proposed deviation, thus emphatically marking its disallowance.

3. That the proposed deviation is longer than the present road—that it would probably require in the first instance a special grant for its formation (which indeed, we are informed, is now proposed)—that its maintenance would be more expensive, and even then, of the two, it would be the worse road. Mr. Farnell read to the deputation alluded to Mr. Surveyor Twynam's report, wherein he certainly recommended the proposed deviation, but he did so solely on the ground of its being an advantage to the owner of the adjacent estate; he stated the cost of its formation would be considerable (we think £500 was mentioned), and all his reasons really went to show that the deviation would be mischievous.

4. That whilst in the present road there is a fair supply of water for travelling stock and other purposes there is none on the proposed deviation.

5. That the existing road was laid out many years ago by a competent licensed surveyor (Mr. E. R. Deane), and it was not until the farms adjacent had fallen into the hands of our proprietor that any application for alteration was made.

We have the honor therefore respectfully to pray that the decision of the late Minister for Lands be maintained, and the present road preserved.

We have the honor, &c.,

WILLIAM DAVIES.

H. S. CLARKE.

W. R. RILEY.

WM. TEECE, JUN.

C. FITZPATRICK.

H. J. PEARD.

Refer to Mr. Twynam for report.—T.G., 13/4/76. Forwarded to Mr. District-Surveyor Twynam for report, as above directed, by the Honorable Minister for Lands.—ROBT. D. FITZGERALD, for Surveyor General, 18th April, 1876. Report accordingly.—E. TWYNAM, D.S., 21st April, 1876. See No. 23.

No. 22.

Mr. J. Kenny to The Secretary for Lands.

Sir,

April 19, 1876.

In reference to the deviation in the road from Goulburn to Currawong, known as "Faithfull's deviation," which, it appears, was confirmed on the 22nd October, 1872, the Minister's promise to the contrary notwithstanding,—I have the honor to recommend the following mode of solving the difficulty, viz., to proclaim and confirm the road from Goulburn to Bungendore, as surveyed and laid out by E. H. Arnheim, Esq., some twenty years ago, in accordance with instructions from the Honorable John Robertson, who was then Minister for Lands, the deviation between the 7th and 9th mile, in which an expensive bridge is in course of preparation, to be retained. Further, in reference to Mr. Faithfull's deviation, there is no doubt that the present road was in possession of the public before the land through which it passes was alienated by the Crown, and most likely it will be found that in accordance with the custom of the time this road was reserved in the title deeds of the original grant. Mr. Faithfull, a few years ago, purchased the land from the original owner or the mortgagee with this surveyed road running through it, so I do not think that he can complain of any injustice being done him by its retention by the public. I may add that there is a water reserve upon it, the closing of which will leave the road without water, to which the public have a right of access for 28 miles.

I have, &c.,

JOHN F. KENNY.

Forwarded to Mr. District-Surveyor Twynam in connection with former instructions to him.—ROBT. D. FITZGERALD (for the Surveyor General), 25 April, 1876.

[Enclosure.]

Memo. from Mr. District-Surveyor Twynam to The Surveyor General.

LETTER by Mr. J. F. Kenny, respecting deviation at Bangalore, Goulburn, Currawong, and Bungendore Road. (Referred for report under B.C. 76/263, in connection with previous papers.)

Goulburn, 3 May, 1876.

A FEW days ago (under B.C. 76/68) I supplied a copy of my report upon this deviation, No. 70/53, which I think deals with the question comprehensively.

The deviation, which has been confirmed under the "Parish Roads Act," is designed to avoid the severance of J. Redall's (now W. P. Faithfull's) 2,160 acres, in respect of which severance there was a claim for compensation by Mr. Faithfull.

The deviation is about 250 yards longer than the road first surveyed and now used. The Bangalore Creek must be crossed in either case, but the construction of a causeway or bridge on the deviation will be more costly than on the present road; in other respects the natural conditions of the two routes are not so dissimilar as to make a considerable difference in the cost of construction.

The water reserve mentioned by Mr. Kenny is that shown by the green colour on the annexed tracing, and access thereto is provided, irrespective of the adoption and maintenance of the road now used.

There is strong local feeling on the subject of this deviation, as it is apprehended that some advantage may accrue to Mr. Faithfull to the sacrifice of the public convenience, in travelling an increased distance of about 250 yards.

E. TWYNAM, D.S.

Submitted.

No. 23.

Memo. from Mr. District-Surveyor Twynam to The Surveyor General.

Argyle and Georgiana Road Association *re* deviation at Bangalore, in the road from Goulburn *via* Currawong to Bungendore.

21 April, 1876.

I RETURN herewith all the papers in this matter, and I annex hereto a copy of my report, No. 70/53, of the 29th June, 1870, which contains full particulars of the deviation referred to in the communication from the Argyle

Argyle and Georgiana Roads Association (Roads 76/554). I have read over my report, and have nothing further to add.

The papers now returned were forwarded to me under B.C. 74/278 and B.C. 75/393, for the formal opening of the deviations in this road, which formal opening has been delayed pending construction of the necessary works.

E. TWYNAM, D.S.

[Enclosure.]

Mr. District-Surveyor Twynam to The Surveyor General.

Sir,

Goulburn, 29 June, 1870.

Cannot be found.

With reference to a letter addressed to the Government by Mr. W. P. Faithfull, advancing a claim for compensation in respect of severance of his land by the Goulburn, Bangalore, and Bungendore Road, or proposing an alternative of diverting the road, which you have forwarded for my consideration by your B.C. memorandum No. 70/150, I have now the honor to report—

1. Considerable injury is inflicted upon Mr. Faithfull's estate by the severance in question. For nearly 2 miles this road severs water frontage from the bulk of his land, and the land so severed is practically useless to him.

2. The question will naturally occur to you why due regard was not observed to such injurious severance in surveying the road, and in explanation I would point out that this road was originally surveyed by Mr. Arnheim many years since, and proceedings were initiated for opening the same under the Act 4 William IV, No. 11. At that time Mr. Faithfull's estate was not enclosed. Subsequently, at the instance of the Commissioners for Roads, several deviations were adopted, and, in consequence of a re-survey of the entire road, was effected by Mr. Deane. In the meantime Mr. Faithfull had fenced, in a most substantial manner, one side of the road first designed and marked; consequently it was adopted in the re-survey by Mr. Deane, as it was considered to be, under all circumstances, the better road, or that which it would be more expedient to adopt, and also it was thought that Mr. Faithfull, having erected his fences, probably acquiesced in the adoption of such road. Notwithstanding that neither objection was lodged nor demand for compensation preferred under the previous proceedings in respect of opening this road, I infer from the terms of the notice in a late *Gazette*, and from your instructions to me, that Mr. Faithfull's objections or claim for compensation in respect of severance can still be entertained. I may here state that had I made the original design and survey of the road I would certainly have avoided the severance of so much alienated land, but the road having been partially established I did not consider myself justified in deviating therefrom, except where the nature of the ground or the public interest demanded the alteration.

3. The deviation now proposed as an alternative to the severance of Mr. Faithfull's estate is not at present practicable for draught, but by comparatively moderate expenditure may be made as good a road as that now used; the principal difficulty is the crossing of Bangalore Creek, the site not being so advantageous for a ford as that on the present track, but offering better conditions for the construction of a bridge. In its natural state the deviation is not generally so good as the road now used.

4. The cost of the works required to make the deviation available for traffic would be about £250. The difference in length of the two routes being rather less than 200 yards, is a matter of no importance in deciding on this application.

5. In designing parish roads it is the recognized practice of your department to avoid the severance of alienated land wherever compatible with the requirements of traffic. In this case an alternative road or roads have been provided, which, although not available for immediate use, may be made so at a moderate cost, and when constructed will be as good roads as the track at present used.

It has not been the practice of the Government to pay compensation for the severance of unenclosed land, and Mr. Faithfull's land proposed to be resumed does not, and never did, form part of an enclosure. Nevertheless, I presume that Mr. Faithfull's interests are still entitled to consideration.

Other conditions being similar, a bridge or causeway is required to render the proposed deviation available for use, the cost of which would be about £100, and such expenditure may be avoided on the road now used. In a few words, the question stands thus: The severance of Mr. Faithfull's land may be avoided, and a practicable road obtained by the outlay of about £250, including the cost of building a bridge over Bangalore Creek.

I would submit my opinion, that the advantages, if any, offered by the present track are not so apparent as to warrant the severance of Mr. Faithfull's land.

I have, &c.,

E. TWYNAM,

District Surveyor.

No. 24.

Messrs. Hoskins and Blomfield to The Secretary for Lands.

Sir,

108, Pitt-street, 27 April, 1876.

In the Estimates for 1874, for the Lands Department, the sum of £154 14s. 6d. was voted (p. 1,149) for fencing the road from Goulburn, *via* Bangalore Creek, to Bungendore, and included in that vote was the item of compensation to the representatives of the late Daniel Paton for fencing in connection with the road from Goulburn to Bungendore, *via* Bangalore, the sum of £79 13s.

We have been instructed by the parties interested to state that the said amount has not been paid to their credit; and on making an application at their request for the said sum of £79 13s., we have ascertained that the appropriation made by the Legislative Assembly for the above object has been written off, save and except the sum of £10 10s., which has been paid to one of the parties entitled to receive the same.

The reasons the representatives of the late Daniel Paton omitted to apply for the amount was because they conceived that they would have been officially notified when the amount to which they were entitled was to be placed to their credit.

On behalf of the representatives of the late Daniel Paton we have been instructed to apply that the sum of £79 13s. may be placed on the Additional Estimates for 1876, for the object indicated in this letter.

We have, &c.,

HOSKINS & BLOMFIELD.

As in the case of Robert Neilly (*vide* 75-249, R.S.B.) I am of opinion that this claim should be paid.—ROBERT D. FITZGERALD (for the Surveyor General), 9th May, 1876. Approved. If necessary another vote should be asked for—Additional Estimates or Supplementary.—T.G., 6 June, 1876.

No. 25.

The Argyle and Georgiana Roads Association to The Secretary for Lands.

Sir,

Goulburn, 27 April, 1876.

See No. 21.

Soliciting attention to our letter of 4th instant on the subject of diverting the Bungendore and Currawang Road at Bangalore, we have the honor to state that, on 19th December, 1872, Mr. Secretary Farnell promised a deputation that the confirmation of this deviation should be reversed. We

We would point out, that

The old road is the shorter and more natural route.

The old road requires no special expenditure, the present annual grant of £25 per mile sufficing to maintain it.

The old road crosses the creek at a point convenient for watering stock and teams, and where there is permanent water.

The deviation is about a mile longer.

The deviation requires a larger special grant for its formation, and an additional £25 per year in perpetuity.

On the deviation there is no water, so it is proposed to leave open $\frac{1}{4}$ mile of the old road. To go to water and back to the road would thus be $\frac{1}{2}$ mile, which, added to the extra length of the deviation itself, would make an additional $1\frac{1}{2}$ mile on the journey equal to 3 miles on the return trip to and fro. In addition to this is the difficulty of teams turning short round in the creek.

We submit that there is no sufficient reason for incurring a great expense in making a long artificial road where there is already a short natural one; no reason why the expense of maintaining for ever an extra mile of road should be incurred; and no reason why the people of Bungendore, Lake George, Kenny's Point, Currawang, Bangalore, and intermediate places should be compelled to travel 3 additional miles each trip they make to and from Goulburn or the railway; and we respectfully ask therefore that Mr. Secretary Farnell's promise of reversing the confirmation of the deviation may be carried into effect.

We have, &c.,

WM. TEECE, JUNR., Vice-President.

C. FITZPATRICK.

W. R. RILEY.

H. S. CLARKE.

H. J. PEARD.

H. B. WATTS, Secretary.

£144 4s. 6d. noted for Additional Estimates. Obtain report as to whether the farms between the deviation and Bangalore Creek are now the property of Mr. Faithfull, and also as to whether the creek is practically a severance of the land between the old road and the new one.—T.G., 3/5/76.

Forwarded to Mr. District-Surveyor Twynam, who is requested to report as above directed by the Honorable Minister for Lands.—ROBT. D. FITZGERALD (for the Surveyor General), 3rd May, 1876.

No. 26.

Messrs. Hoskins and Blomfield to The Secretary for Lands.

Sir,

108, Pitt-street, 27 April, 1876.

In the Estimates for 1874, for the Lands Department, the sum of £154 14s. 6d. was voted (p. 1149) for fencing the road from Goulburn, *via* Bangalore Creek, to Bungendore, and included in that vote was the item of compensation to Mrs. Alice Gibson, of Tirranna, for fencing removed on account of deviation in the road from the Goulburn and Braidwood Road to the Willaroo Creek and Bungendore Village Reserve, the sum of £55 10s.

We have been instructed by Mrs. Gibson to state that the said amount has not been paid to her credit; and on making an application at her request for the said sum of £55 10s., we have ascertained that the appropriation made by the Legislative Assembly for the above object has been written off, save and except the sum of £10 10s., which has been paid to one of the parties entitled to receive the same.

The reason Mrs. Gibson omitted to apply for the amount to which she was entitled, was because she conceived that she would have been written to, officially notifying when the amount was to be placed to her credit.

On behalf of Mrs. Alice Gibson we have been instructed to apply that the sum of £55 10s. may be placed on the Additional Estimates for 1876, for the object indicated in this letter.

We have, &c.,

HOSKINS & BLOMFIELD.

As in the case of Robert Neely (*vide* 75/249, R.S.B.) I am of opinion that this claim should be paid.—ROBT. D. FITZGERALD (for the Surveyor General), 9th May, 1876. Approved.—T.G., 12th June, 1876.

No. 27.

Messrs. Hoskins and Blomfield to The Secretary for Lands.

Sir,

108 Pitt-street, 11 May, 1876.

We have been instructed by W. P. Faithfull, Esq., of Springfield, near Goulburn, to represent in support of a previous decision of the Executive Government of this Colony, to open a deviation of the Goulburn and Bungendore Road, passing by the Bangalore village reserve, by taking such road at the back of the said reserve, such deviation having been surveyed, approved of, and gazetted, that all the small portions of land included in such reserve do not belong to him, but that, on the contrary, the portion coloured pink on the enclosed tracing* belong to other persons.

Mr. Faithfull wishes the accurate representation of facts as they exist to be made known to you having been informed that statements have been made to the effect that all the land in the village reserve at Bangalore belongs to him.

Mr. Faithfull, in a letter which he has written to us upon the subject, states that he was induced to purchase certain portions of land in the village reserve at Bangalore in consequence of the deviation in the road at that place having been published in the Government Gazette as being approved of, his reason for

* Appendix A.

for doing so being that when the old road had been closed to have a water-hole excavated in the bed of the creek of sufficient capacity to retain permanent water for the sustenance of his stock, which depasture over the western portion of his 2,160 acres of land (Reddall's grant) as delineated in the enclosed tracing.

Cannot be found.

Mr. Faithfull, in a letter addressed to the Colonial Secretary, dated 25th March, stated that he considered he would suffer so much injury through his stock, which depasture on his 2,160 acres, being prevented from watering in the creek if the use of the old road was continued at the Bangalore village reserve; that he would willingly pay half of the expense at this place if he was allowed to erect a bridge, and thereby resume the use of his land on the northern side of the old road and of the water. In a letter we have received from Mr. Faithfull, dated the 2nd instant, he states "that if the building of a bridge be an obstacle to the deviation being opened, he has previously stated that it would be better for him to pay half the expense of its erection than lose the strip of land which takes so much away from the worth of his property in preventing his stock watering at the creek."

Mr. Faithfull states that he cannot see how the public travelling by this locality could be injured, or even subjected to inconvenience in any way by using the deviation in the road at this place, as it is on high sound ground, and opens up good grazing land to the teamsters, as well as there being water for their use, as a water-hole at the head of his land is included in the said deviation, while, if it is found necessary to erect a bridge at this place, there is a good site for the purpose, and the bottom of the creek is sound, although Mr. Faithfull is of opinion that there would not be any necessity for such a structure as the road must cross the creek somewhere, and the crossing would not have to be altered or removed from this place as the banks of the creek are of sound hard ground, while at the lower crossing, on the present road, they are liable to be washed away for 5 or 6 chains.

Mr. Faithfull further states that the other owners of property in the village reserve at Bangalore would not consent to the back or deviation road being closed.

* Appendix B.

It will be seen on an inspection of the accompanying tracing* that Mr. Faithfull's interests would be prejudiced by preventing his stock which graze on the 2,160 acres portion of his estate from having access to water in the creek if the use of the old road was continued, while the public travelling in that locality and the residents would be benefited by using the deviation which is on high and sound ground.

Mr. Faithfull is the owner of 71 acres 2 roods 13 perches in the village reserve at Bangalore, which he purchased at a high price to secure access for his stock to permanent water.

We have, &c.,

HOSKINS & BLOMFIELD.

See decision on 1,054. Inform writers.—T.G., 7/7/76.

No. 28.

Mr. District-Surveyor Twynam to The Surveyor General.

Goulburn, 12 May, 1876.

ARGYLE and Georgiana Roads Association, *re* deviation at Bangalore, in the road from Goulburn, *via* Currawang, to Bungendore, referred for further report under B.C. 76-278.

The statement set forth is greatly exaggerated, and taking the paragraphs consecutively, I would make the following remarks:—

The deviation is 250 yards (not 1 mile) longer than the road now and hitherto used.

Before the road can be made available for draught traffic a causeway or bridge must be constructed over Bangalore Creek, and some clearing of timber and formation would be required. The cost of this work is asserted to be £1,000, with an additional sum of £25 per annum for maintenance. The site of the proposed crossing is rocky, and adapted for a causeway such as that upon the road now used, the cost of which, with the other requisite works, would, I think, be nearer the sum mentioned by me (£250) than that named by the Association. Why a sum of £25 per annum in perpetuity should be put down for maintenance in contra-distinction to the present road, which is assumed to cost nothing, I do not perceive, as the conditions are not so dissimilar as to render special maintenance of the deviation necessary after construction.

Much is made of the fact that the deviation avoids a small water reserve, which is in close proximity to the present road, and it is absurdly represented that this would involve an increased distance of 3 miles to those travelling to and from Goulburn. Probably few teams water at this reserve, as there is no adjacent vacant land available for camping and depasturage, and as far as casual passenger traffic is concerned, the point is not of such importance as to have weight in arriving at a decision on the matter. The part of the road affording access to this water reserve was reserved as a road in the subdivision of the surrounding land.

The survey of the deviation originated upon a claim by the proprietor of the land resumed by the present road, for compensation in respect of damage by severance, who pointed out that nearly as good a road, and little longer, might be obtained without interfering with alienated land, and without greatly increasing expenditure.

I have ascertained that Mr. Faithfull has lately become proprietor of portions—namely, D. O'Brien's 25 acres 30 perches, J. A. Johnson's 34 acres 10 perches, and part of Kitson's 25 acres of the Bangalore subdivision—so that, being in possession of land on both sides of the creek, perhaps damage by severance may be considered to be somewhat abated.

There is much local feeling imported into this affair, and moreover, the Road Superintendent having expended funds upon the present road, the Roads Association probably rely upon his support in advocating their view of the question.

E. TWYNAM,

District Surveyor.

Mr. D.-S. Twynam, in reporting, appears to have overlooked a special question asked by the Minister, as to the character of the creeks as a separation between Mr. Faithfull's lands.—R. D. FITZGERALD (for Surveyor General), 23 May, 1876.

See No. 30.

Reported on by my report No. 76-95 of 14 June, 1876.—E.T., Dist. Surv.

No. 29.

No. 29.

Messrs. Hoskins and Blomfield to The Secretary for Lands.

Sir,

Sydney, 1 June, 1876.

In the Estimates for 1874 for the Lands Department the sum of £151 14s. 6d. was voted (p. 1149), for fencing the road from Goulburn, *via* Bangalore Creek, to Bungendore, and included in that vote was the item of compensation to Mr. Patrick Coleman, through his agent Mr. J. T. Gannon, solicitor, Goulburn, for fencing in connection with the road aforesaid, the sum of £3 19s. 6d.

We have been instructed by Mr. Gannon to state that the said amount has not been paid to Mr. Coleman, and on making an application at his request for the said sum of £3 19s. 6d., we have ascertained that the appropriation made by the Legislative Assembly for the above object has been written off, save and except the sum of £10 10s. which has been paid to the party entitled to receive the same.

The reason Mr. Gannon omitted to apply for the amount to which he was entitled on behalf of Mr. Coleman was because he conceived that he would have been officially notified when the amount was available.

On behalf of Mr. Coleman, by his agent Mr. Gannon, we have been instructed to apply that the sum of £3 19s. 6d. may be placed on the Additional Estimates for 1876, for the object indicated in this letter.

We have, &c.,

HOSKINS & BLOMFIELD.

P.S.—In addition to the amount of £3 19s. 6d., specified in this communication, we have the honor to apply that the sum of £5 2s., payable to Mr. Leary for a like purpose, may also be placed on the Additional Estimates for 1876.—H. & B.

The sum of £144 4s. 6d. has been placed on the Additional Estimates for this year. The papers are with the Under Secretary. No action for the Surveyor General.—R.D.F., 7 June, 1876.

Leary, £5 2s.; Gannon, £3 19s. 6d.; Gibson, £55 10s.; Paton, £79 13s.; total, £144 4s. 6d.—O.R., 9 June, 1876.

No. 30.

Mr. District-Surveyor Twynam to The Surveyor General.

14 June, 1876.

Further report as to character and aspect of Bangalore Creek so far as it affects deviation in road from Goulburn *via* Currawong to Bungendore.

REFERRING to the Minute by the honorable the Minister for Lands, endorsed upon annexed papers, See No. 25. Roads 76/702, to obtain report as to whether "the farms between the deviation and Bangalore Creek are the property of Mr. Faithfull, and also as to whether the creek is practically a severance of the land between the old road and the new one," I have the honor to state that several years having elapsed since my last inspection of this part of the road, I have again visited the place with a view to affording the particulars required.

2. I have ascertained that Mr. Faithfull has lately become the owner of adjacent lands, *viz.*:—J. A. Johnston's 34a. Or. 10p., D. O'Brien's 25a. Or. 30p., and part of E. B. Kitson's 25 acres, the last two portions being bounded by Bangalore Creek, which separates them from the bulk of Mr. Faithfull's estate.

3. This part of Bangalore Creek presents in some places a wide flat bed, without defined channel or banks; in other places a well-defined channel with running water, banks more or less broken, and a rocky bottom. The creek forms frontage to J. Reddall's (now W. P. Faithfull's) 2,160 acres, and was probably treated as a water-course constituting frontage, because it is a running stream, although in places where the old channel has been filled up with drift there is no water on the surface. In respect of that part of the creek separating Mr. Faithfull's land, that is the frontage to D. O'Brien's 25a. Or. 10p., and part of E. B. Kitson's 25 acres, the water-course partakes of both aspects.

4. Like all streams in a hilly country this creek is subject to sudden flood during heavy rain, but having rapid fall the flood soon subsides, and the creek is rarely unfordable for more than a few hours.

5. The deviation, which is 250 yards longer than the present road, follows the course of a track formerly and now occasionally used, which has been well beaten by traffic: the crossing of the creek is suitable for the construction of a causeway, although not as good a site as that on the present road. I do not think the traffic is at present of such importance as to demand the construction of a bridge. There is one bad spot on the deviation, a black soil flat of about 100 yards in length which would require to be metalled; in other respects the condition of the two routes are not so dissimilar as represented in some of the papers connected with this matter.

6. It appears to me that the question resolves itself thus: whether the present and probable importance of this road is such as to justify the severance of about 1¼ mile of water frontage from Mr. Faithfull's estate, with the object of saving 250 yards in distance by an alternative road. Regarding this road relatively to others in his district I think it has not that importance.

E. TWYNAM,

District Surveyor.

Submitted.

The reports from Mr. District-Surveyor Twynam required by the honorable the Minister for Lands (*vide* 76/815 and 76/1054) are now submitted, and his attention is drawn to Mr. Faithfull's offer (contained in letter 76/810* herewith) to bear half the cost of a bridge if required upon the present road. Under all the circumstances I cannot recommend that the former road be re-proclaimed.—ROBT. D. FITZGERALD (for Surveyor General).

* Missing.
See Nos. 26 & 28
Mr. A. G. Gibson,
£55 10s.

No. 31.

The Secretary for Lands to Messrs. Hoskins and Bloomfield.

Gentlemen,

Department of Lands, Sydney, 20 June, 1876.

With reference to your letters of the 27th April and 1st instant, requesting, on behalf of the persons named in the margin, that compensation for them may be placed on the Additional Estimates for the current year, for fencing the road from Goulburn *via* Bangalore to Bungendore, where it passes through their land, I am directed to inform you that the amount in question has been placed on the Additional Estimates.

I have, &c.,

A. O. MORIARTY,

(For Minister for Lands.)

Patrick Coleman,
£3 19s. 6d.
Mr. Leary,
£5 2s. 0d.
D. Paton,
£79 13s.

No. 32.

No. 32.

The Secretary for Lands to Messrs. Hoskins and Bloomfield.

Gentlemen,

8 July, 1876.

See No. 27.

With reference to your letter of the 11th May last, applying on behalf of Mr. W. P. Faithfull for the opening of the deviation in the road from Goulburn to Bungendore, and proposing to pay half the cost of a bridge over the Bangalore Creek, I am directed by the Minister for Lands to inform you that under all the circumstances of the case, and Mr. Faithfull bearing half the cost of a bridge, if required upon the present road, the former road will not be re-proclaimed.

I have, &c.,

A. O. MORIARTY,

(For Minister for Lands.)

No. 33.

Memo. from Mr. District-Surveyor Twynnam to The Surveyor General.

Goulburn, 2 September, 1876.

REFERRING to the instructions conveyed by B.C. minute, No. 74-278, I have to report that the deviations in the road above-mentioned may now be declared to be formally opened, inasmuch as the principal works have been completed, and obstructions by fences removed; several of the deviations are now used for traffic; the deviations were conspicuously marked by Mr. Licensed-Surveyor Deane.

E. TWYNAM,

District Surveyor.

See No. 41.

Urgent.—It is recommended that the customary notice of the formal opening of the deviations in question should now appear in the Government Gazette.—R. D. FITZGERALD (for Surveyor General), 8 March, 1877. Approved.—E.A.B.

No. 34.

The Under Secretary for Lands to Mrs. Alice Gibson.

Madam,

Department of Lands, Sydney, 12 September, 1876.

£55 10s.

I am directed by the Secretary for Lands to inform you that the Under Secretary for Finance and Trade has been requested to cause the sum of £55 10s. to be paid to you, or your order, on application at the Treasury, to cover the cost of the fencing required in connection with the road from Goulburn, *via* Bangalore Creek, to Bungendore, where it passes through your enclosed lands.

I have, &c.,

W. W. STEPHEN.

No. 35.

The Under Secretary for Lands to Mr. P. Coleman.

Sir,

Department of Lands, Sydney, 12 September, 1876.

£3 19s. 6d

I am directed by the Secretary for Lands to inform you that the Under Secretary for Finance and Trade has been requested to cause the sum of £3 19s. 6d. to be paid to you, or your order, on application at the Treasury, to cover the cost of the fencing required in connection with the road from Goulburn, *via* Bangalore Gap, to Bungendore, where it passes through your enclosed lands.

I have, &c.,

W. W. STEPHEN.

No. 36.

The Under Secretary for Lands to Mr. C. Leary.

Sir,

Department of Lands, Sydney, 12 September, 1876.

£5 2s.

I am directed by the Secretary for Lands to inform you that the Under Secretary for Finance and Trade has been requested to cause the sum of £5 2s. to be paid to you, or your order, on application to the Treasury, to cover the cost of the fencing required in connection with the road from Goulburn, *via* Bangalore Gap to Bungendore, where it passes through your enclosed lands.

I have, &c.,

W. W. STEPHEN.

No. 37.

The Under Secretary for Lands to The Representatives of the late D. Paton.

Gentlemen,

Department of Lands, Sydney, 12 September, 1876.

I am directed by the Secretary for Lands to inform you that the Under Secretary for Finance and Trade has been requested to cause the sum of seventy-nine pounds thirteen shillings (£79 13s.) to be paid to you or your order, on application at the Treasury, to cover the cost of the fencing required in connection with the road from Goulburn, *via* Bangalore Gap to Bungendore, where it passes through your enclosed lands.

I have, &c.,

W. W. STEPHEN.

No. 38.

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No. 38.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 12 September, 1876.

I am directed to request that you will be good enough to cause the sum of fifty-five pounds ten shillings (£55 10s.) to be paid to Mrs. Alice Gibson or her order, on application at the Treasury, to cover the cost of fencing the road from Goulburn, *via* Bangalore Creek to Bangalore, where it passes through her enclosed land.

2. This expense is chargeable against the vote for "Fencing roads through enclosed lands" for the year 1876, £213 7s., Appropriation Act, 40 Victoria, item 374.

I have, &c.,

W. W. STEPHEN.

No. 39.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 12 September, 1876.

I am directed to request that you will be good enough to cause the sum of three pounds nineteen shillings and sixpence (£3 19s. 6d.) to be paid to Mr. Patrick Coleman or his order, on application at the Treasury, to cover the cost of fencing the road from Goulburn, *via* Bangalore Gap to Bungendore, where it passes through his land.

2. This expense is chargeable against the vote for "Fencing roads through enclosed lands" for the year 1876, £213 7s., Appropriation Act, 40 Vic., item 374.

I have, &c.,

W. W. STEPHEN.

No. 40.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 12 September, 1876.

I am directed to request that you will be good enough to cause the sum of five pounds two shillings (£5 2s.) to be paid to Mr. Cornelius Leary or his order, on application at the Treasury, to cover the cost of fencing the road from Goulburn, *via* Bangalore Gap to Bungendore, where it passes through his enclosed land.

2. This expense is chargeable against the vote for "Fencing roads through enclosed lands" for the year 1876, £213 7s., Appropriation Act, 40 Vic., No. 11, item 374.

I have, &c.,

W. W. STEPHEN.

No. 41.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 12 September, 1876.

I am directed to request that you will be good enough to cause the sum of seventy-nine pounds thirteen shillings (£79 13s.) to be paid to the representatives of the late Daniel Paton, or their order, on application at the Treasury, to cover the cost of fencing the road from Goulburn *via* Bangalore Gap to Bungendore, where it passes through his enclosed land.

2. This expense is chargeable against the vote for "Fencing roads through enclosed lands" for the year 1876, £213 7s., Appropriation Act, 40 Vic., item 374.

I have, &c.,

W. W. STEPHEN.

No. 42.

Government Gazette Notice.

Extract from Government Gazette, No. 110, 4th April, 1877, folio 1329.

ROADS.

NOTICE is hereby given, that the lines of parish roads mentioned in the annexed schedule have been formally marked and opened by the proper officer, and that the same are now open for public use.

RICHARD DRIVER.

Roads No.	Description of Road.	Dates of last Notice in Gazette.	Plan, &c., lodged at the Police Office at
76-1709—R 40 C, R 40 D ...	Two deviations in the road from the Goulburn and Braidwood Road at a point within A. Gibson's 2,560 acres, Terrana, <i>via</i> Bangalore Gap to Bungendore, <i>via</i> one at Currandooly and the other at Bangalore.	22 October, 1872 25 " "	Bangalore.

*Where they pass through alienated land only.

N.B.—This notice is in lieu of those published in the Government Gazette of the 20th and 23rd ultimo.

No. 43.

No. 43.

Memo. from Mr. Road-Superintendent Chauncy.

Proposed works, Currawang Road.

1. Culvert to be removed ; roadway to be filled in and levelled, and drain turned.
 2. 2 chains old metalled road to be levelled, stones broken and blinded with 10 cubic yards gravel.
 3. New causeway to be formed 6 yards long ; 9 cubic yards stone required.
 4. 2 chains old metalled road to be picked over, stones broken, and the entire reformed.
 5. Culvert to be removed and causeways substituted ; 4 cubic yards stone required.
 6. Causeway to be repaired ; 6 cubic yards stone and 15 cubic yards gravel required.
 7. 10 feet culvert to be re-decked ; guard-logs also to be replaced if requisite ; timber delivered in Goulburn, to contractor.
 8. Culvert to be removed and causeway to be inserted ; 4 cubic yards stone required.
 9. Culvert to be removed and causeway inserted ; 6 cubic yards stone required.
 10. Causeway to be put into shape, and guard-log fixed.
 11. Causeway to be repaired.
 12. Causeway requires new guard-log and shaping.
 13. Culvert to be removed and causeway substituted ; 4 cubic yards stone required.
 14. 2 chains forming-ballast now on ground to be spread, also 32 cubic yards gravel delivered and spread.
 15. Causeway requires 3 guard-logs 18 to 25 feet long ; approaches require cutting down and ballasting with stone now on ground ; same to be broken over and blinded.
 16. Culvert to be repaired with material from other culverts near.
 17. Culvert to be repaired as above, and lower end to be made up with stone on ground.
 18. Culvert to be repaired as per No. 16.
 19. Culvert to be removed and causeway put in ; 5 cubic yards stone required.
 20. Culvert to be removed and causeway substituted ; 6 cubic yards stone required.
- * N.B.—This culvert is 8 feet over all, and if timber is to be spared it may be well to put on new deckings.
21. Culvert may stand for the present.
 22. Do. do. to be made up with stone underneath.
 23. Deep causeway—to be repaired as pointed out.
 24. Culvert requires some slight repair.
 25. Do. do.
 - 26 and 27. Two culverts in good order on portion of road proposed to be abandoned in favour of Mr. Faithfull's deviation. When latter is opened these may be moved elsewhere if required.

W. S. CHAUNCY,

Road Supt.

28/4/77.

Mr. Chauncy can get this work done, and any urgent metalling. I will send him a drawing for bridge, which can also be done.—W.C.B., 1/5/57. Mr. Chauncy, B.C. Seen.—W. S. CHAUNCY, 2/5/77.

[Enclosure.]

Road from Currawang towards Goulburn.

SCHEDULE of tenders opened this day at the Court-house, Goulburn, by W. S. Chauncy, Road Superintendent, in the presence of J. Allman, Esq., P.M.

Name of Contract.	Name of Tenderer.	Amount of Tender.	Amount of Estimate.
Currawang to Goulburn—1 F	1. M. Davoren	£ s. d. 157 16 0	£ s. d. 180 0 0
	2. P. Callaghan	190 6 0	
	3. H. Rabjohn	194 0 0	
	4. L. Purcell	174 12 0	
	5. S. Sikes	167 9 4	
	6. A. Osborn	180 12 0	

We certify the above to be correct, and that we have initialled all the Tenders.

J. ALLMAN, Police Magistrate.

W. S. CHAUNCY, Road Superintendent.

Goulburn, 30th day of June, 1877.

I will accept Mr. Davoren's tender for £157 15s.—W.S.C., 30/6/77.

Tender accepted in anticipation. I recommend approval.—W.C.B., 2/7/77.

Approved.—J.H., 6/7/77.

No. 44.

Argyle and Georgiana Roads Association to The Secretary for Public Works.

Road from Goulburn to Currawang.

Sir,

Goulburn, 14 June, 1877.

We have the honor, on behalf of the Argyle and Georgiana Roads Association, to call your attention to the fact that the road between Goulburn and Currawang is now in a very bad state of repair. We understand that the whole of the mileage grant for last year was devoted to the erection of the bridge over the Bangalore Creek at Paton's, and that thus nothing could be done to the other portions of the road. The culverts on it are worse than useless, and for safety vehicles have to avoid them.

Under

*This seems very indefinite. If the gully is deep a culvert will be best.—W.C.B. I find we have sufficient planking to cover it, so this shall be done, but a causeway will answer equally well.—W.S.C., 2/5/77. Appd.

Under these circumstances, and considering that a special grant should have been made for the erection of the before-mentioned bridge, we respectfully apply that for this year at least the road be placed upon the first-class, thus giving a sufficient sum to render it passable.

We have, &c.,

WILLIAM DAVIES, President.
H. J. PEARD, Secretary.

Comr. for Roads, B.C.—J.H., 15/6/77. Mr. Chauncey, for report.—W.C.B., 18/6/77.

[Enclosure.]

Mr. Road-Superintendent Chauncey's Report.

THERE can be no doubt that the road has got into a bad state owing to the funds during two years having been expended on bridge and approaches, but we have made arrangements for having the culverts and causeways, which had got out of repair, put into good order, and the work is now being rapidly proceeded with. We have also a sum of £180 available for the construction of new works, but this, of course, will do very little.

The sandy ground on north side of the Mulwarrie Bridge is very heavy for traffic, and should be metalled, but there are no funds available for the purpose this year.

I cannot endorse the recommendation of the Association as respects the raising of this road to a higher classification, but if a sum of £300 to £400 could be made available from supplementary vote the money could be expended with great advantage.

W. S. CHAUNCEY,

Road Supt., 22/6/77.

I think that the applicants might be informed that much of the work pointed out as necessary by them is in progress—that a grant of a further sum will be made when the Estimates are passed; and, though the road cannot be made first-class, an increase in classification will be considered when next Estimates are being prepared.—W.C.B., 23/6/77. Under Secy., B.C. Inform.—J.H., 28/6/77.

No. 45.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 29 June, 1877.

I am directed to request that you will be good enough to cause the sum of seventy-nine pounds thirteen shillings (£79 13s.) to be paid to the representatives of the late David Paton, or their order, on application at the Treasury, to cover the cost of fencing the road from Goulburn *via* Bangalore Creek to Bungendore. This is in lieu of my authority of the 12th September, 1876.

2. This expense is chargeable against the vote for "Fencing roads through enclosed lands" for the year 1876—£213 7s.—Appropriation Act, 40 Vic., item 374.

I have, &c.,

W. W. STEPHEN.

No. 46.

The Under Secretary for Public Works to W. Davies, Esq., M.P.

Sir,

Department of Public Works, Sydney, 29 June, 1877.

Referring to your letter of the 14th instant, respecting the road Goulburn to Currawang, I am directed to inform you, it appears from a report which has been received from the Commissioner for Roads, that much of the work pointed out by you as necessary is in progress; that a grant of a further sum will be made when the Estimates are passed. Cannot be found.

I am to add that although the road cannot be made a first-class road, an increase of classification will be considered when the next Estimates are being prepared.

I have, &c.,

JOHN RAE.

No. 47.

Mr. R. Neely and others to The Secretary for Lands.

Bangalore, 9 July, 1877.

The respectful Petition of the Inhabitants of Bangalore, Currawang, Spring Valley, and others living in the neighbouring District,—

SHOWETH:—

That your petitioners are residents in the abovenamed localities, or in some way interested in having the best possible road from their homes to Goulburn and Currawong.

That the road at present in use from the crossing of the Bangalore Creek to Mr. Garvey's land, No. 32, in the parish of Mangamore, is the most direct line; and a large amount of money raised by private subscription, and also by Government grant, has been spent in clearing and metalling, and in building culverts.

That your petitioners understand that it is the intention of the Government to stop this road and open another to the north, following the south boundary of R. J. Allan's 1,280 acres, crossing the village reserve to Mr. Garvey's land No. 32, and there joining the present road.

Your petitioners would point out that the closing of the present road and allowing it to be fenced in, would entirely cut travellers off from water in dry weather, as there would be none from Currawang to Thorn's Bridge, or at Paton's, except on private property.

That the portion of the road sought to be closed is about the best for traffic in the whole distance, and is much shorter than the one purposed to be opened, and it would cost not less than £1,000 to make the latter available for traffic, including a large bridge over the Bangalore Creek.

That many of your petitioners have resided in the neighbourhood, and have used this road for thirty years and over, and are satisfied that it is far better than the proposed one, even without any further outlay, and the money which would be required to clear, form, &c., &c., the new road would be far better spent in repairing other portions of the existing road.

Your petitioners would point out that a similar attempt was made about five or six years ago, and was stopped upon a representation being made to the Government.

Your petitioners would therefore respectfully urge upon you the advisability of keeping the present road open, and respectfully request that you will be pleased to issue instructions to the proper officer, that no alteration should be made in the existing road.

R. A. NEELY, Bangalore, farmer.
 JAMES CHAPMAN, Bangalore, farmer.
 MATTHEW MATHER, Bangalore, farmer.
 And eleven others.

P.S.—The parties living at Currawong have already sent in a petition upon the same subject.

The road has been proclaimed, confirmed, and opened in lieu of the old road after full and mature consideration. I cannot recommend that the case be now re-opened.—ROBT. D. FITZGERALD (for Surveyor General), 6th November, 1877.

No. 48.

Mr. J. Kenny to E. Butler, Esq., M.P.

Honorable Sir,

Kenny's Point, 27 August, 1877.

I beg to call your attention, as Member for Argyle, to the fact that the deviation on the road from Goulburn to Bungendore, known as the Bangalore deviation, is about to be opened for public traffic with the view, I should suppose, of closing the old, which the public have used for at least fifty years. The public has by petition, deputation, and otherwise, opposed this deviation for over five years, and when Mr. Farnell was in office he struck this deviation out of the plan with his pen, in presence of a deputation consisting of W. Davies, W. R. Riley, and C. Fitzpatrick, Esqs., and said that this deviation was evidently projected solely in the interest of Mr. Faithfull, and old road cannot be closed. I see that Mr. Chauncy has called for tenders for the erection of a bridge on the deviation, and as I have now a petition numerously signed by inhabitants of town and country for presentation to Parliament on the first favourable opportunity, I have the honor respectfully to request you, as Member for Argyle, to use your influence with the Hon. Minister for Works to suspend operations on this deviation until the matter is further investigated.

I am, &c.,

JOHN F. KENNY.

Will Mr. Combes oblige me by considering this case from the beginning, allowing the postponement which is asked for, and otherwise dealing with it on its merits?—E. BUTLER.

Engineer for report (Mr. Bennett), B.C., 3/9/77.—E.C.

I have instructed Mr. Chauncy not to take any steps until further orders. This is a deviation adopted by the Department of Lands on the recommendation of Mr. District-Surveyor Twynam and approved of by the Deputy Surveyor General. I attach the papers. Mr. Chauncy's reports will show the facts of the case.—W.C.B., 5/9/77. Under Secretary, B.C. Inform Mr. Butler, 12/9/77.—E.C. Roads, B.C.—J.R., 17/9/77.

No. 49.

Mr. J. Kenny to E. Butler, Esq., M.P.

Honorable Sir,

Kenny's Point, 4 September, 1877.

Herewith I have the honor to enclose you a copy of the Petition to Parliament in reference to the Bangalore deviation, with the request that you will kindly forward it to the Hon. Minister for Works, with the explanation that it is signed by all the male inhabitants between Lake George and Goulburn, and also by a great number of the citizens of Goulburn, including all the leading inhabitants, and that it will be presented to Parliament when it next meets by, I hope, the Members for Argyle and Goulburn. I shall also respectfully request you and the Hon. Member for Goulburn to move for the production of all papers in connection with this deviation, as it appears to me very singular that one gentleman, however respectable, should have sufficient influence to over-ride the rights of the public, and it would, to say the least, be interesting and, perhaps, instructive to the public to know how it is done. Hoping that you may exert yourself in this matter, and give this portion of your constituency another chance.

I am, &c.,

JOHN F. KENNY.

Memo. on copy of Petition.

THIS is a case which has already been decided by the Department of Lands, and the road is proclaimed and opened.—W.C.B., 12/9/77.

[Enclosure.]

19.

[Enclosure.]

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. Chauncy) 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.]

No. 50.

Memo. from The Commissioner for Roads to Mr. Road-Superintendent Chauncy.

Department of Roads and Bridges, Sydney, 5 September, 1877.

WILL Mr. Chauncy please state what he has done about the bridge on the Currawang Road, on the deviation through Mr. Faithfull's property, and what funds are available for this deviation?

Mr. Chauncy, B.C.

W.C.B., 5/9/77.

I have works let and in contemplation which will absorb the vote for this year, including 25 per cent. additional. The bridge cannot well be finished before next year, and therefore the deviation through Mr. Faithfull's will not be used. For this reason I contemplated executing the necessary works on this part of the road out of next year's vote. We may have to lay out two or three hundred pounds on this part, as much of the ground is very boggy and more money is needed for metalling the sandy ground on deviation through Mr. Gibson's and Mrs. Paton's. If desired, from £70 to £80 could be spared out of this year's vote towards cost of bridge, but I would recommend a special appropriation of £400 for this purpose.—W.S.C., 8/9/77.

If no funds are required towards the bridge out of this year's vote, I think we shall have sufficient funds to get deviation cleared by end of year.—W.S.C., 8/9/77.

No. 51.

E. Butler, Esq., M.P., to The Secretary for Public Works.

My dear Combes,

6 September, 1877.

Enclosed is a copy of a petition and also the letter which accompanied it. The subject has been long agitated and deserves your careful consideration, which I hope you will have the goodness to bestow upon it. See Enclosure to No. 49.

Faithfully yours, &c.,

E. BUTLER.

Resubmit with papers relating to Currawang deviation. I had them on Saturday.—W.C.B., 10/9/77.

No. 52.

The Under Secretary for Public Works to E. Butler, Esq., M.P.

Sir,

Department of Public Works, Sydney 17 September, 1877.

Referring to the communication forwarded by you from Mr. Kenny, respecting a proposed deviation on the road at Bangalore, between Goulburn and Bungendore, I am directed to inform you that instructions have been given to the local officer not to take any steps until further orders shall have been communicated to him by the Commissioner for Roads. See No. 48.

I have, &c.,

JOHN RAE.

No. 53.

Memo. from Mr. Road-Superintendent Chauncy to The Commissioner for Roads.

I KNOW not what degree of significance the Commissioner may attach to the circumstance, but I consider it my duty to inform him that there is much local opposition to the proposed deviation on this road. The Commissioner is probably already aware that a petition has been presented to Parliament in opposition to the new line at Bangalore, and I am informed that the public are determined to continue the

use

use of the old road, which it is said has been in use for a period of from forty to fifty years. The right established by user will therefore probably be set up in defence of this course. If it is determined to leave the matter to be contested between the proprietor and the malcontents I presume the department will not be called upon to take notice of such proceedings.

2/10/77.

W. S. CHAUNCY,
Road Superintendent.

I am sincerely obliged to Mr. Chauncy for this intimation. I presume he means Faithfull's deviation, which has been, I think, disposed of long ago by the Survey Department, so that our duty is to do the work. I do not know what he refers to as the new line at Bangalore. Is there a similar case there, or is this the case he refers to. I hope Mr. Chauncy will always keep me informed of difficulties of this sort.—W.C.B., 3/10/77. I will take no hurried steps in this matter. When Parliament is up, I will deal with it. Mr. Chauncy, B.C. This memo. throughout refers to the deviation about to be made at the instance of Mr. W. P. Faithfull, and known as the Bangalore deviation.—W.S.C., 4/10/77. Put with papers relating to this case.—W.C.B., 5/10/77.

No. 54.

Messrs. Hoskins and Blomfield to The Commissioner for Roads.

Sir,

179, Pitt-street, Sydney, 19 October, 1877.

As agents for W. P. Faithfull, Esq., of Springfield, Goulburn, we have been requested by that gentleman to bring under your notice several allegations embodied in two petitions which were presented to the Legislative Assembly by Mr. Butler, late M.P. for Argyle, relating to the road deviation at Bangalore, which we are instructed are wholly unreliable; indeed such statements are said to be utterly inconsistent with the truth, as we will proceed to show.

The reason we have been instructed to address you upon the subject is because Mr. Faithfull has observed from some printed correspondence on the subject, published in a Goulburn newspaper, that in a letter from the Department of Public Works, to which the name of John Rae is appended, dated September 17th, 1877, and addressed to E. Butler, Esq., Q.C., M.P., that gentleman is informed that instructions have been given to the local officer "not to take any steps until further orders shall have been communicated to him by the Commissioner for Roads"; hence Mr. Faithfull is apprehensive that although the Deputy Surveyor General considered that sufficiently cogent reasons had been adduced to warrant or justify his approval of the deviation of the road at the village of Bangalore, which deviation the late Secretary for Lands (Mr. Garrett), approved of, Mr. Faithfull nevertheless fears that in consequence of the instructions sent to the local officer that the works required on the road deviation at Bangalore may not be proceeded with through the averments in the said petition respecting the same.

It is stated in the said petitions that such road deviation is much longer, rougher, and more unsound than the old road, but we are instructed to state that the additional length of such deviation over and beyond the distance by the old road is only 130 lineal yards, and that it is certainly not rougher, and was formerly used in preference to the present road.

It is further stated in the said petitions that if the road deviation at the village of Bangalore is adopted that the public will be deprived of the only water to which they have the right of access for 28 miles, but we are instructed to point out in refutation of such statement that if the said road deviation at Bangalore were adopted, that the public travelling by that road could obtain water at the following places, viz.:—At the bridge crossing, the Mulwarric at Paton's, Bangalore, also at the north-west corner of Reddall's grant, and at a water reserve at Mr. Robert Neilly's, Bangalore Gap. Indeed we are instructed to state that the three places indicated in this letter are within a distance of 6 miles.

We are further instructed to point out that the deviation at the site of the proposed bridge will afford greater facilities of access to the allotments of land in the village of Bangalore than by the present road.

Mr. Faithfull has requested us to state that he hopes in common fairness his position in respect to this matter may not be overlooked, and that seeing that the proposed road deviation at the village of Bangalore has received the sanction and concurrence of the Secretary for Lands and the Deputy Surveyor General, and further that if the decision of those officials is reversed the stock belonging to Mr. Faithfull, depasturing on his land adjacent, will be deprived of access to water, and thus the land will be rendered almost valueless for grazing purposes, while on the other hand the use of the road deviation will not deprive any person of access to water, either at the village of Bangalore or at other places on the said road; he trusts that he may not be subjected to any hardship and injustice in respect to this matter.

Mr. Faithfull has requested us to point out that he has resided for fifty years in the locality, and therefore trusts that his claims may receive favourable consideration; and further wishes us to state that if he were to deem such a course advisable to pursue, that he has no doubt whatever of his being able to forward a petition which would show that the allegations embodied in the petitions against the said deviation contained gross exaggerations and misstatements of facts, but that as his case has been considered and decided by the proper authorities he trusts that it may not be re-opened, or that his interests may not be prejudiced thereby.

We have, &c.,

HOSKINS & BLOMFIELD.

Acknowledge and resubmit with printed copies of petitions.—W.C.B., 22/10/77. Acknowledged.—23/10/77. Copies of printed petitions obtained from records of Legislative Assembly, and now submitted.—30/10/77. Apply to Lands for a loan of their papers. It is probable Mr. Chauncy's original report with minutes thereon may be with them.—W.C.B., 4/11/77.

No. 55.

The Commissioner for Roads to Messrs. Hoskins and Blomfield.

Department of Public Works, Office of Commissioner and Engineer for Roads,
Sydney, 23 October, 1877.

Gentlemen,
I have to acknowledge the receipt of your letter of 19th instant, on the subject noted here- See No. 54.
under, and to inform you that it will receive attention.

I have, &c.,
W. C. BENNETT,
Commissioner for Roads.

Subject:—Bangalore deviation—road, Currawang to Goulburn.

No. 56.

Memo. of The Commissioner for Roads.

Road from Goulburn to Currawang—Bangalore deviation, *re* Mr. Faithfull's fencing.

Would the Deputy Surveyor General be good enough to inform me whether the deviation above referred to has been proclaimed as an alternative road, and, therefore, in lieu of the old road?—W.C.B., 28/1/78. The Deputy Surveyor General, B.C.

The deviation confirmed in Government Gazette, 22nd October, 1872, and opened in Government Gazette, 4th April, 1877, is in lieu of road previously proclaimed, &c.—R.D.P., 29 Jan., 1878.

No. 57.

Mr. Road-Superintendent Chauncy to The Commissioner for Roads.

Road from Currawang towards Goulburn.

MEMO.

THE lowest tender for bridge, Bangalore Creek, was, I think, accepted for something over £500. As the available balance for present year is only £455, this sum will be inadequate to complete the work. The Commissioner, about two years ago, proposed to take the amount out of some other fund, or to provide separately for it, as the public would be almost sure to express dissatisfaction on finding all other improvements suspended for the year, the annual vote being only £500. On the other hand it will be of no use proceeding with the works in deviation here until the bridge is either completed or in progress. If additional funds cannot be rendered available therefore, the only way I see out of the difficulty will be to commence both simultaneously, but not to commence either till within three months of end of year, so that the vote of 1879 may be drawn against before the completion of the contracts. Balance of this year's vote, added to vote for 1879, would amount to £955. Against which must be charged the cost of bridge £ , works on deviation, £370, and cost of maintenance, 1879, which I fear will leave little or no balance available for other works greatly needed, such as the heavy sands north of the Mulwarrie Creek, which would, in that case, have to be put off till 1880. The Commissioner has now all the facts before him necessary for coming to a decision.

14 June, 1878.

W. S. CHAUNCY.

Will Mr. Eames look through papers and see what was done? If tender was accepted, has the work gone on? Ascertain what amount is now available for this road?—W.C.B., 19/6/78. Mr. Eames, B.C.

Tenders were invited for this work by Mr. Chauncy, to be opened on the 8th September, 1877, which were opened and sent to this office, and returned to Mr. C., who recommended Clarke's tender for £469 8s. 4d. for acceptance. There is no record, however, of its having been so accepted. The amount available, on reference to Accountant's Office, is,—

	£	s.	d.
1877 vote	35	16	6
1878 vote	490	11	0
	£526	7	6

There is no pressing necessity for action. My minute shows Mr. Chauncy exactly how the matter stands. He can say if the tender *was* accepted. The course proposed by him might be the most advisable. As the question is a vexed one locally, all action to be taken must be first approved of by the Minister.—W.C.B., 20/6/78. Mr. Chauncy, B.C.

I have no doubt whatever as to having received authority to accept this tender. Mr. Davies is favourable to my proposal, but says he will see the Commissioner about it.—W.S.C., 22/6/78.

Mr. Chauncy, if the tender has been accepted, has no doubt the bonds and drawing, and should proceed with bridge at once. The classification of road should be raised in '79. That will get over all the difficulties.—W.C.B., 24/6/78. Mr. Chauncy, B.C.

We have the drawings, &c., but not the bond; but the latter can be prepared in this office.—W. S. CHAUNCY, 1/7/78. The road may be set down as 14 miles, at £50 per mile = £700. Noted for Schedule of '79.—J.G.L., 5/7/78. Send blank form of bond. I presume Mr. Chauncy has the specifications.—W.C.B., 2/7/78. Specification in this office; bond, &c., will be prepared.—Geo. P. Roun, 3/7/78. Put with papers.—W.C.B., 4/7/78.

No. 58.

W. Davies, Esq., M.P., to The Commissioner for Roads.

Dear Sir,

Goulburn, 21 June, 1878.

I think the bridge, Currawang towards Goulburn, should be gone on with out of the road vote, and that a sum should be placed on 1879 Estimates for the bridge. Trusting you will agree with this,

I am, &c.,

WILLIAM DAVIES.

See No. 57.

Mr. Chauncy, for report.—W.C.B., 22/6/78. I beg to submit that it will be for the Commissioner to decide that point. I have already reported fully in the matter.—W.S.C., 24/6/78. I instructed Mr. Chauncy yesterday to proceed with the bridge. Put this with the papers.—W.C.B., 25/6/78. Inform Mr. Davies.

No. 59.

The Commissioner for Roads to W. Davies, Esq., M.P.

Sir,

Department of Public Works,

Office of Commissioner and Engineer for Roads, Sydney, 25 June, 1878.

See No. 58.

I have to acknowledge the receipt of your letter of 21st instant on the subject noted hereunder, and to inform you that I yesterday instructed Mr. Chauncy to proceed with the bridge.

I have, &c.,

WILLIAM C. BENNETT,

Commissioner for Roads.

Subject:—Erection of Bridge, road Currawang to Goulburn.

No. 60.

Mr. G. Sykes and others to The Secretary for Lands.

Sir,

Currawang, 23 August, 1878.

We, the undersigned, residents of Currawang, Bangalore, Spring Valley, and the surrounding districts, beg most emphatically to protest against the proposed deviation in the road from Currawang to Goulburn; and your petitioners humbly beg you to consider the following:—

- 1st. That the road at present in use is a good one, and a large sum of money has been already expended on it.
- 2nd. That the proposed road is over rough country, and will require an enormous sum of money to be expended on it before it will be passable.
- 3rd. The proposed road is longer than the old one.
- 4th. The road now in use has been made by money collected from the residents of this district as well as Government money.

Your petitioners do most humbly urge on you the desirability of maintaining the present road, more especially as there is a good water reserve upon the present road, used for camping with travelling stock, and there is no water on the proposed road.

GEORGE SYKES, Spring Valley.

R. A. NEELY, Bangalore.

JOHN PECKHAM, Spring Valley.

And twenty-three others.

As previously reported, this road has been proclaimed, confirmed, and opened after full and mature consideration, and I cannot recommend that the case be again re-opened.—ROBT. D. FITZGERALD (for Surveyor General), 26 Sept., 1878. Submitted.—H.W., 30/9/78. Approved.—W.S., 1/10/78.

No. 61.

W. Davies, Esq., M.P., to The Secretary for Public Works.

Dear Sir,

Goulburn, 27 August, 1878.

I beg to inform you that a public meeting has been held at Currawang about a deviation on the road thence to Goulburn, and a deputation has been appointed to wait upon you. I have consented to accompany the deputation (Mr. Neilly), and, if convenient to you, we will call at your office on Friday morning, at half-past 10 o'clock. Should that hour be inconvenient to you, be pleased to name some other hour on Friday, and oblige, dear sir,

Yours, &c.,

WILLIAM DAVIES.

Mr. Bennett, for report.—J.S., 28/8/78. Papers herewith, but as Mr. Davies has seen the Minister no further action is necessary.—W.C.B., 2/9/78. Under Secy., B.C. Secn. Return to Roads, B.C.—J.R., 10/9/78. File.—W.C.B., 12/9/78.

No. 62.

The Under Secretary for Mines to Mr. G. Sykes and others.

Gentlemen,

Sydney, 2 October, 1878.

See No. 60.

See Nos. 1, 2, & 3.

With reference to your letter of the 23rd August last, protesting against the deviation in the road from Currawang to Goulburn, I am directed by the Minister for Mines to inform you that as this road has been proclaimed, confirmed, and opened, after full consideration the case cannot be again re-opened.

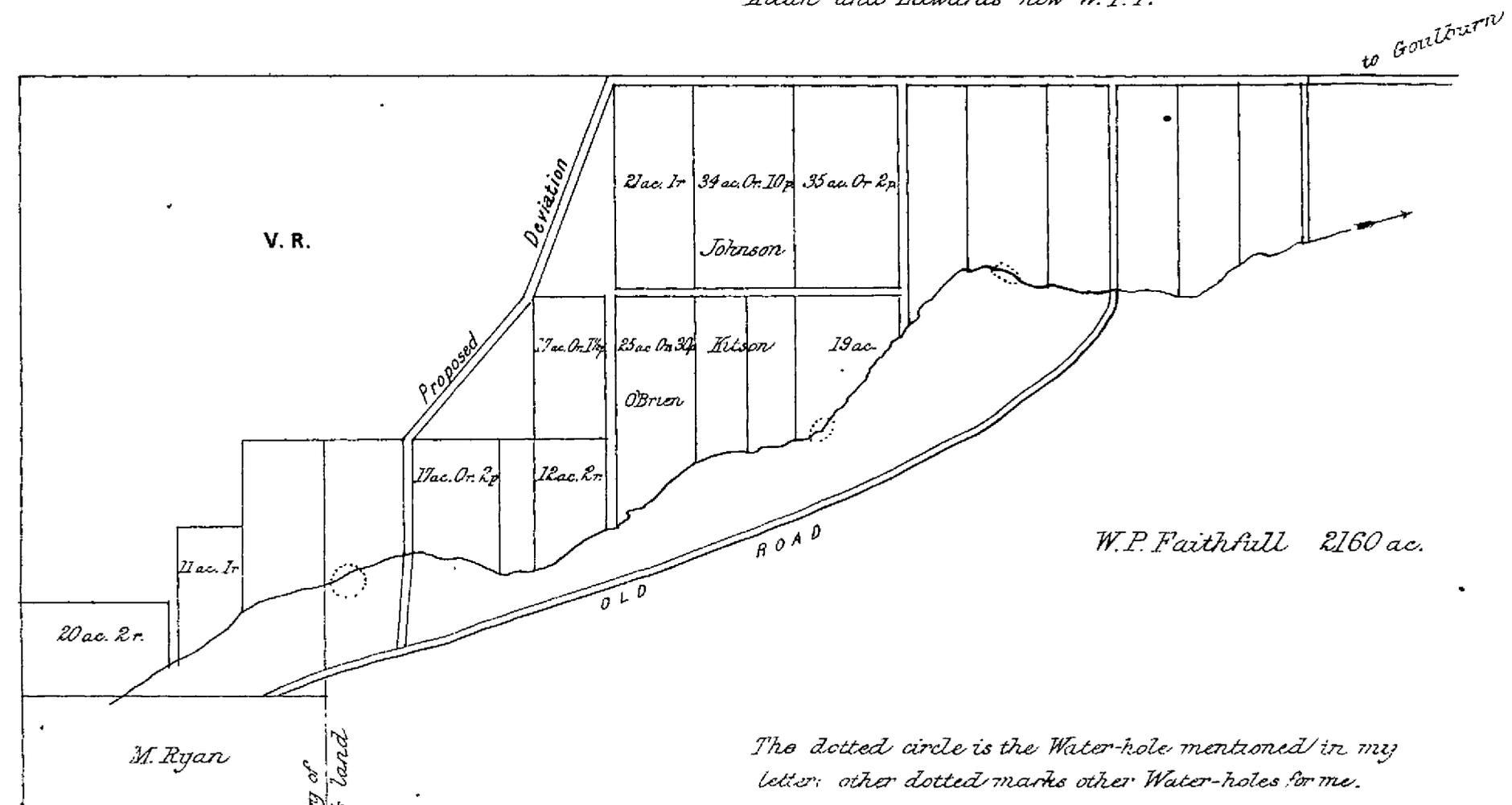
I have, &c.,

HARRIE WOOD,

Under Secretary.

[Two tracings.]

Allan and Edwards now W.P.F.



The dotted circle is the Water-hole mentioned in my letter; other dotted marks other Water-holes for me.

GOULBURN TO BUNGENDORE VIA BANGALORE

The deviation colored red on Original is shown thus  and is to be opened in lieu of that part of the road previously confirmed which is colored blue on Original and is shown thus 

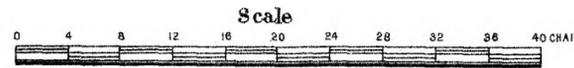
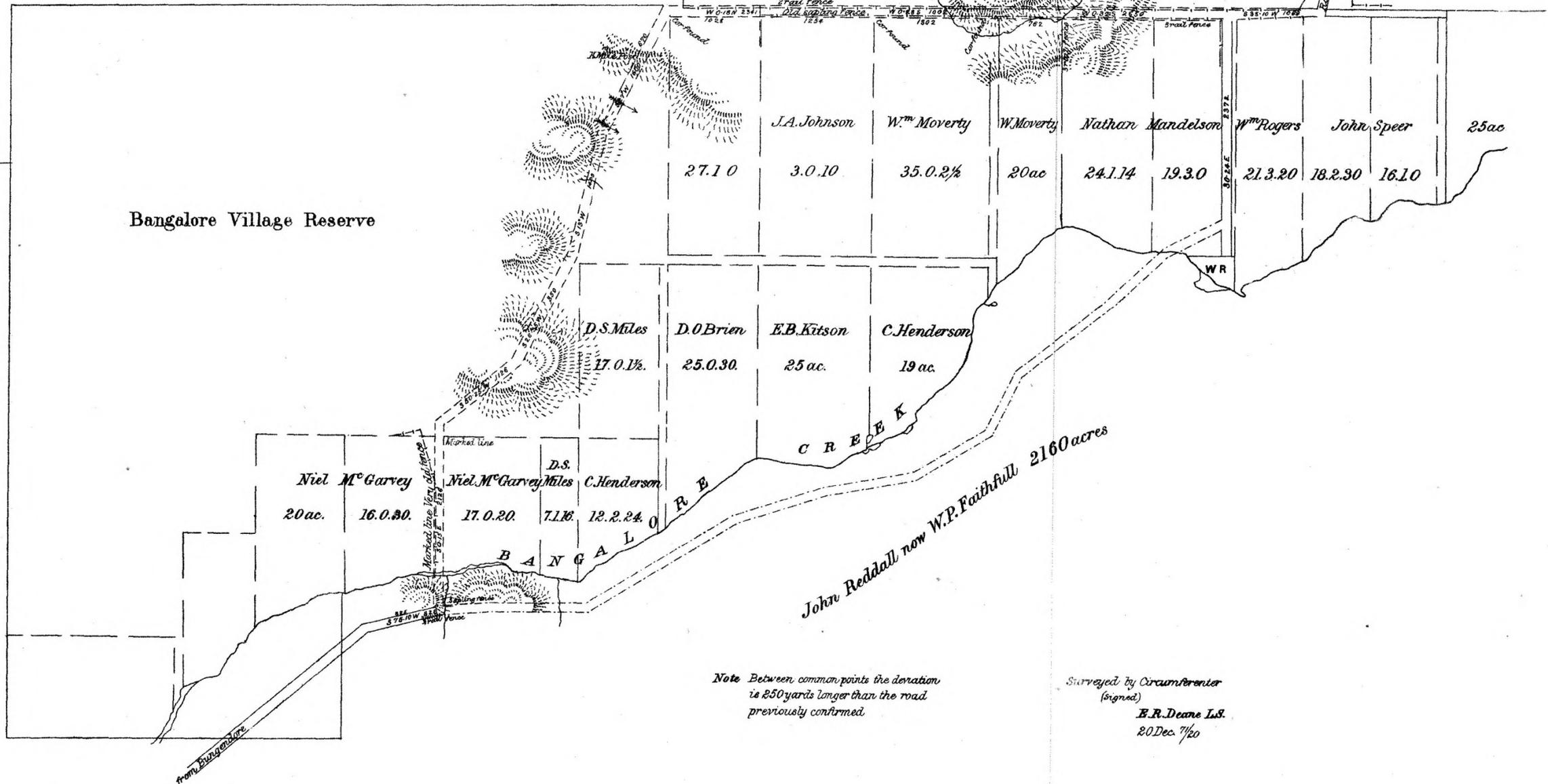


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(Sig. 338)

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD FROM BIBBENLUKE TO BOMBALA.

(CORRESPONDENCE, PAPERS, &c.)

Ordered by the Legislative Assembly to be printed, 4 February, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3rd December, 1878, That there be laid upon the Table of this House,—

“Copies of all Correspondence, Papers, Reports, and Minutes having reference to the Surveyed Road, Bibbenluke to Bombala.”

(Mr. Bowman.)

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ROAD FROM BIBBENLUKE TO BOMBALA.

No. 1.

Messrs. John Dawson & Son to The Commissioner for Roads.

See enclosure.

Sir,

136, Pitt Street, Sydney, 21 March, 1877.

On the other side we forward you copy of a letter received by us from Mr. John Murphy, of Bibbenluke (which letter you have already read), complaining of a new line of road proposed to be made through his selection, on the road from Cooma to Twofold Bay.

We shall be obliged if you will at your earliest convenience inform us if it is the intention of the Government to make such road, and the object of it, as our client alleges that it is altogether unnecessary, and if carried out will absolutely ruin his property.

We are, &c.,

JOHN DAWSON & SON,

(Per THOS. HUGHES.)

Mr. Bundock, for report.—W.C.B., 22/3/77.
23/3/77.

Inform Mr. Dawson.

Mr. Bundock, B.C.—

[Enclosure to No. 1.]

J. Murphy, Esq., to Messrs. John Dawson & Son.

Dear Sirs,

Bibbenluke, 16 March, 1877.

Will you kindly give me your advice and assistance in case as follows :—

The block of land No. 57-270 A is a selection of mine, where I am at present residing. You will see by the sketch enclosed that the road from Cooma to Twofold Bay runs through the land in a S.W. direction. The road from Cooma to Bombala (marked on chart Reserved Road) runs through in a N. and S. direction. The road between the blocks Nos. 58 & 59, and 53 & 55, and intersecting No. 57, is a lane 50 links wide between the blocks.

Where the sketch is marked * * * surveyors are making, or going to make, another road to Bombala, which, as you will perceive by sketch, entirely cuts the centre of my block, No. 57. Now, the old road surely should be sufficient for the traffic, and another not required; and the distance is not any greater than by the road contemplated. It has been the road for thirty years, and I had not any idea but that it would be the only one. If you think it would be of any service, will you kindly see Surveyor General and explain matters. If they take the new road, they may as well take the property altogether, as I shall have four roads running through the block, which will render it valueless, as the cost of fencing is no joke up here.

Yours, &c.,

JOHN MURPHY.

No. 2.

The Commissioner for Roads to Messrs. John Dawson & Son.

Department of Public Works,
Office of Commissioner and Engineer for Roads,

Sydney, 23 March, 1877.

See No. 1.

Gentlemen,

I have the honor to inform you that your letter of the 21st instant, with reference to proposed road through Mr. Murphy's land at Bibbenluke, has been forwarded to the local officer for report.

I have, &c.,

WILLIAM C. BENNETT,

Commissioner for Roads.

No. 3.

Mr. Road Superintendent Bundock to The Commissioner for Roads.

11 April, 1877.

For instructions
See No. 1.

THE proposed deviation (sketched in part by Mr. Murphy) has an easier gradient and is somewhat shorter than reserved line, and has been generally used for some time. Mr. Murphy will have no more roads than before, as there will be no occasion for old road if the new line be made. No work has been done on the old line, except the removal of a few loose stones, and there are no fences as yet.

W. F. BUNDOCK.

See No. 4.

Inform Mr. Dawson that the new road proposed will be adopted in lieu of, not in addition to, the old line, and that as no fencing has yet been done on either, Mr. Murphy will not be injured in any way; also that the traffic has used the road proposed to be adopted for some years.—W.C.B., 14/4/77.

No. 4.

The Commissioner for Roads to Messrs. John Dawson & Son.

Department of Public Works,
Office of Commissioner and Engineer for Roads,

Sydney, 14 April, 1877.

See No. 2.

Gentlemen,

In further reference to my letter of the 23rd ult., respecting road from Cooma to Bombala, through Mr. Murphy's selection, I have now the honor to inform you that the new line of road proposed is in lieu of, and not in addition to, the old line; and that as no fencing has been done to either, Mr. Murphy will not be injured in any way. I have also to add that the traffic has used the road proposed to be adopted for some years.

I have, &c.

WILLIAM C. BENNETT,

Commissioner for Roads.

No. 5.

3

No. 5.

Messrs. J. Dawson & Son to The Commissioner for Roads.

Sir,

186, Pitt-street, Sydney, 11 May, 1877.

We have the honor to enclose you a copy of letter received from Mr. John Murphy, of Bibbenluke, wherein he urges the injury that must inevitably accrue to him in the event of the old road being closed and the proposed new road opened. See enclosure.

We beg to request your further attention to this matter, so that upon assuring yourself of the facts alleged by Mr. Murphy, the disastrous results anticipated by him may be averted.

We are, &c.,

JOHN DAWSON & SON,
(By THOS. HUGHES.)

Mr. Bundock, for further and more detailed report.—W.C.B., 15/5/77.

[Enclosure to No. 5.]

J. Murphy, Esq., to Messrs. Dawson & Son.

Gentlemen,

Bibbenluke, 27 April, 1877.

Yours of 21st to hand, with copy of Mr. Bennett's letter. He assumes I suffer no injury by the shifting of the road. I have been in business on the old road for some years as a storekeeper, and I do not suffer any injury by shifting the road and taking the traffic from my door! I foolishly allowed a passage across my land, but the traffic came by the road by my store. Again, the old road is the best road, I still maintain; and the money that will have to be laid out on the new line, if laid out on the old, would make it a far better road and wanting less repair. I built where I now reside on the strength of the road being reserved and marked out by the surveyors some years since. In fact it is marked a reserved road 1 chain wide on chart. However, might is right in many instances, and I am to suppose this is one of them.

However, the old road shall not be closed if I can avoid it being done. I can now walk to Bibbenluke township in a few minutes, but close the old road and I have a detour to get to the new road and then come back along the road to the township, for there are 160 acres between me and Town Reserve.

You will be kind enough therefore to take steps to prevent the closing of the old road from Bibbenluke township to Bombala; and as the road has been in use for thirty years to my own knowledge, I think Mr. Bennett may find more difficulty in the closing the road than he imagines. Your attention to this will oblige.

Yours, &c.,

JOHN MURPHY.

No. 6.

Mr. Road Superintendent Bundock's Report.

MR. MURPHY'S first complaint was that there would be too many roads through his land by having both old and new roads, now his objection is to the closing the old road, a matter not within the province of the Department. Notwithstanding Mr. Murphy's assertions, the new line is the shortest and best, and has been in use by the public for some time. As to the injury caused by the taking of traffic another way from the stores of Mr. Murphy, I think that it is fanciful, as there is little or no traffic by team on that end of the Cooma Road, and his business is dependent on the local custom and carriers, Cathcart and Cooma Road. Mr. Betts has no intention of closing the old road, I heard since last report. For instructions see No. 5.

W. F. BUNDOCK, 21/5/77.

No. 7.

The Commissioner for Roads to Messrs. Dawson & Son.

Department of Public Works,
Office of Commissioner and Engineer for Roads,
Sydney, 30 May, 1877.

Gentlemen,

Referring to Mr. Murphy's letter of the 27th ultimo, forwarded with yours of the 11th instant, respecting the new line of road "Cooma to Bombala," &c., &c., I have the honor to inform you that the closing of the old road is a matter which does not come within the province of this Department. See enclosure to No. 5.

2. That from a detailed report from our local officer, it appears, notwithstanding your client's assertion to the contrary, that the new road is both the shortest and best, and has moreover been in use by the public for some time.

3. That as the business of your client is mainly, if not entirely, dependent on local custom and on carriers on the Cooma and Cathcart Road, his inference that the alteration of road will disastrously affect it is not warranted by actual facts.

I may however add, that so far as our officer is aware, there is no present intention on the part of Mr. Betts to close the old road.

I am, &c.,

W. C. BENNETT,
Commissioner for Roads.

I wish Mr. Bundock would give me a clean survey if necessary, at all events a clear sketch of this deviation with adjoining roads; also show it on lithograph, and give me in full detail his reasons for adopting it. I understand there is a pinch in the old road which could be very much improved by a slight deviation. Mr. B. had better give sketch section of both also.—W.C.B., 3/12/77.

It is stated that the land will be cut off from water—that the new line will require metalling in a bad season. The old line was measured by Harper. Report herewith.—W.F.B., 13/12/77

No. 8.

Mr. Surveyor Atchison to The Surveyor General.

Sir,

Sydney, 10 October, 1877.

I have the honor to report that, according to verbal instructions received from Mr. D. S. Betts, I have surveyed and marked the road from Cooma to Bombala, *via* Nimitybelle.

Herewith I have the honor to forward* plan and book of reference of same.

The road in question is the main road from Cooma to Bombala, and also Cooma to Eden, Murrumbula, &c. It is greatly used in the wool season, and continually by mail coach for conveyance of mails, &c., to Bombala. *See enclosures. Appendix A, B, C, D.

For

For the greater part it passes through undulating country, and with the exception of about 20 miles is almost devoid of timber.

In summer the road is very fair for transit, but during winter it is almost impassable in some places, in consequence of black clay existing almost throughout the whole length, so that to make a first-class road in all seasons considerable outlay will be required in the way of metalling, &c., also two cuttings—one at the north side of the M'Laughlin River, at Thornton's Gully, about 30 chains, and the other at northern approach to Pickering's Creek, about 27 chains, both avoiding two hills, which in wet weather are a great hindrance to travelling.

I may mention that these improvements were suggested by Mr. Road Superintendent Bundock.

The road having been reserved and marked out through all the portions, I adopted it to some extent, except from Bibbenluke to Bombala, where it branches off in a more southerly direction, leaving the old line of road on the right, and passes through John Murphy's 271 acres conditional purchase No. 57, David Ulrich's 40 acres conditional purchase No. 117, George Ulrich's 50 acres conditional purchase No. 12, and Mrs. Campbell's property (Burnima Estate), which she requires no compensation for (attached is a letter to that effect.)* This deviation was suggested by Mr. Road Superintendent Bundock as possessing great advantages over the old route, having easier gradients, and requiring less money to put it in repair; it has also been used by the inhabitants for some considerable time.

*See enclosure

In some cases, the road having been measured and marked out without any regard to the natural features of the ground, I found it necessary to deviate slightly from the original lines. The only portions where fences will have to be replaced are Joseph Glenan's conditional purchase 60 acres, No. 95, parish of Bunyan, county Beresford, and Bridget Butler's 100 acres conditional purchase No. 31, parish of Palmerston, county Wellesley. In the first case a hill will be avoided, and some metal, as laid down by the Roads Department, will be taken; in the second a small cutting has been carried out, which makes the gradient of the hill easier.

The remaining deviations are necessary to avoid hills, black springs, &c., and do not affect the various portions which they run through.

The true magnetic meridian is adopted in this survey, having been carried on from Cooma, and at intervals checked with road traverse.

On resurveying the old lines of road I found the chaining very fair, but the marking in all cases very inferior, and not according to the regulations; most of the pegs were gone, and only a few stones remaining, so that on account of the great difficulty experienced in finding old lines, and of the scarcity of timber for pegs and mile-posts, the survey was delayed considerably.

Two public gates are erected on this road enclosing the Bibbenluke Estate. They prove no obstruction to traffic.

The road is well marked throughout; blocks of wood 2 feet long, and averaging 6 inches in diameter, are put in at each bend of road, and posts 4 feet 6 inches long and 2 feet in diameter, and painted red, are placed at every mile. The mileage commences from junction of Sharp and Bombala Streets, Cooma, and is carried through to Bombala, *via* Nimitybelle, being a distance of 54½ miles.

On account of the impracticability of some of the streets as laid down in town of Nimitybelle, it was thought advisable by the Road Superintendent and myself to deviate through sections 8 and 9, portions 1, 2, 3, and 4, and portion 20, property of John Levy, 2 acres 1 rood 31 perches, lot 23, portion 17, lot 20, portion 18, lot 21, portion 15, lot 18, and portion 3, lot 14, portion 4, lot 15, property of John Levy, also lot 1, property of Thomas Wroe, village Bibbenluke.

I would therefore suggest, as sections 8 and 9 and portions 17, 18, 15, and 3 are not sold, that the original design be cancelled, and the portions be withdrawn from sale and resurveyed, so as to front road Cooma to Bombala (*via* diagram on plan).

I have, &c.,

C. A. ATCHISON.

[Enclosure to No. 8.]

Schedule of Improvements with No.

VALUE of improvements on land taken from road from Cooma to Bombala from the undermentioned conditional purchases, as required by the 15th clause of Crown Lands Act.

County.	Parish.	No. of Portion.	Name of Conditional Purchaser.	Area of portion.	Area to be deducted for road.	Value of improvements on land taken for road.			Nature of improvements.
						£	s.	d.	
Beresford	Bunyan	96	Joseph Glenan	60 0 0	0 3 26	26	8	0	Two-rail fence.
"	"	69	John Meyers	300 0 0	0 0 20	Nil.			"
"	Palmerston	31	Bridget Butler	100 0 0	0 1 17	25	4	0	"
Wellesley	Glen Bog	34	M. J. Thornton	50 0 0	0 2 0	Nil.			"
"	Jettiba	1	Geo. Morrison	160 0 0	0 0 38	"			"
"	"	22	Hugh M'Donald	240 0 0	0 0 4	"			"
"	Wellsmore	120	A. J. Tindall	114 0 0	0 3 22	"			"
"	"	119	Jno. M'Donald	40 0 0	0 2 27	"			"
"	"	118	"	40 0 0	0 2 28	"			"
"	"	112	M. Snell	200 0 0	1 0 16	"			"
"	Burnima	51	John Murphy	271 0 0	2 1 16	"			"
"	"	117	David Ulrich	40 0 0	1 3 24	"			"
"	"	12	George Ulrich	50 0 0	1 2 20	"			"
						This portion is enclosed and cleared—no actual improvement where road goes.			

C. A. ATCHISON.

[Enclosure with No. 8.]

Mrs. A. Campbell to Mr. Surveyor Atchison.

Sir,

With reference to your note to my son, asking whether I should require compensation for the land lately taken out of my portions on the Burnima Run by the road you have just surveyed, I beg to state, for your guidance, that I will not claim any compensation whatever.

Bibbenluke, 28 March, 1877.

I have, &c.,

ANN CAMPBELL.

[Enclosure

[Enclosure to No. 8.]

BOOK of Reference of Road, Cooma to Bombala, *via* Nimitybelle, to be opened as a Parish Road, under the Act of Council, 4 William IV No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land	Bearings.	Length in Chains.	Enclosures	Character and state of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
1	Commencing eastern side of Campbell-street, near its junction with Bombala-street, in the town of Cooma, to a point on eastern boundary of Joseph Glenan's 60 acres C.P. No. 95.	Permanent Common, Crown Land,	reserved boundary road.	Open country	South-easterly	436.60	Nil...	Nil.....	Nil...	1.00	a. r. p. 43 2 25	
1a	From the north-east corner of Joseph Glenan's 60 acres C.P. No. 95 to a point on the eastern boundary of that portion.	Joseph Glenan		do.	do.	4.50	One..	Two-rail fence in good repair	„ ..	1.00	0 0 18	
1b	From the north-west corner of John Myers's 320 acres C.P. No. 69 to a point further south on the western boundary of that land	John Myers		do.	do.	6.00	Nil...	Nil	„ ..	1.00	0 0 20	
2	From a point on east boundary of Glenan's 60 acres C.P. No. 95 to a point further south on the east boundary of that portion.	Joseph Glenan		do.	do.	8.00	One..	Two-rail fence in good repair	„ ..	1.00	0 3 8	
3	From the east boundary of J. Glenan's 60 acres C.P. No. 95 to east boundary of measured portion of 200 acres, No. 53, parish Palmerston, county of Beresford.	Crown Land, reserved boundary road.		do.	do.	538.00	Nil...	Nil	„ ..	1.00	53 3 22	A very small portion of land is taken — B. Ayling's 120 acres C.P. 16. No refund will be necessary, as area is in lieu of originally reserved road.
4	From last-mentioned boundary to south-east corner of a measured portion of 85a. 2r., No. 51.	Crown Lands		do.	do.	23.30	„ ..	„ ..	„ ..	1.00	2 1 12	
5	From last-mentioned boundary to north-eastern boundary of Bridget Butler's 100 acres C.P. No. 31, parish of Palmerston, county of Beresford.	Reserved boundary road ..		do.	do.	82.00	„ ..	Two-rail fence in fair order	„ ..	1.00	8 0 32	
6	From last-mentioned boundary along and within that boundary.	Bridget Butler... | Andrew Butler..		do.	do.	6.00	„ ..	Two-rail fence in fair repair.	„ ..	1.00	0 1 17	
7	From last-mentioned boundary to north boundary of C. Geraghty's 40a. 3p. C.P. 110.	Crown Land and reserved boundary road.		do.	do.	401.00	„ ..	Nil	„ ..	1.00	40 0 16	A small piece of land is taken from G. Smith's 60 acres C.P. No. 10, and J. Driscoll's C.P. 144 acres No. 12. No refund is necessary, as area is in lieu of originally reserved road. No improvement on land taken for road.
8	From last-mentioned boundary to south boundary of same portion.	C. Geraghty		do.	do.	7.50	„ ..	„ ..	„ ..	1.00	0 3 0	No refund is necessary, as this road has been improved by Works Department, and is in lieu of original reserved road.
9	From last-mentioned boundary to western boundary of 86 portion.	Crown Land		do.	do.	166.00	„ ..	„ ..	„ ..	1.00	16 2 16	
10	From last-mentioned boundary to south boundary of same portion.	do.		do.	do.	13.50	„ ..	„ ..	„ ..	1.00	1 1 16	
11	From last-mentioned boundary to western boundary of section 9, town of Nimitybelle, parish of Nimitybelle, county of Wellesley	do.		do.	do.	30.50	„ ..	„ ..	„ ..	1.00	3 0 0	
12	From last-mentioned boundary, passing through section 9, and following Stanton-street, Boyd-street, crossing reserve, and following Bombala-street to north boundary of portion 20, lot 23.	do.		do.	do.	120.30	„ ..	„ ..	„ ..	Road 1.00 street 1.50	17 0 12	

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	En-closures	Character and state of Preservation of Fencing.	Cultivation.	Breadth of Road.	Arca.	Remarks.
13	From last mentioned boundary to south boundary of portion 20, lot 23.	John Levy		Open country	South-casterly	3.90	Nil	Nil	Nil	1.00	3. 1. 22	
14	From last-mentioned boundary, passing through portion 17, lot 20, portion 18, lot 21 and 15, lot 18, crossing Wolfe-street, to southern boundary of portion 3, lot 14, and portion 4, lot 15.	Crown Land.....		do.	do.	25.00	"	"	"	1.00	2 2 0	
14a	From point on west boundary of portion 4, lot 15, to south boundary of same portion.	John Levy		do.	South-west	2.15	"	"	"	1.00	0 0 8	
15	From south boundaries of portions 3 and 4, lots 14, 15, being part of southern boundary of township Nimitybelle, to the north-east corner of M. J. Thomson's 50 acres C.P. 34.	Crown Lands, reserved boundary roads.		Open forest	Southerly	226.10	"	"	"	1.00	22 2 17	
16	From last-mentioned boundary along and within part of eastern boundary of that land.	M. J. Thomson		do.	do.	5.00	"	"	"	1.00	0 2 0	
17	From last-mentioned boundary to northern boundary of Donald Rankin's 80 acres C.P. No. 8, parish Tetteba, to Wellesley.	Crown Lands, reserved boundary roads.		do.	South-easterly	609.20	"	"	"	1.00	60 3 27	Small portion of land is taken off Hugh McDonald's 340 acres No. 22, and George Morrison's 160 acres No. 1 C.P. in lieu of original reserved road.
18	From last-mentioned boundary to south boundary of that portion.	Donald Rankin		do.	do.	14.10	"	"	"	1.00	1 1 25	A piece of land is taken from D. Rankin's C.P. 80 acres No. 8. No refund will be necessary, as area is in lieu of original reserved road.
19	From last-mentioned boundary to northern boundary of Samuel Rankin's 168 acres I.P. No. 15.	Reserved boundary road.....		Open country	do.	3.00	"	"	"	1.00	0 1 8	
20	From last-mentioned boundary to eastern boundary of that land.	Samuel Rankin		do.	do.	21.50	"	"	"	1.00	2 0 24	
22	From last-mentioned boundary to north-east corner of A. T. Tindall's 114 acres C.P. No. 120.	Crown Lands.....		do.	do.	89.20	"	"	"	1.00	8 3 27	A very small portion of land is taken off Samuel Rankin's I.P. No. 15, in lieu of road.
23	From last-mentioned boundary to a point on east boundary of A. T. Tindall's 114 acres C.P. No. 120.	A. T. Tindall		do.	South-west	7.50	"	"	"	1.00	0 1 22	
23a	From last-mentioned boundary to south-east corner of that land.	do.		do.	do.	10.00	"	"	"	1.00	0 2 0	
23b	Again from east boundary of A. T. Tindall's 114 acres C.P. No. 120 to south boundary of that land.	Reserved road and Crown Lands...		do.	do.	17.10	"	"	"	1.00	1 2 33	
24	From last-mentioned boundary to north and west boundaries of James Donald's 40 acres C.P. No. 119.	Crown Land and reserved road.....		do.	do.	70.70	"	"	"	1.00	7 0 11	
25	From north boundary of that land along and within its west boundary to its south boundary.	John M'Donald		do.	do.	6.70	"	"	"	1.00	0 2 27	No improvements on this land.
26	From last-mentioned boundary to the south boundary of John M'Donald's 40 acres C.P. No. 118.	do.		do.	do.	6.80	"	"	"	1.00	0 2 28	Small cutting made by Works Department; follows no road.
27	From last-mentioned boundary to west boundary of Michael Snell's 200 acres C.P. No. 112.	M. Snell		do.	do.	11.00	"	"	"	1.00	1 0 16	

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures	Character and state of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
28	From last-mentioned boundary to eastern boundary of the executors of late W. Bradley's 100 acres, No. 21.	Reserved boundary road		Open country	South-westerly	40.50	Nil ...	Nil	Nil ...	1.00	a. r. p. 4 0 8	Public gate is erected on this portion of land.
29	From last-mentioned boundary along and within the eastern boundary of that land to south-east corner of same portion.	Executors of W. Bradley		do. ...	do. ...	8.00	„ ...	„	„ ...	1.00	0 3 8	No improvements.
30	From last-mentioned boundary to west boundary of late W. Bradley's 160 acres, No. 20	Reserved boundary road		do. ...	do. ...	6.00	„ ...	„	„ ...	1.00	0 2 16	
31	From last-mentioned boundary to west boundary of late W. Bradley's 160 acres, No. 20, further south.	Executors of W. Bradley		do. ...	do. ...	10.00	„ ...	„	„ ...	1.00	1 0 0	
32	From last-mentioned boundary to east boundary of late W. Bradley's 128 acres, No. 25.	Reserved boundary road		do. ...	do. ...	30.00	„ ...	„	„ ...	1.00	2 3 0	
32a	From a point on the western boundary of late W. Bradley's 172 acres, No. 94, to a point on the west boundary of late W. Bradley's 100 acres, No. 95.	Executors of W. Bradley		do. ...	do. ...	11.90	„ ...	„	„ ...	1.00	0 1 10	
33	From the east boundary of late W. Bradley's 128 acres, No. 85, to south-east corner of late W. Bradley's 40 acres, No. 84.	do.		do. ...	do. ...	10.00	„ ...	„	„ ...	1.00	1 0 0	
34	From last-mentioned boundary to western boundary of late W. Bradley's 77 acres 1 rood, No. 96.	Reserved boundary road		do. ...	do. ...	4.00	„ ...	„	„ ...	1.00	0 2 0	
35	From last-mentioned boundary to west boundaries of late W. Bradley's 40 acres and 99 acres, Nos. 18 and 17, parish Wellsmore, county of Wellesley.	Executors of late W. Bradley		do. ...	do. ...	37.50	„ ...	„	„ ...	1.00	3 3 0	
36	From last-mentioned boundary to western boundary of late W. Bradley's 99 acres and 45 acres, Nos. 17 and 16.	Reserved boundary road		do. ...	do. ...	12.90	„ ...	„	„ ...	1.00	1 0 0	
37	From last-mentioned boundary to western boundary of late W. Bradley's 68 acres, No. 13.	Part of the boundary road and executors of late W. Bradley.		do. ...	South-east ...	33.00	„ ...	„	„ ...	1.00	3 1 8	Part of reserved boundary road is included in this area.
38	From last-mentioned boundary to western boundary of W. Bradley's 40 acres, No. 44.	Reserve road		do. ...	Southerly .....	.....	„ ...	„ .....	„ ...	1.00	2 2 36	
39	From last-mentioned boundary to south boundary of late W. Bradley's 45½ acres, No. 43.	Executors of late W. Bradley		do. ...	South-east ...	14.50	„ ...	„	„ ...	1.00	1 1 32	
40	From last-mentioned boundary to north boundary of late W. Bradley's 274 acres, No. 42.	Reserved road		do. ...	South-west ...	1.20	„ ...	„	„ ...	1.00	0 0 19	
41	From last-mentioned boundary to west boundary of that portion.	Executors of late W. Bradley		do. ...	do. ...	4.30	„ ...	„	„ ...	1.00	0 1 28	
42	From last-mentioned boundary to a point further south on that land.	Reserve boundary road		do. ...	Southerly ...	7.00	„ ...	„	„ ...	1.00	0 2 32	

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No	Portion of Road.	Reputed Owner.	Occupier	Character of Land.	Bearings.	Length in Chains	Enclosures	Character and state of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
43	To a point on eastern boundary of late W. Bradley's 202 acres, No. 59, to a point further south along and within that boundary.	Executors of late W. Bradley and part of reserved road.		Open country	South-easterly	16'00	Nil	Nil	Nil	1'00	a. r. p. 1 2 16	Part boundary of reserve is included in this area.
44	From east boundary of late W. Bradley's 202 acres, No. 59, to west boundary of late W. Bradley's 274 acres, No. 42.	Reserved road		do. ...	do. ...	2'00	" .. "	" .. "	" .. "	1'00	0 0 32	
45	From the last-mentioned along and within that boundary to a point further south.	Executors of late W. Bradley		do. ...	South-westerly	17'00	" .. "	" .. "	" .. "	1'00	1 2 3	
46	From last-mentioned point to east boundary of late W. Bradley's 202 acres, No. 59.	Reserved road		do. ...	Southerly	20'00	" .. "	" .. "	" .. "	1'00	2 0 0	
47	From last-mentioned point within that boundary to a point further south.	Executors of late W. Bradley		do. ...	do. ...	4'70	" .. "	" .. "	" .. "	1'00	0 1 33	
48	From last-mentioned boundary to west boundary of late W. Bradley's 104 acres, No. 38.	Reserve road		do. ...	South-easterly	47'50	" .. "	" .. "	" .. "	.....	4 3 0	This road includes small part of portions 53 and 59.
49	From last-mentioned boundary to a point further south on that boundary.	Executors of late W. Bradley		do. ...	do. ...	7'00	" .. "	" .. "	" .. "	1'00	0 2 37	
50	From last-mentioned boundary to east boundary of late W. Bradley's 186½ acres, No. 53.	Reserved road		do. ...	do. ...	2'00	" .. "	" .. "	" .. "	1'00	0 0 32	
51	From last-mentioned boundary to Pickering Creek, forming southern boundary of late W. Bradley's 186½ acres, No. 53.	Executors of late W. Bradley		do. ...	do. ...	31'50	" .. "	" .. "	" .. "	1'00	3 0 24	
52	Crossing				Pickering Creek							
53	From the north boundary of late W. Bradley's 146 acres 3 roods, No. 45, to the south-east boundary of same land.	Executors of late W. Bradley		Open country	South-easterly	29'50	" .. "	" .. "	" .. "	1'00	2 3 20	
54	From last-mentioned boundary to north-west boundary of late W. Bradley's 77 acres 1 rood, No. 44.	Reserved road		do. ...	do. ...	1'20	" .. "	" .. "	" .. "	1'00	0 0 19	
55	From last-mentioned boundary to northern boundary of late W. Bradley's 235 acres, No. 52.	Executors of late W. Bradley		do. ...	do. ...	45'00	" .. "	" .. "	" .. "	1'00	4 2 0	
56	From last-mentioned boundary to northern boundary of late W. Bradley's 849 acres, No. 17, S.P.	Reserved boundary road		do. ...	do. ...	3'00	" .. "	" .. "	" .. "	1'00	0 1 8	A small piece of land is taken off portion No. 36.
56	From last-mentioned boundary to the Bombala River.	Executors of late W. Bradley		do. ...	do. ...	184'20	" .. "	" .. "	" .. "	1'00	18 1 27	A public gate exists on this portion of the road.
57	Crossing from the right to left bank of the Bombala River.											
58	From the last-mentioned point to north boundary of portion 1, village Bibbenluke, parish Burnima, county Wellesley.	Crown Land		do. ...	do. ...	9'00	" .. "	" .. "	" .. "	1'00	0 3 24	
59	From last-mentioned boundary to south boundary of that portion.	Thomas Wroe; not occupied		do. ...	do. ...	1'20	" .. "	" .. "	" .. "	1'00	0 0 19	
60	From the last-mentioned boundary to north boundary of Mrs. Campbell's 162 acres No. 1.	Reserved road		do. ...	do. ...	1'50	" .. "	" .. "	" .. "	1'00	0 0 24	

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No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Character and state of Preservation of Fencing.	Cultivation.	Breath of Road.	Area.	Remarks.
61	From last-mentioned boundary to north boundary of John Murphy's 271 acres C.P. No. 57.	Mrs. Campbell		Open country	South-easterly	21 00	Nil	Nil	Nil	1 00	a. r. p. 2 0 16	No improvements.
62	From last-mentioned boundary to south boundary of John Murphy's 271 acres C.P. No. 57.	John Murphy		do.	do.	23 50	"	"	"	1 00	2 1 16	
63	From last-mentioned boundary to south boundary of Mrs. Campbell's 262 acres 1 rood, No. 52, parish of Burnima, being northern boundary of reserve.	Mrs. Campbell		do.	do.	66 00	"	"	"	1 00	6 2 16	
64	From last-mentioned boundary to west boundary of Mrs. Campbell's 40 acres, No. 120a.	Crown Land reserve		Open forest	do.	9 00	"	"	"	1 00	0 3 24	
65	From last-mentioned boundary along and within that boundary to point further south on that line.	Mrs. Campbell		do.	do.	18 50	"	"	"	1 00	1 3 16	
66	From west boundary of Mrs. Campbell's 40 acres, No. 120, to east boundary of Mrs. Campbell's 99 acres 3 roods, No. 111.	Crown Land reserve		do.	South-west	8 50	"	"	"	1 00	0 3 16	
67	From last-mentioned boundary to south boundary of Mrs. Campbell's 99 acres 3 roods, No. 111.	Mrs. Campbell		do.	do.	11 50	"	"	"	1 00	1 0 24	
68	From last-mentioned boundary to north boundary of Mrs. Campbell's 39 acres 2 roods 35 perches, No. 125.	Crown Land reserve		do.	do.	22 50	"	"	"	1 00	2 1 0	
69	From last-mentioned boundary to south boundary of Mrs. Campbell's 39 acres 2 roods 35 perches, No. 125.	Mrs. Campbell		do.	Southerly	29 70	"	"	"	1 00	2 3 35	
70	From last-mentioned boundary to north boundary of David Ulrich's 40 acres, No. 117, C.P.	Reserved road		do.	South-westerly	1 20	"	"	"	1 00	0 0 19	
71	From last-mentioned boundary to south boundary of same land, being northerly boundary of G. Ulrich's C.P. 50 acres, No. 112.	David Ulrich		do.	do.	19 00	"	"	"	1 00	1 3 24	
72	From last-mentioned boundary to east boundary of same land.	George Ulrich		do.	do.	16 30	One	Two-rail fence in fair order	"	1 00	1 2 20	
73	From last-mentioned boundary to east boundary of Mrs. Campbell's 50 acres, No. 10.	Crown Land reserve		do.	do.	20 00	"	"	"	1 00	2 0 0	
74	From last-mentioned boundary to south boundary of Mrs. Campbell's 50 acres, No. 6, being north boundary of reserve.	Mrs. Campbell		Open country	South-west	48 00	"	"	"	1 00	43 0 8	
75	From last-mentioned boundary to north boundary of Mrs. Campbell's 72 acres 2 roods, No. 127, being south boundary of reserve, parish of Burnima, county of Wellesley.	Crown Land reserve		Open forest	do.	37 50	"	"	"	1 00	3 2 37	
76	From last-mentioned boundary to south boundary of Mrs. Campbell's 72 acres 2 roods, No. 127.	Mrs. Campbell		do.	do.	16 40	"	"	"	1 00	1 2 22	
77	From last-mentioned boundary to junction of Iris and Stephen Streets, town of Bombala, county Wellesley.	Crown Lands		do.	do.	195 90	"	"	"	1 00	19 2 14	

No. 9.

Messrs. W. Rutherford and H. J. Edwards, J.P.'s, to The Commissioner for Roads.

Sir,

Minbo, Bibbenluke, 1 December, 1877.

We have the honor to call your attention to the fact that the road laid out by Mr. Surveyor Atchison in March last from Bibbenluke to Bombala, and being the Cooma Main Road, *via* Shoemaker's Creek, is not yet gazetted for traffic, and the public are put to great inconvenience through the delay, as the road or track in question *via* Shoemaker's Creek was fenced across by a man named Ulrich (who has a selection there) about ten days ago, and all teams and the mail turned back.

We are informed that attempts are being made to frustrate the road as surveyed by Mr. Atchison, and to have the old road adopted. If this is the case, we would respectfully point out that a great injustice would be done to the public, as the line marked by Mr. Atchison is in every respect the best, shortest, and most easily kept in repair; and we have the honor to request that you will get the road gazetted for public traffic at the earliest opportunity.

We have, &c.,

W. RUTHERFORD, J.P.

HENRY J. EDWARDS, J.P.

Mr. Hoskins, M.P. 5 December, 1877.

Acknowledge. Ask at S.G.O. for Mr. Atchison's survey. Ackd. 6/12/7.

The plan of road—Bibbenluke to Bombala—has but recently been received from District Surveyor, and is now before the Council, and will not be available for about three weeks.—F.A.F., 15/12/77.

No. 10.

Mr. Road Superintendent Bundoock to The Commissioner for Roads.

Road Cooma to Bombala—deviation by Shoemaker's Gully.

See Instructions
No. 7.

WHEN Mr. Atchison was surveying the road Cooma to Bombala it became necessary for me to decide which line was to be adopted from Bibbenluke, and I spent two days making the needed measurements for comparison of lengths and gradients.

I decided to adopt the line *via* Shoemaker's Gully, and Mr. Atchison quite coincided.

My reasons were—1. That the line was 10 chains shorter; 2. That the grades were easier; 3. That the line was sounder; 4. That the works needed were of a lighter character; 5. That the Shoemaker's Gully line was the most in use.

The objectionable features of the old line were about 20 chains bad ground along the river between Bibbenluke Crossing and Mr. Murphy's house; a steep ascent near Mr. Murphy's, and a steep ascent near Burnima; and the low level to which the line descended at Burnima requiring a continuous ascent, of a mile and a half each way. Certainly, both ascents could be eased by cuttings, but these would be deviations into private property, just the same as proposed line. The Burnima Hill at best would be a stiffish pull.

I have no idea how the land of Mr. Murphy may be affected by proposed change, as regards access to water, but Mr. Atchison's map of this road is now at Survey Office.

I cannot see why the new line should require metalling, particularly as it was adopted during the wet seasons to avoid the bad spots on the old line.

I often travelled that way from choice, and many did so always, as the direct road.

That Mr. Harper measured out the old line is no reason at all why it should continue the main road.

Another reason that might be given for Shoemaker's Gully line is that a track for flood lines could be obtained from Coolambooka Bridge without much loss of distance.

Local Land Office map I find will not enable me to send in a sketch plan, and I have no other to refer to.

Distance by old line from Burnima Junction to Bibbenluke is 4 miles 75 chains, and by new line, 4 miles 65 chains.

W. F. BUNDOCK,

13/12/77.

Mr. Franklin, obtain this plan from the Survey Office.—W.C.B., 17/12/77. Cannot be obtained yet.—F.A.F., 18/12/77.

No. 11.

Petition from Residents of Bombala to The Secretary for Public Works.

7 January, 1878.

The humble Petition of the undersigned, residents of the Town and District of Bombala,—

Respectfully Showeth:

1. That the road between Cooma and Bombala was about six months ago surveyed, and mile-posts erected thereon by Mr. Surveyor Atchison.

2. That the said road as laid out has for some considerable time past been generally used by the public travelling between Cooma and Bombala.

3. That the plans and report of the said road have been sent in to the Survey Department about two months since, but the said road has not since been proclaimed or gazetted.

4. That a portion of the said road, *viz.*, between Bombala and Bibbenluke, passes through a part of the land of David Ulrich, a free selector.

5. That the said David Ulrich has erected a fence across the said road, which has caused considerable inconvenience to persons travelling that way, in consequence of the road they have to travel being very rough and much longer.

6. That the road laid out by Mr. Surveyor Atchison has been approved of by the District Surveyor, Mr. Betts, Mr. Bundoock, Road Superintendent, and also generally approved of by the public.

11

7. That your petitioners desire that this road be immediately proclaimed and thrown open for general traffic.

And your petitioners, as in duty bound, will ever pray.

HENRY HAYES, J.P., W. RUTHERFORD, J.P.,
JOHN STEVENSON, J.P., W. M. COOKE, J.P.,
H. M. JOSEPH, J.P., J. D. STAFFORD,
C. D. LAMB, J. NICHOLSON, J.P.,

And ninety-seven others.

It is recommended that Mr. Robert Forster be informed (on behalf of the petitioners) that it is proposed to take the necessary steps to resume at once the land required for a part of the road from the conditional purchases of David and George Ulrich, under the 15th clause of the "Lands Act Amendment Act of 1875."—R. D. FITZGERALD (for Surveyor General), 17/1/78.

Inform for approval.—O.R., 19/1/78. Informed.—W.W.S., 20/1/78. Mr. R. H. M. Forster informed on behalf of petitioners.—24/1/78.

No. 12.

Petition from Residents of Bombala to The Commissioner for Roads.

Sir,

Bombala, 9 January, 1878.

We, the undersigned, residents in the Bombala District, Monaro, being aware that a petition is to be sent down, praying that a new road from Bibbenluke to Bombala, *via* Shoemaker's Creek, may be opened for public use, desire to petition against the same, as it will disturb existing interests, is not required by the public, and also for the following reasons:—

1. That there is a good practicable road that has been used over thirty years, and if the same amount of money required for the new road was expended on this old one it would make it equally good.
2. That this road applied for by the petition alluded to passes through the centre of Mr. John Murphy's ground, and leaves a large block of his land between the proposed road and the Cathcart and Bibbenluke Road without water, and no way of procuring any, excepting at an outlay of more than the value of the ground.
3. That it also goes through the land the property of Mr. Ulrich, by his house, and depreciates the value of his property.
4. That the old road is marked on the charts "Reserved road to Bombala," and was surveyed and marked some years ago by a licensed surveyor, and approved of by District Surveyor Evans.
5. That when the land was taken up by Mr. John Murphy, M.L.A., it was a surveyed block, and he has suffered in his business by the uncertainty of the road being opened.

HENRY KESTERTON, J.P.,
H. W. ROWLEY,
JOHN E. BENNETT,
And 139 others.

Resubmit with other papers. Can Mr. Eames trace them. There was a tracing made from plan, and I think sent to Mr. Bundock for report.—W.C.B., 19/3/78.

No. 13.

The Surveyor General to The Under Secretary for Lands.

Urgent.

20 January, 1878.

In consequence of a complaint having been made that a portion of the road recently surveyed by Mr. Surveyor Atchison from Nimitybelle to Bombala has been obstructed through the conditional purchase of David Ulrich, it is advisable that, in order to save delay, the land required for a portion of this road be resumed at once, under the 15th clause of the "Lands Act Amendment Act of 1875," from the conditional purchases of David and G. Ulrich.

A tracing* is herewith, showing the portion of road in question, and upon which the improvements are nil; but the sum of £40 16s. should be recommended to be paid as cost of fencing to Mr. George Ulrich, being in accordance with estimate of Mr. Surveyor Atchison, and this amount should be paid out of the "Fencing Vote."

ROBT. D. FITZGERALD,
(For the Surveyor General).

For approval.—W.W.S., 21/1/78. Approved.—J.S.F., 21/1/78.

No. 14.

The Under Secretary for Lands to R. H. M. Forster, Esq.

Sir,

24 January, 1878.

With reference to the petition presented by you from certain residents of the town and district of Bombala, representing that a portion of the road surveyed between Cooma and Bombala has been obstructed by one David Ulrich, where it passes through his land, and requesting that the said road may be opened for general traffic, I am directed to inform you that it is proposed to take the necessary steps to resume at once the land required for a part of the road from the conditional purchases of David and George Ulrich, under the 15th clause of the "Lands Act Amendment Act of 1875."

I have, &c.,
W. W. STEPHEN,
Under Secretary.

No. 15.

No. 15.

Messrs. Malone & Pooley to The Secretary for Public Works.

Sir,

Bombala, 22 February, 1878.

I have the honor to call your attention to the almost impassable state of the road between Bibbenluke and Bombala. I have to run the mails from Cooma to Bombala by coach, according to contract, and up to a late period there was no difficulty on that portion of the road, as it ran by the route measured by Mr. Surveyor Atchison under instructions from the Government; but this route was not proclaimed as open, so I have been forced to travel by a line that follows a bend of the Bibbenluke River. The consequence is that if there is the slightest fresh in the river the road is under water, and at present is an almost impassable bog, and is likely to be so throughout the winter. If a flood occurs the mails are stopped, and without a flood it is only by a hard struggle for the horses that I can push through the bog. If the measured road were declared to be open I would avoid this; and I respectfully beg your very earliest consideration of the matter.

I have, &c.,

PATK. MALONE,
Pro MALONE & POOLEY,
Contractors.

Mr. Bennett, for report.—J.S. Roads, B.C., 6/3/78.—J.R. This is more a question for the
Department of Lands.—W.C.B., 7/3/78. Under Secy., B.C. The Under Secretary for Lands, B.C.,
7/3/78.—J.R.

No. 16.

R. H. M. Forster, Esq., to The Secretary for Public Works.

Sir,

203, York-street, Sydney, 22 March, 1878.

Referring to a letter addressed to you on the 22nd ultimo, by Messrs. Malone and Pooley, mail contractors, complaining of the almost impassable state of the road between Bibbenluke and Bombala, and that by reason of the not proclaiming a better road, which was measured by Mr. Surveyor Atchison, I am instructed, on behalf of the above gentlemen, to invite your attention to the urgency of this matter, and respectfully request you to obtain the proclamation of the surveyed road in the interest of the public.

I am, &c.,

ROBT. FORSTER.

Does Mr. Bennett know anything of this case?—J.S., 25/3/78. Commissioner for Roads,
B.C., 27/3/78.—J.R. This is Mr. Murphy's case. Mr. Eames pray let me have the papers.—W.C.B.,
28/3/78.

No. 17.

A. G. Blomfield, Esq., to The Secretary for Lands.

Sir,

Sydney, 8 May, 1878.

With reference to papers 77/2,587 R.S.B., relating to the deviation or new road from Bibbenluke to Bombala, *via* Shoemaker's Creek, county of Wellesley, which was measured and laid out by Mr. Atchison in March, 1877, I have been instructed by the executors of the late William Bradley to draw your attention to this matter, and request that it may be finally settled with as little delay as possible, for at present it is kept closed by one Ulrich, which causes considerable annoyance and loss of time to the public generally, and more especially to the mailman, who is always complaining to my clients.

I have, &c.,

A. G. BLOMFIELD.

No. 18.

Messrs. Dawson & Son to The Commissioner for Roads.

Sir,

136, Pitt-street, Sydney, 14 May, 1878.

Will you permit us to inquire if any arrangement has yet been arrived at with respect to the new line "Cooma to Bombala," in which our client, Mr. John Murphy, is so deeply interested.

Yours, &c.,

JOHN DAWSON & SON,
(By THOS. HUGHES.)

Inform no decision, and that Mr. Bundock was directed to call yesterday.—W.C.B., 15/5/78.

No. 19.

The Commissioner for Roads to Messrs. Dawson & Son.

Gentlemen.

Department of Public Works.

Office of Commissioner and Engineer for Roads, Sydney.

In reply to your letter of the 14th instant, inquiring if any decision has been arrived at with respect to the new line of road from Cooma to Bombala, I have to inform you that the local officer called at your office yesterday, and saw Mr. Hughes on the matter.

I have, &c.,

W. C. BENNETT,
Commissioner and Engineer for Roads.

No. 20.

See No. 15.

See No. 18.

No. 20.

A. H. McCulloch, Esq., to The Commissioner for Roads.

Sir,

165, Pitt-street, Sydney, 25 May, 1878.

I am instructed by a number of the residents between Bibbenluke and Bombala to call your attention to the reasons which exist and should prevail against the contemplated closing of the new road between the two townships aforementioned.

The reasons are as follows:—

1. The new road has been in use for fifteen years past, and for the last six years has been the mail road.

2. It is a good road throughout, and is easily kept in repair, and always passable.

3. It is shorter by nearly a quarter (out of 4 miles) than the old road, to which it is proposed to divert the traffic.

4. It became used in consequence of the impossibility to travel the old road in wet weather.

5. It keeps to the ranges and away from the river, and the ascents are less severe, the creeks more shallow, and always crossable; while the old road descends to the river bank, extends for nearly $\frac{1}{2}$ a mile within flood mark, and hugs the river nearly all the way to its junction with the new road, occasioning several very steep ascents, and it crosses several very awkward creeks.

6. A unanimously signed petition has been presented in favour of the new road, and the signatures are those of nearly all the residents in the neighbourhood.

I am also instructed to answer some of the reasons which have been offered for the closing of the road, as follows:—

1. Mr. Murphy will sustain no more damage than he has always been subject to, the use of the new road having existed up to within the last three months, and having commenced long before he selected the land on which he resides. The store owned by him is only an ordinary homestead store, intended for the use of his own dependents, and it is within $\frac{1}{2}$ a mile of a large store in Bibbenluke, so that the trade at his store can only be trifling; indeed he offered to sell the whole stock to a person in Bibbenluke about six months ago, stating that it was not worth while his continuing the store. The new road lately opened need not interfere with those who wish to travel by the old road, which can be left open as a by-road.

2. The petition presented in favour of closing the old road was signed by persons who have no interest in the locality; the names are principally those of travellers on another road, who signed the petition when it was left at a public-house in Bibbenluke for the purpose, the owner of the public-house being connected with Mr. Murphy.

Upon these grounds I am instructed to protest against the closing of the new road.

I have, &c.,

A. H. McCULLOCH.

Resubmit with previous papers.—W.C.B., 29/5/78.

No. 21.

A. H. McCulloch, Esq., to The Secretary for Lands.

Sir,

Sydney, 25 May, 1878.

I am instructed by a number of the residents between Bibbenluke and Bombala to call your attention to the reasons which exist and should prevail against the contemplated closing of the new road between the two townships aforesaid.

The reasons are as follows:—

1. The new road has been in use for fifteen years past, and for the last six years has been the mail road.

2. It is a good road throughout, and is easily kept in repair, and always passable.

3. It is shorter by nearly a quarter (out of 4 miles) than the old road, to which it is proposed to divert the traffic.

4. It became used in consequence of the impossibility to travel the old road in wet weather.

5. It keeps to the ranges and away from the river, and the ascents are less severe, the creeks more shallow, and always crossable; while the old road descends to the river bank, extends for nearly $\frac{1}{2}$ a mile within flood marks, and hugs the river nearly all the way to its junction with the new road, occasioning several very steep ascents, and it crosses several very awkward creeks.

6. A numerously signed petition has been presented in favour of the new road, and the signatures are those of nearly all the residents in the neighbourhood. Sec No 9.

I am also instructed to answer some of the reasons which have been offered for the closing of the road, as follows:—

1. Mr. Murphy will sustain no more damage than he has always been subject to, the use of the new road having existed up to within the last three months, and having commenced long before he selected the land on which he resides. The store owned by him is only an ordinary homestead store, intended for the use of his own dependents, and it is within $\frac{1}{2}$ a mile of a large store in Bibbenluke, so that the trade at his store can only be trifling; indeed he offered to sell the whole stock to a person in Bibbenluke about six months ago, stating that it was not worth his while to continue the store. The new road lately opened need not interfere with those who wish to travel by the old road, which can be left open as a by-road.

2. The petition presented in favour of closing the road was signed by persons who have no interest in the locality; the names are principally those of travellers on another road, who signed the petition where it was left at a public-house in Bibbenluke for the purpose, the owner of the public-house being connected with Mr. Murphy.

Upon these grounds I am instructed to protest against the closing of the new road.

I have, &c.,

A. H. McCULLOCH.

The

The action in this case has been stayed, owing to a representation having been made by Mr. Murphy, M.P., to the effect that the line proposed would be objected to, and that a petition against it was in course of preparation, and would shortly be sent in to this office. As such petition has not yet been received, it is recommended that Mr. Murphy be informed that unless it is received within a reasonable time, or sufficient cause shown for not resuming the road in question from the conditional purchases of David and George Ulrich, such action will be proceeded with.—ROBT. D. FITZGERALD (for Surveyor General), 3 June, 1878. Inform as above.—W.W.S., 5 June, 1878. Mr. Murphy, M.P., informed, 29 June, 1878.

The Under Secretary, Public Works,—Messrs. Dawson & Son have called on behalf of Mr. Murphy, M.P., to state that such a petition was sent into the Chief Commissioner of Roads. Perhaps the officer would transmit it to this department.—O.R., (for the Under Secretary,) B.C., 18 July, 1878. Commissioner for Roads.—J.R., B.C., 24 July, 1878. I now transmit the petition and all previous papers.—W.B., 25/7/78. Under Secretary for Lands.—J.R., B.C., 27/7/78.

As the deviation from the old road has been laid out at the instance of the Road Superintendent, it is recommended that the Commissioner and Engineer for Roads be requested to state whether, in view of the petitions for and against it, he is desirous that its proclamation, &c., should be carried out. The papers belonging to the Works Department are not further required in this Department, and should be returned to Works.—ROBT. D. FITZGERALD (for Surveyor General), 6 August, 1878. The Under Secretary for Works asked accordingly, and the papers belonging to that Department returned thereto.—24 August, 1878.

No. 22.

The Under Secretary for Lands to John Murphy, Esq., M.P.

Sir,

29 June, 1878.

Adverting to the petition from certain residents of the town and district of Bombala, praying for the opening of the road between Cooma and Bombala where it passes through the land of David Ulrich, I am directed to inform you that the action in this case has been stayed, owing to a representation having been made by you to the effect that the line proposed would be objected to, and that a petition against it was in course of preparation, and would shortly be sent in to this office; but as such petition has not yet been received, I am to state that unless it is received within a reasonable time, or sufficient cause be shown for not resuming the road in question from the conditional purchases of David and George Ulrich, such action will be proceeded with.

W. W. STEPHEN,
Under Secretary.

No. 23.

The Under Secretary for Lands to the Under Secretary for Public Works.

Sir,

24 August, 1878.

Adverting to your blank cover communication of the 27th ultimo, transmitting a petition, dated 9th January last, from certain residents in the Bombala District, protesting against the opening of the road between Cooma and Bombala where it passes through the land of David Ulrich, as petitioned for by certain other residents of Bombala, I am directed by the Minister for Lands to request that, as this deviation from the road has been made at the instance of the Road Superintendent, you will be good enough to state whether, in view of the petitions for and against it, you are desirous that its proclamation, &c., should be carried out.

2. I am to add that the papers belonging to the Works Department not being further required in this office are herewith returned.

I have, &c.,
W. W. STEPHEN,
Under Secretary.

Mr Murphy, M.P., has called to this office to suggest a compromise in this case, by making the pencil line shown on plan answer for the Cathcart and Bibbenluke Road, and close the old road, but at the same time Mr. Murphy states that he will not allow the road by the Bibbenluke River to be closed.—W.C.B., 16/9/78. Mr. Bundock, for report. Report and tracing sent in from Bibbenluke.—W.F.B., 16/10/78. Resubmit with this paper.—W.C.B., 21/10/78.

No. 24.

Bridget Mahon to The Secretary for Lands.

Sir,

Buklong, near Bombala, 30 August, 1878.

I have the honor to request that you will favour me by causing the District Surveyor of this district to receive instructions to lay out a road from my selection to either the Bibbenluke Road or the Bombala Road. Why I ask this request is that my neighbours are fencing in, which will entirely close me up. I herewith hand you rough plan* of my selections and those surrounding.

I have, &c., her
BRIDGET + MAHON.
mark.

I cannot recommend that the road here applied for be laid out and proclaimed as a parish road to afford access for one conditional purchaser.—R. D. FITZGERALD (for Surveyor General), 1 November, 1878. Submitted.—H.W. 13/11/78. Approved.—W.S., 14/11/78. Miss B. Mahon informed, 18/11/78.

*See enclosure.
Appendix F.

15

No. 25.

Mr. Road Superintendent Bundock's Report.

Respecting Mr. Murphy's proposed compromise *re* the Bibbenluke and Bombala Deviation.

Bibbenluke, 10 October, 1878.

Mr. Murphy proposes to divert the Cathcart Road some half-a-mile along Mr. Atchison's deviation until clear of his own land, and then to run it through Mrs. Campbell's blocks, No. 55 and No. 58, to join the present Cathcart Road.

This appears rather a one-sided proposal, and one Mr. Edwards informs me he will not accede to; apart from this, and even if it was Crown land, I do not see the justice of compelling travellers on a main road, such as that from Bibbenluke to Cathcart, to travel a longer and more hilly road than exists at present. I have plotted in pencil the present Cathcart Road, which runs in one line from the village of Bibbenluke to W. Rutherford's fence, and then turns along that fence and runs south for some 14 chains, and then south-east.

The present track is as dotted in, and forms a direct and gradual ascending road, and there will be no difficulty placed in the way of making the present track. The line Mr. Murphy proposes contends with a high hill.

I cannot recommend the course he proposes but on the above grounds, and also that I consider that Mr. Atchison's deviation is so manifestly the proper road, both as to gradient, distance, and economy, that no compromise should be needed. Mr. Murphy has fenced across the occupation road shown through his block No. 59. Let him take that instead of what is taken by Atchison's line, and the number of roads through his block will remain as at present.

With regard to the closing of the old road, which Mr. Murphy says he will not permit, that is a matter in which the Department is not concerned. The papers in this case sent me at Bega I will return from there.

Yours, &c.

W. F. BUNDOCK.

Register and resubmit.—W.C.B., 14/10/78.

Mr. Murphy has been to the office, and points out that every point in this case has been decided against him, and that his ground has been open to the public for months, and useless to him. Mr. Bundock will arrange the matter as far as he possibly can on the basis proposed by Mr. Murphy, as a compromise, which appears to me not unreasonable. The C. and B. Road will be next year a first-class road, and that portion of it below A and B will be made good. This will give the advantage to the Cathcart people of so much good road to counterbalance the disadvantages of the extra length and worse grades. I will write the Surveyor General on this matter and get him to have the necessary surveys made.

If Mr. Edwards will not consent to this concession, I see no alternative but to adopt the old line, and thus get rid of all the dispute.

Mr. Bundock will exercise special care and reticence in dealing with this matter.—W.C.B., 15/10/78. Mr. Bundock, B.C.

Mr. Murphy must labour under some mistake, as it appears to me that so far he has had matters all his own way, as he has fenced in not only Mr. Atchison's deviation but the occupation road shown across his ground, and also commenced to fence off the Bibbenluke and Cathcart surveyed road, with the express intention of making the public go round his land, and at present they are compelled to pass through two narrow openings; and with respect to losing the use of his land, he has had a good portion under crop for some months. The plan shows how small a portion of land of Mr. Murphy's is interfered with in comparison with that of Mrs. Campbell, and yet a further deviation through her property is proposed. The Ulrichs are, I consider, the most affected by this deviation. The present Cathcart Road is direct and has been used for many years, and there will be much dissatisfaction at the proposed change, which I cannot recommend. With reference to reverting to the old road, there are several changes required in that before it can be made, one especially through this same land of Mr. Murphy's—in fact a good portion of the line must be deviated from. I ran trial lines in these places before deciding on Mr. Atchison's line. The line along the river bank at Donald Gunn's 162 acres, the hill at Mr. Murphy's, and the long steep drop to river level at Burnima are the worst features, besides the boggy nature of some of the sidlings. Mr. Edwards told me he would oppose the proposed change of the Cathcart line. With reference to the Commissioner's last remark, as I cannot work in the dark, I do not see what is meant for me to do.—W. F. BUNDOCK, Bega, 25/10/78.

No. 26.

The Commissioner for Roads to J. Murphy, Esq., M.P.

Department of Public Works,
Office of Commissioner and Engineer for Roads,
Sydney, 8 November, 1878.

Sir,

With reference to your personal communication relative to the Bibbenluke and Bombala Road, I have to inform you that Mr. Wells has been instructed to meet Mr. District-Surveyor Betts on the ground next week with regard to this work.

I have, &c.,

W. C. BENNETT,

Commissioner and Engineer for Roads.

No. 27.

No. 27.

Telegram from Mr. District-Surveyor Betts to Commissioner for Roads.

Bibbenluke and Bombala Deviation.

8 November, 1878.

I CAN meet Assistant Engineer at Bombala on any date most convenient to him. Would suggest Friday, 15th, as most convenient for me.

A. C. BETTS,
District Surveyor.

Mr. Wells instructed—inform Mr. Murphy.—W.C.B., 8/11/78.

No. 28.

The Under Secretary for Mines to Bridget Mahon.

Madam,

18 November, 1878.

See No. 24.

With reference to your letter of 30th August last, applying for a road from your selection to either the Bibbenluke or the Bombala Road, I am directed by the Minister for Mines to inform you that the road in question cannot be laid out and proclaimed as a parish road, as it would only afford access to one conditional purchaser.

I have, &c.,
HARRIE WOOD,
Under Secretary.

No. 29.

Report of Mr. Assistant Engineer Wells.

Road from Bombala to Cooma—Bibbenluke Deviation.

IN company with Mr. Betts, District Surveyor, I have examined the lines of road proposed between Bombala and Bibbenluke at issue between Messrs. Murphy, M.L.A., and Mr. Edwards, as representing Mrs. Campbell, of the Burnima Estate.

After due conference, based on personal observation, we have arrived at the same conclusion, but deem it the proper course to report separately to the Heads of our respective Departments.

There can be no doubt as to the advantage to be gained both in gradient and distance in travelling from Bombala to Cooma by the adoption of the deviation surveyed and marked by Mr. Atchison. This line, from its divergence from the present road, about $3\frac{1}{2}$ miles north of Bombala, continues for nearly $2\frac{1}{2}$ miles along a gently undulating tableland; thence to Bibbenluke it makes one continuous easy grade, averaging by estimation 1 in 15, or less, with no pinches. Three short black soil lengths, amounting in all possibly to 500 lineal yards, would require to be formed and metalled. In consequence of cultivation on Mr. Murphy's property, if the line were opened in winter, it might be necessary to form and metal about 450 yards across such cultivation. Mr. Ulrich, who owns the other enclosed land passed through, offers no impediment to the proposed deviation if a corresponding amount of land to that taken for the road is given him from adjoining reserve, or money allowance made. The road through his enclosure to be fenced.

The land taken would be about $3\frac{1}{2}$ acres. The fencing required, about 128 rods—say, 5s., £32.

Mrs. Campbell, through whose ground the line principally runs, gratuitously allows the passage of the deviation, excepting, however, I presume, the privilege of closing the occupation road to the eastward.

The sole opponent appears to be Mr. Murphy, who objects to the deviation, but suggests a compromise, on which I report below.

The present track almost immediately after the divergence descends with a moderately steep gradient to the river flat, near Burnima House, and after a short time again ascends, but with a steep and very objectionable gradient, to the high level which it quitted. Even moderate grading, which is all that is practicable of this hill, would be somewhat expensive, and would require metalling. A few undulations, but not very heavy in grade, succeed, and we arrive at the final descent to Bibbenluke, the upper portion of which is not very objectionable, but the lower portion descending through Mr. Murphy's property to his residence is a very steep pinch. A deviation eastward is practicable, but would be somewhat costly. None of the works required, however, would be of so expensive a character as in themselves to form an insuperable obstacle to the adoption of this old line were it all equal in other respects to the deviation, which is running ground the whole way. Actual distance, though several chains shorter by the deviation in the present condition of the roads, does not differ very materially. Should, however, the gradients of the present line be reduced to anything like an equality, the difference would be considerably increased.

Soil in either case, making allowance for the consolidation of many years traffic on the old route, is about equal on the two tracks; but as the road in either case would probably be metalled in a few years, this is not a dominant element in selecting a line for the future.

For the reasons above, in the interest of the public, I recommend adoption of the deviation, compensating Mr. Murphy for the small extra quantity of land taken, and fencing enclosed land.

I recommend this in lieu of reverting to the old road, more particularly as considerable deviation would be required from the surveyed line of the old road to make it moderately easy in gradient. Such deviation would probably be five times as long as that required through Mr. Murphy's land, and would most probably be opposed by Mrs. Campbell. Adoption of the present track without deviation would perpetuate a public inconvenience, and it being an old boundary road with long user, enforcing a deviation would be tedious, if not impracticable.

With regard to the compromise proposed by Mr. Murphy, on the Cathcart Road, we carefully examined the line suggested, but find it could not be obtained at anything like a reasonable gradient on the line shown by him, marked in pencil on tracing. To obtain a road at a gradient of 1 in 9 or 1 in 10 it would be necessary to take the road in almost a semi-circle, as shown approximately in blue on the tracing. This would be decidedly an injurious and unwarrantable severance of Mrs. Campbell's property, who already gives without compensation the ground required for the new road in substitution of occupation road, and raises no objection to the surveyed line from Bibbenluke to Cathcart. I have not spoken to Mr.

Edwards,

Edwards, Mrs. Campbell's representative, at all in these matter, but I feel sure he would object to the blue line being adopted, and I think with reason. The public would also be forced on to a much worse and longer road than the one surveyed. Mr. Murphy's objection is apparently to the severance of his land by three roads, but it must be noted that it is already severed legally by three roads: 1st. The road from Bibbenluke to Cathcart, which is, I am told, reserved through both his property and Mrs. Campbell's. 2nd. An occupation road, shown on plan, which is also reserved through Mr. Murphy's property, and were it suitable for the deviation, might at once be opened, and is now liable to be opened at any time. 3rd. The old Bombala Road, which is of too long user to be closed, and I do not think Mr. Murphy would wish it; it is besides a boundary road. It will thus be seen on reference to the tracing that if Mr. Murphy is allowed to resume the occupation road, which he has already enclosed, in lieu of the ground taken for the deviation, he will not suffer more severance than at present exists. Fencing and compensation for the small extra quantity of ground taken might be allowed.

Mrs. Campbell, in her intermediate block between Mr. Murphy's property and the town boundary, suffers, if it can be so called, more than Mr. Murphy. The Cathcart Road being reserved, she now holds her land with only two roads through it, but if the deviation is adopted she will have three. She does not however object, but gives the ground gratuitously. Indeed, as Mr. Betts observes, *ad rem acor*, the proprietors who have taken up long strips of land adjacent to town boundaries, where several roads are nearly surely to converge, may reasonably anticipate severance of their property to a greater extent than outlying blocks, and, as my experience goes to show, ultimately to their own advantage by enhanced value on account of frontage.

Under the circumstances set forth, Mr. Betts and I are of opinion that it would be inequitable to inflict an injurious severance of Mrs. Campbell's property, as shown by blue line, particularly as the public would have to travel by a longer and much steeper road. I should have been glad, if possible, to save in cost of construction and endowment by keeping the two roads in common as long as possible, but in this saving also the advantage would lie with the surveyed road.

I therefore decidedly endorse Mr. Bundock's recommendations that the deviation as surveyed by Mr. Atchison on Cooma and Bombala Road, and the line surveyed to Cathcart, should be adopted as best calculated to serve the interests of the public with the least amount of inconvenience or injury to individuals.

FRED. WELLS,
Assistant Engineer Roads.

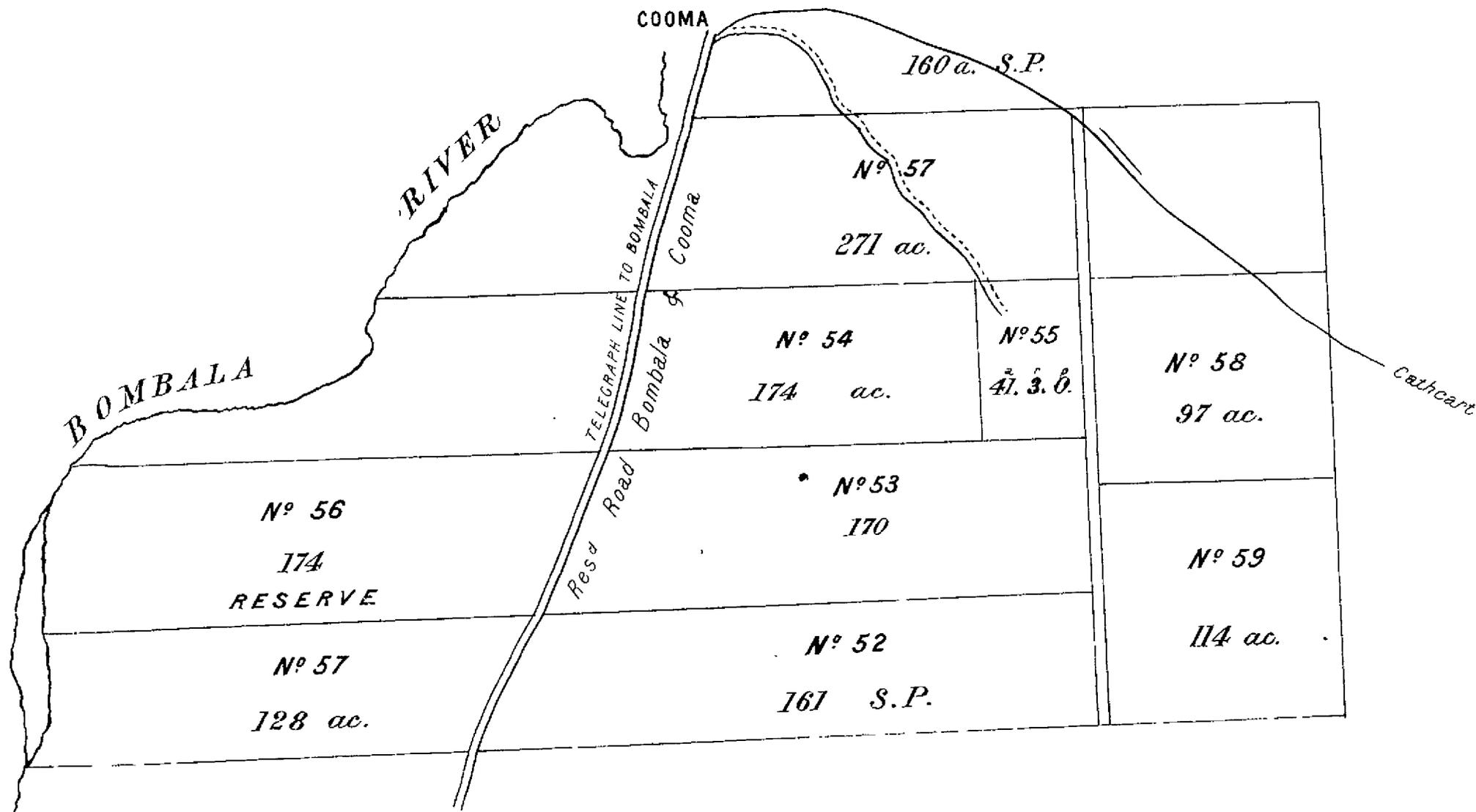
Bombala, 26/11/78.

[Six plans.]

Sydney : Thomas Richards, Government Printer—1879.

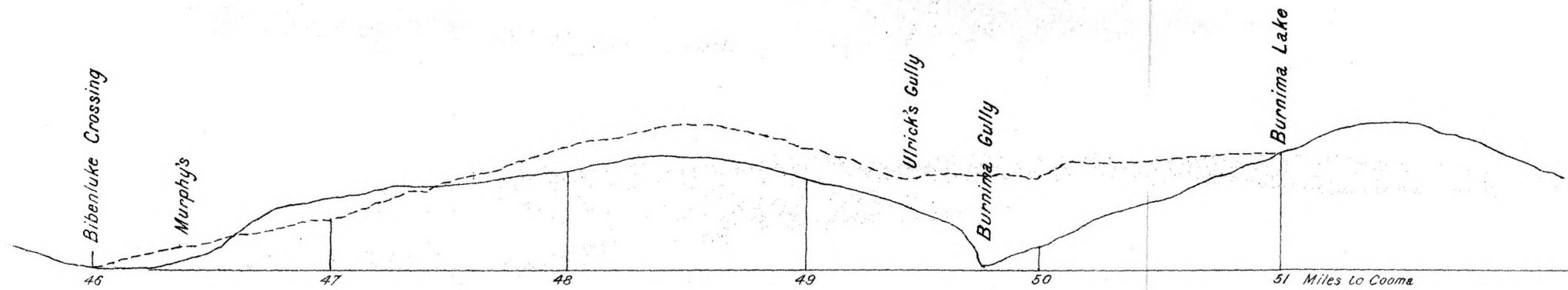
[1s.]

437—C



(Sig. 437)

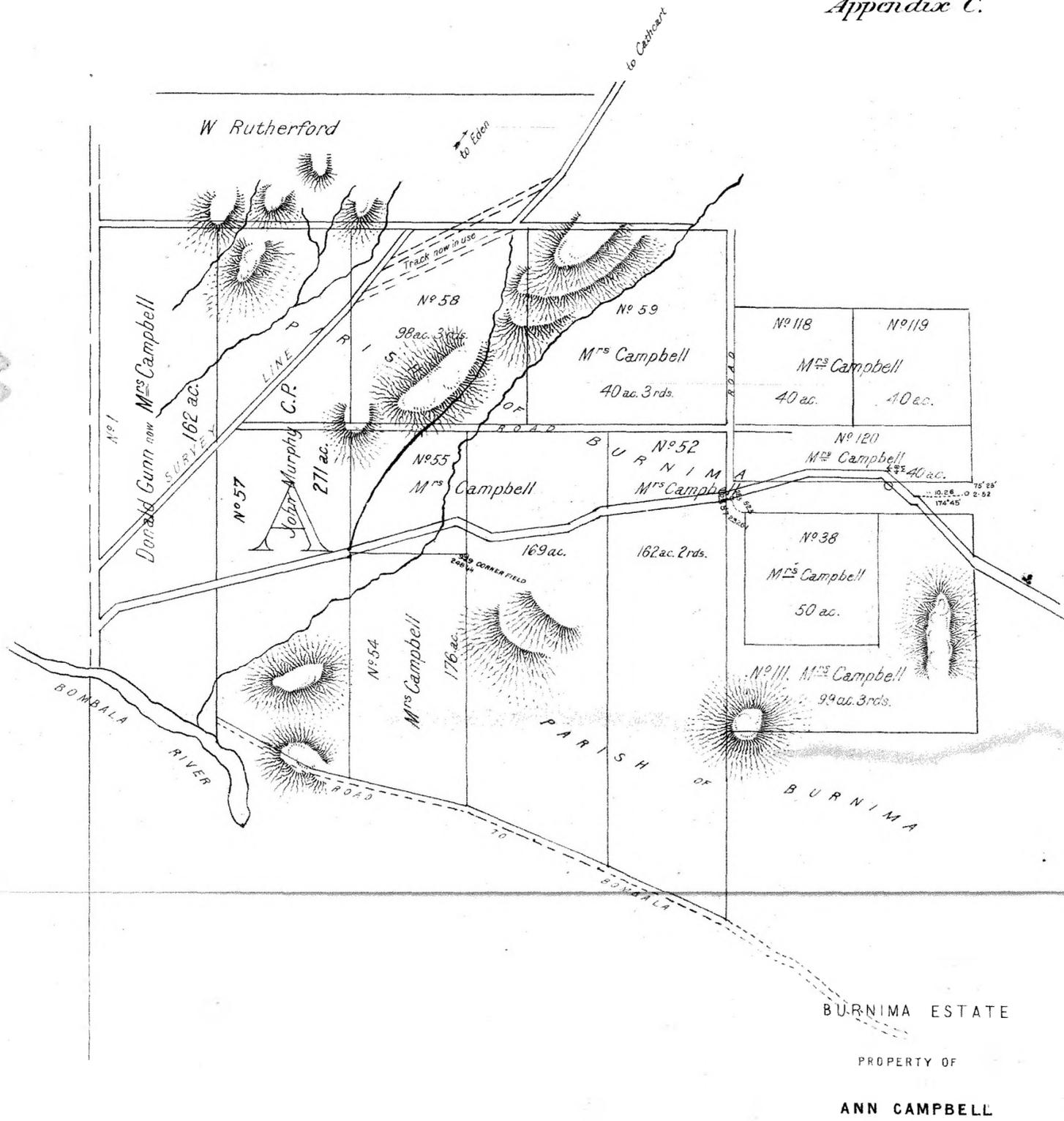
PROBABLE SKETCH SECTION
OF
OLD AND NEW LINES FROM BURNIMA LAKE TO BIBENLUKE.



Dotted line shows Mr Atchison's Surveyed line

(Sig. 437)

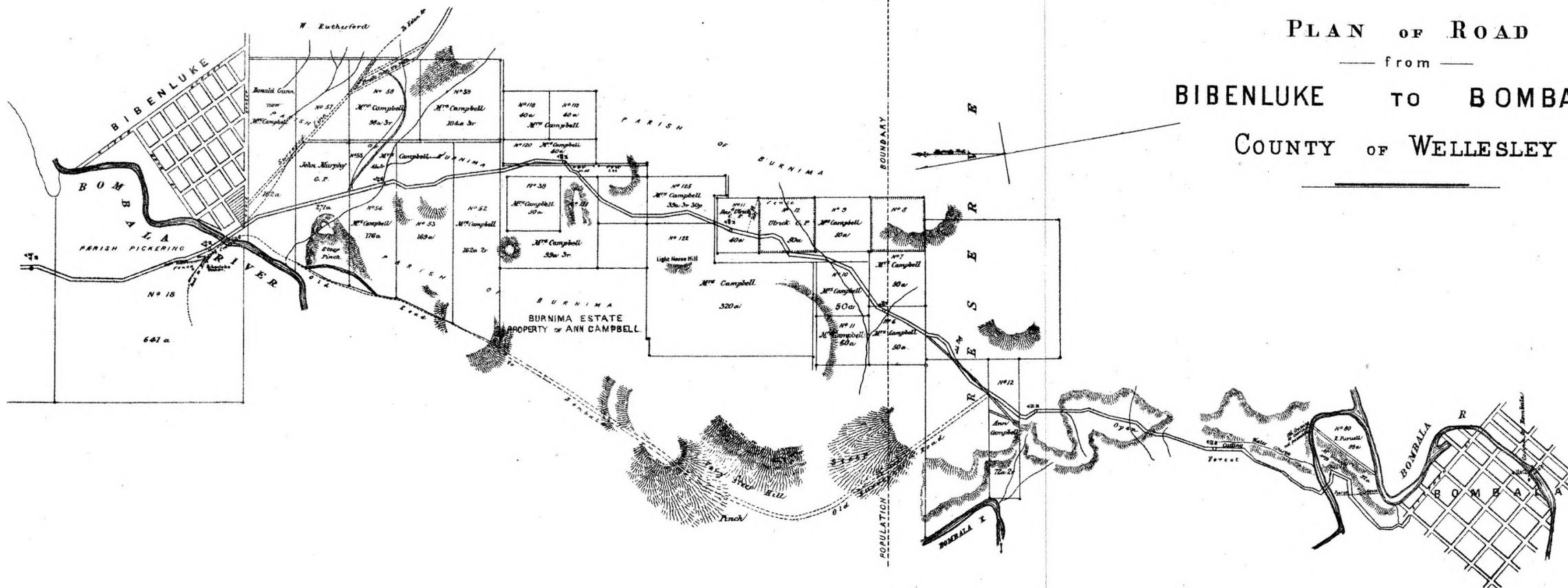
Appendix C.



(Sig. 437)

APPENDIX . D

PLAN OF ROAD
— from —
BIBENLUKE TO BOMBALA
COUNTY OF WELLESLEY



(Sig 437)

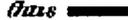
Enclosure to N^o 13

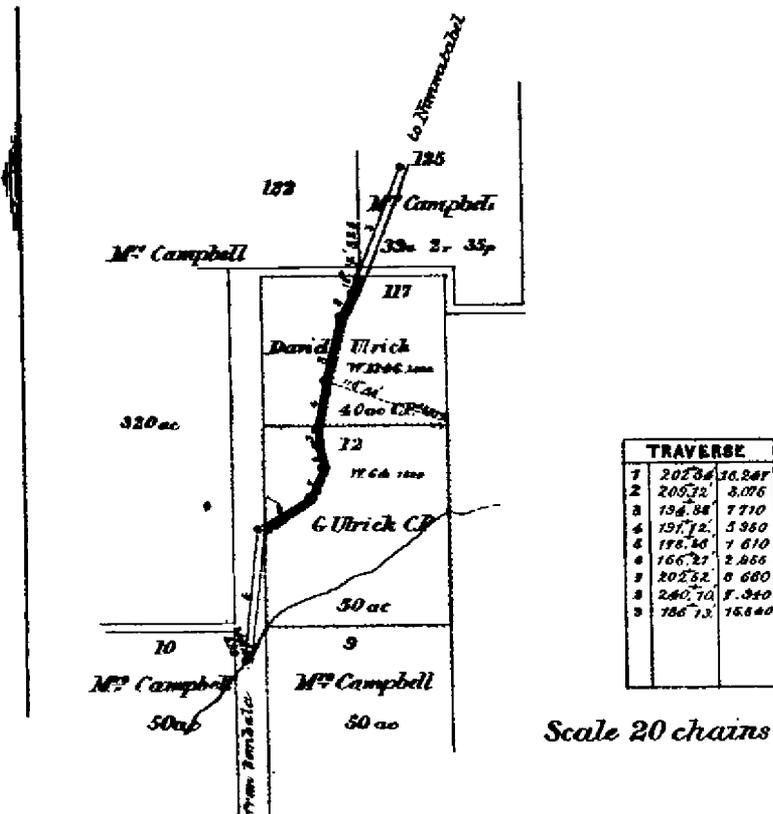
Appendix E

Copy
of tracing
showing part of the
road from Bombala to Nimmitabel

P.S.B 78/68

Proposed to be resumed under the 15 clause of the Lands Act
Amendment Act of 1875 from Portions 12 and 117
Parish of Burrina
County of Wellesley

Road to be resumed shown
thus 



Taken from Plan transmitted by Sir Atchison's letter of 10th Oct. N^o 776

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

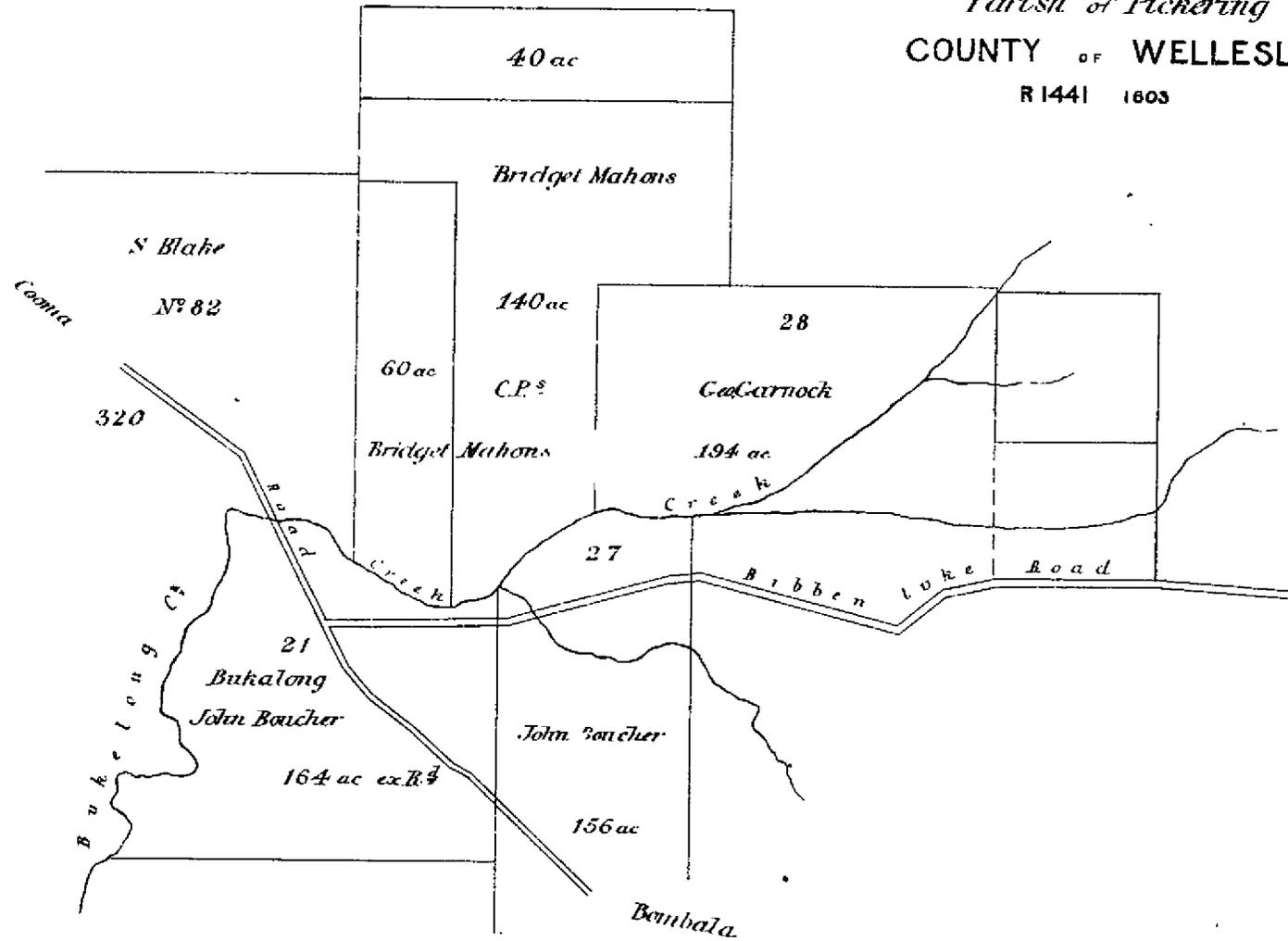
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Enclosure to N^o 24

Appendix Ist

Parish of Pickering
COUNTY OF WELLESLEY

R 1441 1603



(sig. 437)

1878-9.

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, 7 February, 1879.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1879.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Northern Roads.						
						£
1	2	2	2	3	Road from Manly Cove, <i>via</i> Balgowlah, to Middle Harbour ...	75
2	4	4	4	12	„ Wiseman's Ferry, <i>via</i> Shepherd's Gully, to St. Alban's ...	120
3	5	5	4	18	„ Wallsend to Maitland and Gosford Road, at Coorانبong ...	180
4	5	5	2	5	„ Coorانبong Wharf to Dora Creek... ..	125
5	3	3	2	27	„ The Broken-back Gap, to Wyong Creek	675
6	2	2	2	13	„ Wyong Creek to Gosford	325
7	...	...	5	20	„ Gosford to the Blood Tree	140
8	...	...	5	30	„ The Penang, near Gosford, to Buckelly, Main North Road	210
9	4	4	4	11	„ Main Northern Road near Laguna, Wollombi, to Upper Wattagan Creek... ..	110
10	4	4	4	26	„ Wyong Creek to Mangrove Creek, at Pemberton's Hill	260
11	4	4	5	21	„ Bullock Wharf to upper part of Mangrove Creek... ..	147
12	5	5	5	85	„ Wollombi and Warkworth Road to Colo River (Bulga Road)	595
13	4	4	4	44	„ Wollombi to Wiseman's Ferry	440
14	4	4	2	22	„ St. Alban's, through Wallambine Common, to Mount Manning... ..	550
15	4	4	4	9	„ Newcastle Municipality to Wallsend	90
16	4	4	4	13	„ Waratah to Maitland	130
17	...	...	2	6	„ Minmi to Woodford Railway Station	150
18	2	2	2	3	„ Union Inn, Rutherford, to Ford at Melville	75
19	2	2	2	15	„ Eastern foot of the Dividing Range to Wollombi... ..	375
20	...	3	3	4	„ Luskintyre Bridge to Lochinvar Railway Station.. ..	60
21	2	1	1	18	„ East Maitland Municipality to Broken-back Gap... ..	900
22	2	2	1	31	„ Raymond Terrace to Stroud	1,550
*				436	Carried forward	£ 7,282

* This year (1877) additional sums were voted for repairs to roads, viz. —1st and 2nd class, 25 per cent. on annual vote.

3rd and 4th „ 50 „ „
5th and 6th „ 100 „ „

No.	Class.			Length in Miles.		Proposed Expenditure
	1877.	1878.	1879.			
				436	Northern Roads—continued.	
					Brought forward ...	£ 7,282
23	2	2	1	73	Road from Stroud, <i>via</i> Gloucester, to Tinonce ...	3,650
24	2	1	1	6	„ Raymond Terrace towards Maitland to its junction with the Morpeth Road...	300
25	2	2	2	16	„ Dunmore Bridge to Seaham and Clarencetown ...	400
26	5	5	5	7	„ Deep Creek to Allandale Railway Station...	49
27	4	3	1	13	„ Paterson and Gresford Road to Clarencetown and Dungog Road ...	650
28	1	1	1	16	„ Clarencetown to Dungog ...	800
29	5	5	5	9	„ Clarencetown to Half-way House on Raymond Terrace and Stroud Road ...	63
30	4	4	4	8	„ Clarencetown, <i>via</i> Glen William, to Clarencetown and Dungog Road ...	80
31	3	2	2	8	„ Dungog to Chichester River ...	200
32	5	2	2	15	„ Dungog and Chichester Road to Underbank ...	375
33	5	4	3	6	„ Dungog and Gloucester Road to Fosterton ...	90
34	5	5	5	13	„ Dungog and Monkerai Road to Stroud ...	91
35	5	5	5	14	„ Upper Myall to Bulladelah... ..	98
36	...	...	3	7	„ Old Bulladelah Inn to Raymond Terrace Road at School Hill ...	105
37	...	...	4	45	„ Bulladelah, <i>via</i> Bungwall, to Forster ...	450
38	3	3	3	18	„ Bulladelah to the Stroud and Raymond Terrace Road ...	270
39	3	3	3	7	„ Bandon Grove to Little River ...	105
40	5	3	1	30	„ Paterson <i>via</i> Dungog and Monkerai, to Stroud and Gloucester Road at Langworthy's ...	1,500
41	...	3	3	2	„ Main North Road at Harper's Hill to Allandale Railway Station ...	30
42	3	3	3	32	„ Singleton to Denman ...	480
43	1	1	1	87	„ Denman, <i>via</i> Cassilis, to Coolah ...	4,350
44	3	3	3	21	„ Giant's Leap to Kerrabee ...	315
45	...	...	5	5	„ Caywell Creek and Spring Gully to Main North Road near Cliffdale ...	35
46	...	3	3	24	„ Muswellbrook to Sandy Hollow ...	360
47	...	...	5	34	„ Coolah to Nesby's Junction ...	238
48	...	...	3	50	„ Meregoen <i>via</i> Caigan to Coonabarabran ...	750
49	...	...	6	15	„ Mudgec Road at Wollar to the Mill at Green Hills ...	75
50	4	4	4	33	„ Main Northern Road to Nundle, Hanging Rock, and Swamp Creek ...	330
51	...	4	4	7	„ Box-tree, <i>via</i> the Gap, to Silver Mines ...	70
52	...	3	3	10	„ Main North Road at Wallabadah to Quirindi ...	150
53	...	4	4	6	„ Quirindi to Middle Island ...	60
54	...	5	5	6	„ Quirindi up Jacob and Joseph's Creeks ...	42
55	...	5	5	5	„ Quipolly up north bank of creek to Railway ...	35
56	...	2	5	100	„ Quirindi, <i>via</i> Colly Blue, to Coonabarabran ...	700
57	5	5	5	15	„ Box-tree and Blandford Road to M'Donald's, on Isis River ...	105
58	...	5	5	20	„ Blandford to Scott's and Green's Creeks ...	140
59	2	2	2	15	„ Muswellbrook to Denman ...	375
60	5	5	3	39	„ Scone to Merriwa ...	585
61	...	5	5	10	„ Scone and Merriwa Road at Kingdon Pond's Bridge to Middle Creek... ..	70
62	5	5	5	45	„ Scone and Denison Diggings Road at Bellevue, <i>via</i> Crawney, to Nundle ...	315
63	...	6	6	12	„ The Scone, Dartbrook, Kayuga, and Muswellbrook Road at Kayuga, <i>via</i> Sandy Creek, to Great Northern Road, near Aberdeen ...	60
64	6	6	6	50	„ Main Northern Road, <i>via</i> Currabubula, to Tamworth ...	250
65	2	2	2	38	„ Tamworth, <i>via</i> Dungowan, to Bowling Alley Point and Nundle ...	950
66	...	5	5	16	„ Dungowan, <i>via</i> Cadell's, to head of Ogumbil Creek ...	112
67	...	6	6	12	„ Tamworth, <i>via</i> Moore Creek, to Attunga ...	60
68	1	1	1	50	„ Tamworth to Gunnedah ...	2,500
69	4	4	4	65	„ Willow Tree to Gunnedah ...	650
70	1	1	1	65	„ Gunnedah to Narrabri ...	3,250
71	...	...	3	25	„ Gunnedah towards Barraba ...	375
72	3	3	3	146	„ Turravan to Walgett ...	2,190
73	1	1	1	29	„ Tamworth to Manila ...	1,450
74	...	...	4	80	„ Narrabri to Bingera... ..	800
	*			1,916	Carried forward ...	£ 38,815

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th „ 50 „ „
5th and 6th „ 100 „ „

No.	Class.			Length in Miles.	Northern Roads—continued.	Proposed Expenditure.
	1877.	1878.	1879.			
				1,916	Brought forward ...	£ 38,815
					Road from Bingera to Moree ...	315
75	...	5	5	45	Coonabarabran to Gunnedah ...	1,650
76	...	2	2	66	Coonabarabran to Baradine ...	150
77	5	3	6	30	Rocky Creek to Moree ...	420
78	...	2	5	60	Barraba to Gunnedah ...	1,125
79	...	2	2	45	Baradine to Pilliga ...	336
80	...	5	5	48	Narrabri to Moree ...	490
81	5	5	5	70	Warialda to Moree ...	406
82	5	5	5	58	Warialda to Yetman ...	570
83	5	5	4	57	Manila, <i>via</i> Barraba, to Bingera ...	3,500
84	1	1	1	70	Bingera to Bundarra, <i>via</i> Keera ...	294
85	...	...	5	42	Bingera to Warialda ...	1,250
86	1	1	1	25	Warialda to Gunyerwarialda ...	210
87	...	...	5	30	Cobbedah to Rocky Creek ...	1,250
88	2	2	2	50	Glen Innes to Inverell ...	2,100
89	1	1	1	42	Inverell to Warialda... ..	675
90	4	4	3	45	Inverell to Queensland Border, <i>via</i> Ashford ...	645
91	...	3	3	43	Inverell to Bannockburn, <i>via</i> Graman ...	210
92	...	5	5	30	Middletown, <i>via</i> Gilgai and Howard's Lane, to Crutchley's Crossing, Inverell... ..	150
93	3	3	3	10	Main Northern Road at Rocky Gully, <i>via</i> Bundarra, to Inverell ...	4,300
94	2	2	1	86	Bendemeer to Walcha ...	750
95	5	5	2	30	Armidale to Grafton ...	6,750
96	1	2	1	135	Armidale Municipality to Inverell ...	2,125
97	4	4	2	85	Main North Road at Uralla to Walcha ...	360
98	5	3	3	24	Yarrowick to Armidale ...	500
99	...	...	2	20	Armidale, <i>via</i> Cameron's Creek, to Rockvale ...	175
100	...	...	5	25	Armidale to Mihi Creek ...	140
101	...	...	5	20	Armidale to Uralla and Walcha Road, at 12-mile post, Salisbury Plain ...	140
102	6	6	6	28	Glen Innes to Wellingrove ...	375
103	2	2	2	15	Newton Boyd Road to Vegetable Creek ...	1,500
104	1	1	1	30	Newton Boyd Road to Nymboida ...	135
105	...	3	3	9	Lawrence to Tenterfield ...	6,300
106	1	1	1	126	Tenterfield towards Bonshaw and Clifton... ..	750
107	...	3	3	50	Tabulam to Solferino Road... ..	400
108	...	4	4	40	Grafton to Solferino... ..	825
109	3	3	3	55	Grafton to Cross Roads towards Casino ...	270
110	4	4	4	27	South Grafton to Maclean's ...	300
111	...	...	4	30	Cross Roads to Casino ...	1,900
112	1	1	1	38	Casino to Ballina ...	2,000
113	1	1	1	40	Casino to Mount Lindsay, on the Queensland Border ...	350
114	5	5	5	50	Lismore to Queensland Border ...	3,000
115	1	1	1	60	Cudgen to Tweed River ...	120
116	...	...	3	8	Byangum, <i>via</i> Tweed River Junction, to Queensland Border ...	450
117	...	...	3	30	Lismore to Goolmangar ...	135
118	...	...	3	9	Lismore, <i>via</i> Gunderimba to Wyrallah ...	135
119	...	3	3	9	Wyrallah to Wardell and Lismore Road ...	200
120	...	...	2	8	Wardell, <i>via</i> Tuckombil, to the Lismore and Ballina Road ...	600
121	1	1	1	12	Ballina to Tintenbar... ..	225
122	...	...	2	9	Woodburn to Casino, <i>via</i> Coraki and Codrington... ..	189
123	5	5	5	27	Nowendoc to Walcha ...	235
124	...	...	6	47	Walcha to Port Macquarie ...	3,000
125	2	2	2	120	Port Macquarie to Kempsey ...	875
126	2	2	2	35	Kempsey to Armidale and Grafton Road ...	4,250
127	1	1	1	85	Kempsey to Bellinger River ...	900
128	3	3	3	60	Kempsey to Brederickton ...	250
129	1	1	1	5	Fredrickton to M'Leay River Heads ...	375
130	5	3	3	25	Oakes Plains, <i>via</i> Klybuca, to M'Leay River Heads ...	126
131	5	5	5	18	East Kempsey Ferry, <i>via</i> Gladstone and Boggy Creek, to Trial Bay ...	375
132	3	3	3	25	East Kempsey to Euroka Village ...	60
133	4	4	4	6	Green Hills to Yarrowell Falls ...	50
134	4	4	4	5	Warneton to the New England Road ...	90
135	3	3	3	6	Belgrave to Kempsey and New England Road ...	60
136	3	3	3	4		
	*			4,358	Carried forward ...	£ 100,606

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
					Northern Roads—continued.	£
					Brought forward	100,606
137	...	...	3	12	Road from Rollands Plains to junction with Port Macquarie and Kempsey Road	180
138	3	3	2	50	" Fernmount, <i>via</i> Never Never, to Grafton and Armidale Road	1,250
139	5	5	5	18	" Missibotti, <i>via</i> Bowra, to Nambuccra Heads	126
140	...	...	3	12	" Bowraville to Lumly, Argent's Selection	180
141	4	4	4	16	" Wilson River, <i>via</i> Saltwater Creek, Bar Scrub, to Port Macquarie and Walcha Road	160
142	2	2	2	50	" Cundle through Jones's Island to Port Macquarie	1,250
143	4	3	3	16	" Cundle, <i>via</i> Lansdowne, to Junction with Jones's Island Road, near Pipeclay Creek	240
144	2	2	2	8	" Tinonee to Cundle	200
145	5	5	5	17	" Tinonee and Gloucester Road to Clarkin's Crossing, Wollomba River	119
146	5	5	5	12	" Tinonee to Bohnock	84
147	3	3	3	6	" Tinonee to Wingham Ferry	90
148	3	3	3	2	" Tinonce and Bohnock Road to south channel of the Manning River (Redbank Road)	30
149	2	2	2	8	" Tinonee and Cundle Road to Wingham	200
150	5	4	4	11	" Wingham to Wherrol Flat, Dingo Creek	110
151	4	4	4	7	" Burril Creek to Wingham and Black Flat Road	70
152	5	5	5	11	" Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	77
153	4	4	4	7	Road through Oxley Island	70
154	...	...	5	5	" Dumaresq Island	35
				4,626	Total miles.	Total £ 105,077
					Western Roads.	£
155	1	1	1	2	Road from Main Western Road at Burwood to Main Southern Road	100
156	6	6	6	5	" Sackville Reach to Post Office, mouth of Colo River	25
157	5	5	5	8	" Churchill's Wharf to mouth of Colo River	56
158	3	3	2	13	" Bell's Line to Colo River (Comleroy Road)	325
159	3	2	1	3	" Blacktown Road to Riverstone Railway Station	150
160	3	2	2	50	" Richmond Bridge, <i>via</i> Mount Tomah, to Mudgee Road, near Bowenfels (Bell's Line)	1,250
161	...	...	4	12	" Bowenfels to Wallerawang	120
162	4	4	4	10	" Main Western Road, at Little Hartley, to Gambang Swamp	100
163	4	4	3	30	" Hartley to Oberon	450
164	...	...	3	6	" Mount Victoria to Platform Mount Wilson	90
165	5	5	5	11	" Mount Victoria to Govett's Leap and Mount King George	77
166	4	4	4	5	" Hartley to Blaxland's Swamp	50
167	2	2	2	4	" Bowenfels to Blaxland's Swamp	100
168	...	2	2	4	" Main Western Road, Little Hartley, to Kerosene Mines	100
169	3	3	3	10	" Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	150
170	5	5	5	9	" Mudgee Road to Wolgan Valley	63
171	...	...	2	10	" O'Connell Plains and Oberon Road, at Ritchie's, through Sidmouth Valley, to Junction with Mutton's Falls and Oberon Road	250
172	5	5	3	17	" Ginkin, <i>via</i> Boggy Flat, to Oberon	255
173	3	3	3	5	" Hartley, <i>via</i> Brown's Gap, to Lithgow	75
174	1	1	1	11	" Bathurst to O'Connell's Plains	550
175	5	5	5	4	" Kelso to Kelloshiel	28
176	3	3	3	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest	380
177	2	2	2	15	" Limekilns Road to Palmer's Oakey Road and Upper Turon	375
178	2	2	2	28	" Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road	700
179	3	3	3	15	" Mitchell's Creek Quartz Reefs towards Palmer's Oakey	225
				309	Carried forward	£ 5,994

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.*			
				309		
				11		
					Western Roads--continued.	
					Brought forward	£ 5,994
180	3	3	3	11	Road from 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
181	2	2	2	30	" Magpie Hollow to O'Connell	750
182	3	3	1	17	" Tarana Railway Station to Oberon	850
183	1	1	1	17	" O'Connell to Oberon	850
184	2	2	2	8	" O'Connell to Wiseman's Creek	200
185	3	3	3	20	" Oberon to Swatchfield	300
186	1	1	1	30	" Bathurst, <i>via</i> Kellosiel, to near Monkey Hill	1,500
187	1	1	1	20	" Near Monkey Hill to Tambaroora and Hill End	1,000
188	1	1	1	42	" Hill End, <i>via</i> Bragg's, to Main Western Road	2,100
189	1	1	1	39	" Cudgegong Municipality to Hill End	1,950
190	...	...	3	22	" Cudgegong Municipality to Wollar	330
191	3	3	3	60	" Home Rule to Coolah	900
192	3	3	3	34	" Bathurst to Ophir	500
193	3	2	2	18	" Ilford to Sofala	450
194	3	3	3	12	" Sofala to Palmer's Oakey Creek	150
195	1	1	1	29	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon	1,450
196	1	1	1	12	" Sofala, <i>via</i> Circus Point and Cockatoo Hill, to Tambaroora Road, at Monkey Hill	600
197	3	3	3	16	" Rockley to Caloola and Tuena Roads	240
198	1	1	1	16	" Bathurst and Caloola Road to Rockley	800
199	4	4	4	13	" Bathurst and Caloola Road to Tea-pot Swamp	130
200	4	4	2	14	" Carcoar, <i>via</i> Village of Shaw, to Tea-pot Swamp	350
201	...	2	2	5	" Bathurst, Gorman's Hill and Campbell's River Road <i>via</i> Sandy Creek, to Railway Platform, Perth	125
202	2	2	2	13	" Bathurst and Caloola Road, <i>via</i> Limekilns and Cow Flat, to Rockley Road	325
203	1	1	1	38	" Bathurst to Caloola and Trunkey Gold Field	1,900
204	2	1	1	14	" Blayney, <i>via</i> Costolo's and Hoodley's Lanes to Shaw and No. 1 Swamp, near Post Office	700
205	2	2	2	15	" Arthur Town to Tuena	375
206	1	1	1	17	" Back Creek Ry. Station, <i>via</i> Hobbey's Yards, to Arthur Town	850
207	4	4	4	13	" Tea-pot Swamp, <i>via</i> Mallow Grove and Regan's Falls, to Carcoar	180
208	...	4	4	10	" Tea-pot Swamp Road, at junction with Trunkey Creek and Carcoar Road <i>via</i> Willow Glen to Mallow Grove	100
209	4	4	2	12	" Tea-pot Swamp, <i>via</i> Five Islands, to No. 1 Swamp	300
210	2	2	1	25	" Orange to Carcoar	1,250
211	1	1	1	30	" Mandurama to Canowindra	1,500
212	2	2	2	22	" Canowindra to Eugowra	550
213	1	1	1	25	" Orange to Cargo	1,250
214	2	2	2	38	" Orange to Stony Creek	950
215	3	3	3	27	" Stony Creek to Wellington	405
216	1	1	1	50	" Boree to Parkes	2,500
217	2	2	2	9	" Peel to Duramana	225
218	1	1	1	14	" Icely to Spring Grove Railway Station	700
219	...	2	2	12	" Spring Grove Railway Station to Cadia	300
220	...	2	2	12	" Cadia, <i>via</i> Long Swamp and Forest Reefs, towards Bathurst	300
221	...	4	4	40	" Obley to Dubbo	400
222	...	2	3	104	" Dubbo, <i>via</i> Gilgandra to Coonamble	1,560
223	1	1	1	6	" Spring Hill Railway Station to Hennessy's Inn, on Orange and Cadia Road	300
224	1	1	1	8	" Lucknow, <i>via</i> Spring Hill, to the Orange and Carcoar Road	400
225	...	...	1	2	" Warboy's, on Lucknow and Carcoar Road, to Marten's, on Orange and Carcoar Roads	100
226	...	3	2	18	" Lyndhurst, <i>via</i> Cobb's, to Millburn Creek Copper Mines	450
227	2	2	2	18	" Molong to Moranburn, on Boree and Parkes Road	450
228	4	4	4	40	" Molong to Obley	400
229	6	6	6	22	" Molong to Stony Creek	110
230	3	3	3	24	" Forbes to Parkes	360
231	...	...	3	60	" Forbes to Condobolin	900
232	3	3	3	47	" Cowra to Young	705
233	3	3	3	80	" Cudgegong Municipality to Dubbo	1,200
234	3	3	3	10	" Midway Station to Cobborah	150
	*			1,669	Carried forward	£ 43,809

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
					Western Roads—continued.	
					1,669	£
					Brought forward	48,809
235	...	...	5	60	Road from Cowra to Forbes, South Bank of Lachlan...	420
236	1	2	2	16	" Cudgegong Municipality, <i>via</i> Menah, to Gulgong	400
237	3	3	3	18	" Ilford to Kylstone	270
238	3	2	2	40	" Cudgegong Municipality to Cassilis	1,000
239	3	3	3	35	" Faulkner's, <i>via</i> Cobborah, to Mendooran	825
240	...	3	3	44	" Guntawang to Wellington	660
241	...	...	3	30	" Wellington to Cobborah	450
242	5	5	5	16	" Stony Creek to Burrendong	112
					1,928	£
					Total miles.	Total ... 47,946
					Southern Roads.	
243	2	2	1	6	Road from Cook's River Dam to Rocky Point (Rocky Point Road)	300
244	2	2	1	6	" Rocky Point Road to George's River (Forest Road)	300
245	3	3	3	4	" Illawarra Road to Bond's Road (Broad-arrow and Stony Creek Road)	60
246	1	1	1	6	" Campbelltown to Narellan	300
247	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
248	3	3	3	15	" Top of Mountain, near Westmacott's Pass, to Appin	225
249	5	5	3	6	" Bulli and Westmacott's Pass Road to the Coal Cliff	90
250	1	1	1	3	" Fitz Roy Iron Mines to Bowral	150
251	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
252	2	1	1	18	" Bowral, <i>via</i> Alcorn's Hill, to Village of Robertson	900
253	2	1	1	1	" Alcorn's Store to the Macquarie Pass Road	50
254	3	2	2	22	" The Old South Road, from Cross Roads, <i>via</i> Moss Vale, to Little Forest	550
255	3	2	1	4	" Berrima to Railway Station at Sutton Forest	200
256	3	3	3	5	" The Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality	75
257	3	3	3	12	" The Kangaloon and Bowral Road, at Robertson Park, to the western boundary of Central Illawarra Municipality, near Mount Murray	180
258	1	1	1	30	" Moss Vale, <i>via</i> Robertson, to foot of Jamberoo Mountain Road	1,500
259	1	1	1	30	" Throsby Park, <i>via</i> Kangaroo Valley and Cambewarra, to Broughton Creek Municipality	1,500
260	1	1	1	3	" Kangaroo Ground Road at Byrnes' 169 acres, through C. Throsby's 640 acres, to Old South Road at Moss Vale	150
261	...	...	4	7	" Sutton Forest to Jordan's Crossing	70
262	3	3	2	46	" Bomadary Ferry, <i>via</i> Tomerong, to north boundary of Ulladulla Municipality	1150
263	3	2	2	12	" Kangaroo Valley to Broughton's Creek	300
264	2	2	2	9	" Kiama Road at Blenkinsop's, <i>via</i> Wild's Meadows, to Barrangarry Road	225
265	2	2	2	11	" Picton, <i>via</i> the Oaks, to Burragorang Road, near Vanderville	275
266	3	3	3	12	" Vanderville to foot of Burragorang Mountain	180
267	3	3	3	25	" Marulan, <i>via</i> Bungonia and Jacqua, to Windellama	375
268	4	3	3	23	" Goulburn Municipality to Upper Tarlo and Roslyn	345
269	3	3	3	22	" Goulburn Municipality to Windellama	330
270	2	2	2	15	" Collector towards Goulburn	375
271	2	2	1	14	" Currawang towards Goulburn	700
272	1	1	1	42	" Goulburn Municipality, <i>via</i> Crookwell, to Binda	2,100
273	3	3	2	10	" Wheco towards Crookwell	250
					426	£
					Carried forward	13,360

* This year (1877) additions sums were voted for repairs to roads, viz. —1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Southern Roads—continued.						£
				426	Brought forward ...	18,360
274	1	1	1	42	Road from Mount Wayo, <i>via</i> Laggan, to Peelwood ...	2,100
275	4	3	3	15	Peelwood, <i>via</i> Tuena, to the Abercrombie River ...	225
276	2	2	2	28	Goulburn Municipality to Taralga ...	1,400
277	3	3	3	10	Taralga northwards, <i>via</i> Richlands ...	150
278	1	1	1	39	Goulburn Municipality, <i>via</i> Gullen, to Wheeo ...	1,950
279	3	3	2	15	Gullen, <i>via</i> Crookwell, to Laggan ...	375
280	5	5	3	13	Laggan to Binda ...	195
281	2	2	2	17	Goulburn to Bungonia ...	425
282	2	2	2	17	Collector, <i>via</i> Collector Lane, to Gunning ...	425
283	3	3	3	50	Gunning to Burrowa ...	750
284	3	3	3	30	Main Southern Road, at Sharpening Stone Creek, to Burrowa ...	450
285	...	3	3	2	Sharpening Stone Creek and Burrowa Road, near Walls, to Bowning ...	30
286	...	4	4	17	Bowing to Binalong ...	170
287	4	3	3	29	Main Southern Road near Yass, <i>via</i> Muntoonen, to Gundaroo ...	435
288	2	2	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
289	5	4	4	16	Yass to Woolgarlo ...	160
290	...	...	3	14	Yass to Bloomfield ...	210
291	...	...	4	20	Fish River at Roche's to Junction, with Pudman Road ...	200
292	5	5	5	58	Young to Bland ...	406
293	2	2	2	35	Braidwood to Nelligen—Clyde Road ...	875
294	6	6	6	9	Nelligen to Bateman's Bay and Milton Road at M'Millan's ...	45
295	3	3	2	75	Milton, <i>via</i> Bateman's Bay and Moruya to Bodalla, ...	1,875
296	2	2	2	16	Braidwood, <i>via</i> Dirty Butter Creek, to Araluen ...	400
297	5	5	5	27	Braidwood to Molonglo (Cole's Line) ...	189
298	2	2	2	36	Araluen to Moruya ...	900
299	2	6	6	10	Braidwood to Elrington ...	50
300	4	4	4	7	Elrington to Ballalaba ...	70
301	5	5	5	12	Braidwood to Reidsdale ...	84
302	3	3	3	8	Elrington to Araluen ...	120
303	3	3	2	12	Monga to Major's Creek, "Elrington" ...	300
304	2	1	1	42	Queanbeyan, <i>via</i> Gundaroo, to Gunning ...	2,100
305	5	5	3	34	Queanbeyan to Murrumbateman ...	510
306	5	5	5	30	Cooma to Buckley's Crossing ...	210
307	5	5	5	45	Cooma and Jindabyne Road, to Kiandra ...	315
308	2	2	1	57	Cooma to Bombala ...	2,850
309	5	5	2	80	Cooma to Braidwood ...	2,000
310	5	4	3	35	Cathcart to Bobundarah ...	525
311	3	3	3	24	Brown Mountain, <i>via</i> Kameruka, to Finger Post ...	360
312	3	2	2	2	Candelo to Kameruka ...	50
313	2	2	2	38	Cathcart Junction, <i>via</i> Wyndham, to Panbula ...	950
314	2	2	2	6	Panbula to Wolumla ...	150
315	3	3	3	13	Wolumla Junction to Cross Roads ...	195
316	...	4	4	10	Wolumla, <i>via</i> Lithgow Flat, to Candelo and Wyndham Road ...	100
317	2	2	2	18	Holt's Flat to Railway Bridge ...	450
318	2	2	2	25	Bombala to Delegate ...	625
319	4	4	4	12	Merimbula to Jellatt Jellatt ...	120
320	4	4	4	6	Briandairy to Bega ...	60
321	1	1	1	10	Bega, <i>via</i> Jellatt Jellatt, to Tathra ...	500
322	1	1	1	12	Bega to Wolumla ...	600
323	2	2	2	56	Bega to Bodalla ...	1,400
324	3	3	3	16	Bega to Numbugga ...	240
325	3	3	2	12	Bega to Nelson ...	300
326	4	4	4	27	Bodalla to Dignam's Creek, <i>via</i> Cowderoy's and Hawdon's ...	270
327	4	4	4	5	Ponkally Road to Walluga Lake ...	50
328	5	4	4	90	Wagga Wagga to Young, <i>via</i> Cootamundra ...	900
329	3	3	3	23	Coolac to Cootamundra, <i>via</i> M'Leod's ...	345
330	3	3	3	12	Wallanbeen to Murrumburrah ...	180
331	2	2	2	30	Burrowa to Young ...	750
332	3	2	2	22	Binalong to Burrowa ...	550
333	2	1	1	54	Murrumburrah, <i>via</i> Wombat and Young, to Grenfell ...	2,700
*				2,004	Carried forward ...	£ 50,004

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3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
				2,004	Southern Roads—continued.	
					Brought forward	£ 50,004
334	3	4	4	45	Road from Grenfell to Forbes	450
335	1	1	1	20	" Gundagai to Tumut	1,000
336	...	3	3	10	" Gundagai to head of Jones's Creek	150
337	3	3	3	24	" Tumut to Talbingo, on Road to Kiandra	360
338	1	1	2	14	" Gundagai to Brungle	350
339	3	3	3	11	" Tumut to Brungle	165
340	1	1	1	14	" Tumut to Adelong	700
341	...	...	3	10	" Tumut to Laemalac	150
342	3	2	2	48	" Gundagai to Wagga Wagga, "north side of River"	1,200
343	3	3	3	7	" Upper Tumberumba to Tumberumba	105
344	...	3	3	20	" Adelong to Main South Road, at Hillas Creek	300
345	5	5	5	30	" Middle Adelong to Tumberumba	210
346	2	2	1	40	" Main Southern Road at Little Billabong to Tumberumba	2,000
347	1	1	1	24	" Main Southern Road to Middle Adelong	1,200
348	2	2	2	7	" Downing's Inn, at Gilmore Creek, to Reily's Crossing, at Adelong Creek	175
349	3	3	3	8	" Reily's Crossing to Reedy Flat	120
350	2	2	2	25	" Main Southern Road at Tarcutta, to Wagga Wagga	625
351	...	...	2	22	" Main Southern Road at Kiamba to Alfred Town, Tarcutta Road	550
352	3	2	2	60	" Wagga Wagga to Narrandera	1,500
353	4	3	3	90	" Deniliquin to Urana	1,350
354	1	1	1	103	" Albury to Turner's Inn, south of Tocumwall	5,150
355	2	2	2	50	" Albury and Corowa Road to Urana	1,250
356	...	...	3	20	" Walbundry to Round Hill Railway Station	300
357	5	4	4	29	" Tocumwall to Deniliquin	270
358	3	3	3	20	" Gerogery, <i>via</i> Jindera, to Albury and Deniliquin Road at Bungowannah	300
359	1	1	1	85	" Albury Municipality to Wagga Wagga	4,250
360	3	3	3	20	" Walla Walla to Gerogery and Bungowannah Road, at Dead Horse Creek	300
361	4	3	3	100	" Twelve-mile Creek to Wallaragang	1,500
362	6	6	6	40	" Balranald, <i>via</i> Euston, to Wentworth	200
363	4	6	5	50	" Deniliquin to Moama	350
364	4	2	2	120	" Deniliquin to Balranald	3,000
365	5	4	4	70	" Moama to Moulamein	700
366	...	...	2	10	" Moama to Caloola	250
367	4	3	3	80	" Albury Municipality to Urana	1,200
368	1	1	1	14	" Main Southern Road at Germanton to Albury and Wagga Road at Cookendina	700
369	3	3	3	80	" *Municipality of Hay to Municipality of Deniliquin	1,200
370	6	6	6	50	" Balranald to Hay	250
371	...	4	4	50	" Hay to Booligal	500
372	6	4	4	15	" Moama to Bama	150
373	...	4	4	5	" Wagga Wagga to Lake Albert	50
374	6	3	3	90	" Wagga Wagga to Urana	1,350
375	...	2	2	30	" Welaregang to Tumberumba Road	750
*				3,664	Total miles.	£ 86,634

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	... 4,626 miles	105,077
Western Roads	... 1,928 "	47,946
Southern Roads	... 3,664 "	86,634
	10,218 ,, TOTAL	£239,657

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS UNDER TRUSTEES.

(SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 7 February, 1879.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1879.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Northern Roads.						
1	3	3	3	4	Road from Balgowlah to Pittwater Road	£ 60
2	3	1	1	16	" Manly Cove to Pittwater	800
3	...	2	2	5	" Willoughby, at Pearce's Corner, to Pennant Hills	125
4	5	5	5	16	" Newcastle to Lake Macquarie Heads	112
5	3	3	3	57	" Wingham, on the left bank of the Manning River, <i>viâ</i> Black Flat, to Nowendoc	855
6	4	4	4	6	" Morton's Creek to Papenborough Creek, and J. Gurney's, on north bank of Hastings River ...	60
7	5	5	5	20	" Rolland's Plains to Glen Esk, Upper Plains ...	140
8	5	5	5	4	" Rolland's Plains to Balingara Wharf	28
9	5	5	5	20	" Rolland's Plains to Yarrowell Falls, Macleay River	140
10	3	3	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
11	3	3	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality	60
12	5	3	3	5	" Stockton and Raymond Terrace Road to Saltash ...	75
13	3	3	3	17	" Stockton to Raymond Terrace	255
14	2	2	2	2	" Raymond Terrace and Maitland Road to River Hunter	50
15	5	5	5	3	" Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miskell's Road) ...	21
16	5	5	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road)	42
17	5	5	5	12	" Raymond Terrace and Stroud Road, <i>viâ</i> the Duck-hole Swamp, to the Parading Ground	84
18	3	3	3	10	" Raymond Terrace, by east side of Williams River, to Seaham	150
19	4	3	3	9	" Seaham, by east side of Williams River, to Clarencetown	135
20	2	2	2	8	" Raymond Terrace to Hinton	200
21	3	3	3	4	" Raymond Terrace and Hinton Road to Seaham ...	60
22	2	2	2	6	" Raymond Terrace to Hexham	150
23	4	4	4	5	" Alnwick to Hexham	50
24	4	3	3	8	" Hexham to Fullerton Cove	120
25	3	2	2	5	" East Maitland, <i>viâ</i> Largs, to Dunmore Bridge ...	125
26	2	2	2	22	" Dunmore Bridge to Paterson and Gresford	550
27	3	3	3	17	" Gresford to Eccleston	255
28	2	2	2	12	" Gresford to Lowstock	300
29	...	4	4	13	" Lostock to Carraboler	130
30	...	3	3	4	" Penhurst to Alleyn River	60
31	...	4	4	8	" Eccleston to Upper Alleyn River	80
32	...	...	4	9	" Underbank to Upper Chichester	90
33	3	2	2	8	" Largs, <i>viâ</i> Tocol, to Paterson	200
34	3	2	2	6	" West Maitland to Dunmore	150
*				356	Carried forward	£ 5,787

* This year (1877) additional sums were voted for repairs to roads, viz :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Northern Roads—continued.						
				356		
				3	Brought forward ...	5,787
35	4	4	4	3	Road from West Maitland, <i>via</i> Glenarvon, to Dunmore and Paterson Road ...	30
36	2	2	2	20	„ Main Northern Road, near West Maitland, <i>via</i> Cessnock, to eastern foot of the Dividing Range	500
37	3	3	3	5	„ The north boundary of West Maitland Municipality, up the right bank of Hunter's River ...	75
38	2	2	2	4	„ Morpeth Municipality, <i>via</i> Hinton Punt, to Dunmore and Seaham Road	100
39	4	4	4	4	„ Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek	40
40	2	2	1	3	„ West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road	150
41	5	5	5	15	„ West Maitland to Mulbring Creek	105
42	4	4	4	15	„ Mulbring, <i>via</i> Ellalong, to Millfield (Quarrybylong Road)	150
43	3	3	3	17	„ Maitland and Paterson Road, within L. Harris's 1,114 acres, to Luskintyre	255
44	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
45	4	4	4	5	„ Branxton, <i>via</i> Dalwood Ford, to Irishtown	50
46	4	4	4	4	„ Branxton to Elderslie	40
47	4	4	4	10	„ Rutherford to Scotch Corner	100
48	2	2	2	5	„ Morpeth Municipality to Four-mile Creek	125
49	3	3	3	3	„ Morpeth Municipality to Largs	45
50	5	4	4	4	„ Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp	40
51	3	2	2	4	„ Morpeth Punt, through Phoenix Park, to Largs	100
52	4	4	4	8	„ Gosford to Kincumber	80
53	4	4	4	7	„ Kincumber to Lloyd's Wharf	70
54	3	3	3	8	„ Erina Creek, near East Gosford, to Long's Grant	120
55	4	4	4	4	„ Town of Ellalong to Main Road from Maitland to Wollombi	40
56	4	4	4	11	„ Wollombi Road to Congewai	110
57	5	5	5	29	„ Wollombi to Warkworth	203
58	4	4	4	15	„ St. Alban's, up the M'Donald River, to Melon Creek, and up that Creek	150
59	4	4	4	3	„ Wiseman's Ferry Road into Parish of North Colah	30
60	2	2	2	1	„ Tomago Crossing, placeto Railway Station at Hexham	25
61	4	3	3	12	„ Branxton, <i>via</i> Elderslie Bridge and Glendon Brook, to junction with Paterson and Gresford Road...	180
62	4	4	4	4	„ Anvil Creek and Glendon Brook Road to Stanhope	40
63	4	4	4	14	„ Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	140
64	3	3	3	8	„ Pokolbin Hills to Cessnock Road	120
65	4	4	4	6	„ Cessnock to south-west corner of M'Donald's 1,050 acres at Pokolbin (Marrowbone Road)	60
66	4	4	4	11	„ Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton...	110
67	3	3	3	16	„ Main Northern Road, near Munnimba Brook, <i>via</i> Warkworth, to Jerry's Plains Road	240
68	4	4	4	25	„ Singleton <i>via</i> New Bridge to Cooper's Flat	250
69	5	4	4	37	„ Singleton, <i>via</i> Boyce's, at Glendon Brook, to Gresford	370
70	5	4	4	9	„ Cooper's Flat Road to Karakoora Creek and up that creek	90
71	4	4	4	25	„ Singleton, <i>via</i> Goorangoola to Archinall's, Dry Creek	250
72	4	4	4	10	„ Camberwell to Goorangoola Road	100
73	4	4	4	15	„ Goorangoola Road to Carrow Brook	150
74	5	4	4	17	„ Combo, near Singleton, through Town Common, to north boundary of Parish of Dyrning	170
75	4	4	4	12	„ Singleton, <i>via</i> Abbey Green, to Bulga	120
76	4	4	4	15	„ Singleton, <i>via</i> Wittingham Reserve, to Broke, Wollombi Brook	150
77	5	4	4	10	„ Broke, <i>via</i> Nine-mile Creek to the Munnimba and Warkworth Road	100
78	4	4	4	5	„ Singleton and Jerry's Plains Road to Warkworth	50
79	4	4	4	5	„ Warkworth Road to the Jerry's Plains Road	50
80	4	4	3	10	„ Jerry's Plains to Muswellbrook	150
81	4	4	4	5	„ Main North Road near Muswellbrook to Muscle Creek	50
*				844	Carried forward	£ 11,630

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3rd and 4th " 50 " " "
5th and 6th " 100 " " "

No.	Class.			Length in Miles.		Proposed Expenditure
	1877.	1878.	1879.			
Northern Roads—continued.						
				844	Brought forward	£ 11,530
82	6	6	6	16	Road from Scone, <i>via</i> Dartbrook and Kayugah, to Muswellbrook	80
83	4	4	4	34	" Scone to Denison Diggings, at Moonan	340
84	5	5	5	25	" Merriwa to top of Main Range	175
85	4	4	4	15	" Blandford, <i>via</i> Box-tree, to Timor	150
86	5	5	5	5	" Main North Road south of Cliffdale to Dynamigan or Dry Creek	35
87	4	4	2	42	" Main North Road, at Uralla, <i>via</i> Rocky River to Bundarra	1,050
88	...	...	5	20	" Inverell to Reedy Creek	140
89	4	4	4	24	" Grafton, <i>via</i> Copmanhurst, to Apple-tree Flat	240
90	5	5	5	16	" Grafton to Southgate and Lawrence, <i>via</i> Alumny Creek Bridge	112
				1,041	Total miles.	£ 13,852
Western Roads.						
91	2	2	2	3	Road from Main Western Road to Canterbury	75
92	2	2	2	2	Main Western Road to Rookwood Railway Station	50
93	3	3	3	6	" Main Western Road, near Parramatta, to Main Southern Road (Dog-trap Road)	90
94	3	2	2	3	" Irish Town to Rookwood Railway Station	75
95	4	4	4	5	" Main Southern Road, near Burwood, over Cook's River, into Parish of St. George	50
96	3	3	3	2	" Main Western Road to Government Wharf at Longbottom	30
97	3	3	3	2	" Longbottom to Breakfast Point	30
98	4	4	4	2	" Kenyon's Bridge, towards Cabramatta, to boundary of Liverpool Municipality	20
99	...	...	4	2	" Cabaritta Point Road to Major's Bay Road	20
100	2	2	2	3	" Parramatta to Ryde	75
101	2	2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
102	2	2	2	1	" Parramatta and Ryde Road to Pennant Hills Wharf	25
103	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
104	2	2	2	1	" Castle Hill to the Old Parramatta Road	25
105	...	4	4	5	" Parramatta and Windsor Road to Pearse's, at Seven Hills	50
106	...	...	4	3	" Colo to Dural (North Colo Road)	30
107	4	4	4	2	" Main North Road at Castle Hill to Government Reserve (Old Castle Hill Road)	20
108	3	3	3	3	" Main Western Road towards Parramatta River (Concord Road)	45
109	2	2	2	4	" Parramatta to Pennant Hills	100
				4	" Rooty Hill Railway Station to Blacktown Road	100
110	3	3	3	8	" Main Western Road, near St. Mary's, to Blacktown Road	120
111	3	3	3	8	" Main Western Road near St. Mary's to Orphan School Road	120
112	5	3	3	13	" Main Western Road, near Penrith, to Richmond	195
113	4	3	3	18	" Main Western Road, near Penrith, to Bringelly Cross Roads	270
114	4	4	4	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty	60
115	4	4	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
116	6	6	6	15	" South boundary of G. Acre's 1,500 acres at Dural, to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road)	75
117	4	4	4	18	" Parramatta Municipality to Windsor	180
118	2	2	2	5	" Windsor Road to Pitt Town Punt	125
119	2	2	2	1	" Windsor Road to Mulgrave Railway Station	25
120	3	3	3	4	" Nelson to Riverstone Railway Station	60
121	2	2	2	4	" Parramatta and Windsor Road, through Pitt Town Bottoms	100
122	4	4	4	4	" Broken-back Bridge to Pennant Hills	40
123	4	4	4	20	" Pitt Town to Wiseman's Ferry	200
	*			196	Carried forward	£ 2,720

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 3rd and 4th " 50 " "
 5th and 6th " 100 " "

No.	Class.			Length in Miles		Proposed Expenditure.
	1877.	1878.	1879.			
Western Roads—continued.						£
				196	Brought forward	2,720
124	4	4	4	7	Road from Pitt Town Punt to Churchill's Wharf	70
125	3	2	2	6	" Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	150
126	4	3	3	5	" Enfield to Freeman's Reach	75
127	3	3	2	6	" Freeman's Reach to Windsor Bridge	150
128	5	5	5	6	" Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
129	5	5	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach	14
130	...	5	5	2	" Churchill's Wharf to Sackville Reach Postal Road	14
131	..	6	6	14	" Bulga Road to Spicer's Wharf, Colo River (Wheelbarrow Road)	70
132	5	5	5	5	" Windsor to Richmond	35
133	2	2	2	3	" Windsor to Cornwallis	75
134	2	2	2	3	" Richmond to Richmond Bottoms	75
135	3	3	3	2	" Windsor to Blacktown Road	30
136	5	5	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
137	2	2	2	2	" Richmond to New Bridge	50
138	4	4	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
139	3	3	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
140	4	4	4	6	" Blacktown Road to Windsor Road	60
141	3	3	3	10	" Penrith Municipality, <i>via</i> Castlereagh, to Richmond	150
142	5	5	5	9	" Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong.	63
143	4	4	4	4	" Yarra Mundi Road, <i>via</i> Aston's Falls, to Road from Richmond Bridge to Kurrajong	40
144	4	4	4	25	" Glen Alice to Mudgee Road	250
145	4	4	4	16	" Warrangunyah, <i>via</i> Crudine Creek, to Monkey Hill	160
146	6	6	6	12	" Rylstone to Narengo	60
147	5	5	5	22	" Cudgegong Municipality to Rylstone	154
148	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
149	4	4	4	4	" Peel to Junction of Kelso and Sofala Road	40
150	3	3	3	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon	135
151	5	5	5	10	" Sally's Flat to Junction of Hargraves Road	70
152	4	4	4	7	" Lower Turon and Tambaroora Road, near Sally's Flat, to Grattai and Tabrabucca Road, at G. Suttor's 640 acres	70
153	3	3	3	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	60
154	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
155	4	4	4	3	" Bathurst and Rockley Road, to Camping Reserve on the Vale Creek Road	30
156	4	4	4	20	" Rockley to the Isabella River	200
157	2	2	2	4	" Great Western Road, at Dr. Favelle's, to Junction with Guyong and Icely Road, at Byng	100
158	5	5	5	12	" Orange to Icely, <i>via</i> Byng	84
159	5	5	5	6	" Guyong, <i>via</i> Byng, to Tom's, on the Orange and Icely Road	42
160	4	4	4	12	" Orange to Canoblas	120
161	4	4	4	16	" Orange to Cadia	160
162	3	3	3	16	" Orange to Ophir	240
163	5	5	5	9	" Lucknow to Junction with Vittoria and Carcoar Road at Cochrane's	63
164	5	5	5	16	" Cowra to Hovell's Creek	112
165	4	4	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
166	6	6	6	25	" Cargo to Nanima	125
167	...	5	5	18	" Cargo Road, <i>via</i> Paling Yard Creek, to Cudal	126
				648	Total miles.	£ 7,211

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Southern Roads.						
168	2	2	2	7	Part of Road from Sydney to South Head (Upper South Head Road)	175
169	2	2	2	5	Lower South Head Road... ..	125
170	2	2	2	1	Road from Upper to Lower South Head Road (Point Piper Road)	25
171	2	2	2	1	" Upper to Lower South Head Road (Glennmore Road)	25
172	2	2	2	1	" Lower South Head Road to Darling Point	25
173	4	4	4	4	" Sydney to Coogee (Randwick Road)	40
174	4	4	4	3	" Randwick Road to Upper South Head Road at Waverley... ..	30
175	2	2	2	4	" Sydney to Botany Bay (Mudbank Road)	100
176	2	2	2	3	" Mudbank Road to Banks' Meadow (Bunnerong Road)	75
177	4	4	4	2	" Mudbank Road to Botany Bay (Gardner's Road)	20
178	4	4	4	2	" Mudbank Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road	20
179	2	1	1	2	" Banks' Meadow, <i>via</i> Lord's and Hancock's, to the Bunnerong Road, near the Tannery	100
180	2	2	2	3	" Undercliff Bridge to George's River Road	75
181	3	3	3	2	" Newtown Road, near the Church, to the Botany Road	30
182	2	2	2	2	" Norwood to the Old Canterbury Road (New Canterbury Road)	50
183	3	3	3	3	" Main Southern Road near Irishtown to George's River (Old Road)	45
184	...	3	3	1	" Dog-trap Road to Guildford Railway Platform	15
185	3	2	2	2	" Dog-trap Road to Fairfield Railway Station	50
186	2	2	2	4	" Fairfield Railway Station, <i>via</i> Smithfield, to Prospect Creek Municipality	100
187	2	2	2	2	" Main Southern Road to Punchbowl Creek	50
188	3	3	3	4	" Punchbowl Creek to Saltpan Creek	60
189	2	2	2	10	" Canterbury, <i>via</i> Saltpan Creek, to George's River	250
190	4	4	4	10	" Liverpool Municipality to Penrith and Bringelly Road (Part of Orphan School Road)	100
191	4	4	4	8	" Liverpool, <i>via</i> Holdsworth's, to Illawarra Road	80
192	...	4	4	5	" Liverpool Municipality to Old Cowpasture Road (Bernera Road)	50
193	5	5	5	2	" Liverpool Municipality to Fairfield Railway Station	14
194	4	4	4	10	" Main Southern Road to Campbelltown	100
195	3	3	3	2	" Campbelltown Railway Station to Raby	30
196	4	4	4	6	" Campbelltown to Menangle	60
197	2	2	2	4	" Menangle to Main South Road, at foot of Razorback	100
198	5	5	5	12	" Menangle to Picton	84
199	4	4	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road	40
200	4	4	4	10	" Main Southern Road, at Carne's Hill, towards Bringelly... ..	100
201	5	5	5	3	" Main Southern Road to Campbelltown Road, near Denham Court	21
202	3	3	3	10	" Main Southern Road to Cobbitty	150
203	3	3	3	2	" Main Southern Road at Narellan, through Oriellon, to Liverpool and Cobbitty Road	30
204	6	4	4	4	" Great Southern Road, near Raby, to the Campbelltown Road	40
205	5	5	5	8	" Cobbitty to Matavai, Westwood, and Vermont	56
206	3	3	3	7	" Main South Road near Camden, to Mulgoa Forest and Vanderville	105
207	5	5	5	3	" Main South Road, at Cawdor to Westbrook Bridge	21
208	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
209	4	4	4	2	" Camden and Mulgoa Road to Glendarual and Brownlow Hill	20
210	3	3	3	10	" Campbelltown to Appin	150
211	4	4	4	7	" Wollongong and Kiama Road, to Mount Keira, towards Appin	70
212	4	4	4	8	" Broughton's Pass, <i>via</i> Wilton, to Stonequarry Creek	80
*				215	Carried forward	£ 3,136

* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 50 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Southern Roads—continued.						
				215		
					Brought forward	
213	2	2	2	9	Road from Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Soapy Flat Creek ...	3,136
214	3	3	3	4	" Appin to Broughton's Pass ...	225
215	5	5	5	4	" Appin to Brooke's Point ...	60
216	...	6	6	10	" West Bargo, <i>via</i> the Pot-holes, to Main Souther Road	28
217	...	6	6	7	" Bulli Pass to Cataract River ...	50
218	4	4	4	18	" Top of the Mountain, near Westmacott's Pass, to Bottle Forest ...	35
219	2	2	2	15	" Bottle Forest, <i>via</i> George's River Punt and Koggerah, to the Rocky Point Road ...	180
220	5	5	5	7	" Main South Coast Road to Jervis Bay ...	375
221	5	5	5	13	" Milton and Bateman's Bay Road, <i>via</i> Woodburn, to Brooman's Ford ...	49
222	4	4	4	5	" Nowra to boundary of Numba Municipality ...	91
223	5	5	5	75	" Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood ...	50
224	5	5	5	9	" Nowra Municipality to Burriar ...	525
225	3	3	3	2	" Eastern boundary of Nowra Municipality through Terrara to Greenwell Point Road ...	63
226	5	5	5	8	" Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	30
The Old South Road:—						
227	5	5	5	10	A. From the Cross Roads towards Taralga ...	56
228	5	5	5	7	B. From Well's Creek to Paddy's River ...	70
229	3	3	3	5	Road from Main Southern Road near Berrima to Bowral ...	49
230	5	5	5	10	" Berrima, <i>via</i> Soapy Flat, to Wanganderi ...	75
231	3	3	3	3	" Throsby Park and Kiama Road, at M'Cullum's, to the Mittagong and Illawarra Road, at Simpson's 200 acres ...	70
232	2	2	2	5	" Kiama Road at Bunter's to Cedar Mountain Road	45
233	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 ...	125
234	2	2	2	15	" Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	35
235	4	4	4	30	" Kippielaw, <i>via</i> Gurrunda and Bialla, to Dalton on the Fish River ...	375
236	...	5	3	10	" Kippielaw Ford, <i>via</i> Parkesburne, to Bredalbane Railway Station ...	300
237	...	...	5	12	" Greenwich Park to Marulan ...	150
238	4	4	4	14	" Greenwich Park to Towrang ...	84
239	5	5	4	24	" Binda to Bigga ...	140
240	...	...	5	15	" Bigga to the Abererombie ...	240
241	...	...	5	15	" Towrang <i>via</i> Carrick Railway Platform, and Lockyersleigh to Nesbitts ...	105
242	...	5	5	12	" Taralga, <i>via</i> Bannaby, towards Swallowtail ...	150
243	...	...	3	18	" Taralga to Laggan ...	84
244	3	3	3	36	" Wheeo to Burrown ...	270
245	4	4	4	9	" Collector to Mutbilly ...	540
246	5	5	5	15	" Ginindera to Gundaroo ...	90
247	3	3	3	14	" West side of Big Hill to Gundaroo, <i>via</i> marked tree line ...	105
248	6	6	4	10	" Collector to Currawang ...	210
249	4	4	4	10	" Foxlow to Molonglo ...	100
250	3	3	3	5	" Reidsdale to Warumbuccra (Tudor Valley Road)	100
251	2	2	2	2	" Currawang Copper Mine to the Bangalore Road ...	75
252	5	5	5	16	" Queanbeyan to Lanyon Ford ...	50
253	5	5	5	40	" Cooma to Jindabyne ...	112
254	5	5	5	12	" Cooma and Jindabyne Road near Coolringdon to Middlingbank ...	280
255	5	5	5	34	" Bobundarah to Seymour ...	84
256	5	5	5	26	" Cooma to Count-a-guinea, <i>via</i> the Big Badger ...	238
257	5	5	5	6	" Towamba to Perico ...	182
258	4	4	4	16	" Cobargo to Bermaguccie ...	42
259	4	4	4	8	" Cobargo to Wandella ...	160
260	2	2	2	12	" Eden to Panbula ...	80
261	2	2	2	4	" Panbula to Merimbula ...	300
262	5	5	5	16	" Eden to Start ...	100
263	5	5	5	10	" Araluen and Moruya Road, <i>via</i> Kiora, to Moruya ...	112
264	5	5	5	10	" Araluen, <i>via</i> Bettowynnd, to Back Creek ...	70
265	3	3	3	6	" Moruya to the Heads ...	70
	*			928	Carried forward	90
						£ 10,510

* This year (1877) additional sums were voted for repairs to roads, viz.:—1st and 2nd class, 25 per cent. on annual vote.
3rd and 4th " 60 " "
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1877.	1878.	1879.			
Southern Roads—continued.						
				928	Brought forward ...	10,510
266	5	5	5	8	Road from Wogonga to Eurobodalla ...	56
267	5	5	5	8	” Eurobodalla to Nerrigundah ...	56
268	5	5	5	5	” Tuross Heads to the Bega and Bodalla Road ...	35
269	3	3	3	9	” Braidwood to Sergeant’s Point (Little River) ...	135
270	6	6	6	15	” Braidwood and Tarago Road, <i>via</i> Larbert, to Lower Boro ...	75
271	6	6	6	8	” Sergeant’s Point (Little River) to Clyde Road ...	40
	*			981	Total miles. TOTAL ...	£ 10,907

* This year (1877) additional sums were voted for repairs to roads, viz.:—1st and 2nd class, 25 per cent on annual vote.
3rd and 4th “ 50 “ “
5th and 6th “ 100 “ “

SUMMARY OF PROPOSED DISTRIBUTION:—				£
Northern Roads	...	1,041	miles	13,852
Western Roads	...	648	”	7,211
Southern Roads..	...	981	”	10,907
TOTAL	...	2,670	TOTAL	£31,970

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 “

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD FROM GUNNING TO GUNDAROO.

(PARTICULARS OF CONTRACTS AND NAMES OF CONTRACTORS.)

Ordered by the Legislative Assembly to be printed, 13 June, 1879.

[Laid upon Table in accordance with promise made in answer to Question 1, Votes 133, Tuesday, 10 June, 1879.]

GUNNING TO GUNDAROO—1878.

PARTICULARS OF CONTRACTS.

No. of Contract.	Contractor's Name.	Amount of Tender.	Time allowed for completion.	Payments.			Date of completing work.	Date of final payment.	Has final payment been made?	Remarks.
				Advances.	Amount.	Date paid.				
1 G.	David McKay and Daniel Curtin.	£ s. d. 489 1 0	4 months from 30 Sept., 1878	1st Advance 2nd " 3rd & final.	£ s. d. 155 0 0 155 0 0 223 8 11	8 Feb., 1879 10 Mar., " 14 May, "	4 April, 1879.....	14 May, 79	Yes	Dates of forwarding vouchers from Yeas Office. 1st advance, 9/1/79. 2nd " 18/2/79. Final payment, 24/4/79.
2 G.	Charles Scott and J. Chinnery.	320 8 0	3 months from 23 Sept., 1878	1st Advance 2nd " 3rd " 4th & final.	100 0 0 127 0 0 106 0 0 159 6 6	10 Dec., 1878 19 Mar., 1879 8 April, " 14 May, "	8 April, 1879, completion. 16 April, 1879, inspection.	14 "	Yes	1st advance, 22/11/78. 2nd " 9/2/79. 3rd " 19/3/79. Final payment, 24/4/79.
3 G.	Francis Colbert.....	259 1 0	3 months from 24 Sept., 1878. 5 months in tender	1st Advance 2nd " 3rd & final.	100 0 0 70 0 0 150 0 2	10 Dec., 1878 19 Mar., 1879 13 May, "	19 April, 1879, completion. 15 April, 1879, measurement.	18 "	Yes	1st advance, 22/11/78. 2nd " 9/2/79. Final payment, 24/4/79.
4 G.	Daniel Gallagher and Noble Irwin.	275 10 0	3 months from 2 Oct.	1st Advance 2nd " 3rd "	90 0 0 60 0 0 60 0 0	10 Dec., 1878 30 Mar., 1879 28 May, "	Not yet completed.	Not yet made.	No	1st advance, 22/11/78. 2nd " 23/2/79. 3rd " 6/5/79.
Causeway. Task-work.	Scott and Chinnery ...	45 0 0	No time mentioned. Work ordered 4 Nov., 1878.	1st & final.	45 0 0	8 Feb., 1879	24 Dec., 1878..... Final measurement made 24 Dec., 1878	8 Feb., 79	Yes	1st and final payment, 31/12/78.

Note.—On contracts 1 and 2 G extensive extras were ordered, necessitating an extension of time for completion. On 3 G extras also ordered in a less degree. 4 G should have been completed by this time, but final payment is withheld till necessary alterations are made in work.

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS IN THE BOROUGH OF WOOLLAHRA.

(PETITION FROM OWNERS OF PROPERTY IN, AND RESIDENTS OF, WOOLLAHRA.)

Ordered by the Legislative Assembly to be printed, 30 October, 1878.

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

The humble Petition of the undersigned Owners of Property and Residents in the Borough of Woollahra,—

SHOWETH:—

That your Petitioners are holders of property and residents in a district intersected by roads now under the sole control of the Commissioners of the South Head Roads Trust, which Trust was created under Act 11 Victoria No. 49.

That your Petitioners humbly represent to your Honorable House that the said Commissioners have failed to discharge the trust confided to them, inasmuch as the roads under their control are all more or less out of repair, and that two of such roads which would otherwise be of great service to your Petitioners are, and have been for a long time past, in an impassable state.

That one of the two roads last referred to, viz., the Point Piper Road, is a main road leading from the village of Double Bay through the district of Woollahra to the Old South Head Road, and is the only outlet from the residences of many of your Petitioners, who are greatly inconvenienced by the dangerous condition thereof.

Your Petitioners humbly represent to your Honorable House that the average annual income of the aforesaid Trust is shown by the abstract for the year 1876, as published in the Government Gazette, to be three thousand five hundred and fifty pounds sterling, which is reduced by current expenditure to the sum of two thousand nine hundred and eighty pounds, which sum it is submitted to your Honorable House is totally insufficient to maintain the thirteen miles of roads which are under their control.

Your Petitioners further submit that no prospect exists of such an increase to the revenue of the aforesaid Commissioners as will be adequate to the requirements of their trust.

Your Petitioners also desire to point out to your Honorable House that the two main roads under the control of the aforesaid Commissioners, viz., the Old and the New South Head Roads leading from the boundaries of the city of Sydney to the South Head, may be fairly considered military roads, and are moreover largely used by the inhabitants of Sydney and its suburbs for the purposes of recreation and business.

Your Petitioners also desire to represent that they are aware that tolls have been abolished on the public roads of this Colony other than trust roads, and that the continuance of tolls on the last-mentioned class of roads appears to them to be an injustice, inasmuch as thereby they are doubly taxed for the maintenance of public roads in general.

It is humbly submitted to your Honorable House that, for the foregoing reasons, the roads now under the control of the Commissioners of the South Head Roads Trust should be taken over by Government and placed under the jurisdiction of the Roads Department, on the same condition as other public roads.

Your Petitioners, in presenting the aforesaid matters, humbly pray that your Honorable House will take the subject thereof into favourable consideration, and grant such relief as may be deemed just and advisable.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 491 signatures.]

1878.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS IN BOROUGH OF PADDINGTON.
(PETITION FROM MUNICIPAL COUNCIL.)*Received by the Legislative Assembly, 20 November, 1878.*

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

The humble Petition of the Municipal Council of the Borough of Paddington,—

RESPECTFULLY SHOWETH:—

That your Petitioners are the representatives of the ratepayers and residents of the Borough of Paddington.

That the said Borough is a district intersected by roads now under the sole control of the Commissioners of the South Head Roads Trust, which trust was created under Act of Parliament, 11 Victoria, number 49.

That your Petitioners humbly represent to your Honorable House that the said Commissioners have failed to discharge the trust confided to them, inasmuch as the roads under their control are all more or less out of repair, and that two of such roads, namely, the Point Piper and Glenmore Roads, which would otherwise be of great service to the said ratepayers and residents, are and have been for a long time past in an impassable state.

That the two roads last referred to are main roads leading from the Old to the New South Head Roads, and are the only outlets from the residences of many of the aforesaid ratepayers and residents who are greatly inconvenienced by the dangerous condition thereof.

Your Petitioners humbly represent to your Honorable House that in a tabular statement herewith submitted it is shown that the aforesaid Commissioners are in receipt of a revenue insufficient to maintain the roads under their control in a proper state of repair, and are incumbent by a debt, the interest on which materially reduces the available amount of such revenue.

Your Petitioners further submit that as new streets are being continually opened into these thoroughfares, affording facilities for evading the tolls, will preclude the possibility of such an increase to the revenue of the aforesaid Commissioners as will be adequate to the requirements of their trust.

Your Petitioners also desire to point out to your Honorable House that the two main roads under the control of the aforesaid Commissioners, namely, the Old and the New South Head Roads, leading from the boundaries of the City of Sydney to the South Head, may be fairly considered Military Roads, and are moreover largely used by the inhabitants of Sydney and its suburbs for the purposes of recreation and business.

Your Petitioners also desire to represent that they are aware that tolls have been abolished on the public roads of this Colony other than trust roads, and that the continuance of tolls on the last-mentioned class of roads appears to them to be an injustice, inasmuch as thereby the aforesaid ratepayers and residents are doubly rated for the maintenance of public roads in general.

That your Petitioners humbly pray that your Honorable House will take the foregoing reasons into your favourable consideration, and that the roads now under the control of the Commissioners of the South Head Roads Trust should be taken over by Government and placed under the jurisdiction of the Roads Department on the same condition as other public roads.

And your Petitioners, as in duty bound, will ever pray.

Signed on behalf of the Municipal Council of the Borough of Paddington.

CHARLES CAMPBELL, Mayor.
CHARLES HELLMRICH, Council Clerk.

A similar Petition was received:—

On 20th November, from Owners of property and Residents in the Borough of Paddington; 920 signatures.

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GLENMORE AND POINT PIPER ROADS.

(PETITION—RESIDENTS OF PADDINGTON AND WOOLLAHRA.)

Ordered by the Legislative Assembly to be received, 14 May, 1879.

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

The humble Petition of the undersigned, being owners of property, and residents of the several Municipalities of Paddington and Woollahra,—

SHOWETH :—

1. That there are two roads, known as the Glenmore and Point Piper Roads, intersecting the above-named municipalities, which form a natural line of communication between their extreme boundaries.

2. That along each of the said roads houses have been built and a population settled, numbering in the aggregate at least eight hundred persons.

3. That a considerable business and private traffic is carried on within the above-named municipalities, in which the residents of the two roads already referred to are directly or indirectly interested.

4. That the dangerous and nearly impassable state of these two roads is a great and increasing inconvenience and loss to the trading part of the population of the before-mentioned municipalities, and interferes seriously with the ingress and egress of the private residents thereon.

5. That the bad condition of the two roads above referred to has existed for the last four years, and has been more than once represented to your Honorable House.

6. That these two roads are under the control of the Commissioners of the South Head Roads Trust, and that the revenue of the said Trust has not been applied to the repair of the said roads in the places where repairs are most needed.

7. That your Honorable House granted, during a recent Session, a sum of money which was to be applied to the repairs of the two roads which are the subject of this Petition; and that such grant, amounting, as your Petitioners are informed, to a sum of six thousand pounds, has not as yet been applied to the purposes for which it was granted, and by such delay your Petitioners feel themselves aggrieved.

Your Petitioners therefore humbly pray that your Honorable House would take their case into consideration, and grant to your Petitioners such relief as to your Honorable House may seem just and necessary.

And your Petitioners will ever pray.

[Here follow 152 signatures.]

1878.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS BILL.

(MESSAGE No. 14.)

Ordered by the Legislative Assembly to be printed, 6 November, 1878.

HERCULES ROBINSON,

Governor.

Message No. 14.

In accordance with the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the Bill to make better provision for making and repairing the Roads of the Colony.

Government House,

Sydney, 6 November, 1878.

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BRIDGE AT CROYDON.
(OVER COOK'S RIVER, ON ROAD FROM KINGSGROVE TO CROYDON.)

Ordered by the Legislative Assembly to be printed, 22 January, 1879.

[Laid upon Table, in satisfaction of a question by MR. LUCAS, on the 27th November, 1878.]

SCHEDULE.

NO.	PAGE.
1. Mr. R. Hill, forwarding a letter from Mr. Macgregor	1
2. Mr. Macgregor's letter to Mr. Hill, forwarding tracing of road	1
3. Mr. Assistant-Engineer Wells' report	2
4. The Under Secretary for Works replying to Mr. Hill	2
5. Mr. Macgregor's communication to Mr. Lucas.....	2
6. The Under Secretary for Works to Mr. Macgregor.....	2
7. Mr. Macgregor's letter to Mr. Lucas.....	3

No. 1.

R. Hill, Esq., to The Honorable J. Hoskins, M.L.A.

My dear Sir,

Bent-street, 31 July, 1878.

I have the honor to send, for your perusal and consideration, a letter, accompanied by sketch of land showing road from Kingsgrove to Croydon Station. The writer, as you will see, proposes to give a road through his property 100 feet wide provided the Government builds a bridge over Cook's River, which at that place is very narrow, and would not cost much money; the reason, however, of the writer addressing me on the subject is that the place is in the Electorate of Canterbury. If it will not be asking too much I shall be glad if you will send some one to see the place and report whether this work is desirable or not.

I remain, &c.,
RICHARD HILL.

No. 2.

T. Macgregor, Esq., to R. Hill, Esq.

Dear Sir,

320, George-street, Sydney, 31 July, 1878.

In reference to our interview this morning I herewith beg to enclose you plan (attached) of land showing road leading from Kingsgrove to Croydon Railway Station. The portion of road marked red has already been surveyed by the Government, and I am in a position to state that Mr. Hobbs, the owner of the land across the river, is willing, in conjunction with myself, to give these roads, 100 feet wide, without compensation, in consideration of the Government erecting a bridge to span the river, which at this point is very narrow. The opening of these roads would be a great public convenience, and would also act as a feeder to the railway. Should you require any further information I will be happy to supply the same.

I am, &c.,
THOS. MACGREGOR.

The Commissioner for Roads,—I would suggest that an officer be sent to visit the locality and report on the merits of this application.—J.H., 1/8/77. Roads, for report.—J.R., B.C., 1/8/77. Mr. Wells will have other duties in this locality; he will please inspect.—W.C.B., 4/8/77. Mr. Wells, B.C.

No. 3.

Assistant-Engineer Wells to The Commissioner and Engineer for Roads.

Proposed bridge over Cook's River on road Kingsgrove to Croydon Railway Station.

It is only on certain conditions that I can recommend at present the erection of the bridge referred to in Mr. Macgregor's letter. Eventually, I have no doubt, the settlement of this neighbourhood will demand the erection of a bridge about midway between the Canterbury Dam and the ford leading to the Burwood railway station, but as its construction might possibly, indeed probably, burden the public purse with the charge of another road, to add to the long list in the parish of St. George, I should make it a definite condition that the road from the Kingsgrove Road to the river should be cleared at the expense of the proprietors, whose properties would be benefited. Mr. Macgregor has already promised a road 100 feet wide through his property, for about half a mile (about 6 acres), free of compensation for land or fencing, if a bridge is erected by the Government. This road has been surveyed by Mr. Binsted, and the proprietor of Croydon Park has dedicated and cleared a road 100 feet wide in the subdivision about to be sold in a few days, which gives access to the Croydon and Ashfield stations, but on the south, between McGregor's property and the Kingsgrove Road, a distance of about a mile and a half, we have no such guarantee, either as to compensation or clearing, both of which I think should be complied with, in the event of the Government anticipating the time when the bridge will become an urgent requirement. The bridge will cost about £600, and in the event of above conditions being complied with I think might be put on Estimates for next year, as it is a desirable and permanent work and does not come under the category of the numerous trivial and objectionable grants asked for in this locality. It has occurred to me that some objection might be raised on the score of evasion of the Canterbury Road toll-bar, but I do not think it would be valid even if the bar were not abolished next year, as the Undercliff Bridge below the dam would afford equal facility.

F. WELLS,
17/9/78.

If the Minister approves, Mr. R. Hill might be informed that, provided the proprietors dedicate and clear this road to Kingsgrove, the Government would place £600 on the Estimates for this bridge.—W.C.B., 17/9/77. Under Secretary, B.C. Inform.—E.C., 26/9/78. R. Hill, Esq., 28/9/77.

No. 4.

The Under Secretary for Public Works to R. Hill, Esq.

Sir,

Department of Public Works, Roads under Trustees, Sydney, 28 September, 1877.

Referring to your letter of the 31st of July last, forwarding a communication from Mr. McGregor, respecting the erection of a bridge over Cook's River, on road from Kingsgrove to Croydon railway station, I am directed to inform you that the Secretary for Public Works has approved of £600 being placed on the Estimates next year for the purpose in question, provided no claim for compensation or fencing is made, and that the inhabitants clear at their own expense the road from Kingsgrove to the river.

I have, &c.,
JOHN RAE,
Under Secretary.

No. 5.

T. Macgregor, Esq., to J. Lucas, Esq., M.L.A.

Dear Sir,

Sydney, 7 January, 1878.

Enclosed please find memorandum from Under Secretary for Works referring to bridge over Cook's River, of which I spoke to you a few days ago. The owners and inhabitants are willing to comply with the conditions required.

I therefore trust you will not fail to see that the sum mentioned (£600) is placed upon the Estimates for this session. The proposed bridge is a work of great importance to the rapidly increasing population of the neighbourhood.

I am, &c.,
THOS. MCGREGOR.

Previous papers.—W.C.B., 9/1/78. Herewith.—10/1/78. I presume that this amount is now to go on Estimates.—W.C.B. Place on Estimates with condition of inhabitants.—J.S., 16/1/78. £600 for bridge at Cook's River on road from Kingsgrove to Croydon Station, on condition of inhabitants dedicating land for road and clearing same.—W.C.B., 16/1/78. Under Secretary, B.C. Noted on Estimates accordingly.—18/1/78. Roads, B.C., 25/1/78. £600 voted on Estimates. Roads, B.C., 22/3/78.—J.R. The applicants should be asked if the necessary steps have been taken to carry out their portion of the agreement by the formal dedication and clearing of road.—W.C.B., 22/3/78. Ask applicants.—J.R., 23/3/78. T. Macgregor, Esq., 27/3/78.

No. 6.

The Under Secretary for Public Works to T. Macgregor, Esq.

Sir,

Department of Public Works, Roads under Trustees, Sydney, 27 March, 1878.

The sum of £600 having been voted for the erection of a bridge over Cook's River, on condition that the inhabitants would clear the road to Kingsgrove, and the proprietors of the land waive all claims for compensation, I am directed to request that you will be good enough to intimate to me whether steps have been taken to carry out their portion of agreement by the formal dedication and clearing of road.

I have, &c.,
JOHN RAE,
Under Secretary.

No. 7.

No. 7.

J. Macgregor, Esq., to J. Lucas, Esq., M.L.A.

Road from Kingsgrove to Croydon Railway Station.

Dear Sir,

Sydney, 13 June, 1878.

In reference to the bridge over Cook's River, for which £600 has been voted, I beg to inform you that the road has been cleared and formed from Croydon Station to Cook's River, and whenever tenders are accepted for the construction of the bridge the remainder of the road from the river will be proceeded with. I trust this will meet the views of the Department, as you may rely upon my promise being carried out.

I am, &c.,
JAS. MACGREGOR.

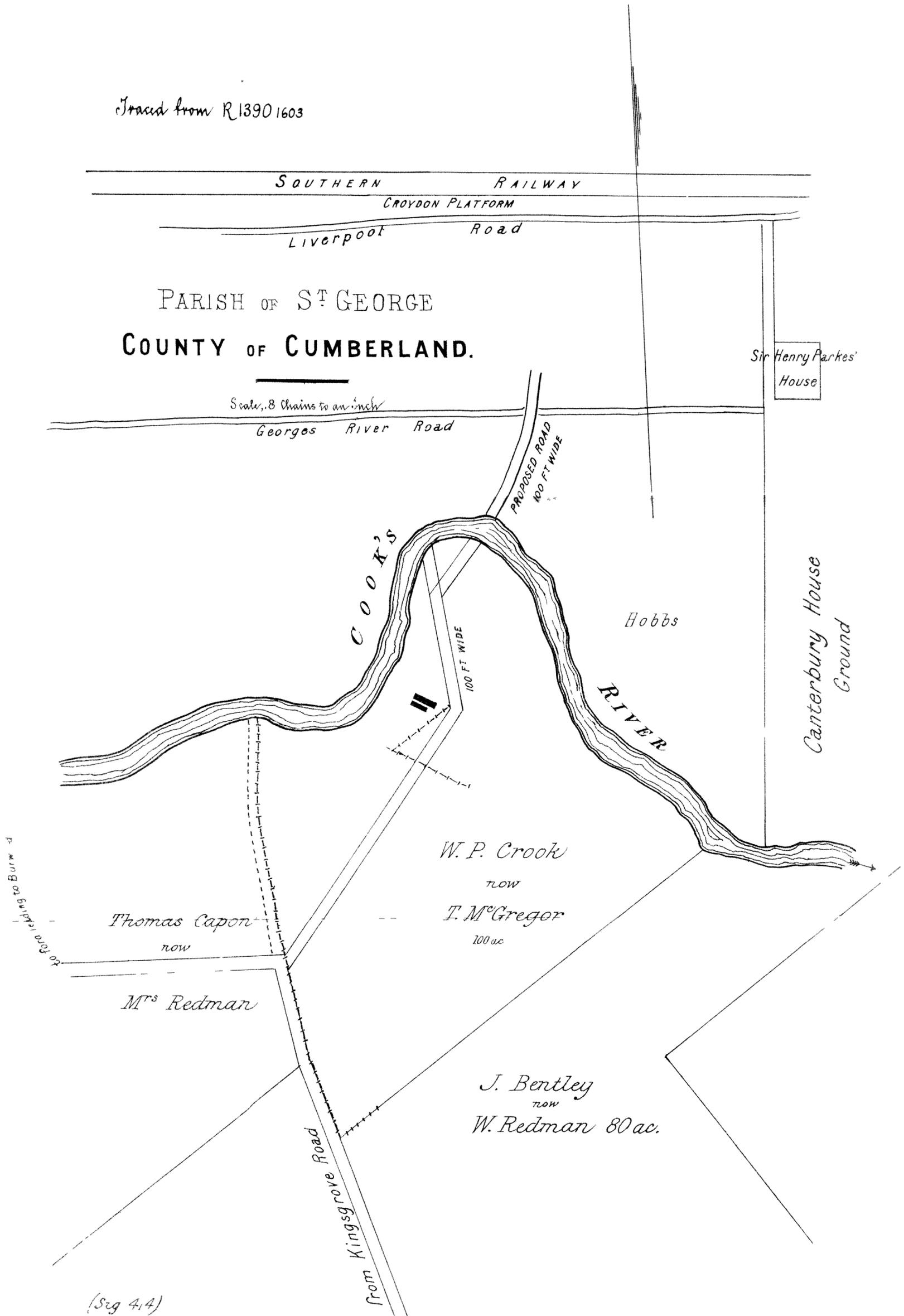
Mr. Wells to see me with the papers on this on his return.—W.C.B., 17/6/78. Mr. Wells, B.C.

[Plan.]

Traced from R13901603

PARISH OF ST GEORGE
COUNTY OF CUMBERLAND.

Scale, 8 Chains to an inch



(Sug 414)

1878-9.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BRIDGE OVER THE WILLIAMS AT CLARENCE TOWN.

(CORRESPONDENCE, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 22 January, 1879.

[Laid upon Table in accordance with promise made in answer to Question 4, Votes No. 42, 27 Nov., 1878.]

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No. 1.

Telegram from Commissioner for Roads to Mr. Road Superintendent Meldrum.

Sydney, 19 July, 1877.

You do not in your report on the Williams state one word as to the necessity for the bridge, or the nature of the traffic or the district on the far side.

WILLIAM C. BENNETT.

No. 2.

Mr. Road Superintendent Meldrum's Report.

Sir,

In reply to your telegram of the 19th instant, I now submit the following report as to the necessity for a bridge at Clarence Town, and the nature of the traffic and district on the opposite side of the river.

I do not think there is much necessity for a bridge at Clarence Town, because the ford is an excellent one, and can be crossed by vehicles up to within, and from two-and-a-half hours or so of high-tide.

At present the traffic between Clarence Town and the Northern Coast Districts is very trifling, and I am of opinion that when the contemplated improvements to the Monkerai Hill are carried out it is highly probable that it will cease altogether, there being a difference of some 5 or 6 miles in favour of the Monkerai Road.

There are a few farmers on the opposite side of the river; those situated north of the ford can use it, or if they prefer can cross by another ford 2 miles or so higher up.

Those living south of the town however have to restrict themselves to water communication or make a long detour to reach the ford. This however is but of small consideration, as they possess the means of despatching their produce and receiving their supplies by the small steamers running daily past their farms.

The population north and east of the Williams is but limited, and appears to be confined principally to the banks of the different rivers and confluents. From within 1 mile of the Williams to Booral, on the Karuah, a distance of 18 miles, there are, as far as I am aware, only some four families located at and in the vicinity of Half-way House on the Raymond Terrace and Stroud Road; there is therefore but a limited local traffic between these two rivers, the more so as Booral, equally with Clarence Town, has direct water communication with Newcastle and Sydney.

I was not aware that a report of this nature was required, otherwise I should have given these details when forwarding section of bridge; for to the best of my recollection I was merely instructed to take section and report upon nature of ground and currents.

I have, &c.,
J. B. MELDRUM.

I now forward Mr. Meldrum's report for the information of the Minister; he considers the bridge is not required.

As there is such a difference of opinion, it might be advisable to postpone the consideration of this work for Estimates.—W.C.B., 27/7/77. Under Secy., B.C. As two officers have differed in the matter, I will endeavour to visit the place myself.

No. 3.

W. Johnston, Esq., M.P., to The Secretary for Public Works.

Sir,

Clarence Town, 28 January, 1878.

As some difference of opinion exists as to the site of the proposed bridge to be erected across the Williams River at or near Clarence Town, I beg to remind you that a deputation waited upon you when in this town a month or two ago, requesting you to view both sites, viz., the one proposed by the Superintendent of Roads, and the other recommended by gentlemen who have resided here from twenty to thirty years, and who of course are fully acquainted with the force of the currents in the river at times of flood.

I understand you approved of the site proposed by the deputation, for more reasons than one. I also approve of it, and trust the Department will adopt it.

I have, &c.,
WM. JOHNSTON.

Roads, B.C., 30/1/78.—J.R. Mr. Meldrum or Mr. Arnheim to section the site referred to.—
W.C.B., 16/2/78. Mr. Meldrum, B.C. Noted.—J. B. MELDRUM, 25/2/78. The Comr. for
Roads.—B.C.

No. 4.

W. Johnston, Esq., M.P., to The Secretary for Public Works.

Dear Sir,

Clarence Town, 11 February, 1878.

My constituents resident at Clarence Town are much pleased with the answer you gave me in reference to the bridge over the Williams River at this place.

May I request that a fresh survey and section be taken at the place I recommend and you approve of as the site for the bridge before tenders are called for, that is to say if the Department think it necessary.

I trust no unnecessary delay will take place in furthering this very desirable work.

I have, &c.,
WM. JOHNSTON.

Mr. Bennett to see me.—J.S. 13/2/78. Comr. for Roads.—B.C., 14/2/78. Mr. Meldrum to make the section where proposed by Mr. Johnston for comparison. Mr. Arnheim can make it.—
W.C.B., 18/2/78. Mr. Meldrum, B.C. Noted.—J. B. MELDRUM, 25/2/78. The Comr. for Roads, B.C.
Mr. Coleman instructed by Comr. to proceed with drawings, 22/5/78.

No. 5.

A. H. Jacob, Esq., M.P., to The Secretary for Public Works.

Sir,

Raymond Terrace, 20 July, 1878.

I have had handed to me, for transmission or presentation to you, a petition praying that before the £5,000, voted in the Appropriation Act 41 Vic. No. 8, for "Bridge, Williams River," is expended in the construction of a structure where it is supposed by some it is intended to erect it, viz., at Clarence Town or its immediate neighbourhood, a close investigation be made with the view of ascertaining whether the bridge could not be placed at Seaham instead, to the far greater advantage of the public.

I am awaiting the receipt of the last batch of signatures before letting you have the document, but feel it my duty in the meanwhile to apprise you of the matter, to provide against such steps being taken in the interim which might frustrate the object of the petitioners, as well as lead to a wasteful because unnecessary outlay of public money.

When the petition is received it will be found that it is signed by influential and business persons near Clarence Town, in Maitland, Stroud, Seaham, Raymond Terrace, &c., all localities which would furnish the main and, I may say, whole traffic to a bridge over the Williams River, yet they assert that Seaham is the proper place for it, and I submit these are the people whose wishes should be deferred to, and it is really for their use the bridge is to be built.

At

At present there is a ferry at Seaham involving expenditure, and the bridge would dispense with it if put up there, while I venture to affirm that if it is erected at Clarence Town there would only be an insignificant and that a local traffic, hardly justifying the establishment of a ferry there, and which is met by a good ford which is in existence.

I may add that should the bridge be determined to be erected at Clarence Town, I contemplate submitting a motion to the House for a grant for one at Seaham also.

I may mention as facts within my knowledge, that a sum of money was placed hurriedly on the Estimates by your predecessor, Mr. Hoskins, for a bridge over the Williams, with the intention I believe of placing it at or near Clarence Town, but that when I drew his attention and that of the House to objections to its being erected there, he told me that he had ascertained sufficient to induce him to withdraw the amount. Just then, however, the Parkes Government went out of office, and the Robertson Government taking up their Estimates submitted them on the understanding that any items objected to would be withdrawn.

I happened not to be in my place when that portion of the Estimates which included the £5,000 was submitted, otherwise I should have objected, and it passed unnoticed.

Under all these circumstances, I do myself therefore the honor to ask you that action in the case may be suspended till the petition is received, when I feel sure a proper investigation will convince you that the proper site for the "Bridge, Williams River" is at Seaham rather than Clarence Town.

I have, &c.,
A. H. JACOB.

The Under Secretary for Public Works to A. H. Jacob, Esq., M.P.

Sir,

Department of Public Works, Sydney, 24 July, 1878.

I am directed to acknowledge the receipt of your letter of the 20th instant, on the subject noted hereunder, and to inform you that it will receive due attention.

I have, &c.,
JOHN RAE,
Under Secretary.

Subject :—Respecting the site of the bridge proposed to be erected over the Williams River.

No. 6.

A. H. Jacob, Esq., M.P., to The Secretary for Works.

Sir,

Raymond Terrace, 26 July, 1878.

Adverting to my letter of 20th instant, in anticipation of a petition entrusted to me for presentation to you, relative to the site of the bridge proposed to be erected over the Williams River, I do myself the honor now to transmit herewith the petition, numerously signed by persons who are intimately interested in the question, and whose views therefore I submit should have the fullest weight.

As I enlarged upon the merits of the subject matter of the appeal to you in my letter under allusion, I shall not here trouble you further than by asking your kind consideration of that letter and petition, when I feel sure you will come to the conclusion that the merits of the case are in favour of the site proposed by the petitioners.

I have, &c.,
ARCHD. H. JACOB.

Mr. Bennett, with other papers on this subject, for report—J.S., 3/8/78. B.C., 6/8/78.
Mr. Wells, for report.—W.C.B., 27/8/78.

No. 7.

Petition as to site.

To the Honorable the Minister for Works, Sydney.

The Petition of the undersigned residents of and near the Williams River, and other persons interested in the traffic across the Seaham Ferry, respectfully sheweth :—

That your Petitioners understanding that a large sum of money is about to be expended on a bridge over the Williams River at Clarence Town, where a good ford exists and where the traffic is small, beg to draw your attention to the fact that at Seaham, where a punt is now worked at the public expense, the traffic is much greater than at Clarence Town, and a bridge would be a great public convenience.

That Seaham is in a more direct line of communication from the Myall River, Gloucester, and Stroud to Maitland, and being in a more central position in reference to local requirements, could be reached by a greater number in times of flood.

Your Petitioners therefore respectfully request that you will cause a close investigation to be made between the relative merits of Clarence Town and Seaham as sites for a bridge over the Williams River, and your Petitioners feel sure it will become apparent to you that Seaham is the proper site for the proposed bridge, and your Petitioners, as in duty bound, will ever pray.

WM. FISHER, Brandon, Seaham.
HUGH CAMPBELL, Eskdale, Seaham.
GAVIN T. CARMICHAEL, Porphyry, Seaham.
JAMES WALLACE, Seaham.
JAMES S. WALLACE, Seaham.
GEORGE G. CARMICHAEL, Felspar, Seaham.
And 314 others.

Mr. Bennett, for report.—J.S., 27/7/78. The Commissioner for Roads.—J.R., B.C., 3/8/78.

No. 8.

Assistant-Engineer Wells' Report.

I AM of opinion that Seaham is a more suitable position for bridging the Williams than Clarence Town, where the necessity for a bridge is by no means urgent at the present time, the ford being good and tidal delay only for two or three hours. A greater number of people would be benefited. The traffic likely to use the bridge at Clarence Town, I find by inquiry subsequent to my first report, is less than I even then deemed it. It must, however, be borne in mind that the Williams at Seaham is a navigable river, and from memory I believe will necessitate not only a swing bridge but also greater length, for which I fear the existing vote would be inadequate. A bridge at Seaham would relieve the Government of the charge and cost of a ferry.

Commissioner and Engineer for Roads.

F. WELLS,

Assistant-Engineer, 30/8/78.

I am inclined to agree with Mr. Wells that the bridge would be more useful at Seaham and get rid of a punt.—W.C.B., 12/9/78. I think local officer should be asked to send in section at Seaham before any decision is arrived at. Under Secy., B.C. Let him do so.—J.R., Roads, B.C., 14/9/78.

Mr. Meldrum for section—To postpone all other duty; to get the steam launch if necessary.—W.C.B., 16/9/78. Mr. Meldrum, B.C., 17/9/78.

I will take the section on the 23rd instant, as I cannot well postpone my engagements for this week, and as the plotting will not occupy much time it will be despatched next week.—J. B. MELDRUM 18/9/78. The Commissioner for Roads, B.C.

Re-submit in a week.—W.C.B., 19/9/78.

No. 9.

W. Johnston, Esq., M.P., to The Secretary for Public Works.

Sir,

Clarence Town, 22 July, 1878.

My constituents resident at Clarence Town and neighbourhood are becoming rather impatient at the delay in calling for tenders for the erection of bridge over the Williams at or near Clarence Town. May I request your early attention to this matter.

I have, &c.,

W. JOHNSTON.

Commissioner for Roads, B.C., 23/7/78.—J.R. Mr. Coleman, W.C.B., 24/7/78. Drawings and specifications herewith.—22/11/78.

The Under Secretary for Public Works to W. Johnston, Esq., M.P.

Sir,

Department of Public Works, Sydney, 24 July, 1878.

I am directed to acknowledge the receipt of your letter of the 22nd instant on the subject noted hereunder, and to inform you that it will receive due attention.

I have, &c.,

JOHN RAE,

Under Secretary.

Subject :—Bridge over the Williams River at Clarence Town.

The Under Secretary for Public Works to W. Johnston, Esq. M.P.

Sir,

Department of Public Works, Sydney, 2 August, 1878.

I am directed by the Secretary for Public Works to acknowledge the receipt of the Petition forwarded by you relative to sites for the proposed bridge over the Williams River, and to inform you that it will receive due attention.

I have, &c.,

JOHN RAE.

No. 10.

Mr. J. B. Meldrum, forwarding section.

MEMO.

In accordance with the Commissioner's instructions I forward by to-day's post a section of the Williams River, at Seaham.

The site I selected is immediately above the present ferry, and will be found the best adapted for a bridge in the vicinity of Seaham, both banks being just above highest flood level.

The right bank possesses the advantage of a rocky bed for a considerable portion of the width of the river, when it appears to dip towards the left bank, there being no indication of it on that side.

In designing the bridge, it will be necessary to provide for the passage of ships of fully 700 tons burden, as vessels of this capacity load timber at Clarence Town.

I had no means at my disposal to ascertain accurately the nature of the bed of the river, the depth being so great, but I plumbed the bed at every 16 feet. Before proceeding with the design it will be necessary to ascertain more accurately the proposed sites for piers.

J. B. MELDRUM,

26/9/78.

Department

Department of Public Works,
Sydney, 3rd December, 1878.

TENDERS FOR PUBLIC WORKS.

TENDERS will be received at this Office, for the Public Works specified in the Schedule herounder, up to Eleven o'clock, a.m., of the various dates set forth in the second column.

Tenders to be addressed to "The Under Secretary for Public Works."

Tenderers may, be in attendance when the Tenders are opened, and the names of the successful Tenderer will be announced, if possible, before the duties of the Board have terminated.

The following conditions will have to be strictly complied with, otherwise the Tenders will not be taken into consideration:—

1st.—Each Tender must state the time within which it is proposed to complete the work.

2nd.—At the foot of every Tender there must be a memorandum, signed by the party tendering and two responsible persons as surties, agreeing to be answerable for the due performance of the Contract, in the event of the Tender being accepted; and undertaking, in that event, that they will severally execute and deliver a bond to Her Majesty, in a penal sum of one-tenth of the gross amount of the Contract, for securing such performance.

It is to be understood that the Government does not bind itself to accept the lowest or any Tender.

JOHN SUTHERLAND.

Description of Work or Supplies to be tendered for.	Dates up to which Tenders will be received.	Where Plan, Specification, and Form of Tender may be seen.	Remarks.
Colonial Architect.			
Erection of Police Quarters, Deniliquin ...	10 Dec., 1878	Colonial Architect's Office, and Court-house, Deniliquin.	
Annual Contracts—Miscellaneous Services, Colonial Architect's Department, during the year 1879.	10 Dec., 1878	Colonial Architect's Office.	Fresh Tenders.
Additions, Court-house, Morpeth	17 Dec., 1878	Colonial Architect's Office, and Court-house, Morpeth.	Fresh Tenders.
Additions, Court-house, Walcha	17 Dec., 1878	Colonial Architect's Office, and Court-house, Walcha.	
Additions, &c., Police Station, Bombala.....	17 Dec., 1878	Colonial Architect's Office, and Court-house, Bombala.	
Erection of Post and Telegraph Office, Warialda.	17 Dec., 1878	Colonial Architect's Office, and Court-house, Warialda.	
Erection of Court and Watch House, Euston	24 Dec., 1878	Colonial Architect's Office, and Court-house, Euston.	
Harbours and Rivers.			
Supply of Coals for the Government Dredges and Tugs, in Sydney Harbour, and also for the Fitzroy Dock, for the year 1879.	10 Dec., 1878	Office of Engineer-in-Chief for Harbours and Rivers, Sydney.	
Supplying Coals for the Government Dredges and Tugs stationed at Newcastle and Hunter River District, for the year 1879.	17 Dec., 1878	Office of Engineer-in-Chief for Harbours and Rivers, Sydney, and Assistant Engineer, Newcastle.	
Erection of a Wharf at Pennant Hills	17 Dec., 1878	Office of Engineer-in-Chief for Harbours and Rivers, Sydney.	
Railways.			
Supplying Building Sand for the Railway Department for 1879.	10 Dec., 1878	Office of the Engineer for Existing Lines, 45, Phillip-street, Sydney.	
Supplying Rolling Stock for five years, ending 31st December, 1883.	14 Jan., 1879	Office of the Locomotive Engineer, Redfern Station, on and after 20th December next.	
Roads.			
Bridge over the Crookwell River, at Crookwell.	10 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, the Police Office, Goulburn, and at the Post Office, Crookwell.	
Bridge over Sheep Station Creek, Road Braidwood to Araluen.	10 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, and the Police Offices, Braidwood and Araluen.	
Construction of a Bridge over the Allyn River at Gresford.	10 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, and at Police Offices, Paterson and Maitland.	
Construction of a Bridge over Burrell Creek (No. 2), Road Woodstock to Ulladulla.	17 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, and at Police Offices, Kiama and Ulladulla.	
Bridge over Williams River, at Clarence Town.	17 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, and the Police Offices, Maitland and Clarence Town.	
Bridge over Dickenson's Creek, Road Cundletown to Motto.	17 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, and the Police Offices, Three and Wingham.	
Yarrabong Bridge, over Willis' Creek at Maitland.	17 Dec., 1878	Office of Commissioner and Engineer for Roads, Sydney, and the Police Offices, Singleton and Newcastle.	

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.E. 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. 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.

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 recognize 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 warrant 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.

[Four plans.]

Sydney: Thomas Richards, Government Printer.—1879.

[1s. 6d.]

1000

PLAN

of proposed site for a bridge

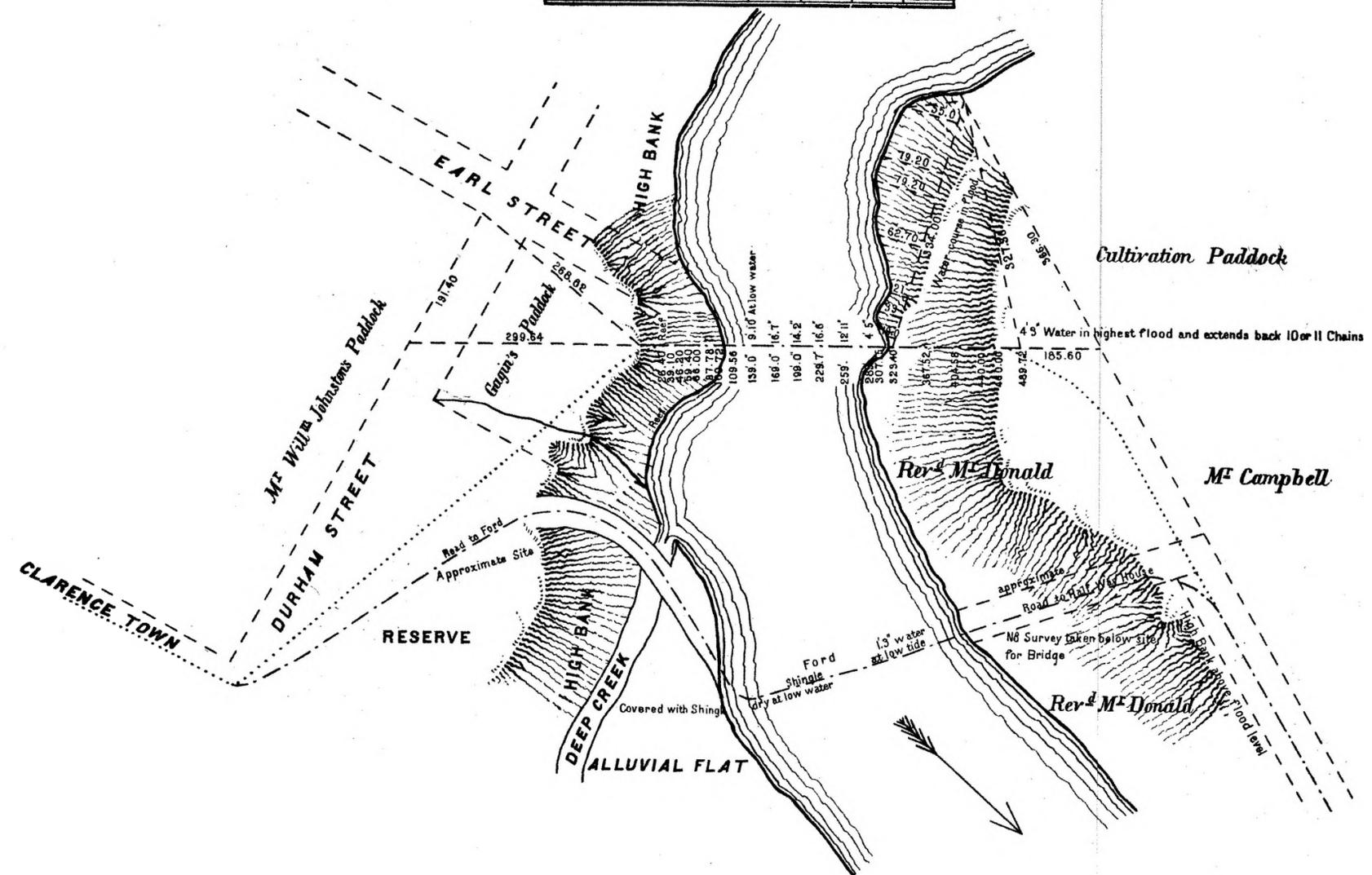
OVER THE RIVER WILLIAMS

at

CLARENCE TOWN

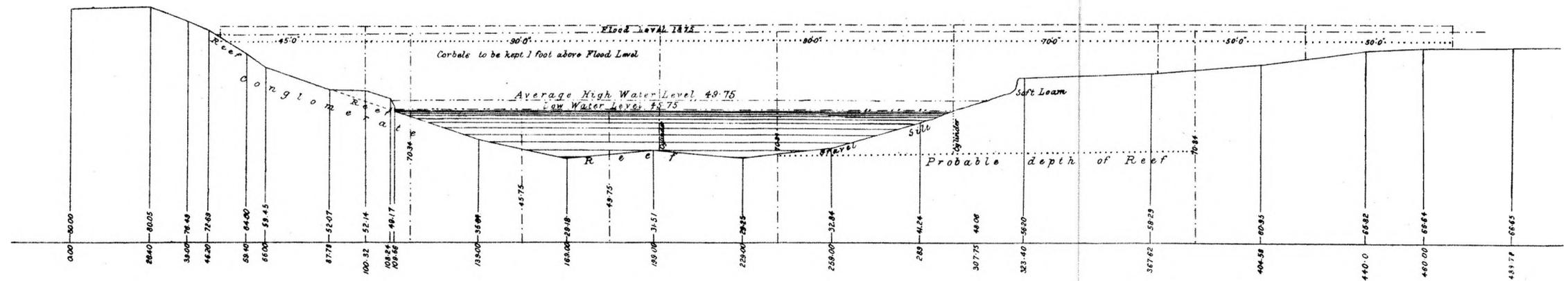
Appendix

Scale of Chains



(Sig 413)

SECTION OF WILLIAMS RIVER
 Site for proposed bridge
CLARENCE TOWN



Longitudinal and
Vertical Scale



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

Red lines on Original marked thus ————
 Red broken lines on Original marked thus
 Blue lines on Original marked thus ————
 Water is also marked blue on Original

(Sig. 413)

SECOND SECTION
 OF
WILLIAMS RIVER AT CLARENCETOWN.

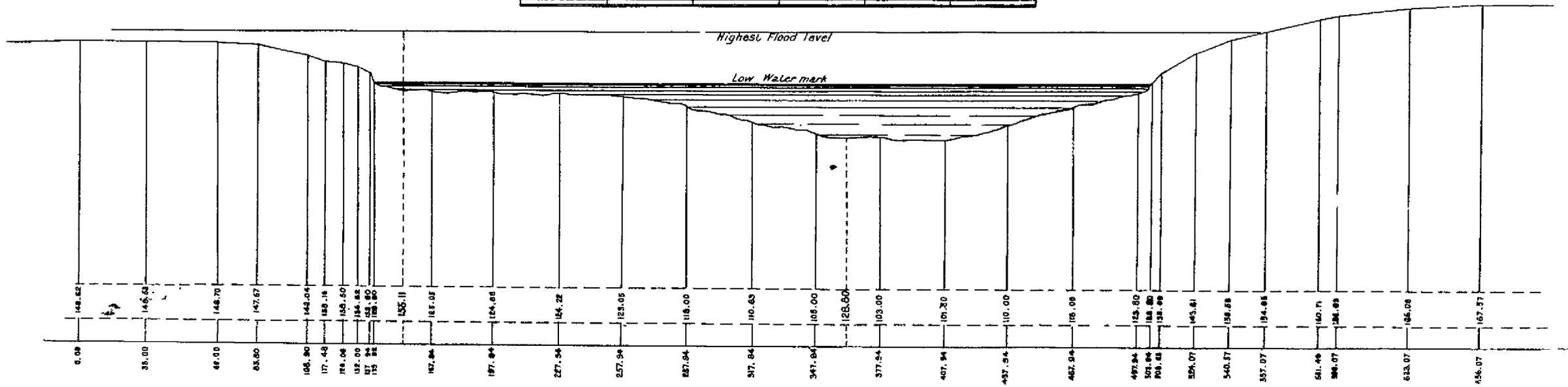


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
 SYDNEY, NEW SOUTH WALES.

(SIC. 413)

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE OVER ARMIDALE CREEK.

(CORRESPONDENCE, PLANS, &c.)

Ordered by the Legislative Assembly to be printed, 5 February, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18 October, 1878, That there be laid upon the Table of this House,—

“Copies of all Papers and Correspondence, together with all Plans showing sections and levels of the two sites, Marsh-street and Faulkener-street, for a Bridge over the Armidale Creek, in Armidale.”

(Mr. Terry.)

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BRIDGE OVER ARMIDALE CREEK.

No. 1.

The Council Clerk, Armidale, to The Secretary for Public Works.

Sir,

Council Chambers, Armidale, 7 April, 1877.

By an unanimous vote of the Council of Armidale, I am directed to call your attention to the very dangerous state of the bridge across the Armidale Creek on the Great Northern Road, within this Municipality, and to request you to cause the necessary steps to be taken to have a new bridge erected, as it is very dangerous for loaded drays to cross the present one, and a short time ago a portion of it broke down while a bullock team was crossing it, capsizing the dray and killing some of the bullocks, and injuring others.

Hoping this matter will receive your early attention,

I have, &c.,

CHAS. WILSON,

Council Clerk.

Mr. Scarr, for immediate report.—W.C.B., 11/4/77.
18/4/77.

Report and sections herewith.—P. SCARR,

The Under Secretary for Public Works to The Council Clerk, Armidale.

Sir,

Department of Public Works, Sydney, 10 April, 1877.

I am directed to acknowledge the receipt of your letter of the 7th instant on the subject noted hereunder, and to inform you that it will receive due attention.

I have, &c.,

GERALD HALLIGAN,

(For Under Secretary).

Subject:—Respecting the state of the bridge across the Armidale Creek, on the Great Northern Road, within Municipality.

No. 2.

Mr. Road-Superintendent Scarr's Report on above.

Report on application of the Municipal Council of Armidale for a bridge over Armidale Creek.

Sir,

Armidale, 18 April, 1877.

I have examined the present bridge in Marsh-street and find it is unsafe for heavy traffic, and quite beyond repair. There is another bridge higher up the creek.

This also, though safe for traffic, at present is but an indifferent structure not likely to last very long.

It is not on the line of any street, but on a reserve which is open to thoroughfare (position marked on plan herewith).

As therefore neither of these bridges can be long of service, and the traffic is too important to be put to the necessity of crossing through the creek, the bridge applied for may be even now said to be necessary; and upon failure of the second bridge alluded to (which may occur at any time) will be urgently so.

It has I understand been up to the present time considered that the continuation of the Great Northern Road was *via* Marsh-street.

This has arisen from two causes, viz., that the bridge now proposed to be replaced was erected on that street, and further, that the continuation of Marsh-street was originally made use of as the Glen Innes Road up to a short time ago—I believe about two years—when the northern part of Faulkner-street up to Erskine-street (at A), was cleared and made available for traffic; a line leading from the intersection of these two streets, adopted by the Roads Department as the Glen Innes Road, and a considerable length from this point northward metalled.

From this intersection therefore the department is committed to this line, and therefore to this point as a starting point for the Glen Innes Road. Up to this point the Council have control and a subsidy.

The traffic from the existing bridges converges at the intersection of Kirkwood and Marsh streets, follows the last-named street to its junction with Donnelly-street, and thence by the track marked in diagram, strikes across the allotments into Faulkner-street, and so to the metalled road at A, a portion however continuing along Marsh-street as far as Erskine-street, and thence by that street to A; so that it will be seen this point is one to be reached wherever the bridge may be placed.

This explanation is necessary to make the matter clear for a decision as to the site to be adopted, there being I understand conflicting interests involved and differences of opinions as to whether the bridge—if the application be granted—should be in Marsh-street or Faulkner-street.

I have therefore taken a section at each place herewith.

The fact of the Main North Road—or rather the Glen Innes Road—having been hitherto along Marsh-street, does not, I assume, control future action if it be thought advisable to place the bridge elsewhere.

The objections to the site in Marsh-street are: the section of the creek is unfavourable; the bottom and banks bad; and the space affected by flood extensive.

Thus requiring a long bridge—causing a greater difficulty in fixing piers—a danger, after completion of injury to the banks and approaches, and a great length of approach; all entailing of course a large outlay.

The section in Faulkner-street is free from all these objections, except that the bank on the south side is of the same nature as in Marsh-street; otherwise, the site is a good one, and requires a much shorter bridge.

The

The principal objection to adopting this, however, is the steep ascent from the creek northwards; the gradient here would be steeper than is desirable.

The natural grade can be improved by filling in to the dotted line, and cutting hill beyond to a slight depth; this would reduce the grade to say 1 in 7.50.

Reference to the plan will show that Faulkner-street is the most direct route northwards to the Glen Innes Road at A.

If the bridge was placed in Marsh-street it will be necessary for the traffic to turn at right-angles along Donnelly-street, and then again on reaching Faulkner-street, or to continue along Marsh-street to Erskine-street, and so to the point named.

I estimate the cost of the bridge if placed in Marsh-street thus:—165 feet at £7 = £1,155; and with approaches, say total £1,300.

If in Faulkner-street—80 feet at £7 = £560; or with approaches complete, say £800; a difference of £500.

Notwithstanding therefore the objection of the steepness of grade in Faulkner-street, I am of opinion this is the proper site for the bridge.

I have, &c.,

PERCY SCARR,

Road Supt.

A bridge is required here. Mr. Scarr goes into a long discussion of the relative merits of present site and a new site. This need not delay getting the money, and, if approved of by the Minister, £1,000 might be placed on the Estimates for bridge over Dumaresq Creek, in town of Armidale, and applicants be informed accordingly, and that site will be determined before money is voted.—W.C.B., 21/4/77. Under Secy., B.C.

Approved.—J.H., 28/4/77. Roads, B.C., 3/5/77.—J.R. Note for Further Additional Estimates.—W.C.B., 4/5/77. Noted.—G.C.E., 5/5/77.

The Under Secretary for Public Works to The Council Clerk, Armidale.

Sir,

Department of Public Works, Sydney, 3 May, 1877.

In reply to your letter of the 7th ultimo, I am directed to inform you that the sum of £1,000 will be placed on Estimates for the erection of a bridge over Dumaresq Creek, Armidale, the site for which will be determined before the money is voted.

I have, &c.,

JOHN RAE.

No. 3.

R. Forster, Esq., to The Commissioner and Engineer for Roads.

Dear Sir,

203, York-street, Sydney, 24 July, 1877.

I am informed that there is an impression on the minds of some of the Armidale people that the proposed bridge to be erected over the Armidale Creek is to be erected at the crossing of Marsh-street, some distance from the present crossing at Falconer-street.

Now as I happen to know the locality well, and therefore am aware that if the bridge be built at the crossing (or proposed crossing, for there is none there now) in Marsh-street, that it will entail the necessity of purchasing private property in order to connect it with the Northern Road, besides requiring a far greater outlay in building than if erected in Falconer-street at the present crossing, and which is in direct connection with the main Northern Road, I am anxious to know whether the rumour referred to has any foundation in fact. May I, therefore, request the favour of your stating where it is proposed to erect the bridge.

I am, &c.,

ROBERT FORSTER.

Inform that the Road Superintendent recommended that the bridge be built in Falconer-street.—W.C.B., 26/7/77. Mr. Eames.

Department of Public Works,

Office of Commissioner and Engineer for Roads, Sydney, 26 July, 1877.

I have to acknowledge the receipt of your letter of 24th instant on the subject noted hereunder, and to inform you that the Road Superintendent recommends that the bridge be built in Falconer-street.

I have, &c.,

R. M. Forster, Esq., M.P.

Commissioner for Roads.

Subject: Site of bridge over Armidale Creek.

No. 4.

R. Forster, Esq., to J. McElhonn, Esq., M.P.

Dear Sir,

203, York-street, Sydney, 13 November, 1877.

For some time past a sum of money has been voted for the erection of a bridge over the Armidale Creek in the Town of Armidale, but like many other things the work has not been proceeded with, I fear, because parties are divided as to the proper site for the bridge. So far as the Road Department is concerned, I feel sure no blame attaches there.

I enclose, for your information, a tracing of that portion of the town through which the traffic north and south passes, and has gone during the last twenty years to my knowledge, namely, by a temporary bridge over the creek to the north-east of John Trim's allotment, and thence joining the Great Northern Road at the junction of Kirkwood and Marsh streets to the north and to the south, entering Falconer-street at its junction with Dumaresq-street; thence along Falconer-street to Beardy-street, the main street in the Town of Armidale; and thence along Beardy-street to the town boundary, and so on south to Uralla.

The Government Road Superintendent has been called upon to report as to the most suitable site for the new bridge, and I understand he has recommended it to be erected at Faulkner-street, because at that place, and at that place alone, there is a good foundation to be found.

By reference to the tracing enclosed you will see that this is the direct line to the continuance of the Great Northern Road to Glen Innes.

A

A section of the people of Armidale are desirous to have the bridge erected over the waterhole in Marsh-street, which is *out of the line of traffic*, across a place where it is doubtful if a permanent foundation can be got, where a bridge was erected some years since and proved useless, and where the public would be greatly inconvenienced.

I heard recently in Armidale that the main ground of opposition to the site approved of by the Government official was because Mr. John Trim, the oldest inhabitant in Armidale, has his stores in the vicinity (and has had it there for the last thirty years). This however I do know, that if this opposition succeeds that old Trim and his family will be ruined.

That however has nothing to do with the question. The money has been voted, the site has been selected and approved of, and no private influence ought to be allowed to step in to prevent the immediate execution of the work. Had I been elected it was my intention to have urged the matter on. I have not been elected and I advised my friend Trim to allow me to place the matter in your hands, and to this end I now address you.

Whether Mr. Terry has been invited to move in the matter I know not, but I feel assured the site recommended is the proper site. I feel assured that the Road Department, if not interfered with improperly, will do its duty honestly. All I ask is that you will inquire into the matter and see that fair play is done.

The only two gentlemen at present in Sydney that I know of who could give you information in support of what I state are Monsignor Lynch and Dean M'Carthy, who both lived in Armidale. Mr. Buchanan, P.M., leaves town to-night or he could confirm my statement.

May I crave your attention to the case, and believe me,

Dear Sir,

Yours truly,

ROBT. FORSTER.

Roads for report, B.C., 19/11/77.—J.R. Resubmit with previous papers.—W.C.B., 21/11/77. 77/4061. Previous papers herewith. What is done with reference to bridge in Armidale—£1,000 voted?—J.S., 3/4/78. There has been a dispute as to site, but for which tenders would have been called some time since.—W.C.B., 3/4/78. The bridge should be built on the Marsh-street site. I request the Minister's approval.—W.C.B., 3/4/78. Under Secretary, B.C. Approved.—J.S., 3/4/78. Roads, B.C., 4 April, 78.—J.R. Mr. Terry to be informed the drawings are in hand.—W.C.B., 6/4/78.

[Enclosures.]

The Commissioner and Engineer for Roads to J. McElhone, Esq., M.P.

Department of Public Works, Office of Commissioner and Engineer for Roads,

Sir,

Sydney, 8 April, 1878.

Referring to a letter from R. H. M. Forster, presented by you relative to the erection of a bridge over the Armidale Creek, in the town of Armidale, I have the honor to inform you that it has been decided to erect the bridge on the site in Marsh-street, and that the requisite drawings are now being prepared.

I have, &c.,

WILLIAM C. BENNETT,

Commissioner and Engineer for Roads.

The Commissioner and Engineer for Roads to S. H. Terry, Esq., M.P.

Department of Public Works, Office of Commissioner and Engineer for Roads,

Sir,

Sydney, 8 April, 1878.

In reference to correspondence respecting the bridge over Armidale Creek, in the town of Armidale, I have the honor to inform you that the bridge will be erected on the site in Marsh-street, and that the necessary drawings are now in the course of preparation.

I have, &c.,

WILLIAM C. BENNETT,

Commissioner and Engineer for Roads.

No. 5.

The Mayor of Armidale to The Secretary for Public Works.

Sir,

Armidale, 11 April, 1878.

I have the honor, by the direction of the Borough Council of Armidale, to communicate with you upon the subject of the erection of a proposed bridge within this borough, a sum of £1,000 having been voted by Parliament for that purpose in 1877.

The Council considers that undue laxity has been shown in proceeding to the erection of the bridge, the site for which the Council believes has been recommended by the Roads Superintendent (Mr. Scarr) in Falconer-street.

The Council approves of the site in Falconer-street for the following reasons:—

1. That it is more centrally situated in the Borough than any other site for a bridge.
2. That a foundation for a bridge in Falconer-street is better and more suitable for the erection of a substantial structure than the suggested site in Marsh-street.
3. That a bridge could be erected in Falconer-street suitable to the requirements of the Borough within the limits of the sum voted for that purpose; while in other streets the great length of span which would be necessitated, and the bad foundations, would cause the expenditure of a much larger sum.
4. That Falconer-street is on the Main Northern Road to Glen Innes, and although the hill north of the creek has a steep gradient, yet a good road is obtainable along Kirkwood-street to the present road, and in case traffic followed Kirkwood-street which is a good road to Marsh-street, it would not have any greater distance to travel than it has by the proposed route through Marsh-street, while the road in Falconer-street, over the hill, is much shorter than either.
5. That many of the chief buildings—viz., the court-house and lock-up, the post office, town hall, &c.—are situated in Falconer-street, and this street leads to the centre of the town where all the principal business houses are situated.

6. That if the hill on the north side of the creek were cut down, the earth would make good the approaches on the south, and thus make the whole road good.
7. That there is already a bridge in Marsh-street; in consequence of the hill in Marsh-street traffic is turned to Falconer-street from Marsh-street at its intersection with Donnelly-street.

I have, &c.,

W. C. PROCTOR,
Mayor.

Mr. Bennett, for report.—J.S., 16/4/78. Roads, B.C., 18/4/78.—J.R. Might be informed that tenders will be invited in a few days—that the delay was owing to the uncertainty of site.—W.C.B., 20/4/78. Under Secy., B.C.

No. 6.

Messrs. J. M'Lean, J. Moore, J. Bliss, and others to The Secretary for Public Works.

Sir,

Armidale, 13 April, 1878.

We, the undermentioned residents of the Town of Armidale and its vicinity, respectfully request that you will cause steps to be taken to have the money voted for a bridge in Armidale to be expended, and that such bridge be erected over the creek at its intersection with Marsh-street.

We would submit, for your information, the following reasons we have for erecting the bridge at the above-named place:—

1. The Main Northern Road runs through the town into Marsh-street, thence along that street to the northern boundary of the town in its course to Glen Innes, a route which has been used for a period exceeding thirty years.
2. There is a well-made road through the town along this route, the ascent more gradual and easy than on any other street in town. Approaches are already made to a bridge crossing the creek at this place, which is now in a dangerous state.
3. There is a bridge within about 50 yards of Falconer-street, where, if a new bridge were erected, a steep hill on the north side would have to be cut a considerable depth, and $\frac{1}{2}$ a mile of new road made parallel to and within 10 chains of the present road.
4. The Government endowment—£75 per mile—has been voted for years to the intersection of Beardy and Marsh streets, and £50 per mile direct through Marsh-street from this point northwards towards Glen Innes.

We have, &c.,

JAMES M'LEAN, J. MOORE, JOHN BLISS,
and 53 others.

Seen. Put with other papers.—J.S., 16/4/78.

No. 7.

Telegram from Mr. W. Craigie to Secretary for Public Works.

Armidale, 18 April, 1878.

I RESPECTFULLY wish to protest against the adoption of Marsh-street for the bridge across Armidale Creek. It should be Falconer-street. I am quite disinterested. A bridge over Falconer-street would not cost half that of one over Marsh-street, and be much safer.

WALTER CRAIGIE.

Mr. Bennett to place with other papers on this subject, and bring the whole before me.—J.S., 18/4/78.

Re-submit with papers.—W.C.B. Papers herewith.

Tenders have been invited for this bridge in accordance with instructions given to me by the Minister at an interview with a gentleman representing the Armidale Council some fourteen days since.—W.C.B., 23/4/78. Under Secretary, B.C.

I have no doubt whatever that the bridge is in the right place. I however append a newspaper article to the contrary:—

Extract from "Armidale Express," April 19th, 1878.

SCARCELY anything has surprised us more than the receiving an advertisement from the Roads Department inviting tenders for the erection of a bridge over Armidale Creek, at its intersection with Marsh-street. Of course the bridge should be placed on the creek in Falconer-street. A person with even a small amount of brains could perceive at a glance that if he took a mile of the creek side he could not find a better place at the bottom of any street than Falconer-street is for a bridge. There is a good foundation and only on one side will there be any expense as to an approach. On the other hand the disadvantages of the Marsh-street proposal are prominent, and the expense connected with it, as to approaches, will be something that would alarm timid people. But every person thinks that the Government has a very deep purse which any one may dip into.

The Marsh-street bridge would have to be much longer, and the approach on the north end a great deal longer than anything that would be incurred with reference to the Falconer-street bridge.

There is one good test of the matter however, which we hope Mr. Sutherland will accede to. In old times there was a battle whether the Byron Township or the then miserable Green Swamp (now Inverell) should fill the premier place of the towns in N. W. New England. We took our share in the matter, but Mr. Colin Ross played the principal part. Well what was the result? Sir John (then Mr.) Robertson decided that surveyed lands as to the two places should be offered at auction simultaneously. The result was that much land was bought at the Green Swamp and little or nothing at Byron. Hence the founding of a township, named Inverell, which is now endeavouring to outrival Armidale as to railway extension. But we are afraid it will be an additional illustration of a fable of Æsop—the frog attempting to rival the ox.

Let Mr. Sutherland try the difference on this plan. There is not a great divergence between the heights of passable bridges on Marsh and Falconer streets. Call for tenders, with approaches included, and we are convinced that, as Sir John Robertson is reported to say frequently, the site for the Falconer-street Bridge compared with that for the Marsh-street Bridge will "lick" the former "into a cocked hat."

We are thoroughly disinterested in the matter. We do not believe that we have a shilling to gain or lose in either way whichever street the bridge crosses over the creek. But "honesty is the best policy," and that, in the long run, always wins.

No. 8.

Telegram from Mayor of Armidale to Secretary for Public Works.

Armidale, 20 April, 1878.

ADVERTISEMENT in Friday's paper calls tenders for bridge over creek in Marsh-street. This is directly in opposition to recommendation of the Borough Council and local officers of the Roads Department. Petition protesting against bridge in Marsh-street, in course of signature, and will shortly be forwarded. We ask for a suspension of all operations until petition received. No reply yet received to my letter on this subject.

W. C. PROCTOR,
Mayor of Armidale.

Inform—Before any tender is accepted your representations will receive full consideration.
Telegram sent.

No. 9.

Telegram from Mr. J. Moore to S. H. Terry, Esq., M.L.A.

25 April, 1878.

TRIM sent by Proctor this morning petition signed by over five hundred, all classes, few rate-payers, and many children, in favour of bridge, Falconer-street. Marsh-street is undoubtedly proper quarter. If Minister is likely to change his opinion in favour of Falconer-street request competent party having no influence here to take levels and report in each case. Hope you will attend to this at once to prevent any favour being shown. This message sent at request of petitioners, Marsh-street.

J. MOORE.

To be put with other papers on this subject.—J.S., 26/4/78. Roads, B.C., 30 April, 1878.—
W.F. (for U.S.) The papers in this case are with the Minister.—W.O.B., 1/5/78. Under Secretary,
B.C.

No. 10.

Mr. M. Butler to The Secretary for Public Works.

Sir,

Armidale, 24 April, 1878.

As I understand that Mr. John Trim and others are forwarding a petition respecting the bridge in Marsh-street, Armidale, for the building of which tenders have been called, I think it rather an unusual thing in getting a petition signed to take it to a pic-nic of children (about 80) and getting the majority of them to sign it, who have no idea whatever about a bridge, nor where it should go; and also by telling parties who had signed the petition for the bridge to be in Marsh-street to sign the one for Falconer-street, also, as they were sure by doing so to get two bridges instead of one.

I give you the information not for a moment thinking that such a petition will have any effect in altering the site of the bridge, but merely to show you how such things are managed by unprincipled people who would stoop to anything to secure their own turn.

I may also state that this is the route Government has been paying through the Council for some years, Beardy-street to the corner of Marsh-street, thence north to boundary of Municipality.

I have, &c,

MATTHEW BUTLER.

No. 11.

Petition from the Mayor, Aldermen, and others of Armidale, to The Secretary for Public Works.

WE, the undersigned, inhabitants of the City of Armidale, embracing the Mayor, many of the Aldermen, Justices of the Peace, and old residents of the city, respectfully beg to present to you this, our Petition:—

First. That your petitioners observe in the last issue of the *Armidale Express*, our local paper, a copy of which is herewith attached, a notification having your authority calling for tenders for a bridge to be erected over the Armidale Creek at the Marsh-street crossing.

Second. That your petitioners are aware that Mr. Scarr, an officer in your department, inspected the most eligible site for the proposed bridge, and determined on that where Faulkner-street crosses the said creek, and as we believe reported on the same as the most desirable to the chief of his department.

Third. That at a meeting of the Borough Council, held on the evening of the 9th instant, the subject was brought before them for consideration, and it was then determined by a majority, his Worship the Mayor being on the side of the ayes, that the proper site for the proposed bridge was where Faulkner-street crosses the creek.

Fourth. That your petitioners, in the face of these circumstances, are alarmed lest the representations of interested parties should operate prejudicially to the true interests of the town as represented by its corporate body, and as regards the proposed work represented by the officers best able to judge, namely, those of the Works Department. They therefore most respectfully pray that no steps be taken with a view to the erection of this bridge until you are thoroughly satisfied that the facts as shown by them are unanswerable and unanswerable.

Fifth. In conclusion your petitioners desire to state that the most direct and cheapest route and undoubtedly the most central position for this bridge is the Faulkner-street crossing. The court-house, lock-up, &c., abuts on this street; the Bank of New South Wales is erecting a costly edifice on it, and it has been determined by the Government to erect a new post and telegraph office at one of the corners of the said street, directly opposite the court-house. Under all these circumstances, and bearing in mind the fact that a bridge already exists in Marsh-street that merely requires re-decking to make it sufficient
for

for traffic for many years to come, your petitioners humbly pray that you will reconsider this matter and give directions that the proposed bridge be erected in Faulkner-street instead of Marsh-street, as at present advertised.

And your petitioners, as in duty bound, will ever pray.

Dated this 22nd April, 1878.

Hereunder are the names of influential persons of the Borough of Armidale.

Mayor and Aldermen.
W. C. Proctor, Mayor.
G. Holmes, Alderman.
John Harper, do.
Robert Hope, do.
John Trim, do.
James Buchanan, P.M.
P. M'Kinlay, J.P.
Robert Parry,
&c., &c., &c.

Numbering in all 562.

Mr. Bennett to have as early as possible plans, sections, and estimates made of the bridge and approaches at the position here referred to.—J.S., 9/5/78.

No. 12.

Extract from *Armidale Express*, 30th April, 1878.

To the Editors of the *Armidale Express*.

Gentlemen,

In your last issue appears a letter signed "John Moore," who is an ex-mayor of Armidale, but he does not hesitate to sneer and throw dirt at that as he terms it "august body" of which he was very glad to be a member in times gone by.

The burden of his song is to the effect that the site for the proposed bridge over the creek should be at the crossing of Marsh-street and not at the crossing of Falconer-street, and in support of this position he attempted to prove how immeasurably is his own idea, viz., the Marsh-street crossing to that of the other, and bolsters up his case by calling the Falconer-street proposition "a job" and the petition in its favour as having been signed by children of the schools.

Now as to the facts, I want to know, Messrs. Editors, who John Moore is? Who is he, to dictate to the town, and say nothing of his conduct with reference to his petition? He was apparently ashamed of it, and got a few signatures on the sly, and as it were in the dark.

Now mark the contrast the petition in favour of Falconer-street was openly and fairly taken about. It clearly points out that it is the most central, the most in every respect desirable, by far the cheapest position, and the petition bears the signatures (nearly 600) of almost all the wealth and intelligence of the town, the clergy, the magistrates, the men of property, storekeepers, and others; barring that one storekeeper to whom I presume, your correspondent refers, all have signed it, and it has gone down in charge of the Mayor, with a view to its being presented to the Hon. the Minister for Works.

In order to show the efforts of the petitioners have not been entirely without effect, I would state that the Minister for Works has suspended all operations in reference to this vexed question for the present, pending further inquiry. I do not care to go into details as to the merits of the two sites; they are so obvious that to my mind the adoption of such a course seems unnecessary; your own article clearly proves this proposition.

I know nothing as to the action of "our Member" in this matter. His gigantic brain possibly has been brought to bear on the subject, and as a little bird has whispered to me, should a second Member be accorded to Armidale the late opponent of our present representative has been invited to come to the front by your correspondent. Can it be believed? But should he accept the flattering, yet I fear somewhat treacherous invitation, then of course there is his support to be relied on in this bridge matter.

Armidale, April 29th, 1878.

Yours truly,
JOHN TRIM.

No. 13.

Minute-paper—Bridge over Armidale Creek.

HEREWITH is forwarded, for the approval of the Secretary for Public Works and for insertion in the Government Gazette and local papers, an advertisement inviting tenders for bridge over Armidale Creek, Marsh-street, Armidale. Tenders to be opened on the 7th of May.

GEO. C. EAMES,
For Commissioner for Roads.
Notice sent to Gazette, Roads,

Under Sec., B.C., 15/4/78.
B.C., 15, 18/4/78.—J.R.

Approved.—J.S., 17/4/78.

TENDERS FOR PUBLIC WORKS.

Department of Public Works, Sydney, 16th April, 1878.

TENDERS will be received at this Office, for the Public Works specified in the Schedule hereunder, up to 11 o'clock, a.m., of the various dates set forth in the second column.

Tenders to be addressed to "The Under Secretary for Public Works."

Tenderers

Tenderers may be in attendance when the tenders are opened, and the name of the successful tenderer will be announced if possible before the duties of the Board have terminated.

The following conditions will have to be strictly complied with, otherwise the tenders will not be taken into consideration:—

- 1st.—Each tender must state the time within which it is proposed to complete the work.
- 2nd.—At the foot of every tender there must be a memorandum, signed by the party tendering and two responsible persons as sureties, agreeing to be answerable for the due performance of the contract, in the event of the tender being accepted; and undertaking, in that event, that they will severally execute and deliver a bond to Her Majesty in a penal sum of one-tenth of the gross amount of the contract, for securing such performance.

It is to be understood that the Government does not bind itself to accept the lowest or any tender.

JOHN SUTHERLAND.

Description of Work or Supplies to be tendered for.	Dates up to which date tenders will be received.	Where plan, specification, and form of tender may be seen.	Remarks.
Bridge over Armidale Creek, Marsh-street, Armidale.	7 May, 1878	Office of Commissioner and Engineer for Roads, Sydney, and the Police Office, Armidale.	

Department of Roads and Bridges.

Specification of works required for the construction of a Bridge over Armidale Creek, at Marsh-street, Armidale.

GENERAL CONDITIONS.

- Works.** 1. The work for which tenders are to be made, and to which this specification refers, comprise the providing of all materials, tools, labour, scaffolding, implements, workmanship, and every other thing requisite for the full and proper completion of all the piling, carpentry, smithwork, tarring, painting, rubble filling, earthwork, ballast and metal, and all other work required in the construction of a bridge over Armidale Creek, at Marsh-street, Armidale, in accordance with the plans and the specification, and to the entire satisfaction of the Engineer for Roads.
- Tenders.** 2. The tenders to state the gross amount for which the contractors will be prepared to complete all the works shown on drawings, and described in detail in specification. A schedule of prices is to be attached to the tender, by which any alteration, or addition, or deduction, ordered by the Commissioner for Roads, shall be measured and allowed for, and no such alteration, addition, or deduction shall in any way vitiate or set aside the contract.
- Schedule of prices.** 3. Prices for each description of work named in tender must be filled in and quantities moneyed out at respective prices, and the total is to agree with the lump sum named in the body of tender. In the event of such schedule rates not agreeing with bulk sum, the Commissioner will be empowered to alter rates for valuation of work in progress.
- Tender to contain time and sureties.** 4. At the foot of every tender there must be a memorandum signed by the person tendering and two other responsible persons as sureties, agreeing to be answerable for the due performance of contract in the event of the tender being accepted, and undertaking in that event that they will execute a bond at the office of the Crown Solicitor in Sydney, or at the Police Office, within ten days from notification of acceptance, in the penal sum of ten per cent. upon amount of contract for securing such performance. Any tender not complying with these requirements will be rejected.
- Extras.** 5. No extra work to be paid for without the sanction of the Commissioner for Roads, and the production of an order in writing for its execution, signed by the officer in charge of the works; and an account must be forwarded to the Commissioner each fortnight until the completion of the work, stating the quantity and cost of extra work done, in default thereof the claim for such extra work shall be null and void. The price for any work not included in schedule is to be determined on previous to its execution, and set forth in the order for such work.
- Measurements.** 6. The measurements to be made according to the actual dimensions, notwithstanding any general or local custom to the contrary.
- Time.** 7. The works to be completed, and the bridge ready to be opened to the public in four months from date of bond.
- Insolvency of contractor.** 8. If the contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner, without previous notice to the contractor, or to the official or other assignee or assignees of his insolvent estate, or to the trustee or trustees under the assignment, to take the works out of the hands of the contractor, and of the assignees or trustees of his estate, and to re-contract with any other person or persons to proceed with and complete the same upon such terms, stipulations, and conditions as shall be deemed expedient, using all the then remaining materials, implements, and plant that may be required to complete the work.
- Non-fulfilment of contract.** 9. Should the Engineer for Roads be at any time dissatisfied with the mode of proceeding, or at the rate of progress of the works, or any part thereof, the Commissioner shall have full power to make use of all labour or materials which he may deem necessary, the cost of such labour and materials to be deducted from any money that may be then due, or may hereafter become due to the contractor; and should the contractor fail to proceed in the execution of, and to complete the works in the manner and at the rate of progress required by the Engineer, the Commissioner shall have full power to cancel the contract, so far as relates to the works remaining to be done; and all sums of money that may be due to the contractor, together with all implements in his possession, and all sums of money named as penalties for the non-fulfilment of the contract shall be forfeited to the Commissioner, and the amount shall be considered as ascertained damages for breach of contract.
- Power to dismiss men.** 10. The Engineer or other authorized officer to have the power of immediately dismissing any agent or workman employed by the contractor, and of having removed off the works, even if fixed, any timber, materials, plant, or implements he may consider unfit or insufficient for the purposes intended, or at variance with the meaning and intention of this specification, the cost of such removal to be paid by the contractor.
- Clearing of site.** 11. Previous to commencement of work all trees on the site likely to do any damage to the bridge by falling or interfering in any way are to be cut down stump high, or root felled, as will be directed, and burnt or removed from vicinity of bridge.
- Works to be set out.** 12. The position of the bridge shall be set out for the contractor, but he must satisfy himself of its accuracy; and the contractor will have to lay down close to the bridge, according to the instruction of the officer in charge of the works, a platform with a full size drawing of one truss and its bracing, and have all the details of the framing prepared therefrom.
- Discrepancies.** 13. The forms and dimensions of the different portions of the work are shown generally in the drawings, but where any discrepancy exists between the dimensions as indicated by scale and those marked in figures, the figures are to be considered as correct, and are to be taken in all cases in preference to the measurement by the scale attached; and if there should likewise be any discrepancy between the figures, or dimensions, or the form of construction, or the material, as indicated in the drawings, and the dimensions and material given in the specification, the directions of the specification shall be adopted; and in all cases of defective description, or of any ambiguity, the explanation given by the Engineer shall be binding on the contractor; also anything contained in the drawings, or in the specification, shall be equally binding as if it were contained in both.
- Risks.** 14. As this contract is for the entire completion of bridge, it is expressly to be understood that all bolts, screws, rivets, washers, keys, pins, spikes, and all minor parts which may not be shown on the drawings, or mentioned in the specification, but which may reasonably and obviously be considered requisite for the proper completion of the work, are to be provided by the contractor, and included in his tender.
- Payments.** 15. The contractor to be liable to all risk from floods or other accident during the erection of the bridge, which is to be delivered up perfect and in good order.
16. Payments to be made once a month as the work proceeds on the certificate of the superintending officer, countersigned by the Engineer for Roads, in the proportion of 80 per cent. of the work actually executed, and the remaining 20 per cent. will be paid after the Engineer shall have certified that the whole of the works have been completed to his satisfaction, and the obtaining such a certificate shall be a condition precedent to the contractor having any claim or cause of action in respect of any work done or materials provided to the payments from time to time to be made hereunder, or to the final payment upon completion of the contract, and in no other way.
- 17.

17. All moneys due on account of contract will be paid to the credit of contractor in Bank of New South Wales, or such other Bank as contractor may request.

18. The contractor to attend constantly on the work, or employ a properly authorized agent to represent him; and any order to whom will be considered as given to contractor himself.

19. The highest known flood-level is shown on drawings, but the Commissioner is not to be held responsible for any loss or damage that may result during continuance of contract from the flood water attaining a higher level than that shown.

20. The contractor to provide for the safe passage of all traffic by temporary road or bridge, as may be considered necessary, during the continuance of contract, and shall, if required, keep lights burning during the night. He will be held responsible for any accident or damage that may occur through neglect of any precaution in this respect.

21. Where the contract is for building a bridge on the site of an old one, the removal and stacking of the old structure, or such part thereof as may be directed, is to be included in the contract. Unless specially set forth in the specification such material to become the property of the contractor.

22. Should the contractor refuse or neglect to carry out the instructions of the Engineer or other authorized officer, the Commissioner for Roads shall have the power of suspending the usual monthly certificate until such instructions have been complied with.

Posts to be 6" x 4", those over piers tenoned 1 inch into capsill, secured to corbel and girders by $\frac{3}{4}$ " bolts, the whole Handrail morticed accurately, full size through floor plank, which projects 1 foot for that purpose, and secured by a $\frac{3}{8}$ " round iron pin, clenched over an iron ruff on each side of plank $1\frac{1}{2}$ " square, $\frac{1}{2}$ " thick.

Top rail, 4" x 4", laid aris uppermost, in notches cut on top of posts, secured thereto by hoop straps of 2" x $\frac{1}{2}$ " iron, with four wood screws 3" long in each.

Lower rail 4" x 3" secured to each post, over which it shall be halved by two 4" wood screws, scar, in rails to occur only on posts.

All the timber throughout the substructure of the bridge to the level of the upper surface of deck, including the bottom, Tarring. edges, top, and ends of flooring planks, to receive three coats of tar and composition, the first coat to be all tar, laid on hot; the second and third coats to be composed of 7 parts coal tar, 4 parts of Stockholm tar, and 1 part of pitch, thoroughly melted together, and applied hot; the last coat on top of deck to be well sprinkled with a layer of clean sharp sand and lime.

All joints and butting surfaces of this portion of the structure to be well payed with the hot composition as above. Before fixing, all mortices and interstices being filled therewith, and in finished work composition to be poured into the interstices and joints.

No tar is to be applied during or immediately after wet weather, or while surface of timber is wet, and an interval of forty-eight hours must elapse between each application.

All the timberwork above the level of floor to be primed, stopped, and coated with Peacock's patent paint, the two first coats Painting. being No. 4 composition, copper colour, the last white. Bolt heads, shoes, washers, rods, straps, and all exposed ironwork to receive two coats of black varnish. All tenons, mortices, joints, and butting surfaces in this portion of the work to receive two coats of Peacock's composition.

As soon as the abutment piles are driven and capsills on, the landward side shall be planked or slabbed, as may be Embanked specified, and the embanked approaches shall be undertaken at once and be carried up in horizontal layers of a foot, so as to approaches be well consolidated by the time the bridge is ready to open for traffic. Embankments, when complete and consolidated, to be 30 feet wide on top, with slopes $1\frac{1}{2}$ to 1, neatly trimmed, formed to a gradient of 1 in 30 feet, and 1 in 25 feet, respectively, from level of bridge floor, and to have a uniform convexity of 9 inches in the centre; care to be taken to put all the coarsest material, rubble if possible, in front next the slabbing, say from 6 to 8 feet.

The banks to be formed of approved material, corners near bridge over capsills to be neatly and strongly faced, either with large stones or sod-walling 15 inches thick.

If the material for banks is taken from side cutting, any such excavation must be made at a distance of at least 20 yards from site of bridge, and down stream thereof, and in such positions as will be pointed out by the superintendent.

If the approaches are formed in part cutting and embankment, the measurements are to be made in cutting only. Any excess material to be deposited for widening bank, or as may be otherwise directed.

The contractor to force the traffic on embankments as much as possible, so as to consolidate them thoroughly for the spreading of ballast or metal.

When the embankments are thoroughly consolidated to the satisfaction of the officer in charge, they shall be covered with a layer of approved ballast of the hardest description procurable within 2 miles, broken to a strict 4 inch gauge, so that every stone shall pass, every way, through a ring of that diameter, and spread 26 feet wide, at the rate of 1 cubic yard of the stone to every lineal yard of road. The whole of the works as above shall be maintained by the contractor until the ballast is quite consolidated, when it shall be crowned by a second layer of $2\frac{1}{4}$ " metal to bring up the convexity at the rate of 1 cubic yard to the lineal yard of road. All the stone to be broken in heaps and measured by the side of the road, according to the usual practice of the department.

The contractor, in all matters not specified herein, to be bound by the general printed conditions for road contracts.

The contractors to tender a bulk sum for the bridge and approaches complete, to the true intent of the drawings and Tenders. specification. No schedule of quantities will be supplied by the Government, but the contractors must determine the same for themselves, and fill in the form of tender in the usual manner, with a schedule of prices, at which any deduction, addition, or alteration may be valued.

In all matters relating to this contract not herein specified, contractors shall be bound by the general conditions here- Conditions. unto attached.

These are the conditions with specifications attached referred to in our bond to Her Majesty, dated, September, 1878.

Bridge over Armidale Creek in Marsh-street, Armidale.

SPECIFICATION.

The bridge to be built of timber, and consist of one 40 feet span, two 33 feet spans, and two 30 feet spans, measured Design. from centre to centre of piles.

Roadway to be 21 feet wide between hand-rail posts. The end, 30 feet spans, to be built to an incline of 1 in 30 feet. Timber.

The timber employed to be iron-bark, blue or red gum, box, or other approved Colonial hardwood; all to be of the best description, sound, straight, free from sap, wanes, shakes, gum-veins, cores, or other defects; to have clean sharp arrises, and to be of the full dimensions shown or specified; in round timber the diameter given is to be measured at the smallest end, exclusive of bark.

The whole of the ironwork to be of the best English iron; threads of bolts to be deep, strong, and clean cut; nuts to Ironwork. fit accurately; all screwbolts to have $\frac{1}{2}$ inch washer under head and nut; the ends of bolts to project half a diameter beyond nut when screwed up; no bolt to be welded in its length; every piece of iron used in the construction of the bridge to be thoroughly heated, and dipped in linseed oil before fixing; threads of all bolts to be at least (4) four diameters in length.

Abutments to have 5 vertical piles 15 inches diameter measured 7" 6" apart from centre to centre, and wing piles 15 Abutments and inches diameter as shown. Piers to have 2 vertical piles and 2 raking piles 15 inches diameter, stayed with wales and braces Piers. $12" \times 6"$ secured to piles by $\frac{3}{4}$ bolts.

Bearing piles or piers to be driven 15 feet below the bed of creek; abutment piles to be driven 15 feet below surface; Piles. the whole to be driven until they stand the test of three blows from a 20 cwt. ram falling 10 feet, under which they shall not drive more than half an inch, or an equivalent test, to be determined by the Engineer; any driving beyond the depths specified will be paid for as extra; and should it prove impossible to drive to this depth, all less to be deducted at schedule rates; piles to be shod with wrought iron pile shoes of approved pattern, 28 lbs. weight; all piles to have a ring of wrought iron $4" \times 2"$ accurately fitted on their heads to prevent injury in driving, and that portion of piles driven, as well as all timber under or in contact with the ground, to be charred thoroughly; piles to be pitched 3 feet longer than necessary to drive to test depth, in order to leave good sound heads; tenons 8" x 4" and 6" long, to be neatly cut on pile heads, which shall be cut off at levels given by the officer in charge of the works. Capsills

- Capsills.** Capsills to be morticed accurately, and bear truly on the pile heads; to be secured by a seasoned hardwood trenaill 1" diameter through capsill and tenon on pile, also in piers by $\frac{3}{4}$ " bolts through tangs of holding-down bolts, and in abutments by T straps of $2\frac{1}{2}$ " x $\frac{3}{4}$ " wrought iron with $\frac{3}{4}$ " bolts; the tangs of holding down bolts to be also $2\frac{1}{2}$ " by $\frac{3}{4}$ "; the straps and tangs to have a caikin 1" long at their ends, let tight into the sides of piles; pier capsills to be 24 feet long; abutment capsills to be 31 feet long
- Wings.** Wing pieces 15 inches diameter, 20 feet long, to be notched over ends of abutment capsill, secured by $\frac{3}{4}$ " bolts through T strap abovementioned, the heels to be sunk 6 feet in the ground.
- Sheathing.** The landward side of abutments and wings to be sheathed with 4" sawn planking, laid close and secured to piles and wing pieces by 7" spikes, two at each intersection, the lowest to be at least 1 foot below natural surface of the ground.
- Corbels.** Corbels over piers to be $14\frac{1}{2}$ " and $13\frac{1}{2}$ " feet long; the outside ones squared, the inside ones, round timber, adzed to a flat surface at top and bottom, 12" wide. All notched $1\frac{1}{2}$ " over the capsills, $\frac{3}{4}$ " being taken out of each. The ends of corbels to be shaped as in elevation, and the upper services in inclined spans to be carefully boned through, and dressed to a regular gradient of 1 in 30.
- Girders.** The outer girders of 40 feet span to be 15" x 12", inner ones 18" diameter; the outer girders of 33 and 30 feet spans to be 14" x 12"; the inner ones to be 17" diameter. All inner girders to be adzed off to a true level bearing to receive floor planks, and to be seated securely on corbels, and bolted to same by $\frac{3}{4}$ " bolts as shown.
- Flooring.** Floor to consist of 4" planks, laid transversely, no plank to be more than 12 inches or less than 6 inches wide. Planks through which posts are to be morticed accurately, are to be picked stuff, 12" wide. All planks to run the entire width of the bridge in one length, to be laid flush and close, and secured to girders by $\frac{3}{4}$ " spikes, 7" long, jagged 3" from point, two spikes at each intersection with girders, heads of spikes to be drifted down $\frac{1}{4}$ ", and surface left smooth, all inequalities being adzed down.

Bridge, Armidale Creek, Marsh-street. Sir, Department of Public Works, Sydney, 7 May, 1878.
 The Tenders are— £ s. d. The Tenders, five in number, for the work specified in the margin, are
 1. J. J. Matters 976 0 0 referred to you for report, and you will have the goodness, as early as possible, to
 2. D. M'Pherson 978 0 0 return them to me direct, for submission to the Minister.
 3. W. Glover 1,078 4 6 I have, &c.,
 4. Stahlert & M'Fayden 1,092 10 0
 5. P. Sheridan 1,425 0 0

I recommend acceptance of the Tender of J. J. Matters, for bridge in Marsh-street, as recommended by the Department, and approved of by the Member who has called to urge a decision.—W.C.B., 31/8/78. Commissioner for Roads. Approved.—J.S., 6/9/78. Under Secy.—B.C. Roads for bonds. - J.R., B.C., 7 Sept., 1878. Tender accepted.—7/9/78. Mr. Eames.—W.C.B., 10/9/78. Bond to Mr. Donnelly.—11/9/78.

DEPARTMENT OF ROADS AND BRIDGES.

Tender for Marsh-street Bridge, Armidale.

I, JOHN James Matters, hereby propose to execute the whole of the works required for the construction of bridge, Armidale Creek, in strict accordance with the specification as shown on plan, and to the entire satisfaction of the Commissioner for Main Roads or other authorized officer, and to complete the same within four months after signing the Contract, for the sum of nine hundred and seventy-six pounds, and do hereby agree that any addition, deduction, or alteration shall be valued at the undermentioned rates, or at a price to be agreed upon at the time, and added to or deducted from the above amounts, as the case may be.

DETAILS of bulk sum and schedule of prices for valuation of increase or decrease.

Quantities.			Amount.
feet.			s. d.
390	Pile driving, timber included	per lineal foot.	7 6
1,560	Round timber, including piles above ground	do.	5 6
	Half-round timber	do.	.....
720	Round timber, adzed on one side	do.	6 0
	Do. do. sides	do.	.....
638	Hewn timber	per cubic foot.	1 6
1,400	Sawn timber	do.	3 0
	Sawn timber, planed and framed	do.	.....
17,496	Sawn timber, in flooring planks (spikes included).....	do.	3 6
	Slabbing, including spikes	per 100 supl. feet.	.....
	Smithwork, in bolts, straps, washers, fish-plates, &c., fixed	per lb.	1 3
	Pile shoes, fixed	do.	1 3
	Iron castings, as per drawing	per cwt.	.....
	Lead	per lb.	.....
	Coppering on piles	per lineal foot.	.....
	Tar and composition, 3 coats, including stopping and filling	per supl. yard.	1 0
	Peacock's patent paint, coats, including stopping and filling.....	do.	2 0
	Best white lead, in oil, do. do. do. do.	do.	.....
	Rock excavation, including removal to bank	per cubic yard.	.....
	Earth excavation, including removal to bank.....	do.	1 6
	Four-inch ballast, as per specification	do.	5 0
	Metal, 2 $\frac{1}{2}$ gauge	do.	5 6
	Gravel	do.	.....
	Turfing	per supl. yard.	.....
	Sinking lewis holes, and securing piles in rock, including all cost of unwatering	per cubic foot.	.....

The prices in the preceding Schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work, to the entire satisfaction of the Commissioner for Main Roads or other authorized officer.

To the Under Secretary for Public Works.

JOHN JAMES MATTERS,
 Armidale.

Should the foregoing Tender be accepted, we, the undersigned, do hereby agree to be responsible for the due performance of the Contract; and we undertake within _____ days from the date of the notification of the acceptance of the said Tender, jointly and severally to execute and deliver, at the office of the Commissioner for Roads in Sydney, a bond to Her Majesty, in the penal sum of _____ for securing such performance.

MATTHEW BUTLER,
 Armidale.
 DEPARTMENT

DEPARTMENT OF ROADS AND BRIDGES.

Tender for Armidale Bridge.

I, DONALD M'Pherson, hereby propose to execute the whole of the works required for the construction of a Bridge over Armidale Creek, in strict accordance with the specification as shown on plan, and to the entire satisfaction of the Commissioner for Main Roads, or other authorized officer, and to complete the same within eight months after signing the contract, for the sum of nine hundred and seventy-eight pounds, and do hereby agree that any addition, deduction, or alteration shall be valued at the undermentioned rates, or at a price to be agreed upon at the time, and added to or deducted from the above amounts, as the case may be.

DETAILS of bulk sum and schedule of prices for valuation of increase or decrease.

Quantities.			Amounts.		
			£	s.	d.
	Pile driving, timber included	per lineal foot.	0	10	0
	Round timber, including piles above ground	do.	0	5	3
	Half-round timber	do.			
	Round timber, adzed on side	do.	0	5	6
	Do. do. sides	do.			
	Hewn timber	per cubic foot.	0	6	0
	Sawn timber	do.	0	6	0
	Sawn timber, planed and framed	do.	0	6	6
	Sawn timber, in flooring planks (spikes included)	do.	0	6	6
	Slabbing, including spikes	per 100 supl. feet.	2	0	0
	Smithwork, in bolts, straps, washers, fish-plates, etc., fixed	per lb.	0	1	2
	Pile shoes, fixed	do.	0	0	10
	Iron castings, as per drawing	per cwt.			
	Lead	per lb.			
	Coppering on piles	per lineal foot.			
	Tar and composition, 3 coats, including stopping and filling	per supl. yard.	0	1	2
	Peacock's patent paint, 2 coats, including stopping and filling	do.			
	Best white lead, in oil, 3 do. do. do. do.	do.	0	0	11
	Rock excavation, including removal to bank	per cubic yard.	5	10	0
	Earth excavation, including removal to bank	do.	0	2	6
	inch ballast, as per specification	do.	0	7	0
	Metal, gauge	do.	0	8	0
	Gravel	do.			
	Turfing	per supl. yard.			
	Sinking lewis holes, and securing piles in rock, including all cost of unwatering	per cubic foot.			
	Bulk sum for Armidale Bridge		978	0	0

The prices in the preceding Schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work, to the entire satisfaction of the Commissioner for Main Roads, or other authorized officer.

To the Under Secretary for Public Works.

Should the foregoing Tender be accepted, we, the undersigned, do hereby agree to be responsible for the due performance of the contract; and we undertake, within days from the date of the notification of the acceptance of the said Tender, jointly and severally to execute and deliver, at the Office of the Commissioner for Roads in Sydney, a bond to Her Majesty, in the penal sum of for securing such performance.

DONALD M'PHERSON,
Grafton Road, *via* Armidale.
ALEXANDER GALAGHER, Armidale.
EDWARD GALAGHER, Armidale.

DEPARTMENT OF ROADS AND BRIDGES.

Tender for Armidale Creek Bridge.

I, THE undersigned, do hereby propose to execute the whole of the works required for the construction of a bridge over the Armidale Creek, Marsh-street, Armidale, in strict accordance with the specification, as shown on plan, and to the entire satisfaction of the Commissioner for Main Roads, or other authorized officer, and to complete the same within four months after signing the contract, for the sum of £1,078 4s. 6d.; and do hereby agree that any addition, deduction, or alteration shall be valued at the undermentioned rates, or at a price to be agreed upon at the time, and added to or deducted from the above amounts, as the case may be.

DETAILS of bulk sum and schedule of prices for valuation of increase or decrease.

Quantities.			Amounts.		
			£	s.	d.
	Pile driving, timber included	per lineal foot, 5s.	183	0	0
	Round timber, including piles above ground	do.			
	Half-round timber	do. 4s.	76	0	0
	Round timber, adzed on side	do.			
	Do. do. sides	do.			
	Hewn timber	per cubic foot, 5s.	209	0	0
	Sawn timber	do. 5s.	40	10	0
	" planed and framed	do.			
	" in flooring planks (spikes included)	do. 6s.	39	0	0
	Slabbing, including spikes	per 100 supl. feet, 4s.	321	0	0
	Smithwork, in bolts, straps, washers, fish-plates, &c, fixed	per lb., 1s.	58	4	0
	Pile-shoes, fixed	do. 1s.	36	0	0
	Iron castings, as per drawing	per cwt.			
	Lead	per lb.			
	Coppering on piles	per lineal foot			
	Tar and composition, three coats, including stopping and filling	per supl. yard, 6d.	26	10	6
	Peacock's patent paint, coats, " "	do. 1s.	24	0	0
	Best white lead, in oil, coats, " "	do.			
	Rock excavation, including removal to bank	per cubic yard			
	Earth excavation, "	do. 1s. 6d.	25	0	0
	inch ballast, as per specification	do.			
	Metal, 4-in. gauge	do. 5s.	40	0	0
	Gravel	do.			
	Turfing	per supl. yard			
	Sinking lewis holes, and securing piles in rock, including all cost of unwatering	per cubic foot			

The

The prices in the preceding schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work, to the entire satisfaction of the Commissioner for Main Roads, or other authorized officer.

To the Under Secretary for Public Works.

WM. GLOVER,
Rusden-street, Armidale.

DEPARTMENT OF ROADS AND BRIDGES.

Tender for Armidale Creek Bridge.

I do hereby propose to execute the whole of the works required for the construction of Armidale Creek Bridge in strict accordance with the specification as shown on plan, and to the entire satisfaction of the Commissioner for Main Roads, or other authorized officer, and to complete the same within six months after signing the contract, for the sum of £1,092 10s; and do hereby agree that any addition, deduction, or alteration shall be valued at the undermentioned rates, or at a price to be agreed upon at the time, and added to or deducted from the above amounts, as the case may be.

DETAILS of bulk sum and schedule of prices for valuation of increase or decrease.

Quantities.		Amounts.
Pile driving, timber included	per lineal foot	£ s. d. 0 8 0
Round timber, including piles above ground	do.	0 4 6
Half-round timber	do.	0 4 9
Round timber, adzed on four sides	do.	0 6 9
" " two sides	do.	0 5 0
Hewn timber	per cubic foot	0 4 6
Sawn timber	do.	0 5 3
" " planed and framed	do.	0 9 0
" " in flooring planks (spikes included)	do.	0 6 0
Slabbing, including spikes	per 100 supl. feet	2 10 0
Smith-work, in bolts, straps, washers, fish-plates, &c., fixed	per lb.	0 1 0
Pile-shoes, fixed	do.	0 1 3
Iron castings, as per drawing	per cwt.	.....
Lead	per lb.	.....
Coppering on piles	per lineal foot	.....
Tar and composition, three coats, including stopping and filling	per supl. yard	0 1 3
Peacock's patent paint, " " "	do.	0 1 9
Best white lead, in oil, " " "	do.	.....
Rock excavation, including removal to bank	per cubic yard	3 14 0
Earth excavation, " " "	do.	2 14 0
4-inch ballast, as per specification	do.	0 5 0
Metal, 2½-inch gauge	do.	0 7 0
Gravel	do.	0 2 0
Turfing	per supl. yard	.....
Sinking lewis holes, and securing piles in rock, including all cost of unwatering	per cubic foot	.....

The prices in the preceding schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work, to the entire satisfaction of the Commissioner for Main Roads, or other authorized officer.

To the Under Secretary for Public Works.

AUGUSTUS STAHLERT & JOHN M'FAYDEN,
Armidale.

Should the foregoing tender be accepted we, the undersigned, do hereby agree to be responsible for the due performance of the contract; and we undertake, within six months from the date of the notification of the acceptance of the said tender, jointly and severally to execute and deliver, at the office of the Commissioner for Roads in Sydney, a bond to Her Majesty, in the penal sum of 10 per cent. for securing such performance.

A. L. JAMISON,
Armidale.
ALEXANDER GALLAGHER,
Armidale.

Tender for Bridge over Armidale Creek, with approaches.

I, THE undersigned, propose to execute the whole of the work required for a bridge over Armidale Creek, in strict accordance with the plans and specifications for the sum of fourteen hundred and twenty-five pounds (£1,425).

Time—Six months. Pile driving—12s. per foot.

Sureties—GEORGE DAMERIL,
JOSEPH SCHOLES.

PETER SHERIDAN, Armidale.

Bridge over Armidale Creek, Marsh-street, Armidale.

KNOW all men by these presents, that we, John James Matters, of Armidale, in the Colony of New South Wales, Matthew Butler, of Armidale in the Colony aforesaid, and John Cooper, of Armidale, in the Colony aforesaid, are held and firmly bound unto our Sovereign Lady Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of ninety-seven pounds twelve shillings of good and lawful money of Great Britain, to be paid to our said Lady the Queen, her heirs or successors, to which payment, well and truly to be made, we bind ourselves, and each and every of us, jointly and severally, for in the whole, our and each of our heirs, executors, and administrators, and every of them, firmly by these presents.

Sealed with our seals. Dated the 16th day of September, in the year of our Lord one thousand eight hundred and seventy-eight.

WHEREAS the above-bounden John James Matters made the tender hereunto annexed, under the terms and conditions of a notice dated the 6th day of April now last past and published in the *New South Wales Government Gazette* of the same date, of which notice a copy, signed by the said John James Matters, Matthew Butler, and John Cooper, is also herewith annexed, and at the prices and under the stipulations in the said tender mentioned or referred to, to complete the whole of the works required in the construction of a bridge over Armidale Creek in Marsh-street, Armidale, in accordance with plans and specifications: And whereas the above-bounden John James Matters, Matthew Butler, and John Cooper have severally agreed to become and be bound to Her Majesty, her heirs, and successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf according to the terms and conditions of the said notice: And whereas the said tender has been duly accepted by His Excellency the Governor of the said Colony, on condition that this bond should be entered into by them the said John James Matters, Matthew Butler, and John Cooper: Now the condition of the above-written

written bond and obligation is such, that if the said John James Matters shall and do well and truly perform and fulfil the said tender and the contract arising out of such tender, and the acceptance thereof, as aforesaid, and all and every the terms, conditions, and stipulations thereof, within the time hereinbefore in that behalf mentioned, then this obligation to be void and of none effect, otherwise to remain in full force and virtue.

Signed, sealed, and delivered, by the above-named John Jas. Matters, in the }
presence of,—S. A. DONNELLY.

JOHN JAMES MATTERS.

Signed, sealed, and delivered, by the above-named Matthew Butler, in the }
presence of,—S. A. DONNELLY.

MATTHEW BUTLER.

Signed, sealed, and delivered, by the above-named John Cooper, in the }
presence of,—S. A. DONNELLY.

JOHN COOPER.

No. 14.

Mr. J. McLean to The Secretary for Public Works.

Sir,

Armidale, 8 June, 1878.

As one of those who signed a letter in the beginning of April last, requesting that the money voted for a bridge in Armidale would be expended in the erection of one in Marsh-street, I take the liberty of again referring to the subject, for the purpose of ascertaining whether a tender has been accepted for such work or not.

I feel interested in this work as I am aware that an attempt has been made to divert the traffic from a route that has been used for more than 30 years, the doing of which would be a manifest injury to one section of the community for the gratification of the other, and also an injury to the town, as the Corporation would have the expense of keeping two streets in repair from the creek to the north boundary of the Municipality, whereas there is only one at the present time.

I would also take the liberty of stating that the present route, for which money is annually voted, passes through more of the town than the other, thereby conferring a greater benefit on the public.

The ascent to the table-land on the north side of the town is moreover much easier than on the street to which you have been asked to remove the traffic to the north.

There is a steep hill on the latter which would be expensive for cutting, and on the top of it an old wooden house, which stands about half way across the street, and for which, doubtless, a claim for compensation would be set up. Probably the originators of the petition forwarded to your office had that course in view.

I have, &c.,
JAMES McLEAN.

No. 15.

Telegram from Commissioner and Engineer for Roads to Mr. Road-Superintendent Donnelly.

Sydney, 26 September, 1878.

THE Minister directs you to stop all proceedings with respect to bridge in Marsh-street. You will instruct contractor accordingly.

WILLIAM C. BENNETT.

No. 16.

Mr. Road-Superintendent Donnelly to The Commissioner and Engineer for Roads.

HEREWITH I forward the above, as also the plan signed in the usual way. I have not given the order to commence work as yet, for the following reasons, viz. :—Upon sinking (2) two trial holes at the southern side (see plan) I found the rock but 6 (six) feet from the surface, rendering it impossible to drive piles. I do not think, however, the rock will interfere with more than one pier, if so much, besides the southern abutment. Thus "lewisings" will be at least necessary for the latter, but as no provision is made for that sort of work in either specification or tender, I have offered Matters, subject to your approval, to return the same rates as Stahlert tendered for that description of work for Wollumumbi Bridge, which he (Matters) is willing to accept, but I have no copy of that rate, such being with the other papers pertaining to that bridge at the head office. If you approve, Matters might be informed by telegraph as I leave here on 24th and shall not return until 28th.

S. A. DONNELLY,
21/9/78.

I would not put the ordinary lewis here. You do not state nature of rock. Excavate a hole in it a foot or two deep, and fill in carefully with stone and cement, if you have any. Put a sill at the back of the piles, with some slabs resting on it, and pack the stone on them to keep down abutment in the event of lifting action. Paying the contractor for the additional timber will more than compensate him for any labor, as he will be saved the pile-driving. I think 8 ft. will do for piles of pier.—W.C.B. Mr. Donnelly, B.C.

I note the Commissioners directions for future action if need be, but as the bridge works are now stopped, nothing further need be done at present. The order to commence work was not given, although Matters did some little preliminary work at his own risk, as I have repeatedly told him the department was not liable until such order was given. Sinking the trial holes was a special arrangement.—S. A. DONNELLY, 27/9/78. The Commissioner.

I have no doubt whatever the bridge will ultimately be built here. It is probable the Minister may himself inspect when the line is being opened to Lamworth. So Mr. Donnelly to see all things right on the road, and see him to point out bridge sites.—W.C.B., 1/10/78.

Mr. Donnelly, for his information only. Noted.—S. A. DONNELLY, 3/10/78.

In the view of the difficulty of getting good timber here, and on the other hand that finer bricks are not obtainable in the Colony, with a plentiful supply of granite and columnar basalt for foundations, it may not be unworthy of consideration whether it would not be wiser to build a bridge of bricks.—S. A. DONNELLY, 3/10/78.

If

If Mr. Donnelly will consider for a moment the cost of a brick bridge he will see it is impossible. I would be disposed to build brick abutments, would prefer stone and also piers, if not too dear. Will Mr. Donnelly ascertain probable cost per cubic yard of brick or good rubble stone with hammered quoins.—W.C.B., 7/10/78. Mr. Donnelly, B.C.

S. A. Donnelly,—Probable cost of brick and stone work at Armidale. Brick work per cubic yard—in cement, £3 10s.; mortar, £2; rubble granite, £1 10s. to £2; hammer-dressed quoins (granite), per cubic foot, 7s. 6d. to 15s.—S. A. DONNELLY, 14/10/78.

P.S.—The above are the rates now current here, but if tenders were invited and the prospect of external competition imminent it might produce a change.—S. A. DONNELLY, 14/10/78.

No. 17.

Mr. M. Butler to The Commissioner and Engineer for Roads.

Sir,

Armidale, October, 1878.

Having seen tenders called for and accepted for the bridge in Marsh-street, Armidale, and having signed the necessary documents as one of the bondsmen, seen the plan, and also having seen some of the timber laid on the ground, and everything getting in order to proceed with the work, I find that the contractor has received notice not to proceed with the work, and find, on reference to Parliamentary proceedings, it was a mistake in the name of the street.

This appears to me rather inconsistent when it is supposed that Government officials never make a mistake, but if it is to serve the will of any party, I think it will be very wrong to alter it from the present site. With regard to a petition signed with 600 signatures of the inhabitants of Armidale and the surrounding district, any resident interested or not who wished to go to the trouble could get the same or more, for I believe two-thirds who signed the one would sign the other.

Hoping you will use your influence to see justice done in this matter,

I have, &c.,

MATTHEW BUTLER.

The contractor alone has a right to ask such questions. Re-submit with papers.—W.C.B., 23/10/78.

No. 18.

Minute of The Secretary for Public Works.

THE Engineer for Roads will, as soon as possible, furnish me the sections of Faulkner and Marsh streets, in the town of Armidale, from Donnelly to Beardie streets, showing the cross streets and Armidale Creek.

JOHN SUTHERLAND,

8/11/78.

Commr. for Roads, B.C., 11/11/78.—J.R.

Telegram from Commissioner and Engineer for Roads to Mr. Road-Superintendent Donnelly.

Sydney, 16 Nov., 1878.

SEND sections of Faulkner and Marsh streets from Donnelly to Beardie street; show cross streets and Armidale Creek, if necessary. Telegraph to Smail to come specially, and do them.

WILLIAM C. BENNETT.

S. A. Donnelly, forwarding sections of Marsh and Faulkner streets, Armidale.

In accordance with your instructions of 16th instant, Mr. Smail and I have made sections of Marsh-street from Beardie-street intersecting Dumaresq and Kirkwood streets, and crossing Armidale Creek to Donnelly-street; thence along the latter to Faulkner-street, also along the latter (Faulkner) street from Beardie-street, intersecting Dumaresq, Kirkwood, Donnelly, and other streets (as well as crossing the Armidale Creek) to where the present track conveying the northern traffic diverges to Faulkner to Marsh street. Plan and section by the post.

S. A. DONNELLY,

27/11/78.

The Commissioner for Roads.

No. 19.

Minute of The Secretary for Public Works.

Bridge over Armidale Creek on road to Glen Innes.

Department of Public Works, Sydney, 4 December, 1878.

I HAVE had this matter under anxious consideration with a view to see what can be done to remedy the mistake that has been made in calling for and accepting a tender for the bridge at Marsh-street instead of the Faulkner-street site.

When I approved of the Marsh-street site, I was clearly under the impression that this was the site which Road-Superintendent Scarr has recommended, and which had the approval of the Municipal Council of Armidale. In view of the fact that Mr. Scarr's report is the only one which the department has on the subject of the most eligible site, I fail to understand why his recommendation, the result of an apparently careful investigation into the matter, should have been laid aside.

In deciding upon sites for public improvements in country towns, regard should be had to the position of the public buildings already erected. The townspeople make use of such buildings, and, as a rule, they form the centre round which the business places are built. It is therefore important that the main thoroughfares should, as far as the expenditure of public money is concerned, be directed to these central positions.

I have ascertained from the Colonial Architect that the new post office, the Court-house, the telegraph office, the gaol, and lock-up have frontages to Faulkner-street, through which the main road to Glen Innes will run, and be the shortest and most direct route if the bridge is built on the site recommended by Mr. Road-Superintendent Scarr.

The

The difficulty of interfering with a contract entered into is so far removed that under any circumstances there must be a departure from the specification for the bridge at Marsh-street, as it is found that the foundations are not of the nature contemplated. The superstructure will be the same at Faulkner-street site as at Marsh-street, and I propose to take advantage of the alteration required, by directing the larger alteration (apparently, but not actually) of change of site, in the belief that the best interests of the public will be served by the erection of the bridge at Faulkner-street. I direct the work to be carried out there. The gradient of the ascent beyond the bridge can be greatly improved by cutting down, and filling in, as shown on section.

The contractor should be communicated with at once, and arrangements made with him. The difficulty, if any, of doing so is removed by the fact that he has not yet received orders to commence work at Marsh-street site.

JOHN SUTHERLAND.

Send copy to Mayor of Armidale in answer to letter and petition on this subject.—J.S., 4/12/78.
Comr. for Roads, B.C., 7/12/78. Mr. Donnelly, B.C.—W.C.B., 9/12/78. Noted and returned.—
S. A. DONNELLY, 12/12/78.

Referring to the concluding paragraph of the Hon. Secy. P.W., I presume it is not intended that I should arrange with the contractor, pending further instructions.—S. A. DONNELLY, 12/12/78.

Public Buildings at Armidale.

Gaol site—Section 78; bounded by Kentucky, Mossman, Dangar, and Faulkner streets.

Lock-up site—Corner of Faulkner and Dumaresqu streets.

Police Building site—Officers' quarters at corner of Mann and Dangar streets; men's quarters in Dangar-street.

Court-house site—Corner of Beardie and Faulkner streets.

New Post Office site—Corner of Beardie and Faulkner streets, opposite Court-house.

Telegraph Office site—Beardie-street, next to new Post Office.

JAMES BARNET,

Col. Architect.

14 Nov., 1878.

The Under Secretary for Public Works to The Mayor, Armidale.

Sir,

Department of Public Works, Sydney, 7 December, 1878.

Referring to the correspondence which has taken place upon the subject of the erection of a bridge in the town of Armidale as to whether Faulkner or Marsh streets would be the most eligible site, I am directed to enclose, for your information, a copy of the decision of the Secretary for Public Works upon this vexed question.

I have, &c.,

WM. FORDE,

(For the Under Secretary.)

[3 plans.]

6.1016

SECTION — OF — MARSH, DONNELLY, & FAULKNER STREETS ARMIDALE

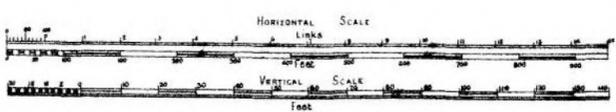
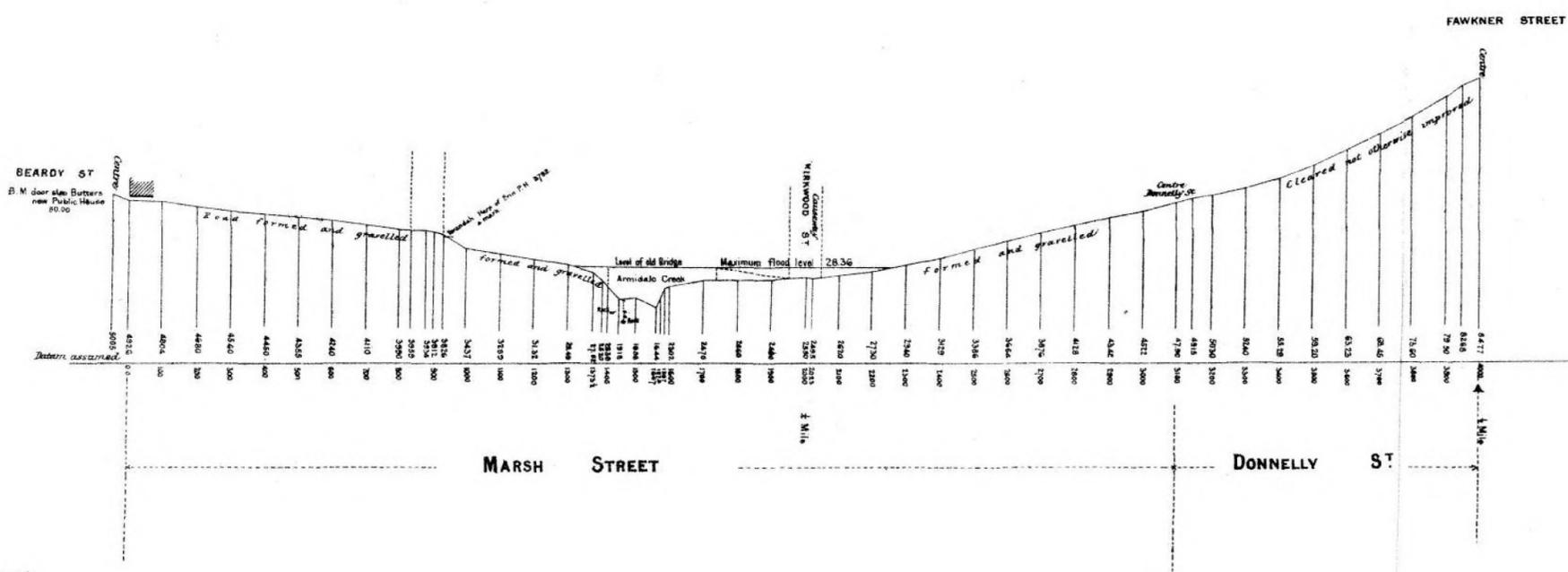
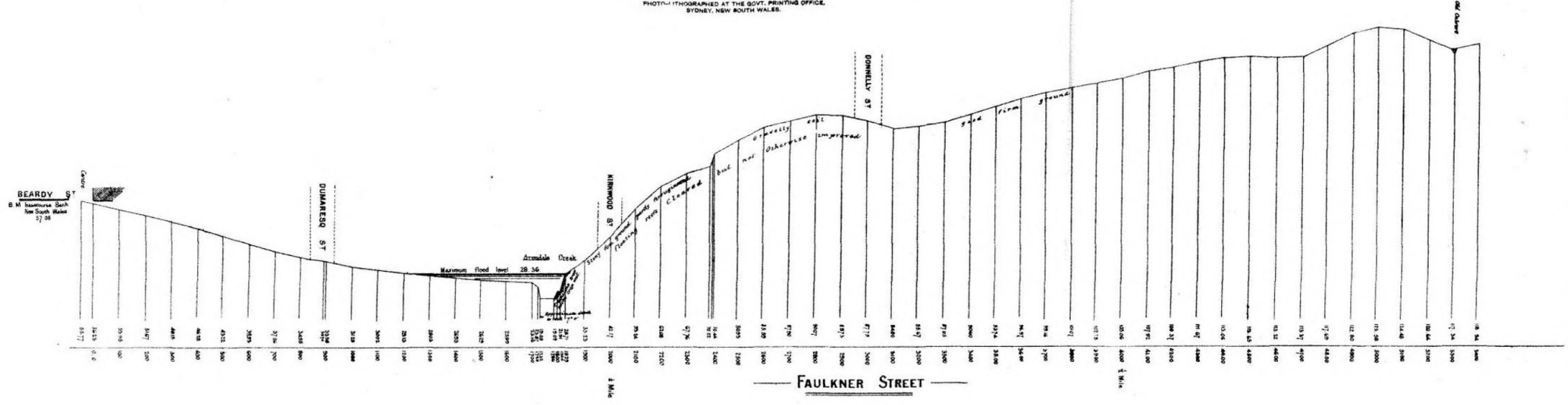


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.



John Macdonald
7/11/74
A. Donnelly
2/11/74

TRACING

from the Map of

TOWN OF ARMIDALE.

Scale, 8 Chains to an Inch



[Sig 445]

1878-9.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BRIDGE OVER THE CASTLEREAGH AT COONAMBLE.
(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 23 April, 1879.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25th March, 1879, That there be laid upon the Table of this House,—

“Copies of all Correspondence relative to the construction of a Bridge over “the Castlereagh River at Coonamble.”

(Mr. Coonan.)

SCHEDULE.

NO.	PAGE.
1. Acting Police Magistrate and inhabitants of Coonamble to Colonial Secretary, applying for a boat	2
2. Petition of residents of Coonamble and district for a bridge.....	2
3. Report from Mr. Surveyor Macfarlane, on application from inhabitants of Coonamble for a boat	2
4. Police Magistrate to Colonial Secretary, calling attention to previous letter from inhabitants applying for boat, and urging necessity for the same	3
5. Chairman of public meeting, forwarding copy of resolution passed thereat, &c.....	4
6. Report of Assistant Engineer for Roads on necessity for bridge over river.....	4

BRIDGE OVER THE CASTLEREAGH AT COONAMBLE.

The Acting Police Magistrate and Inhabitants of Coonamble to The Colonial Secretary.

Sir,

Coonamble, 13 February, 1878.

We have the honor to bring under your notice the positive danger existing to life and property for want of the necessary means of transit over our river and creek at Coonamble.

The river having silted up with sand during the last floods, a very slight fresh now causes the lower part of the town to be inundated, and causes all communication between Coonabarabran, Walgett, and the Merri Merri, to be cut off.

Under these circumstances we strongly urge the necessity of a serviceable boat being immediately supplied by the Government.

We have, &c.,

J. H. L. SCOTT, Acting P.M.

A. WILLMOTT, J.P.

ROBT. D. BARTON, J.P.

And others.

Perhaps the Hon. the Premier can obtain an opinion from some trustworthy surveyor as to the necessity and practicability of the remedy proposed.—M.F.—B.C., 26/2. The Under Secretary for Lands.—B.C., 26/2/78.—M.R.A. The Surveyor General,—5 March. Mr. D.-S. Dalglisch, for report.—P.F.A.—8 March.

No. 2.

Petition for a Bridge.

To the Hon. John Sutherland, Minister for Public Works, Sydney.

The petition of the undersigned residents of Coonamble and the surrounding districts,—
Respectfully sheweth:—

That urgent necessity exists for a bridge over the Castlereagh River at Coonamble, in proof of which the following statements are submitted.

That, owing to the treacherous nature of the sandy bed, even a slight fresh in the said river is most dangerous to persons crossing, and frequent accidents, sometimes resulting in death, have from time to time occurred, whilst in full flood the numerous inhabitants both on opposite bank, the settlements near town, and in the populous districts of the Merri Merri, Marthaguy, Nedgar, and Warren Creeks, whose interests demand uninterrupted communication with Coonamble, both for business transactions and to obtain supplies, a large travelling public, and the north-western line of mails to and from Walgett, are completely intercepted.

Secondly. That, upon the completion of the railway to Dubbo, the importance of this already vast and influential district will be very materially enhanced, both by largely increased local requirements and extensive traffic between the north-western districts and the said railway station, which traffic would, in wet seasons, be frequently suspended for want of the required bridge.

Your petitioners therefore beg that their request may be taken into your early and favourable consideration, and that the necessary provision be made upon the Additional Estimates for the present year.

And your petitioners, as in duty bound, will ever pray.

J. H. SCOTT.

R. S. HILL.

A. WILLMOTT, J.P.

And 112 others.

Presented by W. T. Coonan. Mr. Bennett for report. Inform Mr. Coonan what is done.—J.S. Acknowledge, and re-submit with any papers relating to Coonamble.—W.C.B.—7/3/78.

The Commissioner for Roads to W. T. Coonan, Esq., M.P.

Department of Public Works, Office of Commissioner and Engineer for Roads,
Sydney, 8 March, 1878.

Sir,

I have to acknowledge the receipt of petition from inhabitants of Coonamble, handed in by you, on the subject noted hereunder, and to inform you that the matter shall receive early attention.

I have, &c.,

WILLIAM C. BENNETT,

Commissioner for Roads.

Subject:—Necessity for bridge over the Castlereagh River at Coonamble.

No. 3.

Mr. Surveyor Macfarlane to The Surveyor General.

Sir,

Dubbo, 31 July, 1878.

In connection with your instructions to Mr. District Surveyor Dalglisch, No. 47, of the 8th of March, 1878, to report on the application of certain inhabitants of Coonamble for a boat for public use there, as a means of transit in time of flood, I have the honor to report:—

The

The town of Coonamble is situated in the fork at the junction of the Castlereagh River and the Coonamble or Mogomodine Creek ; it is of rapidly increasing consequence, and is the centre of a highly flourishing pastoral district ; it is distant about 110 miles from Dubbo, about 70 miles from Walgett, about 80 miles from Warren, on the Macquarie River, about 70 miles from Coonabarabran, and about 150 miles from Mudgee.

2. The mail road to Dubbo crosses the Castlereagh River at Gilgandra, about 60 miles from Coonamble ; the mail for Mudgee also goes to Gilgandra. Neither of these mails are affected by the flooded state of the river at Coonamble.

3. The mail road to Quambone, and thence to Carinda, the mail road to Walgett, and the road to Warren, which for part of its length is used as an alternative road to Dubbo, all cross the Castlereagh River at Coonamble. Any flood in the river is a serious hindrance to mails, travellers, and stock desiring to travel by any of these routes.

4. The roads to Coonabarabran and to the Lower Namoi River both cross the Coonamble Creek at Coonamble, and are seriously obstructed when that creek is in flood ; but it is possible for the traffic to head the flood-water in that creek, as crossings over the Coonamble Creek and Warrana Creek could be made about 4 miles from Coonamble at moderate expense, for a road to be used in flood-time.

5. The greater part of the country of which Coonamble is a centre is cut off from it by the Castlereagh River and Coonamble Creek, consequently a flood of any duration might cause serious inconvenience to persons on the other side of the Castlereagh River, depending on Coonamble for their supplies.

6. In my letter dated 12th January, 1877, No. 5, in a report on the town of Coonamble, I have stated, "The actual flood-water has not yet been dangerous to life, for the flatness of the country permits the rapid spread of water."

7. There is no possibility of such a flood at Coonamble that families will be driven into trees or to the tops of houses, therefore the application must be considered merely as one for a means of transit. I have pointed out that Coonamble is an important town, and that there is much traffic across the river and the creek there, and that this traffic is seriously interrupted in time of flood. The last three years have been so very dry in the north-western district that there have been no floods in the Castlereagh River. In previous years there have been a succession of floods. In 1870, during the months from March to July ; in 1872, in September ; in 1873, in June ; in 1874, from January to July.

8. Though a boat is undoubtedly useful in conveying persons, goods, and mails across a stream, it is of no use for vehicles or stock. Cattle and horses can cross most streams ; sheep are with difficulty taken even through shallow water. The use of a boat by incompetent persons is attended with very great danger. Therefore, although there is no doubt that in the absence of bridges a boat would be very useful and not very costly, the importance of the town and traffic warrants the erection of a bridge over the Castlereagh River, and probably, at a future date, one over the Coonamble Creek.

9. Suitable unalienated sites could be obtained, and bridges could be erected with approaches complete, at a cost of less than £1,000 each. These bridges would be of great service in connection with the general traffic to Coonamble, and also of great public benefit in conjunction with the bridge built over the Macquarie at Warren, and that about to be built over the Ewenmar Creek there, for there is little doubt that an arm of a main stock route from Queensland and the northern part of New South Wales would then pass through Coonamble, and meeting another arm, would pass through Warren and thence across the Bogan River, to the Lachlan River about Condobolin. It is also worthy of notice that all the fords of the Castlereagh River are so sandy as to be a great hindrance to heavily laden teams.

10. A flat-bottomed iron boat about 20 feet overall, rather wide in proportion to its length, is the kind most suitable for inland flooded rivers. A boat shed in a convenient situation would be required ; also sculls and a wire rope about 200 feet long. This boat being placed in the charge of the police, could be worked by any competent person who would take the passengers' fees as a reward for his services. At Warren till the completion of the bridge a boat was worked for some years by private enterprise. Such a speculation would not answer at Coonamble, as the river is so often crossable at the fords.

11. In conclusion, I have the honor to point out that a bridge over the Castlereagh River will meet all the requirements of the town, and that a boat can only be a temporary measure.

I have, &c.,
EDWARD MACFARLANE,
Surveyor.

No. 4.

The Police Magistrate to The Colonial Secretary.

Sir,

Court-house, Coonamble, 18 September, 1878.

I have the honor to draw your attention to a letter forwarded from Coonamble dated the 13th last February, signed by the local Bench and by the principal storekeepers, &c., in the town, respecting the urgent necessity existing for a boat for the purpose of transit across the Castlereagh River and the Coonamble Creek, which runs into it.

The late rains have caused the river to come down and renders it difficult and dangerous to cross, and of course utterly impossible except on horseback or in a conveyance, but owing to the shifting nature of the sand which forms the bed of the river, a constant change is going on, so that what is tolerably firm to-day by to-morrow may become a dangerous quicksand, affording no footing for horses and likely to swallow up any vehicle attempting it.

I have therefore the honor to request that immediate attention may be given to this matter, as one involving the possibility of danger to life and property.

I have, &c.,
ROBERT R. BAILEY, P.M.

I kept this matter with a view to consult Mr. Coonan, who promised to write to me about the site. Write to him and ask him to be good enough to suggest the site that he thinks most desirable.—M.F., 16/10.

The Under Secretary, Colonial Secretary's Department, to W. T. Coonan, Esq., M.P.

Sir,

Colonial Secretary's Office, Sydney, 18 October, 1878.

A communication having been received from the Bench of Magistrates and the principal storekeepers at Coonamble, bringing under the notice the danger that exists to life and property, from want of the necessary means of transit over the Castlereagh River and Coonamble Creek at that place, I am directed by the Colonial Secretary to request, that as it appears that a bridge over the Castlereagh River will meet the requirements of the above town, you will have the goodness to suggest the site that you think most desirable for the same.

I have, &c.,

M. R. ALLAN.

No. 5.

J. F. Peers, Esq., to W. T. Coonan, Esq., M.P.

Dear Sir,

Coonamble, 26 October, 1878.

At a public meeting held in this town the following resolution was passed, and I as Chairman was requested to furnish you with the same.

"That in the opinion of this meeting the only available site for a bridge over the Castlereagh River is *vid* Aberford-street."

This was carried without one dissenting voice. The approaches are ready formed; the span narrow, high solid banks and a public street on both sides of the river, whereas all other land on the west side is private property. There can be no two opinions on this matter, and we only trust that we shall soon see some tangible signs of progress in the way of estimates and tenders. I enclose you a rough tracing.

I am, &c.,

J. F. PEERS,

Chairman.

* See Appendix.

Herewith I forward you plan * showing site determined upon for bridge.

Yours, &c., W. T. COONAN.

A boat was asked for, but it is considered more expedient to erect a bridge, and the site herein named is recommended by the Member for the district.

Request Works to take in hand the erection of a bridge, and inform memorialists.—M.F., 2/11.

The Under Secretary for Public Works.—M.A., B.C., 2/11/78. Inform. Commissioner for Roads.—J.R., B.C., 11/11/78. Will Mr. Nardin send this to Mr. Scougall or Mr. Bedford for report, whoever is nearest to it.—W.C.B., 12/11/78. Mr. Nardin, B.C.—To be returned. Now returned with minute.—E.A.N., 17/1/79.

The Under Secretary, Colonial Secretary's Department, to W. T. Coonan, Esq., M.P.

Sir,

Colonial Secretary's Office, Sydney, 4 November, 1878.

I am directed by the Colonial Secretary to acknowledge the receipt of your communication of the 31st ultimo, submitting a letter from Mr. J. T. Peers, Chairman of a Public Meeting held at Coonamble, conveying a resolution to the effect that the only available spot for a bridge over the Castlereagh River is *vid* Aberford-street, and to inform you that your communication has been brought under the notice of the Secretary for Public Works.

I have, &c.,

M. R. ALLAN.

The Under Secretary, Colonial Secretary's Department, to The Police Magistrate, Coonamble.

Sir,

Colonial Secretary's Office, Sydney, 6 November, 1878.

Referring to your letter of the 18th of September last, and to the communication dated 13th February, 1878, from the Bench of Magistrates and the Principal Storekeepers at Coonamble applying for a boat, I am directed by the Colonial Secretary to state that instead of supplying a boat, it is considered more expedient to erect a bridge over the Castlereagh River at Aberford-street, and that the Secretary for Public Works has been requested to take the matter in hand.

I have, &c.,

M. R. ALLAN.

No. 6.

The Assistant Engineer to The Commissioner and Engineer for Roads.

HAVING visited Coonamble, I can offer an opinion on the subject of bridging the Castlereagh at that town.

Should the bridge be built, there is no doubt as to Aberford-street being the proper site for it; but I will state reasons which incline me to doubt whether a boat, as applied for in the first place, would not answer all purposes.

When the river and creek are in flood, the country surrounding Coonamble is for the most part impassable, excepting the road to Dubbo, the most important of all, and for that reason one upon which it is proposed to bridge the river and all the large creeks which at present impede the traffic. Mr. Macfarlane estimates the cost at less than £1,000 for bridge and approaches, but double that sum would be required for the purpose. The traffic Warren way is unimportant, while that which must cross Coonamble Creek is so considerable that it would really be of more benefit to bridge the creek rather than the river. The floods never remain for any great length of time, they are of infrequent occurrence, and when the Dubbo road is bridged, communication will always be open between that town, the railway terminus, and Coonamble.

I think further inquiry should be made before this question is definitely settled.

ERNEST A. NARDIN,

17 January, 1879.

Asst. Engineer, Mudgee.

Minute

Minute on No. 6.

MR. NARDIN, Assistant Engineer, reports that a bridge across the Castlereagh at Coonamble would cost £2,000. He adds that it is not required, as it would be inaccessible in floods, and is not on the main line of traffic. He states that a bridge over Coonamble Creek is much more necessary, and recommends further inquiry.

As it is evident that the crossing of the river is dangerous, and as it would be quite twelve months before a bridge could be completed, I recommend that a sheet-iron boat, such as we have for some years supplied for the outside rivers, be sent up, and that further inquiry be made, and the cost of a bridge over Coonamble Creek be ascertained. Should the boat be replaced by a bridge, she will be of use elsewhere.

Under Secretary, B.C.

W.C.B., 18/1/79.

Approved, J.L., 24/1/79. Roads, B.C., 29/1/79.—J.R. Mr. Coonan should be informed,
 Mr. Bullen order boat.—W.C.B., 31/1/79. Boat ordered, 4/2/79. Boat will be ready in a week.—
 W.B., 5/2/79. Telegram sent to Mr. Nardin to advise best way to send boat to Coonamble.—W.B.,
 12/2/79.

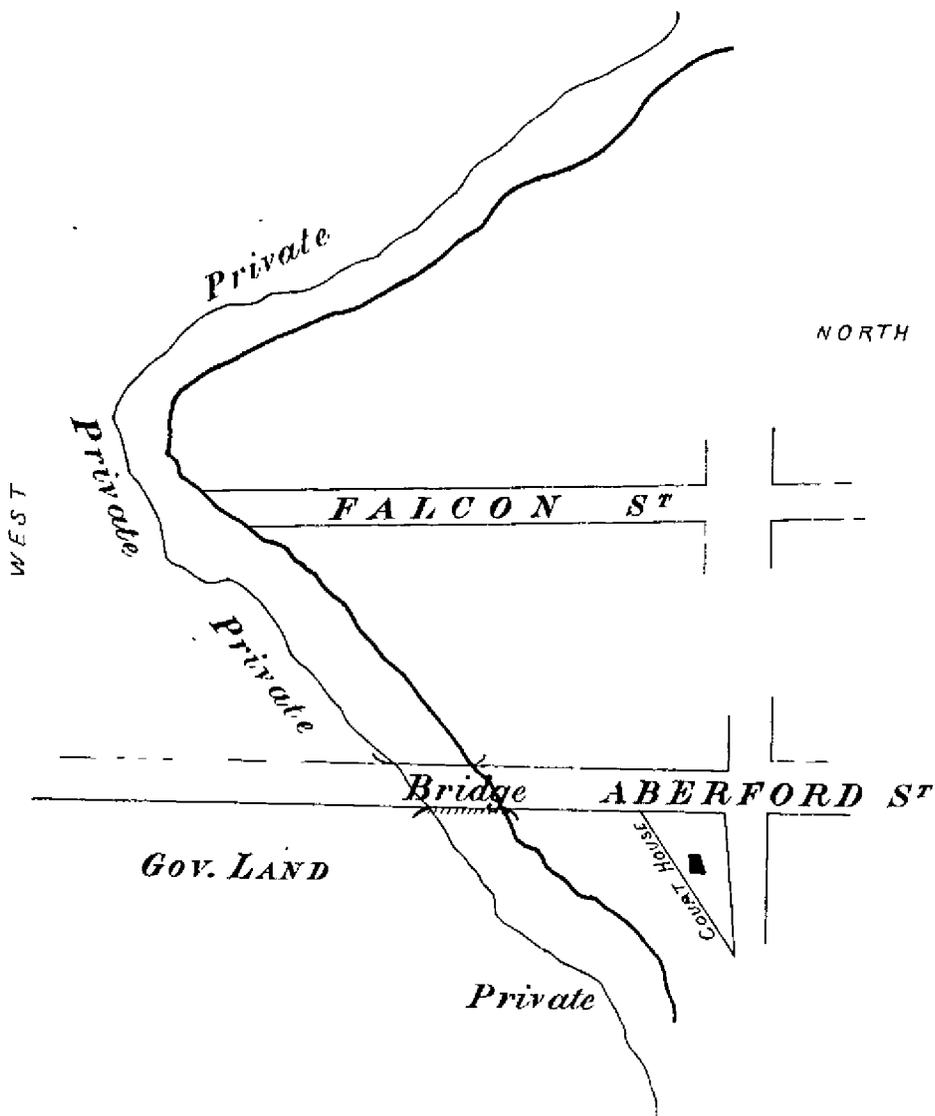
[One plan.]

Sydney: Thomas Richards, Government Printer.—1879.

[9d.]

642—B

Appendix



(Sig. 642)

1878-9.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE OVER THE NAMOI AT MANILLA.

(PETITION IN FAVOUR OF—RESIDENTS OF MANILLA.)

Ordered by the Legislative Assembly to be received, 21 May, 1879.

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

The Petition of the undersigned Residents of Manilla and surrounding districts,—

HUMBLY SHOWETH:—

1st. That great inconvenience is felt by the travelling public and residents of this district through the want of a suitable bridge over the Namoi River at Manilla aforesaid.

2nd. That loss of life and great loss of property have occurred at various times consequent upon the very dangerous nature of the crossing.

3rd. That the main road to the Gwydir, Inverell, and Queensland crosses the Namoi River at Manilla aforesaid, and a great amount of traffic passes daily.

4th. That the causeway lately erected across the river has proved entirely useless for ordinary traffic and is extremely dangerous.

5th. That the crossing of the river at Manilla aforesaid has been pronounced by an eminent engineer to be the most dangerous in the Colony.

6th. That on a former occasion this subject was brought under the notice of the Government, and the consideration thereof was postponed until the route for the extension of the Great Northern Railway was decided upon.

7th. That your Petitioners respectfully urge that a bridge suitable to the requirements of the traffic daily crossing the said river should be erected with as little delay as possible, the same being in the opinion of your Petitioners absolutely necessary for the protection of life and property.

And your Petitioners humbly pray that your Honorable House will take the premises into your consideration, and authorize the construction of a suitable bridge over the Namoi River at Manilla aforesaid.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 359 signatures.]

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