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1892–3.

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1892–3,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN EIGHT VOLUMES.

VOL. VII.

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1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1892-3.

(IN EIGHT VOLUMES.)

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MARINE BOARD RECONSTRUCTION NAVIGATION ACTS AMENDMENT BILL.

(MESSAGE No. 14.)

Ordered by the Legislative Assembly to be printed, 2 *November*, 1892.

JERSEY, *Message No.* 14.

Governor.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to reconstruct the Marine Board, to amend and extend the operation of the Navigation Acts, and to make provision subsidiary thereto.

Government House,
Sydney, 28*th October*, 1892.

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NEW PILOT-STEAMER "CAPTAIN COOK."

(PAPERS IN CONNECTION WITH THE BUILDING OF.)

Ordered by the Legislative Assembly to be printed, 8 *February*, 1893.

Question No. 3, Votes No. 45, 14th December, 1892.

Mr. Murphy, for Mr. DARNLEY, *asked* THE SECRETARY FOR PUBLIC WORKS,—Will he lay upon the Table of this House all papers in connection with the building of the new pilot-steamer "Captain Cook"?

Mr. Slattery answered,—My honorable colleague the Colonial Treasurer informs me that he has no objection to lay the papers asked for upon the Table of this House.

The Secretary, Marine Board, to The Acting Under Secretary for Finance and Trade.

Sir, Sydney, 16 April, 1891.

I have the honor, by direction of the Marine Board, to request that you will be good enough to move the Honorable the Treasurer to authorise the insertion of a notification in the *Government Gazette* calling for tenders to build a steamer for the pilot service of Port Jackson, provision for which has been made on the Loan Estimates of the current year.

I have, &c.,
GEO. S. LINDEMAN,
Secretary.

Defer.—W.McM., 17/4/91.

The Secretary, Marine Board, to The Acting Under Secretary for Finance and Trade.

Sir, Sydney, 10 July, 1891.

Referring to my letter of the 16th April last, I have the honor, by direction of the Marine Board, to inform you that the subject therein referred to is of an urgent nature. The pilot-steamer that is now at the station is nearly worn out, her boiler has had fourteen years' constant wear, and it is not safe to work it many months longer.

It will take something like a year to build the new steamer, and the total payment for her construction will only be demanded when the vessel is completed. It will certainly be necessary to pay the usual percentage as the work progresses, but no great strain will be made on the Treasury for payment for, at all events, some time after.

Under these circumstances the Board hopes that the Honorable the Treasurer will see his way to allow tenders to be invited for this work without further delay.

I have, &c.,
GEO. S. LINDEMAN,
Secretary.

Submitted.—F.K., 11/7/91. Approved.—W.McM., 13/7/91. The President, Marine Board.—F.K., 13/7/91.

The President, Marine Board, to The Under Secretary for Finance and Trade.

Sir, Sydney, 11 September, 1891.

Referring to my interview of this morning with the Honorable the Treasurer about the building of the pilot-steamer to replace the "Captain Cook," I have again the honor to inform you that the new vessel is urgently wanted.

The boilers of the old vessel have now been in use close on fifteen years, and twenty months have elapsed since application was first made to the Treasury on the subject of getting a sum of money placed on the Estimates for building the new vessel.

Under these circumstances this matter has become very urgent, as boilers and steamship machinery are elements wherein life is seriously endangered when they once, as in this instance, begin to show signs of decay, and are not promptly renewed.

Having these conditions in view, I, therefore, respectfully venture to urge that the new steamer may be built and handed over to the Marine Board as speedily as possible. If the vessel is built in England she cannot arrive in the Colony, under the most favourable conditions, in less than twelve months. She could be built here in about six months.

I have, &c.,
FRANCIS HIXSON,
President.

Submitted.—F.K., 14/9/91. Call for tenders here at short date, and ask Harbour and Rivers Department to estimate cost of building here under Government control.—B.S., 15/9/91.

The Government Engineer Surveyor to The Under Secretary for Finance and Trade.

Dear Sir, Sydney, 2 October, 1891.

Referring to tenders for our new pilot-steamer, the Hon. Bruce Smith's instructions are embodied in the following:—

That tenders be received—

1. For the construction of hull and machinery complete, in accordance with specification.
2. For the construction of hull and fittings.
3. For the construction of engines and boilers.

Yours, &c.,
WM. CRUICKSHANK.

Copy of Treasury Notice inviting Tenders.

The Treasury, New South Wales, 6 October, 1891.

Construction of steamer for Pilot Service of Port Jackson.

TENDERS will be received at this office up to noon of Monday, the 2nd proximo, for the construction of a steel screw-steamer for the pilot service of Port Jackson.

Plans and specification and general conditions will be exhibited at the office of the Marine Board, Sydney. Blue prints of the plans, and copy of the specification and of the general conditions, will be supplied to intending tenderers on application, upon payment of a fee of two guineas.

Tenders may be sent in for the contract as a whole, or for the hull as one contract and the machinery as another.

Each tender must, as a guarantee of good faith, be accompanied by a preliminary deposit (in the shape of a Treasury deposit receipt) of £100.

In the case of the accepted tender the preliminary deposit must be exchanged for a bank fixed deposit receipt (in favour of the Colonial Treasurer of New South Wales) of £500, at six months date, to be renewed, if necessary; or, at the option of the tenderer, an equivalent sum may be lodged in the Treasury, Sydney, to bear interest at the rate of 4 per cent. per annum up to the date of completion of contract.

In the event of the contract being let for the hull and the machinery separately, the deposit required will be £250 and £250 respectively, but the preliminary deposit must be £100, whether the tender be for the whole contract or a part.

No tender will be entertained unless made upon the prescribed printed form, which can be obtained at the Treasury, Sydney, or will be sent by post upon application.

Tenders must be addressed to the Under Secretary for Finance and Trade, and delivered at the Treasury, New South Wales, at or before noon of the date above mentioned.

The Colonial Treasurer does not bind himself to accept the lowest or any tender.

Envelopes should be endorsed "Construction of Pilot-steamer."

BRUCE SMITH.

Copy of Tender Board Schedule.

Contract for the Public Service, 1891–92.

TENDERS for new pilot-steamer, opened at the Treasury, 2nd November, 1891. One tender received, viz.:—

Mort's Dock Engineering Company (Limited), £19,989, with extras, £957, £896, and £875.

The Board recommends that the above tender be, in the first instance, referred to the Marine Board.

Board Room, the Treasury, 2nd November, 1891.

Submitted.—F.K., 2/11/91. The President, Marine Board, for their full report thereon.—J.S., 2/11/91. The Secretary, Marine Board.—F.K., 2/11/91. See minute attached hereby.—G.S.L., 10/11/91. The Under Secretary for Finance and Trade.

Copy

Copy of Tender of Mort's Dock and Engineering Company (Limited.)

TENDER for a Steel Screw-steamer for the Pilot Service of Port Jackson.

Balmain, New South Wales, 2 November, 1891.

WE, the undersigned, do hereby undertake and agree to execute and perform the works in connection with the manufacture, delivery, and specified maintenance of a steel screw-steamer for the pilot service of Port Jackson, and to complete the same according to the true meaning and intent of the drawings, specification, and general conditions exhibited to us in connection with the same.

The contract for the steamer complete, ready for sea, for the sum of £19,989 (nineteen thousand nine hundred and eighty-nine pounds) net.

If the electric lighting plant be fitted into the vessel the cost will be £957 (nine hundred and fifty seven pounds) net; also, if fitted with special fire-engine service, the cost will be £896 (eight hundred and ninety-six pounds) net.

If spare gear be supplied, as per specification, the cost will be £875 (eight hundred and seventy five pounds) net.

We also guarantee to hand over such steamer, ready for use, within fifty weeks from the date of notification of acceptance of our tender. Delivery to be made in Port Jackson.

For Mort's Dock and Engineering Company (Ltd.),
J. P. FRANKI,
Manager.

We enclose herewith a Treasury deposit receipt for the sum of £100, as a preliminary deposit. In the event of our tender being accepted, we hereby undertake to provide, within fourteen days from the date of the notification to us of the acceptance thereof, the final deposit provided for in Treasury notice of 6th October, 1891, failing which we hereby agree to the absolute forfeit to Her Majesty the Queen of our preliminary deposit of £100.

For Mort's Dock and Engineering Company (Ltd.),
J. P. FRANKI,
Manager.

NOTE.—This contract, being for a Government steamer, we may mention that we have based our calculations upon the present tariff of the Colony upon all raw materials, also special and patent articles, to be imported and used therein. Should any fresh duties be imposed affecting the articles required for this contract it must be understood that, in this particular instance, the said articles are to be admitted free.

Crank Shaft.—The crank shaft under this specification to be of the built type.

For Mort's Dock and Engineering Company (Ltd.),
J. P. FRANKI,
Manager.

The Manager, Atlas Engineering Works, to The Chief Engineer Surveyor.

Atlas Engineering Works, Woolwich, Sydney, 6 November, 1891.

Dear Sir,

I am in receipt of your favour of the 4th instant, with reference to our not tendering for steamer "Captain Cook." We were prevented sending in our tender at the last moment by orders. There was nothing in the conditions of the specifications that prevented us from tendering. Our price, had we tendered, was £30,000 complete in every way as specified, to be executed in the highest class of workmanship.

Yours faithfully,
JAMES R. THOMSON,
Manager.

Copy of Marine Board's Report upon the Tender of Mort's Dock and Engineering Company (Limited.)

10 November, 1891.

THIS vessel is very urgently required. It is now nearly two years since the Marine Board took action in the matter of requesting the Government to place a sum of money on the Estimates for her construction, and since that time no expense, to speak of, has been incurred in keeping up the efficiency of the present steamer, which is now, therefore, very nearly worn out, and certainly unfit to meet the sudden emergencies which the pilot-boat at the Heads is sometimes called upon to perform.

The new vessel is to be 155 feet long, 25 feet beam, and 15 feet deep, with modern triple expansion engines, having an indicated horse-power of about 600, which should propel her over 12 knots.

She is to be provided, according to specification, with the electric light and duplicate machinery, and also to be fitted with a special fire-engine service, and as she is to be constantly kept with steam up at the Heads she would always be available in case of a ship taking fire in the harbour.

The steamer without these additions could be built, according to Mort's offer, which the Board, by contrast with an estimate that was made by the Atlas Company, consider reasonable, for £19,989; they therefore recommended that this tender be accepted, leaving the extras to be provided for by another vote of Parliament.

By order,
GEO. S. LINDEMAN.

11 November, 1891.

THIS matter must be further inquired into, and a report obtained from the Government Engineer as to the reasonableness of the tenders, and the probable cost of the steamer if built in the United Kingdom.

JOHN SEE.

The Secretary, Marine Board.—F.K., 13/11/91. The Engineer Surveyor, for report.—By order, G.S.L., 17/11/91. Report attached hereto.—GEO. S. LINDEMAN, 18/11/91. The Under Secretary for Finance and Trade.

Memorandum.

Memorandum.

Sydney, 17 November, 1891.

THE cost of this craft can scarcely be compared with the ordinary market price, because the design and specification have been prepared in such a way as to ensure our getting an exceptionally powerful strong, reliable vessel for the special work required. There is no elaboration about her, but everything connected with hull, machinery, and the working of the ship is of the best quality and the highest class.

The cost of construction in the old country would be about £15,000, but the total cost delivered in Sydney, including all charges, would not be less than £18,000. Taking everything into consideration, I am of opinion that Mort's price is fair and reasonable.

It may perhaps be desirable to mention that the s.s. "Castor"—a steam hopper barge of about the same size and power—built about six months ago by Mort's people, for the Harbours and Rivers Department, cost £20,000.

The new engines of the s.s. "Thetis," just completed, cost £12,000, while the s.s. "Lady Loch"—a vessel of about the same dimensions and power—built in Melbourne in 1887 for the Victorian Marine Board, cost at least £20,000.

Knowing the present condition of the "Captain Cook," it is absolutely necessary we should have this new vessel as soon as possible. In this case time is a great object, and she could be completed here much quicker than by sending home for her.

I am, &c.,

The Secretary of the Marine Board. W. M. CRUICKSHANK.

---

14 December, 1891.

ACCEPT Messrs. Mort & Co.'s tender to build the steamer as per specification, complete and ready for sea within the term mentioned, for the sum of £19,989. The work to be approved of by Mr. Cruickshank, the Government Engineer.

JOHN SEE,
Treasurer.

The Manager, Mort's Dock and Engineering Company (Limited), to The Colonial Treasurer.

Sir, Sydney, 11 June, 1892.

Referring to our tender for additional work in connection with the new pilot-steamer now building by us, you will find we quoted prices for electric lighting plant, fire-engine and fittings, and spare gear, amounting in all to £2,728. In view of the large number of workmen at present out of employment and having a desire to relieve the distress by engaging as many hands as can possibly be put on the work, we would be glad if you could see your way to give us the order for these three items. We would also direct your attention to the necessity of the fire-engine for the steamer, as illustrated in the case of the fire on board the ship "Wavertree." It was a mere chance that this vessel happened to be alongside the wharf when it was discovered; had the fire broken out a few hours earlier when she was in the stream, the results would have been far more serious, as there is not in the harbour a single proper fire-pump to bring to play upon any fire occurring on a ship afloat, so that this would be a great boon to the Mercantile Marine of New South Wales, and as a matter of economy it could never be supplied and fitted on board the ship for the same price, unless done while the ship is being built, and all the machinery fitted to suit working everything in together. The same argument applies to the electric lighting and spare gear; our price was based on the supposition that this would be going on at the same time as the main parts, hence our reason for quoting low.

Commending this to your earnest consideration,

We have, &c.,
For Mort's Dock and Engineering Company (Limited),
J. P. FRANKI,
Manager.

The President of the Marine Board.—J.S., 14/6/92. The Secretary, Marine Board.—F.K., 14/6/92. The Under Secretary for Finance and Trade.—G.S.L., 25/6/92.

The Secretary, Marine Board, to The Under Secretary for Finance and Trade.

Sir, Sydney, 14 June, 1892.

I have the honor, by direction of the Marine Board, to inform you, it is very desirable that the steamer now under course of construction at Mort's Dock and Engineering establishment should be fitted to answer the double purpose of pilot-vessel and floating fire-extinguisher, so that she may be available in cases of vessels catching fire in the waters of Port Jackson. It is also desirable that she should be fitted with the electric search light to enable her to more efficiently perform her pilotage duties, and likewise to have the means of showing up vessels in distress when she is called, as she frequently is, to their assistance at the entrance to this port.

The pilot-vessel ought also to be provided with duplicate gear of certain portions of her machinery, as she is often ordered off to render assistance at very short notice to shipwrecked vessels a long distance from her station.

These

These additions, which would make the vessel quite complete, and would also save the Government a large expense in another direction, as it is positively necessary, in view of the frequency of ships catching on fire in the harbour of late, to maintain a floating fire-extinguisher, could be provided for £2,728.

Under these circumstances the Marine Board very strongly urge that they may be authorised to sanction the above-mentioned expenditure, and thereby come into possession of a craft that will meet in all respects the important requirements which this vessel will be called on to fulfil.

I have, &c.,
GEO. S. LINDEMAN,
Secretary.

Approved. Mort's Co. to be informed immediately, also the Marine Board.—J.S., 16/6/92. The Treasurer having approved of the desired additions being made, I think the Marine Board should state specifically what is required. Mort's Dock Co. could then be communicated with.—M.R., 17/6/92. The Under Secretary. Mort's Dock Co. informed that the Colonial Treasurer has approved of certain additional work being done in connection with the new pilot-steamer, and that a further communication will be sent stating specifically what the additions are.—17/6/92. The Secretary, Marine Board.—F.K., 17/6/92.

The additions referred to are:—First,—The vessel is to be supplied with an electric plant capable of supplying sixty-five incandescent lamps, also a search light, and masthead, and side lights; Second,—A powerful fire-engine to be fitted for the special purpose of being utilised at a fire that may take place afloat in Sydney Harbour. It must be capable of throwing 36,000 gallons an hour. To have all the gear, including flexible suction 100 feet long, 200 feet of best hose, &c. Third,—Spare gear for machinery, such as one length of crank shaft, one propeller shaft, one set (four) propeller blades, &c. The whole to be completed to the satisfaction of the Marine Board Surveyors. Messrs. Mort & Co. have offered to carry out and complete the above extras for the sum of £2,728.—By order: GEO. S. LINDEMAN, 23/6/92. The Under Secretary for Finance and Trade.

A copy of the minute of the Marine Board might now be forwarded to the Mort's Dock Co.—F.K., 24/6/92. Approved.—J.S., 24/6/92. Done.—28/6/92.

The Under Secretary for Finance and Trade to The Manager, Mort's Dock and Engineering Company (Limited).

Sir, The Treasury, New South Wales, Sydney, 17 June, 1892.

I am directed to inform you that the Colonial Treasurer has approved of certain alterations and additions being made in the construction of the pilot-steamer now being built by you for the Government.

The Marine Board has been requested to state specifically what is required. When this information has been furnished you will again be communicated with.

I have, &c.,
F. KIRKPATRICK,
Under Secretary for Finance and Trade.

The Manager, Mort's Dock and Engineering Company (Limited), to The Under Secretary for Finance and Trade.

Dear Sir, Sydney, 20 June, 1892.

We beg to acknowledge receipt of your favour of 17th instant, with reference to new pilot-steamer, contents of which are duly noted.

Yours, &c.,
For Mort's Dock and Engineering Company (Limited),
J. P. FRANKI, Manager.
(*Per* J.J.P.)

Memorandum from The Government Engineer Surveyor to Captain Lindeman, Secretary, Marine Board.

Re alterations to bridge deck of our new pilot-steamer.

Dear Sir, Sydney, 27 June, 1892.

In accordance with instructions, have had plan prepared, showing alterations required to shift steam steering-gear forward in front of funnel. This can only be done efficiently by doubling the length of bridge and covering in forward as shown on drawing. This means a considerable amount of work and material; it will, however, make a proper finish, and improve the appearance of vessel. The cost will be somewhere between £300 and £400; but it is very desirable this alteration should be carried out as steering aft, and especially in a pilot-steamer is a thing of the past. Have asked Mort's people for a price, but it has not been sent in; the above will, however, be near it.

I have, &c.,
WM. CRUICKSHANK.

The

The Under Secretary for Finance and Trade to The Manager, Mort's Dock and Engineering Company (Limited).

Sir, The Treasury, New South Wales, Sydney, 28 June, 1892.

I am directed to acknowledge receipt of your letter of the 11th instant, and to inform you, in reply, that the Colonial Treasurer has approved of the following additional works being done in connection with the new pilot-steamer now being built by your Company, namely:—

1st. The vessel is to be supplied with an electric plant, capable of supplying sixty-five incandescent lamps, also a search light, and masthead, and sidelights.

2nd. A powerful fire-engine to be fitted for the special purpose of being utilised at a fire that may take place afloat in Sydney harbour, to be capable of throwing 36,000 gallons an hour, and to have all the gear, including flexible suction 100 feet long, 200 feet of best hose, &c., &c.

3rd. Spare gear for machinery, such as one length of crank shaft and propeller shaft, one set (4) propeller blades, &c., &c.

The whole of such works to be carried out and completed at or for the price or sum of £2,728, as provided for in your tender of the 2nd November, 1891, and to the entire satisfaction of the Marine Board surveyors.

I am to ask you to favour me with a confirmatory letter hereon.

I have, &c.,
F. KIRKPATRICK,
Under Secretary for Finance and Trade.

The Manager, Mort's Dock and Engineering Company (Limited), to The Under Secretary for Finance and Trade.

Sir, Balmain, Sydney, 29 June, 1892.

We have the honor to acknowledge the receipt of your favour of the 28th inst., accepting our tender for the supply of electric lighting plant, fire-engine, and spare gear for the new pilot-steamer for a total sum of £2,728, for which please accept our thanks.

We have, &c.,
For Mort's Dock and Engineering Co. (Ltd.),
J. P. FRANKI,
Manager.

Seen.—J.S., 1/7/92. The Secretary, Marine Board.—F.K., 2/7/92.

Sydney: Charles Potter, Government Printer.—1893.

[6*d*.]

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOVERNMENT STEAMERS.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 25 *April*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 1, *of* 1 *March*, 1893.]

Question.

1. MR. DANGAR *asked* THE COLONIAL TREASURER,—
   (1.) Is any record kept of the services rendered by Government Steamers within the harbour of Port Jackson other than that immediately connected with the Public Service?
   (2.) What Government Steamers have been employed during 1892, conveying picnic parties composed of Ministers or Members of Parliament or their friends?
   (3.) Was any charge made for the services of such steamers; and, if so, what?

Answer.

Department.	Name of Steamer.	Amount charged for Hire.
Marine Board	The "Premier" The "Nea" "Gladys"	Nil.
Public Works	"Dayspring" "Dawn" "Thetis" "Leila"	Nil.
Customs Board of Health Mines Ordnance and Barrack Military Police Hospital for the Insane Captain Commanding Naval Force	Steamers belonging to these Departments have not been employed for any purpose other than that connected with the Department.	

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VESSELS ARRIVING AT AND LEAVING PORTS OF NEW SOUTH WALES.

(RETURNS RESPECTING, FOR 1892.)

Ordered by the Legislative Assembly to be printed, 31 *May*, 1893.

The Secretary of the Board of Health to The Under Secretary for Finance and Trade.

Sir, Offices, 127, Macquarie-street, Sydney, 16 January, 1893.

I have the honor to forward you herewith the following returns respecting action taken by this Department with regard to vessels arriving at and leaving the ports of New South Wales during the year 1892:—

(A) Return of vessels boarded and examined under the provisions of the Quarantine Acts, by the Health Officers, showing an increase for the year of 100 vessels, 2,078 passengers, and 8,144 crew examined;
(B) Return of vessels quarantined and specially dealt with at Port Jackson, showing an increase for the year of 59 vessels;
(C) Return of vessels quarantined and specially dealt with at Newcastle, showing an increase for the year of 46 vessels;
(D) Proclamations in force under the Quarantine Acts;
(E) Bills of health issued to outward-bound vessels at Port Jackson and Newcastle, showing an increase for the year of 283; and
(F) Vessels cleared under the Imperial Passenger Acts.

The circumstances of the outbreak of small-pox on the R M.S. "Oroya" were fully detailed in a special report, laid before Parliament on 19th October, 1892. I have, &c.,

EDMUND SAGER,
Secretary.

A.

RETURN of Vessels boarded and examined under the provisions of the Quarantine Acts, by the Assistant Health Officer at Port Jackson and the Health Officer at Newcastle, during the year 1892.

Port.	No. of Vessels.	No. of Passengers.	No. of Crew.	No. of Vessels detained for special action.
Port Jackson	432	8,040	24,720	107
Newcastle	150	109	3,199	58
Total	582	8,149	27,919	*165

* Full particulars respecting these vessels are given in Returns B and C.

NOTE.—Dr. J. C. Sibley and Dr. Chisholm Ross have continued to perform the duties of Assistant Health Officer for Port Jackson and Health Officer for Newcastle, respectively, during the year 1892.

B.

RETURN of Vessels Quarantined and specially dealt with at the Quarantine Station, Port Jackson, during the year 1892.

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on Board on Arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
1	Taiyuan, s.s. ...	7 Jan., 11·15 a.m.	7 Jan., noon.	Hong Kong, via Queensland ports.	R. Nelson	F. White	China S. N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	12	11	...	...	All fresh water on board discharged, and tanks cleansed and limewashed; bilges pumped out, and disinfected with a solution of corrosive sublimate. All parts of the vessel in a good sanitary condition.
									Asiatic ...	...	75			
										12	86	98		
2	Helena, Norwegian barque.	9 Jan., 10 15 a.m.	9 Jan., 1 p.m.	Mauritius	H. Markussen..	None	Montefiore, Joseph, & Co.	Small-pox at Mauritius.	European..	...	7	7	...	Same as above.
3	Clitus, s.s.	14 Jan., 4·25 p.m.	14 Jan., 5·25 p.m.	Calcutta, via Java, Adelaide, and Melbourne.	John Currie ...	None	Cowlishaw Bros...	Cholera in India.	European..	7	8	...	...	Captain reported no fresh water on arrival, and tanks having been limewashed. On examination, Quarantine Officer Phillips found one tank containing about 400 gallons of very dirty-looking water; this was pumped out, and tank cleansed and limewashed; all other tanks reported by captain to be clean were cleansed and limewashed; bilges pumped out and disinfected with a solution of corrosive sublimate. All parts of the vessel in a good sanitary condition.
									Asiatic ...	1	49			
										8	57	65		
4	Horishma Maru, s.s.	2 Feb., 3 p.m.	2 Feb., 6·40 p.m.	Hong Kong, via Japan and New Caledonia.	J. H. Pyne ...	None	Japanese S.S. Co.; Burns, Philp, & Co.	Cholera in China.	European..	1	7	...	...	All fresh water on board discharged, and tanks cleansed and limewashed; bilges pumped out and disinfected with a solution of corrosive sublimate. All parts of the vessel in a good sanitary condition.
									Asiatic ...	5	65			
										6	72	78	...	
5	Airlie, s.s.....	2 Feb, 4·15 p.m.	2 Feb., 4·45 p.m.	Japan, via Hong Kong and Queensland ports.	W. Ellis	None	E. & A. S. N. Co.; Gibbs, Bright, & Co.	Cholera in China.	European..	8	9	...	...	Same as above.
									Australian					
									Aboriginal	2	...			
									Asiatic ...	...	45			
										10	54	64		
6	Tsinan, s.s.	2 Feb., 5·30 p.m.	2 Feb., 6·10 p.m.	Hong Kong, via Queensland ports.	W. N. Allison..	— Baker	China S. N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	22	11	...	...	Same as above.
									Asiatic ...	2	96			
										24	107	131		
7	Fazilka, s.s.....	6 Feb., 7·45 a.m.	6 Feb., 10 a.m.	Calcutta, via Singapore, Adelaide, and Melbourne.	F. A. Lovell ...	None	B. I. S. N. Co.; Burns, Philp, & Co.	Cholera in India.	European..	10	12	...	...	Same as above. Four wooden water-casks burnt.
									Asiatic ...	...	89			
										10	101	111		
8	Changsha, s.s....	16 Feb., 2·10 p.m.	16 Feb., 2·40 p.m.	Hong Kong, via Queensland ports.	J. E. Williams.	— Birch	China S. N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	6	12	...	...	Same as above.
									Asiatic ...	...	76			
										6	88	94		
9	Prince Albert de Belgique, s.s.	7 Mar., 8·30 a.m.	7 Mar., 10·40 a.m.	Mauritius, via Melbourne.	F. Danister ...	None	Jules Renard & Co.	Cholera at St. Louis	European..	...	28	28		Same as above. One wooden water-cask burnt.
10	Chingtu, s.s. ...	9 Mar., 9 a.m.	9 Mar., 9·30 a.m.	Hong Kong, via Queensland ports.	A. Hunt.....	W. H. Cox.....	China S. N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	14	11	...	...	Same as above.
									Asiatic ...	...	79			
										14	90	104		

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
11	Bucephalus, s.s.	12 Mar., 11·25 a.m.	12 Mar., noon.	Calcutta, via Singapore and Melbourne.	A. Forrester ...	None	Cowlishaw Bros...	Cholera in India.	European..	7	8	...	...	All fresh water discharged, and tanks cleansed and lime-washed; bilges pumped out, and disinfected with a solution of corrosive sublimate. All parts of the vessel in a good sanitary condition.
									Asiatic ...	10	42			
										17	50	67		
12	Guthrie, s.s. ...	18 Mar., 7·40 a.m.	18 Mar., 8·30 a.m.	Hong Kong, via Adelaide and Melbourne.	P. T. Helms ...	None	E. & A. S. N. Co.; Gibbs, Bright, & Co.	Cholera in China.	European..	4	10	...	...	Same as above.
									Asiatic ...	34	48			
										38	58	96		
13	Catterthun, s.s.	21 Mar., 3·30 p.m.	21 Mar, 4 p.m.	Hong Kong, via Queensland ports.	N. Shannon ...	J. Rennie	E. & A. S. N. Co.; Gibbs, Bright, & Co.	Cholera in China.	European..	8	10	...	...	Same as above.
									Asiatic ...	...	47			
										8	57	65		
14	Argus, s.s.	5 April, 8·50 a.m.	5 April, 9·20 a.m.	Hong Kong, via Melbourne.	E. Johnson ...	None	Cowlishaw Bros..	Cholera in China.	European.	7	7	...	...	Same as above.
									Asiatic ...	...	36			
										7	43	50		
15	Taiyuan, s.s. ...	13 April, 7·40 a.m.	13 April, 8 a.m.	Hong Kong, via Queensland ports.	R. Nelson	C. M. R. Combes	China S. N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	10	11	...	...	Same as above.
									Asiatic ...	1	97			
										11	108	119		
16	Nevasa, s.s.	16 April, 7·30 a.m.	16 April, 9·15 a.m.	Calcutta, via Penang, Singapore, Adelaide, and Melb'rne.	J. B. M'Fadyen	None	B. I. S. N. Co.; Burns, Philp, & Co.	Cholera in India.	European..	12	10	...	...	All fresh water for use of crew and passengers was discharged, and tanks cleansed and limewashed; bilges pumped out, and disinfected with a solution of perchloride of mercury. There were 92 horses on board, shipped at Melbourne, and only sufficient water in ballast-tanks for their requirements until arrival in Sydney. Q.-O. Phillips went to Sydney with the ship, and all this water was discharged and tanks cleansed and limewashed. All parts of the vessel in a good sanitary condition.
									Asiatic ...	13	88			
										25	98	123		
17	Menmuir, s.s. ...	16 April, 2·30 p.m.	16 April, 3 p.m.	Kobe, via Hong Kong and Queensland ports.	H. Craig	None	E. & A. S. N. Co.; Gibbs, Bright, & Co.	Cholera in Japan.	European..	15	10	...	...	All fresh water discharged, and tanks cleansed and lime-washed; bilges pumped out, and disinfected with a solution of corrosive sublimate. All parts of the vessel in a good sanitary condition.
									Asiatic ..	1	48			
										16	58	74		
18	Saide, s.s., yacht	21 April, 4 p m.	21 April, 5·30 p.m.	Hong Kong, via Japan, Celebes, and Queensland ports.	E. M'Donald...	None	— Miller, Esq., Melbourne.	Cholera in China and Japan.	European .	1	23	24	...	Same as above.
19	Clitus, s.s.	2 May, 9·40 a.m.	2 May, 11·10 a.m.	Calcutta, via Adelaide and Melbourne.	W. Frith	None	Cowlishaw Bros...	Cholera in India.	European	2	8	...	...	All fresh water on board discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clean. All parts of the vessel in a good sanitary condition.
									Asiatic ...	9	49			
										11	57	68		
20	Airlie, s.s.	18 May, 7·45 a.m.	18 May, 8·30 a.m.	Kobe, via Hong Kong and Queensland ports.	W. Ellis.....	None	E. & A.S.N. Co.: Gibbs, Bright, & Co.	Cholera in Japan.	European	10	11	...	...	Same as above.
									Asiatic ...	1	68			
										11	79	90		
21	Tsinan, s.s.	20 May, 8 a.m.	20 May, 8·35 a m.	Hong Kong, via Queensland ports.	W. N. Allison .	D. L. Barker ...	China S.N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	13	11	...	...	Same as above.
									Asiatic ...	...	106			
										13	117	130		

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained	Action taken.
									Nationality.	Passengers.	Crew	Total.		
22	Changsha, s.s....	5 June, 1 p.m.	5 June, 2 p.m.	Hong Kong, via Queensland ports.	J. E. Williams	P. O. Birsch .	China S N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European Asiatic .	9 ..	15 104	...	...	All fresh water on board discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear; all parts of the vessel in a good sanitary condition.
										9	119	128		
23	Warora, s.s.....	14 June, 10·10 a.m	20 June, 9 a.m.	Calcutta, via Singapore, Adelaide, and Melbourne.	J. Macfauchlin	None	B.I.S N. Co.	Case of small-pox on board on arrival at Adelaide.	European. Asiatic	11 45	13 88	...	.	This vessel was quarantined on arrival at Melbourne in consequence of a case of small-pox having been landed at Adelaide, one of the crew, a Lascar, having developed the disease on 15th May. On 14th June, the vessel came direct into quarantine, Spring Cove, with yellow flag flying, and was at once boarded by the Superintendent, and, by direction of the Board of Health, ordered crew and passengers to land and take up their respective quarters at the station. At 11 a m. the Chief Medical Inspector arrived, and carefully examined all persons on board, and found them to be in good health. At 3 p.m all passengers and crew were landed, at 6 p m all parts of the vessel, with beds, bedding, clothing, &c, were placed under fumigation. On 15th, at 6 a m, the vessel having been under fumigation for twelve consecutive hours, the hatches, port holes, and all other apertures were opened. At 8 a m commenced to land the effects of crew and passengers, which were as soon as possible disinfected by dry or moist heat at a temperature of not less than 250° Fahrenheit. After this, all articles that could be washed or boiled without injury to the fabric were dealt with in this way After fumigation, all parts of the vessel were thoroughly cleansed with a solution of perchloride of mercury, and, when dry, washed with clean fresh water, bilges were pumped out and sea water let in until the discharge therefrom was perfectly clear. Fresh water discharged and tanks cleansed and limewashed, wooden water casks burnt Disinfection was completed on 19th June, on which day the passengers and crew, with their effects, returned to the ship Pratique was granted at 7 a m, 20th June, and the vessel left at 9 a m.
										56	101	157	157	
24	Guthrie, s.s. ...	18 June, 9 15 a.m	18 June, 10 a.m.	Hong Kong, via Queensland ports.	P. T. Helms	None	E & A. S. N. Co., Gibbs, Bright, & Co.	Cholera in China.	European. Asiatic	15 3	13 90	.	.	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear; all parts of the vessel in a good sanitary condition.
										18	103	121	.	
25	Oroya, R.M.S....	20 June, 9 30 a.m.	12 July, 8 a.m.	London, via ports.	E. E Lavington	Harvey McPherson.	Orient Co; T. L Devitt.	Small-pox on board	European. Mrs. Lavington. J. L. Sinclair (Customs). W. Parker (stranger)	7 1 1 1	162	...	.	This vessel arrived in Neutral Bay on Saturday morning, 18th June During evening of the same day the Board of Health received a telegram from the Melbourne Board of Health stating that one of the passengers who had landed there was infected with small pox Immediately on receipt of this message the commander was ordered to hoist the yellow flag, and proceed to the Quarantine Station as soon as possible At 9 30 a m on 20th June the vessel arrived, and moored in quarantine waters, Spring Cove On arrival everyone appeared to be in good health, with the exception of Albert Blake, aged 30, quartermaster, whom the ship's surgeon had isolated As Blake was showing very suspicious symptoms he was at once removed to the hospital ship "Faraway" On the following day, 21st June, H. Toms, aged 22, second saloon waiter, having developed small pox, was removed to the "Faraway" On this day Blake was also pronounced to be suffering from small pox. On the same day Miss M Hall, a second saloon passenger, was brought from Rookwood suffering from modified small pox, and was placed in the shore hospital On 29th June, A. Blake died of small pox, and was buried in the Quarantine cemetery. On 1st July, May Taylor, aged 5 years, a second saloon passenger, was brought from the Glebe suffering from small pox, and admitted to "Faraway" On 16th July the following persons (residents of Sydney) were admitted to the "Faraway," suffering from small-pox, having contracted the disease from May Taylor, viz, William Bolt, aged 23, Mrs Emma Brown, aged 32, and Willie Dickerson, aged 10 During the detention of the vessel everything on board was disinfected, either by dry or moist heat, or by washing and boiling All compartments were fumigated with sulphur for eight consecutive hours, and then thoroughly cleansed with soap and water, with the exception of the first saloon, which was disinfected with a solution of perchloride of mercury. The cargo was discharged into lighters, and then fumigated before leaving with sulphurous acid gas The station was declared out of quarantine on the release of Willie Dickerson on 3rd September
										10	162	172		

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No	Name of Vessel.	Arrived	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
26	Andolu, s.s.	29 June, 5 p.m.	30 June, 9 a.m.	Rio de Janeiro	W. Passmore...	None	Dalton Bros.....	Cholera in South America.	European..	1	30	31	...	All fresh water on board discharged, and tanks cleansed and lime-washed; bilges pumped out and disinfected with a solution of perchloride of mercury; wooden water-casks burnt; granite ballast, which the captain gave his written guarantee to discharge into lighters and taken to sea. Captain reports, "Walter Crupp, apprentice, aged 16, died in Rio Hospital, on 31st March, of yellow fever. All clothing, bedding, &c., that had been in contact with him were destroyed by fire by Consul's orders. Tom Johnstone, A.B., West Indian, fell ill on 20th June, and died on 23rd June, of consumption. He had no rash or eruption, and was buried at sea." All parts of the vessel in a good sanitary condition.
27	Chingtu, s.s. ...	28 June, 8·45 a.m.	28 June, 9·30 a.m.	Hong Kong, via Queensland ports.	A. Hunt.....	W. H. Cox.....	China S.N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	12	11	1	...	All fresh water discharged, and tanks cleansed and lime-washed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in a good sanitary condition.
									Asiatic ...	1	115			
									Aboriginal	1	...			
										14	126	140		
28	Argus, s.s.	9 July, 4·55 p.m.	10 July, 7·40 a.m.	Calcutta, via Singapore and Melbourne.	E. Johnson ...	None	Cowlishaw Bros...	Cholera in India.	European.	17	8	...	...	Same as above.
									Asiatic ...	19	55			
										36	63	99		
29	Catterthun, s.s.	16 July, 3·15 p.m.	16 July, 3·40 p.m.	Kobie, via Hong Kong and Queensland ports.	N. Shannon ...	None	E. & A.S.N. Co.; Gibbs, Bright, & Co.	Cholera in Japan.	European..	4	12	...	...	Same as above.
									Asiatic ...	1	71			
										5	83	88		
30	Menmuir, s.s. ...	25 July, 2·50 p.m.	25 July, 3·45 p.m.	Shanghai, via Foochow and Queensland ports.	H. Craig	J. A. Lawson...	E. & A.S.N. Co.; Gibbs, Bright, & Co.	Cholera in China.	European..	10	10	...	...	Same as above.
									Asiatic ...	30	48			
										40	58	98		
31	Taiwan, s.s.	29 July, 9·10 a.m.	29 July, 9·45 a.m.	Hong Kong, via Queensland ports.	O. Anderson ...	None	China S.N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European.	13	8	...	...	Same as above.
									Asiatic ...	...	98			
										13	106	119		
32	Mogul, s.s.	14 Aug., 2 p.m.	14 Aug., 2·30 p.m.	Foochow, via Queensland ports.	John Johnson..	None	Mogul Line; Burns, Philp, & Co.	Cholera in China.	European..	...	11	...	...	All fresh water discharged, and tanks cleansed and lime-washed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of vessel in a good sanitary condition.
									Asiatic ...	...	34			
										...	45	45		
33	Tsinan, s.s.	22 Aug., 7·15 a.m.	22 Aug., 10·45 a.m.	Kobe, via Nagasaki, Hong Kong, and Queensland ports.	W. N. Allison..	W. Barker.....	China S.N. Co.; Lorimer, Rome, & Co.	Cholera in Japan and China.	European..	37	11	...	...	Same as above.
									Asiatic ...	...	105			
										37	116	153		
34	Airlie, s.s.	23 Aug., 10·30 a.m.	23 Aug., 11·5 a.m.	Kobe, via Hankow and Queensland ports.	W. Ellis	J. Lapraik.....	E. & A.S.N. Co.; Gibbs, Bright, & Co.	Cholera in Japan and China.	European..	14	10	...	...	Same as above.
									Asiatic ...	2	77			
										16	87	103		

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival. Nationality.	Passengers.	Crew.	Total.	Landed and Detained.	Action taken.
35	Jupiter, s.s. (dredge).	4 Sept., 7·30 a.m.	4 Sept., 10·40 a.m.	Glasgow, via Aden, Colombo, and Adelaide.	A. Robertson...	None	N.S.W. Govt. ...	Small-pox at Colombo.	European..	...	16	16	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and disinfected with a solution of corrosive sublimate. The cabin, holds, berths, and forecastle fumigated with sulphur for three consecutives hours. All parts of vessel in good sanitary condition.
36	Changsha, s.s....	9 Sept., 10·30 a.m.	9 Sept., 12·40 p.m.	Foochow, via Hong Kong and Queensland ports.	J. E. Williams	A. G. Cribbe ...	China S.N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	8	11	...	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of vessel in good sanitary condition.
									Asiatic ...	7	81			
										15	92	107		
37	Clitus, s.s.	11 Sept., 8·40 a.m.	11 Sept., 10·30 a.m.	Calcutta, via Singapore, Adelaide, and Melbourne.	W. Frith	None	Cowlishaw Bros..	Cholera in India.	European..	5	7	...	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. After this the spaces, including w.c.'s, &c., were disinfected with a solution of perchloride of mercury. All parts of the vessel were in a good sanitary condition.
									Asiatic ...	1	57			
										6	64	70		
38	Bhundarra, s.s...	15 Sept., 9·30 a.m.	15 Sept., 11·15 a.m.	Calcutta, via Adelaide and Melbourne.	F. Icely	None	B.I.S.N. Co.; Burns, Philp, & Co.	Cholera in India.	European..	9	9	...	...	All parts of the vessel in a good sanitary condition. All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was clear.
									Asiatic ...	5	85			
										14	94	108		
39	Guthrie, s.s.	20 Sept., 2·50 p.m.	20 Sept., 3·15 p.m.	Kobe, via Hong Kong and Queensland ports.	P. T. Helms ...	None	E. & A.S.N. Co.; Gibbs, Bright, & Co.	Cholera in Japan and China.	European.	17	10	...	...	Same as above.
									Asiatic ...	1	67			
										18	77	95		
40	Cuzco, s.s.	27 Sept., 6·5 a.m.	27 Sept., 10·30 a.m.	London, via Gibraltar, Naples, &c.	J. F. Anderson	G. Grindley ...	Orient Co.; T. L. Devitt.	Cholera in Europe.	European..	58	111	169	...	All fresh water discharged, and tanks cleansed and limewashed, with the exception of the after tanks, which could not be limewashed until discharge of cargo. Q.-O. Phillips went to Sydney and saw this done. Bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts in good sanitary condition.
41	Strathdee, s.s....	30 Sept., 8 a.m.	30 Sept., 3·15 p.m.	Shanghai	J. Pattie	None	Burrell & Son, Glasgow.	Cholera in China.	European..	...	26	26	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in good sanitary condition.
42	Britannia, s.s....	1 Oct., 7·30 a.m.	1 Oct., 4·30 p.m.	London, via Gibraltar, Brindisi, &c.	R. G. Murray..	G. P. Bulloch..	P. & O. S. N. Co.; G. D. Michie.	Cholera in Europe.	European..	61	96	...	...	Same as above.
									Asiatic ...	...	166			
										61	262	323		
43	Pathan, s.s.....	3 Oct., 8 a.m.	3 Oct., 9·55 a.m.	Foochow, via Queensland ports.	W. H. Wright.	None	Mogul Line; Burns, Philp, & Co.	Cholera in China.	European..	...	10	...	...	Same as above.
									Asiatic ...	...	40			
										...	50	50		
44	Chingtu, s.s. ...	3 Oct., 10·20 a.m.	3 Oct., 11·10 a.m.	Hong Kong, via Queensland ports.	A. Hunt	C. G. Fitzgerald	China S. N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European.	6	11	...	...	Same as above.
									Asiatic ...	...	80			
										6	91	97		
45	Ophir, s.s.	5 Oct., 9·5 a.m.	5 Oct., 11·45 a.m.	London, via Gibraltar, Naples, &c.	J. F. Ruthven.	T. W. Bagshaw	Orient Co.; T. L. Devitt.	Cholera in Europe.	European.	230	214	444	...	Same as above.

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
46	Polynesien, s.s..	6 Oct., 6·45 a.m.	6 Oct., 10·30 a.m.	Marseilles, via Port Said, Aden, Mahe, Albany, &c.	L. Boulard ...	— Piotrowski..	M.M. Co.; E. Blanc.	Cholera in Europe.	European..	98	116	...	...	All fresh water discharged, and tanks cleansed and lime-washed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the ship in good sanitary condition.
									Asiatic ...	...	92			
										98	208	306		
47	Inveramsay, barque.	8 Oct., 7·30 a.m.	8 Oct., 9·30 a.m.	Rio Janeiro ...	J. Symmers ...	None	Paxton & Co.	Yellow-fever at Rio.	European..	...	22	22	...	Same as above.
48	Bungaree, s.s....	8 Oct., 10·40 a.m.	8 Oct., 12·30 p.m.	London, via ports.	H. Goodhram..	— Gregorson ...	Lund's Line; Gilchrist, Watt, & Co.	Cholera in Europe.	European..	1	42	43	...	Same as above.
49	Star of Victoria, s.s.	9 Oct., 8·20 a.m	9 Oct., 9·40 a.m.	London, via ports.	John Smyth ...	None	Tyser Line; Balchin, Johnstone, & Co.	Cholera in Europe.	European..	5	44	49	...	Same as above.
50	Charente, s.s. ...	9 Oct., 9·20 a.m.	9 Oct., 10·20 a.m.	Cardiff, via Melbourne.	E. Bovis	M. Periguan...	M.M. Co.; E. Blanc.	Cholera in Europe.	European..	...	49	49		
51	Gulf of Venice, s.s.	9 Oct., 11 a.m.	9 Oct., noon.	London, via ports.	J. Linklater ...	None	Gulf Line (Greenock); A. McArthur & Co.	Cholera in Europe.	European..	...	39	39	...	Same as above.
52	Merkara, s.s. ...	9 Oct, 11·45 a.m.	Oct., 5 p.m.	Calcutta, via Singapore and Melbourne.	J. Bergman ...	M. G. Dobbin	B.I.S.N Co.; Burns, Philp, & Co.	Cholera in India.	European..	1	54	...	...	Same as above.
									Asiatic ...	5	2			
										6	56	62		
53	Warimoo, s.s....	12 Oct., 12·20 p.m.	12 Oct, 3·15 p.m.	Newcastle-on-Tyne, via Cape	J. C. Arthur..	M. Gledden ...	N.Z. & A.S.N.Co.; Huddart, Parker, & Co.	Cholera in Europe.	European..	42	65	107	...	Same as above.
54	Sommerfeld, s.s.	15 Oct., 7 a.m.	15 Oct., 9·55 a.m.	Antwerp, via ports.	J. Petersen ...	A. Dabo.....	G.A. line; H.W. Henderson.	Cholera in Europe.	European..	23	35	58	...	This vessel was disinfected at Adelaide and Melbourne, and the usual quarantine regulations affecting vessels from infected ports were carried out here. All parts of the vessel in a good sanitary condition.
55	Strathesk, s.s....	16 Oct., 1·45 p.m.	16 Oct., 5·10 p.m.	Java, via Melbourne.	J. C. Main ...	None	Burrel & Son, Glasgow.	Cholera in Java.	European..	...	25	25	...	This vessel was fumigated with sulphur at Melbourne; all fresh water on board on arrival here was discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in good sanitary condition.
56	Carthage, s s. ...	19 Oct., 5 a.m.	19 Oct., 7·30 a.m.	London, via ports.	M. de Horne...	J. Gordon.....	P. & O. S.N. Co.; J. D. Michie.	Cholera in Europe.	European..	51	68	...	...	All fresh water discharged and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear; parcels post (consisting of fifteen boxes and two bags) landed at station, and disinfected in Lyons' patent disinfector or by sulphur; all parcels opened and checked by two Post Office officials; parcels repacked and sent to Sydney in quarantine tender.
									Asiatic ...	...	132			
										51	200	251		
57	Mombassa, s.s...	24 Oct., 8 a.m.	24 Oct., 8·50 a.m	Calcutta, via Singapore and Melbourne.	G. Clark	None	B.I.S.N. Co.; Burns, Philp, & Co.	Cholera in India.	European..	21	12	...	...	All fresh water on board discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clean. All parts of vessel in good sanitary condition.
									Asiatic ...	2	100			
										23	112	135		
58	Orizaba, s.s. ..	24 Oct., 8 a.m.	24 Oct., 10 a.m.	London, via ports.	A. W. Clarke..	G. W. G. Grant	Orient Co.; T. L Devitt.	Cholera in Europe.	European.	180	173	353	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until discharge therefrom was perfectly clear; parcels post disinfected at station in presence of Post Office officials. All parts of vessel in good state of cleanliness.
59	Flotow, ship ...	24 Oct., 6·30 a.m.	24 Oct., 4 p.m.	Monte Video ..	J. Dethlep ...	None	Gibbs, Bright, & Co.	Yellow-fever, &c. in South America.	European..	...	24	24	...	All fresh water discharged and tanks cleansed and limewashed; bilges pumped out and disinfected. Had about 900 tons of sand ballast on board, and as it would endanger the safety of the ship to remove it in quarantine, the vessel was allowed to proceed to Sydney, on the master giving a written promise to have it lightered to sea should he get a charter in Sydney or Newcastle. Health Officer advised accordingly.

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
60	Port Albert, s.s	24 Oct., noon	24 Oct., 2 p.m.	London, via ports.	J. Bird	S. Skirman.....	A.A S N. Co.; Burns, Philp, & Co.	Cholera in Europe.	European..	8	31	...	...	All fresh water discharged, and tanks cleansed and lime-washed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of vessel in good sanitary condition.
									Asiatic ...	...	95			
										8	126	134		
61	Gulf of Bothnia, s.s.	24 Oct., 3·30 p.m.	24 Oct., 5·20 p.m.	Cardiff	Sigert Wood ...	A. Campbell ...	Gulf Line; A. McArthur & Co	Cholera in Europe.	European..	1	42	43	...	Same as above.
62	Taiyuan, s.s. ...	24 Oct., 4·45 p.m.	24 Oct., 5·20 p.m.	Kobe, via Hong Kong and Queensland ports.	G. Nelson	W. W. Hope...	China S.N. Co. ...	Cholera in Japan and China.	European..	26	11	...	...	Same as above.
									Asiatic ...	...	84			
										26	95	121		
63	Atalanta, barque	25 Oct., 7·15 a.m.	25 Oct., 9·10 a.m.	Mauritius	W. Pundt	None	Captain	Cholera in Mauritius	European..	...	10	10	...	Same as above. Two wooden water-casks burnt.
64	Catterthun, s.s.	25 Oct., 4·55 p.m.	25 Oct., 5·15 p.m.	Hong Kong, via Queensland ports.	N. Shannon ...	None	E. & A.S.N. Co.; Gibbs, Bright, & Co.	Cholera in China.	European.	6	9	...	...	Same as above.
									Asiatic ...	1	68			
										7	77	84		
65	Echuca, s.s.....	28 Oct., 7·20 a.m.	28 Oct., 7·55 a.m.	London, via ports.	W. H. Pearce	M. Sully	Lund's Line; Gilchrist, Watt, & Co.	Cholera in Europe.	European..	12	42	54	...	Same as above.
66	Victoria, s.s. ...	29 Oct., 12·30 p.m.	29 Oct., 1·15 p.m	London, via ports.	W. W. Anderson.	F. B. White ...	P. & O.S.N. Co.; G. D. Michie.	Cholera in Europe.	European..	55	109	...	...	All fresh water discharged and tanks cleansed at Melbourne; certificate to that effect from Melbourne Health Officer; bilges pumped out here, and sea-water let in until the discharge therefrom was perfectly clear. All parts of vessel in a good sanitary condition.
									Asiatic ...	...	156			
										55	265	320		
67	Ratho, s.s.	29 Oct., 2·30 p.m.	29 Oct., 4·25 p.m.	Cardiff, via Port Pirie.	— Dunlop.....	None	Balchin, Johnstone, & Co.	Cholera in Europe.	European..	...	34	34	...	All fresh water pumped out, and tanks cleansed and lime-washed; bilges pumped out, and sea-water let in until discharge therefrom was perfectly clear. All parts of the vessel in good sanitary condition.
68	Habsburg, s.s....	30 Oct., 1·30 p.m.	2 Nov., 10·30 a.m.	Bremenhaven, via Antwerp, Genoa, Asinarus, Port Said, Suez, Aden, Colombo, Adelaide, and Melbourne.	J. Heinze	.....	N.G.L.; J. Mergell.	Cholera in Europe.	European..	57	98	155	155	Captain Heinze reports that the vessel was quarantined at Antwerp on 2nd September, and released the following day. No disinfecting done. Arrived at Genoa on 12th September, and was ordered from there to the island of Asinarus (about 200 miles distant) to perform quarantine. Arrived on 13th September, when all parts of the vessel were fumigated with sulphur. All articles of clothing and similar goods were sent on shore and disinfected in patent steam disinfectors, and then returned to the ship. The vessel was granted pratique on 17th September, and left for Genoa. Captain also reports that all passengers' luggage was fumigated at Bremenhaven before coming on board, and that the cargo was under fumigation at Melbourne for about two hours. The mail-bags, mail-room, passengers' luggage, bedding, &c., were fumigated and cleansed shortly before arriving here. During the vessel's detention here all fresh water was pumped out and tanks cleaned and limewashed; bilges pumped out and thoroughly disinfected. All parts of the vessel (with the exception of first saloon) were fumigated with sulphur fumes for six consecutive hours. All clothing, beds, bedding, &c., disinfected by dry or moist heat at a temperature of not less than 250° Fahrenheit, fumigation or cleansing and airing. The first saloon was disinfected by washing with a solution of perchloride of mercury. Parcels post taken on shore and opened and disinfected in the presence of Post Office officials. The vessel on release was in a good sanitary condition.

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
69	Warnambool, s.s.	31 Oct., 11·20 a.m	31 Oct., 12·40 p.m.	London, via ports.	J. Ilbery	None	Lund's Line; Gilchrist, Watt, & Co.	Cholera in Europe.	European..	4	48	...	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of ship in good sanitary condition.
									Asiatic (stowaways).	4	...			
										8	48	56		
70	Angers, s.s.	3 Nov., 6·45 a.m.	3 Nov., 8·30 a.m.	Nagasaki	Jas. Pinkham ..	None	Angers Brothers, Liverpool.	Cholera in Japan.	European..	3	12	...	...	Same as above. One wooden water-cask burnt.
									Asiatic ...	...	40			
										3	52	55		
71	Sikh, s.s.	3 Nov., 8 p.m.	4 Nov., 7·30 a.m.	Japan, via Hong Kong and Queensland ports.	J. Rowley	None	Mogul Line; Burns, Philp, & Co.	Cholera in Japan.	European.	...	10	...	..	Same as above.
									Asiatic ...	...	41			
										...	51	51		
72	Hereford, s.s. ..	4 Nov., 3·30 p.m.	4 Nov., 5 30 p.m.	Nagasaki	B. D. S. Anstis	None	Great Western S.S. Co., Bristol.	Cholera in Japan.	European..	...	23	28	...	Same as above.
73	Strathavon, s.s...	5 Nov., 1·30 p.m.	5 Nov., 3 p m.	Yokohama.....	J. Smith.....	None	H. W. Henderson	Cholera in Japan	European.	...	25	25	...	Same as above.
74	Tsinan, s.s.	6 Nov., 7 a.m.	6 Nov., 8·30 a.m.	Hong Kong, via Queensland ports.	W. N. Allison..	J. Barker	China S.N. Co.; Lorimer, Rome, & Co.	Cholera in China.	European..	10	11	...	...	Same as above.
									Asiatic ...	3	77			
										13	88	101		
75	Armand Behic, s.s.	6 Nov., 2·10 p.m.	9 Nov, 10 a.m.	Marseilles, via ports.	A. Poydenot ...	.. ..	M.M.; E. Blanc	Cholera in Europe.	European.	106	109	...	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out and flushed with saltwater. All parts of the vessel, with articles openly exposed, were under sulphur for six consecutive hours. Passengers' luggage and effects of officers and crew were taken on shore and disinfected in Lyons' patent disinfector, or by washing and boiling. The forecastle, steward's quarters, w.c.'s, &c., were washed down with a solution of perchloride of mercury, and, when dry, cleansed with clean fresh water. Parcels post landed and opened by Post Office officials, and then thoroughly disinfected in Lyons' patent. All parts of the vessel in a good sanitary condition.
									Arabs and Blacks.	....	89			
										106	198	304		
76	Oroya, s.s.	7 Nov., 1·20 p.m.	7 Nov., 2·15 p.m.	London, via ports.	E. E. Lavington	Harvey Macpherson.	Orient Co.; T. L. Devitt.	Cholera in Europe.	European..	218	169	387	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in a good sanitary condition.
77	Argus, s.s.	7 Nov., 9 p.m.	8 Nov., 5·55 a.m.	Calcutta, via Adelaide and Melbourne.	E. Johnson ...	None	Cowlishaw Bros...	Cholera in India.	European..	8	8	...	...	Same as above.
									Asiatic ...	...	57			
										8	65	73		
78	Oceana, s.s.	10 Nov., 7·30 a.m.	10 Nov., 9·10 a.m.	London, via ports.	A. Stewart.....	B. J. Sampler.	P. & O. S.N. Co; G. D. Michie.	Cholera in Europe.	European..	108	96	...	...	All fresh water discharged, and tanks cleansed and limewashed at Melbourne; also bilges pumped out, and mails and luggage fumigated there. All parts of the vessel in a good sanitary condition.
									Asiatic ...	...	159			
										108	255	363		

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
79	Port Chalmers, s s.	11 Nov, 6·15 a.m.	11 Nov., 10·15 a.m	London, via Cape and Melbourne.	G. Free	None	A.A.S.N. Co ; Gibbs, Bright, & Co.	Cholera in Europe.	European..	7	35	...	..	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and saltwater let in until the discharge therefrom was perfectly clean. Ship in good sanitary condition.
									Asiatic ..	.	40			
										7	75	82		
80	Thermopylæ, s s.	12 Nov, 6 50 a.m.	12 Nov., 9 a.m.	London, via Cape and Melbourne.	A. Simpson ...	T. G. Failes ..	White Star Line ; Dalgety & Co.	Cholera in Europe.	European..	34	62	96	...	Same as above.
81	Gulf of Martaban, s.s.	13 Nov., 7 50 a.m	13 Nov., 9 a.m.	Glasgow and Liverpool, via Cape and Melbourne.	T. G. Hey ..	None	Gulf Line ; Macarthur & Co.	Cholera in Europe.	European.	...	42	42	...	Same as above.
82	Maori King, s.s.	14 Nov., 7·40 a.m	15 Nov., 5 a.m.	Antwerp, via ports.	Thos. Priske .	None	Tyser Line ; Balchin, Johnstone, & Co.	Cholera in Europe.	European	1	45	46	...	All fresh water on board discharged, and tanks cleansed and limewashed ; bilges pumped out and disinfected , all clothing, bedding, &c , disinfected by heat, at a temperature of not less than 250° Fahrenheit, or by fumigation or cleansing and airing ; all parts of the vessel fumigated by sulphur for six consecutive hours. After this all compartments were cleansed with a solution of perchloride of mercury, and, when dry, washed with clean fresh water. All parts of the vessel in a good sanitary condition.
83	Adour, s.s.	17 Nov., 5 a.m.	17 Nov , 6 a m.	London, via ports.	L. Fournier ..	M.· Gerard.....	M. M. ; E. Blanc.	Cholera in Europe.	European.	2	50	52	...	All fresh water discharged, and tanks cleansed and limewashed ; bilges pumped out and flushed with saltwater. All parts of the vessel in a good sanitary condition.
84	Menmuir, s.s. ...	18 Nov., 5 p.m.	18 Nov., 5 50 p.m.	Hong Kong, via Queensland ports.	H. Craig	None	E. & A.S.N.C. ...	Cholera in China.	European.	20	10	...	. .	Same as above.
									Asiatic ...	...	74			
										20	84	104		
85	Karlsruhe, s.s....	19 Nov., 6 a.m.	21 Nov., 4 a.m.	Bremenhaven, via Antwerp Southampton, Genoa, &c.	F. Kissler	R. Brauer	N.G.L. ; J. Mergell.	Cholera in Europe.	European.	56	113	...	...	All fresh water discharged, and tanks cleansed and limewashed ; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear All parts of the vessel were under sulphur for six consecutive hours, with everything openly exposed to the fumes. All articles of clothing, &c., belonging to the passengers and crew were landed and disinfected by dry or moist heat at a temperature of not less than 250° Fahrenheit Parcels post landed and opened by post office officials, and then thoroughly disinfected. All parts of vessel in a good sanitary condition.
									Asiatic .	2	. .			
										58	113	171		
86	Essen, s.s.	21 Nov., 7 30 a.m.	22 Nov., 4 p m.	Hamburg, via Antwerp, Corfu, Delos, Pyreaus, Smyrna, Port Said, &c.	T. Bruhn	Otta Branding .	G.A.S.S. Co. ; H. W. Henderson.	Cholera in Europe.	European	21	38	59	...	All fresh water discharged and tanks cleansed and limewashed ; bilges pumped out and disinfected All parts of the vessel were under sulphur for six consecutive hours, with everything openly exposed to the fumes All articles of clothing, &c., the property of passengers and crew were landed and disinfected by dry or moist heat at a temperature of not less than 250° Fahrenheit. No mails. All parts of the vessel in a good sanitary condition.
87	Orient, s.s.	21 Nov., 10 45 a m	21 Nov., noon.	London, via ports.	H. G. Darby...	.....	Orient Co. ; T. L. Devitt.	Cholera in Europe.	European .	215	160	375	...	All fresh water discharged and tanks cleansed and limewashed ; bilges pumped out and disinfected. Ship in good sanitary condition.
88	Erlangen, s.s. ...	23 Nov., 7 45 p m.	24 Nov., 4 p.m.	Hamburg, via Antwerp, Dartmouth, Cape, and Melbourne.	M. Ohnsorg ...	None	G. A. ; H. W. Henderson.	Cholera in Europe.	European	.	35	35	...	All fresh water discharged and tanks cleansed and limewashed ; bilges pumped out and disinfected. All parts of the vessel were under sulphur for six consecutive hours, with everything openly exposed to the fumes All clothing, &c., belonging to crew were landed and disinfected by dry or moist heat at not less than 250° Fahrenheit. All parts of the vessel in a good sanitary condition.

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival. Nationality.	Passengers.	Crew	Total.	Landed and Detained.	Action taken.
89	Egremont Castle s.s.	25 Nov., 2·30 p.m.	25 Nov., 4·45 p.m.	Calcutta, via Melbourne.	W. Valentine..	None	Jas. Chalmers & Co.	Cholera in India.	European Asiatic Melbourne (pilot) ..	... ... 	13 32 1	.. 	...	All fresh water on board discharged. and tanks cleansed and limewashed; bilges pumped out and disinfected. All parts of vessel in a good sanitary condition.
										46	46	46		
90	Arcadia, s.s.....	6No v., 6·15 a.m	26 Nov., 8 20 a.m.	London, via ports.	W. B. Andrews	A. Smith	P. & O. S.N. Co.; G. D. Michie.	Cholera in Europ e.	European Asiatic	110 	110 158	. 	..	Cholera regulations were carried out under the direction of the Health Officer at Melbourne, the captain having a certificate to that effect. On examination it was found that these regulations had been carried out efficiently.
										110	268	378		
91	Libu, barque ...	27 Nov., 7·10 a.m.	27 Nov., 11·20 a m.	Rio Janeiro ..	J. Thorburn...	None	J. and A. Brown	Cholera in Rio.	European..	..	17	17	...	All fresh water on board discharged, and non tanks cleansed and limewashed; bilges pumped out and disinfected with a solution of perchloride of mercury; the forecastle, holds, &c, were under sulphur for three consecutive hours, with all bedding, clothing, &c, openly exposed to the action of the sulphur fumes, the cabin, w c.'s., &c, were cleansed with a solution of perchloride of mercury, and, when dry, washed with clean fresh water All parts of the vessel in good sanitary condition.
92	Chanaral, barque	27 Nov., 12·40 p.m.	27 Nov., 3·30 p.m.	Peru	J. Thomas... .	None	R. Towns & Co...	Cholera in Peru.	European.		14	14	...	Same as above.
93	Airlie, s.s.	27 Nov., 7 p.m.	27 Nov., 8 p.m.	Kobe, via Foochow, Hong Kong, and Queensland ports.	W. Ellis... ...	None	E. & A. S.N. Co.; Gibbs, Bright, & Co.	Cholera in Japan.	European. Asiatic .	5 21	10 47	. 	.	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in good sanitary condition.
										26	57	83		
94	Port Pirie, s.s....	28 Nov., 11 a.m.	28 Nov., 12·15 p m.	Calcutta, via Singapore, Adelaide, and Melbourne.	G. Dulling	None	A.A.S.S. Co ; Burns, Philp, & Co.	Cholera in India.	European.. Asiatic .	9 8	45 	 	...	Tanks cleansed and limewashed, and cargo, clothing, &c, disinfected at Melbourne under direction of the Health Officer there The master produced a certificate to that effect. Bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in a good sanitary condition.
										17	45	62		
95	Elizabeth Graham, barque.	2 Dec., 3 p m.	2 Dec, 4 50 p.m	Hakodati, Japan.	Chas. Hodge ...	None	R. J. Gibson . .	Cholera in Japan.	European		12	12	.	All fresh water discharged, and tanks cleansed and limewashed, bilges pumped out and disinfected with a solution of corrosive sublimate; one bag of mail matter fumigated with sulphur All parts of the vessel in a good sanitary condition
96	Ormuz, s.s.	5 Dec, 8 10 am.	5 Dec., 8·45 a.m	London, via ports.	W. E. White...	J. Rundle Cater	Orient S.S. Co.. T. L. Devitt.	Cholera in Europe.	European.	254	187	441	..	All fresh water was discharged at Melbourne, and tanks cleansed and limewashed. Certificate to that effect from H. R. Maclean, Health Officer, Port Melbourne On arrival here the bilges were pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in good sanitary condition.
97	Australien, s.s...	7 Dec., 6·25 a.m.	7 Dec., 7·10 a.m.	Marseilles, via ports.	G. Didier	M. Pierott.. ..	M.M.; E. Blanc.	Cholera in Europe.	European	123	195	323	..	This vessel discharged all her fresh water at Melbourne, and tanks were cleansed and limewashed there. Bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. Passengers, luggage, cargo, &c, fumigated by direction of Dr. Maclean, Health Officer, Port Melbourne, who sent certificates to that effect. All parts of the vessel in a good sanitary condition.
98	Sakata Maru, s.s.	9 Dec., 6 a m.	9 Dec., 11 a m.	Japan, via Hong Kong Queensland ports, and Noumea.	W. Macmillan	None	Burns, Philp, & Co.	Cholera in Japan.	European. Japanese.. Chinese	 60 ...	7 48 7	... 	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of the vessel in a good sanitary condition.
										60	62	122		
99	Gulf of Genoa, s.s.	10 Dec., 11 a.m.	10 Dec., 2 p.m.	Calcutta.	D. Swan	G. Barnett ...	Gulf Line; A. M'Arthur & Co.	Cholera in India.	European.. Asiatics (stowaways)	... 3	42 ...	. 	..	Same as above.
										3	42	45		

RETURN of Vessels Quarantined, &c., during the year 1892—*continued.*

No.	Name of Vessel.	Arrived	Released	Where from.	Master.	Surgeon.	Owners or Agents.	Cause of Detention.	Souls on board on arrival. Nationality.	Passengers	Crew.	Total.	Landed and Detained	Action taken.
100	Rome, s.s.	11 Dec, 5 40 a.m.	11 Dec., 7 30 a.m.	London, via ports.	A. B Dimell...	A. M. Frazer .	P. & O S.N. Co.; G. D. Michie.	Cholera in Europe.	European .	67	98	...	...	All fresh water discharged, and tanks cleansed and limewashed, bilges pumped out, and sea water let in until the discharge therefrom was perfectly clear This was done at Melbourne under the direction of the Health Officer there, and who sent a certificate to that effect. All parts of the vessel in good sanitary condition.
									Asiatic		136			
										67	234	301		
101	Changsha, s s. .	11 Dec, 3·25 p.m.	11 Dec., 5 p.m.	Hong Kong, via Queensland ports.	J. E. Williams	A. G. Cribbe...	China S. N. Co; Lorimer, Rome, & Co.	Cholera in China.	European.	14	11	.	...	All fresh water discharged, and tanks cleansed and limewashed; bilges pumped out, and sea-water let in until the discharge therefrom was perfectly clear. All parts of vessel in good sanitary condition.
									Asiatic	...	84			
										14	95	109		
102	Elberfeld, s s .	15 Dec, 6 a.m.	16 Dec, 4 30 a m	Hamburg, via Antwerp, Dartmouth, &c.	C. Sass	None	G. A. S S Co.; H.W.Henderson	Cholera in Europe.	European .	...	35	35	...	Left Hamburg on 8th October, arrived at Antwerp on 10th, and quarantined for five days Holds, &c, fumigated, effects of crew sent on shore and disinfected by washing and boiling Left Antwerp on 18th October, and arrived at Dartmouth on 19th, and left following day. Arrived at Adelaide 7th December, and not being allowed up the harbour, discharged cargo at the Semaphore No disinfection done at this port, Health Officer boarded and inspected the vessel and gave a clean bill of health. Arrived at Melbourne on 10th December, and left on 13th, all necessary precautions were taken before granting pratique Dr. H. Howard, Melbourne Health Officer, certifies that the cargo was fumigated for four hours, and that the tanks were emptied and thoroughly scoured with chloride of lime Captain reports having discharged and thoroughly cleansed the bilges with chloride of lime On arrival here all parts of the vessel were placed under sulphur for six consecutive hours, and afterwards cleansed with a solution of perchloride of mercury All clothing and effects of crew were taken on shore and disinfected in Lyons' patent disinfector at a temperature of not less than 250° Fahrenheit. All parts of the ship in a good sanitary condition.
103	Woolloomooloo, s s.	15 Dec, 7·30 a m	15 Dec., 8 30 a m.	Bombay, via Java and Melbourne.	A. B. Pilkington	None	Lund's Line; Gilchrist, Watt, & Company.	Cholera in India	European	2	49		.	All fresh water discharged and tanks cleansed and limewashed at Melbourne Captain holds Health Officer's certificate to that effect. Bilges pumped out here and sea water let in until the discharge therefrom was perfectly clear All parts of the vessel in a good sanitary condition.
									Asiatic .	4	..			
										6	49	55		
104	Oldenburg, s.s	18 Dec., 7 55 a.m	20 Dec., 4 30 a m.	Bremenhaven, via Antwerp and ports.	J. Gathemaham	F Borrs	N.G.L.; J. Mergell.	Cholera in Europe.	European	85	111	196	...	All fresh water on board discharged, and tanks cleansed and limewashed; bilges pumped out, and sea water let in until the discharge therefrom was perfectly clear All parts of the vessel were placed under sulphur for six consecutive hours, and afterwards cleansed with a solution of perchloride of mercury The effects of passengers and crew landed and disinfected in Lyons' patent Parcels post landed and opened by Post Office officials, and disinfected by dry heat or fumigated with sulphur All parts of the vessel in a good sanitary condition
105	Orotava, s.s ..	19 Dec.. 6 10 a m	19 Dec, 7 30 a m.	London, via ports.	R. Studdart ..	R M Madden.	Orient S S Co; T. L. Devitt.	Cholera in Europe	European	260	165	425	..	All fresh water discharged, and tanks cleansed and limewashed, bilges pumped out, and sea water let in until the discharge therefrom was perfectly clear. The ship was in a good sanitary condition.
106	Goalpara, s.s ..	24 Dec, 8·44 a.m	24 Dec, 9 45 a.m.	Calcutta, via Melbourne.	G. B. M'Fadyn	None	B I.S N Co.; Burns, Philp, & Co	Cholera in India.	European	4	9	...		Same as above.
									Asiatic ..		74			
										4	83	87		
107	Guthrie, s.s. ..	24 Dec., 9 a.m.	24 Dec, 10 a.m.	Hong Kong, via Queensland ports.	P. T. Helms .	None	E & A S N. Co.; Gibbs, Bright, & Co.	Cholera in China.	European	15	10	...		Same as above.
									Asiatic	.	70			
										15	80	95		

C.

RETURN of Vessels Quarantined and specially dealt with at Newcastle during the year 1892.

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
1	Latimer, ship ...	4 Jan., 4·30 p.m.	5 Jan., 9 a.m.	Rio de Janeiro	J. G. Robertson	None	J. & A. Brown ...	Yellow-fever and small-pox at Rio.	European..	3	27	30	...	Vessel disinfected, all fresh water discharged, and tanks limewashed after fumigation.
2	West Australian, barque.	8 Jan., 5·30 p.m.	12 Jan., 10 a.m.	Mauritius	James Thomas	None	Captain	Small-pox at St. Louis	Mixed	...	15	...	...	Sand ballast lightered to sea, vessel disinfected, all fresh water discharged, and tanks limewashed after fumigation.
									Stowaways	2	...			
										2	15	17		
3	Ingomar, barque	16 Jan., 10·30 a m.	19 Jan., 10·45 a.m.	Monte Video...	B. Andreason...	None	J. & A. Brown ...	Monte Video a pro-claimed port.	Norwegian	...	16	16	...	Same as last.
4	Shakespeare, barque	27 Jan., 10 p.m.	28 Jan., 2·30 p.m.	Carrizal, Chili..	J. M. Westcott	None	C. F. Stokes & Co.	Chilian ports pro-claimed.	European..	...	18	18	...	Vessel disinfected, all fresh water discharged, and tanks limewashed and fumigated.
5	Lina, barque ...	30 Jan., 10 a.m.	2 Feb., 10·30 a.m.	Rio de Janeiro, via Adelaide.	Gustave Held..	None	R. B. Wallace ...	Yellow-fever at Rio.	German ...	...	18	18	...	Same as last.
6	Low Wood, barque.	13 Feb., 12·15 p.m.	17 Feb., 5 p.m.	Rio de Janeiro	G. A. Thurber.	None	J. & A. Brown ...	Yellow-fever and small-pox at Rio, and a case of modified small-pox on the passage.	Mixed.....	...	15	15	...	Same as last, with the exception that the patients' effects were destroyed, and the disinfection, &c., was carried out under the supervision of the Chief Quarantine Officer, North Head.
7	County of Forfar	14 Feb., 10 a.m.	15 Feb., noon.	Rio de Janeiro	D. M'Calpin ...	None	R. B. Wallace ...	Yellow-fever and small-pox at Rio.	European..	...	20	20	...	Vessel disinfected, all fresh water discharged, and tanks fumigated and limewashed.
8	Thyatira, barque	17 March, 8 p.m.	19 March, 10·30 a.m	Santos	G. Winterton...	None	R. B. Wallace ...	Prevalence of yellow-fever at Santos and death of seamen at sea.	Mixed.....	...	22	...	...	Sand ballast lightered to sea, vessel disinfected, all fresh water discharged, and tanks fumigated and limewashed.
									Stowaway.	1	...			
										1	22	23		
9	Kelverdale, barque	18 March, 3·30 p.m	19 March, 10·30 a.m.	Rio de Janeiro.	Thomas Grady	None	R. B. Wallace ...	Prevalence of yellow-fever at Rio	Mixed.....	...	17	17	...	Vessel disinfected, all fresh water discharged, and tanks fumigated and limewashed.
10	Carnedd Llewelyn, ship	9 April, 10 p.m.	11 April, 9·30 a m.	Rio de Janeiro.	Wm. Griffiths..	None	R. B. Wallace ...	Prevalence of yellow-fever at Rio.	European .	...	24	24	...	Same as last.
11	Oberon, ship ...	26 April, 7 p.m.	27 April, 4·30 p m.	Rio de Janeiro.	Robert Fulton.	None	R. B. Wallace ...	Prevalence of yellow-fever at Rio.	Mixed.....	...	21	21	...	Same as last.
12	Abeona, barque..	26 April, 7 p.m.	27 April, 4·15 p.m	Buenos Ayres...	David Black ...	None	J. & A. Brown ...	Buenos Ayres a proclaimed port.	European..	2	20	...	...	Sand ballast lightered to sea; otherwise same as last.
									(Stowaway)..	1	...			
										3	20	23		
13	Templemore, ship..	11 May, 8 p.m.	12 May, 5·45 p.m.	Monte Video...	Wm. Thomson	None	Dalgety & Co. ...	Monte Video a proclaimed port.	European..	1	27	28	...	Same as last.

RETURN of Vessels Quarantined, &c., at Port of Newcastle during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
14	Sharpshooter, barque.	20 May, 7 a.m.	20 May, 3·15 p.m.	Mauritius	G. F. Davies ...	None	J. C. Ellis	Prevalence of small-pox at Port Louis.	European..	...	11	11	...	Vessel disinfected, all fresh water discharged, and tanks fumigated at limewashed.
15	Varnna, barque	20 May, 9·45 a.m.	20 May, 2·15 p.m.	Yokohama.....	Henry Grose...	None	J. & A. Brown ...	Yokohama a proclaimed port.	Mixed.....	...	22	22	...	Sand ballast lightered to sea; otherwise same as last.
16	Guayacan, s.s....	26 May, 4 p.m.	26 May, 5·30 p.m.	Bombay	W. Ranch	None	Gibbs, Bright, & Co.	Bombay a proclaimed port.	Mixed.....	...	28	28	...	Vessel in saltwater ballast; otherwise same as last.
17	Lucy Reppen, barque.	10 June, 12·15 p.m.	10 June, 5·30 p.m.	Monte Video...	H. C. Bach ...	None	R. B. Wallace ...	Monte Video a proclaimed port.	Norwegian	...	15	15	...	Sand ballast lightered to sea; otherwise same as last.
18	Munster, ship....	30 June, 6 p.m.	1 July, 9·15 a.m.	Rio de Janeiro.	Wm. Graham..	None	J. & A. Brown	Yellow-fever at Rio.	Mixed.....	...	20	20	...	Vessel in stone ballast; otherwise same as last.
19	Bancoora, s.s. ...	12 July, 5 p.m.	13 July, 9·15 a.m.	Karachi.....	W. Britten ...	None	Dalgety & Co. ..	Karachi a proclaimed port.	Mixed.....	...	91	91	...	Sand ballast lightered to sea; otherwise same as last.
20	Arethusa, barque	22 July, 9·15 a.m.	22 July, 1 p.m.	Rio de Janeiro.	John Anderson	None	J. & A. Brown ...	Yellow-fever at Rio.	European..	16	22	38	...	Stone ballast; otherwise same as last.
21	Blairgowrie, ship	22 July, 9 a.m.	22 July, 4·30 p.m.	Santos	S. Dark	None	J. & A. Brown ...	Yellow-fever at Santos.	European..	...	28	28	...	Same as last.
22	Durbridge, ship..	2 Aug., 10·45 a.m.	2 Aug., 4·30 p.m.	Rio de Janeiro.	R. Little	None	R. B. Wallace ...	Yellow-fever and small-pox at Rio.	Mixed.....	...	28	28	...	Same as last.
23	Abbie S. Hart, ship.	4 Aug., 2·30 p.m.	5 Aug., 9·15 a.m.	Rio de Janeiro.	G. B. Henry...	None	J. & A. Brown ...	Yellow-fever and small-pox at Rio.	European..	...	18	18	...	Same as last.
24	G. M. Tucker, barque.	29 Aug., 2·15 p.m.	30 Aug., 9·30 a.m.	Mauritius, via Albany.	F. Holm.....	None	D. Williams	Small-pox at Port Louis.	European..	3	14	17	...	Same as last.
25	Berwickshire, barque.	7 Sept., 1 p.m.	7 Sept., 5·30 p.m.	Rio de Janeiro.	D. Nicoll	None	J. & A. Brown ...	Rio de Janeiro a proclaimed port.	European..	...	18	18	...	Same as last.
26	Bells, barque ...	11 Sept., 9 p.m.	12 Sept., 4 p.m.	Mauritius, via Freemantle.	C. H. Cotton...	None	Dalgety & Co. ...	Small-pox at Port Louis.	European..	2	10	12	...	Same as last.
27	Wastwater, s.s.	23 Sept., 5·30 p.m.	24 Sept., 9 a.m.	Sourabaya	J. W. Mortleman	None	Huddart, Parker & Co.	Sourabaya a proclaimed port.	European..	1 Stowaway	28	29	...	Saltwater ballast; otherwise same as last.
28	Beechbank, 4-masted barque	11 Oct., 9·15 p.m.	12 Oct., 4 p.m.	La Plata	J. Parry	None	J. & A. Brown ...	La Plata a proclaimed port.	European..	...	32	32	...	Sand ballast lightered to sea; otherwise same as last.
29	Sierra Nevada, barque.	25 Oct., 10·50 a.m.	25 Oct., 5 p.m.	Rio de Janeiro	J. Scott	None	R. B. Wallace ...	Rio de Janeiro a proclaimed port.	Mixed ...	...	27	27	...	In stone ballast; otherwise same as last.

RETURN of Vessels Quarantined, &c., at Port of Newcastle during the year 1892—*continued*.

No.	Name of Vessel.	Arrived.	Released.	Where from.	Master.	Surgeon.	Agents.	Cause of Detention.	Souls on board on arrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
30	Chelydra, s.s. ...	31 Oct., 2 p.m.	1 Nov., 7 a.m.	Hong Kong ...	W. H. Gould...	None	R. B. Wallace ...	Hong Kong a proclaimed port.	European..	...	29	29	...	Sand ballast discharged at sea; otherwise same as last.
31	Kirkmichael, barque.	2 Nov., 4·30 p.m.	3 Nov., 5 a.m.	Buenos Ayres ..	Thomas Jones..	None	J. & A. Brown ...	Buenos Ayres a proclaimed port.	European..	...	19	19	...	Same as last.
32	Aldborough, barque.	6 Nov., 5·15 p.m.	7 Nov., 5·15 a.m.	Bahia	Edward Jones..	None	Dalgety & Co. ...	Bahia a proclaimed port.	Mixed ...	...	24	24	...	Same as last.
33	Dumbartonshire, barque.	7 Nov., 9·45 a.m.	7 Nov., 8 p.m.	Buenos Ayres ..	James Murphy	None	R. B. Wallace ...	Buenos Ayres a proclaimed port.	European..	...	19	19	...	Same as last.
34	Queen Victoria, ship.	8 Nov., 8 a.m.	8 Nov., 1 p.m.	Monte Video ...	R. Logie	None	R. B. Wallace ...	Monte Video a proclaimed port.	European..	...	24	24	...	Same as last.
35	Cutty Sark, ship	9 Nov., 1·20 p.m.	10 Nov., 9·30 a.m.	London	R. Woodget ...	None	J. & A. Brown ...	Cholera in Europe.	European..	...	22	22	...	In general cargo; otherwise same as last.
36	Duncrag, barque	15 Nov., 11·45 a.m.	15 Nov., 9 p.m.	Rio de Janeiro	D. Pirie	None	R. B. Wallace ...	Yellow-fever and small-pox at Rio.	European..	...	19	19	...	Sand ballast lightered to sea; otherwise same as last.
37	Lansdowne Tower, s.s.	16 Nov., 11·45 a.m.	16 Nov., noon.	Karachi, via Port Augusta.	W. B. Tregerthen.	None	Dalgety & Co. ...	Kaachi a proclaimed port.	Mixed.	...	53	53	...	Same as last.
38	Colonist, s.s. ...	16 Nov., 4 p.m.	17 Nov., 6 a.m.	Nagasaki	A. M. Mars ...	None	H. Simpson	Nagasaki a proclaimed port.	European..	...	26	26	...	In saltwater ballast; otherwise same as last.
	Gwynedd, barque.	1 Dec., 3·30 p.m.	2 Dec., 9 a.m.	Buenos Ayres	R. Davies	None	R. B. Wallace ...	Buenos Ayres a proclaimed port.	European	...	20	20	...	Sand ballast lightered to sea; otherwise same as last.
40	King James, 4-masted barque.	2 Dec., 8·30 a.m.	2 Dec., 1 p.m.	Rio de Janeiro	W. S. Drummond.	None	D. Williams	Yellow-fever at Rio.	European	...	32	32	...	In stone ballast; otherwise same as last.
41	Riverside, ship	4 Dec., 3 a.m.	4 Dec., 2·10 p.m.	Bahia	J. W. M'Nulty	None	J. & A. Brown ...	Bahia a proclaimed port.	European	1	24	25	...	Sand ballast lightered to sea; otherwise same as last.
42	Oakbank, barque	4 Dec., 6 a.m.	4 Dec., 2·25 p.m.	Buenos Ayres	H. K. Lindsay	None	R. B. Wallace ...	Buenos Ayres a proclaimed port.	European	...	23	23	...	Same as last.
43	Airlie, ship ...	8 Dec., 7 p.m.	9 Dec., 1 p.m.	Rio de Janeiro	A. C. Caines ...	None	J. & A. Brown ...	Yellow-fever at Rio.	European	...	26	26	...	In stone ballast; otherwise same as last.

RETURN of Vessels Quarantined, &c., at Port of Newcastle during the year 1892—*continued.*

No.	Name of Vessel.	Arrived.	Released.	Where rom.	Master.	Surgeon.	Agents.	Cause of Detention.	Souls on board on rrival.				Landed and Detained.	Action taken.
									Nationality.	Passengers.	Crew.	Total.		
44	Superb, ship ...	8 Dec., 9·30 p.m.	9 Dec., 12·20 p m.	Santos	W. T. Williams	None	Dalgety & Co. ...	Yellow-fever at Santos.	Mixed ...	...	22	22	...	Sand ballast lightered to sea; otherwise same as last.
45	Foxglove, barque	10 Dec., 10·30 a.m.	10 Dec, 3 p.m.	Buenos Ayres	R. Woodward	None	Dalgety & Co. ...	Buenos Ayres a pro-claimed port.	European..	1 Stow-away	16	17	...	Same as last.
46	Borrowdale, ship	10 Dec., 7 p.m.	11 Dec., noon.	Santos, via Adelaide.	W. Gordon ...	None	J. & A. Brown ...	Yellow-fever at Santos.	European..	...	24	24	...	Same as last.
47	Isola, barque ...	18 Dec., 8·45 a.m.	18 Dec., 1 p.m.	Buenos Ayres	George Oakley	None	C. F. Stokes & Co.	Buenos Ayres a proclaimed port.	European..	...	15	15	...	Same as last.
48	Adderley, barque.	18 Dec., 9·30 a.m.	18 Dec., 2·40 p.m.	Rio de Janeiro, via Adelaide.	James Fettes...	None	J. & A. Brown ...	Small-pox at Rio.	European.	...	21	21	...	In stone ballast; otherwise same as last.
49	Celtic Queen, ship.	18 Dec., 10·40 a.m.	18 Dec., 3·30 p.m.	Rio de Janeiro.	W. Roberts ...	None	J. & A. Brown ...	Small-pox at Rio.	European..	...	23	23	...	Same as last.
50	King Malcolm, barque.	18 Dec., 5·30 p.m.	18 Dec., 8·30 p.m.	Monte Video..	Robert Jones...	None	Dalgety & Co. ...	Monte Video a pro-claimed port.	European..	1	22	23	...	Sand ballast lightered to sea; otherwise same as last.
51	Fleur-de-lis, ship.	18 Dec., 6·45 p.m.	19 Dec., 8 a.m.	Bahia.....	T. H. Price ...	None	J. & A. Brown ...	Bahia a pro-claimed port.	European..	1	17	18	...	Same as last.
52	Connaught Ranger, ship.	19 Dec., 7 a.m.	19 Dec., 3·30 p.m.	Santos	P. Lockman ...	None	J. & A. Brown ...	Yellow-fever at Santos.	European..	...	19	19	...	Same as last.
53	Hindostan, barque.	23 Dec., 1·45 p.m.	23 Dec., 7·15 p.m.	Bahia.....	R. Allen	None	J. & A. Brown ...	Bahia a pro-claimed port.	Mixed ...	...	22	22	...	Same as last.
54	Rowena, 4-masted ship.	23 Dec., 6·30 p.m.	23 Dec, 11 p.m.	La Plata	W. Reid	None	C. F. Stokes & Co	La Plata a pro-claimed port.	European..	...	30	30	...	Same as last.
55	Cambrian Monarch, ship.	26 Dec., 8 p.m.	27 Dec., noon.	Rio de Janeiro	J. Richards ...	None	R. B. Wallace ...	Small-pox at Rio.	European..	...	23	23	...	In stone ballast; otherwise same as last.
56	Kate Thomas, 4-masted barque.	27 Dec., 5 p.m.	28 Dec., 6 a.m.	Rio de Janeiro.	Seth Hughes...	None	R. B. Wallace ...	Small-pox at Rio.	European.	...	25	25	...	Same as last.
57	Barfillan, ship...	28 Dec., 10 p.m.	29 Dec., 2 p.m.	Rio de Janeiro.	G. T. Seator ...	None	R. B. Wallace ...	Small-pox at Rio.	European..	...	30	30	...	Same as last.
58	Vimeira, 4-masted barque.	29 Dec., noon.	29 Dec., 3·30 p.m.	Rio de Janeiro.	D. Steven	None	J. & A. Brown ...	Small-pox at Rio.	European.	...	29	29	...	Same as last.

Under heading *Cause of Detention*:—When a vessel brought a clean bill of health the port is mentioned as being "under proclamation"; otherwise the specific cause is mentioned.
Under heading *Nationality*:—Mixed means coloured as well as white, the whites not necessarily being European.
Under Heading *Action taken*:—When stone ballast is mentioned with other remarks it means that it was not lightered to sea.

D.

RETURN of Proclamations under the Quarantine Acts in force and rescinded during the year 1892.

Date of Proclamation.	Against Vessels arriving from—	Date of Rescission.
17 June, 1881	The Empire of China, the British Possession of Hongkong, and other ports or places in the East.	In force, 31 December, 1892.
23 May, 1882	The Island of Sumatra	Rescinded, 16 February, 1892.
27 January, 1891 .	Central and South America	
15 October, 1891	The Colony of Mauritius	
8 April, 1892	The East Coast of South America .. .	In force, 31 December, 1892.
6 July, 1892	Colombo	
9 September, 1892	Europe	

NOTE.—In consequence of the appearance of cholera in Europe, revised instructions were issued by the Board of Health during the year for the treatment of vessels arriving from any cholera-infected port.

E.

RETURN of Bills of Health issued to Outward-bound Vessels from the Ports of New South Wales during the year 1892.

Port of—	Number of Bills of Health issued.
Sydney	*796
Newcastle	257
Total	1,053

* Of this number, 123 were "black" or "foul" Bills of Health, issued from June 22nd to August 5th, 1892, in consequence of an outbreak of small-pox on the R M S. "Oroya"

F.

RETURN of Vessels Cleared under the provisions of the Imperial Passengers Act, 18 and 19 Vic. No. 119, from the Ports of New South Wales during the year 1892.

Port of—	Number of Vessels cleared.
Sydney	39
Newcastle	..
Total	39

NOTE.—Captain R. F. Pockley continued to perform the duties of Marine Surveyor until his death on the 29th September, 1892, when he was succeeded by Captain J. Vine Hall. Dr. A. Watson Munro, the Inspecting Medical Officer, was granted twelve months' leave of absence from 24th February, 1892, Dr. Sydney Jamieson being appointed to perform Dr. Munro's duties during such absence.

Sydney: Charles Potter, Government Printer.—1893.

[1s. 3d.]

907—C

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TRIAL BAY.

(SITUATION OF, AS A HARBOUR OF REFUGE.)

Ordered by the Legislative Assembly to be printed, 18 *January*, 1893.

Mr. O. O. Dangar, M.P., to The Principal Under Secretary.

Sir, Parliament House, 15 November, 1892.

I have the honor to direct your attention to the extract from the *Sydney Morning Herald's* report of the arrival of H.M.S. "Boomerang," after a tempestuous voyage from Brisbane. It was deemed prudent during the southerly gale which prevailed along the coast last week to take refuge in Trial Bay.

I understand that the "Boomerang" is not the first of Her Majesty's ships which has been run into Trial Bay for safe anchorage during heavy weather, the "Royalist" having anchored there this year, and I would respectfully submit the desirability of securing an expression of opinion from the respective commanders of these steamers (and indeed from any other of Her Majesty's ships' commanders who have anchored their steamers in the bay) as to the situation of Trial Bay as a harbour of refuge, its present advantages, as well as its prospects in view of the breakwater now being constructed by prison labour.

I respectfully submit that the opinion of practical mariners who have personal knowledge of the bay must be of great value, and especially commanders of Her Majesty's ships, and my object in addressing you is with a view to your placing before the Honorable the Colonial Secretary the desirability of his causing a communication with the Admiral in charge of the Station, in order that through him reports might be obtained from the respective commanders and laid on the Table of the Legislative Assembly.

I have, &c,
O. O. DANGAR.

Submitted, 30/11/92. His Excellency.—G.R.D., 9/12/92.

[*Enclosure.*]

THE "Boomerang" was caught in the gale on Saturday, and as there was no pressing need for her to be at Sydney before Tuesday she ran into Trial Bay. Her officers mention that a capital anchorage in 5 fathoms was come to, and they speak favourably with regard to what they saw of the harbour works which are being carried out there by prison labour.

The Admiral to The Governor.

"Orlando," at Sydney, 28 December, 1892.

My Lord,

I have the honor to forward herewith a report from the commanding officer of H.M.S. "Boomerang" as to the situation of Trial Bay as a harbour of refuge, in accordance with the request contained in your Excellency's letter of the 12th instant.

2. I would also inform your Excellency that the "Royalist" not having visited Trial Bay during the period of command of the present commanding officer, he is unable to report thereon.

I have, &c.,
N. BOWDEN SMITH,
Rear-Admiral and Commander-in-Chief.

For the Colonial Secretary.—JERSEY, 30/12/92.

[*Enclosure.*]

[*Enclosure.*]

Report on the situation of Trial Bay as a Harbour of Refuge.

Sir, H.M.S. "Boomerang," Newcastle, 24 December, 1892.

With reference to your memo. of 16th December, 1892, as to the situation of Trial Bay for a harbour of refuge, it is apparently the only shelter worthy of that name, from a southerly or south-easterly gale, on the whole stretch of coast between Broken Bay and Cape Moreton; Port Stephens is, I believe, a good shelter, but not so easy of entrance for a stranger.

Trial Bay lies almost half-way between Sydney and Cape Moreton, and is thus most excellently placed for the solitary position it holds; in addition to this, it is a very good shelter from winds to the southward of east-south-east, with good holding ground and well sheltered by high land. The entrance is very easy to make and clear of all obstructions; also, even in thick weather, the deep water close to and the peculiar features of the land make it easily recognisable. With a southerly or south-easterly gale there is a swell running into the bay, but although it was blowing hard from the south-east during our stay there the swell was not bad, and our boats found no difficulty in landing under the convict establishment where there is a very small jetty. If the wind veers to the northward of east-south-east, vessels cannot lie in the bay, but if the breakwater, which has been commenced, were completed it would prove a most excellent shelter in any weather, and a more convenient position could hardly be chosen, it is even now used a good deal as a refuge from the southward, several steamers and sailing vessels having put in for shelter during our stay there.

Fresh water can be obtained there with boats, also provisions with a day's notice.

I have, &c.,
THOMAS C. FENTON,
Lieutenant and Commander.

The Commander-in-Chief, Australia.

Sydney: Charles Potter, Government Printer.—1893.

[3*d.*]

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NEWCASTLE HARBOUR TRUST BILL.

(MESSAGE No. 4.)

Ordered by the Legislative Assembly to be printed, 11 *October*, 1892.

JERSEY, *Message No.* 4.

Governor.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to establish and appoint the Newcastle Harbour Trust Commissioners, and to confer certain powers, including powers to collect and levy certain tolls, dues, rates, rents, and charges, and to vest certain property on and in such body; to empower the Commissioners, subject to compensation, to resume lands, to repeal certain enactments, to abolish the local Marine Board, and to establish therefor the Commissioners appointed under this Bill, and for other purposes in furtherance of, or consequent on, the aforesaid objects.

Government House,
Sydney, 11*th October*, 1892.

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY HARBOUR TRUST BILL.

(MESSAGE No. 5.)

Ordered by the Legislative Assembly to be printed, 11 *October*, 1892.

JERSEY, *Message No.* 5.

Governor.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to establish and appoint the Sydney Harbour Trust Commissioners, and to confer certain powers, including powers to collect and levy certain tolls, dues, rates, and charges, and to vest certain property on and in such body; to empower the Commissioners, subject to compensation, to resume lands; to repeal certain enactments; and for other purposes in furtherance of, or consequent on, the aforesaid objects.

Government House,

Sydney, 11*th October*, 1892.

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WOLLONGONG HARBOUR TRUST.

(STATEMENT OF RECEIPTS AND EXPENDITURE FROM THE 1ST OCTOBER, 1889, TO THE 31ST DECEMBER, 1890.)

Ordered by the Legislative Assembly to be printed, 5 *October*, 1892.

STATEMENT

STATEMENT of all Moneys received and disbursed by the Wollongong Harbour Trust Commissioners, from the 1st October, 1889, to the 31st December, 1890; and Statement of the Moneys received by the Commissioners, and of the expenditure thereof.

Particulars of Receipt.	Uncollected Revenue.	Received during 1889 and 1890. £ s. d.	£ s. d.	Particulars of Expenditure	Expended during 1889 and 1890. £ s. d.	£ s. d.
To GOVERNMENT ENDOWMENT...		.....	6,250 0 0	By MAINTENANCE AND GENERAL MANAGEMENT.		
To REVENUE—*				ADMINISTRATIVE BRANCH—		
Wharfage and tonnage rates.....	£140 12 3	72 13 7		Rent of offices	71 10 0	
Old material sold		5 0 0		Salaries	364 2 2	
			77 13 7	Stamps, telegrams, &c.	16 5 2	
To INTEREST ON CURRENT ACCOUNT		.....	8 2 2	Stationery	168 3 10	
				Printing and advertising	121 6 11	
				Cost of elections	74 5 1	
				Insurance of office furniture	0 9 0	
				Guarantee fidelity premiums	15 15 0	
				Office furniture	140 11 10	
				Incidental expenses	64 17 3	
				Consulting engineer, fees	10 10 0	
				Commissioners' attendance fees	670 0 0	
						1,717 16 3
				NAUTICAL BRANCH—		
				Salaries	230 18 0	
				New Signal Pole	89 9 2	
				Rope	10 3 2	
				Stores	5 11 5	
						336 1 9
				WHARFS AND APPROACHES MAINTENANCE.		
				Repairs to Cranes	18 7 8	
				Timber	1 1 0	
				Lighting	50 12 4	
				General expenses	13 7 0	
						83 8 0
				HARBOUR MAINTENANCE—		
				Removing stones from harbour	7 13 0	
				Light-house	24 3 10	
						31 16 10
				HARBOUR RAILWAY MAINTENANCE—		
				Wages	12 14 0	
				Steel rails, fastenings, &c.	56 11 4	
				Signal-box	27 15 0	
						97 0 4
				To COYLE SURVEY FOR SIR JOHN COODE	... .	1,150 5 0
				To ROCKET LIFE-SAVING BRIGADE.		
				Drill pay	.....	5 5 0
				To BALANCE—		
				At English, Scottish, and Australian Chartered Bank £3,172 16 2		
				Cheques unpresented ... 263 13 7		
					2,909 2 7	
				In hands of Secretary	5 0 0	
						2,914 2 7
			£6,335 15 9			£6,335 15 9

* N.B.—Rates only levied from 1st November, 1890, being part of strike period.

16th January, 1891. C. E. EGLESE, Secretary and Treasurer.

I certify that the above statement of all moneys received and disbursed by the Wollongong Harbour Trust Commissioners, from the 1st October, 1889, to the 31st December, 1891, has been checked and found correct.

JAS. R. CAMPBELL, Auditor.

I certify that the foregoing statement of receipts and disbursements by the Wollongong Harbour Trust Commissioners has been compared with the books and vouchers produced in support thereof by the Secretary and Treasurer to the Trust, and is considered to be correct, extending over the period from 1st October, 1889, to the 31st December, 1890.

5th July, 1892. E. A. RENNIE, Auditor-General.

I certify that the statement of accounts of all moneys received and disbursed by the Wollongong Harbour Trust Commissioners is a true copy of the accounts audited by the Auditor-General, in accordance with clause 88 of the "Wollongong Harbour Trust Act of 1889."

9th September, 1892.

C. E. EGLESE, Secretary and Treasurer.

Sydney: Charles Potter, Government Printer.—1892.

[3d.]

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WOLLONGONG HARBOUR TRUST.

(STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDED 31ST DECEMBER, 1891.)

Ordered by the Legislative Assembly to be printed, 5 October, 1892.

STATEMENT

STATEMENT of all Moneys received and disbursed by the Wollongong Harbour Trust Commissioners, for the year ended 31st December, 1891, and Statement of the Moneys received by the Commissioners, and of the expenditure thereof.

Particulars of Receipt.	Received during 1891 £ s. d.	£ s. d.	Particulars of Expenditure.	Expended during 1891. £ s. d.	£ s. d.
To BALANCE—31st December, 1890—			By MAINTENANCE AND GENERAL MANAGEMENT.		
At English, Scottish, and Australian Chartered Bank	2,909 2 7		ADMINISTRATIVE BRANCH—		
In hands of the Secretary	5 0 0		Rent of offices	78 0 0	
		2,914 2 7	Salaries	542 2 9	
To GOVERNMENT ENDOWMENT—		5,000 0 0	Stamps, cablegrams, telegrams, &c.	49 4 0	
			Stationery	89 10 1	
To REVENUE—	Uncollected Revenue.		Printing and advertising	87 6 10	
Wharfage and tonnage rates £	987 1 8 2,199 9 5		Cost of elections	3 13 0	
Rents from wharf, land, &c.	80 0 0 240 0 0		Law costs	35 15 2	
Pilotage rates	116 9 8		Insurance of office furniture and fittings	0 8 6	
Light dues	11 0 10		Guarantee fidelity premiums	20 5 0	
Crane fees	2 7 4		Office alterations (Collector's office)	10 15 10	
		2,569 7 3	Maps, plans, &c.	16 14 0	
To INTEREST ON CURRENT ACCOUNT		90 12 9	Incidental expenses	48 0 0	
			Auditor's fees	33 0 0	
To TRUST ACCOUNT—			Commissioners' incidental expenses	9 10 0	
Contractors' deposit (as per contra)		422 8 3	Commissioners' attendance fees	546 0 0	
					1,570 5 2
			ENGINEERING BRANCH—		
			Rent of office, taxes, &c.	8 6 7	
			Salaries	755 7 4	
			Furniture	15 14 3	
			Cement testing machine, &c.	65 14 3	
			Instruments	82 3 3	
			Boats	58 0 1	
			Diving gear, &c.	104 7 6	
			Insurance of instruments, &c.	1 11 3	
			Incidental expenses	27 14 0	
					1,118 18 6
			NAUTICAL BRANCH—		
			Salaries	536 12 0	
			Code signals	9 7 3	
			Signal-house	42 10 0	
			Rope	7 5 5	
			Insurance of Pilot's house	1 6 6	
			Stores	10 8 9	
					607 9 11
			WHARFS AND APPROACHES MAINTENANCE—		
			Repairs to I.S.N. Co.'s approach	150 6 5	
			,, ,, crane boiler	18 17 2	
			,, ,, coal shoots	92 7 4	
			Lighting	62 14 0	
					324 4 11
			HARBOUR MAINTENANCE—		
			Salaries	321 5 5	
			Lighting leading lights	11 19 0	
			Buoys, moorings, &c	87 11 0	
			Light-house	24 7 0	
			General expenses	18 11 2	
			Steam-tug subsidy	375 0 0	
					838 13 7
			HARBOUR RAILWAY MAINTENANCE—		
			Salaries	38 10 6	
			Repairs	1 16 6	
			Cleaning roads	35 0 0	
					75 7 0
			By NEW WORKS AND HARBOUR IMPROVEMENTS.	Liabilities under Contracts	
			Surveys	246 9 5	
			Contract root of East Breakwater £7,532 10 0	1,004 7 7	
					1,250 17 0
			By ROCKET LIFE-SAVING BRIGADE.		
			Drill pay	59 10 0	
			Insurance of apparatus	1 11 3	
					61 1 3
			By CONTRACTORS' DEPOSIT.		
			At English, Scottish, and Australian Chartered Bank (as per contra)		422 8 3
			By BALANCE.		
			At English, Scottish, and Australian Chartered Bank £5,168 13 3		
			Cheques unpresented 443 1 2	4,725 12 1	
			In hands of Secretary	1 13 2	
					4,727 5 3
		£10,996 10 10			£10,996 10 10

31st January, 1892. C. E. EGLESE, Secretary and Treasurer.

I certify that the above statement of all moneys received and disbursed by the Wollongong Harbour Trust Commissioners during the year ended 31st December, 1891, has been checked and found correct.

Wollongong, N.S.W., 29th March, 1892. JAS. R. CAMPBELL, Auditor.

I certify that the foregoing statement of receipts and disbursements by the Wollongong Harbour Trust Commissioners has been compared with the books and vouchers produced in support thereof by the Secretary and Treasurer to the Trust, and is considered to be correct, extending over the period from 1st January, 1891, to 31st December, 1891.

5th July, 1892. E. A. RENNIE, Auditor-General.

I certify that this statement of accounts of all moneys received and disbursed by the Wollongong Harbour Trust Commissioners is a true copy of the account audited by the Auditor-General, in accordance with clause 88 of the "Wollongong Harbour Trust Act of 1889."

9th September, 1892. C. E. EGLESE, Secretary and Treasurer.

Sydney: Charles Potter, Government Printer.—1892.

[3d.]

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BELLINGER RIVER, NEW SOUTH WALES.

(DESCRIPTION OF, BY COMMANDER F. HOWARD, R.N.)

Ordered by the Legislative Assembly to be printed, 30 *August*, 1892.

Memorandum from Commander F. Howard, R.N., to C. W. Darley, Esq., Engineer-in-Chief, Harbours and Rivers Department.

THE Bellinger River enters the sea through an opening in the beach, about five miles northward of a remarkable peaked thickly-wooded hill called Bellinger Peak on the Admiralty coast chart. This hill stands back about two miles from the coast. There are several others like it in appearance and height, but they are much further inland. Unlike most of the rivers on this coast, the Bellinger has no rocky headland on either side of the entrance. The nearest rocks are off a small headland over a mile to the southward, and although the entrance shifts north and south, according to the frequency of freshes and gales, it does not vary more than half a mile in either direction.

The Bellinger River has two arms, which meet within half a mile of the entrance—the northern or main arm, a wide, shallow stream coming from a N.N.E. direction, whilst the south arm, a smaller but deeper stream, comes from the north-westward. Both these streams, however, soon turn to the westward, and flow in that direction parallel to each other, and with an average distance of 3 miles between them. The narrow strip of country between the arms is high, broken, and thickly timbered, and both arms have their sources amongst the broken hilly country eastward of the New England table-land, and about 35 miles from the coast. Neither arm has tributaries of any size or importance, except the Never Never or North Creek, which comes from the northward into the north arm.

A high dividing range to the northward and N.W. comes within a few miles of the north arm along its whole course.

The land at present cultivated is almost entirely confined to a narrow strip of alluvial soil on either side of the river bank, and the staple and almost only crop grown is maize. Where the hills have a considerable distance between their basis and the river bank there are always swamps. There are several townships on the main arm, but none on the south arm, which is not so far advanced in settlement.

The main arm runs just inside the coast in a N.N.E. and S.S.W. direction for about 3 miles before curving round to the north-westward. It is in the upper part of this reach about 1,200 feet, and at the southern end 1,700 feet wide, but shallow throughout. Before it reaches the entrance it joins the water of the south arm coming from the north-westward, and then turns to the eastward through an opening in the beach. In flood time the stream is partly carried past the entrance, and fills a pocket-like lagoon about a mile in extent south of it. Here the water becomes stagnant, and deposits enough alluvial soil to fill up the lagoon; this soon washes away after the flood goes down.

The meeting of the waters of the two arms has caused extensive sand banks to form at the mouth of each, aided, no doubt, by the sand washed in by the heavy sea.

During long continued freshes the south arm water, having a more direct course to the sea, scours out a deep channel for itself; but in dry weather it has not so much power, and the water of the main arm seems to leave a deposit of silt across the south arm channel, forming a shoal known as the crossing inside the bar. This is awkward for steamers trading here, for it prevents them reaching the Government Wharf, which is on the western shore, facing the entrance, and consequently on the south arm.

The bed of the main arm is very shallow for above 2 miles from the entrance, and in that space extensive sand banks, dry at low-water, have formed. These are constantly being added to by the soil brought down in freshes, and also by the left-hand bank of the river, above the shoals (where it begins to curve), being a sand cliff, which was constantly falling into the stream, and being carried down to the shoals. During the month of April, in one spot, the sand cliff was eaten away to the extent of over 25 feet in a few days, and this was going on to a large extent for a distance of about a mile. The cliff being from 10 to 20 feet above high-water, many thousands of tons of sand must have gone into the river and helped to block its mouth. To avoid these shoals small vessels proceed up the south arm for half a mile above the Government Wharf, and then enter a channel called Back Creek. This, after a course of nearly 1½ mile, leads into the main arm above the shoals, and forms an island of some extent, but not much use. It is low, swampy, and mostly covered with mangroves. There are, however, a few dry

dry patches on it, and, if it is retained as the property of the State for another thirty years, may be then valuable, for every fresh leaves a deposit of soil over its whole extent. The creek dividing it from the main land is kept at a depth of 5 feet at low-water by dredging, and does not silt up much, except at its upper end where it joins the main arm. The 5-foot channel has there been cut through a mud flat and across the set of tide, and fills up in every fresh.

The aspect from outside the bar shows the narrow opening in the beach, and inside a low, thickly wooded country. During the survey (March to June, 1890), the channel across the bar was well to the southward of the opening, and not more than 200 feet width of navigable water till inside the spits. When inside the spits the course was nearly direct to the Government wharf, in a N.W. by N. direction. The flagstaff and houses of the pilot-station show conspicuously on the only grassy land in sight, the staff being on a reddish cliff over 60 feet high, and southward about 1,300 feet from the Government Wharf.

The channel is marked with black buoys on the port hand entering, and red buoys on the starboard hand. It was in May about 250 feet broad, and with from 8 to 12 feet water at low-water, except at the crossing, which was already forming, and carried only 5½ feet.

The wharf struck me as being very inconvenient for shipping and unloading goods. It is more than 300 feet from high-water mark, and connected with the shore by a causeway of ballast and clay only 5 feet above low-water, and frequently covered at high-water springs. I have seen large logs grounded on it. There is no approach to the inner end of the causeway. The wharf is 50 feet long in the line of channel; its deck, which is 6 feet above low-water, is mostly occupied by a large shed. I have sometimes seen the sea dashing over the wharf, and pouring through the shed. Nearly all goods are shipped and taken from the steamers into lighters which come alongside at the wharf, only things for the pilot-station and neighbourhood being landed here. These are generally carted away in traps backing against the side of the causeway at low-water. There is plenty of water (14 feet) off the wharf; but there is a dangerous patch of rock 150 feet to the northward, with only 3½ feet at low-water.

There is a telephone office at the pilot's residence near the flagstaff. The post-office is just above the causeway from the Government Wharf, and there is a public school a short distance inland. Altogether there are fifteen dwelling-houses scattered about the cleared reserve in the vicinity. Numerous heaps of ballast are to be seen at low-water, deposited by small vessels coming here for cedar in past times; they are to be seen in all directions, and are nearly all Sydney sandstone. The heaps do not appear to have sunk through the sand much; they stand all the floods and numerous snags coming down during floods.

The outer sand spits on each side of the entrance are drift-sand, the southern one being covered with drift-wood. The north spit, which is outside and overlaps the other, was in March dry at low-water only for upwards of half a mile northward, but before we left was rapidly gaining in height. From where it is above high water it extends as a narrow strip of grassy land between the river and ocean for more than 3 miles—at one place being no more than 250 feet across from high-water to high-water. The sea side was a sand cliff, occasionally being washed down during our stay. A number of cattle and horses were constantly roaming over this strip of land, which will in course of time be nothing but a mass of drift-sand. In many places the sand has already encroached on the grass and light banksia scrub.

The main river as it narrows above Back Creek gets deeper, and carries a depth of 8 to 12 feet in mid-channel, nearly up to Tucker's Island, where it bends to the north-westward At half a mile above Back Creek there is a patch of rock on the eastern side of the channel, with only 4¾ feet on its shoalest part. Tucker's Island in mid-channel has a spit off its S.E. end, running towards the eastern shore, leaving only 5½ feet of water between it and the sand cliff. The spit off the N.W. end of the island extends nearly to the west bank, leaving only a 3-foot channel near the bank. The fairway up the river is on the east side of Tucker's Island, and carries from 6 to 10 feet at low-water till off a small creek N.E. of the island, where a flat, known as Tucker's Flat, extends across the channel. The deepest water (4 feet at low-water) is close to the eastern shore. West of the island there is about 9 feet water till nearing the shallows N.W. of it. This space is used for depositing the silt dredged from the northern part of Back Creek. The ebb stream runs with some strength through it, and must carry a considerable quantity down the river.

Tucker's Island itself is 2,000 feet long in the direction of the river, and its greatest width is about 600 feet. It is low and densely wooded. From above the island the river runs N.W. by N. (true) for 1¼ mile to Raleigh Government Wharf on the south side. The banks on either side are cleared and cultivated, the land is low, and farm-houses appear along the banks. When well clear of the north-western spit of Tucker's Island the depth increases to 12 and 16 feet.

Near the Government Wharf the hills come down to the river on the north side in two places, and the river is contracted to a width of 325 feet, and is 29 feet deep. On the northern shore is the newly declared township of Repton. Here, exactly opposite the Government Wharf, is the only sawmill on the Bellinger River, with a private wharf, over 100 feet long, built and owned by the proprietors (Smith and Allen).

There are a number of houses occupied by persons employed on the sawmill along the bank, a store, and post-office, the latter being the last house down the river. A punt and ferry crosses the river 420 feet above the wharf. It is on the main coach road to Grafton.

There is a small collection of houses, including an inn and store, on the south side near the Government Wharf, usually called Raleigh; but the Government township of that name is on the same side a mile further up the river. Above the ferry the river bends round to the southward, and opens out. The reach trending south for over a mile becomes very shallow, a large bank nearly dry at low-water springs is formed in the centre, and the fairway is close to the left bank. Seven-eighths of a mile above the ferry the fairway becomes very shallow off a small creek (which is bridged over close to the bank). There was only 3 feet at low-water springs during part of April, 1890. This shoal spot, known as Bushell's Flat, altered in depth and position from time to time.

On the right bank, about half way up this reach, are the Raleigh Public School and Roman Catholic Church on the northern section of the township. The only other houses in Raleigh are three or four farm-houses. The land is all cultivated on either side of this reach, except near its upper end, where the right bank is thickly wooded for nearly a mile, comprising the unsold portion of the township.

At the upper end of the above reach the river again contracts, and is deep from bank to bank with 12 and 14 feet at low-water; it then trends to the westward in a long, straight reach, ending in a sharp curve.

About a quarter mile from the lower end of the reach is McAteer's Island, lying near the right or southern bank, low and thickly wooded. This island is about 1,500 feet long and 200 feet wide. The fairway is on the northern side, with a general depth of 9 feet. There is a narrow channel south of the island, blocked, except for boats, at its upper end. Just above McAteer's Island a cutting has been dredged across to the southern side of the reach. In April, the least water in this cutting was 5½ feet. The depth above the cutting was from 7 to 14 feet, to the curve, under the concave bank of which there was a depth of 31 feet.

After passing the above reach the river runs in a general westerly direction to Fernmount, which is 4 miles above McAteer's Island. It has a varying depth from 5 to over 20 feet, the latter in the bights. The river gradually gets narrower till opposite Fernmount Government Wharf, where it is about 250 feet across. The banks on either side above McAteer's Island are thickly cultivated. When first seen there seemed an uninterrupted growth of maize nearly up to Fernmount. The flood of March, 1890, swept the whole of this way, and also a great quantity of the rich alluvial soil from all the bights. As Fernmount it approached the hills come down closer to the river on the north side in places; but the ridge is nearly half a mile inland from the south bank.

Fernmount (the village of Weeks of the Government plans) is prettily situated on rising ground on the south side of the river. It is backed by a range of thickly wooded hills, the highest point of which, known as Mount Lookout, is a sharp peak about 900 feet high, nearly a mile south from the river.

The township is at a sharp bend in the river, the upper reach coming from a N. by W. direction and turning sharply to the N.E. in a straight reach over a mile long.

There is a Government wharf at the lower edge of the township. In February, 1890, there was 8 feet water off this wharf; in August of the same year, only 4 feet, with two patches in the way of vessels leaving just above, and nearly awash at low-water; and I was informed that there was but little more than 4 feet all the way down the reach. There is a horse-punt and ferry about 400 feet above the Government Wharf.

Fernmount seems to consist of about fifty houses, all built of timber and mostly painted. The houses seen along the bank and at Raleigh are also of wood, but not painted. There is a post and telegraph office here, two hotels, and several stores and shops.

A small steam launch belonging to the owner of the Sydney steamer runs occasionally between the Government Wharf and the Heads with passengers, and also tows lighters with cargo backwards and forwards.

Just above Fernmount, in the N.W. reach, is an island about 700 feet long, near the left bank. This island appears to have shifted nearly 500 feet down the river since the date of the parish maps (1885). It is entirely composed of shingle and silt brought down by floods, and was covered with swamp oak and other scrub till the flood of March levelled nearly the whole of it. The river is very shoal on either side of this island. The fairway is on the west side, but at low-water is nothing better than a rapid over shingle with about 1½ foot water. The narrow channel on the eastern side is even shoaler, and blocked with snags and fallen timber. The rapid on the west side of the island is known as Hyde's Falls, and the ebb stream runs over it nearly 5 miles an hour. At spring tides there is a flood stream. The reach is about half a mile long, and at its upper end the river receives Hyde's Creek from the northward—a small stream, navigable for punts about three-quarters of a mile. The point at the upper end of the reach is low and formed of shingle, and in any heavy fresh the shingle is washed away from this point down the river, and is continually adding to the length of Hyde's Falls.

During the flood of March, 1890, the stream went clean across the low peninsula opposite Fernmount, and scoured out an excavation nearly 1,000 feet long by an average width of 100 feet, and about 20 feet deep. This would have soon made a new channel for the river, avoiding Hyde's Falls, but was stopped within 80 feet of the lower bank by the roots of a large tree. The whole excavation was in shingle, with a foot or two of soil on top. This shingle, or the major portion of it, is evidently the cause of the shoaling of the reach below Fernmount. Hyde's Falls have been dredged two or three times, but have always been found filled in again after freshes.

Boat Harbour (the village of Bellengen of the Government plans) is 3¼ miles above Fernmount by the river. Being on the same side, there is a good road between the two townships. It is apparently about the same size as Fernmount, but of more assumption, being the head-quarters of the magistracy and Government departments.

The river at Boat Harbour is narrow and not navigable, there being rapids for some distance below. There is a Government wharf at the lower town boundary extending about 50 feet into the river and nearly across to the shingle on the north side.

This wharf is practically useless, for at ordinary tides nothing could come up to it, and in freshes it would be covered, being only about 2 feet above the water.

In May, 1890, the approach from the town had been washed away some 4 or 5 feet. There is another Government wharf a quarter mile below the rapids, which seems to be the limit of navigation by punts and lighters. It is on the south side of the river, a long half mile below Boat Harbour, and 14 miles from the entrance by the river, and is known as Cahill's Wharf. This wharf has 10 feet of water off it, and after the arrival of a steamer from Sydney is much used, as also for shipping maize from the farms on the river above Boat Harbour.

After rounding the shingle point at Hyde's Creek, above Fernmount, the river has a long, nearly straight run to W. and W.N.W. Three-quarters of a mile above Hyde's Creek a steep hill comes right down to the bank, on the south side. This is Marx Hill, and here on the hillside is the only other cultivation than maize to be seen anywhere along the banks, there being a large vineyard planted on the slope. Between Hyde's Creek and Marx Hill the river is very shoal. The fairway is along the south bank, and very narrow, and in several places with not enough water to float a boat at low-water. Above Marx Hill the water is deeper, but there are one or two shoal spots with only 2 feet, and below Cahill's Wharf is a short rapid, with only 1 foot at low-water over shingle. Above Boat Harbour the river is a succession of rapids running over a shingle bed, with still and apparently deep reaches between them. All the land on either side is cultivated with maize for a distance of 20 miles following the course of the river. The Never Never or North Creek comes from the northward 6½ miles above Boat Harbour, and its banks are also cultivated for some distance upward.

I am informed that the soil is richer as the river is ascended, and that the quantity of produce from above Boat Harbour exceeds that exported from the lower river.

SOUTH ARM.

From the Government Wharf at the Heads the South Arm trends about N.W. by N. to the entrance of Back Creek, a distance of over half a mile. The fairway is a narrow channel between sand banks carrying from 5 to 12 feet water. The fairway of Back Creek trends to the northward for half a mile, and then curves round to the N.E. and eastward.

This creek has lately been dredged to a depth of 5 feet at low-water through a cutting about 60 feet wide. In some places there is a greater depth and width naturally. At the north-eastern end of the creek, where it joins the main arm, the channel has been widened. Here is the place most likely to fill up. Every fresh brings a quantity of silt down the river, which is carried into Back Creek cutting, and there deposited.

In the creek, one-third of a mile westward of its upper entrance, is a ledge of rock extending across the channel, and about 300 feet long. The least water over this is 3 feet at low-water, which is over only a small space, extending from the southern side to beyond mid-channel. The general depth over this ledge is 4½ feet, and any small vessel can carry that depth right through by hugging the northern bank closely when passing the shoalest spot, which is marked by a small red board nailed on the mangroves on the south side.

The ebb and flood streams set up and down Back Creek about 1½ mile an hour during springs. The ebb runs strongest near low-water, when the flats in main river are dry, and I have seen it still running down strong when the flood stream has been setting up the main river. Through the narrowness of Back Creek, and the height of the trees on each side the winds are very baffling, puffs coming alternately up and down the creek.

Southward of Back Creek, on the right bank of the South Arm, is a low grassy point, round which the arm takes a sharp bend up a reach, bearing N.E. and S.W. The arm is 600 feet wide in this reach, then it trends in a more southerly direction, to where it forms two branches inclosing an island. The reach from the grassy point to the island is about a mile long. At about 400 feet above the grassy point is the site of the old horse ferry. The punt and ferry is now 2,000 feet further up the reach, and on the main coast road.

The telegraph line and also a cable cross the arm 800 feet above the grassy point. The right bank is low and grassy right up to the new ferry. The fairway of the arm is close into this bank, which is steep too. The opposite side of the arm, which is rising forest land, has a long sandspit running down from the bluff at north side of the ferry. A short distance below the ferry a crossing has been dredged to 6 feet at low water. This extends from about 600 feet below the south side of ferry to just above the north side. From the grassy point to the crossing the ruling depth in the fairway is 7 feet at low-water. Above the ferry the reach opens out somewhat with a large shoal extending nearly across from the right bank, but leaving a narrow 6-foot channel along the low mangrove swamp forming the left bank. Before reaching the upper end of the reach the arm deepens to 12 and 20 feet; it is the latter depth at the junction of the two branches, and here, under the high rocky bank opposite, is where the silt from the dredge has been deposited when working in the lower part of Back Creek. The two branches of the South Arm follow a most irregular, winding course for 4 miles, when they meet again. The enclosed island is of a similar irregular figure; but its greatest length is 2 miles in a N.N.E. and S.S.W. direction, with an average width of half a mile. The land is generally low, but there are two hills on the western side about a mile apart. This island is the property of two selectors, and its western side is cultivated. Where not cleared it is thickly wooded. The main land on both branches is all selected and cleared in places. Some of the land on the western branch is cultivated with maize.

On the western branch, about a quarter mile above the junction, is a shoal leaving a narrow channel of only 3 feet water close to the left bank, otherwise there is deep water throughout in either branch of from 9 to 18 feet.

The eastern branch is nearly all taken up in oyster leases, but I did not observe any on the western branch. There are numerous fallen trees in both branches, but they do not reach across far enough to stop navigation. Where the branches meet at the upper end of the island the arm forms a fine broad stream over 100 yards across, and trending to the westward in a nearly straight reach for over two miles.

The depth of water in this reach is from 11 to 14 feet, but at the junction it is shoaler, the greatest depth being only 8 feet at low water towards the north point.

The land on each side of this reach is all selected and cleared, the reserves being the only thickly-wooded portions except a space of half a mile on the northern side from the junction upwards.

At the upper end of this reach a considerable stream, called Picket Hill Creek, enters the arm on the south side. It runs in a general S.E. direction for two miles, with a depth of from 6 to 3 feet at low-water. It then forks and becomes narrow. The left or western branch seems to run a considerable distance into the hilly country, but is blocked with fallen timber.

The banks of this creek are low and swampy, and thickly covered with swamp oak. Except in the vicinity of the South Arm, this country does not appear to have been selected. Two or three miles S.W. of the creek is a thickly-wooded hill similar in appearance to Bellinger Peak. From its summit there is an extensive view of the surrounding country, which presents the appearance of one immense forest broken into steep conical peaks, but all thickly wooded to their summits. A small portion of the South Arm is visible with a cleared flat along the bank.

The northern bank of the South Arm opposite the Picket Hill Creek is steep and rocky, and the country inside very broken and ridgy. It is only about 2 miles as the crow flies across to Fernmount, and I believe there is a bridle-track through the hills. Above Picket Hill Creek the arm trends to the south-westward for three-quarters of a mile, and then southward for the same distance. In this latter reach the water shoals gradually to 4 feet at low water off the mouth of a bridged creek coming in from the westward, and called Pine Creek on the parish maps. This spot may be considered the end of the navigation for ocean-going vessels, a distance of 9½ miles from the entrance. Above this the arm takes a generally westerly direction, but has numerous sharp bends with deep reaches and shallows up to the head of navigation for punts, a very sharp bend to the eastward with rapids in it. A road from the North Arm crosses here and continues on to Bowra.

The ford is known as Handley's Crossing. When I was there in May, 1890, the approach on the right bank had been washed away, leaving a steep bank impassable for vehicles. Handley's Crossing is about 15 miles from the entrance, following the river, and as far as I could see the tidal influence ends here.

As

As in the North Arm, the stream above appeared a succession of rapids with deep pools between them. The banks are not high, but the wooded hills come close down to the water in places. The soil along the banks seemed very prolific, but on the occasion of my visit nearly all the maize to be seen had been spoilt by flood waters.

The land along the banks of the South Arm has been selected for several miles above Handley's Crossing, but only a portion of the selections have been cleared generally. This crossing is 3⅓ miles from both Fernmount and Boat Harbour as the crow flies. There is another crossing 3 miles further up the river, and from thence a track, only 2½ miles to Boat Harbour.

The South Arm is much narrower than the North Arm, but for purposes of nagivation it is far superior. There is nothing to stop any vessel which can come in over the outer crossing from proceeding right up above Picket Hill Creek, a distance of nearly 10 miles. Unfortunately, the soil does not becomo good until the obstructions to navigation begin, and little produce is grown below comparatively.

From the reach above Picket Hill Creek to Handley's Crossing there are several very shoal places over shingle, and three cuttings have been made about 25 feet wide and 2 feet deep, by hand labour, to enable punts to reach the crossing.

The rock about the banks of the Bellinger is nearly all a soft clay slate of a brown colour, easily broken and soluble in water. When it crops out as cliff it is easily cut into with a knife. The rocks and headlands facing the sea north and south of the entrance are harder, more like blue slate, and, where the colour is brown, very brittle, with numerous small veins of quartz running through it. Specimens have been sent to the office.

The Bellinger at present is a purely agricultural district, but the surrounding hills are full of minerals and are being prospected. At any time discoveries may be made of great importance. The nearest mines working are the Deep Creek gold-mines, which are exciting some interest. They are to the northward of Deep Creek, and about midway between the Bellinger and Nambuccra Heads, but all the trade in connection with them goes to the Nambuccra River. Several of the shafts may be seen from the main road on the eastern slopes of Bellinger Peak, and consequently not much more than half a mile from the sea beach.

It is high-water full and change at the Government Wharf near the entrance at 8h. 50m., and ordinary springs rise 4¼ feet. The observations from which the above establishment was deduced were taken between April and June, 1890, when there was a good bar and straight channel in. I am told that when the entrance is blocked, as it is in dry seasons, the rise is not more than 3 feet. There is only one good tide in every twenty-four hours, which is the night tide in winter and the day tide in summer—the intermediate high tide being lower by from 1 to 2 feet. The stream runs in and out for about one and a-half hours after high and low water. I have already sent in a report respecting the proposed training-wall to run from the Government Wharf to the outer spits to prevent the ebb-stream from the main river losing its force in the southern lagoon. If carried out this should insure a deep channel up to the wharf. I have now to add that I consider the wharf itself should be extended another 50 feet in length, and a good approach formed, wide enough for two drays to pass, and on the same level as the deck of the wharf, gradually rising as it nears the shore, where a cutting could easily be made on the grass land. Otherwise, I should recommend a new wharf to be built on the north side of the South Arm, just below the old ferry site (marked by oyster lease posts and notices). This site would be most convenient to passengers, who now have to cross the ferry and make a detour of over a mile to reach the steamer. In heavy weather the water is much smoother here than at the present wharf, where a considerable short sea gets up in a south-easter at high-water or in freshes. There is, however, the liability of the channel just above the present wharf to silt up, which is against it.

Looking at the numerous shallows in the main river, and the unprotected state of the banks, cleared and cultivated almost to the water's edge, I do not think it needful to attempt to keep a ship-channel open to Fernmount. In course of years the river will naturally get wider and shoaler in proportion to the number of heavy freshes; each one of which brings down a large quantity of silt and yards of the bank in every bight.

Should the north coast railway be carried out I have no doubt the township of Repton (where it crosses the river as surveyed) will eventually be the principal centre of trade on the river. Coming across a plain, only a few feet above high-water, the railway bridge must be at a low level, which is against the navigation of the river above by sea-going vessels, and a channel of 5 feet at low-water might be easily kept open so far. Produce, as at present, could be brought down from the upper river by lighters. The only impediments to a punt channel to Cahill's Wharf are above Fernmount, and might be removed by dredging after every heavy fresh. The cutting would be through shingle, and would stand in dry seasons. Below Repton the danger of silting is from the washing away of the sand cliff in the bend, and, in course of time, when the grass and scrub is destroyed by cattle, by the drift-sand blowing into the river during the summer N.E. winds. This latter evil might be avoided by the Government fencing across the reserve, abreast Tucker's Island, and allowing no cattle or horses to be pastured south of it. If at any future time the trade should extend to the degree that the present awkward fairway through Back Creek was insufficient to carry it, I believe the main river below the creek could be much improved by the construction of two training-walls as shown in blue on tracing of Mr. Brownrigg's work. One starting near No. 42 peg on the left bank opposite the upper entrance of Back Creek to extend in a S. 42° W. (true) direction for 3,000 feet in a straight line, and another starting from the ballast heaps at the S.E. point of the island formed by Back Creek, and extending S. 1° 30′ E. (true), 3,000 feet in a slight curve to the westward, with a 9,600-foot radius. These training-walls would assist and confine the present ebb and flood streams. I recommend that they should be only 4 feet above low-water, which height would not bank up the water in the river above during freshes.

As to the materials of these walls, I am informed that there is a large quantity of freestone to be obtained in the ridges between the arms and below Fernmount. I did not see a specimen.

On the road northward from Repton the cuttings along the hillside show a yellow clay that might be good for fascine work; but I can give no opinion.

Of ti-tree scrub there is a large quantity available.

18 November, 1890.

F. HOWARD, Commander R.N.

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1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WATER CONSERVATION—DEPARTMENT OF PUBLIC WORKS.

REPORT

ON

UTILISATION OF THE RIVER DARLING;

BY

H. G. McKINNEY, M. INST. C.E.,
CHIEF ENGINEER FOR WATER CONSERVATION,

AND

F. W. WARD.

PREPARED UNDER INSTRUCTIONS FROM

THE HONORABLE W. J. LYNE, M.P.,
MINISTER FOR WORKS.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
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Darling River
Report by McKinney & Ward

Map of Canal Area Pages 46 & 47

1892–3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

UTILISATION OF THE DARLING RIVER.

(REPORT BY MESSRS. H. G. McKINNEY AND F. W. WARD, ON).

Ordered by the Legislative Assembly to be printed, 18 *January*, 1893.

Sydney, 31st December, 1892.

To The Under Secretary, Department of Public Works, Sydney.

Sir,

We have the honor to submit herewith, for the information of the Minister, our report regarding the question of utilising the waters of the River Darling to the best advantage.

We have, &c.,
H. G. McKINNEY.
F. W. WARD.

REPORT for the Information of the Honorable W. J. LYNE, M.P., Secretary for Public Works.

WE have the honor to state that, pursuant to your instructions, we personally inspected the Darling River from Walgett to Wentworth, with a view to reporting on the question of constructing such weirs and locks therein as would ensure a supply of water sufficient to establish and maintain the industry of irrigation-agriculture on the adjacent lands, and also to provide for permanent navigation. We left Sydney on October 8th, and returned on November 21st. We desire now to present, in the briefest form consistent with intelligibility and the importance of the subject, the results of six weeks' observation and inquiry during our journey, and of the subsequent investigation which seemed necessary.

Our first glimpse of the Darling valley was full of suggestiveness. The Walgett district then exhibited the too-familiar appearance consequent upon a deficient rainfall. Rich soil and stimulating sunshine availed nothing while unwedded to abundance of water. Pasturage was conspicuous by its scarcity. In the spring month of October no tender tint of growth softened the scorched, barren, stricken look of the country. A little later copious rains partly relieved the settlers' fear of the coming summer, but the dominant feeling then was one of intense anxiety. And yet at that very time a river drawing its supplies partly from the New England ranges, and partly from an immense catchment area in Queensland, was flowing bank-high through the rich soil and under the stimulating sunshine. To assist in discovering means of bringing this soil and sunshine and water into productive co-operation was the object of our visit.

We regret that the facilities at our command did not permit us to begin our inspection of the Darling (or Barwon) at the Queensland border, but we were able to gather some interesting and useful information respecting the Mungindi-Walgett section of the waterway, and it may be stated here that we know of no insuperable difficulties in the way of ultimately dealing with the river from border to border. A rule of the insurance societies prohibits steamers carrying or towing wool from proceeding down stream except during daylight, and the operation of this rule enabled Mr. M'Kinney to closely watch the whole course of the river from Walgett to Wentworth, with the result that the departmental knowledge of the Darling is enriched by an additional mass of detail. The height of the river denied us all opportunity of observing that portion of the channel in which engineering works for conservation

 and

and navigation purposes would have to be constructed, and for this reason, too, nearly all the rock bars were invisible. But the high river had compensating advantages. It helped us to understand the present industrial occupation of the valley, and gave us an excellent view of the belt of country upon which irrigation settlement would have to be attempted.

To see the Darling as we saw it is to get an ineffaceable impression of the vast quantity of water upon which neither of the three colonies concerned—New South Wales, Queensland, and South Australia—has hitherto bestowed adequate recognition. Collecting its waters from a breadth of Australia so enormous that it is difficult for the mind to vividly realise its extent, the river makes its long and leisurely journey to the ocean as if, for the most part, it was either a worthless or wasted effort of nature. And yet the inarticulate cry of the land and the articulate cry of the settler through the Darling's length in New South Wales is for water. In the dry region through which the river flows the mirage may frequently be seen on tree-fringed plains in summer days. It is an amazing combination of beauty and mockery. But is the Darling itself a mirage? Has nature toiled prodigiously to offer man a mocking shadow of assistance? Within the limits of profitable industry, is it impossible to impound, lift, divert, or distribute this water over the soil? Or is its own forest, by which the most careless eye can trace its course anywhere for leagues, a rough hint of its creative power? If so, it may now be a wasted, but it is not a worthless river.

Second in impressiveness only to the water itself is the traveller's view of the storage capacity afforded by the main channel and its numerous auxiliaries. The main channel may reasonably be regarded as a reservoir 1,344 miles long; and many hundeds of miles must be added if we take into account the possible uses of the principal tributary streams, the numerous anabranches, the multitude of lagoons and lakes—in short, all the depressions which tell the story of the river's action through past ages.

Short pauses at the river-towns and elsewhere gave us opportunities of discussing in an informal but instructive way almost every practical phase of our subject with the various classes of settlers. We tried to get hold of all the essential facts, to measure every important difficulty, and to reach conclusions in the light of patient inquiry and impartial reason. Not that it is possible to write anything final or exhaustive on so perplexing and complicated a question; all that we can hope to do is to offer a contribution to the knowledge which should be the foundation of State policy in regard to the utilisation of the Darling River. For ourselves, we have gained a stronger faith in the feasibility of establishing agriculture in the great river-valley of Western New South Wales, and we are convinced that only when this waterway is a line of agricultural settlement will the back country disclose its full productive value. No doubt a wild rush into speculative expenditure upon conservation works would be worse than the apathy which allows the water to roll away to the sea. A policy embodying patience, caution, and courage, allied with alert intelligence, is what is wanted. But it fortunately happens that the river lends itself easily to progressive treatment. Between the prudent minimum of first works and the maximum of possible achievement there may be a distance which it will take many years to span, but when the maximum has been reached a new province will virtually have been added to New South Wales.

Extent and Nature of the Catchment Area.

In dealing with the question of utilising a great river like the Darling to the utmost advantage, it is necessary to inquire into the extent and nature of the catchment area. While the amount of rainfall, and the extent of the catchment area, are factors of great importance in determining the quantity of water discharged by a river, the influence exercised by the fall or slope of the land in the main and subsidiary basins, the physical character of the catchment area, and the nature of the vegetation must also be taken into account. Neglect to give due consideration to the effect of these latter influencing conditions has sometimes led to misconception. In the case of the Darling we have a series of rivers running from the south-east, east, and north, through extensive valleys and plains, before they join the main river. Several of these tributary rivers contribute nothing to the Darling except in high floods. Extreme instances of this are furnished by the Paroo and Warrego; but all the other important tributaries are more or less affected in the same manner. The valleys of the tributary rivers merge into the great central basin, which consists

mainly

mainly of immense plains of rich alluvium. Not only do these immense plains contribute nothing to the ordinary flow of the Darling and its tributaries, but, on the contrary, the discharge of the rivers while passing through them is largely diminished by evaporation, percolation, and absorption. The following statement of the catchment area of the River Darling shows the great extent of the area which is non-effective; and it is necessary to add that a considerable portion of that classed as effective is so only to a very limited degree :—

DRAINAGE AREA OF THE DARLING RIVER.

Colony.	Tributary River or Catchment Area.	Area in Sq. Miles.	Total Areas.	Mean Rainfall in Inches.
Queensland	Macintyre	3,062	.....	29·38
Do	Weir	2,693	.....	.....
Do	Moonie	2,348	.....	22·21
Do	Condamine	16,274	.....	25·18
Do	Maranoa	7,126	.....	18·63
Do	Warrego	17,167	.....	18·23
Do	Paroo	13,567	.....	15·88
Do	Mungallala and other Creeks	5,453	.....	18·53
	Total effective catchment area in Queensland.	.....	67,690	20·30
	Delta land and other non-contributing Areas...	36,835	36,835	18·97
	Total Area in Queensland	.....	104,525	19·83
New South Wales	Macintyre and Dumaresq	5,188	.....	31·07
Do	Gwydir	4,796	.....	31·65
Do	Namoi	9,462	.....	26·83
Do	Castlereagh	3,069	.....	26·29
Do	Macquarie	10,359	.....	27·44
Do	Bogan	4,930	.....	20·09
	Total effective catchment in New South Wales.	.....	37,804	27·27
	Delta land and other non-contributing areas east of the Darling.	64,041	.....	18·20
	Delta land and other non-contributing areas west of the Darling.	48,340	.....	14·87
			112,381	16·77
	Total Area in New South Wales	.....	150,185	19·44
South Australia	Non-contributing Areas	1,700	1,700	9·52
	Total Area in South Australia	1,700	1,700	9·52
Total contributing area here shown		.....	105,494	22·79
Total non-contributing area here shown		.....	150,916	17·22
Total basin of Darling River		.....	256,410	19·51

NOTE.—(*a*) The catchment areas of the various rivers as here given may be regarded as the effective or contributing areas. The areas given as non-contributing are those which either contribute nothing to the river systems or which contribute only during exceptional floods. (*b*) The statement of mean rainfall in the various drainage areas is based on the rainfall records prepared by the Government Astronomers, and is necessarily approximate, as in many cases records have been kept for only a small number of years. This remark applies particularly to Queensland.

The great extent of the non-contributing portion of the catchment area, the comparatively light rainfall, and the absence of lakes and of snow-covered mountains, are natural causes of low and uncertain discharge from the tributary rivers. On the other hand, the great extent of the combined catchments, and the occurrence of heavy falls of rain on large areas, provide the conditions under which high floods are to be expected. The extremes in the discharge of the Darling are reached only in seasons when there is abnormal rainfall or a general drought extending from the Dividing Range to a distance of 500 miles westward. From the accompanying diagrams it will be seen that, though the conditions described have the effect of making the flow of the Darling uncertain, still, owing to the great extent of the catchment area and the variety of conditions on the tributary basins, extreme cases of high and low

low supply are not so frequent as is generally supposed. In the flood of 1890 the great height reached was due chiefly to Queensland waters, so that while the flood of that year on the Upper Darling was higher than that of 1864, the latter flood was the higher on the Lower Darling. If the flood waters of the Gwydir, Namoi, and Macquarie had reached their maximum whilst the Queensland waters were highest, the flood of 1890 on the Darling would have been by far the highest on record. This conjunction has not happened within the period of British occupation, and not until it happens shall we know the possible measure of a Darling River flood. What has been stated illustrates the fact that, though there are no great lakes or other natural reservoirs to regulate the flow of the Upper Darling, still the large number of its affluents, and their differences of length, slope, and proportion of contributing area, tend to maintain a considerable flow, while the latter conditions tend to prevent extreme floods.

It is necessary here to call attention to the exceptionally favourable character of recent seasons. It may be fairly stated that since the beginning of 1887 there has been only one year of drought, namely, 1888. With that exception the Colony has experienced abnormal rainfall and unusually high floods in the rivers. Throughout the Colony generally these favourable seasons have produced a short-sighted lukewarmness as to the importance of water conservation and irrigation. But even in these years, cereal, fruit, and other crops required irrigation along the valley of the Darling, so that if the abundant supplies of water had been taken advantage of, the production could have been enormous. In connection with this it is worthy of special note that, owing to the great extent of the catchment area and the comparitively low velocities of the main and tributary rivers, notice of the approximate amount of supply likely to be available can be obtained for a large part of the Darling district a month or more in advance of its arrival.

The whole course of the Darling River in New South Wales, that is, from Mungindi to Wentworth, a distance of 1,344 miles, lies through recent alluvial deposits. At occasional intervals, the high red land, representing deposits formed at an earlier period, and probably under different conditions, is found on one bank of the river rising above the highest known flood level; and in a few cases rocks appear on one bank above the highest known flood mark. But in every such instance, low-lying deposits of recent alluvium are found on the opposite side of the river, while, as a general rule, extensive areas of the recent alluvium lie along both sides of the river below the level of flood. As already stated, our inspection of the river was made at a time when a complete view could be obtained on both sides, except in the rare cases where one bank rose considerably above the highest flood mark, so that the manner in which the channel is being altered could be examined under the most favourable circumstances. Overflows across necks of bends were to be seen in every stage of progress. Occasionally the channels thus being formed were followed by the steamer in preference to the older channels. In such cases, it was apparent that the more sluggish current round the bend would gradually silt up, and often this had actually occurred.

The soil, of which the more recently formed plains and flats consist, is of various shades of grey in colour, though it is popularly known as black soil, and, having been carried in suspension by flood waters, it is easily eroded and removed by the action of water. This characteristic is one of the first importance in connection with works constructed in or near the Darling River. Two instances of the action of water on this soil may be quoted. In 1874, a dam was made at a cost of £1,600 on the Tallywalka which runs through part of Killara Run. But when the flood of 1879 occurred, a new channel deeper than the old one was cut by the water in one day, and the water flowed past the dam. The other instance is that of a dam which was constructed some years ago to retain flood water in Menindie Lake. The dam is still standing in good condition, but a new channel, at least as deep as the old one, has been cut by the water around one end of the dam.

Past and Present Utilisation of the Darling.

At this point, it may be well to briefly review the uses to which this important river has hitherto been put. The pastoral industry has monopolised the Darling valley for some thirty years. Fifteen thousand is probably a generous estimate of the total river population, the population, that is to say, which would not be there but for the river. This estimate does not include the population on the tributary streams,

streams, such as the Namoi. The towns are, of course, river settlements; but all western lands which can profitably carry stock are occupied, river or no river. There is little difference between the frontages and the back blocks in the matter of inducements to permanent residence. Broken Hill has attracted a larger settlement than the whole of the Darling waterway. Few selectors ventured to take up frontages under the Land Act of 1861; nor did squatters trouble themselves much to "secure" their holdings against "invasion." Only about 4 per cent. of the Western Division was alienated under the old land law, and under the present law conditional or other purchases except in special areas are prohibited. Even in that part of the Central Division which has the Darling River for its western boundary, selection only recently reached figures of magnitude, and much of this recent selection was based on the assumed success of the homestead-leasing principle on the other side of the river, and is an extension of the pastoral, and not of the agricultural industry.

No doubt the pastoral occupation of the valley was the only one which at first could be adventured. And it should always be remembered that this occupation involved large and risky outlays of capital, and that it could not have been undertaken by any except men of rare quality. The pioneers lived face to face with the difficulties and dangers lurking in a strange vegetation and in climatic irregularities. They had to buy experience at high prices, but they bore themselves with striking fortitude through many disasters. Yet the early system of big holdings may be described as the almost irreducible minimum of occupation. Darling country, as we see it even now, seems to have got only one remove from its primitive condition. Most of these immense stations have been held throughout that quarter of a century which has witnessed the most remarkable advances and expansions of colonisation in Australia. But they are wildernesses to-day. The fences which divide them into huge paddocks, the tanks and wells, a solitary mean-looking hut here and there, and the homestead, with the woolshed and other out-buildings, constitute the improvements. Set against the size of the holdings, they are depressingly insignificant. Beyond some ringbarking in the red gum and box forest which accompanies the river, little attempt has been made to change or improve the natural vegetation. Stock have made a few slight differences in the pasturage, some for the better, some for the worse; but these have been the result of accident, not of the lessees' intention. For the most part, a visitor sees the old vitalities of nature working in their old way. Of the transformation, the subdual and the replenishing, which generally follow the human occupation of previously waste lands, there is virtually none. Millions of stock are depastured, at considerable risk to their own lives and equal risk to their owners' pockets; but the big holdings yield no rich promise of settlement in the popular and gratifying sense of the term.

Operation of the Homestead-Lease System.

The introduction of the system of homestead leases into the Western Division was perhaps a more noteworthy event than distant perception of it has realised. So far as the taking up of land goes, it has proved very successful. The best portions of the resumed areas along the Darling have gone to the new class of settlers. Naturally the frontages went first, but the later comers were content to try the back country. We heard much talk about "dummying," but, while admitting the difficulty of putting an end to that practice in all its cunning forms, we believe it is not nearly so prevalent as some of the enemies of the old system of occupation allege. Most of the homestead leases have been taken up in good faith; but it is another question whether or not the new settlers will be able to triumph over all their difficulties. The big lessees are generally confident that the small men will be unable to hold out against droughts, high carriage rates, and low prices for produce. The homestead lessees themselves are hopeful, though the severest pinch of trial has not yet been felt. And the townspeople openly sympathise with and sustain the faith of the homestead men. Townspeople may not be absolutely dispassionate spectators, but at least their opinion is formed in the light of an intelligent appreciation of the conditions of successful settlement. Some of the new lessees will fail through inexperience, or through insufficiency of capital, but the survivors will be an important residue. Water supply is not an insuperable difficulty on these small holdings. There are few 10,000-acre blocks, we were told, without a catchment area effective enough for its purpose. And the principle of the homestead lease, it was pointed out with much force, is one which has been advocated for many years by pastoralists

all over the colony. It is simply that of small paddocks, of concentration, of the subdivision which is one of the indispensable conditions of realising the full carrying capacity of country. Abundant testimony was forthcoming that the homestead system has greatly increased the productiveness of the districts in which it has existed for several years. In some, it was alleged, the output has nearly doubled, for the big men, imitating the methods of their humbler neighbours, depasture nearly as many stock on the leasehold areas as formerly they did on the two areas combined. But the cruellest pinch of trial has yet to be endured. Homestead lessees have not yet had to struggle with a prolonged drought, and a prophet would do well not to speak his final word on the subject until he is on the far side of that event.

Should the leasehold areas in the Central Division be thrown open to selection in the near future, all the good pastoral land in such of them as border on the Darling will be, if anticipation may reasonably be based on what has happened in the case of the resumed areas, eagerly appropriated. But that would mark the limit of the expansion of the pastoral industry in the Darling country until the leases in the Western Division expire. Any further improvement in pastoral productiveness must come from changing the conditions under which the industry is conducted. What is before us now is the certainty that the maximum output of the Darling country under present conditions will soon be reached. Homestead leasing does not vary products. It is at best only a development or expansion of the existing industry. It is settling a larger population in the dry country, but the increase is inconsiderable. It will not create new towns, though it may help to keep some of the old ones alive.

The River Towns.

In all outward signs of vitality, Bourke is pre-eminent among these river towns. Not merely in population and commercial activity is it the first of Darling centres. It is easy to note how much a community so situated gains from regular, swift, and frequent communication with the metropolis. From Bourke to the Queensland border, a distance by stream of about 450 miles, there is not one incorporated settlement. If an object-lesson on the differences consequent on local government were desired, it might be found in a comparison of the incorporated and the unincorporated towns on the Darling River. Walgett, Brewarrina, and Menindie will brighten considerably under the reforming influences of local government. In Wilcannia, the main street of which shows one of the prettiest pictures of tree-growth to be seen in the colony, the visitor is pleasantly conscious of the pride the people take in their home. But the great blot on these river communities is that they produce nothing. They are in no degree self-supporting. They are business centres, or agencies, and this is a position attended by a measure of insecurity. Wilcannia has had its commercial operations curtailed by the Bourke railway and by Broken Hill. Menindie is only the ghost of its former activity. Wentworth has suffered from its proximity to Mildura. On our homeward journey we availed ourselves of the opportunity to pay a brief visit to the irrigation "colony" on the Murray. It contrasts remarkably and favourably with the Darling settlements. The idea of the place is excellent. Mildura is intended to live on itself. It may develop into an important commercial centre, but any success of that kind will be secondary to to its own productiveness. At the time of our visit it was evidently suffering from the unhappy dispute between a section of the settlers and the proprietary, and we did not, therefore, see it at its best; but there is nothing on the Darling so attractive to the eye or mind. Whether or not it is an industrial miscalculation has not yet perhaps been finally determined, but if the faith of the settlers has not been misplaced the recent dissensions can have no worse effect than that of temporarily delaying its progress towards self-supporting prosperity.

Social Conditions.

One of the striking and disappointing features of Darling River settlement is the disinclination of a considerable proportion of the people to regard themselves as permanent residents. A glance at the character of their dwellings suggests this discontent. On the big holdings the homesteads are the only bright spots in areas each of which runs into many hundreds of thousands of acres. The rule is that employés live in buildings of the plainest description. Homestead lessees generally need all their capital to develop the productiveness of their country, and

are willing to put up with the cheapest of weatherboard or log cottages. Even in the towns one gets the impression that a large percentage of the people hope to move away, and have not, for that reason, spent money on architecture and gardens. Of course there are exceptions—homes that are English in their embellishments and accommodations; but there is not a high average. There is an excessive appearance of temporary residence for purposes of profit only. This is not the fault of the climate. From start to finish of our voyage we were told that the Darling climate is the healthiest in the world. The high dry heat is not hurtful. Those who have lived in it for years sincerely prefer it to the moist heat of the coast. The children, with their sun-browned complexions, clear eyes, and vigorous movement, are pictures of physical vitality. What is wanted to promote permanent residence is greater density of population, with its accompanying abundance of social advantages. It is difficult for metropolitans to understand how great are the sacrifices demanded from the settlers in the distant inland portions of the colony. Life is so isolated and monotonous. There is only one industry to talk about. The great world seems far away. There are few resources of amusement or intellectual interest. Much of the population is of a wandering sort, and there is an unfortunate disproportion of men to women and children. In the electorate of Wilcannia, for example, there are 1,940 males to 764 females, and nearly 2,000 of the total of 2,704 are over 16 years of age. And this disproportioned population is spread over an immense territory. If the electorate of East Maitland is looked at for the sake of contrast, the male and female population is found to be respectively 2,632 and 2,490, while the children under 16 number 2,250. And this naturally-proportioned population is settled on a space which probably does not greatly exceed the area of a single paddock in one of the big holdings of the electorate of Wilcannia. Agricultural settlement would have a wonderful influence in bettering the social conditions which prevail in the Darling country.

Navigation.

Obviously one of the first uses to which the Darling River could be put was that of navigation. No doubt this use played an important part in encouraging the original occupation. From then till now land carriage has heavily handicapped production. In dry seasons teams have to carry their own fodder, and in wet seasons the unmetalled roads in a soft country cut up quickly, causing frequent and costly delays. Only one railway has so far touched the Darling. The average carriage rate to shipping ports for western produce is still so high as to be one of the severest taxes on industrial enterprise in that part of the colony. Additional railways are certain to be constructed in the course of time; but the experience of the world proves conclusively that they will not supersede water traffic. Economic results are often obtained by working the two systems together; but the iron road cannot destroy canal or river services where there is a level competition.

In France, where there is practically no competition, as will presently be explained, inland navigation is one of the foundations of national prosperity. According to the *Engineer* (October 21, 1892), the length of waterway available for traffic approximates 8,000 miles. "Of this 650 miles are returned as tidal, 2,100 miles navigable without works, 2,250 miles canalised rivers, 3,000 miles canals. The State administers the whole of these, with the exception of about 600 miles—a little over 7 per cent. of the entire length. The annual cost of maintenance of the 8,000 miles is about £520,000." Over 15,000 vessels are employed on these waterways, and in 1888 the traffic amounted to 1,982,200,000 ton-miles. Since the year 1880 all the State waterways, which cost £60,000,000 for construction and re-purchase, have been free of toll, no charge having been made even for working the locks and bridges. "The waterways," says the *Engineer*, "are maintained in good condition for the use of the public, as our high roads are, but the cost of transport along them is probably one-tenth the cost of transport on the roads, and so a benefit accrues to the public, who need the goods conveyed as economically as possible. On routes where the traffic is heavy, the average freight is ·0322d. per ton per mile on rivers, and 25 per cent. less on canals." The *Engineer* estimates the inland waterways of England and Wales at about 4,000 miles, many of them, though nominally owned by canal companies, being controlled by the great railway companies, which maintain the works and manage the traffic. America, India, and other countries, might also be quoted in support of the contention that railways do not efface the advantages of waterways.

A peculiar difficulty has, however, always attached to the navigable use of the Darling. Nature, indifferent to the political lines which might afterwards be drawn on the map of Australia, fixed the geographical course of the river in a way that distinctly favours Melbourne and Adelaide against Sydney as shipping ports for produce. Able railway management has lately succeeded in securing about half of the Darling trade for Sydney, in spite of the geographical direction of the river; but politicians and merchants, as may easily be imagined, are not satisfied with half of the trade. Their ambition and interest are to bring all New South Wales produce to a New South Wales market or shipping port. To convert the Darling into a permanent road to Melbourne and Adelaide at the expense of this colony is an idea too benevolent for serious contemplation. What has been considered for several years is the advisability of canalising the Darling, and of so administering the canalised river as to force the traffic to Sydney. The early discussions of this subject it is not worth while to revive. A good starting point now is the scheme or proposal set forth by Mr. Darley, Engineer-in-Chief for Harbours-and-Rivers, in a minute dated November, 1890.

Mr. Darley's Proposal.

Mr. Darley thinks that an expenditure of less than £1,500,000 would ensure a permanently navigable river from Walgett to Wentworth. He frankly admits that under present conditions the revenue would probably be insufficient to directly pay interest on the outlay, but thinks that the indirect benefit of a locked river as a feeder to the railways, securing all the trade of the north-western district, would be very great. "The weirs," he adds, "will also assist in conserving water for irrigation, which, in the near future, must be turned to profitable account all along our western rivers, as nothing tends so much to increase settlement as irrigation where there is good communication. It is not at all improbable if this work be undertaken that it will be found that settlement, and the traffic consequent thereupon, will increase rapidly as the work progresses." The annual interest and working expenses on the Bourke-Wentworth section of the river is set down as about £52,000, and the traffic required to supply this revenue is put at 40,000 to 50,000 tons per mile per annum. But Mr. Darley fears that the actual tonnage is considerably less than one-fourth of the quantity required; in other words, the indirect railway benefit, and the prospective benefit of increased settlement consequent on irrigation, would together be responsible for three-fourths of the annual bill for interest and working expenses. "I think," he says, "a prospective and indirect return may fairly be counted upon as sufficient, I have no doubt, to warrant the expenditure being incurred." Mr. Darley summarises his proposal as follows:—

I estimate the cost of the whole undertaking as follows:	£
To 23 locks complete, at £23,000 each, average	529,000
To 23 weirs, average cost at, say, £5,000	115,000
To 23 lock-keepers' houses at, say, £400	9,200
To dams and sluices in lakes and anabranches, say	50,000
To wharfs and cranes	20,000
To snagging and clearing river banks	25,000
To dredging in river	250,000
To preliminary surveys	6,000
To engineering, supervision, contingencies, say, 7½ per cent.	75,800
Total	£1,080,000

So far I have only dealt with the question of opening permanent navigation between Wentworth and Bourke, a distance of 900 miles. There is no reason why the same improvement should not be continued up past Brewarrina to Walgett, a further distance of 290 miles, with an equally beneficial result to the country passed through. The fall in the river and other conditions generally are almost identical; so that the cost may fairly be put down at the same rate, viz., £1,200 per mile, making this length cost £348,000. It will thus be seen that for less than £1,500,000 sterling permanent navigation, and consequently cheap carriage, would be secured along 1,200 miles of river, lying wholly within the interior of this colony.

Mr. Darley had primarily in view the interests of navigation. His proposal is to construct weirs and locks at distances of about 40 miles; the weirs to be fixed and 10 feet high, and the locks to be 33 feet wide and 132 feet long, and to be placed, separately from the weirs, in cuttings in the necks of bends. Mr. M'Kinney, in the proposal which appears in another part of this report, keeps the interests of irrigation equally in view with those of navigation. In regard to some of the principal details he differs widely from Mr. Darley, but the two estimates of aggregate

aggregate cost and annual charges are not far apart when the magnitude of the work is kept in mind. Taking Mr. M'Kinney's estimates as the basis of inquiry, we have to ask whether so large an expenditure upon the Darling is capable of justification.

Locking the River for Navigation.

First, this question should be considered in the light of the existing conditions of settlement and industry. For the present at least the Wentworth-Wilcannia length of the river may be excluded from view. It is extremely doubtful—and we understand that this opinion is held by the Railway Commissioners—whether any practicable scale of river dues would force any material proportion of the wool grown below Wilcannia to Bourke for transport by rail to Sydney. In any case it seems clear that attention should be confined for some time to come to the Wilcannia-Walgett length of the river, and that the Walgett-Mungindi length is more likely to yield traffic to Sydney as a result of expenditure in improving the navigation than that between Wilcannia and Wentworth. Here we are met by the serious difficulty of arriving at an exact estimate of the number of mile-tons per annum now carried on the river between Wilcannia and Walgett. Unfortunately, although the importance of such data in calculating the probable revenue which could be set against the cost of locking the Darling is apparent at a glance, no record has been kept. What we do know is that able railway management is steadily lessening the percentage of New South Wales wool shipped from ports of other colonies. In the year 1878 only 48·7 per cent. of the wool grown in this colony was shipped from our own ports, leaving 51·3 to the ports of other colonies. In 1891 the percentages were respectively 71·5 and 28·5. The returns of the Bourke railway show that Darling wool has been considerably affected by this change. In the season of 1885-86 the number of bales of wool carried on the Bourke line totalled 28,717. In the season of 1891-92 the figures totalled 87,000. So effectively has this line been administered that hardly any of the produce of the Upper Darling country gets past Bourke. A large proportion of the produce of the Bourke-Wilcannia country, which formerly went southwards, has also been secured. But there are limits to what can be accomplished in the face of great difficulties by the ablest railway management. What is now unknown is how much additional traffic would be secured by the Bourke railway if the river were locked between Wilcannia and Walgett, and stiff dues imposed on produce sent to Melbourne or Adelaide for shipment to London or the Continent. A permanent river would extend the effective area of the Bourke railway, and the more certainly if producers had to face the alternative of punitive dues. The abolition of land carriage, except between back stations and the river, would undoubtedly be an appreciable economy to pastoralists, as also would the larger command of the market afforded by sure and rapid transit. At Brewarrina we were told of a frontage holding which, through a navigable river, this season saved £2 per ton. Another, which teamed its wool last season, did not get the last of it to Bourke till January; this year it commenced shearing early in August, and, by the use of the river, all the wool was in Sydney by the end of October. Examples of this kind could be multiplied. On town and station supplies Walgett saves about £3 per ton when there is a navigable river. The aggregate economy to producers and merchants of a permanent stream would be a great boon to a deserving and often distressed population.

According to Mr. M'Kinney, the capital cost of locking the river from Walgett to Wilcannia, a distance of 684 miles, on the lines of his scheme would be £735,600, and the annual charges would amount to £44,424. Under present conditions of settlement and industry, it is unlikely that the river traffic can be raised above 15,000 tons per mile per annum. This, we think, is a generous estimate. It is far in excess of the present traffic. Of the present traffic, a large, a very large, proportion will certainly be retained so long as or whenever the Darling is navigable; and within the existing effective area of the Bourke railway any increase of production will be secured without additional expenditure on the river. Not that much increase of pastoral produce is to be looked for immediately. Subdivision and concentration, as we have pointed out, are doing something in that direction; but improvements aim at little beyond economising the natural vegetation, and it should not be forgotten that most of the Darling country is badly infested by rabbits. Indisputably, a locked river would enlarge the effective area of the Bourke railways, as also of lines to Wilcannia and Walgett, in the event of their being added to

to the system of iron roads; but it is for the railway authorities to show that the probable enlargement would justify the necessary expenditure. Counting in all the direct and indirect benefit to this colony of the increased traffic, it seems to us that under present conditions of settlement and industry in the Darling country a locked river would be an over-costly convenience.

Improvement of the Upper Darling and Tributaries.

We may here, however, call attention to the fact that while about £80,000 has been expended upon the improvement of the navigation of the Darling between Bourke and Wentworth, the channel north of Bourke has been utterly neglected. To free the Lower Darling of snags and other impediments has, for the most part, facilitated traffic with the southern colonies. Nothing can be said against this, perhaps. Much of the road and bridge outlay near the borders can only have the effect of enabling settlers to take advantage of markets and ports outside New South Wales. Border settlers are entitled to a share of assistance of this kind, the more so, possibly, because much of their produce is cheapened in their hands by the action of hostile tariffs. But it is strange that nothing has been done to help and safeguard the navigation of the Upper Darling, the trade of which is almost wholly retained within this colony. Not one ton in a hundred, according to the testimony of the leading western carrier, goes south of Bourke. It is not necessary to press this proportion to the point of literal exactness to exhibit a real grievance in a strong light. When the upper river is high, the boats get through from Walgett to Bourke with remarkable freedom from accident. It goes without saying, that they are handled with great skill and care; but navigation is risky when the river is low. The river should be snagged as far as navigation can safely be extended, and this ere long will be to the Queensland border. A steamer visited Mogil in July last. And in this connection the more important tributaries should not be overlooked. In the *Western Herald* (Bourke), of 13th July, 1892, a letter, signed "Pioneer," appears, from which we make the following extract:—"Mention of the Culgoa recalls to my mind the possibility of adding this to the list of navigable streams in New South Wales. I believe that by the expenditure of £20,000, or less, this river could be made navigable as far as St. George, in Queensland. Like many other streams in Australia, this river, though small in its embouchure into the Darling gets gradually larger as you proceed towards its source, and after you have passed the points where the Birie and Narran are taken from it, assumes the proportions of a mighty river, equal to the Darling itself. The soil on either side of the Culgoa is much better adapted for irrigation than that on the Darling. The rich red loam which at present supports the thick belts of gidgea scrub could not be surpassed for the cultivation of fruit or cereals. The red soil of the Culgoa would undoubtedly prove equal to the much-belauded mallee of Victoria, and the Culgoa has almost a periodical flow. In 1886, the steamer *Cato* ascended the river as far as Luscombe's Hotel, and those who are acquainted with the portion of the river which she would have to pass over to do this will bear me out in saying that this is the worst section from the junction to the Queensland border." From the information we were able to gather, we have no doubt that it will ultimately be possible to use some of the smaller streams as feeders of the traffic of the main river.

Regarding the importance of the Culgoa River it may here be explained that the Maranoa and Condamine Rivers—two of the largest of the Queensland tributaries of the Darling—unite and form the Balonne River. This divides, and its waters form several rivers of which the Culgoa is, in some respects, certainly the most important. The effective drainage areas of the Condamine and Maranoa combined amount to over 23,000 square miles, of which over two-thirds belong to the Condamine. As the rainfall on the effective catchment area of this river averages over 25 inches, the importance of the Balonne River and its great effluent, the Culgoa, is easily understood.

Possibility of Establishing Agriculture.

Grant the possibility of effecting a radical change in the conditions of settlement and industry in the Darling Valley, and a new and more attractive situation at once presents itself. Is it possible, by the aid of irrigation, to establish agriculture profitably upon an extensive scale? Whenever this question can be answered in the affirmative,

affirmative, the problem of making a locked river a commercial success will be solved satisfactorily. A locked river is a condition precedent of extensive agriculture in that part of the colony; but the traffic which would grow up would be so great as in the course of years to demand the construction of additional railways.

A plentiful and cheap supply of water, fertile soil, and a favourable climate are the indispensable natural factors of agricultural production. Elsewhere, it is shown that the minimum quantity of water, that is, the quantity which would be conserved in a dry season by the weirs proposed by Mr. M'Kinney, would suffice to irrigate at least 100 acres of crops for every mile of the length of river treated. The maximum quantity would be that of a high river during those months of the year when irrigation would be required in agricultural production. Such a river has been available this year. Between May and December an immense volume of water has been flowing to the sea, a volume large enough to have ensured heavy crops on many hundreds of thousands of acres along the Darling's course. Guided by experience, additional conserving works, taking in the anabranches, creeks, tributary rivers, billabongs, and lakes, as well as the main channel, would enormously raise the minimum supply from time to time. The climate is as stimulating to vegetable growth as could be desired. With continuously moist soil, a high atmospheric temperature is a valuable aid to production. And of fertile soil there is far more than could ever be irrigated by conserved waters. The valley of the Darling is admittedly rich in this respect. "The soil will grow anything," was the almost unvarying testimony we heard as to its capabilities. It is unnecessary to press this absolutely. We append a statement of unalienated lands within 3 miles of ordinary flood marks of the Darling River and its principal lakes, anabranches, and tally-walkas. The total amounts to 3,970,310 acres. Here, without extending the 3-mile limit, which could reasonably be extended, there is ample space to pick and choose fertile space for agricultural operations. Our observation convinced us that the picking and choosing would not be attended by much difficulty, except that of embarrassing abundance.

Irregularity of water supply, and deficiency and costliness of market communications, have been the causes which in the past have prohibited agricultural enterprise in the Darling valley. The first of these causes would, of course, disappear if the main river were converted into a reservoir. The question of questions is whether agriculture could be carried on profitably. Assuming that large crops could be raised by the aid of irrigation, could they be sold at remunerative prices? Here, in the absence of experience, we must to some extent deal with probabilities; but new countries can be industrially conquered and developed only by enterprise founded more or less upon probabilities.

Cost of Lifting and Distributing Water.

Irrigation from the Darling River will have to be carried on by steam-powered machinery. In the back country artesian water can be gravitated over the croplands, but along the river course the pump must be used. This, however, is a power which has wonderfully cheapened in recent years. Even in Western America, where the enormous storage of winter snows on mountain ranges, available for summer use, has naturally established a prejudice in favour of gravitation, the steam-pump is rapidly coming into favour. The *Irrigation Age*, the organ of the irrigation industry in California and other western states, says (February, 1892):—"For many years the tortuous, and often-costly ditch or canal, stretching frequently many miles above the point where the water was to be applied, was thought to be the only practicable method for obtaining irrigation supplies. Although a heavy expense was thus occasioned, and a large percentage of the water was lost by evaporation and seepage, no attempt was for years made to utilise any of the modern methods of handling water in large quantities. Now, the construction of pumping machinery for irrigation forms a large and growing industry in the manufacturing centres. Where large amounts are needed, steam power is used in California, and it has been found that the cost of putting water on growing crops may be reduced to a very small amount. Many engines are now in use along streams in the northern part of the state, which supply as high as 40,000 gallons per minute, and which are utilised for the cultivation of large areas in orchard, vineyard, alfalfa (lucerne), &c. When the cost is thus distributed among a number of land-owners, it becomes a very small tax upon each.

A pumping plant with 50 horse-power engine will raise 7,500,000 gallons of water to a height of 10 ft. every ten hours. This amount of water will cover 23 acres to the depth of a foot in the period mentioned. The cost of the plant will be £600. It will require one man and about one ton of coal daily to operate it. In many places wood is so abundant and cheap that coal need not be used, while in numerous localities straw may be burned, thereby reducing the cost of fuel to a minimum." On the Darling the irrigated land would be so close to the river as to minimise the channelling necessary to distribution. Wood is now sold to the steamers at 5s. per ton, which, as already on the Murray, would be reduced to 3s. by a large consumption. Pumping power, where desirable, could be placed in barges, and moved from point to point. Great works, other than the weirs and locks in the river, would not be generally required.

In estimating the cost of pumping and distributing water for irrigation, we endeavoured to ascertain the actual outlay per acre per annum on the irrigation now carried on in this colony. The information received differed widely in different cases, and in some it showed clearly that the water must have been used in a very wasteful manner. This is not surprising when it is considered that irrigation in this colony is only in its infancy, and is carried on as a rule in isolated patches, where the enterprising settler has nothing of the same kind in his neighbourhood as a guide or for comparison. Under these circumstances we deemed it advisable to communicate with Mr. Stuart Murray, Chief Engineer for Water Supply in Victoria. The question which we submitted to him was the cost per inch per acre for pumping and distributing water when the average lift is 30 feet, and the land irrigated lies close to the river bank. Mr. Murray replied that the cost would be from 3d. to 5d. per inch per acre, and that this would include interest on plant as well as cost of working. Taking the higher of these figures and making the very liberal allowance of 12 inches for the complete watering of a crop, we have a total cost of 5s. per acre. From our inquiries, it is clear that a large allowance has to be made for defective management and waste of water, but we think that this should be amply met by taking as the average cost of irrigation double the maximum which it should be in Mr. Murray's opinion. We thus arrive at a rate of 10s. per annum as the gross cost of irrigating an acre of cereals by pumping under average conditions from the River Darling. At present no person, except those who have special Acts of Parliament, has any right to take water for irrigation from any river in this colony, and the appliances which have been erected for this purpose exist on sufferance only. The necessity for proclaiming the right of the State to the natural supplies of water is now universally admitted, and this principle is embodied in the Bill now before Parliament. As the State will have to take the responsibility of deciding on the quantity of water which can be granted to irrigators, and will give security to their works, it is only equitable that this security should be paid for, and we are of opinion that 5s. per acre irrigated would be a reasonable charge. The entire outlay of an irrigator would thus be 15s. per acre per annum; and included in this he would have defined water rights and security for his pumping plant and works.

Cost of Carrying Grain.

Coming now to the matter of carriage, it may be predicted with certainty that river freights will be very considerably lower on a permanent river, having a greatly augmented volume of trade, than they can be made under the existing conditions. The locks proposed by Mr. M'Kinney will accommodate large cargoes, and large cargoes mean economy. As to the railway, we must take the Bourke rate under the tariff now in force. Grain is charged 17s. 11d. per ton in 6-ton truck-loads from January to September inclusive, and 20s. 7d. from October to December inclusive. The lower rate is the one which would be taken advantage of, as the higher rate is only intended to keep the grain back while wool is occupying the line. When conveyed in 24-ton lots from one or more consignors to one consignee a reduction of 5 per cent is made upon the rate for 6-ton loads. This concession, it is safe to say, would not be neglected. What we get, then, is a rate of 17s. 0¼d. per ton. Agricultural freights are lower in New South Wales than in the other colonies. The distance from Bourke to Sydney is 503 miles. In Victoria the charge for a distance of 250 miles is 18s., and in South Australia the charge for 200 miles is 17s. 9d., so that the great distance of Bourke from Sydney does not of itself prohibit agricultural production.

production. But there is another comparison available. Agriculture has been progressing by leaps and bounds during recent years in the Murrumbidgee and Murray valleys. In the Murrumbidgee the area under wheat has increased to nearly eleven times what it was in 1882, and there is a very large area of the same crop in the New South Wales portion of the Murray valley. Inasmuch as a hostile tariff closes the Melbourne market to the produce of these districts, what is not locally consumed comes to Sydney. Obviously, much of it must be carried further than 300 miles, but we will take that distance for our purpose. The rate per ton in 6-ton loads, with the 5 per cent. deducted, will be about 13s. 9¾d. The difference between that and the Bourke rate is 3s. 2½d., or, say, 1 bushel of wheat. Now, turning to Mr. Coghlan's table of the wheat-yield per acre in the various districts of the colony, we find that the average for the Murray from the season 1882–3 to that of 1890–1 is 11·3 bushels, the yield ranging from 14·4 in 1886–7 to 7·7 in 1888–9. The average for the Murrumbidgee is 11·9, the yield ranging from 19·9 in 1886–7 to 3·4 in 1888–9. Districts enjoying a heavier rainfall show higher averages; as, for example, New England with 17·1 bushels, and Glen Innes with 16·6. All, however, show remarkable variations, caused by climatic irregularities. Now, one notorious benefit of irrigation is that it minimises uncertainty and variation of crop. With good farming it ensures something like an approximation to the maximum crop that the soil and climate are capable of. Is it too much to expect that irrigated lands on the Darling would produce on the average 5 bushels of wheat per acre more than the output of the unirrigated lands of the Murray and Murrumbidgee? If they would, then this fact, taken together with the cheapness of the land, would be an effective set-off to the cost of irrigation and the higher carriage. Should agriculture develop into a great Darling industry, we believe cereals will be the leading product. For the sake of economy in the distribution of water, in all probability it will be deemed necessary to use land which lies close to the river. All the so-called black soil is within the extraordinary flood limit. This liability cannot, it seems to us, be avoided. To keep agriculture outside this limit would, in the long run, be more costly than to accept the risk of an occasional flood. We saw a great deal of good land which was flooded in 1864 and in 1890, but never between those two dates. It is easily worked, and though when first irrigated it would be found very absorbent, there is no reason to doubt that, repeating a familiar fact in other countries, the duty of water, that is, the effectiveness of a given quantity, would afterwards be extended.

Fruit and Wine Production.

Fruit and wine are high-priced, as cereals are low-priced commodities, and the former are not to be excluded from a general view of the agricultural capabilities of the Darling valley. Fruit and wine production is a particularly desirable industry because it means small holdings and favours compact settlement, in which a richer social life and the play of co-operative economies are possible. It is full of intrinsic interest for intelligent minds, and thus attracts a high class of settlers. A few popuations of this kind in the Darling Valley would be of undoubted value. But there are limitations to this form of industry. The climate is prohibitory of the growth of what are known as hardy fruits, such as apples of sorts that would bear exporting to the markets in the other hemisphere. On the other hand, the soft sub-tropical fruits can be grown to perfection. Within the flood limit, the orange, lemon, mulberry, quince, fig, and vine flourish, as also do the stone fruits, but the former generally survived the 1890 flood, and were apparently none the worse, and, in some instances, distinctly the better for that visitation, while the latter generally perished. Whatever can be done in fruit and wine production on the Murray can be repeated on the Darling. If it should be thought necessary to keep above the flood level, there is plenty of red soil available near the river. The Wentworth "colony" will perhaps be a visible thing before very long, and Bourke is considering a scheme elaborated by Mr. E. D. Millen. Wilcannia and Brewarrina also have excellent sites. An agricultural population near each of the old river towns would give them a new starting point of development. Taking into consideration, however, the distance from shipping ports, and the still unsolved problems of long sea carriage of perishable commodities, there is no immediate prospect for green fruit. The produce of orchards and vineyards would have to be sent to market in the form of dried and canned goods and wine. The world's consumption of these luxuries steadily increases.

Fodder Crops.

Heavy fodder crops are easily raised on the Darling by the aid of irrigation, but the demand is limited to the few hundred tons required to sustain horses and especially valuable stock in bad seasons. Even in this restricted view, fodder growing is an important economy. On one holding, which now maintains an irrigation farm, the fodder bill in a year of exceptional severity amounted to £2,300. Even now hay sells, at many points of the river, at £10 per ton, and rises to £14 or more when it has to be teamed long distances. For many years most of the fodder used was imported, but now most of the frontage lessees supply themselves. It was our pleasant experience to steam past several of the irrigated cultivations while harvesting was in progress, and to note many a stack of hay awaiting a season of deficient natural pasturage. These oases were vividly suggestive of the transforming effect which extensive agriculture would have upon the valley. From the *Western Herald* we learned that irrigation farms have been started at several of the artesian bores west of the Darling, with every promise of profit. But all this is but the tiniest beginning of agriculture. Indeed its indirect is greater than its direct value. It demonstrates what can be done by joining the water to the soil and sunshine. It furnishes a number of object-lessons which are educating the settlers in regard to further possibilities of production. Is there any hope that a big demand for fodder will come into existence? On our way to Walgett we visited Mr. Wills-Allen's well-known irrigation farm on the Namoi. About 600 acres are now cultivated and there is some idea of expanding the area to 2,000 acres. The completeness of the irrigating and agricultural plant employed hints that the owner is in the happy position of being able to experiment thoroughly. His methods and the visible results testify to the clear intelligence at the back of all that has been attempted. Perhaps he is one of the men who succeed in a level competition because his equipment of faculty is distinctly above that of the men who fail. But, even so, the means successful men use are always worthy of consideration. Mr. Wills-Allen's contention is that an irrigation farm is a valuable, and may yet come to be an indispensable supplemental resource of a pastoral holding. The Gunnedah rainfall is sometimes so abundant that the supplies of dry and green fodder on the farm remain untouched throughout the summer. So much the better; but the stacks of hay, and the ploughs, and the irrigation channels and machinery, and the fields of lucerne are there; and the fear of drought dies out of the owner's heart. Last summer about 4,000 sheep were depastured for nearly four months on a 200-acre lucerne paddock on this farm. The provision is an insurance against loss, and justifies the stocking of the country up to its maximum capacity. The rich, deep, loamy soil grows luxuriant crops, which make an attractive bit of colour in what is at times a drought-stricken monotony. Admitting that the experiment had been a costly one, Mr. Wills-Allen said that if he had to begin life as a pastoralist again, but with the benefit of accumulated experience, the first thing he would start would be the irrigation farm. We do not put forward this illustration as one of immediate and wide applicability to the Darling. A comparison of conditions of production between Gunnedah and, say, Walgett, is in favour of the former; and it can readily be understood that what might be a source of profit in the one case might be a cause of loss in the other. But there has been much discussion lately in the pastoral community about the desirability of placing the frozen meat export trade on a broader and more profitable basis. The English market can only be captured and held by maintaining a high and even standard of quality, and regularity of supply. We were assured that crossbreds thrive in the Darling country—that the notion that the climate is inimical to them is pretty well exploded. And so the question suggests irself, whether stock intended for the frozen-meat trade could not be fattened on irrigated lands adjacent to the river.

Artesian Water for Irrigation.

Both on the Namoi and on the Darling we found that the idea of utilising the rivers in agricultural production was taking deep root in the mind of all classes of the population. Often when we feared we should encounter ignorance and prejudice, we met with knowledge and faith. Many are looking to irrigation for a beneficial change in the industrial conditions. In this connection it may be mentioned that the farms which have been started at artesian bores are having an excellent educative effect. For irrigation purposes this water is extremely cheap.

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For example, the bore at the irrigation farm on Kerribree cost about £2,000, and yields 2,000,000 gallons per day, which is enough to supply several hundreds of acres of crops. The statement that artesian water is fatal to vegetation is generally baseless. Even if the cumulative effect of the water should in some instances prove temporarily injurious, new land could be cultivated while the old recovered. So far, this cumulative effect is only a fear. Artesian water is extensively used in American irrigation. Colonel Hinton, the well-known authority on the subject, writing recently in the *Irrigation Age*, says: "The total of flowing wells, west of the 97th meridian, is now 13,972. No marked diminution is recorded except in the case of the Denver basin and a few score smaller wells scattered through Texas, the San Luis Valley, Colorado, in several of the smaller basins in Kansas, and in half-a-dozen of the deeper and stronger flowing wells of the Dakota basin. In all those cases of decreased flow, the cause can probably be found in bad casing and the filling up with sand or other material, except in the Denver basin, where it is the result of draining a water pocket, which may again be filled if the daily drain thereon shall be lightened. The use of these wells in irrigation has only just begun. The estimate in the two Dakotas of areas so irrigated is 6,000 acres. In California it will be at least 50,000 acres. Elsewhere there will be sufficient irrigation through artesian water to make the total area not less than 100,000 acres." This testimony should encourage Australians who are in command of artesian water to make the most profitable use of their possession and opportunity. In regard to the permanency of the artesian supply, we found that a wide diversity of views existed. If it be a fact that the bores are simply tapping a deposit, then, no matter how immense the deposit, it is merely, of course, a question of time when the supply will be exhausted. If, on the other hand, the water is virtually a stream, then, within the limits of its dimensions, permanency is assured. It is exceedingly desirable that this question should, if possible, be determined by scientific investigation.

Revenue from Irrigation and Navigation.

Assuming now, for the sake of statement and argument, that agricultural production and settlement on an extensive scale could be established in the Darling valley, it is not difficult to see that the revenue from a locked river would abundantly justify the expenditure thereupon. The minimum supply of water which weirs, as proposed by Mr. M'Kinney, would conserve in the Wilcannia-Walgett length of the river should irrigate about 71,340 acres, which at a charge of 5s. per acre for the water right would yield £17,835. This deducted from £44,424, the estimated annual charge for interest and maintenance of the works, leaves about £26,589 to come from river dues and increased railway traffic. A locked river, it is admitted, would greatly increase the revenue of the Bourke line without reference to agricultural production and settlement, but when the traffic consequent upon agriculture is added to the pastoral traffic, all doubt as to sufficient revenue vanishes. The same acreage on the Darling which now produces a fleece of wool would yield 2 tons of wheat. Agriculture is ahead of most other industries in regard to the tonnage of its products. It is worth while to glance at the progress made in agriculture in recent years in parts of the colony which for many years were devoted almost exclusively to the pastoral industry. The total area under cultivation in the New South Wales portion of the Murray Valley in 1882 was 55,763 acres, of which wheat amounted to 38,928. In 1891 the figures were respectively 107,194 and 63,423. The Murrumbidgee area under cultivation in 1882 was 13,045 acres, which in 1891 had increased to 94,280. So, granting that agriculture aided by irrigation can be profitably carried on in the Darling valley, settlement might reasonably be expected to soon overtake the minimum supply of water in the locked river. And when that point is reached there will in all probability be no hesitation before using some of the numerous facilities for conserving additional supplies of water. But of course it is the minimum case for which justification has to be established, and it is to this, therefore, that we have addressed ourselves.

Weirs.

The necessity for irrigation in order to develop the productive capabilities of the Darling country having been shown, and also the importance of the river as a highway for trade, the question of conservation works to meet both objects has now to be considered. If it were practicable to construct a series of weirs of such height that a portion of the water could be diverted into natural or artificial channels, so as

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to enable a certain area of irrigation to be carried on by gravitation, there is no doubt that this method would be by far the most advantageous. Unfortunately the recent inspection has discouraged hope in this direction. Not one suitable site was seen where the water could be diverted and distributed by gravitation. Between Walgett and Wilcannia the general fall of the country is to the Darling, and not from it as is frequently the case in regard to the Murray and the Murrumbidgee. Not only so, but it was abundantly evident that important changes in the course of the Darling are constantly taking place, and that these changes are due in many cases to comparatively small obstructions. The construction of fixed weirs or other works which would present obstructions of considerable magnitude in the way of flood-waters should be avoided as far as possible. The first cost of a sound permanent weir would not in many cases be heavy; but the cost of compelling the river to flow over that weir would be a very different matter. There is every probability that the formation of the Cato and Tarrion Creeks was caused by the bar of rocks which forms a natural weir 10 feet in height at Brewarrina. The influence of the Cato Creek on the flow of the Darling is increasing with every flood, and has already begun to affect the navigation. Formerly when the Cato Creek began to run it was practicable to take an average steamer over the rocks at Brewarrina, but now a flow of 4 or 5 feet is required before the navigation is safe. When the Darling at Brewarrina is at 11 ft. 9 in. on the gauge below the rocks it begins to flow in Cato Creek; whereas old residents state that formerly it required 20 ft. at Brewarrina to have this effect. The evidence on this subject differs slightly, but all testimony agrees in representing that the quantity of water which flows from the Darling through the Cato Creek is steadily on the increase.

The inevitable conclusions to which these considerations lead are—First, that the construction of high weirs cannot at present be entertained; and, second, that the construction of fixed weirs, or of works of any kind which would interfere in any important degree with the flood section of the river, would involve much risk and expense. Under these circumstances there is a compulsion to adopt movable weirs which would present no obstruction whatever during floods.

In cases which present any similarity to the Darling River, movable weirs are adopted in France and America. Even England since it began to awake to the importance of river conservancy has adopted weirs of this description in several notable instances. The reasons which have been advanced in opposition to the adoption of movable weirs on the Darling are, first, that they would require more care and involve more expense in their maintenance and management than fixed weirs, and, second, that they would be liable to injury from floating logs. With reference to the first of these objections, very complete records have been kept in regard to the labour necessary in working such movable weirs in the Great Kanawha River in the United States, and these records show that the maximum number of men required in any one case was six for the working of a lock and weir. As the locks are 340 feet by 55 feet, and the weirs are also on a much larger scale than those now contemplated, and as the Great Kanawha rises much more frequently and rapidly than the Darling does, it is considered that two men will be sufficient to maintain at each Darling lock, and that the services of these men will be available for several months in every year for removing floating timber and otherwise keeping the river channel in order. As rises occur slowly, and at long intervals in the Darling, it will be an easy matter to obtain additional assistance in ample time whenever required for the working of the weirs and locks. As to the second objection, it is sufficient to point out that during floods, when floating logs are met with in the Darling, the weirs would be flat on the bed of the river, and that when the weirs were up there would be no floating timber.

As the quantity of water would increase largely with increased height of weirs, it is obvious that the height should be as great as could be worked with a fair degree of ease and celerity. On the American river already mentioned the greatest height adopted is 14 feet, and it would probably be advisable at the outset to regard this height as a maximum for the Darling, though there is no doubt that as experience in the use of such weirs accumulates the height can be increased. Since any permanent bridge for the working of these weirs would be costly as well as open to the objection that it would intercept floating timber and debris, the best way to work the weirs

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would be from movable bridges, as is frequently done in France, or by means of manœuvring boats, as recently adopted in some cases in America, or by gearing operated from one or both ends of the weirs, or by the latter two methods combined. The weirs would occasionally be down for long periods, as from June till November, 1889, or from February, 1890, till February, 1892; and, therefore, it is desirable that the parts which would necessarily be submerged should be as few and as simple as possible. For this reason it would be well to avoid as far as practicable the use of bridges which would fold down into the river bed.

Locks.

Having defined the principles on which the weirs should be constructed, the next points to be dealt with are the position, nature, and dimensions of the locks which should be adopted. The conclusion arrived at during the recent inspection of the Darling was that, as a general rule, the best place for the locks would be on the side of the river and within the channel, but that possibly in some exceptional cases it may be advantageous to have a lock in the neck of a bend. As the latter class of site has been favoured by Mr. Darley, in the minute already referred to, and also commended, though with certain reservations, by Mr. George Gordon, it is necessary to state that the recent inspection, embracing the whole of the River Darling from Walgett to Wentworth, was made under conditions which probably neither of these undoubtedly high authorities had an opportunity of observing. The velocity of the current across the neck of a bend is greater than that of the normal current of the river, and consequently there is a tendency to erosion in the former case which would have to be guarded against in the whole length of a lock cutting in such a site. Under any circumstances this would involve a heavy outlay; but when it is considered that generally such cuttings would be in friable alluvium, and that the land on both sides of the cutting would be below flood level, it is difficult to see where such outlay would end. If the lock walls in such a position were carried above flood level the obstruction thus presented to flood-waters would create a tendency to scour behind these walls as well as at their down-stream end, so that in every flood precautions would have to be taken to prevent the formation of channels across the bend at both sides of the lock channel. This tendency would be materially increased by the obstruction caused by a fixed weir. Under existing circumstances a natural cutting across the neck of a bend frequently arises from such a comparatively small obstruction in the river as is caused by a fallen tree. If a permanent weir were constructed in the river channel, and a comparatively small channel cut through the neck of a bend adjacent to the weir, it is evident that a strong tendency would be created in the river to enlarge the cutting across the bend. The fact that permanent weirs of moderate height will have little effect in raising the flood level may be advanced in support of the idea that little erosion would be caused by them. This view, however, may lead to misapprehension. The alluvium which has to be dealt with has been deposited by the river, and when, owing to any cause, whether local or general, the velocity at any point rises above what may be termed the depositing velocity for that place, we may expect the alluvium to move on to where that velocity or a lower one is reached. This explains the importance of interfering as little as possible with the regime of the Darling, and of avoiding diminution of the waterway.

The conclusions to which the foregoing considerations lead are: first, that it would be best to have the lock in a straight reach of the river channel and combined with the weir; second, that it would be objectionable, as well as useless, to carry up the lock walls to or above flood level; and, third, that the lock and weir should be so designed as to avoid any diminution of the waterway. The only objection that can be raised to the arrangement of having the lock and weir combined is that steamers or barges might be drawn against the weir by the current. This objection, however, does not hold good, as the weir would be opened before the depth of water on its crest exceeded two feet, and there would be almost still water down to the lock gate.

The next question is that of the dimensions of the locks. In regard to this, it is necessary to bear in mind that the conditions to be met in a canalised river, such as the Darling is proposed to be made, are entirely different to those of the canals of England and France. On this subject, Sir Charles Hartley, probably the highest authority

authority on inland navigation, is very emphatic in his recommendation of locks of large size, and points out that when locks on a canalised river are large and infrequent, and vessels of large tonnage are used, the traffic can be carried on with the greatest economy. In the case of the Darling, where the traffic is small compared to that on many European and American rivers, the element of first cost must be taken largely into account. The steamers now engaged in the Darling trade range up to 120 ft. in length and to 25 ft. 6 in. in beam. The length and beam of the steamers, and the additions which have to be made for rudders and paddle-boxes, are shown for a number of cases in the following statement :—

Name of Steamer.	Length as Registered.	Actual Total Length.	Beam as Registered.	Actual Outside width.	Description.
	ft. in.	ft. in.	ft. in.	ft. in.	
Emily Jane	83 0	89 10	22 0	38 0	Paddle steamer.
Murrumbidgee	82 2	90 6	16 6	31 6	do
Resolute	92 0	98 0	18 8	34 6	do
Ruby	82 0	90 9	18 7	30 8	do
Trafalgar	105 7	112 5	18 9	35 2	do
Victoria	85 2	96 9	14 6	21 9	Stern-wheel steamer.

Full inquiry into the merits of stern-wheel and side-wheel steamers showed that for towing barges the latter are decidedly preferable, and that the use of the former for this purpose is all but discontinued. In a river like the Darling, where the steamers used are limited in dimensions and draught by the existing conditions, the employment of barges may be expected to continue and extend. The lock must therefore be designed to suit side-wheel steamers, and be sufficiently large to take a steamer and a barge together. On the whole the conclusion arrived at was that the lock should not be less than 200 feet in length, nor less than 37 feet in clear width. This width will exclude a few of the boats now used, but the number will not exceed one-fifteenth of them. It is natural to assume that when the river is low, and the weirs are up, the smaller steamers would be used by preference ; so that the exclusion of the largest steamers would cause no inconvenience and have no effect on traffic.

Available Water Supply.

It is unfortunate that the records of the river are very defective for years prior to 1889. During times of low supply the gauge readers seemed to think that the records were not of much importance, and the only return published in such cases was that the river was "low" or "below summer level." It is precisely at such times that accurate returns are most valuable, and, therefore, steps have been taken to prevent the submission of such imperfect returns in the future.

In regard to the quantity of water available for irrigation, it has to be borne in mind that the most important months for consideration are September, October, and November. It has been stated by old and well-informed residents that, so far as the supply in the Darling was concerned, the drought of 1885 was the worst on record ; there was no apparent flow between Bourke and Wilcannia for some months ; yet during that period irrigation was carried on at Winbar by means of a centrifugal pump, which was worked about four days per week without causing any apparent diminution in the hollow in the river from which the water was obtained. In his evidence before the Water Commission, Mr. C. H. Wreford, a pastoralist, owning large interests on the Darling, stated that from 1870 till 1886 the Darling did not cease running except in 1885. Another Darling River pastoralist, Mr. J. Mackay, stated that from 1862 till 1886 there was always a perceptible current in the river at Gundabooka except in 1885. Naturally, the flow ceases oftener on the Lower than on the Upper Darling ; but in regard to actual stoppage of flow at or below Bourke, it would appear that since 1851 stoppages occurred in 1853, 1867, 1885, and 1888. It is doubtful whether during any of these periods the flow ceased during the whole of the spring months ; but even if the supply was entirely stopped in all those years, it only means that without any attempt at conserving the water crops depending on irrigation would have been lost on an average once in ten years. In several other years the supply would have been short ; but if that supply had been conserved by a series of weirs there is no doubt that irrigation could have been carried on upon

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an extensive scale. It is worthy of special note that in his evidence before the Water Commission, Mr. G. Colless, of Brewarrina, stated that he had not known the Darling to cease running at that town since 1851. It is evident from these considerations that the loss of water in lockage is a matter of comparatively small moment, and that the supply of water in the Darling River is much more stable than is generally assumed.

Turning now to the records of height and discharge of the River Darling, as shown in the diagrams hereto attached, it proves that the most instructive are those for Wilcannia and Menindie. In the case of Bourke, the records previous to 1885 have been omitted as unreliable, while even those which are given are defective, particularly for 1885 and 1888. Previous to 1889 no return was given when the discharge fell below 500 to 600 cubic feet per second. In a dry period, when the discharge falls below this, the height of the river diminishes very slowly, so that irrespective of other evidence, it might safely be inferred that during the greater part of the time, when no flow was registered, the quantity of water passing Bourke was really from 100 to 500 cubic feet per second. The returns from Wilcannia appear to be fairly trustworthy, particularly for heights above 5 feet. It is clear from inspection of the diagram that, as at other recording stations, it was assumed that the low-readings were of little importance, and might be omitted. For instance, in August, September, and October, 1880, it is clear by comparison with the Menindie diagram that a considerable flow was passing Wilcannia in those months, though none is shown. Again, in the latter part of 1882, there is a break of about two months in the Wilcannia return, and of only one month at Menindie, although the discharge of the river diminishes towards the latter place. A similar remark applies to 1883. On the whole it proves that in the fourteen years ending 1892, there were two years during which there was no flow at Wilcannia during the spring and early summer months; during eight years there was an abundant supply which did not fall lower than about 1,500 cubic feet per second in spring and early summer; and during the remaining four years there was a partial supply every year at this season, and this supply might be taken at 1,000 cubic feet per second on an average.

The construction of a series of weirs will prevent much of the loss which takes place under existing circumstances by percolation, absorption, and increased evaporation when the river falls to a low level, and will thus have the effect of augmenting the supply. The quantity of water held back by a series of 12-feet weirs from Wentworth to Walgett will, on a low estimate, be about 6,300,000,000 of cubic feet, exclusive of what would be contained in billabongs and anabranches. Taking that length of river as 1,189 miles, this quantity of water would irrigate 121·6 acres in every mile to a depth of 12 inches, or, liberally allowing for waste, say 100 acres to a depth of 10 inches. The total area which could thus be irrigated by the supply of water actually held back by the weirs would be 118,900 acres. Not only does this estimate take no account of the water which would be held back in lagoons and billabongs, but, what is of much greater importance, it excludes the flow which as a rule even in dry seasons would afford a large supply independently of that conserved. When water-rights are defined, and the state is in a position to grant to private enterprise that security which is now a crying want, rates can reasonably be levied for secure water concessions.

In Appendix B a list of the principal lakes along the valley of the Darling is given, showing approximately their dimensions and capacity. The immense capacity of these lakes may be illustrated by a single instance. The water which fills Lake Victoria in flood time would cover 35,350 acres to a depth of one foot, and yet this is not one of the largest of these lakes.

Revenue and Cost of Work.

When, by the passing of suitable legislation, the Government is in a position to deal comprehensively and equitably with the waters of the Darling, some such arrangement as the settlement of a sliding-scale of license fees will be required. It has been shown above that the system of weirs contemplated will hold back sufficient water to irrigate 118,900 acres, and for the right to this quantity of water we suggest 5s. per irrigated acre as a reasonable rate. But it has also been shown that in twelve out of fourteen years a large flow during the spring months can, judging from

from the past, be depended on. Rights to pump from this flowing supply on condition that work should be stopped when the reading on the gauge falls below certain specified heights might be granted subject to reduced license fees. So far as can be judged from the available information, the area of land which can in ordinary years be irrigated during the spring months from the flowing supply will be at least double the area which can be irrigated from the conserved supply. A license fee of only 3s. per acre on account of the former would thus furnish a large return, in addition to the revenue from (1) license fees for rights to pump conserved water, (2) navigation dues, (3) increased railway traffic, (4) increased returns from land. The importance of the storage capacity of billabongs and lakes, the value of the flood supplies, and the fact that the climatic and other conditions favour the production of two crops annually, are points which are fully recognised, though they are not taken into account.

Mr. M'Kinney's estimate of the cost of a complete system of locks to maintain a minimum depth of 6 feet of water from Wentworth to Walgett is as follows:—

Fifty locks and weirs at £22,500	£1,125,000
Huts for men employed, 100 at £120	12,000
Snagging and clearing off overhanging trees, chiefly from Walgett to Bourke	12,000
Wharfs, cranes, &c.	15,000
Preliminary surveys	4,000
Engineering supervision and contingencies, at 5 per cent....	58,000
Total	£1,226,000

The annual charges are calculated as follows:—

Interest at 4 per cent....	£49,040
Maintenance and management	15,000
Repairs and renewals	10,000
Total	£74,040

This should be taken as an outside estimate, the rates for the lowest items being purposely charged high, while the number of locks and weirs is greater than probably would be required. The practicability of reducing the number by dredging and by increasing the heights, though recognised, is not taken into account. It is also necessary to point out that a great work such as this would require years to complete, even under the most favourable circumstances, and that the revenue would develop as the work proceeded. If a complete scheme were elaborated it is obviously desirable that the first portion of it should be regarded as experimental, so that the portions subsequently constructed might be modified by the teachings of experience.

Conclusion.

Settlement would possibly be delayed in its early stages by the difficulty of securing the high type of agriculturist who could accommodate himself to peculiar conditions and new methods. So many facilities exist in this and other colonies for taking up Crown lands under easy terms, that probably there are few men possessing the necessary qualifications who have not already placed themselves. The man who is likely to win success in the Darling Valley must have capacity to adapt himself to novel ways of treating the soil. There is no large class of irrigationists as yet to whom Darling chances would appeal. Pioneers are wanted. To go out so far from the peopled coast, to face the unavoidable privations, to grapple with unfamiliar difficulties, to build foundations, all this requires a type of settler who, no matter how encouraging the conditions of settlement, must trust chiefly in his own intelligence, his own courage and patience, and his own steady toil. But the appeal of opportunities of profit would not remain long unanswered. For ourselves, we look forward confidently to a time when the present monotony of river forest and droughty plain will be changed into an inspiring picture of Australian prosperity.

In

In conclusion, we desire to thankfully acknowledge the assistance derived in the course of our inquiry from many residents in the Darling country, and especially from those connected with river settlement and traffic. We are also indebted to the courtesy of officers in the Government service for valuable information. It may be unnecessary to add that, while we are in hearty accord in regard to the general substance of this report, the responsibility for the purely engineering opinions rests with Mr. M'Kinney alone.

H. G. M'KINNEY, M. INST. C.E.,
Chief Engineer for Water Conservation.

F. W. WARD.

Sydney, 31st December, 1892.

APPENDICES.

(1.) *Tabular Statements.*

A.—Showing reduced level and rate of fall of highest flood surface in 1890.

B.—Giving list and approximate capacity of lakes along the course of the River Darling.

C.—Approximate statement of areas of unalienated land near the waters of the River Darling.

(2.) *Plans.*

(A.)—Drainage area of the River Darling.

(B.)—Diagram showing the height and discharge of the River Darling at Walgett, Brewarrina, Bourke, Wilcannia, Menindie, and Wentworth.

APPENDIX A.

TABLE showing reduced level and rate of fall of highest flood surface in 1890.

Place.	Reduced level. Flood of 1890.	Fall from preceding station.	Distance in miles.	Rate of fall per mile in inches.
	Feet.	Feet.		
Mungindi	.....	.....	.....	.....
Collarindabri	.....	.....	74	.....
Walgett...	433·59	.....	81	.....
Brewarrina	384·60	48·99	160	3·674
Bourke	349·11	35·49	130	3·276
Wilcannia	243·93	105·10	394	3·203
Menindie	201·70	42·23	186	2·187
Menindie Creek	200·93	·77	3	3·080
Pooncaira	155·81	45·12	172	3·148
Tarcoola Rocks	151·96	3·85	24	1·925
Johnstone Rocks	149·96	2·00	16	1·500
Burtundi Rocks	141·82	8·14	19	5·141
Wentworth	112·16	29·66	85	4·187
Walgett	433·59	.....	.....	.....
Bourke	349·11	84·48	290	3·495
Wilcannia	243·93	105·18	394	3·203
Wentworth	112·16	131·77	505	3·135
Bourke	349·11	.....	.....	.....
Wentworth	112·16	236·95	899	3·163
Walgett	433·59	.....	.....	.....
Wentworth	112·16	321·43	1,189	3·244
Flood of 1870.				
Bourke	344·93	.....	.....	.....
Wilcannia	241·55	103·48	394	3·151
Wentworth	117·26	124·19	505	2·953
Bourke	344·93	.....	.....	.....
Wentworth	117·26	227·57	899	3·037

APPENDIX B.

Lakes along Course of River Darling.

Name of Lake.	County in which situated.	Area in Acres.	Approximate maximum depth in ft.	Approximate capacity, cubic feet.
Narran	Finch	9,040	10	2,297,034,000
Terewah or Narran	Narran	20,880	10	5,305,608,000
Tonga	Fitzgerald ...	12,800	8	2,601,984,000
Yetabungie	,, ...	2,560	12	780,594,000
Coopooka	Killara	1,330	.....	.....
Olepololo	,, ...	1,970	9	475,675,000
Peery	,, ...	11,040	8	2,244,211,000
Mooratchia	Yungunlagra ...	230	.....	.....
Nine-mile	,, ...	3,300	15	1,257,795,000
Dick	Young	3,160	12	939,154,000
Copago...	,, ...	770	30	586,971,000
Courntilly	,, ...	.....	.....	.....
Tillinbury	,, ...	.....	.....	.....
Purnawilla	,, ...	.....	.....	.....
Island	.....	.....	.....	.....
Outilla...	Killara	450	.....	.....
Cullewie	,, ...	450	7	85,759,000
Naroolpilly	Rankin	610		.....
Tilpilly...	,, ...	100		.....
Waragoonderie	,, ...	2,300		.....
Wangalara	,, ...	16,640	12	5,796,707,200
Poopelloe	,, ...	40,640	12	13,000,000,000
Gunyulka	,, ...	6,400	10	1,950,000,000
Woychugga	Young	1,536	10	457,380,000
Martha's Bath...	Manara	100	.....	.....
Bobby's Hole	,,	100	.....	.....
Satan's Toe	,,	100	.....	.....
Pigeon's Hole	,,	60	.....	.....
Brumney's Lake	Livingstone ...	3,328	18	1,642,400,000
Victoria	,, ...	3,580	15	1,540,000,000
Waterloo	,, ...	3,460	11	1,078,000,000
Eucalyptus	,, ...	2,220	9	580,000,000
Pelican	,, ...	260	9	67,600,000
White Water	,, ...	370	9	103,680,000
Dry Lake	,, ...	1,920	13	687,000,000
Teryaweynya (including Swan Lake)...	,, ...	5,620	23	10,308,000
Mosley Lake	,, ...	614	12	209,090,000
Long Lake	,, ...	760	16	335,000,000
Minden	,, ...	300	12	104,500,000
Brick-kiln	,, ...	470	9	.....
Haystack	,, ...	470	.....	.....
Sayer Lake	,, ...	3,140	10	878,000,000
Gum	,, ...	2,000	10	526,300,000
Bullabolka	,, ...	9,650	20	8,407,080,000
Ratcatchers	,, ...	11,420	12	5,957,460,000
Denny's	,, ...	2,320	10	607,200,000
Brennan's	,, ...	1,070	10	290,400,000
North	,, ...	5,150	.....	.....
Wallace	,, ...	1,180	.....	.....
Malla	Tandora... ...	940	.....	.....
Bijijie	,, ...	2,500	.....	.....
Tandure	,, ...	4,671	.....	.....
Pamamaroo	,, ...	16,896	.....	.....
Speculation	,, ...	690	23	445,855,000
Menindie	Menindie ...	38,707	15	16,720,000,000
Cawndilla	,, ...	21,830	31	17,195,709,000
Bucobilli	,, ...	384	12	117,089,000
Emu	,, ...	2,867	10	749,319,000
Nellegoe	,, ...	7,040	10	1,839,974,000
Tandou	,, ...	43,392	7	7,560,622,000
Kangaroo	,, ...	1,587	12	1,483,908,000
Bintullia	,, ...	102	.....	.....

APPENDIX B.—Lakes along course of River Darling.—*continued.*

Name of Lake.	County in which situated.	Area in Acres.	Approximate maximum depth in ft.	Approximate capacity, cubic feet.
Yartla	Windeyer ...	2,660	.....	.....
Popio	,, ...	947	.....	.....
Popilta	,, ...	9,600	.....	.....
Nearie	,, ...	3,360	16	1,460,600,000
Nitchie	,, ...	.....	.....	.....
Milkengay	Tara	1,060	18	562,200,000
Traveller's Lake	Windeyer ...	.....	.....	.....
Yeltow...	.....	.....	13	.....
Nialia	.....	.....	3	.....

REMARKS:

Narran and Terewah, or Narran, are filled by Narran River, but occasionally overflow to Darling.

Tonga, Tintabungee, Coopooka, Olepoloko, Perry, Mooratchia, Nine-mile, Dick, Copago, Courntilly, Tillinbury, Purnawilla Island, and Outilla Lakes are on the Paroo Channel.

Gunyulka is filled by the Upper Tallywalka.

Wangalara is filled by Cultowa and other creeks flowing out of Darling.

Popelloe is filled by Papepinbilla Creek and overflow from foregoing creeks and Lake Wangalara. All of these creeks overflow in turn into the Tallywalka.

Victoria, Brennan's, Denny's, Brummy's, Sayer's, Bullabulka, Ratcatcher, Eucalyptus, Waterloo, Pelican, White Water, Teryaweynya, and Dry Lake are filled by the Teryaweynya Creek and its outflows. This creek also fills Long Lake, Brick-kiln, and Haystack Lakes; Teryaweynya Creek is an outflow of the Lower Talywalka.

Menindie Lake is fed from Darling River by two creeks, and, from Menindie Lake, Lakes Speculation, Cawndilla, Bucobilli, and Spectacle are filled by overflow.

Cawndilla.—It is reported that this lake was but twice dry during the last thirty years. Emu, Kangaroo, Tandou, and Nettlegoe lakes are fed by the one creek flowing from the Darling, about 7 miles below Menindie. Emu Lake receives outflow direct from Darling.

Tandou, though the largest lake on the Darling, is useless as a reservoir. Nettlegoe, adjoining, is a deeper and better reservoir than Tandou.

Yartla has its own outflow from the Darling; Popio, Popilta, Nearie, Nitchie, Milkengay, and Traveller's lakes are filled by the Great Ana Branch.

APPENDIX C.

APPROXIMATE STATEMENT of Areas of Unalienated Lands within Three Miles of the Ordinary Flood Marks of the River Darling and its principal Lakes, anabranches, and Tallywalkas.

County.	Reserves.	Leasehold Areas.	Resumed Areas.	Homestead Leases.
Benarba*	40,160	25,500	14,280	.....
Denham*	39,340	22,360	18,530	.....
Baradine*	6,080	.....	.....	.....
Leichhardt*	32,110	21,610	6,230	.....
Clyde	76,910	21,350	5,880	55,000
Cowper	73,690	30,450	.....	6,080
Yanda	82,990	39,300	.....	42,780
Rankin	50,220	48,910	.....	44,740
Werunda	117,420	110,870	106,560	13,040
Livingstone	328,790	207,330	92,010	.....
Perry	79,560	17,740	15,820	6,600
Wentworth	108,590	97,610	17,000	48,300
Tara	30,250	41,170	1,450	21,820
Windeyer	56,320	35,990	24,260	34,400
Menindie	80,600	111,900	1,790	.....
Tandora	22,100	.....	26,970	87,060
Young	99,500	36,370	12,000	31,500
Killara	70,900	133,100	.....	40,600
Landsborough	52,600	29,040	6,400	62,590
Gunderbooka	82,430	45,220	6,060	24,330
Narran	166,650	47,620	2.180	55,460
Finch	43,240	34,330	.....	140,370
	1,740,450	1,157,770	357,420	714,670

* Central Division.

[Eight Plans under Signature 16.]

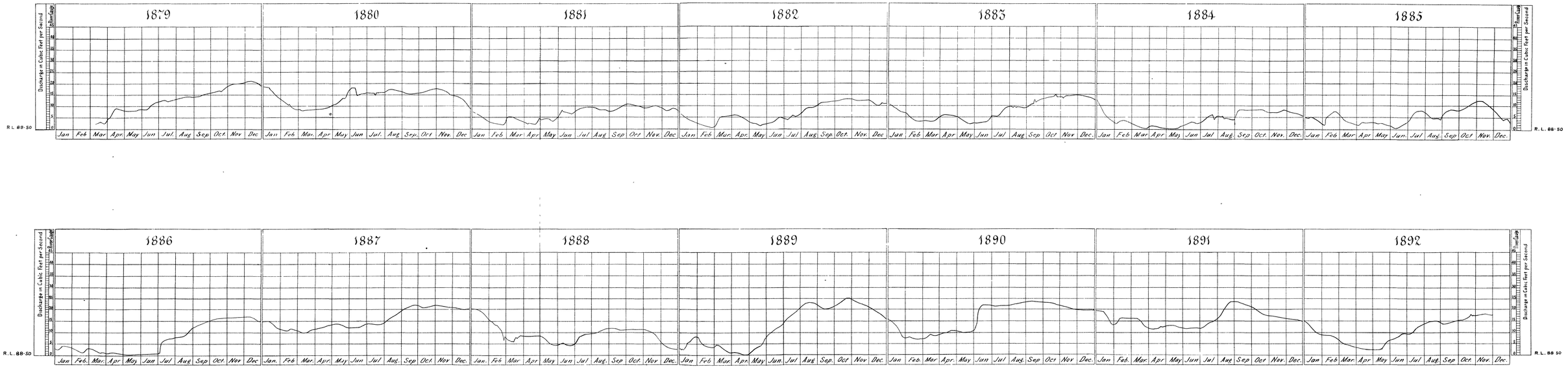
Sydney: Charles Potter, Government Printer.—1893.

[9*s*.]

To accompany Report of Mr. H. G. McKinney, Chief Engineer for Water Conservation and Mr. F. W. Ward, on the River Darling

Diagram No. 6.

Diagram
showing
Height and Discharge of the Darling River at Wentworth.

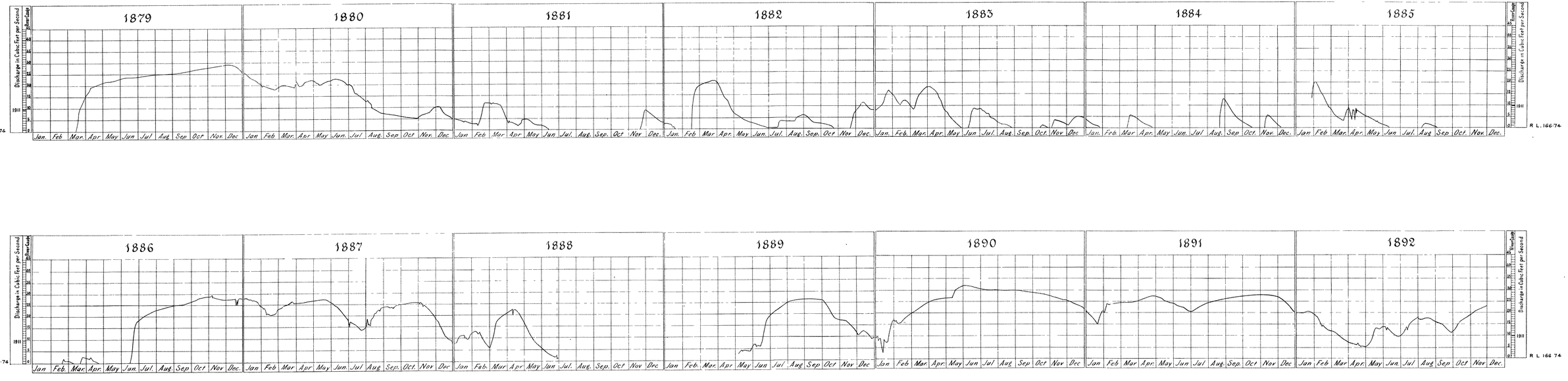


H. G. McKinney
Chief Engineer for Water Conservation W.E.N.N. 13 . 2 . 97

To accompany Report of Mr. H. G. McKinney, Chief Engineer for Water Conservation and Mr. F. W. Ward, on the River Darling

Diagram
showing
Height and Discharge of the Darling River at Menindie

Diagram No. 5



H. G. McKinney
Chief Engineer for Water Conservation
W.E.H.W. 13.12.92

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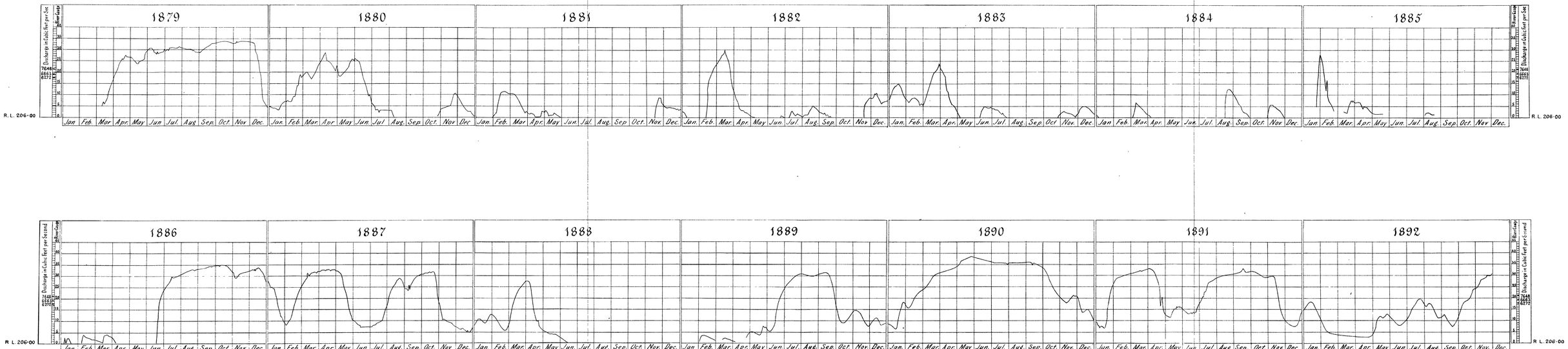
To accompany Report of Mr. H. G. McKinney, Chief Engineer for Water Conservation and Mr. F. W. Ward, on the River Darling.

Diagram No. 4.

Diagram
showing
Height and Discharge of the Darling River at Wilcannia



H. G. McKinney
Chief Engineer for Water Conservation

W.E.W.N. 13.12.92

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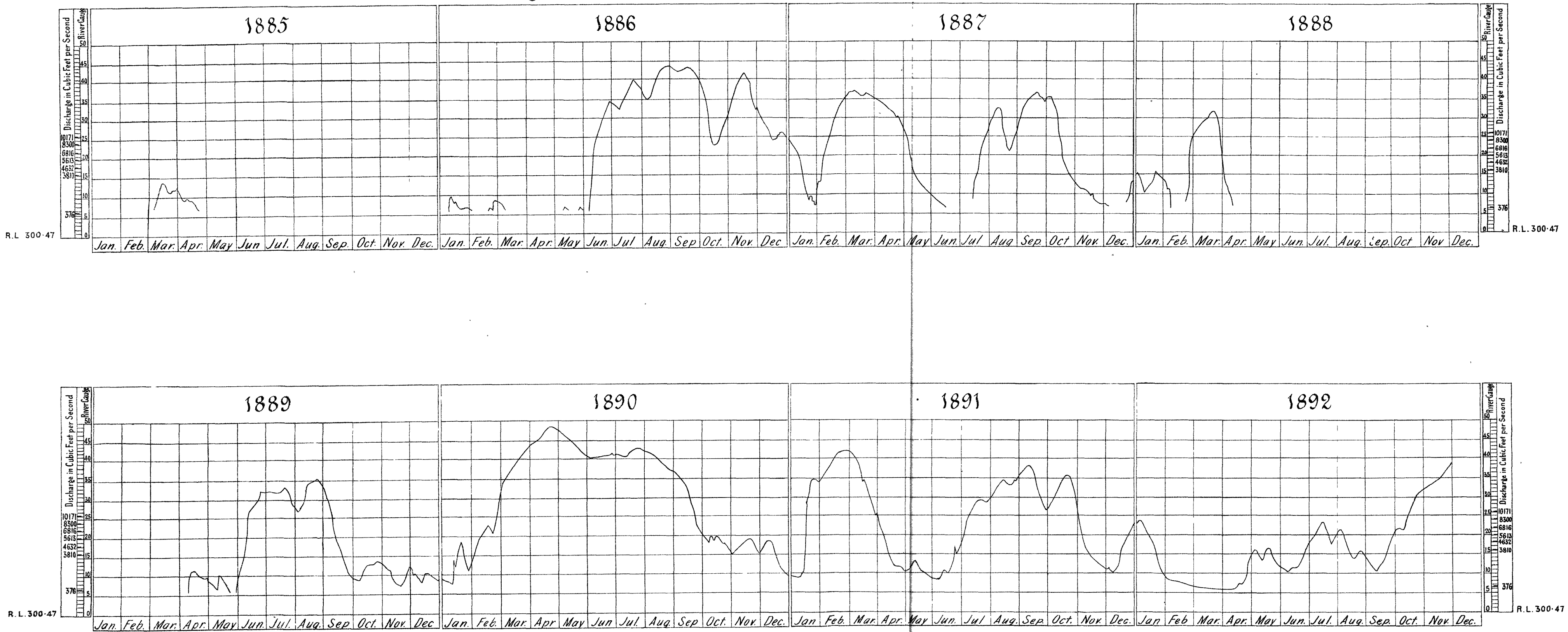
To accompany Report of Mr H. G. McKinney, Chief Engineer for Water-Conservation and Mr F. W. Ward, on the River Darling.

Diagram No 3.

Diagram showing Height and Discharge of the Darling River at Bourke.



H. G. McKinney
Chief Engineer for Water Conservation

W.E.H.K.
13.12.92

(16.)

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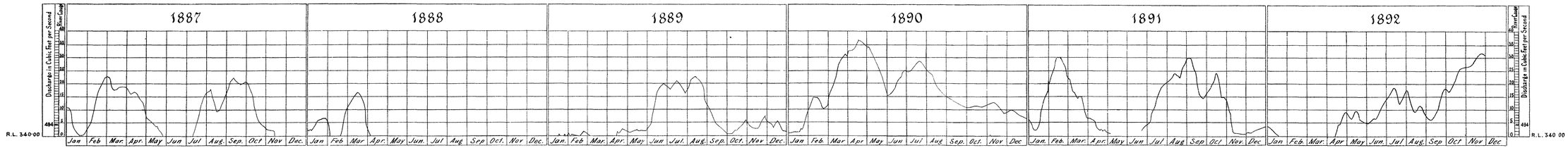
To accompany Report of Mr H. G. McKinney, Chief Engineer for Water Conservation and Mr F. W. Ward, on the River Darling

Diagram No 2.

Diagram
showing
Height and Discharge of the Darling River at Brewarrina



H. G. McKinney
Chief Engineer for Water Conservation

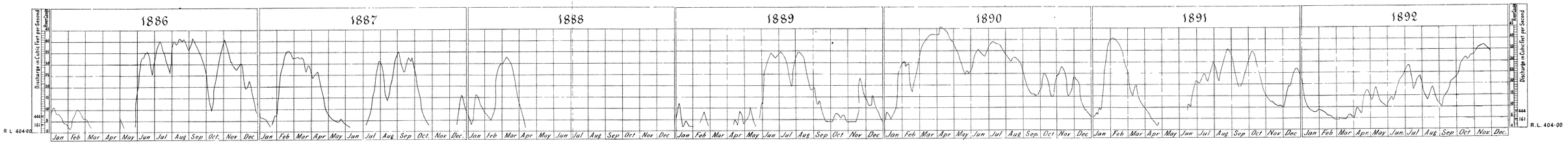
W.E.W.H. 13 12 92

(16)

To accompany Report of Mr H. G. McKinney, Chief Engineer for Water Conservation and Mr F. W. Ward, on the River Darling

Diagram No. 1.

Diagram
showing
Height and Discharge of the Darling River at Walgett



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Chief Engineer for Water Conservation.

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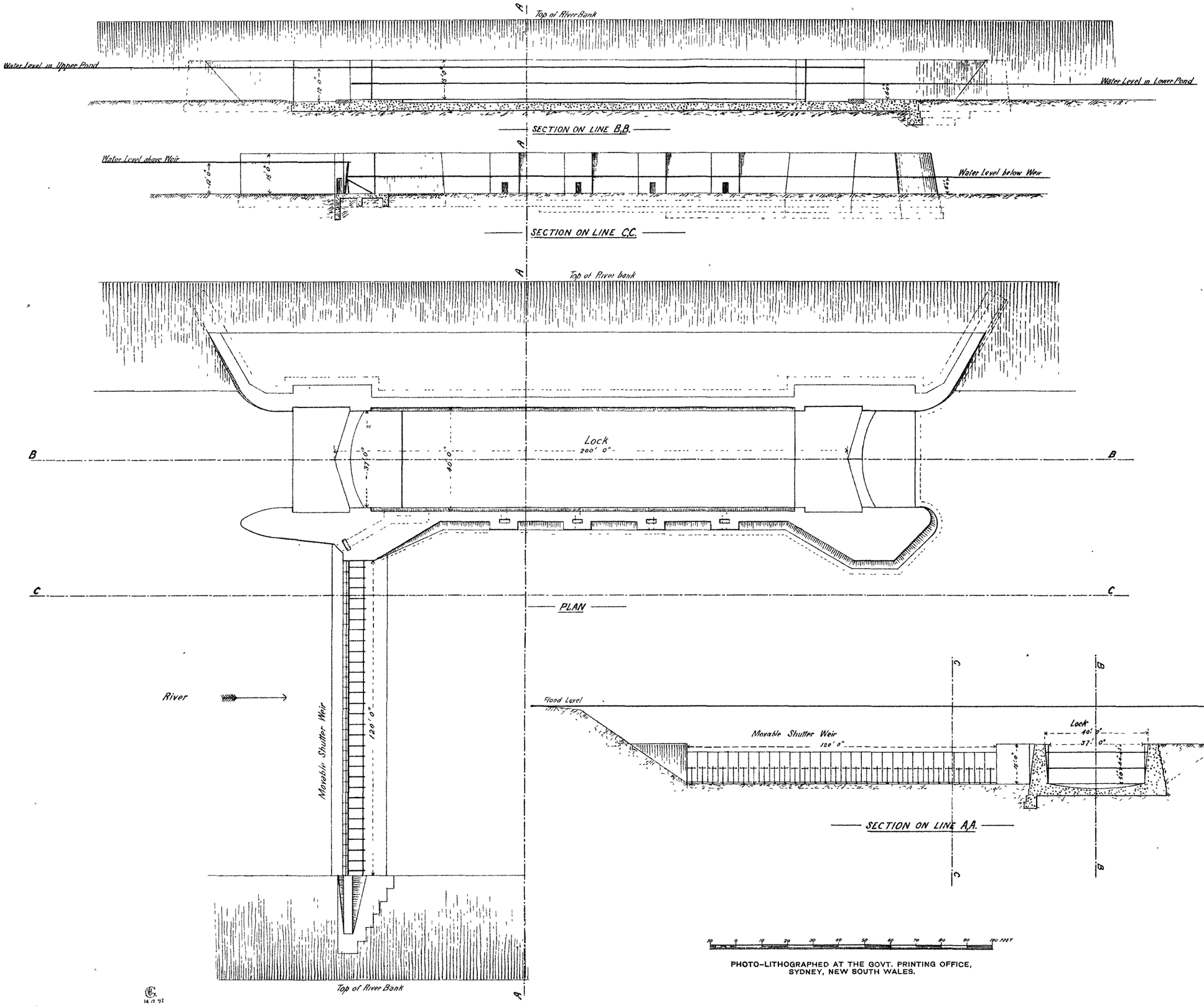
To accompany Report of Mr H. C. McKinney, Chief Engineer for Water Conservation, and Mr F. W. Ward on the Darling River

DIAGRAM No 7

CANALISATION of the DARLING RIVER

SKETCH PLAN OF WEIR AND LOCK



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H. C. McKinney

Chief Engineer for Water Conservation

W.F.W. 14.12.92

14 12 92

(Sig 16).

MAP
SHEWING THE
DRAINAGE AREA
OF THE
DARLING RIVER

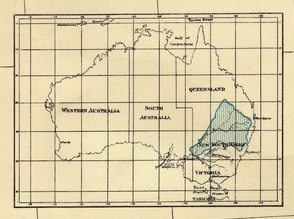
to accompany Report of

H. G. McKINNEY, M. INST. C. E.
CHIEF ENGINEER FOR WATER CONSERVATION
AND
F. W. WARD

1892

QUEENSLAND
NEW SOUTH WALES
VICTORIA
SOUTH AUSTRALIA
THE PACIFIC OCEAN

WARREGO
MARANOA
MUNGALLALA & OTHER CREEKS
PAROO
CONDAMINE
MOONIE
WEIR
MACINTYRE
MACINTYRE & DUMARESQ
CLYDE
NAMOI
CASTLEREAGH
BOGAN
MACQUARIE



REFERENCE
The Boundary of Drainage Area of River Darling shown thus,
Boundaries of Catchment Areas
Names, " " "
Contributing Area,
County Boundaries,
" Names

SCALE OF STATUTE MILES

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

Sg.16

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROPOSED CANALS SOUTH OF THE MURRUMBIDGEE RIVER.

(REPORT BY MR. H. G. McKINNEY ON.)

Ordered by the Legislative Assembly to be printed, 11 *May*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 3, *of* 9 *May*, 1893.]

Question.

3. PROPOSED CANALS SOUTH OF THE MURRUMBIDGEE :—MR. McGOWEN (FOR MR. NEWTON) ASKED THE SECRETARY FOR PUBLIC WORKS,—Has he received a report on proposed canals south of the Murrumbidgee ; if so, will he have any objection to lay it upon the Table of the House ?

Answer.

Water Conservation, Irrigation, and Drainage,
Department of Public Works, Sydney, 18 April, 1893.

Proposed Murrumbidgee Southern Canal.

THE advanced state of the preliminary surveys renders the time opportune for calling attention to some of their results. It may be stated at the outset that these results have, as a whole, been highly satisfactory. The schemes which I had the honor to bring before the Royal Commission on the Conservation of Water, and which were specially recommended by the Commission for further investigation, have been dealt with fully by the preliminary surveys, and have been proved practicable

The particular scheme which I now beg to recommend for consideration is that for distributing a portion of the waters of the river Murrumbidgee for irrigation and other purposes in the district between that river and the Billabong Creek.

The levels and surveys which have been carried out show that it is practicable to take off a supply from the Murrumbidgee without the expense and risk of constructing a weir. This is a most important point, and one which places the project in such a favourable position that I have every hope the work will prove remunerative from the outset, in addition to recouping its entire cost by the increase which it will cause in the value of Crown lands in the district mentioned. The project is in principle an extension of the lesson conveyed by Yanko Creek. The latter is a narrow and tortuous channel which acts as an outlet for a small portion of the waters of the Murrumbidgee when it rises above a certain height. The flow of water in the Yanko Creek is limited by the small section of its channel, by the abruptness of its curves, and by the low rate of fall in its bed. The proposed canal will be commenced at such a level as will ensure a supply in it at all times, except when the river is extremely low. The inflow of water from the river will be regulated by a suitable flood-gate and regulator, which will permit the flow of only the maximum supply which the canal is designed to carry.

In the scheme as first proposed, the utilisation of lake Urana as a storage reservoir was included This is a less urgent matter than the provision of a supply of water through the centre of the district lying between the Murrumbidgee River and the Billabong Creek ; I therefore propose to defer it, and to deal now only with the latter part of the project. This is, in brief, to construct a main canal capable of carrying a supply of 1,000 cubic feet per second, and branch canals where there is a large demand for water at a considerable distance from the main canal. I estimate that the main canal, 138 miles in length, will cost, including all necessary regulators, bridges, flumes, and fencing, £230,000. The system of main distributaries will have to be decided on according to the demands for water, but making a liberal allowance for these, the gross outlay on the complete project would not exceed £300,000.

The indirect benefit to the Colony arising from such a system of canals will be of a most important character, and will be pointed out later on; but, irrespective of these benefits, I believe that the direct

revenue should pay interest on the outlay, as well as meet the cost of maintenance and management from the outset. To explain my ground for this opinion it is necessary to go into the question of the cost of water for irrigation. During the past three seasons, when acting as Judge of Irrigation for the national prizes offered by the Department of Agriculture, I have had opportunities of inspecting irrigation on the western plains under conditions very similar as to situation and character of land to those existing in the district between the Murrumbidgee River and the Billabong Creek. In the course of the inspections thus made I have inquired into details as to the cost of irrigation, and have since reduced these details to such form that they may be placed in comparison with the estimates which I have made regarding the rate at which water could be supplied by gravitation from the proposed system of canals. In two cases in which irrigation has been carried on successfully for a number of years by pumping from western rivers the annual cost has been from £60 to £80 per annum for every cubic foot per second of flow. In both cases the irrigators are pastoralists who decided to combine farming, and particularly fodder raising, with ordinary pastoral pursuits. In both cases expensive pumping plants were necessary, and in both cases the results have been highly satisfactory.

As already stated, it is now proposed to construct a main canal and branches, capable of carrying 1,000 cubic feet per second. Allowing 20 per cent. for loss by percolation and absorption, the quantity available for sale at the canal banks will be 800 cubic feet per second. As irrigators have, at their own risk and expense, erected pumping machinery, by which water is raised for irrigation in the western plains at a cost equal to from £60 to £80 per cubic foot per second, it does not seem too much to expect that in the dry country between the Murrumbidgee and the Billabong Creek there will be any difficulty in selling the water at £30 per annum for every cubic foot per second. While it is probable that if leases of water rights were let for five years, the entire supply would be rapidly appropriated at the rate mentioned, it is sufficient to assume that at the outset the quantity of water sold by such agreements would not exceed 600 cubic feet per second. This would give a return of £18,000 per annum. The gross outlay is estimated at £300,000, which, at 4 per cent., would be equivalent to an annual charge of £12,000, so that £6,000 per annum would remain for maintenance and management. This project would, therefore, I believe, prove directly remunerative from the outset, as well as being indirectly of enormous benefit to the country.

It may be stated that a comparatively small number of persons would benefit from the proposed works. If the construction of roads and railways in the western districts had been postponed on this ground, a very small portion of this Colony would now have been opened up. In this case the work recommended would be remunerative from the start; it would materially increase the railway traffic, and it would increase the value of more than 400,000 acres of Crown lands by an average of at least £1 10s. per acre. In a number of cases reserves can be sold to settlers, and a five years' lease of water sold at the same time with the land.

It is necessary to explain what the right to a cubic foot per second will mean. It is not proposed to draw the full supply from the Murrumbidgee, except when the discharge of that river is at least 1,500 cubic feet per second. Making this allowance, it is found that in no year since 1879 would there have been failure to obtain the full supply during the spring and early summer months. The Murrumbidgee is lowest during the first five months of the year, and during those months the supply will, as a rule, be partial and intermittent. The worst years for which records are available were 1884, 1885, and 1886, yet in the latter halves of these years the supply was abundant. In 1884, a partial supply would have been obtainable in January and April. In 1885, there would have been a full supply from about the twentieth till the end of January, and for nearly the whole of February, and a partial supply in March, April, and May. In 1886, there would have been a partial supply throughout January, and in part of February, March, April, and May. On the whole, the evidence shows that in the months during which irrigation is most valuable, a full supply is available, while in the remaining months a partial supply can, as a rule, be depended on. In 1888, notwithstanding the extremely low rainfall, there were only three months during which a full supply could not have been given, and even in these months, a supply, ranging from a one-third supply up to full supply, could have been granted. The Namoi and Lachlan Rivers are much less regular in affording a good supply of water for irrigation than is the Murrumbidgee, yet enterprising pastoralists have erected expensive pumping-plants on both of these rivers. The project here recommended is based on the principle that the works will be constructed and administered by the Government, and that the water will be supplied at less than half what it costs those whose properties are situate on the river banks.

The indirect benefits to the revenue which would arise from the proposed works have already been briefly pointed out. The counties directly affected by these works are Boyd, Urana, Waradgery, Townsend, and Wakool. The area of reserves in these counties is being gradually altered as alienation and settlement progress; but it would appear that approximately these reserves amount to a total area of about 440,000 acres. The present selling value of the land is about 30s. per acre as a rule. Practically, the whole of this land is irrigable, and if the project now recommended were carried out, I think it will be readily admitted by those competent to judge that its value, with a partial water right, would be increased to at least £3 10s. per acre—that is, it would be increased by £2 per acre. In a number of cases it is necessary that the reserves, or portions of them, should be retained by the Government; but I think it would be well within the mark to assume that 150,000 acres of land, suitable for irrigation, remain available for settlement. The increase in the value of this land, which can safely be reckoned to arise from the construction of the proposed work can, as stated above, be safely taken at £2 per acre. It thus appears that the entire amount of the cost of the proposed scheme will be returned to the Government by the increase in the value of Crown lands available for settlement.

With regard to the increased traffic on the railways it is manifest that a large increase would take place on the lines leading from Narrandera to Jerilderie and Hay. It is not improbable that the increase in settlement and production would be sufficient to warrant the construction of the line from Jerilderie to Conargo and Balranald, which was proposed by Mr. Stanley Alexander, Examiner of Public Works Proposals, in his report, which was laid on the table of Parliament on the 26th May, 1891.

I may point out, in conclusion, that the scheme is one devoid of risk to the Government if the system here recommended be followed. The simplest course would be to call for offers for a five years' lease of a right to water, stating in the advertisements that the upset price of the water is £30 per annum for every cubic foot per second. Advertisements should appear in the *Government Gazette* and in the local

local newspapers of Narrandera, Jerilderie, Hay, and Balranald, and should state that the water can be supplied throughout the district, extending from the eastern boundary of Widgiewa, in the county of Urana, to Dry Lake in Tchelery Run, in the county of Waradgery, and from the river Murrumbidgee on the north, to the Billabong Creek on the south.

A list of the large holdings and the selections which can obtain supplies of water from the main and branch canals, and a tracing showing the position of the large holdings are appended. From the list it will be seen that the number of holdings of moderate area is much greater than is generally believed. Judging from the experience of similar conditions elsewhere, the continued existence of many of these as separate properties is absolutely dependent on the construction of such works as are now proposed.

H. G. McKINNEY,
Chief Engineer.

The Under Secretary, Department of Public Works.

PRINCIPAL HOLDINGS which can use water from proposed Canal.

No.	Holding.	Approximate area.	No.	Holding.	Approximate area.
1.	Widgiewa	95,000	16.	Puckawidgee	94,700
2.	Yarrabee	64,600	17.	Boonook	74,600
3.	Goree	103,800	18.	Burrabogie	377,000
4.	Tubbo	265,600	19.	Willurah	141,900
5.	Yamma	62,000	20.	Wargan	71,000
6.	Bundure	143,800	21.	Warwillah	94,000
7.	Yanko	175,500	22.	Booabulla	94,100
8.	Kerarbury	197,300	23.	Eli Elwah	146,520
9.	Kulki	33,850	24.	Mungadal	129,700
10.	Goolgumbla	126,700	25.	Pevensey	100,600
11.	Moonbria	66,800	26.	Toogimbie	177,100
12.	Hartwood	136,300	27.	Nyngay	39,500
13.	Toganmain	314,000	28.	Caroonboon	75,600
14.	Singoramba, Block A	36,200	29.	Bundyulumblah	96,250
15.	Yanko, Block A	48,000	30.	Tchelery	74,500

Holding.	County.	Parish.	No. of Selectors.	Area.	Holding.	County.	Parish.	No. of Selectors.	Area.
				Acres.					Acres.
Toganmain	Boyd	Boyd	...	...	Bundure	Urana	Wood	...	1,280
		Glengalla	...	.....			Yanko South	...	.....
		Wangabawgul	8	5,689			Stanley	...	.....
		Gumblebogie	7	4,256			Broome	...	960
		Maley	4	2,559			Cadell	...	.....
		Dow	11	7,004			Goolgumbla	...	6,898
		Clifford	4	2,903			Bundura North	...	601
		Eunanbrennan	1	363			Bundure	...	1,650
		Waddaduri	3	1,357			Thurrowa	...	1,920
		Singorambah	7	4,395					
		Gundadaline	...	.....			Total	...	13,309
		Puckinnevvy	8	3,648					
		Toganmain	10	6,155	Yamma	Urana	Pullega	...	.....
		Macleay	5	2,834			Yamma	...	2,490
		Eilgineah	6	3,348					
		Mulburruga	13	7,473			Total	...	2,490
		Total	87	51,978	Goree	Urana	Yamma	...	.....
							Colkmannan	...	1,280
Burrabogie	Boyd	Kabarabarabejal	16	9,105			Crommelin	...	2,185
		Oolambeyan	4	3,064			Douglas	...	680
		Wolseley	...	.....			Colombo	...	4,060
		Macleay	...	.....			Betts	...	3,386
		Eilginbah	...	.....			Bingagong	...	4,991
		Mulburruga	3	1,305			Howell	...	752
		Mulberrygong	..	.....					
		Total	23	13,474			Total	...	17,334
					Goree	Boyd	Howell	...	.....
Burrabogie	Baradgery	Bedarbidgal	2	3,560					
		Eurolie	...	.....	Yarrabee	Urana	Howell	...	640
		Ilginbah	...	.....			Bingagong	...	.....
		Burrabogie	2	1,279			Waugh	..	1,335
		Pembelgong	5	2,819					
		Wilgah	3	3,342			Total	...	1,975
		Wahwoon	1	1,448					
		Brush	11	12,952	Yarrabee	Boyd	Howell	...	640
		Killendoo	...	.....					
		Wirkenberjal	4	4,059		Mitchell	Cudell	...	1,214
							Corobomilla	...	624
		Total	28	29,459					
		Total in County Boyd	23	13,474			Total	...	1,838
					Widgiewa	Urana	Bingagong	.....	564
		Total	51	42,933			Betts	.....	.....
							Colombo	.....	409
Kulki	Urana	Waloona	...	3,745			Coonong	...	.....
		Goolgumbla	...	2,598			Widgiewa	...	.....
		Yanko	...	1,840			Merunda South	...	.....
		Yanko South	...	1,280			Morundah	...	.....
		Total	...	9,463			Total	...	973

Holding.	County.	Parish.	No. of Selection.	Area.
				Acres.
Yanko	Townsend	Wononga	5	2,743
	Urana	Wood	...	20,388
		Stanley	...	6,774
		Broome	...	9,398
		Carnerney	...	.....
		Jerilderie North	...	5,928
		Thurrowa	...	3,125
		Bo Hon	...	17,600
		Wilson	...	11,502
		Coree North	...	103
			...	74,818
			..	24,743
		Total	...	77,561
Kerabury	Boyd	Maley	...	.....
		Coleambally	4	4,688
		Clifford	...	.....
		Dunderbang	...	.....
		Eunanbrennan	...	.....
		Cararbury	...	.....
		Ura	6	2,351
		Ugobil	12	6,457
		Waddi	19	10,458
		Tubbo	5	2,880
		Eulo	2	2,077
		Total	48	28,911
Eli Elwah	Waradgery	Rankin	1	1,181
		Narrawidgery	4	1,694
		Paradise East	2	3,120
		Cuba	1	398
		Hay South	13	4,616
		Eli Elwah	1	640
		Tindale	3	2,549
		Total	25	16,198
Pevensey	Waradgery	Pevensey	8	9,524
		Wandigong	3	7,673
		Godfrey	4	10,240
		Chambers	4	9,878
		Total	19	37,315
Mungaral	Waradgery	Lang	...	.....
		Puradies	...	.....
		Beresford	...	.....
		Midgeclengh	...	.....
		Melrose	...	.....
		Abercrombie	...	.....
		Twynam	...	.....
		Mungadal	1	80
		Total	1	80
Singoramba—Block "A"	Boyd	Glengalla	4	2,738
		Boyd	3	2,010
		Macleay	1	328
		Kabarabarabejal	3	700
		Total	11	5,776
Hartwood	Townsend	Thulabin	2	480
		Willeroo	5	1,615
		Moonbria	1	320
		Narrama	5	1,933
		Wononga	...	.....
		Blackwood	...	.....
		North Curranbunganung.	10	3,000
		Curranbunganung	...	.....
		Quiamong	23	4,974
		Total	96	12,322
Toogimbie	Waradgery	Wingen	4	7,989
		Willis	2	1,280
		Russell	...	.....
		Yang Yang	18	15,358
		Sinclair	4	12,160
		Magnolia	8	19,211
		Nerang	8	9,027
		Gre Gre	...	.....
		Toogimbie	3	1,025
		Total	47	66,050

Holding.	County.	Parish.	No. of Selection.	Area.
				Acres.
Goolgumbla	Urana	Goolgumbla	...	1,920
		Waloona	...	6,720
			...	8,640
Goolgumbla	Townsend	Morton	...	536
		Bowna	...	.....
		Carse	...	.....
		Jung Jung	...	.....
		North Moonbria	...	.....
		Walla	...	.....
		Loch	...	.....
				536
				8,640
		Grand Total	...	9,176
Tubbo	Boyd	Argoon	1	210
		Mygotha	...	.....
		Boona	...	.....
		Peter	...	.....
		Eulo	...	.....
		Gidgell	10	6,110
		Banandra	1	640
		Tubbo	2	224
		Jurambula	9	3,923
		Burt	5	1,985
		Ourendumbee	3	1,600
		Uroly	9	3,063
			40	17,755
Tubbo	Urana	Yanko South	...	2,472
		Yanko	...	12,971
				15,443
		Grand Total	...	33,198
Nyangay	Townsend	Nyangay	4	3,490
		Juandong	1	253
		Drysdale	3	1,883
		Total	8	5,626
Boabala	Townsend	Goonawarra	...	.....
		Winter	...	.....
		North Yara	...	.....
		Wangonilla	...	.....
		Booabula	...	.....
		Mallee	6	1,907
		Belmora	2	960
		Total	8	2,867
Wawillah	Townsend	Finlay	...	.....
		Gilbert	...	.....
		Winter	...	.....
		Willurah	...	.....
		Lamb	...	.....
		Ronald	...	.....
		Booroorban	4	3,623
		Total	4	3,623
Tchelery	Wakool	Tchelery	1	344
		Gwynne	4	1,688
		Thalaka	1	640
		Pevensey	3	7,481
		Total	9	10,153
Caroonboon	Wakool	Bundyulumbah	...	.....
		Firebrace	...	.....
	Townsend	Caroonboon	1	320
		Caroonboon North	19	5,842
		Total	20	6,162
Willurah	Townsend	Powheep	...	.....
		Wureep	4	7,804
		Harold	2	2,061
		Gilbert	...	.....
		Findlay	...	.....
		Willurah	1	340
		Total	7	10,205

Holders.	County.	Parish.	No of Selectors.	Area.
				Acres.
Wargam	Townsend	Werkemberjal	1	320
		Euroley	.	.
		Palmer	3	3,612
		Wargam	5	5,779
		Total	9	9,711
Bundyulumblah	Townsend	North Caroonboon	3	3,505
		Caroonboon North	1	692
		Quandong	.	.
			4	4,197
	Wakool	Miranda	3	6,960
		Bundyumlumblah		
		Firebiace	.	
		Darley	2	1,280
			5	8,240
		Total for Townsend	4	4,197
		Total	9	12,437

Holders.	County.	Parish.	No. of Selectors.	Area.
				Acres.
Boonook	Townsend	North Conargo	7	2,762
		Belmore	2	90
		Coolambil	...	.....
		Neerim	1	640
		Total	10	3,492
Yanko— Block "A"	Townsend	Moultrassie	...	.....
		Loch	...	.....
		Dunkeld	...	.....
		Total	...	.....
Puckawidgee	Townsend	Edgar	6	2,980
		Willurah	1	699
		Campbell	11	7,701
		Warriston	6	3,122
		Puckawidgee	21	12,729
		Moonbria	4	1,920
		Total	49	29,151
Moonbri	Townsend	Nardoo	6	2,122
		Euroka	1	2,281
		Total	7	4,404

SUMMARY of principal holdings and selections which can use water from proposed canal :—

No	Holding.	County	Approx Area, Holding	No of Selectors	Area within Holding
			Acres.		Acres.
1	Widgiewa	Urana	95,000	6	973
2	Yarabee	Urana	64,600	6	1,975
	Yarabee	Boyd		1	640
	,,	Mitchell		9	1,838
3	Goree	Urana	103,800	45	17,334
	,,	Boyd		.	
4	Tubbo	Boyd	265,600	40	17,755
	,,	Urana		27	15,443
5	Yamina	Urana	62,000	3	2,490
6	Bundure	Urana	143,800	19	13,309
7	Yanko	Urana	175,500	167	74,818
	,,	Townsend		5	2,743
8	Rerarburg	Boyd	197,300	48	28,911
9	Kulki	Urana	33,850	17	9,463
10	Goolgumbla	Urana	126,700	13	8,640
	,,	Townsend		1	536
11	Moonbria	Townsend	66,800	7	4,404
12	Hartwood	Townsend	136,300	46	12,322
13	Togammain	Boyd	314,000	87	51,978
14	Singorambah	Boyd	36,200	11	5,776
15	Yanko Block "A"	Townsend	48,800	...	...
16	Puckawidgee	Townsend	94,700	49	29,151
17	Boonook	Townsend	74,600	10	3,492
18	Burrabogie	Boyd	377,000	23	13,474
	,,	Waradgery		28	29,459
19	Willarah	Townsend	141,900	7	10,205
20	Wargan	Townsend	71,000	9	9,711
21	Warrillah	Townsend	94,000	4	3,623
22	Booabulla	Townsend	94,100	8	2,867
23	Eli Elwah	Waradgery	146,520	25	16,198
24	Mungal	Waradgery	129,700	1	80
25	Pevensey	Waradgery	100,600	19	37,315
26	Toogimbie	Waradgery	177,100	47	66,050
27	Nyingay	Townsend	39,500	8	5,626
28	Caroomboon	Townsend	75,600	20	6,162
	,,	Wakool		. .	...
29	Bundyulumbblah	Townsend	96,250	4	4,197
	,,	Wakool		5	8,240
30	Tchelery	Wakool	74,500	9	10,153
			3,657,320	834	527,351

[One plan.]

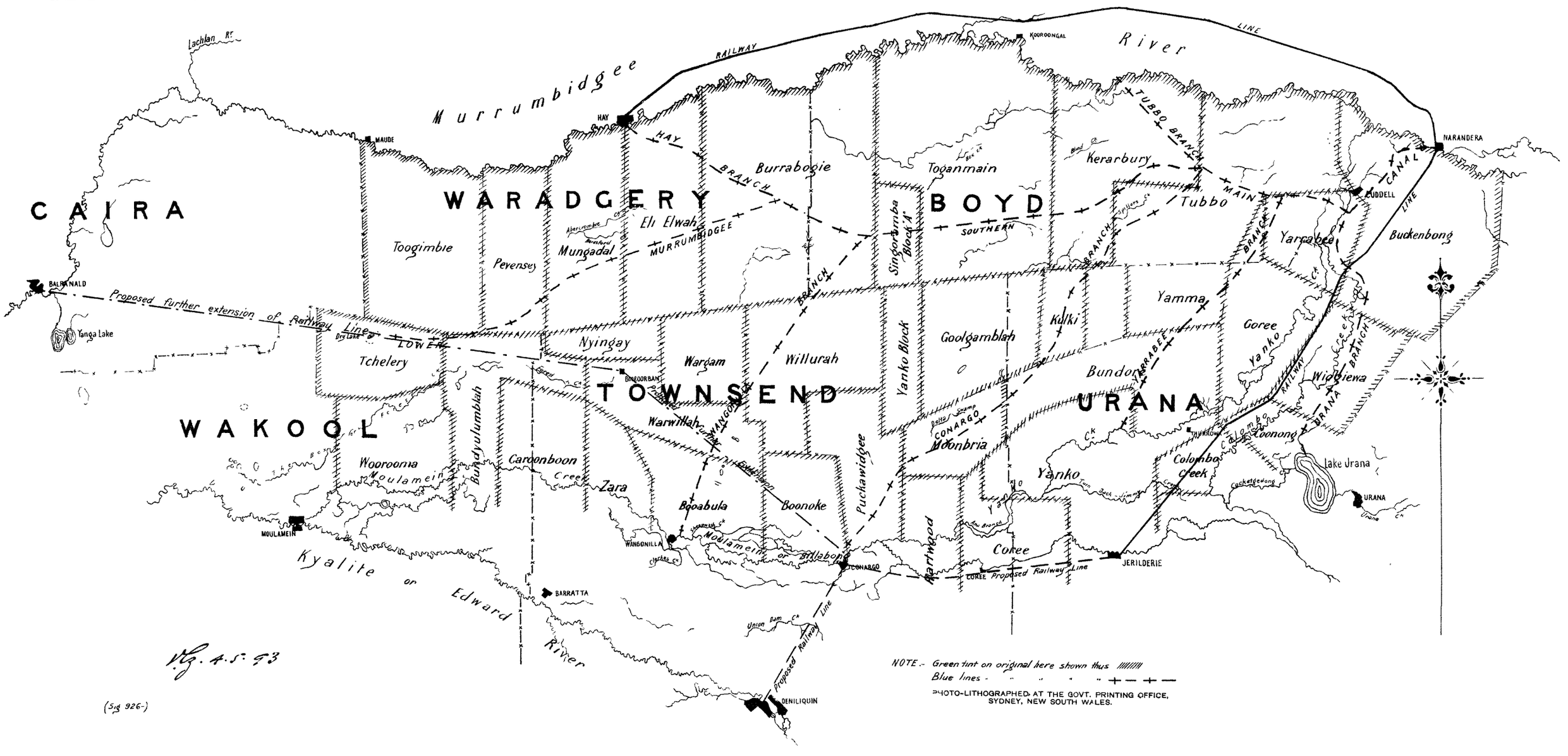
Sydney. Charles Potter, Government Printer.—1893.

[9d.

PLAN

showing proposed

MURRUMBIDGEE SOUTHERN CANAL SYSTEM



Plg. 4.5.53

(Sig 926-)

NOTE.- Green tint on original here shown thus ////////
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PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

FLOODS IN THE HUNTER RIVER DISTRICT.

(CORRESPONDENCE RELATING TO THE GRANT OF £200 MADE TO THE MAYOR OF RAYMOND TERRACE, FOR RELIEVING CASES OF DISTRESS CAUSED BY.)

Ordered by the Legislative Assembly to be printed, 25 *April*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 3 *of* 25*th April*, 1893.]

Question.

(3.) HUNTER RIVER FLOODS:—MR. HART *asked* THE COLONIAL SECRETARY,—Will he lay upon the Table of this House copies of all papers and correspondence relating to a grant of £200 made to the Mayor of Raymond Terrace for the purpose of relieving urgent cases of distress caused by the late flood in the Hunter River District?

Answer.

Telegram from The Mayor of Raymond Terrace to The Chief Secretary.

Raymond Terrace, 14 March, 1893.

SETTLERS who have returned to their homes, are suffering from want of clothing and bedding, all of which, in nearly every case, has been destroyed. Many are utterly unable to provide themselves again, and a subscription list was started, the most of the subscribers to which are heavy losers themselves. The amount raised—£60—is not in any sense adequate to meet immediate want, and I respectfully suggest that you might take under your consideration the propriety of placing a sum of money at disposal of Municipal Council to relieve cases of immediate distress, and also send up about 100 pairs blankets. The streets in municipality have been much damaged, and the main road through the town, which is also mail route, is impassable. If sum of money were given to Municipal Council, they would be able to stave off distress that must unavoidably ensue by setting men to repair roads.

HENRY COURTNEY,
Mayor.

Telegram from The Mayor of Raymond Terrace to The Chief Secretary.

Raymond Terrace, 15 March, 1893.

ANXIOUSLY awaiting reply to my wire of yesterday. If anything can be done, for God's sake let it be done quickly.

HENRY COURTNEY,
Mayor.

Telegram from The Principal Under Secretary to The Mayor of Raymond Terrace.

Sydney, 15 March, 1893.

FOUR hundred loaves of bread have been ordered, and will be delivered each day for a week, and blankets will be forwarded to-day. Orders could not be more expeditiously carried out.

CRITCHETT WALKER,
Principal Under Secretary.

The Mayor of Raymond Terrace to The Chief Secretary.

Sir,

I have the honor, by direction of the Raymond Terrace Flood Relief Committee, to make application to you for further assistance in order to meet the pressing needs of the unfortunate sufferers by the late flood in the Hunter, many of whom would have experienced the pangs of hunger were it not for the kindly and generous help rendered by your Government. What we have received up to the present is as follows :—

	£	s.	d.
400 loaves for seven days, value	29	3	4
80 pairs blankets	30	0	0
2 carcasses beef	10	0	0
	£69	3	4

The people of Raymond Terrace, every one of whom is a large sufferer, have raised amongst them £100, and this, with the aid from the Government, is now totally absorbed, and cases are coming before the committee daily of the most heartrending character, which must be left to their fate if the committee do not obtain further aid. I would respectfully submit that as Maitland has obtained £1,000, and the little village of Hinton £200, that you be pleased to grant Raymond Terrace further aid to the extent of £3,000. The amount of disaster and consequent suffering is as great in the district of Raymond Terrace as on any part of the Hunter, and the radius over which we have been extending relief is second only to the Maitland district. I am also directed to ask you to give us the loan of half a dozen military tents, one of which is required by the school-teacher at Nelson's Plains, whose house has been rendered uninhabitable, and who cannot obtain even an empty house in the district. I would also be glad to receive a promise from the Government to provide seed for the farmers in the district who have been made destitute.

I have, &c.,
HENRY COURTNEY,
Mayor of Raymond Terrace, and Chairman of Flood Relief Committee.

The loan of six tents may be given (bell tents), and £200 may be remitted to the Committee.—G.R.D., 21/3/93.

Telegram from The Principal Under Secretary to The Mayor of Raymond Terrace.

Sydney, 21 March, 1893.

Six bell tents will be forwarded to you by to-night's train, and £200 has been approved. Letter by post.

CRITCHETT WALKER,
Principal Under Secretary.

The Principal Under Secretary to The Under Secretary for Finance and Trade.

Sir,

Chief Secretary's Office, Sydney, 21 March, 1893.

I am directed by the Chief Secretary to request that you will invite the Colonial Treasurer to have the goodness to cause the sum of £200 to be placed at the disposal of the Flood Relief Committee at Raymond Terrace (Henry Courtney, Esq., Mayor and Chairman of Committee) to relieve cases of distress arising through the recent floods on the Hunter River.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

The Principal Under Secretary to The Mayor of Raymond Terrace.

Sir,

Chief Secretary's Office, Sydney, 21 March, 1893.

In reply to your letter having reference to the floods at Raymond Terrace, I am directed by the Chief Secretary to inform you that the Colonial Treasurer has been invited to have the goodness to cause the sum of £200 to be placed at the disposal of the Flood Relief Committee of that town to relieve cases of distress arising through the recent floods on the Hunter River.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

Newspaper Extracts.

Flood Relief at Raymond Terrace.

It is understood that several members of the Flood Relief Committee at Raymond Terrace intend to place before the Premier the action of the Municipal authorities of that town, with regard to the vote of £200 by the Government, on behalf of the sufferers by the flood in the district of the Terrace. The point they wish to ascertain is if the amount was given for expenditure on Municipal works in that locality, or for distribution in the district to those who lost severely by the recent inundation. They maintain that any expenditure on corporation works is a violation of the conditions of the grant authorised by the Colonial Secretary. Considering that material assistance has been given by the people of the Newcastle District to the distressed at Raymond Terrace, it is a matter of interest to the former to know how the vote for the Terrace has been locally spent. Expenditure in direct relief to people who have been swept out of house and home is one thing; expenditure on Municipal improvements, although it may be argued that they are relief works, is another. The matter is one regarding which a question in the Assembly might elicit some definite information or expression of opinion from Sir George Dibbs. Certainly, the assistance of the people of Newcastle might not have been so prompt, or on so large a scale, if they had known that money directly voted by the Government for the relief to the distressed generally at Raymond Terrace would be expended on works which would in the first instance relieve only the men employed on them, and in the long run the Municipality in which they reside.

Extract

Extract from the *Gloucester Gazette*, 8th April, 1893.

THE Mayor of Raymond Terrace, Mr. H. Courtney, has had the sum of £200 placed in his hands by the Premier, to be used in relieving distress through floods in the Hunter River. Mr. Courtney has decided to utilise the money as far as practicable in giving employment, in making the streets of the town, to those who are in distress, and a number of men have already gladly availed themselves of this mode of assistance in preference to receiving what is termed charitable assistance. The Mayor wishes us to state that he will be pleased to receive applications for work from any person in the Police District of Raymond Terrace who is out of employment and is in distress through the flood.

The Principal Under Secretary to The Mayor of Raymond Terrace.

Sir, Chief Secretary's Office, Sydney, 11 April, 1893.

With reference to the sum of £200 granted for the relief of the sufferers by the flood at Raymond Terrace, some of which, it appears from the *Gloucester Herald* newspaper, is being spent upon the streets of the Municipality, I am directed by the Chief Secretary to request that if this report be correct, you will be good enough to refrain from using any more of the money for the latter purpose.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

The Mayor of Raymond Terrace to The Principal Under Secretary.

Sir, Raymond Terrace, 13 April, 1893.

In reply to yours of the 11th instant, in reference to £200 placed in my hands for relief of sufferers by floods in the Hunter River district, I beg to inform you that I am spending the money in relieving distress of those brought to want by the flood, and I shall, when the money is exhausted, or at any other time you may require, render a strict account of the expenditure of every penny. With reference to the report in the *Newcastle Herald*, I may state that I have referred the matter to my solicitors to take what action they may deem proper regarding the paper for the remarks which have appeared in it concerning the way in which I am utilising the money entrusted to me to relieve distress.

I have, &c.,
HENRY COURTNEY.

The Principal Under Secretary to The Mayor of Raymond Terrace.

Sir, Chief Secretary's Office, Sydney, 17 April, 1893.

In reply to your letter of the 13th instant, having reference to the distribution of the sum of £200 placed at your disposal for the relief of sufferers by the recent floods at Raymond Terrace, I am directed by the Chief Secretary to request that you will be good enough to furnish me with the usual full particulars of the expenditure, together with a receipt for each amount distributed, and, when sufficient relief has been distributed, to kindly forward to this office any balance that may remain.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

The Principal Under Secretary to Mr. T. S. Hart, M.P.

Sir, Chief Secretary's Office, Sydney, 19 April, 1893.

With reference to your personal inquiry regarding the sum of £200 granted by the Government for the relief of the sufferers by the flood at Raymond Terrace, which it is alleged is being used in repairing the streets of the municipality, I am directed by the Chief Secretary to transmit herewith for your information copies of communications which have been addressed to the Mayor of that Municipality on the subject. Dated 11th and 17th April, 1893.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

Sydney: Charles Potter, Government Printer.—1893.

[3*d*.]

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF FLOOD EMBANKMENTS FOR THE PROTECTION OF THE TOWN OF WEST MAITLAND, PARISH OF MIDDLEHOPE, COUNTY OF DURHAM.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the construction of Flood Embankments for the protection of the town of West Maitland, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estats therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situated in the parish of Middlehope, county of Durham, and Colony of New South Wales: Commencing at a point bearing north 50 degrees 27 minutes 53 seconds east, and distant 10 chains 61$\frac{2}{10}$ links from the intersection of the north-eastern building alignment of High-street with the south-eastern building alignment of Andrew-street, in the town of West Maitland; and bounded thence by lines bearing south 46 degrees 51 minutes east 6 chains 51 links; thence by a line bearing south 61 degrees 41 minutes 10 seconds east 6 chains 6 links; thence by a line bearing south 69 degrees 20 minutes 50 seconds east 7 chains 58 links; thence by a line bearing north 79 degrees 18 minutes 50 seconds east 10 chains 61 links; thence by a line bearing north 65 degrees 11 minutes 30 seconds east 16 chains 29 links to the waters on the northern side of the Hunter River; thence by the waters of the said river to a point situated at the southern boundary of the Government Road near Belmore Bridge; thence by the said road bearing north 49 degrees 53 minutes 10 seconds east 2 chains 94 links, to the point of commencement; containing an area of 16 acres 2 roods 7 perches, more or less, and said to belong to the Trustees of the late Alexander M'Dougall.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this thirtieth day of June, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE DEVIATION OF THE HUNTER RIVER AT HORSESHOE BEND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, deviation of Hunter River at the Horseshoe Bend, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

All that piece or parcel of land situated in the parish of Middlehope, county of Durham, and Colony of New South Wales, being part of a portion originally granted as 87 acres to M'Kenzie and M'Lean: Commencing at the south-western corner of a portion of 900 acres originally granted to Thomas M'Dougall in the said parish of Middlehope, which corner now forms the intersection of the southern side of a reserved road 50 links wide with the left bank of the Hunter River opposite the Horseshoe Bend at West Maitland; and bounded thence on the north by the southern side of the said reserved road which separates Michael Moran's portion of 17 acres from Mrs. Callagan's portion of 9 acres 1 rood 25 perches, bearing north 89 degrees 21 minutes east 14 chains 35 links to the left bank of the said Hunter River; thence on the south-east by that bank of that river upwards to a point bearing southerly and distant at right angles 9 chains 9 links from the first-described line; thence by a line bearing south 89 degrees 21 minutes west to the left bank of the aforesaid Hunter River; and thence on the west by that bank of that river upwards, to the point of commencement,—containing 11 acres 3 perches or thereabouts, 9 acres 1 rood 25 perches of which are said to be in the possession of Mrs. John Callaghan, and in the occupation of Michael Moran; the owner and occupier of the remainder are unknown.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this third day of January, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN

...ent,—

(3.) (*Wit...*) ...read a third time.

Whereupon Mr. ... moved, That this Bill be returned to the Legislative Assembly with the following Message:—

Mr. SPEAKER,—

The Legislative Council having this day agreed to the Bill, intituled, *"An Act to make provision for and in relation to the ordinary working hours of certain firemen and officers of fire brigades employed by the Board of Fire Commissioners of New South Wales; for this purpose to amend the Fire Brigades Act,* 1909, *as amended by subsequent Acts; and for purposes connected therewith,"*—returns the same to the Legislative Assembly without amendment.

Legislative Council Chamber,
Sydney, 5th April, 1944.

Question put and passed.

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RICHMOND RIVER FLOODS.

(REPORT BY MR. McMORDIE RESPECTING PROPOSED FLOOD RELIEF CHANNEL FROM TUCKOMBIL CREEK TO EVANS RIVER.)

Ordered by the Legislative Assembly to be printed, 15 *March*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 11, *of* 15 *March*, 1893.]

Question.

(11.) REPORT BY MR. McMORDIE ON EVANS RIVER SCHEME:—*Mr. Alfred Allen* (for MR. EWING) *asked* THE SECRETARY FOR PUBLIC WORKS,—Has Mr. McMordie, of the Water Conservation Branch, yet reported upon the Evans River scheme for relieving Richmond River of surplus water in times of flood; if so, will he lay the Report upon the Table of this House?

Answer.

D. McMordie, Esq., to The Chief Engineer, Water Conservation.

Richmond River Floods.—Proposed Flood Relief Channel from Tuckombil Creek to Evans River.

Water Conservation, Irrigation, and Drainage,
Department of Public Works, Sydney, 14 March, 1893.

THIS proposal was inquired into and reported on by the Harbours and Rivers Department, and the opinion arrived at was adverse to the cutting of the proposed flood relief channel, which, it was considered, would afford little or no relief on the Richmond, and might cause considerable damage on the Evans River lands, as the contracted water-way of the Evans River, at a place known as the Iron Gates, would not give free escape to the extra flood-waters introduced.

It appears from Mr. Coane's report that a suggestion had been made to increase, by blasting away the rocks, the water-way at the Iron Gates, and to this suggestion the objection is raised that such increased water-way would admit the tidal water more freely, and subject land to tidal influences which is now free from it. The Engineer-in-Chief for Harbours and Rivers, before dealing with the question of enlarging the water-way at Iron Gates, wished to have a tidal section prepared, and observations made to show what the result of opening the Iron Gates would likely be (see his minute dated 16/10/91 on paper H & R 91–9,298), but an officer was not at the time available for the work, and the question was not further dealt with.

On the 16th June last the Minister directed me to report on this question as soon as other duties permitted me to visit the district. In the month of December last I made an inspection of the Evans River, and of the district which the proposed scheme is intended to relieve, wholly or partially, from damage by floods.

To deal with this matter thoroughly and satisfactorily further information is necessary, as has already been pointed out by the Engineer-in-Chief for Harbours and Rivers, and such information should be obtained as soon as possible, but in the meantime I consider the information available sufficient to enable me to make a preliminary report as to the feasibility of the proposed scheme.

I may state at once that the feasibility or otherwise of the proposed scheme depends on what can be safely done at a moderate cost in increasing the discharging capacity of the Evans River by enlarging the water-way at the Iron Gates.

It is evident that the water-way may be increased to any required extent above high-water level without incurring risk of any serious damage from increased tidal inflow; but it is also evidently necessary, in order to obtain the best results, that the water-way should be increased to low-water level if the conditions on the Evans River will permit of this being done. As bearing on this question, I may point out that Mr. Coane reports having observed high water at the head of the Evans River 3·25 feet above low-water level, and that his cross sections at the Iron Gates show high-water level 4·00 feet above low-level, from which it may possibly be assumed, in the absence of other evidence, that any increase made in the water-way at the Iron Gates would not raise the high-water level at the head of the river more than 9 inches, and if this be correct very little land of any practical value will be affected.

Assuming that fuller information will verify the approximate accuracy of the conclusion arrived at, I am of opinion that the proposed scheme for flood relief is thoroughly practicable, and that if carried out it will give relief of great value at a small cost to a large area greatly in need of it, and will be of great benefit to the district generally. Mr. Coane says:—"All the country, with the exception of a few ridges, for a radius of many miles being several feet under water."

Assuming the radius to be only 3 miles, the area liable to be covered by flood, including the small ridges surrounded, is nearly 18,000 acres. The area of a country covered by the flood of 1890, which this scheme is proposed to relieve, was estimated by a resident well acquainted with the district at from 12,000 to 15,000 acres.

The existing water-way at the Iron Gates, according to Mr. Coane's section, is:—

1.	Between low-water and high-water level	360 square feet.
2.	Between high water and 6 feet above high water	946 „
	Total	1,306 „

I propose that the water-way be increased to a width of 240 feet at low-water level, and the area of the water-way would then be:—

1.	Between low-water and high-water level...	960 square feet.
2.	Between high water and 6 feet above high water	1,500 „
		2,460 „

In estimating the relief which such increased water-way in the Evans River will afford, it must be remembered that the fall per mile *via* the Evans River outlet is nearly three times that by the Richmond.

The cost of the proposed work at the Iron Gates will be approximately £2,000, as nearly as can be judged from the sections given.

A flood relief channel, 120 feet wide, from the Tuckombil Creek, taken out at high-water level, with a bridge for the Clarence Road, including necessary precaution to prevent lowering of the off-take level, would probably cost £3,000, but there is not sufficient information available as to the nature of the ground to make a reliable estimate of the cost of the bridge.

A rate not exceeding 6d. per acre per annum on the land benefited will probably be found sufficient to pay interest on first cost, and to provide a good sinking fund to pay off the principal.

It appears that there are few settlers on the Evans River, but I may add that the proposed work will not, in my opinion, increase the flood level on that river, and will probably lessen it. No doubt claims will be made by oyster lessees and others should the work be proceeded with, but I do not think any can be established for a large amount, and any difficulties which may arise in this way are only difficulties to be overcome.

The existing drains through the river banks will of course require to be protected by flood gates, as pointed out by the Engineer-in-Chief for Harbours and Rivers.

D. McMORDIE.

I have read the foregoing report and examined the plan in connection with it. Mr. McMordie has dealt so fully with the question that it is unnecessary to add more than that I concur in the conclusions arrived at.—H.G.M'K., 15/3/93. The Under Secretary.

Sydney: Charles Potter, Government Printer.—1893.

[3*d*.]

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH CERTAIN IMPROVEMENTS TO THE ENTRANCE OF THE RICHMOND RIVER, PARISH OF BALLINA, COUNTY OF ROUS.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS by an Act of the Parliament of the said Colony 54 Victoria No. 9, intituled the "Entrance to Richmond River Improvements Act of 1890," it is enacted that the Public Work more particularly described in the Schedule thereto should be carried out by the Secretary for Public Works or the Member of the Executive Council for the time being charged with the duties of the said Minister, and such Minister or Member should for the purposes of that Act and the "Public Works Act of 1888," be deemed and taken to be the Constructing Authority, authorised to enter into contracts, and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which could be done or incurred by a Constructing Authority under or pursuant to that Act or the said Public Works Act so far as might be necessary for the carrying out of the work thereby sanctioned: And whereas the land described in the Schedule hereto is required for the purpose of carrying out and constructing the Public Work authorised to be carried out under the said Act 54 Victoria No. 9, that is to say, certain improvements to the Entrance of the Richmond River as per plans of Sir John Coode: Now therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the provisions of the "Public Works Act of 1888," do hereby direct that the land described in the Schedule hereto which is in my opinion required for the said authorised work shall be acquired by taking the same under the Lands for Public Purposes Acquisition Act as adopted by the "Public Works Act of 1888": And I do declare by this notification to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated and the private property within such description has been resumed for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the township of West Ballina, parish of Ballina, county of Rous, and Colony of New South Wales, being part of allotments Nos. 7 and 6, section No. 24: Commencing at a point on the southern side of Fox-street distant 396 feet from its intersection with the eastern side of Norton-street, being the north-western corner of allotment No. 7 aforesaid; and bounded thence on the north by the southern side of Fox-street, bearing south easterly 198 feet; thence on the east by the western side of Owen-street, south-westerly 110 feet; thence by a line bearing north-westerly about 227 feet, to the point of commencement,—be the said several dimensions a little more or less, containing 1 rood, and said to be in the possession of W. Wigmore.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eighth day of July, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RESUMPTION OF LAND, WOOLLOOMOOLOO BAY.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 18 *January*, 1893.

[*Laid upon the Table in answer to Question No.* 1, *of* 12 *January*, 1893.]

Question.

(1.) RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—MR. WRIGHT *asked* the SECRETARY FOR PUBLIC WORKS,—

(1.) What is the area of all land resumed by the Government on the east side of Woolloomooloo Bay; and what frontage has it to that bay?

(2.) Will he state the names of the respective owners of the land so resumed; the area and frontage in each case; and the price paid for same?

(3.) Who has been the valuator for the Crown in the case of these resumptions; and what fees have been paid to him in each case?

Answer.

Owner.	Area resumed.	Frontage.	Amount paid.	Names of valuers.
	a. r. p.	ft. in.	£ s. d.	
Challis Estate (Trustees) ...	1 2 37½	267 0 to bay ..	45,000 0 0	
Terry, R. R. (Trustee of J. R. Hilly).	0 3 24	285 0 to street ...	8,800 0 0	
Hill, Belisario	1 1 5	301 0 to bay, and...	Not yet paid...	
Batty and Sheehy ...		45 0 „ ..	„ ...	A. W. S. Gregg.
Hill, George	0 0 15	130 0 to lane ...	„ ..	J. Y. Mills.
Lahiff, J. (Trustees of) ...	0 0 14	30 0 to bay ..	4,500 0 0	J. B. Thompson.
Gattenhoff, S.	0 0 5½	17 4½ to street ...	1,250 0 0	
Elouis, Charles...	0 0 12	52 0 „ ...	Not yet paid...	
Dangar, H. C.	0 0 10½	35 0 „ ..	„ ...	
Brown, James A.	0 0 7	15 0 to bay ...	„ ...	
McQuade Trustees	1 2 34	504 0 „ ...	„ ...	T. F. Waller.

The valuations made amounted to £139,225 10s. 0d., excluding one case in which no valuation has yet been made.

Total area resumed	6a. 0r. 4½p.
„ frontage to bay	1,162 feet.
„ fees paid to Mr. A. W. S. Gregg	£112 10s. 0d.
„ „ Mr. J. Y. Mills	£112 10s. 0d.
„ „ Mr. T. F. Waller	£12 12s. 0d.

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WHARF AT LIME AND ERSKINE STREETS.

(CORRESPONDENCE IN CONNECTION WITH THE APPLICATION FOR A SPECIAL LEASE FOR.)

Ordered by the Legislative Assembly to be printed, 6 *September*, 1892.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd February, 1892, That there be laid upon the Table of this House,—

"Copies of all papers, plans, reports, and correspondence in connection with "the application for a special lease for a wharf at Lime and Erskine "Streets, in the City of Sydney, by Mr. Matthew Smith; together with "copies of all communications with the Treasury Department, in reference "to the same."

(*Mr. Wright.*)

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The Cumberland Ranger to The Under Secretary for Lands.

Sir, Petersham, 4 June, 1886.

Referring to your instructions, 84-3,687 Misc., *re* existing wharfs and jetties, I have the honor to report that Mr. Wm. Speer is now in occupation of the jetty shown on accompanying tracing, which is erected on Crown lands below high-water mark, fronting Mrs. Smith's property at Darling Harbour.

I am not aware of a special lease having been granted for the occupation of the Crown lands referred to.

I have, &c.,
JAS. M'KEOWN,
Cumberland Ranger.

No special lease appears to have been granted for the reported occupation. Occupier should, perhaps, be asked if he holds any authority from the Government for the occupation of Crown land below high-water mark; and, if so, to state the nature and particulars of such authority.—H.A., 18/6/86.

May be asked accordingly.—F.M.E., 25/6/86. Yes.—C.O., 11/7/86. W. Speer, *per* Cumberland Ranger, 21/7/86. No reply.—W.B., 15/9/86. May be informed that if title to land occupied be not proved, or lease under 89th clause be not applied for within one month, proceedings on trespass will be taken against him.—H.A., 24/11/86. Submitted.—E.L., 25/11/86. Yes.—C.O., 27/11/86. Mr. Speer informed, 1/12/86.

No. 2.

The Under Secretary for Lands to W. Speer, Esq.

Sir, Department of Lands, Sydney, 21 July, 1886.

It having been reported to the Government that you are in occupation of a jetty erected upon Crown lands below high-water mark, fronting Mrs. Smith's property at south side of Erskine-street, Darling Harbour, I have the honor to request you to be good enough to state under what authority from the Crown such jetty was erected.

I have, &c.,
CHARLES OLIVER,
Under Secretary.

Forwarded through the Cumberland Ranger for delivery.

No. 3.

The Under Secretary for Lands to W. Speer, Esq.

Sir, Department of Lands, Sydney, 1 December, 1886.

I have the honor to invite your attention to my letter of the 21st July last, relative to the Crown land occupied by you at Darling Harbour, and to inform you that if your title to the land in question be not proved, or a lease under clause 89 of the Crown Lands Act of 1884, applied for within one month, proceedings for trespass will be taken against you.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

No. 4.

The Cumberland Ranger to The Under Secretary for Lands.

Trespass by W. Speer, at Darling Harbour.

Sir, Petersham, 3 December, 1886.

I have the honor to inform you that I delivered your letter to Mr. W. Speer to-day, 86-1,867, *re* wharf at Darling Harbour. In

In reply, Mr. Speer said that he would take the necessary steps to obtain a special lease of the wharf in question.

I may add that since my report of 4th June last, a building has been erected at south side of same wharf, and it is now occupied by the Bald Rock Steam Ferry Company for an office.

I have, &c.,
JAS. M'KEOWN,
Cumberland Ranger.

No application for a special lease has been yet lodged.—H.A., 6/4/87. As Mr. Speer has taken no notice of letter of 1st December last, the matter is submitted for the course of action now to be pursued.—E.L., 6/4/87. Draw Mr. Speer's attention to the matter, and state that it will be necessary for him to obtain a lease of the wharf to avoid legal proceedings.—C.O., 7/4/87. Mr. Speer, care of Cumberland Ranger, informed, 13/4/87.

No. 5.

The Under Secretary for Lands to The Cumberland Ranger.

Sir, Department of Lands, Sydney, 13 April, 1887.

I have the honor to enclose herewith a letter addressed to W. Speer, Esq., Darling Harbour, which you will be good enough to deliver to that gentleman personally.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

[*Enclosure.*].

Sir, Department of Lands, Sydney, 13 April, 1887.

Referring to my letter of the 1st December last, intimating that application for a special lease, under the 89th clause of the Crown Lands Act of 1884, should be made for the land covered by the jetty fronting Mr. Smith's property at Darling Harbour, occupied by you, I am directed to inform you that unless application for a lease of the wharf in question be made, legal proceedings will be taken to compel abatement of the trespass.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

W. Speer, Esq., Darling Harbour, Sydney.

No. 6.

The Cumberland Ranger to The Under Secretary for Lands.

Sir, Petersham, 16 April, 1887.

Referring to your letter of the 13th instant, numbered as per margin, enclosing a letter addressed to W. Speer, Esq., Darling Harbour, and requesting me to deliver the same to that gentleman personally, I have the honor to report having visited Darling Harbour to-day and delivered your letter to Mr. Speer personally. Occ. 86-3,282

I have, &c.,
JAS. M'KEOWN,
Cumberland Ranger.

No. 7.

The Cumberland Ranger to The Under Secretary for Lands.

Sir, Petersham, 22 August, 1887.

I have the honor to report that Messrs. Scott and Goodsir, contractors, have driven, under the authority of the Bald Rock Steam Ferry Company, six long piles upon certain Crown lands below high-water mark, in front of the property at foot of Erskine-street, Darling Harbour, occupied by Mr. W. Speer.

I have been informed by the manager for the above company, that the waterway fronting the whole of Speer's property is leased by the company from him (Speer) at a high rental, and that it was from him authority to drive these was obtained.

The trespass of Speer of the wharf to which these piles are adjacent was reported by me, but no action appears to have been yet taken in that matter.

I may mention that these piles were driven after midnight.

Awaiting instructions.

I have, &c.,
JAS. M'KEOWN,
Cumberland Ranger.

No lease is held by Mr. Speer. As this system of pile driving is carried on no doubt in defiance of the Government, some immediate and decisive steps should be taken by the Department to assert their rights and control over the land below high-water mark. Submitted for instructions.—E.L., 25/8/87.

Will Mr. District-Surveyor Deering, please report as to whether the pile now complained of has been driven within an area lawfully in the occupation of anyone, and if so, by whom.—S.F., 31/8/87.

[Urgent.] Mr. Dunclow,—Go to locality and sketch in position of piles.—J.W.D., 6/9/87 (at once).

Report to the Under Secretary for Lands, No. 2,260 of this date.—JOHN W. DEERING, 7/9/87.

No. 8.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Minute Paper.

Subject :—Bald Rock Ferry Company, illegal erection of piles adjoining Erskine-street.

[Occupation 87-10,011.] 7 September, 1887.

1. The piles referred to are shown upon enclosed tracing at A. and B.

2. The piles have been illegally driven, as the water area enclosed is not under lease. The area fronts the property of Mrs. Smith, Darling Harbour.

3.

3. It appears that the water area marked A, B, C, D, E on tracing is leased—illegially leased—by Mr. Speer (lessee from Mrs. Smith) to the Ferry Company, at a high rate.

4. It is submitted: that steps be at once taken to compel Mrs. Smith to apply for a lease of the area A, B, C, D, E, or that the encroachments be at once removed.

JOHN W. DEERING,
Metropolitan District Surveyor.

No. 2,260.

Submitted.—S.F., 15/9/87. Approved.—T.G., 17/9/87. Correspondence Branch, advise Mrs. Smith—letter to be delivered by Cumberland Ranger. Mrs. Smith, *per* Cumberland Ranger, with tracing, 27/9/87.

No reply.—W.B., 2/3/88. No application for lease having been received, it is submitted as to what action is to be pursued.—E.L., 3/3/88. Trespass, proceedings should now be taken.—S.F., 3/3/88. Yes.—T.G., 8/3/88. Cumberland Ranger informed, 14/3/88.

No. 9.

The Under Secretary for Lands to Mrs. Smith.

Madam, Department of Lands, Sydney, 27 September, 1887.

I am directed by the Minister for Lands to forward herewith—a tracing showing approximate position of certain piles erected without authority by the Bald Rock Ferry Company, adjacent to foot of Erskine-street, and fronting your property at Darling Harbour, and to inform you that it will be necessary for you to at once apply for a lease of the water area marked A, B, C, D, E on tracing, or cause the encroachments in question to be removed forthwith.

I have, &c.,
F. H. WILSON,
(For the Under Secretary).

Forwarded to the Cumberland Ranger for delivery.

No. 10.

Application by Balmain Steam Ferry Co. for Special Lease.

[Form 57.]

Crown Lands Act of 1884—(Part IV, sections 89, 90, or 92).

I HEREBY apply for a special lease for driving five piles for ferry purposes of the land hereunder described, and for which I am willing to pay an annual rental of pounds shillings and pence. Enclosed is a receipt showing that the sum of £10 has been paid to the Colonial Treasurer as a deposit towards cost of survey and report.

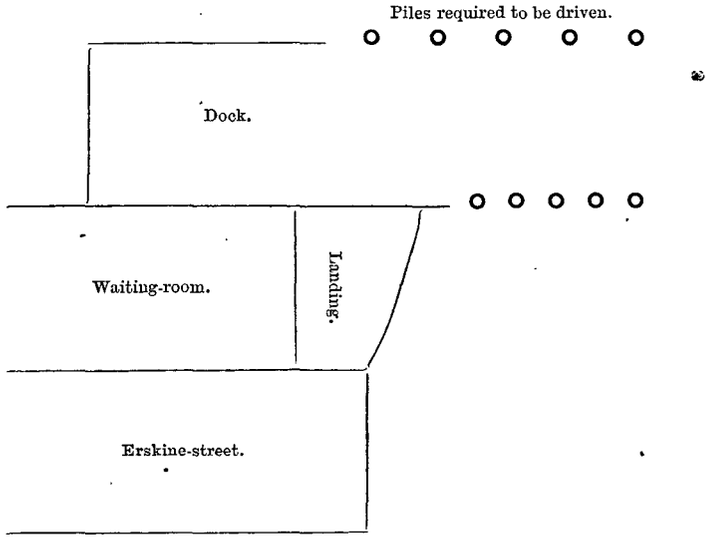
Dated at Sydney, this 22nd day of May, 1888,—

THE BALMAIN STEAM FERRY COMPANY
(*Per* W. S. THOMSON, Secretary).

To the Local Land Board at Sydney.

Description.

Metropolitan Land District, county of Cumberland:—



No. 11.

The Cumberland Ranger to The Under Secretary for Lands.

Sir, Petersham, 25 May, 1888.

Re Piles erected by the Bald Rock Steam Ferry Company at Darling Harbour.

With reference to your letter of the 14th March last respecting piles erected by the Bald Rock Steam Ferry Company adjacent to the foot of Erskine-street, and fronting the property of Mrs. Smith, at Darling Harbour, I have the honor to state that I have interviewed the secretary and manager

manager to the Bald Rock Steam Ferry Company *re* the piles in question, and they said that they would make application at once for a special lease; on making inquiry at the Lands Department I find that an application has been lodged for special lease.

It is, therefore, presumed, that no further action in the way of proceedings will be necessary at present, pending the consideration of the application for special lease.

I have, &c.,
JAS. M'KEOWN,
Cumberland Ranger.

As the Company has applied for a lease for driving piles as herein referred to, it is submitted that no further steps be taken against them pending consideration thereof.—E.L., 31/5/88. S.F.—Submission approved.—T.G., 6/6/88. Correspondence Branch. Cumberland Ranger informed, 13/6/88. The Metropolitan District Surveyor for report.—C.W.T. (for Chairman), 23/6/88.

Report No. 1,953 to the Chairman, of this date.—JOHN W. DEERING, Metropolitan District Surveyor, 23/6/88.

No. 12.

The Under Secretary for Lands to The Cumberland Ranger.

Sir, Department of Lands, Sydney, 13 June, 1888.

With reference to your letter of the 25th ultimo relative to certain piles erected by the Bald Rock Steam Ferry Company adjacent to the foot of Erskine-street and fronting the property of Mrs. Smith at Darling Harbour, I have the honor to inform you that, as the Company has applied for a lease for driving piles, the Minister for Lands has decided that no further steps need be taken against them pending consideration thereof.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 13.

The Metropolitan District Surveyor to The Chairman, Local Land Board, Sydney.

Balmain Steam Ferry Company special lease, piles, Erskine-street, Darling Harbour, parish of St. Phillip, county of Cumberland, No. 1,953.

23 July, 1888.

1. THE within application is not in accordance with the Ministerial decision on my report, dated 7th September, 1887, in which it was submitted that the area A, B, C, D, E should be covered by lease, and that an application should be tendered by Mrs. Smith, the owner of the adjoining land, from whom the Ferry Company lease.

2. The piles herein applied for, it is pointed out, are situate within this area; and also on part of the northern boundary thereof, *vide* enclosed tracing.

It is therefore submitted that the company has no power to lease without the consent of Mrs. Smith, and if a lease be granted at all, it should be for the whole area A, B, C, D, E, which would include the piles applied for.

JOHN W. DEERING,
Metropolitan District Surveyor.

Submitted that applicants be informed that consent of owner of adjoining land is necessary before application for lease can be entertained.—T. WARRE HARRIOT, Chairman, 28/7/88. The Under Secretary. Submitted that they be so informed.—E.L., 8/8/88. Inform.—S.F., 9/8/88. Informed.—H.L.T., 16/8/88. No reply.—W.B., 2/10/89.

It is submitted that sufficient time having been given for the applicants to obtain the consent of the owners of the land, in front of which the piles are driven to the lease applied for, they (the applicants) should be called upon to at once furnish the necessary consent, or the application must be considered as lapsed, and steps taken to compel removal of the piles in question.—E.L., 3/10/89.

F.H.W.—S.F., 3/10/89. Approved.—J.N.B., 4/10/89. Corresponding Branch. The Secretary, Balmain Ferry Company, informed.—H.L.T., 14/10/89. Special. Mr. Bell,—Any further communication?—H.A., 14/12/89. Cannot trace any.—W.B., 18/12/89.

No. 14.

The Under Secretary for Lands to The Secretary, Balmain Steam Ferry Co.

Sir, Department of Lands, Sydney, 16 August, 1888.

With reference to your application for special lease for driving piles, Erskine-street, Darling Harbour, I have the honor to inform you that the consent of the owner of adjoining land is necessary before application for lease in question can be entertained.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 15.

The Under Secretary for Lands to The Secretary, Balmain Steam Ferry Co.

Sir, Department of Lands, Sydney, 14 October, 1889.

Referring to the application made by you on behalf of the Balmain Steam Ferry Company for a special lease of certain land in the parish of St. Phillip, county of Cumberland, Erskine-street, Darling Harbour, for driving piles for ferry purposes, I am directed to inform you that the Secretary for Lands has decided that if the consent of the owner of adjoining land be not forwarded at once, the application must be considered as lapsed, and steps taken to compel removal of the piles in question.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 16.

Office Memorandum.

20 December, 1889.

1. On 4th June, 1886, the Cumberland Ranger reported an illegal occupation of Crown lands below high-water mark in front of Mrs. Smith's property at foot of Erskine-street, Darling Harbour, by a wharf occupied by Mr. W. Speer.

2. Mr. Speer was advised of the necessity of showing his authority for the occupation, or failing that to apply for a special lease of the land. He was afterwards reminded, but up to the present he has not complied with either request.

3. On the 22nd August, 1887, it was reported that Messrs. Scott and Goodsir were driving six piles in front of this property under the authority of the Bald Rock Steam Ferry Company.

4. It was submitted and approved that steps should be taken to compel Mrs. Smith to apply for a lease of the land covered by the wharf and the piles A, B, C, D, E, or that the encroachments be at once removed. Mrs. Smith was informed, 27/9/87.

5. No application for lease having been received instructions were issued on the 14th March, 1888, to the Cumberland Ranger to institute proceedings.

6. Application for a lease for the piles was then made by the Bald Rock Ferry Company, and as a result proceedings were stayed pending consideration thereof, 13/6/88.

7. Consent of the owners of the land on which the encroachments abutted did not accompany the application, and, therefore, action could not proceed thereon. This was called for on the 16th August, 1888, and again on the 14th October, 1889, the applicants were threatened with proceedings in trespass if it were not forthcoming. Such consent has not yet been received, and the land is still occupied.

8. Submitted, that the application of the Balmain Bald Rock Steam Ferry Company be deemed to have lapsed, and the deposit thereon forfeited, and that afterwards proceedings in trespass be instituted against the Company and Mr. Speer to compel removal of the encroaching structure.

E.L., 20/12/89.

F.H.W., 27/12/89. The course suggested herein may be adopted.—W.H., 8/1/90. Approved.—J.N.B., 10/1/90.

The Balmain Steam Ferry Company, Treasury, Chairman, Sydney, and Cumberland Ranger informed. Ranger also directed by manuscript letter to institute steps against Mr. Speer. Mr Speer so informed, 31/1/90.

Receipt, No. 960,047, for £10, sent to applicant.—A.A.B., 18/2/90. End of February, no reply.—W.B., 21/3/90. Ask Ranger to report on instructions forwarded to him, 31/1/90.—J.P.M., 16/6/90. Correspondence Branch. Cumberland Ranger asked, 18/6/90.

No. 17.

The Under Secretary for Lands to The Cumberland Ranger.

Sir, Department of Lands, 31 January, 1890.

Mr. Speer's illegal occupation below high water at foot of Erskine-street, Darling Harbour

With reference to previous correspondence, respecting the illegal occupation of Crown lands, noted in the margin, I have the honor, by direction of the Honorable the Minister for Lands, to request you to take the necessary steps to compel abatement of the trespass.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 18.

The Under Secretary for Lands to The Cumberland Ranger.

Sir, Department of Lands, Sydney, 18 June, 1890.

I have the honor to request that you will report what has been done in the matter of the instructions issued to you on the 31st January last to proceed against the Balmain Bald Rock Steam Ferry Company and Mr. Speer for trespass at the foot of Erskine-street, Darling Harbour.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

No. 19.

Application by M. Smith for Special Lease.

Crown Lands Acts; Regulation No. 150.

I, Matthew Smith, hereby apply for a special lease for existing wharf, &c., and piles purposes of the land hereunder described, and shown on the accompanying plan and tracing, and I offer to pay an annual rental thereof of £50. Enclosed is a receipt showing that a deposit of £5 and a survey fee of £1 have been paid to the Colonial Treasurer.

Signed this 14th day of July, 1890.

M. SMITH,
Botany-street, Waterloo.

To the Chairman of the Local Land Board at Sydney.

Description.

Metropolitan Land District; county of Cumberland, parish of Saint Phillip, as per plan attached.

The sum of £6 was received and placed to Suspense Account this day on within application.—P. J. Holdsworth, 14/7/90. The Treasury. The District Surveyor, Sydney, for report.—C.W.T. (*pro* Chairman), 14/7/90. Report No. 1,724 to the Chairman of this date.—District Surveyor, 22/8/90.

No. 20.

7

No. 20.

The Cumberland Ranger to The Under Secretary for Lands.

Sir, Petersham, 14 July, 1890.

Referring to your letter of 18th June last, and previous correspondence respecting the trespass noted in the margin, I have the honor to report that I interviewed the trespassers in this case, when the secretary to the Bald Rock Steam Ferry Company stated that he had done all that lay in his power to legalise their occupation; that application was lodged for special lease, which had been allowed to lapse, as the company had failed to obtain the consent of Mr. Smith, who is the owner of the property which their trespass fronts.

Trespass by the Bald Rock Steam Ferry Company and Speer.

I then ascertained Mr. Smith's whereabouts, and interviewed him with reference to the illegal occupation of certain Crown land, fronting his property at the foot of Erskine-street, Darling Harbour, when he decided to take steps to legalise the occupation by the parties herein mentioned.

Application for special lease, with the necessary deposits of £5, with £1 survey fee, was lodged by Mr. Smith to-day with the Treasury Department.

It is therefore presumed that no further steps in the way of legal proceedings will be considered necessary pending disposal of the application in this matter.

I have, &c.,
JAS. M'KEOWN,
Cumberland Ranger.

Has application for a lease to cover all the area illegally occupied been received from Mr. Smith?—J.P.M (for Under Secretary), B.C., 19/7/90. The Chairman, Metropolitan Land Board. An application for special lease (90–27) for wharf piles has been received from Matthew Smith, and forwarded to the District Surveyor for his report.—C.W.T. (*pro* Chairman), 22/7/90. The Under Secretary for Lands.

Does Mr. Smith's special lease application 90–27, Metropolitan, cover all the Crown land illegally occupied in front of his property; if so, these papers may be placed therewith.—J.P.M. (for Under Secretary), B.C., 23/7/90. Metropolitan District Surveyor. Yes.—J.B.D., 28/7/90.

No. 21.

The Metropolitan District Surveyor to The Chairman, Land Board, Sydney.

Metropolitan District Survey Office, 27 August, 1890.

Matthew Smith; special lease, 89th section; Darling Harbour; parish of St. Phillip; county of Cumberland.

22 August, 1890.

1. This is an application to cover by lease unauthorised erections upon Crown land, below original high-water mark, of Darling Harbour, consisting of a small area of reclaimed land, a pile wharf and mooring piles, as indicated upon accompanying tracing.

2. The encroachments, with the exception of the piles, which were driven about three years ago, have been in existence fully twenty years, and do not interfere with the free navigation of the harbour, or the interests of adjoining proprietors.

3. Applicant now applies for a lease of the whole area embraced by the encroachments, and for which he offers a rental of £50 per annum.

4. It may be mentioned that the area A, B, C, D is leased by the Balmain Ferry Company from W. Speer and Preddy Brothers (lessee and sub-lessees), at an aggregate rental of £510 per annum, while the small area of reclaimed land is occupied by Preddy Brothers (under lease from W. Speer) as a timber yard. The rental paid for the latter area cannot be ascertained.

5. The two jetties on the south and adjoining the area now applied for are under lease to the City Council at a rental of £150 per annum.

6. Under the foregoing circumstances it is therefore recommended, subject to the concurrence of the Engineer-in-Chief for Harbours and Rivers that a lease of the area edged red on tracing be granted for five years at a rental of £100 per annum, under the usual conditions as to removal, &c.

7. Description for *Gazette* notice herewith. Costs in this case, £1 1s.

E. TWYNAM,
District Surveyor,
Sydney.

Special lease 90–27, area 29 perches; description for *Gazette* notice of area below high-water mark of Darling Harbour, parish of St. Phillip's, county of Cumberland, applied for under the 89th section by Matthew Smith.

Commencing on the original high-water mark of Darling Harbour at the north-west corner of 15½ perches of land granted as a site for Bethel Union Chapel, now the property of applicant; and bounded on the north-west by the prolongation of the north-western boundary of that site bearing south-westerly 168 feet; on the south-west by a line bearing south-easterly to the north-west corner of existing jetty under lease to the City Council, and occupied by the Pyrmont Ferry Company, about 50¼ feet; on the south-east by the north-west boundary of the said jetty and a line bearing north-easterly in all 157 feet; and on the north-east by the south-west boundary of the aforesaid site of 15½ perches bearing north-westerly, to the point of commencement.

J. B. D.

A report from the Harbours and Rivers Branch is desired.—C.W.T. (*pro* Chairman), 28/8/90. The Under Secretary for Lands. The Under Secretary for Works.—F.H.W. (*pro* Under Secretary), B.C., Lands, 28/8/90. Mr. Darley.—D.C.McL. (*pro* Under Secretary), B.C., 29/8/90. I concur.—C.D., B.C. 29/8/90. Under Secretary, Public Works. Under Secretary for Lands, B.C., 29/8/90. The Chairman, Metropolitan Land Board.—J.P.M. (for Under Secretary), B.C., 5/9/90.

No. 22.

No. 22.

Application by M. Smith for Special Purchase.

[No. 139 of 1890].

Crown Lands Act; Regulation No. 206.

Received the sum of £10, being the deposit required on this application.

C. E. F. ROBBERDS.

The Treasury, New South Wales, 30 September, 1890.

Refused, 20-06,83.

I, MATTHEW SMITH, hereby apply for the reclamation and purchase of the land below high-water mark fronting my property at foot of Erskine-street, Darling Harbour, hereunder described. A receipt is hereon showing that the sum of £10 has been lodged with the Colonial Treasurer on account of such application.

Annexed hereto is a plan showing the position of the land applied for, and the position of adjoining land held by myself or other proprietors.

Signed this 30th day of September, 1890.

M. SMITH,
38, Botany-street, Waterloo.

To the Under Secretary for Lands.

Description of land applied for.

County of Cumberland, parish of St. Phillip, fronting my property at foot of Erskine-street (on southern side), Darling Harbour.

Forwarded to the Land Board, Sydney, for entry and despatch to the District Surveyor for report.—E.A.B. (for the Under Secretary), B.C. Lands, 4/10/90. The District Surveyor for report.—C.W.T. (for the Chairman), B.C., 9/10/90. Report No. 1,925 to the Under Secretary of this date.—District Surveyor, 17/10/90.

No. 23.

Decision of Local Land Board, Sydney.

Crown Lands Act of 1884—(Part II, section 14, sub-section 4).

New South Wales, }
to wit. }

Metropolitan special lease 90-27; section 89; wharf, 29 perches; Darling Harbour; 14th July, 1890; Parish, St. Phillip.

WHEREAS, on the 1st day of October, 1890, it became a matter for consideration and recommendation by us, namely, the application by Matthew Smith for a special lease, as noted in the margin, and having taken evidence, and inquired into the said matter, we postpone further consideration to a date to be named by the Chairman, in order that the application made to reclaim and purchase may be considered prior to dealing with application to lease.

Given under our hands, at Land Board Office, Bent-street, Sydney, in the Colony of New South Wales, this 1st day of October, 1890,—

T. WARRE HARRIOTT, Chairman.
FREDK. A. FRANKLIN,
HENRY EAGAR,
Members.

Represented by Mr. Jacob Garrard, and consideration postponed, by request, to Wednesday, 1st October, 11 a.m.—T.W.H. Present 1st October. Applicant informed of Land Board decision.—F.B., 3/10/90. Has special purchase application been received? If so, please state position of it.—C.W.T., 1/11/90. Mr. Bennett. Special purchase 90-25 to District Surveyor for report, 9/10/90.—F.B., 1/11/90.

[*Enclosure.*]

THIS deponent, *Matthew Smith*, of 38, Botany-street, Waterloo, being duly sworn, maketh oath, and saith as follows:—I made an application for a special lease fronting Darling Harbour, as by plan shown; I own the adjoining land, fronting Erskine-street and Lime-street, and extending to the original high-water mark; I have had it for eighteen years; a certain portion of the area has been reclaimed; there is a stone wall and piles on the sea front, partly done before I got it and partly by myself; a part of the wharf applied for is occupied by a jetty on piles; I also wish to include the area outside that wharf, as shown on the plan; the wharf was put up by one Henderson, before I became possessed of it; it has been repaired and added to since I had it; the outside piles were driven some four or five years ago; I believe it was done by authority of Mr. Wm. Speer, who leases from me; he leased from Henderson originally, before I purchased the land; he leases all the property, a store-house, and wharf fronting both streets; he gives me an annual rental of £312 for the whole per annum; the last lease was for ten years, which is now expiring; I believe the terms "land" and "wharf" are used in the lease; he has the right to sub-let; I have no control over it; I never got a grant of the reclaimed land; I have applied to reclaim from the 30th September last; I never held any right to occupy the area in front; I received notice from the Department of Lands to apply for a lease; it was delivered to Mr. Speer; I exhibit the notice; it is the first that ever came to my hands; I never heard of any objection before, and did not know that the Government had any claim; I was away in Europe about twelve months, and returned six or seven years ago; this is the first information I received in reference to it, and I received the same from Mr. Speer; I would wish the consideration of my lease be postponed till my application, lodged on the 30th September, has been considered.

M. SMITH.

Sworn by deponent, at Sydney, this }
1st October, 1890,— }

T. WARRE HARRIOTT, Chairman.
FRED. A. FRANKLIN, }
HENRY EAGAR, } Members.

No. 24.

No. 24.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Metropolitan Survey Office, 17 October, 1890.

MATTHEW SMITH, special purchase, 64 section, Darling Harbour, parish of St. Phillip, county of Cumberland.

1. APPLICANT is desirous of purchasing a small area of reclaimed land (about 5 perches), situated on the frontage of his property, Darling Harbour, as indicated by pink colour upon the accompanying tracing.

2. The alienation of the land, so far as the navigation of the harbour is concerned, is unobjectionable; but, in view of recent reports on several similar applications in the locality from the Engineer-in-Chief for Harbours and Rivers and the Commissioners for Railways against the sale of the Darling Harbour frontages, I think it is desirable that the matter should be referred, in the first instance, for the consideration of the Works Department.

E. TWYNAM,
District Surveyor.

Forwarded for the consideration of the Department of Works, as suggested by the Chief Surveyor hereon.—E.A.B. (for the Under Secretary), B.C., 30/10/90. Mr. Darley.—D.C.McL. (*pro* Under Secretary), B.C., 4/11/90. Mr. Halligan for report for Engineer-in-Chief.—J.S., 4/11/90.

This land is included in the wharfage arrangements proposed by Sir John Coode, and will undoubtedly be required should the railway be extended along the eastern foreshore of Darling Harbour. Even should this not be carried out, there is a strong probability of the land being required, at no distant date, for additional ferry accommodation, for which a small area has lately been resumed on the opposite side of Erskine-street.—G. H. HALLIGAN, 5/11/90.

Recommended that this land be leased for a short period only, and not sold.—C. DARLEY, B.C., 5/11/90. Under Secretary, Public Works. Under Secretary for Lands.—F.K., B.C., 6/11/90.

Submitted, in view of this report, that the application be refused, deposit refunded, and applicant advised that an application for a special lease of the land now applied for will receive consideration, if made.—E.A.B., 17/11/90.

Application for refusal, deposit to be refunded. The applicant to be informed, as suggested.—W.H.C. (*pro* Under Secretary), 24/11/90. Application refused. Refund deposit, and advise applicant to make an application to lease the land in question. Approved.—J.N.B., 24/11/90. Mr. Boyle, 25/11/90. Applicant and Treasury to-day.—E.J.B., 28/11/90. Office to note.—E.A.B. (*pro* Under Secretary), 28/11/90.

No. 25.

Captain J. Jackson to The Under Secretary for Finance and Trade.

Sir,

Public Wharfs Office, 7 November, 1890.

I have the honor to inform you that I have been given to understand that an application has been made to the Department for Lands for leasing a water frontage on the south side, and next to Erskine-street. I beg to point out that this water frontage will shortly be required for ferry purposes, and I would strongly recommend that the lease be not granted.

I have, &c.,
JOHN JACKSON,
Manager.

The Minister for Lands,—Without endorsing Captain Jackson's views, I should be glad to be informed before any final step is taken in this matter.—W.McM., 8/11/90. The Under Secretary for Lands.—G.E., 8/11/90. Has an application for a special lease of land referred to been made; if so, how does the matter stand?—J.P.M. (for the Under Secretary), 12/11/90. The Chairman, Local Land Board, Sydney. Probably the application of Matthew Smith, special lease No. 90-27, is that referred to. Papers herewith.—C.W.T. (*pro* Chairman), 13/11/90. The Under Secretary for Lands.

The Colonial Treasurer may be supplied with a copy of tracing herewith, and informed how the applications for special lease and special purchase stand, and that he will be apprised of the recommendation of Land Board before such is finally acted upon.—H.A., J.P.M., 14/11/90. Submitted.

Perhaps the Chairman should also be asked to intimate to Captain Jackson when the special lease application will be dealt with in open Court.—J.P.M., 14/11/90. For approval.—F.H.W. (*pro* Under Secretary), 17/11/90. Approved.—J.N.B., 18/11/90. Inform Treasurer. Treasury, with tracing, and Metropolitan Chairman informed, 24/11/90. The Chairman, Local Land Board, Sydney.—J.P.M., 25/11/90.

No. 26.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 24 November, 1890.

Referring to your blank cover communication of 8th instant, being a protest from Captain Jackson against leasing any of the water frontage Darling Harbour, near Erskine-street, I have the honor to inform you that applications have been made for special lease and special purchase as noted in the margin, which have not yet been dealt with by the Local Land Board. I am to forward tracing herewith, and to state that you will be apprised of the recommendation of the Local Land Board, before such are finally acted upon.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

Special lease, 90-27, wharf (29 perches); parish St. Phillip, county Cumberland; Matthew Smith. Special purchase, Matthew Smith; 5 perches; parish St. Andrew, county Cumberland.

No. 27.

The Under Secretary for Lands to The Chairman, Local Land Board, Sydney.

Sir, Department of Lands, 24 November, 1890.

Special lease, 90-27; wharf (29 perches); Matthew Smith; parish St. Phillip. Special purchase, 5 perches; Matthew Smith; parish St. Andrew; county Cumberland.

With reference to the application noted in the margin, I have the honor to inform you that an application has been made by Captain Jackson, Public Wharfs Office, that the land may not be leased being required for ferry purposes. I am, therefore, to request that you will give notice to Captain Jackson, when the application will be dealt with in open Court.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

No. 28.

The Chairman, Local Land Board, Sydney, to The Under Secretary for Lands.

Sir, Local Land Board Office, Sydney, 27 January, 1891.

Special lease, 90-27; Metropolitan; 29 perches; section 89; parish St. Phillip. Special purchase 90-25; 5 perches; section 64; Matthew Smith.

In reference to your letter of 24th November last, desiring me to give notice to Captain Jackson, Public Wharfs Officer, of the date when the applications noted in the margin will be dealt with by the Metropolitan Local Land Board, I have the honor to point out that consideration of the application to lease was postponed by the Board on 1st October last, in order that the application to reclaim and purchase adjoining land might be first dealt with.

The application to reclaim was made on 30th September, but has not yet been forwarded to the Board for appraisement of value, nor has any notice been afforded to this office of any refusal to sell the land.

Since dealing with the lease application has been made contingent upon action on the application to purchase. I should be glad of information concerning any definite course that may be decided upon with respect to the latter application.

I have, &c.,
T. WARRE HARRIOTT,
Chairman.

The application to reclaim and purchase has been refused on 24/4/90, and the papers attached hereto should perhaps be forwarded to the Land Board for its information.—E.J.B., 5/2/91. The Chairman of the Metropolitan Land Board for his information.—E.A.B. (*pro* Under Secretary), 11/2/91. Special lease application should be now brought forward.—T.W.H., 16/2/91. Notice of meeting to applicant, 23/3/91. Notice of meeting to Captain Jackson, 31/3/91.

No. 29.

Decision of the Local Land Board, Sydney.

Crown Lands Act of 1884—(Part II, section 14, sub-section 4).

New South Wales, }
Sydney, to wit. }

S.L. 90-27; section 89; wharf, piles.

Whereas, on the 6th day of April, 1891, it became a matter for investigation before us whether an application, dated 14th July, 1890, by Matthew Smith, for a special lease of certain land in the parish of St. Phillip, county of Cumberland, for a wharf, should be granted, and having taken evidence and inquired into the said matter, we find that we cannot recommend that a lease be granted as desired, but if it be desired to condone or legalise existing trespass we should recommend a lease for one year from 31st January, 1890, the date when instructions for proceedings in trespass were issued, and we appraise the rent for that term at £100.

Given under our hands, at O'Connell-street, at Sydney, in the Colony of New South Wales, this 6th day of April, 1891,—

T. WARRE HARRIOTT, Chairman.
HENRY EAGAR, Member.

Adjourned case.—Present: Mr. Piggott, attorney.

Informed.—F.B., 8/4/91. The Under Secretary for Lands.—F.B. (*pro* Chairman), B.C., 5/5/91.

In view of the strong opposition by Captain Jackson, of the Public Wharfs Office, Mr. Smith's application has been recommended for refusal by the Board. The land has never been leased, although occupied for many years, and bringing an income to Mr. Smith, the applicant. The annual rental is valued at £100. The suggestion of the Board that the year 1890 should be elected for leasing at a rental of £100 does not appear sound. I have personally learnt from Captain Jackson that if this lease be refused the Treasury Department will issue a lease or leases forthwith, at a considerable increase of revenue, some £360 per annum, he states. If this Department is prepared to forego its right to lease the Darling Harbour wharfs and jetties, perhaps it would be better to refuse Mr. Smith's application and claim no back rent, should the contrary view be entertained there is no valid reason why a special lease should not be granted at the rate of £100 per annum, to begin, say, from 1st January, 1889, and terminate on the 31st December, 1891 or 1892? Should a lease be granted even for 1890 and 1891, at £100 per annum, it would be better than the rent proposed, as it would be equivalent to nearly £400 per annum, having but seven months to run. Special.—J.P.M., 22/5/91.

Special attention is invited in this case. It is far from certain that the Treasury will be able to get a higher rental than this Department can get, nor is it apparent that such should be. The Land Board may be assumed to be quite as able to get evidence of the fair annual rental as the Treasury officers are. Attention is invited to Captain Jackson's evidence. The public purpose therein mentioned, "ferry landing," seems to imply that the resumption would be for the purpose of leasing for such purpose. This Department, in land matters of this kind, represents the Government, and, by dealing with the application to lease, is asserting the Crown rights. There is, therefore, so far nothing to resume, and I see no reason why this Department should forego control of this area.—R.H.D., 29/5/91.

Submitted.—F.H.W., 2/6/91.

[*Enclosure.*]

[*Enclosure.*]

THIS deponent, *Stephen E. Perdriau*, staff surveyor, of Sydney, being duly sworn, maketh oath, and saith as follows:—I know the area applied for as a special lease by M. Smith, on the southern side of Erskine-street; for the last twelve months I have habitually been called upon to report upon harbour frontages; I have made no report upon this land; I do not think this lease should be granted because access to Erskine-street would be blocked on that side; I know as a fact that land has been resumed for providing a new ferry wharf on the opposite side of the street; I think approach to the foot of Erskine-street would be difficult to make in southerly weather; I think if a lease were granted with a power of resumption by the Government at any time, there would be no difficulty, provided that the present approach by ferry steamers to Erskine-street is not affected.

Sworn by deponent, at Sydney, this 6th of April, 1891,— } STEPHEN E. PERDRIAU.

T. WARRE HARRIOTT.
HENRY EAGAR.

THIS deponent, *Matthew Smith*, of Botany-street, Waterloo, being duly sworn, maketh oath, and saith as follows:—I remember giving evidence in October last before the Board; I have heard the evidence read; the application to purchase has since been refused, and I now wish my special lease application to be considered; I wish to correct a statement in my former evidence; Mr. Speer has the right to sub-let, but not to assign; plan marked "A" correctly shows the land I apply to lease.

Sworn by deponent, at Sydney, this 6th of April, 1891,— } M. SMITH.

T. WARRE HARRIOTT, Chairman.
HENRY EAGAR, Member.

THIS deponent, *John Jackson*, manager of public wharfs at Sydney, being duly sworn, maketh oath, and saith as follows:—I have a conscientious objection to taking an oath and make a solemn declaration instead that the evidence I give is the truth, the whole truth, and nothing but the truth; I know the area applied for adjoining Erskine-street; the Government claim the land occupied by unauthorised reclamation; it is required for public purposes, for ferry landing.

By Mr. Piggott: I know nothing personally about the matter; I have been consulted by the Colonial Treasurer; I wrote and drew his attention to the application to lease; then I had a conference with him, a personal interview, and received my authority to appear and oppose the granting of the lease; part of them are used for ferry purposes now by the Balmain Ferry Company; I know nothing of their tenure of it; land on the opposite side of the street has already been resumed, and it was thought that this land will be required also, and any lease would add to the difficulty; I think the construction is likely to take place immediately on making a public landing-place here; I do not know the value of these sites; the leasing of the wharfs always comes before me; that is generally reckoned on at 12½ per cent. on cost of construction; the life of a wharf is generally reckoned at twenty-five years, and after five years 2½ per cent. is deducted for wear and tear.

Sworn by deponent, at Sydney, this 6th of April, 1891,— } JOHN JACKSON.

T. WARRE HARRIOTT, Chairman.
HENRY EAGAR, Member.

No. 30.

The Secretary, Balmain New Steam Ferry Co., to The Under Secretary for Finance and Trade.

Sir, Balmain New Ferry Company (Limited), 4, Erskine-street, Sydney, 1 May, 1891.

I am desired by the Directors of this Company to inquire whether wharf on south side of Erskine-street, as marked in red on the accompanying tracing, be open for leasing; and, if so, upon what terms and conditions.

I am, &c.,
WILLIAM HENDERSON,
Secretary.

Captain Jackson.—W.M., 6/5/91. F.K., 7/5/91. This land and wharf was before the Land Board. I do not know what their decision was; I should be glad to know before reporting on it.—J.J., 8/5/91. The Under Secretary for Finance and Trade. Will the Under Secretary for Lands be good enough to let me know the decision of the Land Board in this matter.—F.K., 9/5/91.

No. 31.

Office Memorandum.

Matthew Smith's application for Special Lease of 29 perches, Darling Harbour.

4 June, 1891.

IT is not usual to lease the whole area intervening between two wharfs as has been applied for and recommended in this case. Smith has been forced by the Department to make the application.

Generally a lease of that part only of the area is applied for upon which it is intended to erect a jetty, and care has been taken that no area outside thereof, which the public in any floating craft might want to use should be leased.

This is quite a special case, the object in view in endeavouring to obtain a lease of the water area intervening between the two wharfs is that Smith and his sub-lessees may continue to, and legally obtain the high rental at present paid them by the ferry company (stated to be £510 per annum for the area marked A, B, C, D, E upon tracing with papers, and marked Occupation, 87–10,608).

No doubt it was the knowledge of this high rental being paid that led Captain Jackson to state that the Treasury would charge £350 per annum for the lease.

In fact, to put it shortly, Smith desires to obtain exclusive possession of this specially valuable portion of the public highway, the harbour.

It is generally conceded that owners of water-frontage properties have the first right to use the approach thereto from the water, but the question arises as to what special or first right Smith has (if any) now to use this water frontage as an approach to his property, seeing that he and his predecessors in title have cut off such approach by illegal reclamation, and illegal erection of a pile wharf on Crown lands, and which now sever his land from the water. (It may be observed that both the reclamation and the pile wharf have street frontage).

That portion of the public wharf at the foot of Erskine-street marked Balmain Ferry waiting-room on tracing with special lease 90–27, is leased to the Ferry Company by the City Council at £52 per annum.

The

The Ferry Company pay £50 per month for their other berth, situate on Cox's property immediately to the north of Erskine-street, which includes a wharf and waiting-room thereon.

The pile wharf fronting Smith's property is Government property, having been erected on Crown land without authority.

Erskine-street wharf is, of course, a public wharf, and is not adapted to ferry requirements. To use it for that purpose the steamers would have to ply end on to the wharf, which is almost impossible—that is the reason why they are compelled to use the portion of the area applied for by Smith, and as they are compelled to have that area or remove their business elsewhere, which would be disastrous to it, and greatly inconvenience the travelling public, they would be completely at Smith's mercy if the lease were granted as applied for.

It is evident that the Ferry Company are under the impression that Smith or Speer (who leases Smith's freehold) has control over the area.

S.E.P.

No. 32.
Office Memorandum.

Special Lease 90–27, Sydney, applied for by Matthew Smith.

24 June, 1891.

1. This case presents peculiar features.

2. The wharf is erected below high-water mark, and the land above present high-water mark consists of a piece of unauthorised reclaimed land.

3. The position is very valuable, being on the southern side of Erskine-street.

4. Reference to tracing, marked Enclosure to Miscellaneous 90–2,175, shows the whole area now sought (29 perches), by red edging, and the unauthorised reclamation by the letters S, T, W, X.

5. Mr. Smith applies for this lease in virtue of the freehold shown on same tracing as site for Bethel Union Chapel.

6. The 89th section contemplates clearly dealing only with land under the sea; that is in this case the pile wharf. The same section requires also the consent of the owner in fee simple of the land fronting the wharf.

7. This wharf fronts the unauthorised reclamation S, T. W, & X, and Smith is not the owner in fee. He is an occupier in trespass, and as such he has been forced to tender this application to lease.

8. It is difficult to see how Smith can be dealt with at present—though the conclusion which inevitably follows is, "Who, then, can be?"

9. The main question is, however, one of rent and departmental control.

10. The lease applied for includes the whole of waterway between two wharfs, Erskine-street and the jetty leased by the City Council, and occupied by Pyrmont Ferry Company. It is not usual to allow such a waterway to be leased.

11. It is thought, also, that Smith, or those deriving through him, have been getting the high rental of £510 per annum from the Ferry Company for the use of the illegal wharf.

12. The Board are unable to recommend a lease as desired by Smith—that is, it is presumed, of the area sought by Smith; but as a set-off for the trespass they recommend a lease for one year at £100 per annum.

It is pointed out that if such be approved, the same difficulty which now exists will present itself at the close of the present year.

It will be seen by the papers that the Treasury has made representations to this Department. [*See* 3,398.]

Captain Jackson, representing that Department, in his evidence before the Board, speaks of the land, &c., being required for public purposes for ferry landing. From the memo. of Mr. Halligan (5/11/90, on papers Alienation 90–9,683), of the Harbours and Rivers Branch, the land is included in Sir John Coode's scheme of wharfage arrangements.

It is quite clear, however, that the control of the area belongs to this Department. Nor can the question of resumption arise; because to resort to such at present will be to show weakness in the Crown's claim to the land.

The difficulty, therefore, presents itself as to course of procedure. It will never do to allow this valuable water frontage to be without recognised control, and occupied by some one rent free.

The only course which suggest itself to me at present, is to consider the unauthorised reclamation, and the pile wharf as now existing as one. This will give Smith a standing as owner in fee of the adjoining land, the Bethel Union Chapel site. Smith might be offered an annual lease of that area; but not to be allowed to put up any new wharf or piles, and to be called upon to keep in repair the structures now in existence. Three months notice, to end on the 31st December each year, to be given in writing by either party wishing to terminate the occupancy.

The question of rental will require careful consideration (*see* paragraph 11 hereof).

If Smith declines to take the occupancy under these conditions, and rent determined on by the Minister, the Crown Solicitor may be requested to advise this Department as to the best course to adopt, with a view to leasing the land and wharf.

R.H.D.

There are apparently two courses open.—1. To invite Mr. Smith to submit a fresh application at once for a special lease of the reclaimed area and wharf, which might be dealt with on its merits, probably on the lines suggested in memo. of the 29th instant. 2. To submit the land and wharf to public auction as a special lease, subject to the conditions proposed in memo. referred to. Before final action is taken the Colonial Treasurer should be informed—*vide* minute of the 8th November, 1890, on 90–3,398.—W.H., 30/6/91.

I am of opinion that the land and wharf should be submitted to auction as a special lease, but in view of the Treasurer's memo., 8th November, 1890, he may be informed of the proposed action.—J.N.B., 2/7/91. Inform at once please.—J.P.M., 8/7/91. The Acting Under Secretary for Finance and Trade informed, 8/7/91. Notify refusal of M. Smith's application. Applicant, Treasury, and Chairman advised, 10/7/91. Voucher, £1 1s.

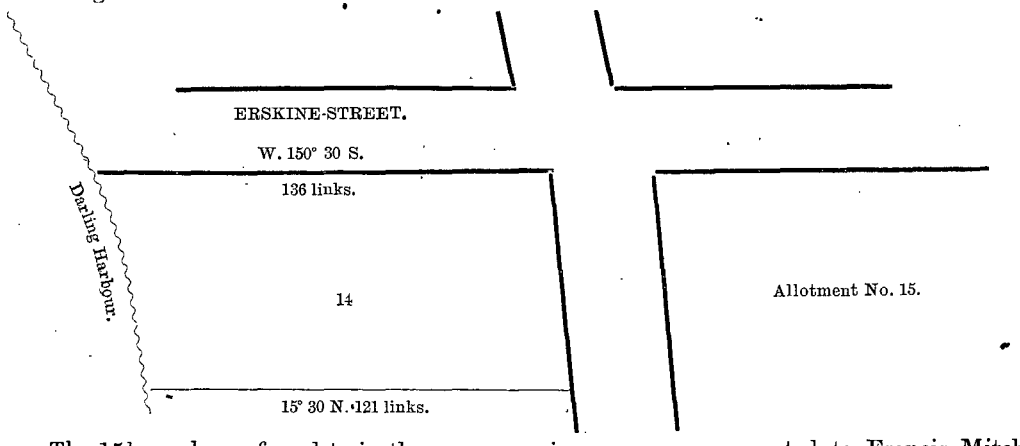
No. 33.
Office Memorandum.

Deeds Branch, 2 July, 1891.

Grantees, Francis Mitchell, Thomas Barker, Ambrose Foss, Robert Bourne, and George Allen, in trust; date, 3rd June, 1842; area, 15½ perches; county, Cumberland; parish, St. Phillip; town, Sydney; allotment No. 14, section No. 55.

BOUNDED on the south by a line bearing east 15 degrees 30 minutes north, 121 links on the east by allotment No. 15; bearing north 15 degrees 30 minutes west; 76 links on the north by Erskine-street; bearing west 15 degrees 30 minutes south 136 links; and on the west by Darling Harbour,—being the allotment promised by His Excellency Sir Richard Bourke on 22nd September, 1834, as the site for the Sydney Bethel Union Chapel.

Being also the allotment advertised as No. 38, in Government notice dated 26th February, 1841.



The 15½ perches referred to in the accompanying papers were granted to Francis Mitchell, Thos. Barker, Ambrose Foss, Robert Bourne, and George Allen, in trust for the erection thereon of a Bethel Union Chapel, and for no other purpose. The said trustees sold the land to Robert Henderson, of Sydney, merchant, under the Act 15 Vic., intituled, "An Act to enable the trustees of the Sydney Bethel Union to sell all their land and buildings in Erskine-street, Sydney, and erect a new Mariners' Church in a more convenient situation, and for other purposes therein mentioned."

The said Robert Henderson, by his will, devised the land to his son Thomas, who devised the same to Catherine Larkin, of Erskine-street.

Catherine Larkin mortgaged the land to the Savings Bank of New South Wales, and afterwards married Matthew Smith, of Sydney. By reconveyance dated 31st August, 1878, registered No. 312, book 184, the Savings Bank, by direction of the said Catherine Smith, conveyed and assured the said land to the said Matthew Smith, his heirs and assigns for ever. I have searched for but cannot find any dealings by the said Matthew Smith.

The description in the reconveyance is the same as the enclosed, which has been copied from the register of the grant.

The Under Secretary. F. McK.

No. 34.
The Under Secretary for Lands to The Acting Under Secretary for Finance and Trade.

Sir, Department of Lands, 8 July, 1891.

In compliance with the request of Colonial Treasurer endorsed on Treasury paper 90–10,421, forwarded to this Department under blank cover, dated 8th November last, I have the honor, by direction of the Secretary for Lands, to inform you that in the matter of leasing the water fontage on the south side and adjoining Erskine-street, Darling Harbour, it has been decided to submit the land and wharf to public auction as a special lease. Special lease, 90-27, Sydney: Matthew Smith.

I have, &c.,
WM. HOUSTON,
Under Secretary.

Captain Jackson for report.—F.K., 9/7/91. This water frontage is required almost at once for ferry purposes, and should not be submitted to public auction as a special lease.—J.J., Circular Quay, 10/7/91. The Under Secretary for Finance and Trade. The Under Secretary for Lands.—J.K., 11/7/91. Submitted.—J.P.M., 16/7/91. For ferry purposes is a somewhat vague term, and full particulars should be supplied by the Treasury.—W.H., 17/7/91. Approved.—J.N.B., 17/7/91. The Acting Under Secretary for Finance and Trade, 21/7/91.

No. 35.
The Under Secretary for Lands to The Acting Under Secretary for Finance and Trade.

Sir, Department of Lands, Sydney, 10 July, 1891.

I have the honor to inform you that Mr. Matthew Smith's application for a special lease at the foot of Erskine-street, for wharf purposes, has been refused; and I have to request that the deposit and survey fee, less £1 1s., paid thereon into Suspense Account on the 14th July, 1890, may be refunded to him on application. Deposit, &c., £6; Expenses incurred, £1 1s.; Amount available for refund, £4 19s.

I have, &c.,
WILLIAM HOUSTON,
Under Secretary
(*Per* R.H.D.)

[*Enclosure.*]

[*Enclosure.*]

Head of Revenue and Receipt—Land Revenue.

STATEMENT of all sums handed over or remitted to the Colonial Treasurer, in payment of the undermentioned collection by the Under Secretary for Lands, to July, 1891:—

Particulars of sums received.—

Transfer from Suspense Account, 14th July, 1890—Towards payment of expenses incurred in dealing with Matthew Smith's application for a special lease for wharf at foot of Erskine-street, Darling Harbour, £1 1s.

WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

No. 36.

The Under Secretary for Lands to The Chairman, Local Land Board, Sydney.

Sir, Department of Lands, Sydney, 10 July, 1891.

Mis. Ls. 90-2,175. No. 90-27, Land Board.

I have the honor to inform you that Mr. Matthew Smith's application for a special lease of land, parish of St. Phillip, county of Cumberland, for wharf purposes, has been refused.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* J.P.M.)

No. 37.

The Under Secretary for Lands to Mr. M. Smith.

Sir, Department of Lands, Sydney, 10 July, 1891.

I have the honor, by direction of the Secretary for Lands, to inform you that your application for a special lease, as per margin, has been refused.

Sydney; Matthew Smith, Date of application, 14th July, 1890; No. 90-27: Application for special lease; Deposit, &c., £6; Expenses incurred, £1 1s.; Amount of refund, £4 19s.

2. The deposit and survey fee paid thereon, amounting to £6, less expenses incurred (£1 1s.) will be refunded to you by the Colonial Treasurer, on application, or will be paid into any bank you desire, by filling up the order at foot hereof, and forwarding the same, together with this communication, to the Under Secretary for Finance and Trade, Sydney.

3. It is pointed out that your signature to such order must be witnessed by a magistrate, clergyman, or Clerk of Petty Sessions.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* J.P.M.)

No. 38.

The Under Secretary for Lands to The Acting Under Secretary for Finance and Trade.

Sir, Department of Lands, Sydney, 21 July, 1891.

Referring to your blank cover communication of the 11th instant, 91-8,092, Lands, intimating that the water frontage adjoining the foot of Erskine-street, Darling Harbour, is required almost at once for ferry purposes, and should not be submitted to public auction as a special lease as determined by this Department, I have the honor, by direction of the Secretary for Lands, to request that the reason advanced being somewhat vague, you will be good enough to favour me with full particulars of the objections alleged to exist against the course decided upon by this Department.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

Captain Jackson; urgent.—F.K., 22/7/91.

Some months ago a deputation waited upon the late Colonial Treasurer, asking for a landing-place on the city side for the new ferry proposed to run to Balmain. The land in question is the only available land suitable for that purpose (without the Government resuming at great cost), I recommended the land in question for this ferry accommodation.—J.J., Circular Quay, 4/8/91.

The Under Secretary for Finance and Trade. Submitted. The Under Secretary for Lands might be so informed.—F.K., 5/8/91. Approved.—H.P., 5/8/91. Mr. Ross.—F.K., 5/8/91. Informed, 7/8/91.

No. 39.

W. H. Piggott, Esq., to The Secretary for Lands.

Sir, FitzEvan Chambers, Castlereagh-street, Sydney, 23 July, 1891.

In accordance with your suggestion made to me on Tuesday, I now write to you fully upon the question of the proposal to offer a lease by auction of the Bethel Wharf, at the foot of Erskine-street. The present owner of the adjoining land is Mr. Matthew Smith, and he, and those through whom he claims, have, as I understand, claimed to be entitled to the wharf for about forty years. He is, however, upon a claim being made by the Government to the wharf, willing to admit the right of the Government thereto, although he has been taken completely by surprise on learning that his property does not include the wharf. I understand that it is contended by the Lands Department or the Treasury that Mr. Smith cannot object to the lease of the wharf being sold by auction, because there has been a reclamation of a small piece of land between the actual high water-mark (Mr. Smith's boundary by deed) and

and the wharf itself. I, yesterday, personally examined the premises, and I would respectfully ask that you also will personally see them before deciding; and, if you desire it, I shall be glad to go with you, and point out the whole premises.

You will find that although some piles have been driven down by somebody, and rubbish by degrees filled in, the water at certain parts of the frontage actually comes up to and washes Mr. Smith's boundary by deed.

A gross and cruel wrong would be done to Mr. Smith if the wharf were let to others than himself, inasmuch as the result would be that the whole of the frontage which he has by Crown grant to the water would be rendered absolutely useless.

I am compelled, also, to bring under your notice the fact that Mr. Smith, on Tuesday, received an anonymous letter, a copy whereof is attached hereto, and when it is understood, as I am informed is a fact, that the same course of procedure as is being adopted in this case, has not been adopted in any other case of water frontage, it will be apparent that there is something going on behind the scenes. I know that anything of this kind you will not for one instant tolerate.

Mr. Smith is willing to pay the rent assessed for the land, and I hold in my hand a cheque for £95, being the balance, after allowing for £5, now in the Treasury, of the rental of £100 a year, which Mr. Smith is willing to pay. I have every confidence that you will see that no injustice is done to him, and especially under the circumstances.

I have, &c.,
W. H. PIGGOTT.

The case is set out on papers 91-4,227, Miscellaneous Lands.—J.P.M., 24/7/91. Very special.—For consideration in connection with memos. on 4,227. It is observed that waters of Darling Harbour are recited in the original deeds of Smith's land, as the western boundary thereof.—R.H.D., 25/7/91. F.H.W., 27/7/91.

The Metropolitan District Surveyor may be asked for a report on the statement by Mr. Piggott, that the water at certain parts of the frontage, actually comes up to and washes Mr. Smith's boundary (by deed). The Treasury may also be reminded as to letter of 21st instant.—W.H.

Approved.—J.N.B., 28/7/91. The Acting Under Secretary for Finance and Trade, 28/7/91. The District Surveyor, Sydney.—J.P.M. (for the Under Secretary), B.C., 28/7/91. Mr. Surveyor Perdriau for consideration and report.—E. TWYNAM, 3/8/91. Replied to by my report of the Metropolitan District Surveyor, No. 91-93, dated 12th August, 1891, enclosing tracing.—S. E. PERDRIAU, Government Surveyor.

[*Enclosure.*]

Mr. M. Smith,—

Sir,

There is some very unfair and dishonest underground business going on between a certain person that is interested in steamers, and a certain person in the Government employ, and unless you exert yourself you will lose all interest to water fronting your property in Erskine-street.

' For certain reasons I cannot divulge any names for the present.

Call me,
JUSTICE.

No. 40.

The Under Secretary for Lands to The Acting Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 28 July, 1891.

I have the honor, by direction of the Secretary for Lands, to remind you that no reply has been received to the letter of the 21st instant, from this Department requesting that full particulars should be supplied by the Treasury with respect to your protest against the proposal to submit the land and water frontage on the south side, and adjoining Erskine-street, Darling Harbour, to public auction as a special lease.

The favour of an early reply is requested.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

Mr. Ross,—Please inform the matter has been referred to the Manager, Circular Quay, for report. Captain Jackson, however, is at present unwell, but he will, it is expected, be able to return to duty next week, when no doubt the matter will receive attention.—F.K., 30/7/91.

Informed, 30/7/91.

No. 41.

The Under Secretary for Finance and Trade to The Under Secretary for Lands.

Sir,

The Treasury, New South Wales, 7 August, 1891.

Referring to Treasury letter to you P.O. No. 1,816, of date 30th ultimo, I am now directed to say, in reply to your Miscellaneous Lease 91-4,487 of 21st ultimo, that the Treasury request for suspension of action on the part of your Department in connection with the proposed Darling Harbour special lease auction sale, is based upon the circumstance that some months ago a deputation waited upon the then Colonial Treasurer (Mr. McMillan), asking for a landing place on the city side for the new ferry proposed to run to Balmain.

The land proposed by your Department to be submitted to auction is the only available land suitable for the purpose in question, and, if leased as proposed, the Government will only be able to carry out the promise made by Mr. McMillan by resuming, at considerable cost, a frontage elsewhere.

I have, &c.,
F. KIRKPATRICK,
Under Secretary for Finance and Trade.

No. 42

No. 42.

Mr. Surveyor S. E. Perdriau to The Metropolitan District Surveyor.

Sir, 43, Phillip-street, 12 August, 1891.

In compliance with your instructions No. 91–724, dated 3rd instant, I have the honor to report upon the statement in the above-mentioned letter "that the water at certain parts of the frontage actually comes up to and washes Mr. Smith's boundary (by deed)."

2. The official plans of surveys of this locality do not show the reclaimed land and present high-water mark fronting this property with sufficient accuracy, and with that object in view I have made the necessary measurements, and the sketch which I beg to forward herewith supplies the omissions.

3. In order to test the accuracy of Mr. Piggott's statement, the exact position of the western boundary at the date of grant, 3rd June, 1842, must be ascertained; said boundary was not the high-water mark of that date, but is described as "Darling Harbour," and was located in the harbour, and distant from 30 to 71 links from high-water mark, *vide* city section plan, No. 55, Surveyor-General's letter to Colonial Secretary, No. 34–455. Mr. Piggott appears to refer to the fact that the water at high tide washes the sea wall marked XY on my sketch.

4. This allotment was granted as a site for a Bethel Chapel, and the stone building erected thereon for that purpose soon after, and at the corner of what was afterwards made Lime-street (*vide* S. 871 old roll) is extant.

5. It is now almost impossible to locate with absolute accuracy the eastern and western boundary lines of this allotment; it is perhaps unnecessary to say that any original marks which may have been put in have long since disappeared, and any attempt to that end must be based upon their positions relative to landmarks, such as very old buildings which are extant or which if destroyed had been defined by survey. Of these perhaps that affording the most reliable information is the old stone chapel above referred to. I have endeavoured, but ineffectually, to ascertain precisely the date of its erection, because if it had been erected previous to the survey and as shown on the plan of subdivision, S. 871 old roll, as might be supposed from the fact of its being shown thereon in ink, there would be no difficulty in locating these lines, because said plan shows the eastern side of the allotment to be identical with that of the building, and that of the building has been adopted in alignment for the western side of Lime-street, but there can be little doubt that it was erected subsequent to the date of the grant, and the first official record of its existence that I could find is on plan (Cat. S. 140–858 roll) showing the adjoining allotment and dated 4th July, 1846, *i.e.*, only four years after the grant, at which date no doubt the proper boundary was adopted. This plan shows the eastern side of the chapel as being on the eastern side of the allotment and produces that side to form the boundary of the adjoining allotment.

6. If, however, it be decided to give the present owner the benefit of any doubt, and to locate the lines in question by their relative positions to old buildings shown on the plan, which also shows the allotment, and from which the description for the grant was evidently prepared—Sydney section No. 55—then their positions will be as indicated on my sketch.

Cost of survey and report—field, half-day; office, one day—one and a half days at £3 3s.= £4 14s. 6d.

I have, &c.,
STEPHEN E. PERDRIAU,
Government Surveyor.

No. 43.

The Secretary, Balmain New Steam Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir, Balmain New Ferry Co. (Limited), 4, Erskine-street, 2 September, 1891.

I am desired by the Board of Directors of this Company to solicit the honor of an interview with the Honorable the Colonial Treasurer on some such early day as he may appoint.

The purpose of the interview is with the object of securing the necessary wharfage for the Company's boats at the bottom of Erskine-street.

I am, &c.,
WM. HENDERSON,
Secretary.

Eleven a.m. on 10th September, 1891. Informed, 5/9/91.

No. 44.

Captain J. Jackson to The Under Secretary for Finance and Trade.

Sir, Public Wharfs Office, 17 September, 1891.

I have the honor to bring under your notice that, in view of the Honorable the Treasurer's decision *re* accommodation for the new Balmain ferry, at the foot of Erskine-street, south side, it will be necessary that the Lands Department be acquainted with same, in order that special lease for this water frontage be not granted.

I have, &c.,
JOHN JACKSON,
Manager.

Mr. Ross.—F.K., 17/9/91. Done.—N.A., 19/9/91.

No. 45.

Notes of Interview with Colonial Treasurer.

Balmain New Ferry Company—*Re* wharfage accommodation at Erskine-street terminus.

Notes of interview between the Colonial Treasurer and the Directors of the above-named Company, introduced by Mr. Murphy, M.P., and Mr. G. D. Clark, M.P., 10th September, 1891.

Captain Napier said that the Company represented 815 shareholders, with a capital of £12,000. The progress of the undertaking was considerably hampered through the want of accommodation on the Sydney side. The late Colonial Treasurer had partly promised that they should have one side of the new

new jetty, but the furtherance of the Company's interests was somewhat hindered through a lack of definite information as to what the Government were likely to do. It was intended to established a 1d. ferry between the city and Balmain, consequently the proposed concern had the sympathy of the residents of the suburb named. In order to obtain some improvement in the present ferry accommodation, the local Council had called for tenders, offering the free use of the Council's wharfs and an annual subsidy of £500 for three years, provided a 1d. service was established. The new Company was the only tenderer, but it could not be stated at present how far the Council would be able to carry out the terms of the original proposal, legal objections having been raised respecting the powers of the municipality. It was hoped in the course of about nine months to have the Company in full working order, running a ten-minute service. The question of route had been carefully considered in order to reduce to a minimum the chances of collision with the boats of the older company.

Alderman Swan mentioned that the new Company was largely the outcome of the late strike, during which the Balmain people were not quite satisfied with the treatment meted out to them by the ferry proprietors. The matter of the subsidy and the free use of the Council's wharf was, consequently, decided upon to facilitate the establishment of a new concern, and thus break the present monopoly. The wharf question (at the Sydney terminus) was the one great obstacle to founding a new Company. They sought some promise or understanding with the Government respecting the provision of suitable wharf accommodation.

Mr. Bruce Smith explained that, as a Minister, he could hardly permit himself to know any company in particular, as it would scarcely be consistent with the proper administration of the trust reposed in him were he to show partiality to one more than another. He would, however, see Captain Jackson in the matter, and whatever wharfage accommodation the Department had, or contemplated for ferry services at the foot of Erskine-street, should be apportioned in accordance with the requirements of those desiring the use of it as far, of course, as practicable. If one company ran twice as many trips as the other, then such company would probably require a larger share of accommodation. On the other hand, if the new company ran as many trips as the old company, then he thought the concerns should have like treatment, excepting, perhaps, that the older concern might be allowed (say) the first choice of wharf. There was no probability of the wharfs under notice being obtained for the use of the ordinary shipping community. The passenger traffic at Erskine-street had now reached such proportions that the Government could not overlook the necessity of considering such traffic. The new company need have no fear of their requirements being overlooked, as he (Mr. Bruce Smith) would feel that each company existed for the benefit and convenience of the people of Balmain. Taking it as likely that the new company might be ready to commence running in (say) nine months, the deputation may rest assured that the matter would have the early attention necessary, and report obtained from Captain Jackson as to what was being done, respecting which the new company would be afforded some information.

Having seen Captain Jackson, the Balmain Ferry Company (New) may be informed that, subject to terms being agreed upon (which will be the same as those extended to the old company), the southern portion of Erskine-street will be at their disposal, and as soon as their arrangements have been completed for the running of their vessels, Captain Jackson will communicate with them as to the minor conveniences in the construction of the new wharf.—B.S., 18/9/91.

Mr. Galloway.—F.K., 17/9/91. Informed.—F.G., 17/9/91.

No. 46.

The Under Secretary for Finance and Trade to The Under Secretary for Lands.

Sir, The Treasury, New South Wales, Sydney, 19 September, 1891.

I have the honor, by direction of the Colonial Treasurer, to hand you enclosed, for the information of the Secretary for Lands, copy of a letter addressed yesterday to the Secretary, Balmain New Ferry Company (Limited), No. 4, Erskine-street.

I have, &c.,
F. KIRKPATRICK,
Under Secretary for Finance and Trade.

[*Enclosure.*]

Sir, The Treasury, New South Wales, Sydney, 17 September, 1891.

I am desired to intimate that it has been arranged to place at the disposal of your Company certain wharfage accommodation to be erected on the southern side of Erskine-street, subject to terms being agreed upon, which will be the same as those extended to the old Company.

The particulars of the proposed jetties can be obtained from Captain Jackson, at the Circular Quay office, with whom you are invited to consult respecting the minor conveniences in the construction of the wharfs.

I have, &c.,
F. KIRKPATRICK,
Under Secretary for Finance and Trade.

Wm. Henderson, Esq., Secretary, Balmain New Ferry Company (Limited), Erskine-street.

No. 47.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Matthew Smith's encroachment by reclamation and jetty, Darling Harbour.

(No. 1,077). 19 November, 1891.

1. Referring to the inquiry by the Under Secretary's B.C. minute, I have to state that I am of opinion that the Bethel Chapel grant, now the property of M. Smith, is correctly located, as indicated by red edging on accompanying tracing (M.L. 91-5,786) by Mr. Surveyor Perdriau.

2. There can be no doubt whatever about the reclamation beyond the grant, as shown upon tracing by a blue edging; as to what may be termed an indentation in such a reclamation, high tide still washes at one spot (Y) the foot of the old sea wall (yellow).

3. Application was made by M. Smith to purchase the reclaimed land, which was refused on the advice of the Works Department (Alienation 90-9,683), and it was then suggested to him that he might apply for a lease; this he had previously done (Miscellaneous Leases 90-2,175). 4.

4. As pointed out in another minute (91–4,227), the first question which arises is whether, under these circumstances, Smith is in a position to apply for a lease, and whether a special lease can be granted to him for reclaimed Crown land in unauthorised occupation, and covering a wharf and water beyond.

5. Upon paper (91–4,227) last quoted, it was decided to offer by auction a special lease covering the reclaimed land and the wharf; to this course an objection was lodged on behalf of the Treasury, representing that the site was required as a landing-place for ferry purposes.

6. It has been ascertained that the Balmain Ferry Company had leased, at a very high rental, the right to use this water frontage for access to the public wharf (and waiting-room thereon) at the foot of Erskine-street, and it is quite clear that the owner of the Bethel Chapel grant had no right to charge or receive rent. This Company has obtained from the Government another site for a landing-place on the north side of Erskine-street, to which the ferry business is shortly to be removed.

7. The wharf at the foot of Erskine-street was built by the Government, and any special right to use the same, such as for a landing-place for a steam ferry, is very valuable.

8. It would appear that Smith has, by unauthorised reclamation, deprived himself of his claim as riparian proprietor to a special lease for a jetty, but it is stated that there is a precedent for an exception to this view of the case. *Vide* Occupation, 88–724 and 88–6,393.

9. It will be observed that the width of waterway between Erskine-street wharf and Pyrmont Ferry jetty is only about 50 feet, and, allowing 35 feet for working the new class of steam ferry boats, it would leave but 15 feet waterway for private use.

10. Consequently, the question for consideration is, whether M. Smith's application can be entertained, as the granting of a special lease to him would interfere with the free use or the most advantageous disposal to the State of the landing-place afforded by Erskine-street wharf.

E. TWYNAM,
District Surveyor.

Submitted.—J.P.M., 26/11/91. F.H.W., 27/11/91.

The difficulty of dealing with this case is considerably enhanced by the intrusion of the Treasury, which has prevented the land being dealt with. In the meantime the land is yielding no revenue, and, presumably, Mr. Smith continues his illegal occupation. The question is now, whether the course decided upon by Mr. Secretary Brunker shall be carried out, or whether some concession might be extended to Mr. Smith by granting him a lease of the land and wharf, irrespective of any wharfage scheme the Treasury Department may have in contemplation.—W.H., 30/11/91.

Treasury may be again asked if they wish action to be further delayed.—H.C., 8/12/91. Under Secretary, Finance and Trade informed.—J.P.M., 11/12/91.

No. 48.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir, Department of Lands, Sydney, 11 December, 1891.

With reference to your letter of the 7th August last, desiring suspension of action on the part of this Department in connection with the proposed sale by auction of a special lease on the south side of the foot of Erskine-street, Darling Harbour, for wharfage purposes, I have the honor, by direction of the Secretary for Lands, to request you to be good enough to inform me whether you wish action in this matter to be further delayed.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

Captain Jackson. Urgent.—F.K., 15/12/91.

I beg to suggest that action in this matter be delayed until the New Balmain Ferry Company, to whom the land in question has been promised for a ferry landing, be communicated with.—J.J., 15/12/91.

Approved.—J.S., 17/12/91. Mr. Ross.—F.K., 17/12/91. Informed, and also the Company, 19/12/91.

No. 49.

The Secretary, Balmain New Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir, Balmain New Ferry Company (Limited), 9, Shelly-street, Sydney, 17 December, 1891.

The Board of Directors of this Company desire an interview with the Honorable the Colonial Treasurer in reference to wharfage accommodation required by the Company. Would you kindly inform me on what early day, and at what hour, it would be convenient for the Treasurer to have the meeting.

I have, &c.,
WM. HENDERSON,
Secretary.

Kindly put view in writing, and I will have matter reported upon at once.—J.S., 19/12/91. Informed, 21/12/90.

No. 50.

The Under Secretary for Finance and Trade to The Under Secretary for Lands.

Sir, The Treasury, New South Wales, Sydney, 19 December, 1891.

I am directed by the Colonial Treasurer to acknowledge the receipt of your letter, of 11th instant, No. 91–7,781, M.L., and to inform you in reply that he would be glad if the sale by auction of a special lease of the water frontage at the south side of Erskine-street referred to by you could be further delayed pending certain inquiries in connection therewith being made.

I have, &c.,
F. KIRKPATRICK,
Under Secretary for Finance and Trade.

The.

The Colonial Treasurer was asked, on the 8th instant, if he wished to delay any further the proposed sale by auction of a special lease of a reclamation and jetty at the foot of Erskine-street, Darling Harbour, now illegally occupied by Mr. Matthew Smith. It is now requested that pending certain inquiries the matter, so far as this Department is concerned, may be further delayed Submitted for consideration.—J.P.M., 22/12/91. R.H.D., 24/12/91.

May be delayed for a fortnight.—W.H., 24/12/91. Bring this up again with a further recommendation.—H.C., 7/1/92.

No. 51.

The Secretary, Balmain New Ferry Co. (Limited), to The Colonial Treasurer.

The Balmain New Ferry Company (Limited), 9, Shelly-street,

Sir, Sydney, 24 December, 1891.

I have to acknowledge the receipt of your letters, of 19th and 21st instant, both of which were under the consideration of the Board of Directors of this Company yesterday.

I reply to the former (which was delayed in delivery by misdirection—and only reached this office yesterday), I am to acquaint you that this Company is quite at a loss to understand why any question as to wharfage accommodation on the south side of Erskine-street should now be raised, considering that the matter was first sanctioned and agreed to conditionally by Mr. Treasurer McMillan, at an interview held with him, on 3rd April, 1891, corroborated later on (on his accession to office) at an interview with Mr. Treasurer Smith—and finally concluded on 7th September by the following official authorisation from the Treasury, of which I now beg to supply you with a full copy:—

Wm. Henderson, Esq., Secretary, Balmain New Ferry Company (Limited), 4, Erskine-street,—

Sir, The Treasury, New South Wales, Sydney, 17 September, 1891.

I am desired to intimate that it has been arranged to place at the disposal of your company certain wharfage accommodation to be erected on the southern side of Erskine-street, subject to terms being agreed upon, which will be the same as those extended to the old company.

The particulars of the proposed jetties can be obtained from Captain Jackson, at the Circular Quay office, with whom you are invited to consult respecting the minor conveniences in the construction of the wharfs.

I have, &c.,

F. KIRKPATRICK,

Under Secretary for Finance and Trade.

This concluded contract with the Government has been communicated to our shareholders—and that practically means the whole of Balmain, our share register running into close on 1,000 names, representing all that is thrifty and enterprising in the borough—besides which we have two steamers on the stocks, and have already paid on account of machinery for them quite enough to warrant us in saying that within a very few months we shall be in a position to run a popular and effective ferry service between Balmain and the city. We would most certainly not have entered into these contracts and obligations unless we had previously absolutely concluded arrangements with your department for an absolute essential to our success, *viz.*, wharfage accommodation at the Sydney end of the route.

With reference to your letter of 21st instant, the pretext of this practically answers its query, evidently made on a misapprehension of the facts as they existed, and I am to say that the main object of the Board in asking for an interview was to congratulate you on your accession to the Treasurership, and at the same time place before you our detailed requirements which we had been invited to send to a subordinate officer by Treasury letter of 17th September, as a matter of courtesy under new Ministerial developments. I am also to mention that this Board has all along been so seized with the knowledge that absolute economy was such a necessity in the impoverished state of the public finances that it refrained from pressing to be incurred until necessary the promised works on the south side of Erskine-street.

Before concluding, I am desired to acquaint you that in about four months from this date we shall be prepared, under any circumstances, to carry out an efficient and improved ferry service between Balmain and Sydney. We have the necessary subscribed capital, the free and full support of all Balmain, and the fixed purpose that such an enthusiastic support gives. We, therefore, naturally trust that now no impediment may be thrown in our way.

Again soliciting an interview on some early day at at some suitable hour,

I am, &c.,

WILLIAM HENDERSON,

Secretary.

Captain Jackson for report.—F.K., 30/12/91. J.S.

This company only requires berths for our ferry steamers, together with waiting-room, &c., for passengers. I beg to point out that the Government owns about 50 feet water frontage adjoining the south side of Erskine-street, and in every way suitable for the purpose; the construction of a landing-place for our steamers will not be very costly and will leave a good return on the outlay; I beg to recommend its construction. I would also inform you that the land alluded to is at present in charge of the Lands Department. If the above is approved it will be necessary that the Lands Department be requested to hand it over to the Treasury.—J.J., Circular Quay, 5/1/92. The Under Secretary for Finance and Trade.

Before further communicating with the Balmain Ferry Company I would suggest these papers be referred to the Lands Department to know if there is any objection to the leasing of the land for wharfage purposes, as contemplated. This is the first intimation apparently that the land is under the control of the Lands Department.—F.K., 6/1/92.

Submitted. I shall be glad if Mr. Copeland can see his way clear to approve of this application. —F.B.S., 7/1/92. The Under Secretary for Lands.—F.K., 7/1/92.

[Three plans.]

---

dney: Charles Potter, Government Printer.—1892.

[2*s*.]

Occupation
87.10608
Enclosure

APPENDIX A

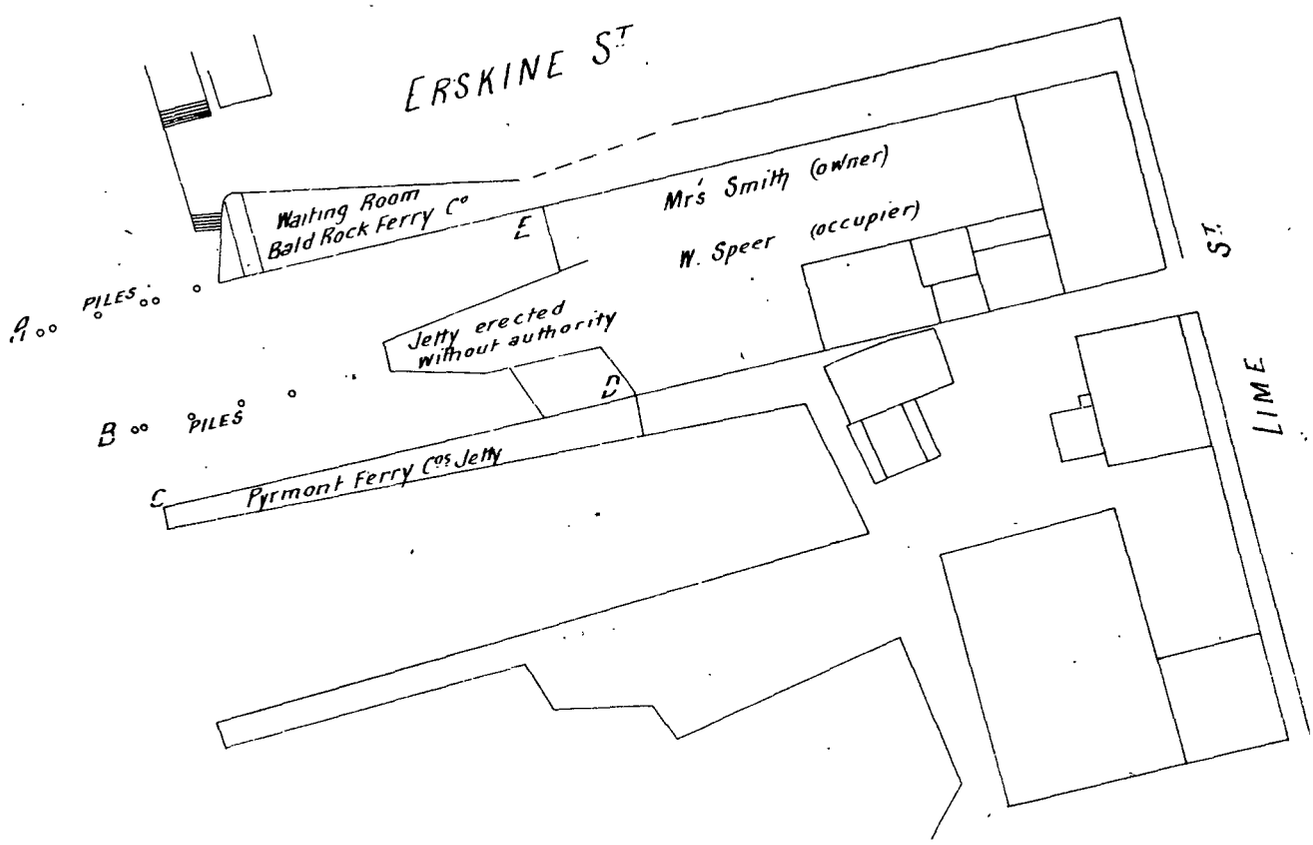
Enclosure to No 8

TRACING

Showing approximate position of Piles erected without authority by the Bald Rock Ferry Co, adjacent to the foot of Erskine St & fronting the property of Mrs Smith. Darling Harbour

Scale 60 links to an Inch

Note Letters shown on original in Red shown here by broken letters thus A. B.



(Sig. 175-)

With my report to The Under Secretary for Lands No 2260 of this date

(Signed) John W. Deering

7th Sept 1887

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

S L 90.27
Misc L 90.1155

APPENDIX B

Mis lease Branch
90.2175
Enclosure

Enclosure to No 21

TRACING

Shewing area below High Water Mark of Darling Harbour

Applied for under the 89th Sec for Wharfage purposes

by Matthew Smith

Scale 60 links to an Inch

Note. Writing shewn in Red on original shewn here by broken writing thus 50 1/4 Ft

The area edged with Red on original is edged here with heavy broken line, thus — — —

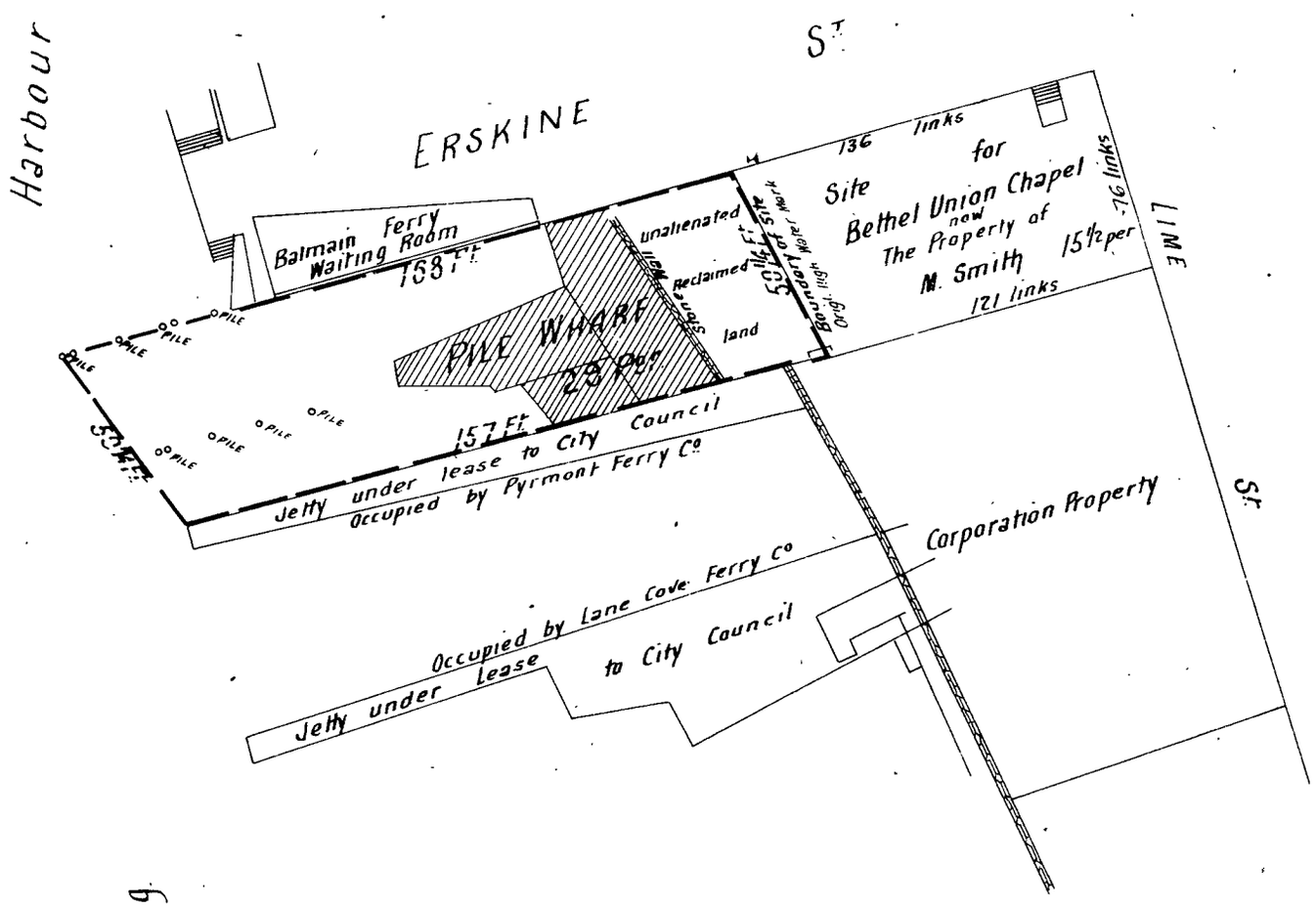


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

(Sig 175--)

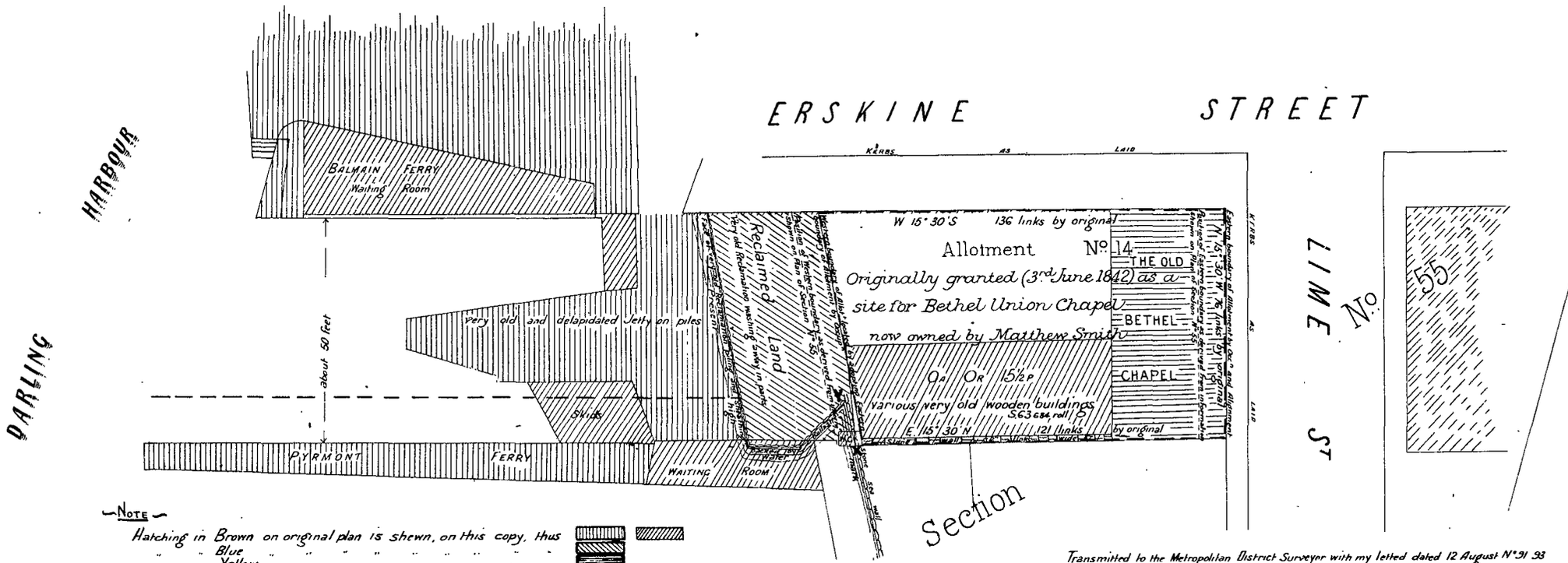
APPENDIX C
Mis. Lease Branch 31. 5786

(Duplicate)

Enclosure to N°42.

SKETCH showing ALLOTMENT N°14. SEC 55. CITY of SYDNEY

Granted as a site for BETHEL CHAPEL — Now owned by MATTHEW SMITH



Transmitted to the Metropolitan District Surveyor with my letted dated 12 August N°91 93

(sd) Stephen E. Perdriau
Govt Sur.

NOTE

Hatching in Brown on original plan is shewn, on this copy, thus
" " Blue " " " " " " " "
" " Yellow " " " " " " " "
" " Red " " " " " " " "
Red edging " " " " " " " "

(Sig. 175.)

Traced by J.C.T.
Ext by d 30.6.92

Scale
0 15 30 60 90 LINKS

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

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WHARF AT FOOT OF ERSKINE-STREET.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 21 *March*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 8, *of* 21 *March*, 1893.]

Question.

8. MR. MOLESWORTH, for MR. JEANNERET, *asked* THE COLONIAL SECRETARY,—

(1.) Is it not a fact that the wharf at the foot of Erskine-street was, by special letter from Colonial Secretary, handed over to the City Commissioners (to whom the City Corporation succeeded), and was thus formally placed under the control of the representatives of the citizens of Sydney?

(2.) Is it a fact that without the permission of the City Council, and without any notification by the Government of the intention so to do, the said wharf has been built upon by the Government, and that the structure thereon erected has been leased to a company without the knowledge or consent of the City Council?

(3.) If so, by whom, and under what statute, and at whose recommendation, has the said structure or wharf been let, and to whom, and on what conditions as to rent and terms of tenancy?

(4.) If not, will he explain how it is that this property has been taken from the control of the City Council, and why the letters from the City Council to the Government, written two months ago, on the question of the occupation of this wharf by Government, have not been promptly attended to?

Answer.

(1.) I find that a letter to the following effect was addressed to the Commissioners for the City of Sydney, on the 18th of February, 1856, namely:—

> The Colonial Architect having reported the completion of the new wharf at the foot of Erskine-street, I am directed by His Excellency the Governor-General to inform you that that officer has been instructed to hand the wharf over to you. I have also to request that you will cause the space between the wharf and the roadway of Erskine-street to be filled up.

(2, 3, and 4.) It will be seen from the terms of the above letter that this wharf was originally built by the Government. In the rearrangement of the wharfage accommodation at this locality which has recently taken place, it appears that the Government have occupied about 26 feet out of the entire width of the wharf, for the purpose of supplying better waiting-shed accommodation for the travelling public between Erskine-street and Balmain. The new shed occupies only 4 feet more space than the one which was erected on the wharf many years ago. It appears that the formal sanction of the Council was not obtained to this, but the Department of Works was in communication with the Right Worshipful the Mayor, who, it was understood, was quite agreeable to the alterations proposed, which it is clear have resulted in a large amount of convenience to the citizens using the ferry.

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH WHARF ACCOMMODATION AT ERSKINE-STREET, SYDNEY, PARISH OF ST. PHILLIP, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, Wharf Accommodation at Erskine-street, Sydney, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the City of Sydney parish of St. Philip, county of Cumberland, and Colony of New South Wales: Commencing on the southern boundary of Erskine-street at a point bearing west 15 degrees 30 minutes south 1 chain 36 links from its junction with the western boundary of Lime-street; and bounded thence on the north-west by the southern boundary of Erskine-street bearing south 74 degrees 49 minutes west 24 feet 1½ inches; on the south-west by the present high-water mark of Darling Harbour bearing south 24 degrees 37 minutes east 52 feet 2 inches; on the south-east by the present high-water mark aforesaid and a line bearing in all north 74 degrees 8 minutes east 25 feet 6 inches; and on the north-east by a line bearing north 26 degrees 12 minutes west 52 feet 1 inch, to the point of commencement,—be the said several bearings and dimensions all a little more or less, containing 4½ perches or thereabouts, and said to be in the possession of Matthew Smith.

In witness whereof I have hereto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-first day of November, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

THE ANNUAL REPORT

OF

THE POSTMASTER-GENERAL,

ON THE

DEPARTMENTS UNDER HIS MINISTERIAL CONTROL,

FOR THE YEAR

1891.

Presented to Parliament by Command.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

[3s.] 5—a

[1453 copies—Approximate Cost of Printing (labour and material), £209 16s. 6d.]

THE POSTMASTER-GENERAL TO HIS EXCELLENCY THE GOVERNOR.

ANNUAL REPORT FOR THE YEAR 1891 ON THE POST OFFICE, MONEY ORDER OFFICE, GOVERNMENT SAVINGS BANK, AND ELECTRIC TELEGRAPH DEPARTMENT.

My Lord,

I have the honor to transmit to your Excellency the Annual Report for the year 1891 on the Departments under the Ministerial control of the Postmaster-General.

COMBINED REVENUE AND EXPENDITURE.

Revenue.

	1890.	1891.
Post Office	£427,329 17 1	£443,877 14 11
Electric Telegraph Department	193,706 14 5	198,531 8 1
Money Order Office and Government Savings Bank—		
Commission on Money Orders	16,938 16 0	19,197 17 3
Interest on Investments	69,444 0 11	79,535 10 4
Total	£707,419 8 5	£741,142 10 7

Expenditure.

Post Office	£470,424 15 2	£462,407 0 7
Electric Telegraph Department	194,324 8 1	211,314 5 5
Money Order Office and Government Savings Bank—		
Salaries and Contingencies *	12,466 0 9	13,504 19 9
Interest added to Depositors' Accounts	63,225 7 9	72,280 10 4
Total	£740,440 11 9	£759,506 16 1

The above are the particulars of expenditure out of the votes of Parliament directly at my disposal, except in the case of the Government Savings Bank item of "Interest added to Depositors' Accounts," which is specially provided for out of the interest accruing from investment of funds on the same account.

The following are the items of expenditure paid from votes under the control of other Ministers:—

	1890.	1891.
Stores and stationery	£5,555 19 10	£5,120 7 0
Repairs and additions to buildings	13,438 12 5	9,814 5 11
Furniture (including carriage)	557 2 1	699 7 1
Printing, bookbinding, *Gazette* advertisements, *Gazettes*, &c.	9,510 1 8	11,486 5 6
Printing postage-stamps	7,479 0 9	6,144 0 4
Municipal and other rates	1,570 18 10	2,122 4 10
Postage	1,465 13 4	1,930 18 5
Advertising in newspapers	861 14 3	959 7 8
Fuel and light	3,982 6 11	3,334 0 6
Total	£44,421 10 1	£41,610 17 3

The interest on the cost of construction of Electric Telegraph Lines is estimated at £30,715, and the interest on the cost of buildings owned by the Government, and used as Post and Telegraph Offices in various parts of the Colony, is estimated at £27,728.

Debiting each Department with its proper share of the salaries of officers in charge of combined Post and Telegraph Offices, the foregoing figures show that the revenue of the Post Office and Money Order and Government Savings Bank Departments (including interest on investments) exceeded the expenditure from the votes of those Departments, and interest added to depositors' accounts in the case of the latter, by £19,500 2s. 7d. and £5,010 5s. 8d. respectively, while the expenditure of the Electric Telegraph Department was £42,874 13s. 9d. in excess of the revenue thereof. Adding

* These items do not include the proportions chargeable against the Electric Telegraph Department and Money Order Office and Government Savings Bank of the salaries of officials in charge of combined Post and Telegraph Offices, the full amount of which salaries is included above in the expenditure of the Post Office Department. Apportioning the cost of salaries, the Electric Telegraph expenditure would be £241,406 1s. 10d., the Money Order and Government Savings Bank expenditure, £21,442 11s. 7d. (exclusive of interest added to depositors' accounts), and the expenditure of the Post Office Department, £424,377 12s. 4d.

Adding the expenditure on account of the services of the Postmaster-General from the votes of other Departments, and the interest on the cost of buildings and construction of telegraph lines, the expenditure properly chargeable to the Departments under my control for the year 1891 was £859,560 13s. 4d., or £118,418 2s. 9d. in excess of the revenue for the same period.

Postal and Telegraphic Conference.

Allusion was made in the Report of my predecessor for the year 1890 to the Postal and Telegraphic Conference which was held in Sydney in the months of February and March, 1891, and at which resolutions were adopted relating to the representation of the Colonies at the approaching Postal Congress in Vienna, and the agreement with the Eastern Extension Telegraph Company for the reduction of the Cable rates between Australasia and other parts of the world. The Report of this Conference has already been laid before Parliament.

Universal Postal Union.

The following resolutions were passed at the Intercolonial Postal Conference held at Sydney in February and March, 1891:—

1. That the Colonies of Australasia should accept the invitation to be present at the Postal Congress at Vienna.
2. That the Governments of the various Australasian Colonies take steps to have their respective Colonies adequately represented at the Postal Congress to be held at Vienna in May next.
3. That the Representatives of Australasia be instructed to advocate the admission of Australasia into the Postal Union, on condition that Australasia receives adequate representation, and that the maritime transit rates be not lowered without the consent of the countries maintaining the sea services.

The Agent-General for New South Wales (Sir Saul Samuel, K.C.M.G., C.B.) was appointed to represent the Colony of New South Wales at Vienna.

The Congress was accordingly held at Vienna in May, 1891, and the following despatch of Sir Saul Samuel affords full information of the proceedings there, so far as the entry into the Union of the Australasian Colonies is concerned:—

The Agent-General to The Colonial Secretary.

Sir, Westminster Chambers, 9, Victoria-street, Westminster, S.W., 12 June, 1891.

In accordance with your instructions, I left London on the 15th May, in company with the representatives of Victoria (Sir Graham Berry and Judge Casey), to attend the Postal Congress at Vienna. On my arrival in that city I received copies of the proceedings of the Postal Conference held in Sydney in February and March last, at which it was decided unanimously that, on certain conditions, the whole of the Australasian Colonies would enter the Universal Postal Union.

On the morning of the 21st May, Sir Graham Berry, Mr. Casey, and myself had an interview with Sir Arthur Blackwood and Mr. Buxton Forman (the representatives of the English Post Office), and we discussed very fully the terms and conditions upon which the Colonies should enter the Postal Union. Sir Arthur Blackwood and Mr. Buxton Forman kindly undertook to endeavour to get the members of the Congress to consider, at once, the question of the entry of the Australasian Colonies into the Postal Union, which the members consented to do; and, accordingly, on the following morning the question was discussed by a sub-committee appointed for the purpose, which was numerously attended by delegates from nearly all the leading nations. Sir Arthur Blackwood and Mr. Buxton Forman, ably addressing the committee in French, urged most strongly that the Australasian Colonies should have, at least, two votes. The feeling of the committee was unanimously against this, the representatives of the leading powers speaking in opposition, and not one voice being in favour of the proposal. After further consultation we determined to accept the one vote, particularly as it was a question more of sentiment than practical utility, as the Congress seldom went to a division, and none of the great Powers had more than one vote each. The other conditions—that there should be no alteration in the maritime transit rates, and that the postal charges should not be reduced pending the next quinquennial meeting,—having been ceded, we agreed, on behalf of the Australasian Colonies, to enter the Postal Union.

On the 25th May the committee reported to a full meeting of the Congress (the Director-General of Posts and Telegraphs of Austria presiding), when we handed in a memorandum (copy annexed) of the terms upon which the representatives of the Australasian Colonies were prepared, on behalf of those colonies, to join the Universal Postal Union. The announcement that these terms were accepted was received with great enthusiasm; and, at the request of the President, the members rose *en masse* and welcomed the Colonies into the Union. Several congratulatory addresses were delivered; I responded in English, being followed by Sir Graham Berry, the Honorable F. Basedow, and Sir Arthur Blackwood, who, with Mr. Buxton Forman, represented Western Australia.

You

You have been fully informed by telegrams of the foregoing arrangements. It will now be necessary that the Australasian Governments should communicate, through their Excellencies the Governors of the Colonies, to the Colonial Office, in order that the Foreign Office may report, through the diplomatic channel, to the International Bureau, at Berne, that the Australasian Colonies agree to enter the Union on the conditions stated. A letter was received from the Colonial Office a few days since to this effect. I annex a copy thereof, together with a copy of the joint reply of the Agents-General thereto, and a copy of the joint telegram despatched on the 8th instant to the Colonial Governments. I also forward, under separate cover, printed papers relating to the proceedings of the Congress.

I should mention that at the request of the Queensland Government I had the honor of representing that colony at the Congress.

In the letter of instruction from Mr. Unmack (the Postmaster-General of Queensland) he mentioned that it was understood at the Conference in Sydney that in the event of its not being possible to obtain two votes the Australasian Colonies were prepared to accept one.

I desire to express my thanks to Sir Arthur Blackwood and Mr. Buxton Forman for their cordial co-operation and the valuable assistance they rendered to my colleagues and myself in carrying out the wishes of the Australasian Colonies.

Trusting the agreement arrived at will be satisfactory to the several Governments concerned.

I have, &c.,
SAUL SAMUEL.

[*Enclosures.*]

The Colonial Office to The Agent-General.

Sir, Colonial Office, Downing-street, 5 June, 1891.

I am directed by Lord Knutsford to state that he has been requested by the Postmaster-General to communicate by telegraph with the Australian Governments, inviting them to make the necessary arrangements for carrying out the Union *régime* from the 1st of October, 1891, and to telegraph to his Lordship at once, for the information of the Postmaster-General, their acceptance of the date named. Before, however, acting upon this request, it has occurred to Lord Knutsford that as the colony which you represent was directly represented at the Postal Congress you may yourself have telegraphed to your Government to this effect, and I am to inquire whether you have done so, or propose to do so.

I am, &c.,
ROBERT G. HERBERT.

The Agents-General to The Colonial Office.

Sir, 13, Victoria-street, London, 8 June, 1891.

With reference to your letter of the 5th instant, we beg to state that we have to-day sent a joint telegram to our Governments, copy of which is annexed, inquiring whether they have decided to accept the 1st of October next as the date for entering the Postal Union, and whether they are prepared to make the necessary arrangements for bringing the Union *régime* into force in their respective colonies at that date, and informing them that, if so, it is necessary that the Governors of every colony should be moved to cable to Lord Knutsford at once, so that the requisite formal notification may be given through the diplomatic channel to the International Bureau at Berne.

It will be for Lord Knutsford to decide whether his Lordship will telegraph to the same effect to the Governors, as suggested by Her Majesty's Postmaster-General.

We are, &c.,
SAUL SAMUEL,
Agent-General for New South Wales.
GRAHAM BERRY,
Agent-General for Victoria.
JAMES F. GARRICK,
Agent-General for Queensland.
SAMUEL DEERING,
Acting Agent-General for South Australia.
E. BRADDON,
Agent-General for Tasmania.
F. D. BELL,
Agent-General for New Zealand.

Joint Telegram to Australasian Governments.

London, 8 June, 1891.

COLONIAL Office inquires whether Governments have agreed to accept 1st October for entering Postal Union, and are prepared to make necessary arrangements for beginning Union *régime* at that date; if so, it is necessary that Governors of every colony be moved to cable Lord Knutsford at once, so that the requisite notice may be given by Foreign Office to International Bureau at Berne. Please reply.

Memorandum from Australasian Representatives.

Vienna, 25 May, 1891.

REPRESENTATIVES of the Australasian Colonies having met in conference at Sydney in February and March, 1891, decided unanimously that, on certain conditions, the whole of the colonies in question would enter the Universal Postal Union.

In compliance with directions from our respective Governments, we, the undersigned, hereby declare that Australasia will enter the Universal Postal Union on the conditions arranged with the sub-committee on the 22nd of May, 1891, namely, that the colonies in question be allowed a single separate voice at the Congresses and in the affairs of the Union; and that the transit rates for sea conveyances remain unchanged until after the next Quinquennial Congress. It

It is further understood that the letter rate of 25 centimes per 15 grammes will remain unaltered during the same period, and that the Australasian Colonies have the right to maintain or establish between themselves lower rates of postage than those fixed by the Union Convention.

Subject to the approval of the several Governments concerned, we name the 1st of October, 1891, as the date on which the Colonies will enter the Union.

SAUL SAMUEL, for New South Wales and Queensland.
GRAHAM BERRY, } Victoria.
J. J. CASEY, }
F. BASEDOW, South Australia.
S. A. BLACKWOOD, } Western Australia.
H. BUXTON FORMAN, }

The following translation of a portion of the printed report of Committee No. 1 of the Vienna Universal Postal Congress, on the question of Australasia having more than one vote, is interesting:—

On the motion of the German delegation, supported by that of Great Britain, the committee has decided to adjourn the discussion of the conditions of transit (art. 4), and consequently that of the fixing of the rates (art. 5), which to a certain extent depends thereon, and to place itself first of all in communication with the delegates of the British Colonies of Australasia here present. Western Australia is represented by the British delegation, while New South Wales, New Zealand, Queensland, Tasmania, and Victoria have sent special delegates. The adhesion of the colonies in question is necessarily subordinated, in the first instance, to the fixing of the rates and conditions of transit, and it is therefore important to negotiate this question first of all with the representatives of the colonies in question. The committee has to this effect appointed a sub-committee, composed, like that created at Lisbon, of the delegations of Germany, the United States of America, Austria, France, Great Britain, Hungary, Italy, and Russia. This sub-committee has presented the following report on the result of its deliberations:—

Mr. President and Gentlemen,—Influenced by the precedent of the Postal Congress at Lisbon, you have charged a sub-committee, composed of the delegations of Germany, the United States of America, Austria, France, Great Britain, Hungary, Italy, and Russia, with the care of hearing the representatives of the Australasian Colonies, and to concert with them means to facilitate the entry of these colonies into the Postal Union.

The sub-committee assembled on May 22nd. It requested H. E. Dr. von Stephan to accept the duties of President, and was good enough to confide those of reporter to me. After having welcomed the delegates of Australasia, and expressed the hope that the industrial and commercial activity of their countries would shortly receive, by reason of their adhesion to the Union, a new impulse, the President invited them to formulate their proposals.

In the name of the Australasian delegation, Mr. Buxton Forman explained that the statistics presented at Lisbon on the importance of the Australasian Colonies received during the past six years a notable development, and that these colonies had the liveliest desire to enter the Union, but that, by reason of differences of interest, they desired to obtain two votes, which should be distributed—one to Western Australia, South Australia, Victoria, and Tasmania; the other to New South Wales, Queensland, New Zealand, New Guinea, and the Fiji Islands.

Sir Arthur Blackwood added that the colonies mentioned, each possessing an autonomous administration, should not be considered as one country only; they did, however, not pretend to a vote for each one; they confined themselves to claiming two votes, corresponding to the two groups of north and south.

The Italian delegation replied that there did not seem to them to be grounds for the conferring of two votes, as great countries, all the parts of which did not have the same interest, possessed only one vote.

The French delegation gave expression to the same sentiments. If it was admitted that diversity of interest and the geographical position furnished grounds for the obtaining of distinct votes, the countries which possessed colonies in various parts of the world could justly claim a vote for each colony or group of colonies. What distinction could be established as regards postal interests between the north and south of the Australian territory? Did not countries of a large area often offer very accentuated differences between portions of their territory? The care which caused the Postal Congress to take account of exceptional situations was, moreover, for the Australasian colonies a guarantee of the safeguarding of their special or collective interests.

The Russian delegation supported the observations made, and remarked besides that the Australasian Colonies could have themselves represented in the committees or conferences of the Union by several delegates, who will be interpreters of the wishes of each colony; it is, therefore, not necessary for the defence of their interests that they dispose of several votes.

The German delegation pointed out in its turn the inutility of allotting two votes to Australasia by calling to mind that in accordance with numerous precedents the votes are in the Postal Union rather weighed than counted. A result, so impatiently waited for by all parties, ought not to be delayed on account of a mere question of form. The German Empire is also composed of several States, possessing autonomous postal administrations; nevertheless, Germany, convinced that her interests will always be cared for, is satisfied with one vote only. In the same way the federated States of the Dominion of Canada dispose of one vote only; their situation seems to correspond, if not in the present at least perhaps in the near future, to that of the colonies of Australasia.

The Austrian and Hungarian delegations state that they fully endorse the views of those of Italy, France, Russia, and Germany.

Mr. Forman replied that in contrast to the state of things existing in the colonial establishments of other countries, each colony of Australasia possesses an autonomous government, parliament, and budget. Strictly speaking, each one of them could therefore lay claim to one vote. It is in a spirit of conciliation, and taking due account of the experience gained at the Lisbon Congress, that to-day they limit themselves to soliciting two votes, which would correspond to the geographical situation or commercial interests of the two groups arranged for this purpose.

The

The French delegation again observed that, even assuming distinct interests, two votes are not necessary for the safeguarding of these interests; if multiplicity of votes was admitted in proportion to interests, several large States would also be justified in claiming several votes, and the harmony of the Postal Union would be destroyed. The experience of preceding Conferences and of the beginning of the Vienna Congress testifies to the constant anxiety to take due account of exceptional situations. Why should this prejudice, therefore, retard a solution so much desired?

Sir Arthur Blackwood having then explained that the powers of the representatives of Australasia did not permit them, notwithstanding their good intentions, to enter the Union with a single vote, the President of the sub-committee requested them to solicit by telegraph additional instructions, in order to solve the difficulty as soon as possible. Rendering due homage to the valiant efforts made before the sub-committee by the Australasian delegates, H. E. Dr. von Stephan added that he is convinced their Governments will not hesitate to grant them the necessary authority to consecrate the important task of the completion of the Postal Union.

The representatives of Australasia stated that after having as far as possible sought to obtain a solution in conformity with their instructions they believed they should no longer resist the general desire, and that they would consequently ask their Governments for authority to adhere to the Union with a single vote. They requested, however, to be previously warned against an immediate modification both of the sea transit rates and the general rate of 25 centimes per 15 grammes, and to be assured that in their relations between themselves the Australasian Colonies could apply postal tariffs lower than those of the Postal Union.

Following an exchange of observations establishing on the one hand that upon the last point the Australasian Colonies may hold by the convention itself the right of forming amongst themselves a restricted Union, and on the other hand that upon the first point it appeared possible to give satisfaction to the opinions of those interested, the President sums up the decision in a formula approved by the Australasian delegates, which is couched in the following terms:—

'The sub-committee having taken note with unanimous satisfaction of the declaration of the delegates of Australasia that they are disposed to enter the Universal Postal Union with a single vote, reserving ratification on the part of their Governments, has the honor to propose to the first committee to recommend to the Postal Congress the acceptance of the adhesion of the Colonies of Australasia to the Universal Postal Union. It is understood that the sea transit charges and the rate of 25 centimes per 15 grammes will be maintained at the present rate, reserving revision by the next Congress.—(Signed) V. Stephan, President.'

The committee unanimously declares itself on all points in accord with this report of the sub-committee, and congratulating the same on having so promptly arrived at a happy solution, decides to present the Congress proposals in conformity with the conclusions of this Report.

The assent of the Colony of New South Wales was, on the 29th July, 1891, communicated by cable to the Right Honorable the Secretary of State for the Colonies by your Excellency in the following terms:—

> "This Colony agrees join Universal Union, 1st October, on conditions stated. Australian Colonies one joint vote. Pending next quinquennial meeting, no alteration maritime transit rates or reduction postal charges."

The Convention of Vienna will come into operation on the 1st July, 1892, so far as its provisions may be ratified, but it was arranged that the Australasian Colonies should, in the meantime, be guided from the date of their entry into the Union, viz., 1st October, 1891, by the Convention of Paris of 1878 as modified at Lisbon in 1885. This Convention is given in full in the Report of the Postmaster-General for the year 1885; and the Vienna Convention will be found in its place amongst the papers relating to the Intercolonial Conference at Hobart, held in 1892, which papers will be presented to Parliament separately from this Report.

After considerable correspondence between the Australasian Colonies the following rates of postage were decided upon on mail matter forwarded from New South Wales to all countries of the Union, as well as to all other parts of the world, with the exception of Australasia, Norfolk Island, Fiji, New Guinea (British and German), Friendly (Tonga), Marquesas, Marshall, Navigator's (Samoa, Apia), New Hebrides, and Solomon Islands, the rates to which it was determined to keep undisturbed for the present:—

Letters, 2½d. in case of prepayment, and double that amount in the contrary case, for each letter and for every weight of half an ounce or fraction of half an ounce.

Post cards, 1½d. for single cards, or for each of the two halves of cards with reply paid.

Newspapers, 1d. for each not exceeding 4 ounces, and ½d. for every additional two ounces or fraction thereof, except to the United Kingdom, to which a rate of 1d. each is charged irrespective of weight.

Other printed papers, patterns, and samples, 1d. per 2 ounces, and 1d. for each additional 2 ounces, or fraction thereof.

Commercial papers, 2½d. for any weight up to 5 ounces, and 1d. for every additional 2 ounces.

Concurrently

Concurrently with the introduction of the reduced rates above-mentioned, the registration fee was reduced from 4d. to 3d., to apply generally to inland and foreign mail matter, and the Union system of giving an acknowledgment of delivery of any registered article on payment of a fee of 2½d. was adopted.

There has been some correspondence between the London and the Berne Offices since the adoption of the above-mentioned rates with a view to their modification, which is one of the subjects considered at the Intercolonial Conference held at Hobart alluded to above.

I.—POST OFFICE DEPARTMENT.

Inland Service.

The new postal routes opened during the year 1891, as shown in the annexed return, amounted to 1,237 miles, viz. :—

Postal Line.	No. of times per week.
In the Western Country.	
From Berawinia to Waverley Downs	1
Cumnock to Cundumbul	2
Enngonia to Wapweelah	1
Merigal to Myall Plains (re-established)	1
Mudgee to Hill End	3
Necarbo to Fulham Park	1
Perth to The Lagoon	3
Piper's Flat to Portland	12
St Mary's to Werrington	6
Tarcoon to Beemery	1
Trundle Lagoon to Tomkins's	1
Trunkey Creek to Long Swamp (re-established).	1
In the Southern Country.	
From Barmedman to Ungarie	1
Berridale to Broadhead's Mill	1
Berrigan to Cobram (Victoria)	3
Brooman to Brimbramalla	1
Candelo to Wolumla	6
Crookwell to Glengarry	1
Gainor's Hotel to Corona Mines	2
Glenfield Railway Platform to Receiving Office.	12
Hillston to Mossgiel	1
Junee Junction to Cooba	2
Kandie Hotel to Gnalta Station	1
Little Billabong to Upper Pullitop	3
Liverpool to Eckersley	2
Lower Gundaroo to Tallagandra	2
Maude to Booroorban	1
Mount Adrah to Hillas Creek	1
Mulgoa to Luddenham, *via* Littlefields	6
Murrumburrah to Beggan Beggan	2
Murundah to Chanticleer	1
Nimitybelle to Countegany	1
Paddington Station to Belaraboon	1
In the Southern Country—continued.	
From Potts Hill to Bankstown	12
Shannon's to Ariah	2
Sutherland to Audley	6
Sutherland to Cronulla Beach	6
Tumberumba to Jingellic	1
Ungarie to Condobolin, *via* Gulgo	1
Wee Jasper to Cooradigbee	2
Wheeo to Crookwell	2
Yarra to Thornford	3
Yowaka to Pipeclay Creek	6
In the Northern Country.	
From Bear Hill to Oakwood Gulf	1
Bellingen to Gleniffer	1
Bingara to Moree	2
Byangum to Nimbin	1
Cardiff Railway Station to Post Office	6
Carroll to Manilla	3
Charlestown to Dudley	6
Clunes to Byron Bay	2
Cockle Creek to West Wallsend	12
Coolongolook to Clarkson's Crossing	1
Coorabell Creek to Mullumbimby	1
Dora Creek Platform to Post Office, Doree	6
Dungowan to Niangala	1
Goonal to Meroe	2
Hexham to Ash Island	2
Kelly's Plains Railway Station to Post Office	12
Lismore to Rous	2
Manilla to Lowry	2
Midgeegrass to Perimee	2
Murwillumbah to Byangum	1
Spring Vale to Nashan	2
Tatham to Tomki School	3
Wallabadah to Nundle	1
Wyee to Noraville	3
Wyong to Durren Durren	2

The postal routes abolished, amounting to 386 miles, are shown in the following return :—

Postal Line.	No. of times per week.
Western Roads.	
Between Cow Flat and The Lagoon	2
Dungaree Railway Station and Post Office	12
Hill End and Hargraves	1
Molong and Cundumbul	2
Wallace and Luddenham	6
Southern Roads.	
Between Bunyan Railway Station and Post Office	6
Burrier and Yalwal	2
Cooba and Tenandra Park	2
Cross Roads and Hoskins Town	3
Dalton and Wheeo	1
Illabo and Eurongilly	2
Warri and Ariah	2
Wowagin and Laggan	1
Northern Roads.	
Between Bear Hill and Oakwood Gulf	1
Bulahdelah and Hawke's Nest	1
Coonabarabran and Tambar Springs	1
Cooranbong and Doree	3
Dunoon and Byangum	1
Meroe and Talaraga	2
Minmi and West Wallsend	6
Moree and Gineroi	1
Raymond Terrace Wharf and Post Office.	6
Somerton and Keepit	2
Wallsend,—Plattsburg, and West Wallsend.	6
Wellingrove and Webb's Consols	1

Increased communication on existing lines was afforded as follows:—

Postal Line.	No. of times per week. From	To
Western Roads.		
Between Forbes and Parkes	3	6
Riverstone and Marsden Park	6	12
Woodstock and Canowindra	3	6
Southern Roads.		
Between Bega and Eden	3	6
Berridale and Jindabyne	2	3
Buckley's Crossing-place and Jimenbuan.	1	2
Bullenbong and Narrandera	1	2
Burragorang and Upper Burragorang.	2	3
Camden and Mount Hunter	3	6
Cooma and Adaminiby	2	3
Gundagai and Rosemount	2	3
Gunning and Wheeo	1	2
Kiama and Nowra	6	12
Liverpool and Hoxton Park	2	6
Nowra and Yalwal	1	3
Pambula and Yowaka	2	6
Taralga and Curraweela	2	3
The Rock and French Park	1	2
Tooma and Khancoban	1	2
Wagga Wagga and Downside	1	2
Yass and Wee Jasper	1	2
Young and Morangarell	1	2
Northern Roads.		
Between Alstonville and Ballina	1	2
Bexhill and Clunes	2	3
Blackwall and Kincumber	5	6
Branxton and Elderslie	2	3
Coff's Harbour and Upper Orara	1	2
Coraki and Casino	2	3
Dungowan and Swamp Oak	1	3
Emmaville and Webb's Consols	1	2
Glendon Brook and Marrana Creek	2	3
Lismore and Ballina	2	3
Lismore and Dunoon	2	3
Lismore and Rosebank	1	2
Murwillumbah and Nimbin	1	2
Muswellbrook and Wybong	2	3
Nine-mile and Torington	2	3
Nundle and Timor	1	2
Port Macquarie and Wauchope	3	6
Rolland's Plains and Upper Rolland's Plains.	2	3
Swamp Oak and Niangala	1	2
Waratah and Lambton	6	12
Willson's Downfall and Rivertree	1	2
Wollongbar and Pearce's Creek	1	2
Woodside and Cooplacurripa	1	2
Suburban Roads.		
Between Rookwood and Potts Hill	6	12
Sydney and Gladesville	12	18

The communication existing on the following lines was decreased:—

Postal Line.	No. of times per week. From	To
Western Road.		
Between Trunkey Creek and Cordillera	6	3
Southern Roads.		
Between Peelwood and Cordillera	3	2
Round Hill and Mount Gipps	4	2
Northern Roads.		
Between Armidale and Wollomombi	3	2
Cassilis and Coolah	2	1
Glen Innes and Grafton	6	3

The extent of postal route traversed in the Colony on the 31st December, 1891, was 31,257 miles, as compared with 29,594 miles traversed in 1890:—

	1890.	1891.
On horseback ...	11,547 miles	11,802 miles.
By coach	15,774 „	16,370 „
By railway	2,255 „	2,255 „
By tramway ...	18 „	18 „
By steamer	.....	812 „

The number of miles travelled in the year 1891 was 8,235,000, being an increase of 772,000 on the mileage of the previous year.

In explanation of the apparently large increase in the extent of postal route, and the number of miles travelled in 1891 over the mileage of 1890, it may be mentioned that the distances travelled by coastal and river steamers not under contract, but which conveyed mails, are included in the 1891 figures.

The number of Post Offices established was 56, viz.:—Annandale, Ash Island, Audley, Barry, Boggy Creek, Brodie's Plains, Buckendoon, Burringbar, Byangum, Byron Creek, Cardiff, Cooney Creek, Cooplacurripa, Cronulla Beach, Downside, Dudley, Duri, Eckersley, Elizabeth-street South, Emerald Hill, Faulconbridge, Gingerra Station, Grabben Gullen, Greenridge, Greig's Flat, Grogan, Holdsworthy, Jerangle, Jingellic, Kingswood, Kyamba, Lue, Manildra, Medlow,

Medlow, Mingelo, Moonbah, Mullumbimby, Nangar, Nashan, Omega, Perimee, Portland, Preston's, Springbrook, Stockinbingal, Stuart's Point, Sunnyside, Swamp Oak, Tanner's Creek, Taylor's Arm, Tichborne, Tubbul, Wallace, Werrington, Willoughby, and Young Wallsend.

The number of Post Offices re-established was 2, viz.:—Enfield North (previously known as Enfield) and Hermitage Plains.

The number of Post Offices discontinued was 12, viz.:—Bunyan, Cordillera, Druitt Town, Dungaree, Jackson's Waterholes, Llangothlin Railway Station, Macdonaldtown, Melrose, North Willoughby, Potts Hill, St. Thomas's, and Tuggranong.

It was found desirable to change the designations of the following Post Offices, viz. :—Alicktown to Alectown, Boambola to Glenbower, Camden Haven to Kendall, Camden Haven Punt to Camden Haven, Clarevaulx to Reddestone, Doodle Cooma to Henty, Firefly Creek to Kyle, Five-mile Creek to Mewburn, Macdonald River to Woolbrook, Monga to Mongarlowe, North Forster to Tuncurry, Robbinsville to Thirroul, Spencer's Creek to Jerseyville, Upper Run to Hampton, and Wallsend to Wallsend-Plattsburg.

Appen lix A. In the Appendix will be found a list of the 1,384 Post Offices in the Colony on the 31st December, 1891.

247 changes of Postmasters occurred during the year.

Receiving Offices were established at the following places, viz. :—Avenel, Beggan Beggan, Bellawongarah, Black Swamp, Brimbramalla, Buckendoon, Burbong, Canimbla, Chanticleer, Coolalie, Cooradigbee, Corona, Cullerin, Durren Durren, Elcombe, Eurimbla, Everett, Gannon's Creek, Gidginbung, Gil Gil, Glengarry, Gleniffer, Goonellabah, Guy Fawkes, Hazlebrook, Holmwood, Jilliby, Kew, Kybean, Laureldale, Leadville, Leconfield, Limestone Creek, Lochiel, Long Swamp, Macdonaldtown (in lieu of the Post Office), Manildra, Mingelo (re-established), Morton, Nana Creek, Nana Glen, Newrybar, Noraville, Numulgi, Nungatta, Nuntherungie, Nymboida, Oakwood Gulf, Pipeclay Creek, Reeve's, Rhine Falls, Sandon, Shark Creek, Spring Vale, Tallagandra, Thornford, Tinda Tank, Tomki School, Tuggranong, Tyringham, Unkya Creek, Upper Meroo, Warri, and Webb's Creek.

The names of the Receiving Offices at Laureldale, Shark's Creek, Upper South Arm, and Wollondilly were changed to Midgeegrass, Upper Shark Creek, Brierfield, and Kareela, respectively.

The Receiving Offices at the following places were converted into Post Offices, viz. :—Barry, Boggy Creek, Brodie's Plains, Buckendoon, Burringbar, Byangum, Cooney Creek, Cooplacurripa, Downside, Duri, Emerald Hill, Faulconbridge, Gingerra Station, Grabben Gullen, Greenridge, Greig's Flat, Grogan, Jerangle, Jingellic, Kingswood, Kyamba, Manildra, Mingelo, Moonbah, Mullumbimby, Nangar, Preston's, Pulpit Hill (Medlow), Stockinbingal, Stuart's Point, Sunnyside, Taylor's Arm, Tichborne, Tubbul, and Wallace.

The Receiving Offices at the following places were discontinued, viz. :—Angledool, Halfway Creek, Lahey's Creek, Luntsvale, Moonee Creek, Nerong, Nungatta, Oakwood Gulf, South Mount Hope, and Tuggranong.

Appendix B. In the Appendix will be found a list of the Receiving Offices in existence at the close of the year, showing the number to be 344.

Appendix A In the information contained in Appendix A is given a return of buildings for the transaction of the Postal, Money Order, Savings Bank, and Telegraph business possessed by the Government, as well as of the places where premises are rented, or otherwise provided for the purpose. Government buildings at the following places were completed and occupied during 1891, viz. :—Croydon, Granville, Hillgrove, Hunter's Hill, Kyamba, Marrickville, Mittagong, Moss Vale, Stuart Town, and Wyong.

At Marengo premises purchased by the Government were fitted up for Postal and Telegraphic purposes.

During the year 1891, 32 pillar letter-receivers were erected in different parts of the Colony, and 3 were removed to different sites; 92 small iron letter-receivers were placed, 9 were removed to new sites, and 19 were withdrawn. Of other kinds of receivers 1 was placed.

On the 31st December the number of letter-receivers erected in the Colony (both large and small) was 969, and the number of newspaper-receivers 19.

One hundred of the new advertising postal-pillars were erected in the metropolis and suburbs—76 in substitution of receptacles of other classes which were withdrawn, and 24 in new positions.

The number of licenses for the sale of postage-stamps issued in 1891 to persons other than postmasters or receiving-office-keepers was 236, the number transferred 62, and the number cancelled 169.

In the Appendix is given a list of the persons holding these licenses throughout the Colony. Appendix C.

On the 31st December the number of locked private letter-boxes let at the General Post Office was 1,367, besides 64 allotted to Public Departments, for which no fees are paid. The system is now in operation at the following offices, viz.:—Adelong, Albury, Armidale, Ballina, Balranald, Bathurst, Bega, Bombala, Bourke, Bowral, Braidwood, Broken Hill, Casino, Cobar, Condobolin, Coonamble, Cootamundra, Coraki, Deniliquin, Dubbo, East Maitland, Emmaville, Forbes, George-street North, Glen Innes, Goulburn, Grafton, Gulgong, Gunnedah, Hay, Haymarket, Hillgrove, Hillston, Inverell, Jerilderie, Junee Junction, Kiama, King-street, Lismore, Manly, Moree, Moruya, Moss Vale, Mount Victoria, Mudgee, Muswellbrook, Narrabri, Narrandera, Newcastle, Newtown, North Sydney, Nymagee, Orange, Pambula, Park-street, Parramatta, Queanbeyan, Silverton, Singleton, Tamworth, Taree, Temora, Tenterfield, Uralla, Wagga Wagga, Walgett, Wentworth, West Maitland, Wilcannia, Wollongong, and Young.

One additional letter-carrier was appointed during the year 1891, and 14 were transferred from the temporary to the permanent staff. There were at the end of the year 235 letter-carriers, distributed throughout the Colony as follows:—169 Sydney and Suburbs, 3 Albury, 1 Armidale, 1 Bathurst, 1 Bourke, 1 Bowral, 4 Broken Hill, 1 Campbelltown, 1 Carrington, 1 Corowa, 1 Deniliquin, 1 Dubbo, 1 Forbes, 1 Glen Innes, 4 Goulburn, 2 Grafton, 3 Granville, 1 Greta, 1 Hamilton, 2 Hay, 1 Lambton, 1 Liverpool, 1 Morpeth, 1 Moruya, 1 Mudgee, 1 Narrabri, 1 Narrandera, 4 Newcastle, 1 Orange, 6 Parramatta, 1 Singleton, 2 Tamworth, 1 Tenterfield, 2 Wagga Wagga, 2 Wallsend–Plattsburg, 1 Waratah, 2 West Maitland, 1 Wickham, 1 Wilcannia, 1 Windsor, 1 Wollongong, 1 Yass, 1 Young.

Under special arrangements a house-to-house delivery of correspondence is also afforded in the following localities, viz.:—Adamstown, Ballina, Bega, Berry, Bingara, Blackheath, Blayney, Braidwood, Bungendore, Burrowa, Camden, Canowindra, Casino, Cobar, Condobolin, Cooma, Coonamble, Cootamundra, Cowra, Dungog, East Maitland, Gosford, Grenfell, Gulgong, Gundagai, Gunnedah, Hill End, Hillgrove, Hillston, Inverell, Islington, Junee Junction, Katoomba, Kempsey, Kiama, Lawrence, Lismore, Lithgow, Maclean, Merewether, Merrylands, Milton, Minmi, Mittagong, Moama, Molong, Morce, Moss Vale, Muswellbrook, New Lambton, Nowra, Nyngan, Parkes, Penrith, Picton, Port Macquarie, Queanbeyan, Quirindi, Raymond Terrace, Richmond, St. Mary's, Scone, Silverton, Smithfield, South Broken Hill, South Grafton, Springwood, Stockton, Sunny Corner, Taree, Temora, Teralba, Tumut, Uralla, Walcha, Wellington, West Tamworth, and Wingham.

The number of persons employed in connection with the Postal Department for the year 1891 was as follows:—1 Postmaster-General, 1 Secretary, 1 Assistant-Secretary, 1 Superintendent, Mail Branch, 1 Accountant, 1 Cashier, 1 Chief Inspector, 3 Postal Inspectors, 1 Assistant-Superintendent, Mail Branch, 10 senior clerks, 93 clerks, 14 temporary clerks, 4 probationers, 1 special inquiry officer for Missing-letter Branch, 36 mail-guards, 40 letter-sorters, 17 temporary letter-sorters, 43 stampers and sorters, 17 temporary stampers and sorters, 235 letter-carriers, 50 mail-boys, 54 messengers, mail-cart drivers, porters, female servants, &c., 1 detective, 1,384 postmasters, 2 relieving officers, 156 postal assistants, 226 temporary postal assistants, 6 temporary sorters, 46 temporary receiver-clearers, 198 temporary letter-carriers, 61 mail-carriers, 344 receiving-office-keepers, 705 mail contractors; total, 3,754. 309 of the above also hold the position of station-master, operator, messenger, or probationer in the Electric Telegraph Department, and are included

included in the return of employees under that Department given on page 23. Of the remainder, 317 hold the dual appointment of official Post and Telegraph Master.

The Honorable Daniel O'Connor, M.L C., retired from the position of Postmaster-General on the 22nd October, 1891, and I undertook the Ministerial charge of the Department on the 27th idem.

Fourteen deaths occurred, viz. :—A. J. Macdermott, W. C. West, and E. T. Doherty, clerks; V. Moyse, postmaster, Redfern; Miss A. Dargin, postmistress, Randwick; C. J. Abbott, detective; R. Percy, stamper and sorter; and M. Carty and J. Johnston, letter-carriers—all of whom were attached to the permanent staff. The remainder (five) were persons temporarily employed.

Eighteen resignations took place, and the services of three officials being no longer required were dispensed with.

The removals from the service numbered sixteen. Three of these—two postmasters and a postal assistant—received sentences of imprisonment for two years and six months, one year, and two years and ten months, respectively, for embezzlement; a fourth—a postal assistant—one of twelve months for stealing a cheque; while two others—temporary postal assistants—were sentenced respectively to two years' imprisonment for stealing letters, and six months for tampering with a letter. The remainder were dismissed for the following offences :—

A temporary letter-sorter, for drunkenness and using offensive language.
A postal assistant, for irregular treatment of letters; and another, for failing to account for cash and stamps entrusted to him.
A temporary postal assistant, for absence without leave; and another, for retaining money handed to him for postage on letters.
A postal assisant and four letter-carriers, for drunkenness.

Gratuities of £170 and £80 (equal to six months' salary in each case) were granted to Mrs. Macdermott and Mrs. Johnston, widows of two of the officers who died during the year; and in another case the widow (Mrs. Abbott) was awarded a gratuity of £360 from the Police Superannuation Fund, her husband having entered the Police Department in September, 1866.

In the year 1891 a Postal Inspection Branch was created, and placed under the charge of Mr. Wyndham J. Davies, who has been designated "Chief Inspector." This step enabled the Department to carry out a more effective system of inspection than was possible while each inspector worked independently of the others, and the conduct of business has consequently been facilitated.

The Postal Inspectors in 1891 travelled a distance of 27,014 miles, and inspected the postal route appertaining thereto, visiting 557 post offices, 72 of which were visited more than once.

Several important alterations were made during the past year in the regulations relating to the Inland Service, amongst which was the substitution of the "Postage Due" stamps for the docket system of collecting the postage due on insufficiently prepaid and re-directed correspondence. In connection with this change it was necessary to issue a new series of postage-stamps, a description of which is given on another page of this Report. These stamps (which are not available for any other purpose) are affixed by postmasters, or other postal officials, to charged articles on collection of the amount due thereon, and before delivery to the addressees, who are expected to see that stamps, equivalent in value to the amount charged, are affixed and cancelled in such a manner as to prevent their being re-used.

This system, which is similar to the one adopted in the United States of America, has now had a fair trial, and the result has fully justified the change, by which an immense amount of clerical labour has been saved.

Another important reform is that by which postmasters at offices where the Money Order system is in operation, instead of sending remittances when applying for stamps, debit their Money Order account with the value of the stamps, thus enabling them to retain cash for the payment of Money Orders and Savings Bank warrants, and removing to a certain extent the necessity of forwarding funds from the Head Office for this purpose.

Prior

Prior to 1891 it was customary to allow postmasters to retain the fees they received for private bags made up for settlers on mail routes. In that year, however, the regulations were amended, and official postmasters are now required to remit the fees, which are paid to the credit of the Consolidated Revenue. As the fees had so long formed a part of the postmasters' emoluments, it was thought that their sudden withdrawal, without compensation, would have created a considerable amount of inconvenience, and it was therefore determined to grant them special allowances, equivalent to the amount of the fees collected, so long as they remained in charge of the offices at which they were then stationed, the allowance ceasing entirely on the removal of a postmaster.

The rapid growth of population in some of the suburbs adjacent to the city rendered it desirable to consider the question of providing them with a more frequent delivery of correspondence by letter-carrier, and during the year the Department was enabled, by a re-arrangement of the letter-carriers' districts, although at some increased cost, to afford a third delivery daily throughout the suburbs of Newtown, Redfern, Balmain, Woollahra, and Paddington, and from the 1st January of the year 1892 a similar advantage was extended to the more thickly-populated portions of the large district of North Sydney.

Foreign Service.

The following are the returns of the Mail Service performed by the Orient Steam Navigation Company during the year 1891 :—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1890.	1891.			1891.	1891.	
Cuzco	28 November.	3 January	36	Orient	29 May	4 July	36
Lusitania	12 December.	16 „	35	Ormuz	12 June	16 „	34
Oroya	26 „	29 „	34	Orotava	26 „	30 „	34
	1891.			Austral	10 July	14 August	35
Orizaba	9 January	12 February	34	Oruba	24 „	27 „	34
Orient	23 „	27 „	35	Cuzco	7 August	11 September	35
Ormuz	6 February	12 March	34	Lusitania	21 „	28 „	38
Orotava	20 „	26 „	34	Oroya	4 September.	9 October	35
Austral	6 March	9 April	34	Orizaba	18 „	22 „	34
Oruba	20 „	23 „	34	Orient	2 October	7 November	36
Cuzco	3 April	9 May	36	Ormuz	16 „	19 „	34
Lusitania	17 „	22 „	35	Orotava	30 „	3 December	34
Oroya	1 May	4 June	34	Ophir	13 November.	19 „	36
Orizaba	15 „	18 „	34	Oruba	27 „	31 „	34

Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1891.	1891.			1891.	1891.	
Oruba	12 January	14 February	33	Orient	27 July	1 September	36
Cuzco	26 „	3 March	36	Ormuz	10 August	13 „	34
Lusitania	9 February	15 „	34	Orotava	24 „	27 „	34
Oroya	23 „	28 „	33	Austral	7 September	11 October	34
Orizaba	9 March	11 April	33	Oruba	21 „	24 „	33
Orient	23 „	27 „	35	Cuzco	5 October	9 November	35
Ormuz	6 April	9 May	33	Lusitania	19 „	22 „	34
Orotava	20 „	22 „	32	Oroya	2 November.	5 December	33
Austral	4 May	9 June	36	Orizaba	16 „	19 „	33
Oruba	18 „	21 „	34			1892.	
Cuzco	1 June	4 July	33	Orient	30 „	4 January	35
Lusitania	15 „	21 „	36	Ormuz	14 December.	16 „	33
Oroya	29 „	3 August	35	Orotava	28 „	30 „	33
Orizaba	14 July	18 August	35				

Average time occupied in the conveyance of mails to and from Sydney and London :—

London to Sydney ... ... $34\frac{20}{27}$ days.
Sydney to London ... ... $34\frac{1}{26}$ „

The

The Mail Service performed by the Peninsular and Oriental Steam Navigation Company during the year 1891 was as follows :—

Received.

Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney
	1890.	1891.			1891.	1891.	
Carthage	5 December	10 January	36	Ballaarat	5 June	9 July	34
Victoria	19 „	21 „	33	Oceana	19 „	21 „	32
	1891.			Parramatta	3 July	8 August	36
Valetta	2 January	9 February	38	Britannia	17 „	20 „	34
Arcadia	16 „	18 „	33	Massilia	31 „	5 September	36
Ballaarat	30 „	7 March	36	Carthage	14 August	19 „	36
Oceana	13 February	19 „	34	Victoria	28 „	30 „	33
Parramatta	27 „	3 April	35	Shannon	11 September	17 October	36
Britannia	13 March	16 „	34	Valetta	25 „	30 „	35
Massilia	27 „	2 May	36	Arcadia	9 October	11 November	33
Carthage	10 April	15 „	35	Ballaarat	23 „	27 „	35
Victoria	24 „	27 „	33	Parramatta	6 November	11 December	35
Shannon	8 May	13 June	36	Britannia	20 „	22 „	32
Arcadia	22 „	25 „	34				

Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in London.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in London.	No. of days occupied in transit of Mails between Sydney and London.
	1891.	1891.			1891.	1891.	
Britannia	5 January	8 February	34	Shannon	6 July	12 August	37
Massilia	19 „	23 „	35	Arcadia	20 „	23 „	34
Carthage	2 February	9 March	35	Ballaarat	3 August	8 September	36
Victoria	16 „	22 „	34	Oceana	17 „	20 „	34
Valetta	2 March	6 April	35	Parramatta	31 „	8 October	38
Arcadia	16 „	19 „	34	Britannia	14 September	18 „	34
Ballaarat	30 „	5 May	36	Massilia	28 „	2 November	35
Oceana	13 April	18 „	35	Carthage	12 October	16 „	35
Parramatta	27 „	1 June	35	Victoria	26 „	28 „	33
Britannia	11 May	14 „	34	Shannon	9 November	14 December	35
Massilia	25 „	30 „	36	Valetta	23 „	29 „	36
Carthage	8 June	14 July	36			1892.	
Victoria	22 „	27 „	35	Arcadia	7 December	10 January	34
				Ballaarat	21 „	24 „	34

Average time occupied in the conveyance of Mails to and from Sydney and London :—

London to Sydney ... ... $34\frac{8}{13}$ days.
Sydney to London ... ... $34\frac{2}{1}\frac{5}{6}$ „

The following returns show the dates of arrival and departure at and from Sydney and London of the mails per Union Steamship Company's steamers *via* San Francisco during the year 1891 :—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1890.	1891.			1891.	1891.	
Alameda	29 November	10 January	42	Alameda	16 May	22 June	37
Mariposa	27 December	7 February	42	Mariposa	13 June	22 July	39
	1891.			Monowai	11 July	18 August	38
Monowai	24 January	18 March	53	Alameda	8 August	15 September	38
Alameda	21 February	1 April	39	Mariposa	5 September	14 October	39
Mariposa	21 March	28 „	38	Monowai	3 October	12 November	40
Monowai	18 April	26 May	38	Alameda	31 October	8 December	38

Despatched.

Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1891.	1891.			1891.	1891.	
Alameda	21 January	1 March	39	Mariposa	11 August	20 September	40
Mariposa	23 February	1 April	37	Monowai	7 September	15 October	38
Monowai	23 March	30 „	38	Alameda	5 October	11 November	37
Alameda	20 April	27 May	37	Mariposa	2 November	9 December	37
Mariposa	18 May	25 June	38			1892.	
Monowai	15 June	23 July	38	Monowai	30 „	7 January	38
Alameda	13 July	19 August	37	Alameda	28 December	3 February	37

Average time occupied in the conveyance of mails to and from Sydney and London, *via* San Francisco :—

London to Sydney...	$40\frac{1}{13}$ days.
Sydney to London...	$37\frac{10}{13}$,,

The amount paid by each contributing colony, on the basis of population, towards the cost of the Federal Ocean Mail Service, for the year 1891, was as follows, viz. :—

New South Wales	£26,675 1 10
Victoria	26,382 15 6
Queensland	9,705 19 9
South Australia	7,579 10 10
Tasmania	3,595 15 4
Western Australia	1,060 16 9

The contribution from the United Kingdom is £95,000 per annum.

It will be observed from the above figures that the population of New South Wales places this colony at the head of the list of colonies contributing to this service.

The following return shows the number of letters, packets, and newspapers despatched and received by the various ocean mail routes during the year 1891, as compared with similar information for the year 1890 :—

Year.	Route.	Despatched.						Received.				
		Intercolonial.			Foreign.			Intercolonial.			Foreign.	
		Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets and Newspapers.
1890	Per Peninsular and Oriental S. N. Co.'s packets, *via* Colombo and Brindisi	9,694	2,300	19,913	327,212	47,999	316,991	10,390	905	8,158	520,917	470,386
1891		18,479	2,369	41,263	405,303	54,936	312,151	14,760	1,281	9,749	629,635	485,468
1890	Per Orient Steam Navigation Co.'s packets, *via* Suez and Naples	9,428	2,402	21,136	325,209	48,831	325,394	9,871	705	7,908	497,095	423,611
1891		15,469	2,705	30,259	415,225	63,931	323,571	15,176	1,404	10,683	634,832	505,205
1890	Per Union Steamship Co.'s packets, *via* San Francisco	26,149	41,513	38,986	79,473	17,041	87,835	10,932	1,181	9,643	72,009	240,684
1891		22,190	38,022	40,470	65,799	13,304	64,713	13,840	1,223	13,298	81,068	247,816
1890	Per Queensland Royal Mail steamers, *via* Torres Straits	....	....	....	1,174	445	638	....	....	....	635	529
1891		....	....	....	1,714	454	1,127	....	....	....	309	111
1890	Per Compagnie des Messageries Maritimes' packets, *via* Marseilles	....	....	....	7,936	1,237	4,109	194	51	187	6,226	6,313
1891		....	....	....	7,588	1,040	6,611	....	....	....	8,670	8,422
1890	Per Nord-Deutscher Lloyd's packets, *via* Brindisi.....	....	....	....	2,363	344	1,779	....	....	....	13,079	9,268
1891		34	9	1	894	56	19	....	....	....	14,261	8,051

The following statements for the year 1891 show the approximate net cost to the Colony of the Suez and San Francisco Mail Services.

Statement showing the approximate net cost to the Colony for the year 1891 of the mail service per the vessels of the Orient and the Peninsular and Oriental Steam Navigation Companies :—

	£ s. d.	£ s. d.
Dr.		
To New South Wales proportion of Colonial share of subsidy for carriage of mails	26,675 1 10	
Overland transit of mail-matter through European Countries	4,979 9 6	
Overland transit of mail-matter through Australian Colonies, and special trains, &c.	2,907 15 7	
		34,562 6 11
Cr.		
By estimated share of contributions from non-contracting Colonies, &c.	250 0 0	
Estimated share of transit rates on mail-matter from European Countries, &c...	850 0 0	
Estimated postages collected in and retained by the Colony	19,733 0 0	
		20,833 0 0
Estimated net cost to the Colony		£13,729 6 11
The estimated net cost for 1890 was		£563 13 2

Statement

Statement showing the approximate net cost to the Colony of the San Francisco Mail Service for the year 1891:—

	£	s.	d.	£	s.	d.
Dr.						
To poundage to New Zealand for the carriage from Auckland to San Francisco of mails despatched from New South Wales	2,878	18	6			
Cost of sea and land transit of mail-matter from Sydney to Auckland, San Francisco to New York, &c. ...	240	6	10			
				3,119	5	4
Cr.						
By estimated postages collected in and retained by the Colony				2,770	0	0
Estimated net cost to the Colony				£349	5	4

The Government subsidy of £1,200 a year to the Australasian United Steam Navigation Company for the line of steam communication provided by its vessels once every four weeks to and from Sydney, New Caledonia, New Hebrides (Vila), Sandwich Islands, and Fiji, having been continued throughout the year 1891, the Department was enabled to maintain regular mail communication with those important islands.

A monthly service, in connection with the above, is also provided by the same Company between the islands of the New Hebrides—Sandwich, Tanna, Eromanga, Api, Mallicolo, and Espiritu-Santo. For this service a subsidy of £1,000 was voted by Parliament.

Owing to the increasing amount of correspondence exchanged between this Colony and the Islands of the New Hebrides, it was found desirable to make suitable arrangements for its distribution, and for the sale of stamps. Mr. A. D. Martin was accordingly authorised to act as Agent for the Colony at Aneityum, and allowed a small salary for his services, from 1st August, 1891.

As mentioned in the Report of my predecessor for the year 1890, the postage rate on letters for the United Kingdom was reduced from the 1st January, 1891, to 2½d. per half-ounce. The effect of this reduction on the amount of mail-matter carried, and on the revenue derived therefrom, is estimated as follows:—

Year.	Number of Letters.	Rate of Postage.	Amount of Postage.	
1890	568,230	6d. per ½ oz.	£21,309	£21,841
	21,310	4d. per ½ oz.	£532	
1891	756,140	2½d. per ½ oz.		£11,814

The above return shows that the number of letters has increased about 28 per cent., and that the revenue has fallen by about 46 per cent.

As the average rate of increase in the revenue on correspondence for Great Britain prior to 1890 was about £530 per annum, it is necessary to deduct his amount from the revenue for 1891 in estimating the loss sustained by the reduction of postage to the United Kingdom to 2½d. per half-ounce, which may therefore be set down as £10,557.

The rate of postage on post-cards forwarded to the United Kingdom *via* Italy (per Peninsular and Oriental and Orient Steam Navigation Companies' Packets) was also reduced from the 1st January, 1891, the charge for each card now being 2d.

From the same date the postage rates on mail-matter to the New Hebrides were assimilated to those charged within the Colony.

Revised rates of postage on correspondence for Bagamoyo and Dar-es Salam, on the East Coast of Africa, were introduced in March.

By a recent change in the Postal Laws of Queensland, newspapers, which previously were transmitted to that as well as to the other Australasian Colonies free of charge, if not over seven days old, were subjected to a charge of 1d. for every 10 ounces on delivery in Queensland, unless prepaid at the rate of ½d. for every 10 ounces in the country of origin. This rate has accordingly been imposed on newspapers posted in this Colony for Queensland since the 1st January, 1892.

The regulations for the transmission of packets by post were in May amended so as to allow merchandise to be forwarded to Western Australia at the same rate of postage, viz., 1d. for every 2 ounces or fraction thereof, and on the same conditions as are applicable to similar packets for Victoria, New Zealand, and South Australia.

Foreign Parcel Post.

The Parcel Post system, which has been in operation between this Colony and certain Foreign Countries for some years, was, on 1st April, 1891, extended to Hong Kong, and through that colony to China, Macao, Siam, Corea, and Japan. Reductions were made during the year in the rates of postage on parcels for Newfoundland, Canada (including Vancouver's Island and British Columbia), Labuan, Madeira, and Cyprus.

Return showing the number and declared value of, and amount of postage paid on parcels despatched to and received from the United Kingdom, British Colonies, and Foreign Countries, during the years 1890 and 1891 :—

Despatched.

Country.	Number of Parcels.		Declared Value.		Amount of Postage.	
	1890.	1891.	1890. £ s. d.	1891. £ s. d.	1890. £ s. d.	1891. £ s. d.
United Kingdom*	5,094	5,741	18,350 8 4	17,923 6 10	619 11 1	762 11 7
Hong Kong	.....	17	.....	14 14 0	.....	2 2 0
Egypt	.....	3	.....	0 7 6	.....	0 6 0
Gibraltar	.....	.....	.....	.....	.....	.....
Germany	25	17	76 7 0	17 16 6	9 8 0	6 0 5
Totals	5,119	5,778	18,426 15 4	17,956 4 10	628 19 1	771 0 0

Received.

Country.	Number of Parcels.		Declared Value.		Amount of Postage.	
	1890.	1891.	1890. £ s. d.	1891. £ s. d.	1890. £ s. d.	1891. £ s. d.
United Kingdom*	16,036	19,743	91,940 14 10	131,246 3 10	2,340 17 0	2,982 2 5
Hong Kong	.....	24	.....	25 0 0	.....	2 15 0
Egypt	.....	1	.....	2 10 0	.....	0 8 9
Gibraltar	.....	9	.....	48 17 0	.....	1 2 6
Germany	179	140	1,679 18 10	818 17 9	62 13 0	47 19 0
Totals	16,215	19,917	93,620 13 8	132,141 8 7	2,403 10 0	3,034 7 8

* Included under the head of "United Kingdom" are parcels forwarded to and from British Colonies and Foreign Countries through the United Kingdom.

With a view to enable residents of the New Hebrides to avail themselves of the advantages of the Foreign Parcel Post system, the Department undertook to act as the medium of exchange, charging a rate of 3d. per pound in addition to the ordinary postage to defray the cost of transit between Sydney and the islands mentioned.

Letters, Newspapers, Packets, and Post-cards posted throughout the Colony.

The following is a return of the estimated number of Letters, Newspapers, Packets, and Post-cards posted in the Colony during 1891, as compared with the number posted in the preceding year :—

	1890.	1891.
Letters.		
Posted for delivery within the Colony	49,598,600	54,199,300
„ Australian Colonies and New Zealand	3,972,400	4,402,100
„ Foreign despatch	814,400	986,400
Total	54,385,400	59,587,800
Newspapers.		
Posted for delivery within the Colony	33,647,300	35,284,000
„ Australian Colonies and New Zealand	3,916,800	3,953,400
„ Foreign despatch	805,200	793,600
Total	38,369,300	40,031,000
Packets.		
Posted for delivery within the Colony	6,725,300	8,166,500
„ Australian Colonies and New Zealand	1,854,600	2,389,800
„ Foreign despatch	124,000	142,000
Total	8,703,900	10,698,300
Total number of Post-cards posted	677,400	803,700

The difficulties which stand in the way of a reliable estimate being made of the number of letters, packets, newspapers, and post-cards posted throughout the Colony have been alluded to in the Reports of my predecessors for previous years, and although every effort has been made to ensure the accuracy of the data on which the estimate is based, the result seems to indicate a continuance of the tendency previously noticed on the part of postmasters to exaggerate their returns.

Dead-letter Branch.

Year.	Number of letters (except those containing articles of value) returned to the writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of letters unregistered but containing articles of value returned as unclaimed.	Number of unclaimed letters returned to the following places.				Number of letters received unstamped or insufficiently addressed
	Originally addressed to places within the Colony.	Originally addressed to the Australasian Colonies.	Originally addressed to the United Kingdom.	Originally addressed to other Countries.	Total.			Australasian Colonies.	United Kingdom.	Other Countries.	Total.	
1890 ...	346,217	72,234	2,714	1,157	422,322	3,053	1,065	26,086	7,481	3,382	36,949	54,719
1891 ...	244,612	67,654	2,340	762	315,368	2,408	1,336	29,541	7,360	3,212	40,113	56,340
Increase.	.....	.....	.....	.....	.....	.....	271	3,455	.....	.....	3,164	1,621
Decrease.	101,605	4,580	374	395	106,954	645	.....	.....	121	170	.....	.....

1,752 of the registered letters shown in the above return originated in New South Wales, and upon being opened to obtain address prior to return to the senders were found to contain, besides correspondence and valuable enclosures, such as watches, gold rings, and jewellery, £3,729 5s. 11d. in coin, notes, and cheques. The remaining 656 were from places beyond the Colony, and returned unopened, as follows:—171 to London, 290 to other countries, and 195 to other colonies.

In 1,336 unregistered letters were found valuable enclosures, representing £11,886 1s. 4d.

An average of 100 unstamped and 80 insufficiently-addressed letters and packets were forwarded daily to the Dead-letter Office for treatment; the addresses of a large proportion of the latter were corrected and the letters forwarded. The remainder were returned to the writers.

Of 309 articles containing clothing, merchandise, &c., received with the addresses torn off, postage refused, &c., only 23 were applied for and delivered.

In addition to the foregoing, 1,450 Chinese letters imperfectly addressed were forwarded to the intended addressees through the medium of the Chinese Interpreter employed by the Department.

3,032 unstamped letters which could not be returned to the writers through want of names and addresses were delivered to the addressees, who were specially communicated with by the Department.

60 letters were posted without addresses, 17 of which (including 6 containing valuable enclosures) were returned to the writers, the remainder bearing no indication of the sender.

About ·610 per cent. of the total number of letters posted in the Colony during 1891 were unclaimed.

Numerous complaints have, during the last few years, been made that postage stamps had been removed from letters and papers during their passage through the post. The officials of the Department are invariably suspected and very often blamed as being the transgressors in this respect, but as several cases have occurred in which the officials have themselves been witnesses of the removal of the stamps, after delivery of the correspondence, by persons in the employ of the addressee, it may be fairly assumed that similar appropriations take place after the correspondence has passed beyond the view of the officials. It may be mentioned that there is a stringent rule in the Department dealing with any official who improperly removes a postage stamp from any letter, &c.

Although it is not the function of the Post Office to correct the mistakes frequently made by correspondents in addressing their letters, &c., it sometimes happens that considerable delay, and probably inconvenience, are obviated by the vigilance

vigilance of the officials, as for example, in the case of a letter from the country, bearing a 2d. stamp, addressed to Messrs. , Music Warehouse, George-street, Dublin, which was delivered to a well-known firm of music-sellers in Sydney, for whom it was evidently intended.

From the return given on the previous page it will be seen that a large number of letters, &c., are posted unstamped or insufficiently addressed. In connection with the latter a considerable amount of time and labour is involved in endeavouring to ascertain the intended destination of the articles, many of which, notwithstanding the efforts made by the Department to secure delivery, fail to reach the addressees.

Delivery by Letter-carriers.

The number of letters, &c., delivered by the letter-carriers attached to the head office during the years 1890 and 1891 was as follows:—

	1890.	1891.
Unregistered letters	9,528,533	9,824,286
Registered letters	318,068	442,585
Books	104,921	108,664
Newspapers	1,228,346	1,459,459

Registration Branch.

The number of registered letters which passed through the General Post Office in 1891 was 1,047,080, against 780,202 in 1890, giving an increase of 266,878.

Number of Mails received and despatched.

The following return shows the number of Mails received at and despatched from the General Post Office during the years 1890 and 1891:—

Year.	Received.		Despatched.		Total number of Mails which passed through the office.
	Inland.	Foreign.	Inland.	Foreign.	
1890	173,160	22,035	168,376	10,810	374,381
1891	196,342	24,484	181,856	10,310	412,992
Increase	23,182	2,449	13,480	.....	38,611
Decrease	.....	.....	.....	500	.....

Record Branch.

The number of written communications received from the public during 1891, intimating changes of address, or requesting letters, &c., to be forwarded, was 24,313, against 22,941 in 1890.

The number of communications addressed to the Department, relating to the extension and improvement of the Service, to irregularities connected with the performance of mail contracts, and to the transit of letters, &c., through the post, and recorded in the year 1891, was 36,871, against 45,385 in 1890.

These figures would seem to indicate a large falling off in the business of the Department, but so far from this being the case, the business has shown a remarkable expansion in every Branch. The record system has, however, undergone some modification, and to this may be attributed the decline in the total number of documents separately recorded, the change in the system of recording having been effected with a view of economising the monetary expenditure of the Department.

Revenue and Expenditure.

The following statement shows the Revenue and Expenditure for the year 1891.

Revenue.	£ s. d.	£ s. d.	Expenditure.	£ s. d.	£ s. d.
Sale of postage-stamps	454,886 18 5		Salaries*		203,691 0 5
Fees for private boxes and private bags, &c.	7,733 18 10		Less amount chargeable to Electric Telegraph Department, as per foot note	30,091 16 5	
Collections from other colonies..	5,009 8 9		Less amount chargeable to Money Order Branch, as per foot note	7,937 11 10	
Miscellaneous receipts	247 8 11				38,029 8 3
		467,877 14 11			165,661 12 2
Less amount transferred to Stamp Duties as the approximate value of postage-stamps used as duty stamps during the year		24,000 0 0	Contingencies†	.. ..	51,340 17 11
			Conveyance of Mails —		
			Per horse, coach, &c	97,351 10 1	
			,, Government Railways and Tramways	63,419 2 5	
			,, steam and sailing vessels (non contract)	7,324 10 4	
			,, Federal Ocean mail service	35,622 0 2	
			,, San Francisco mail service	3,657 19 3	
					207,375 2 3
			Balance of revenue over expenditure	. ..	19,500 2 7
Total		£ 443,877 14 11	Total		£ 443,877 14 11

* Under regulations made in 1885, in conformity with section 7 of the Civil Service Act, the Post Office Department pays the full salaries of officers in charge of amalgamated Post and Telegraph Offices, who were previously remunerated partly by salaries from the Post Office and Telegraph Departments, and partly by commissions on the sale of postage stamps, and for the transaction of Money Order and Government Savings Bank business These commissions were, however, discontinued to the officers mentioned, and their salaries were so increased as to compensate them for the loss thereof It was then arranged that when an amalgamated office transacted Money Order and Savings Bank business the Money Order Branch should be debited with one ninth and the Post and Telegraph Departments with four ninths each of the salary of the officer in charge of such office , and also, that when an amalgamated office did not transact Money Order and Savings Bank business the Telegraph Department should be debited with four ninths and the Post Office with five ninths of the salary of the officer in charge of such office

The amounts to be debited to the Telegraph Department and to the Money Order Branch, under the arrangement referred to, are £30,091 16s 5d and £7,937 11s 10d respectively, leaving a sum of £165,661 12s 2d to be charged to the Post Office Department, under the heading of Salaries for the year 1891

† Comprising the cost of fuel, light, rent, furniture, repairs, forage, livery, farriery, carts, horses, overtime—sorting British and foreign mails and newspapers—uniforms, postal inspection, stamps and seals, letter and newspaper receivers, extra clerical aid, travelling and relieving expenses, servants' wages, salaries of temporary letter carriers and receiver clearers, and incidental expenses

The following return shows the number, description, and value of Postage-stamps issued at the General Post Office during the years 1890 and 1891 :—

Number		Description	Value		Increase in issue for 1891		Decrease in issue for 1891	
1890	1891		1890	1891	Number	Value	Number	Value
			£ s d	£ s d		£ s d		£ s d
	338,640	Halfpenny (See note)		705 10 0	338,640	705 10 0		
35,094,040	39,515,080	Penny	146,225 3 4	164,646 3 4	4,421,040	18,421 0 0		
148,930	203,690	Penny impressed on envelopes received from the public	620 10 10	848 14 2	54,760	228 3 4		
28,017,600	29,933,080	Two penny	233,480 0 0	249,442 6 8	1,915,480	15,962 6 8		
98,560	135,890	Two penny impressed on envelopes received from the public	821 5 0	1,132 8 4	37,340	311 3 4		
43,848	987,456	Twopence halfpenny (See note)	456 15 0	10,286 0 0	943,608	9,829 5 0		
106,820	148,240	Three penny ..	1,335 5 0	1,853 0 0	41,420	517 15 0		
504,990	507,150	Four penny	8,416 10 0	8,452 10 0	2,160	36 0 0		
19,660	60,368	Five penny	409 11 8	1,257 13 4	40,708	848 1 8		
1,106,780	585,760	Six penny	27,669 10 0	14,644 0 0			521,020	13,025 10 0
	5,024	Sevenpence halfpenny (See note)		157 0 0	5,024	157 0 0		
41,295	44,890	Eight penny	1,376 10 0	1,496 6 8	3,595	119 16 8		
1,160	1,940	Nine penny	43 10 0	72 15 0	780	29 5 0		
1,080	3,528	Ten penny	45 0 0	147 0 0	2,448	102 0 0		
196,300	160,700	Shilling	9,815 0 0	8,035 0 0			35,600	1,780 0 0
	3,636	Twelvepence halfpenny (See note)		189 7 6	3,636	189 7 6		
7,715	6,197	Five shilling	1 928 15 0	1,549 5 0			1,518	379 10 0
829	318	Ten shilling	414 10 0	159 0 0			511	255 10 0
317	120	Twenty shilling	317 0 0	120 0 0			197	197 0 0
14,448	12,768	Newspaper wrappers	64 10 0	57 0 0			1,680	7 10 0
173,250	206,250	Envelopes—one penny	779 12 6	928 2 6	33,000	148 10 0		
19,500	21,375	Envelopes—two penny	175 10 0	196 17 6	2 375	21 7 6		
670,440	797,280	Post cards—one penny	2,793 10 0	3,322 0 0	126,840	528 10 0		
2,460	2,460	Reply post cards at twopence	20 10 0	20 10 0				
1,320	2,520	Post cards —twopence	11 0 0	21 0 0	1,200	10 0 0		
3,200	200	Post cards—threepence	40 0 0	2 10 0			3,000	37 10 0
	3,120	Post cards — three halfpence (See note)		15 10 0	3,120	19 10 0		
	320	Reply post cards at threepence (See note)		4 0 0	320	4 0 0		
	19,400	Registered envelopes at threepence (See note)		242 10 0	19,400	242 10 0		
39,870	36,060	Registered envelopes at fourpence (See note)	664 10 0	601 0 0			3,810	63 10 0
			£437,923 18 4	£470,609 0 0		£48,431 1 8		£15,746 0 0
						15,746 0 0		
		Total amount of increase				£32,685 1 8		

Note.—Stamps, value twopence halfpenny, were first issued on 22nd December, 1890
,, ,, halfpenny ,, 1st January, 1891
,, ,, sevenpence halfpenny ,, ,,
,, ,, twelvepence halfpenny ,, ,,
,, Post cards, value three halfpence ,, 1st November, 1891
,, Reply post cards, value threepence ,, ,,
,, Registered envelopes, value threepence, were first issued on 1st October, 1891, in lieu of the fourpenny registered envelopes

The

The following return shows the number, description, and value of Postage-stamps purchased from the public for cash, less usual discount, during the year 1891 :—.

Number.	Description.	Value. £	s.	d.
560	Half-penny	1	3	4
199,442	One-penny	831	0	2
579,533	Two-penny	4,829	8	10
1,888	Two-pence half-penny	19	13	4
332	Three-penny	4	3	0
1,778	Four-penny	29	12	8
45	Five-penny	0	18	9
7,573	Six-penny	189	6	6
120	Seven-pence half-penny	3	15	0
48	Eight-penny	1	12	0
1	Ten-penny	0	0	10
1,306	One-shilling	65	6	0
110	Twelve-pence half-penny	5	14	7
9	Five-shilling	2	5	0
1	Ten-shilling	0	10	0
	Total ...	£5,984	10	0
	Less 5 per cent.... ...	299	4	6
		£5,685	5	6
7,334	spoiled but unused 1d. envelopes, value ...	£30	11	2
2,213	„ „ 2d. envelopes „ ...	18	8	10
2,640	„ „ 1d. post-cards „ ...	11	0	0
		£60	0	0
	Less 10 per cent. ...	6	0	0
		£54	0	0

The new postage-stamps issued during 1891 are described hereunder :—

Series of "postage due" stamps of the values of 1d., 2d., 3d., 4d., 6d., 8d., 5s., 10s., and 20s.—"Large numeral on engine-turned ground in oval band, which contains above 'postage due,' value below; kangaroo and emu in circles on shields at sides, with leaf projecting below; the whole surrounded by a neat border with 'N.S.W.' at bottom; colour, green." Issued in January.

Half-penny, seven-pence half-penny, and twelve-pence half-penny, "of same designs as the lately-superseded one-penny, six-penny, and one-shilling stamps respectively, with the new values printed in black ink over the old values." Issued in January.

One-penny half-penny impressed stamps for post-cards and for each half of reply post-cards "of same design as the current 1d. issue, with the substitution of '1½d.' for the view of Sydney in the centre, and the omission of the words 'one penny;' the printed directions, &c., on the cards being in both the English and French languages; colour, blue." Issued in November.

Three-penny impressed stamp for registration envelopes, "of same design and colour as the four-penny registration stamp, which it supersedes, the word 'three' being substituted for the word 'four.'" Pending the issue of the new stamps (in October), authority was given for the old four-penny registration stamp to be utilised with the overprint "three-pence."

With a view to meet requests made by stamp-collectors, authority was obtained in October for the sale at their face value, at the Stamp Sales Office, General Post Office, of "O.S." (on service) postage-stamps, marked with the word "specimen," on the understanding that such stamps are not available for the pre-payment of postage.

From the 15th February, 1891, the town rate of postage, namely, 1d. per ½ oz., was made applicable to all letters posted at any post-office within the municipal district of Broken Hill, for delivery within the same municipality; and on the 1st January, 1892, the Newcastle penny-postage district was extended so as to embrace all places within a distance of 12 miles of Newcastle, the limit formerly being 10 miles. The system was also extended to the district comprised within a radius of 10 miles of Moss Vale from the same date.

In

In January the fee on "late" letters posted at the General Post Office for transmission to places beyond the Colonies by any route was reduced to 2½d., and on "late" letters for such places posted at the Redfern Railway Station to 5d. per letter.

Inland Mail Conveyance.

In the year 1891 the average cost per mile of the Inland Mail Conveyance was about 4$\frac{9}{10}$d., against 5½d., the price per mile paid in the year 1890. In the calculation for the year 1890, however, the services performed by coastal and river steamers, which were paid for according to the amount of mail matter carried, and not by fixed annual subsidies, were not taken into account. The particulars as to the Mail Contracts for the Conveyance of Inland Mails will be found in the Appendix. Appendix D.

II.—MONEY ORDER OFFICE.

Money Order Offices were established during the year 1891 at the following places, viz.:—Annandale, Berrigan, Bookham, Cessnock, Cudgen Scrub, Dalmorton, Denison Town, Doree, Elizabeth-street South, Enfield, Galston, Grong Grong, Haydonton, Lue (in lieu of Dungaree), Mount Kembla, Narooma, Niangala, North Parramatta, Oxley, South Broken Hill, Strathfield, Swamp Oak, West Wallsend, Wilberforce, and Yerong Creek.

The offices at Cordillera, Corunna, and Upper Gundaroo were abolished.

The number of Money Order Offices in the Colony on 31st December, 1891, was 569.

The number of Money Orders issued was 488,326 (exclusive of 24,003 certificates of transfer), and the value £1,577,744, against 442,425, of the value of £1,252,305, in 1890, the difference showing an increase of 45,901 in the number, and £325,439 in the amount.

The number of Money Orders paid was 507,849, and the value, £1,518,987, against 441,845, of the value of £1,193,954, in 1890, being an increase of 66,004 in the number and £325,033 in the amount.

The amount of revenue received as commission on Money Orders issued was £19,197 17s. 3d., being £2,259 1s. 3d. in excess of the amount collected in 1890.

A comparative return showing the various countries where the Money Orders issued in New South Wales were made payable, and also the Money Order issues of other countries payable in New South Wales, will be found in the Appendix. Appendix E.

In the information contained in Appendix A will be found a detailed statement of the business transacted and revenue collected at each office in the Colony. Appendix A.

III.—GOVERNMENT SAVINGS BANK.

The following Branches were opened during the year 1891, viz.:—Annandale, Catherine Hill Bay, Clunes, Cudgen Scrub, Culcairn, Denison Town, Dulwich Hill, Elizabeth-street South, Enfield, Hargraves, Kinchela Creek, Kookabookra, Lyttleton, North Parramatta, Smithtown, South Broken Hill, Werris Creek, West Wallsend, and Willoughby.

During the year 39,199 new accounts were opened, and 27,991 accounts were closed. The number of accounts remaining open at the close of the year was 94,520.

The number of deposits received was 265,659, and the amount £1,509,376 16s. 3d., being an increase of 42,231 in the number and £311,082 18s. 9d. in the amount on the business of the previous year. The interest added to depositors' accounts was £72,280 10s. 4d.

The number of withdrawals was 125,298, and the amount £1,304,099 0s. 3d., being an increase of 15,358 in the number and an increase of £188,593 14s. 3d. in the amount on the business of the previous year.

The balance at the credit of depositors at the close of the year was £2,153,463 0s. 11d., being an increase of £277,558 6s. 4d. on the previous year.

The average amount of each deposit was £5 13s. 7½d., and of each withdrawal £10 8s. 1¾d.

The

The average balance at the credit of each depositor at the close of the year was £22 15s. 7¾d.

The following return will show the annual progress of the Government Savings Bank system, from 1st January, 1882, to 31st December, 1891 :—

Year.	Number of Deposits.	Interest added to Depositors' Accounts.	Amount of Deposits.	Number of Withdrawals.	Amount of Withdrawals.	Balance at Credit of Depositors.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
1882	121,868	39,063 18 4	891,199 12 7	48,443	743,310 14 5	1,158,454 3 4
1883	147,627	40,334 14 6	922,803 14 5	59,475	938,073 8 6	1,183,519 3 9
1884	156,578	43,198 2 6	1,033,701 3 5	71,532	969,487 3 0	1,290,931 6 8
1885	170,750	49,193 6 8	1,152,583 0 8	75,600	1,020,813 12 1	1,471,894 1 11
1886	167,161	52,356 11 6	1,071,609 19 5	87,169	1,172,555 5 4	1,423,305 7 6
1887	172,823	50,717 4 10	1,026,269 15 7	84,110	998,838 13 8	1,501,453 14 3
1888	196,120	58,483 7 9	1,219,000 12 5	89,961	1,041,233 19 11	1,737,703 14 6
1889	208,174	61,871 13 0	1,115,863 4 1	104,522	1,185,547 16 3	1,729,890 15 4
1890	223,428	63,225 7 9	1,198,293 17 6	109,940	1,115,505 6 0	1,875,904 14 7
1891	265,659	72,280 10 4	1,509,376 16 3	125,298	1,304,099 0 3	2,153,463 0 11

The following return will show the business of the Government Savings Bank for the year 1891, compared with the transactions of the year 1890 :—

Year.	Number of Government Savings Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st Dec.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors on 31st Dec
					Number.	Amount.	Number	Amount.	
						£ s. d.		£ s. d.	£ s. d.
1890	396	32,372	25,348	83,312	223,428	1,261,519 5 3	109,940	1,115,505 6 0	1,875,904 14 7
1891	415	39,199	27,991	94,520	265,659	1,581,657 6 7	125,298	1,304,099 0 3	2,153,463 0 11
Increase	19	6,827	2,643	11,208	42,231	320,138 1 4	15,358	188,593 14 3	277,558 6 4
Decrease	...	...	...	...	....	.....	...	.....	.....

In the information contained in Appendix A is given a detailed statement showing the business transacted at each Branch in the Colony. A statement of the Liabilities and Assets, with the Auditor-General's certificate thereon, will be found in the Appendix. Appendix A. Appendix F.

The revenue of the Money Order Office and Government Savings Bank shows a profit for the year 1891 of £5,010 5s. 8d. over the expenditure, as indicated in the following table :—

Dr.	£ s. d.	Cr.	£ s. d.
To Revenue received on Money Orders issued	19,197 17 3	By Interest allowed to Depositors, 31st December, 1891	72,280 10 4
,, Interest received on Savings Bank investments	79,535 10 4	,, Staff salaries, Chief Office	11,477 10 1
		Contingencies— Salaries of temporary clerks, commissions to Postmasters, foreign commission, proportion of wages for cleaning chief office and branch offices, &c., &c.	2,027 9 8
		Proportion of salaries of official Postmasters chargeable to M. O. and S. B.	7,937 11 10
		Balance of revenue	5,010 5 8
£	98,733 7 7	£	98,733 7 7

The number of persons employed at the chief office in connection with the Money Order Office and Government Savings Bank was as follows :—

1 Superintendent.	3 Assistant Tellers.	10 Temporary Clerks.
1 Chief Clerk and Examiner.	6 Money Order Ledger-keepers.	1 Storekeeper.
2 Examiners.	8 Savings Bank Ledger-keepers.	1 Assistant Storekeeper.
6 Assistant Examiners.	19 Clerks.	4 Messengers.
1 Teller.	3 Probationers.	
	Total ...	66

One resignation from the permanent staff took place, viz., Mr. J. H. Davies. Mr. G. F. White retired under the provisions of the Civil Service Act, and Mr. Thos. Carroll died.

IV.—

IV.—ELECTRIC TELEGRAPH DEPARTMENT.

The following return shows the extent of the Electric Telegraph Lines and the number of Stations in the Colony on the 31st December, 1891; also the revenue and expenditure of the Department (including receipts and expenditure on account of the Telephone system) for the year 1891, as compared with similar information for 1890:—

Year	Extent of electric telegraph wire in actual use.	Number of stations.	Messages transmitted during the year.	Revenue.	‡ Expenditure (exclusive of interest on cost of construction of lines).
	Miles chns.			£ s. d.	£ s. d.
1890	23,598 8	628	3,592,519	193,706 14 5	194,324 8 1*
1891	24,780 29	674	3,578,807	198,531 8 1	211,314 5 5†
Increase	1,182 21	46	.....	4,824 13 8	16,989 17 4
Decrease	.....	.....	13,712	.....	.....

* Includes £13,583 4s. 10d., British Australian Cable Subsidy. † Includes £13,771 5s. 3d., British Australian Cable Sub y. ‡ This does not include proportion of salaries of officers in charge of combined Post and Telegraph Offices. (*Vide* explanation on page 18.)

The following return shows the lines of Electric Telegraph constructed, also the cost of construction, during the year 1891:—

Line.	Constructed. Line.	Constructed. Additional Wire.	Cost of Construction.
	m. chs.	m. chs.	£ s. d.
Grafton to Copmanhurst	16 74	14 8	579 2 6
Noorooma to Punkalla	6 16	.....	148 2 0
Hay to Balranald	116 19	60 0	3,775 5 11
Balranald to Wentworth	.....	134 0	1,669 15 5
Lawrence-Casino line to Myrtle Creek	10 5	10 5	345 0 11
Cooranbong to Morisset and Gosford	2 77	26 50	366 15 10
Menindie to Broken Hill	.....	80 0	1,072 12 3
Scone to Stewart's Brook and Belltrees	32 48	.....	737 6 5
Penrith to Mulgoa	7 16	.....	132 7 9
Bourke to Ford's Bridge	38 60	4 0	1,175 8 3
Byron Bay to Granuaile	4 64	4 16	162 13 8
Quirindi to Blackville	32 74	.....	750 15 11
Broken Hill to Broken Hill South	0 42	1 16	91 0 0
Laurieton to Kendall	5 48	1 0	119 11 11
Wingham to Woodside	12 40	.....	263 19 5
Windsor to Wilbeforce	4 0	.....	81 4 4
Jerilderie to Mulwala	48 0	7 48	1,314 10 0
Broken Hill to Torrowangee	20 20	19 40	1,597 19 11
Stewart's Brook to Moonan Brook	5 0	.....	189 17 0
Cobargo to Dry River	.....	7 0	69 4 7
Main line to Coff's Harbour	1 51	1 50	80 15 11
Wyndham to Towamba	11 40	.....	324 0 1
Berridale to Buckley's Crossing	10 45	.....	306 15 11
Lismore to Bexhill	.....	5 26	40 17 9
Parkes to Trundle	32 61	0 18	708 9 3
Granuaile to Coorabell Creek	2 32	0 60	65 18 9
Nimitybelle to Holt's Flat	.....	10 10	128 12 2
Minmi to West Wallsend	2 47	13 0	79 9 7
Coorabell Creek to Mullumbimby	4 0	.....	108 10 3
Wollombi to Cessnock	.....	18 0	206 14 10
Bernagui to Bermagui South	1 40	1 40	45 18 9
City and other extensions (Telegraph and Telephone)	34 75	296 0	7,435 5 10
Line erected	466 34		
Additional wire erected		715 67	
,, line (wire)		466 34	
Total wire erected during the year		1,182 21	
Cost of construction for the year			£ 24,174 3 1

The total cost of the whole extent of Telegraphic communication in the Colony on the 31st December, 1891—24,780 miles 29 chains—was £767,871 17s. 11d.

The

The number and value of Telegrams transmitted from New South Wales and the places to which they were sent; the number and value of Telegrams issued and the places from whence they came; and the proportion due to New South Wales on each class of business, are shown in the following Return:—

TELEGRAMS TRANSMITTED FROM NEW SOUTH WALES.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	Western Australia.	Queensland.	Total.
Number	3,111,155	14,982	9,523	264,601	10,168	81,423	3,292	83,663	3,578,807
Value	£ s. d. 127,134 14 6	£ s. d. 46,192 5 10	£ s. d. 5,469 4 2	£ s. d. 21,224 9 8	£ s. d. 1,584 0 9	£ s. d. 9,102 9 6	£ s. d. 763 10 1	£ s. d. 10,892 12 11	£ s. d. 222,363 7 5

TELEGRAMS ISSUED IN NEW SOUTH WALES.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	Western Australia.	Queensland.	Total.
Number	3,111,155	11,587	7,714	255,650	10,878	84,055	3,944	93,616	3,578,599
Value	£ s. d. 127,134 14 6	£ s. d. 37,093 9 9	£ s. d. 5,480 5 5	£ s. d. 21,943 16 7	£ s. d. 1,817 3 2	£ s. d. 8,661 11 4	£ s. d. 831 7 2	£ s. d. 13,589 7 8	£ s. d. 216,551 15 7

New South Wales Receipts:—

	£	s.	d.
On local and Intercolonial (exclusive of New Zealand) business ...	176,407	17	5
On New Zealand business	1,714	13	3
On International business	3,829	19	4
Total	£181,952	10	3

The following Stations were opened during 1891:—Albury Railway, Alectown, Annandale, Australia Hotel, Awaba Railway, Berrigan, Blackville, Coff's Harbour, Come-by-chance, Cooma Railway, Elizabeth-street South, Enfield, Ford's Bridge, Holt's Flat, Myrtle Creek, North Parramatta, Oxley, South Broken Hill, Torrowangee, West Wallsend, Willoughby, Woolbrook Railway.

The names of the Telephone Offices opened are given under the heading of Telephone Branch.

The Stations at Hexham, Hoskinstown, and Lue were closed.

The telegraph lines in course of construction, but not completed during the year 1891, and the estimated length thereof, are shown in the following return:—

Line	Estimated Distance.			
	New Line.		Additional Wire.	
	Miles.	Chains.	Miles.	Chains.
Mungindi to Goondawindi	116	.....	.....	.....
Clarence Town to Tea Gardens	29	.....	.....	.....
Albury to Jennings	.....	.....	876	.....
Werris Creek to Gunnedah	.....	.....	40	.....
Berridale to Jindabyne	14	.....	.....	.....
Rockley to Burraga	15	.....	7	.....
	174	.....	923	.....

The staff attached to the Electric Telegraph Department for the year 1891 was as follows, viz.:—1 superintendent, 1 assistant superintendent, 1 accountant, 1 manager, 3 assistant managers, 1 cable clerk, 1 book-keeper, 1 cashier, 1 telegraph instructor, 1 clerk-in-charge of correspondence, 1 electrician, 1 clerk in charge of check branch, 55 clerks, 3 receiving clerks, 1 chief mechanician, 7 instrument fitters, 7 inspectors, 565 station-masters and operators,* 47 line repairers, 2 messengers' overseers, 489 messengers, 1 clerk-in-charge of stores, 1 storeman, 8 batterymen, 1 groom. Telephones—1 manager, 1 mechanician, 5 fitters, 4 maintenance men, 1 exchange foreman, 2 monitors, 1 foreman of lines, 31 switch attendants, 1 messenger, 4 battery-men. Electric lights—1 chief engineer, 11 engineers. Total, 1,264.

Six

* In addition to the 347 who hold the dual appointment of official Post and Telegraph Master, and who are included in return on page 10.

Six deaths occurred, viz. :—Jabez Hambly, clerk; C. Shepherd, operator; S. Litchfield, operator; A. Boggis, telephone operator; Thomas Hammand, Manager, Telephone Branch; and 1 messenger.

Seventy resignations took place:—6 operators, 3 switchboard attendants, 49 messengers, 2 engineers, 1 temporary operator, 1 temporary clerk, and 8 telephone operators.

The removals from the Service numbered 21:—2 operators, 1 carpenter, 1 temporary operator, 1 telephone operator, and 16 messengers for neglect of duty.

Amended regulations for the government of the Telephone system were introduced in October, the principal alteration being the imposition of an additional fee of £2 10s. per annum for the use of the main line or lines connecting branch exchanges with the Central Exchange.

In August, Goodooga and New Angledool were added to the list of Border Stations between which and all stations in Queensland messages are transmitted at the reduced rate of 1s. for the first ten words and 1d. for each additional word.

One of the most important matters discussed at the Postal and Telegraphic Conference held in Sydney in February and March, 1891, was the draft agreement with the Eastern Extension Telegraph Company for the reduction of the cable rates, the resolutions agreed to being as follows:—

"1. The Conference, after fully considering the amendments made in the said draft agreement and the telegram from Sir John Pender, the Chairman of the Company, approve of the draft agreement, subject to certain alterations, and with the condition that the said Company will not, during the continuance of the agreement, directly or indirectly, in any manner howsoever, alter the rates set forth in the third schedule to such agreement without the consent in writing of the contracting Colonies.

"2. That an agreement be entered into between the Colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania,—

"(*a.*) In regard to their joint contribution to the Eastern Extension Company for the reduction of cable rates to Europe on the terms approved between the Colonies and the Company;

"(*b.*) In regard to the joint contribution of the said Colonies to the payment of the cable subsidies to the Eastern Extension Company, including the Tasmanian cable subsidy; and

"(*c.*) In regard to the joint contributions of the said Colonies to the guarantee against loss by South Australia by reduction of rates through that territory, and that the Government of South Australia be requested to act for the other contracting Colonies in concluding the agreement with the Eastern Extension Company, and in collecting and paying the joint subsidies and contributions to the said Company."

In pursuance of these resolutions, an agreement (a copy of which has already been laid before Parliament), dated 31st March, 1891, was entered into between the Colonies of New South Wales, Victoria, South Australia, Tasmania, and Western Australia and the Eastern Extension Telegraph Company, and the reduced rates provided for therein were brought into operation on the 1st May, 1891, the understanding, as provided for in the 3rd clause of the agreement, being that, "If in any year while the reduced rates shall continue in force by virtue of these presents the total receipts of the Extension Company and the Cis-Indian Administrations in respect of the Australasian traffic, after deducting all out-payments to other telegraphic administrations, shall be less than the sum of £237,736, Her Majesty will cause to be paid to the Extension Company out of the Consolidated Revenue Funds of the contracting Colonies a sum equal to half the amount by which such receipts shall be less than the said sum of £237,736."

The agreement is terminable by either party on giving two months' notice, expiring on 30th April in any year.

The value of traffic guaranteed to the Eastern Extension, Australasia, and China Telegraph Company (Limited), is, as already stated, £237,736 per annum. As the reduced rates came into force on 1st May, 1891, the amount to be guaranteed to 31st December, 1891, was £158,490 13s. 4d. The amount paid to the Cable Company, according to a statement received from South Australia for the above period, was £120,141, leaving a deficiency on the eight months' business of £38,349 13s. 4d., one-half of which will be borne by the Cable Company, and the other half by the contributing Colonies, viz., Victoria, New South Wales, South Australia, Tasmania,

and

and Western Australia. The number of messages transmitted from New South Wales during the eight months was 11,236, value £27,651 3s. 7d., whilst for the corresponding period of 1890 the number was 7,124, and the value £33,164 8s. 11d., thus there was an increase in the number of messages of 4,112, and a decrease in the value of £5,513 5s. 4d.

There was no interruption to the British Australian Cable during the year 1891.

Telephone Branch.

During 1891 Telephone Exchange Offices were established at Edgecliff, Broken Hill, and Goulburn.

184 new subscribers were connected with the Sydney Central Telephone Exchange, 43 with the Sydney Branch Suburban Exchanges, and 90 with the Country Exchanges.

Public Telephone Offices were opened at Angledool, Belltrees, Bermagui South, Bexhill, Bibbenluke, Buckley's Crossing, Burradoo, Castlerag, Cathcart, Coorabell Creek, Cumnock, Dry River, Granuaile, Gundy, Hampton, Hartley Vale, Kendall, Kew, Moonan Brook, Mulgoa, Nine Mile, Punkalla, Stewart's Brook, Towamba, Wilberforce, Woodside, and Woonona.

Three of the above stations, viz., Bibbenluke, Cathcart, and Hampton, are worked under the improved Phonophore System, the same wire being utilised for the Morse Circuits.

Three sections of multiple switchboard have been received at Sydney, and will shortly be fitted up. This will provide accommodation for 600 additional subscribers.

Automatic telephones (M'Cleuer system) have been ordered, and are intended to be used at Telephone Bureaus in the city and suburbs, to be established at respectable business establishments such as chemists, booksellers, and others.

Very satisfactory results are being obtained from the improved telephones with Hunnings' transmitters now being supplied.

The following statement shows the number of Telephones at present in use:—

Central Exchange.

Business firms	1,184	
Government offices	113	
Private houses	19	
		1,316

Branch Exchanges (Suburban) connected with Central Exchange.

(*Balmain, North Sydney, Hunter's Hill, Newtown, and Edgecliff.*)

Business firms	51	
Government offices	9	
Private houses	15	
		75

Government Departmental Exchanges connected with their Head Offices.

(*Post Office, Lands, Police, Fire, and Customs Departments.*)

Government Departmental Exchanges	175

Private Lines, Sydney and Suburbs.

Business firms	422	
Government offices	205	
Private houses	17	
		644
Total number of Telephones, Sydney and Suburbs		2,210

Country Exchanges.

(*Newcastle, West Maitland, Broken Hill, and Goulburn.*)

Business firms	150	
Government offices	14	
Private houses	3	
		167

Private Lines, Country.

Business firms	167	
Government offices	42	
		209

Public Offices, Country.

Offices transmitting and receiving telegrams by telephone	203
Total number Country Telephones	579

Electric Light Branch.

Parliament House Electric Lights.

This plant has worked very satisfactorily during the past year, only one accident occurring, viz., the short circuiting of the shunt coils to poles pieces of one of the Manchester dynamos, due to imperfect insulation in construction. This machine has been rewound by the Staff, and has not given any trouble since. A great many alterations and additions have been made in the lighting. The refreshment-room fixtures have been relacquered and lowered, and twelve extra lamps fixed. Altogether 142 lamps have been fitted and altered, necessitating the laying down of a new cable. The old boiler has been re-tubed, and is now available for use in the event of a break-down of the new engine and boiler. *Parliament*

Parliament House Electric Bells.

The work of rewiring these bells has been carried out as time permitted, and several new bells have been fixed.

Circular Quay.

This plant is in good condition. The boiler, owing to a small leakage, had to be lifted and caulked. The new Brockie Pell arc-lamps are giving general satisfaction. Owing to the large amount of work to be performed by the engineers it was found necessary to put on an assistant.

Cowper's Wharf.

Everything at this installation is in good order, and has worked throughout the year without a hitch or complaint.

Post Office Electric Lights.

During the year a new set of sixty Crompton-Howell accumulators was fitted and connected with the engine-room by means of an elaborate Switchboard, from which the Operating, Telephone, and Instruction rooms can be lighted, and so arranged as to permit of the dynamo charging accumulators and lighting rooms at the same time. Provision is also made for starting gas-engines by converting the dynamo into a motor which is operated by accumulators, thus effecting a great saving of time and labour.

The gas-engines are very heavily taxed, having to work sixteen hours per day throughout the year (Sundays excepted), driving the dynamos, rope-hoists, air-pumps, ventilating-fans, and charging accumulators.

Post Office Clock.

On the completion of this clock a trial was made to ascertain the amount of light required to illuminate it, and it was found necessary to provide eighteen 16-candle-power incandescent lamps per dial; this could not be done permanently, owing to the engine and dynamo power being insufficient.

Air-pumps and Pneumatic Tubes.

These pumps, reservoirs, &c., are in first-class order; owing to some bends in the tubes, trouble has been experienced through the carriers sticking; it is proposed to adopt a new form of carrier which will prevent the air from escaping, and also any sticking. The old air-pump has been overhauled and a countershaft fitted, so as to reduce the speed of pump by one-half, and is now available for use in the event of the new pumps being stopped.

Hydraulic Lifts.

The engine for working these lifts has been taken to pieces, cleaned, and thoroughly overhauled. Many improvements have been made to the lifts to ensure better working and supervision.

Jenolan Caves.

This plant has worked very satisfactorily throughout the year.

SCHOOL OF TELEGRAPHY.

The Instruction-room was opened on 30th October, 1890, for the purpose of giving instruction in practical operating and the technicalities of telegraphy, and thus preparing lads to become operators more quickly and more efficiently than under the old system.

On 1st January, 1891, ten probationers were attending and receiving instruction, which number was increased to eighteen by the end of February, and from 10th May to 9th August the total number of probationers receiving instruction amounted to twenty-six. In all thirty probationers attended during the year.

These lads were taught to operate first by sending and receiving on the Morse recording instruments, and afterwards to read by sound, so as to fit them for either the Head Office or a country or suburban office. A course of lectures on elementary electricity, as specially applied to telegraphy, was delivered, and practical instruction given in the setting up of the various batteries, &c., in use in the Department.

A system was adopted of sending such probationers as became efficient operators for a further period of probation in the various suburban offices, in order to familiarise them with actual line-working, and to teach them official routine, such

as

as booking up telegrams, &c. Thirteen were sent out in this way during the year, including all but one of the original ten. Of the remainder, three resigned (one having obtained a position as operator in the Railway Department before having attained the standard considered necessary by this Department), and one was dismissed as incompetent, leaving thirteen in the room at the end of the year.

The instruction has also been available for educational purposes to the operators, and a library of technical books and a supply of technical periodicals have been provided for their use, and have been largely availed of. A course of evening lectures on electricity and telegraphy was delivered by the instructor, and was very well attended by operators and others, the attendance (averaging about twenty-five) reaching as high as thirty-nine. Permission was also given to certain of the senior operators to utilise the room, and the apparatus in it, for experimental purposes, a permission of which full advantage was taken.

The Future.

In reviewing the reports of my predecessors I find that for many years it has been their intention to obtain fresh legislation in order to effect many reforms in all the Departments under the Ministerial control of the Postmaster-General, but hitherto it has been found impossible to obtain the opportunity in Parliament to accomplish this desire.

Amongst the projected reforms alluded to may be mentioned the Parcel Post System, which has been in operation for some years with the United Kingdom and other countries, but, for want of the needful legislation, has not yet been introduced locally. Provision is also required for remitting small sums of money through the post by means of what are termed postal-notes. Also for the establishment of communication by means of pneumatic tubes. A clearer definition of the term "newspaper" is necessary, so as to prevent the circulation through the post, free of charge, of mere advertising sheets. Provision should likewise be made for the acceptance of money in payment of postage in cases where a large quantity of letters, packets, or newspapers is brought to the post by one person or firm instead of being required as under present law to stamp each article.

A large saving of time and expenditure could be effected in the discontinuance of the practice now adopted of advertising unclaimed letters. These letters cannot be delivered, mainly because the addresses have not been correctly furnished in the first instance by the senders, and under the present system, through this want of care, the Government is put to the expense of advertising, with very little result as regards the ultimate delivery of the letters. The sender of an incorrectly addressed letter pays two-pence in the shape of postage, and the cost of clerical labour and advertising may be stated as, at least, one shilling, so that the Government loses tenpence on every letter of this kind. Under the present system a very long time elapses before the sender of an unclaimed letter becomes aware of the fact. To remedy this, power should be given to the Post Office to return the unclaimed letter to the writer, when desired, after the lapse of a reasonable time.

It is my intention to make an effort in Parliament at the earliest practicable moment to secure the legislation which my predecessors have failed to accomplish. At all events, I may hope that whoever may hold office when the next Annual Report is prepared will be in a position to record that a new postal and telegraphic measure has been enacted, and that the systems of communication under the charge of the Postmaster-General, involving so much that concerns the welfare of the community, may in consequence be so improved as to justify the application of the motto "Advance Australia."

I have the honor to be, my Lord,

Your Lordship's most obedient servant,

JOHN KIDD,

Postmaster-General.

General Post Office,
Sydney, 11*th April,* 1892.

APPENDIX A.

APPENDIX A.

RETURN showing names of Post Offices and Telegraph Stations, Salaries paid, number of Letters posted, Telegrams transmitted, Money Orders issued and paid, Savings Bank Deposits and Withdrawals, Revenue received from each Office, and arrangements regarding premises during the year 1891.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum
	Officers in charge.	Assistants.	Operators.	Letter Carriers	Receivers Clearers	Messengers.	Line Repairers	Probationers and others	Total allowances, exclusive of Rent shown in last column		Letters Posted.	Telegrams Transmitted.	No	Amount.	No.	Amount	No.	Amount	No.	Amount.	Postal	Money Order.	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Abattoirs	130	...	..	...	..	52	..	.	29	...	3,375	1,341	..	.....	..	.....	...	... ..	..	.. ..	13	.	45	Govt. building Postmaster allowed £26 per annum in lieu of quarters.
Aberdeen	110	...	..	...	..	26	..	...	..	...	24,522	1,519	783	2,102	100	275	272	1,143	71	586	322	22	95	Govt. building.
Acacia Creek	13	...	...	..	...	...		..		...	2,319	.....	..	..	.	...	..	..	.	.. ..	43	.	..	
Adamniby	170	20	..	...	.	..	..	...	2/10/-	...	17,904	1,203	660	2,006	53	167	81	587	33	311	211	20	72	Rented at £40
Adamstown	100	25	...	52	...	26	..	..	39/10/-	..	32,934	690	622	1,764	151	487	494	2,111	240	1,997	226	25	31	Rented at £26.
Adamstown Railway Station.	...	...	...	...	..	...	...	...	...	(b)	.. ..	.. .	..	.. ...	..	. ..	..	.	.	. . .	..	.	..	
Adelong	250	52	...	...	...	26	..	..	4	..	98,481	3,223	1,115	2,776	509	1,538	430	1,779	135	1,586	561	34	186	Govt. building.
Adelong Crossing Place.	56	...	...	...	..	..	..	...	...	(a)	10,425	.. ...	..	.....	..	. . .	.	. . .	...	.. ..	78	.	..	Free of rent.
Albion Park	120	20	..	.	..	...	..	..	2	.	24,966	1,241	385	917	76	212	91	445	25	196	251	11	68	Rented at £36 10s.
Albury	380	220	190	160	39	52	150	75	174	...	437,307	330.086	2,901	10,304	2,478	6,582	3,195	12,484	812	11,392	3,589	121	1,750	Govt. building.
	330	180	150	130	...	52	...	Battery man	..	.	.....	. ..	.	.. .	..	. .	...	. . .	.	. .	..	..	..	
	...	140	140	115	...	39	..	..	...	...	... ..	... ..	.	. ..	.	. ..	...	. ...	...	.. .	..	..	.	
	..	130	140	...	..	26	...	...	..	..	. ..	.. ..		. ..	..	. ..		. .....	..	..	.	.	..	
	..	75	100	...	.	...	...	..	.	..	... ..	. ..	...	. ..	.	.	..	.. ..	.	. ..	..		.	
Albury Railway Station.	...	...	...	...	.	...	..	...	...	(c)	... ..	.. ..	...	.	..	.	.	.. ..	..	.. ...	..	...	...	At Railway Station.
Alexandria	120	..	75	160		52	..	...	152 10/	...	62,379	2,934	810	2,708	723	1,749	2,669	7,861	1,010	6,061	450	33	135	Rented at £75 Postmaster allowed £40 per annum in lieu of quarters.
	..	...	.	140	.	52	..	..	..	..	.	. .		.	.	. ..	..	. . .		.. .	..	.	.	
	..	...	....	125	..	..	...			...	.	.	...	.		.	.			. ..	.	..	..	
	...	..	..	125	..	...	...	..		..														
	..	..	...	104	...	...	...	..	..	...	.	. ...	.	.	.	. . .	.	.	.	.	.	.	.	
Aliceton	13	...	...	..	...	...	..	..	..	.	4,674	. .	.	.	.	.	.	.		.	46	.	..	
Alectown	100	...	..	..	..	26	...	..	3	(1)	16,800	367	384	873	88	350	48	726	63	629	63	11	21	Rented at £32 10s.
Alison	10	..	..	...	..	..	...	.	.	..	1,539								.		35	.	.	
Allandale	18	...	...	..	..	..	...	..	.	...	8,679	.	58	125	92	215				.	40	2		At Railway Station.
Allynbrook	16	...	...	..	..	...	...	...	...	..	4,092	.					.			.	32	.		
Alstonville	100	...	..	..	...	..	..	..	..	..	10,719	886	226	582	23	90				.	93	7	54	
Annandale	150	...	...	140	..	39	..	6/10/-	79/10/-	(2)	16 359	1,663	181	525	159	338	523	1,596	148	687	133	8	63	
	..	...	..	65	.	...	...	...	...	..	.. .	. .		.	.	.	.	. .	...	. .	..	.	.	Rented at £120.
Appin	52	...	...	.	...	...	...	..	...	..	6,615	269	228	641	49	89	.	..		. ..	96	7	15	Free of rent.
Arakoon	100	20	...	...	...	..	..	...	3	...	9,732	1,234	420	1,509	18	84	74	986	15	252	56	14	81	Rented at £32 10s.
Araluen	220	32/10/-	...	..	..	...	...	.	5	..	18,123	1,036	617	1,603	286	785	112	569	26	440	252	18	59	Govt. building.
Arding	10	...	...	..	..	..	...	...	..	...	894	.	.	.	.	.	.	....	...	.....	22	..	..	
Argent's Hill	10	...	...	...	..	...	..	..	...	...	1,017	. .	.			.	...	. ....	...	.. ..	15	...	..	
Argoon	14	...	...	...	...	...	...	...	...	...	3,786					.	...	. .	...	. . .	11	...	...	
Arkstone	10	...	...	...	...	...	.	..	...	...	1,842					.	...	.	...	... .	6	..	..	
Armidale	350	150	140	115	...	52	150	...	254/2/3	..	532,710	25,425	3,917	12,304	2,908	6,953	1,972	11,123	660	9,036	2,910	127	1,836	do
	...	120	130	39†	...	39	...	..	...	...	. .	.	..	.	.	. .	.	. . .	...	. . .	..	..	..	
	...	110	130	...	...	26	...	...	...	..	... .	. . .	.	.		..	...	. . .	...	.. ...	..	...	...	
	...	...	100	...	...	...	...	...	...	...	. ...	. . .					...	.. ...	...	.....	..	..	...	
Armidale Railway Station.	...	...	...	...	...	...	...	...	...	(3)	. .	. .	.	.	.	.. .	...	.....	...	.. ...	...	...	..	At Railway Station.
Armidale Railway Station (Goods shed).	...	...	...	...	...	..	...	...	...	(4)	.	1,844	.	.		. .	...	.....	...	.. .	...	..	104	do

Arncliffe	110			62	26	52			88		46,281	1,503	187	529	160	487	287	1,033	111	939	146	7	50	At Railway Station Post master allowed £15 per annum in lieu of quarters
Arthurville	10		..								798										12			
Ashfield	190		120	115	92½	52			227		326,682	8,200	902	3 483	1,047	3,072	1,770	7,992	697	5,245	1,236	42	319	Govt building
			110	110		52																		
				110		39																		
				95		26																		
Ashford	18										4,797										26			
Ash Island	10								9	(5)	384										3			
Attunga	24										5,424										27			
Attunga Springs	10								44/4/		2,205										56			
Auburn	100			65		39			75/10/		47,295	3,074	520	1 526	389	1,278	629	1,957	277	1,519	308	19	113	At Railway Station Post master allowed £26 per annum in lieu of quarters
				26																	8			
Audley	12/10/									(6)	660													At Railway Station
Austinmer	10										4,041												81	Free of rent
Australia Hotel			75									1,308									12			
Avisford	14										1,716										29			At Railway Station
Awaba	11									(d)	1,956										105		14	do
Baan Baa	19										7,044	259												
Badgery's Siding										(e)											66			
Baeriami	15										6 999										16			
Baker's Swamp	10										1,854										34			
Balala	15										1,767										36			
Balderodgery	16										5,436										18			
Bald Nob	15										5,382										10			
Balgowlah	10										1,635										30			
Ballalaba	21										4,119													
Ballina	260	30	75	52‡		39			41		99,738	8,566	1,664	5,605	373	1,016	409	2,835	129	1,198	675	58	540	Govt building
						26																		
Balmain	220	75	130	145	39	52		52			462,966	7,993	1,837	6,931	2,820	8,470	4,365	13,174	1,415	9 356	1,280	97	347	do
			75	135		52		Mail boy																
				130				52																
				130		39		Mail mes senger																
				130		39																		
				125																				
				120																				
				115																				
				104																				
Balmoral	12	10									5,115	112									60		6	At Railway Station
Balranald	190	150‖				52			12/10/		72,918	5,022	706	2,676	161	575	242	1,775	64	409	988	32	310	Govt building
		91																			35			
Bandon Grove	22										2,322										62			
Bankstown	35										4,290										21			
Bannaby	11										1,764										106	6	60	Rented at £52
Baradine	110	15							3		4,389	987	200	484	22	117							10	At Railway Station
Barber's Creek												179									3			
Bargo	10										765													
Barmedman	96/10/								3		16,947	1,797	618	2,106	77	375	37	242	16	166	166	20	121	Free of Rent
Barraba	220		75						7		28,395	2,333	948	2,459	148	618	76	636	36	403	468	28	143	Govt building
			26																		11			
Barnagan	12										1,032										35		14	At Pilot Station
Barranjoey	52								1		1,878	264									91			
Barrengarry	16										11,325										42			
Barrington	20										3,774										199	18	254	Rented at £78
Barringun	120	52‡							86/18/		17,589	3,641	488	2,271	89	504	92	999	21	365	7			
Barry	10		..							(7)	513										39			
Barwang	10										1,929										123	19	68	Rented at £30
Bateman's Bay	210	21 10							14		8,364	1,279	574	2,059	114	519	124	631	34	429	5,175	199	1,500	Govt building
Bathurst	400	220	200	104	39	52	150		88/10/		607,680	20,019	5,727	18,854	7,785	20 720	2,611	16,809	2,174	14,101				
	350	170	180	91		26																		
		140	150	84		26																		
		130	150	52																				

Telegraph returns included in—(a) Gundagai, (b) Adamstown, (c) Albury (d) Gosford (e) Redfern Railway NOTE.—For other references see page 60.

Name of Office	Staff and Salaries									Reference to foot note	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits		Savings Bank Withdrawals		Revenue			Arrangements as regards Premises and Rent per annum
	Officers in Charge	Assistants	Operators	Letter Carriers	Receivers Cleaners	Messengers	Line Repairers	Probationers and others	Total allowances exclusive of Rent shown in last column		Letters Posted	Telegrams Transmitted	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Bathurst			140 130 75																					
Batlow	18		26							(a)	5,808		152	422	27	87	6	21	6	86	132	4		Free of rent
Baulkham Hills	35										7,176										78			
Bayview	19										5,004										64			
Beachport	62								1		1,320	363	96	186	5	37	23	42	1	20	14	3	10	At Pilot Station
Bear Hill	20										7,572										145			
Beaufort	10										1,128										6			
Beaumaris																								
Bedgerebong	12										2,574										39			
Beechwood	36										4,452	500									58		29	Free of rent
Bega	310	180 120		71/10/-		52 26			42/10/-		118,407	10,402	2,611	7,371	736	2,128	591	3,355	154	2,705	1,237	80	750	Govt building
Belarbigill	10										1,989													
Belford	14								10		2,841										45			
Belgravia	10										672										13			
Bell	21										1,800	163									6		9	At Railway Station
Bellambi	12										13,419										26			do
Bellbrook	180	10							49/12 6		2,604	364									61		23	Rented at £35
Bellingen	78								1		18,681	1,717	610	1,985	159	534					168	20	111	Rented at £26
Bellinger Heads	10 26									(b)	7,683										47			At Pilot Station
Bells Creek	16										5,013										12			
Belltrees										(8)		635											44	Free of rent
Belmont	75		75						3		11,385	1,266	247	777	521	2,281	52	229	13	272	75	7	71	Postmistress allowed £20 16s as rent
Belmore	10										1,890										12			
Ben Bullen	20										8,076										76			At Railway Station
Bendemeer	74										8,838	452	247	530	39	153					137	7	25	Free of rent
Bendolba	29										3,747										25			
Ben Lomond Railway Station	18										7,302	87									77		5	At Railway Station.
Bergalia	31										4,710										59			
Bermagui	36								8		5,112	890									68		51	Free of rent
Bermagui, South										(9)														
Bermagui Wharf	26											58											3	do
Berridale	120										15,423	908	281	770	45	143					185	9	51	Rented at £26
Berrigan	120									(10)	1,2.34	393	118	218	6	15					174	4	25	Rented at £10 per annum Postmistress allowed £25 per annum in lieu of quarters
Berrima	150	15				26			7		24,465	923	442	1,245	235	855	116	521	40	680	220	14	59	Govt building
Berry	230	75		51/10/-		39			61		52,770	3,399	989	2,725	195	624	387	1,952	116	993	652	31	197	do
Bethungra	42										9,921	572	499	1,701	47	100	110	578	18	571	195	15	32	At Railway Station
Bevendale	10										1,581										8			
Bexhill	47									(11)	9,990	24									25		1	Free of rent
Bexley	10										7,113										14			
Bibbenluke	42									(12)	12,354	275									52		16	do
Bigga	19										5,433										67			
Big Hill	19										1,797										35			
Billeroy	10										1,866										32			
Biloela	16										7,908										5			
Bimbi	10										2,466										7			

Binalong	64	12								21,198	1,068	595	1,209	109	296	51	361	15	302	265	17	63	At Railway Station.
Binda	56									10,983	521	321	769	41	157					118	9	33	Free of rent
Bingara	210		75	63‡				80		50,907	3,927	1,662	3,203	269	1,174	189	1,037	74	538	622	46	262	Govt building
Binnaway	21									4,722										77			
Bishop's Bridge	14									1,158										15			
Blackheath	150	5		52‡				40/10/		41,469	2,726	601	1,524	220	772	193	761	64	476	472	18	149	At Railway Station Postmaster allowed £30 per annum in lieu of quarters
Blackman's Point	10									1,152										13			
Black Mountain	23									5,541	168									113		10	At Railway Station
Black Range	10									1,662										15			
Black Springs	15									3,387		119	263	5	19					29	4		
Blacktown	55									23,493	712	111	383	71	184					64	4	34	do
Blackville	16								(13)	7,497	147	340	638	14	58					79	9	9	Free of rent
	100																						
Blackwall	120	36						1		5 316	1,044	240	663	66	167	38	243	9	111	66	7	58	Free of rent Postmaster allowed £26 per annum in lieu of quarters
Blake Brook	10									381										4			
Blakehurst	10									1,089										9			
Blandford	29	39‡								12,183	330									137		21	At Railway Station.
Blayney	240	120	100	91		52		54/10/		78,183	3,604	1,224	3,542	629	1,782	319	1,998	161	1,842	1,002	36	202	Govt building
Blowering	11									1,893										16			
Bobundarah	16									1,659													
Bodalla	190		75					34		21,090	1,638	596	2,277	72	234	181	1,244	43	468	138	21	99	Rented at £26
Boggabilla	18									5,769										98			
Boggabri	210	110‖					6/10/	6		83,715	2,257	872	2,457	224	808	212	399	37	131	429	26	130	Govt building
Boggy Creek	10								(14)	2,260													
Boggy Flat	12									2,400										18			
Bolivia	34									8,178	107	174	411	11	18	41	37	2	6	111	5	6	At Railway Station
Boloko	10									3,069										20			
Bolong	20									2,664										20			
Bombala	260	78‖‡	130					26		67,419	6,697	1,410	4,064	403	1,312	278	1,192	69	764	816	44	462	Govt building
Bomen	18									2,514	105	47	98	16	45	1	1	3	19	26	1	6	At Railway Station
Bondi	50	75‖		60				74/1/		39,069	2,348	232	672	105	438	391	1,213	92	582	191	9	91	Rented at £32 10s
		36†																					
Bonnyrigg	10									1,023										2			
Bonshaw	25									3,900										33			
Bookham	26								(15)	8,112		112	301	9	28					102	3		
Boolambayte	15									1,110										23			
Booligal	260	120‖						12/10/		40,695	1,894	401	1,555	43	163					399	15	116	Govt building
Boomey	10									1,722										9			
Booral	28									10,251										70			
Boorooiban	20									20,118										13			
Boreenore	36									14,370	582	126	342	49	181	183	260	11	129	100	4	32	At Railway Station
Boro	30									10,398										28			
Botany	52			115				36/10/		16,161										138			Rented at £31 4s
Bourbah	14									930													
Bourke	390	180	190	110		39	150	75		166 12/		489,252	38,753	4,253	18,356	1,538	7,242	1,496	10,855	526	6,390	3,336	153	2,922	Govt building
		100	180			39		Battery															
		100	120			39																	
			100																				
			75																				
Bourke street, Redfern	40									15,942										76			
Bowan Park	10									1,410										21			
Bowenfels	56									22,572	235	262	707	117	385	98	486	45	505	90	8	13	At Railway Station.
Bowling Alley Pt	19									4 029										114			
Bowna	120							3		17,307	463	116	237	20	65	4	31	1	27	41	4	26	Postmistress allowed £20 per annum as rent
Bowning	60	20								15,855	529	496	1,182	106	364	45	190	26	406	106	14	29	At Railway Station.
Bowral	210	26		115		26		107/4/		167,664	7,140	2,504	6,944	943	2,696	924	5,269	304	3,120	1,644	80	445	Govt building
		100‖		65		26																	
Bowraville	96							1/10/		10,977	1,639	500	1,226	35	122					83	14	104	Rented at £26
Box Ridge	11									1,140										18			

Telegraph returns included in—(a) Adelong (b) Fairmount NOTE.—For other references see page 60.

Name of Office	Staff and Salaries									Reference to foot note	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits		Savings Bank Withdrawals		Revenue			Arrangements as regards Premises and Rent per annum
	Officers in Charge	Assistants	Operators	Letter Carriers	Receivers Clerks	Messengers	Line Repairers	Probationers and others	Total allowances exclusive of Rent shown in 1st column		Letters Posted	Telegrams Transmitted	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Braidwood	310	160 80 39				26			69/10/		103,305	6,515	2,074	5,937	1,047	2,567	245	2,085	161	1,686	1,044	63	432	Govt building
Branxton	160	65							4		39,459	1,437	819	2,405	334	1,420	275	1,482	75	1,250	296	27	83	Rented at £65
Brawlin	10								10		3,366										13			
Breadalbane	45	20									7,446	369	162	412	64	127	40	226	26	345	111	4	21	At Railway Station
Breeza	54										23,208	1,001	399	1,129	30	150					171	11	62	do
Brewarrina	270		130 110			52			48 10/		23,280	8,165	944	4,184	205	931	171	806	50	549	921	36	565	Govt Building
Brewongle	48										8,604	329									52		17	At Railway Station
Bridgeman	14										1,716										13			
Brindabella	10										1,008										11			
Bringagee	10										4,845	1,257									49		95	At Railway Station
Bringelly	27										6,945		174	614	94	329					44	6		
Broadwater	150	52†							8 10/		21,780	2,782	880	2,825	90	241	512	3,301	105	849	272	30	165	Rented at £39
Brocklehurst	10										1,587										21			
Brodie's Plains	10									(16)	192										5			
Brogo	24										8,985													
Broke	120										8,919	394	146	406	23	60					70	4	22	Rented at £25
Broken Hill	310	230	180	130		52	150		126 10 6		830,757	81,916	17,000	65,159	4,909	14,285	9,823	73,028	2,734	47,421	6,973	948	6,723	Govt building
		190	180	120		52																		
	310	130	180	115		52																		
			170																					
		130	160	104		52																		
		120	150			52																		
		120	140			52																		
		120	130			52																		
		120	130			52																		
		52	110																					
			100																					
Broken Hill Railway Station	25										19,854										192			
Brookfield	15										4,659										18			
Brooklyn	27								14		6,384	1 318	340	732	309	1,384	113	599	35	319	78	10	68	At Railway Station.
Brooman	10										1,434										20			
Broughton Village	10										1,767										15			
Brownlow Hill	14										4,545										18			
Brown's Creek	12										2,997										20			
Brownsville	23										6 444										49			
Brundah Creek	12										708										13			
Brungle	13										1,908										12			
Brunswick	120					26			6		12,678	1,809	315	993	36	156	24	249	18	195	122	10	121	Rented at £36 8s
Brushgrove	170					26		6/10/	55/10/		19,632	1,600	335	939	92	338	41	240	17	130	174	10	86	Rented at £31 4s
Brushy Hill	10										807										20			
Bryan's Gap	10										372										14			
Buchanan	13										2,532										50			
Buckendoon	10									(17)	504										3			
Buckley's Crossing place	76									(18)	7,098	88									82		6	
Budgee Budgee	17										1,854													
Bugilbone	10										1,287										12			
Bukkulla	15										1,722										11			
Bulahdelah	160		100						3		15 351	1,345	517	1,650	63	256	56	470	19	193	29 216	16	82	Rented at £40
Bulga Creek	15										1,074						..				20			

Bulgandramine...	23	..	.	..	..	.	..	...	.	..	4,533	. ..	..	... .	..	.		.. ...	..	... ..	35	.	.	
Bulli	63	..	.	.	..	..	..	..	25	(a)	22,296	...	394	1,002	378	1,011	205	1,187	94	1,179	303	14	.	
Bulli Railway Station.	190	110‖	..	.	.	26	...	6/10/-	44/14/-	..	30,747	4,855	650	1,654	70	244	211	1,735	81	1,228	277	19	242	At Railway Station Postmaster allowed £40 per annum in lieu of quarters
Bull Plain	10	...		..	..	...	..	..	...	.	3,135	.. .	..	.. ...		.	.	. .		. .	25	..	.	
Bumberry ...	14	.	..	..	...	..	...	..		.	8,184	.. .	.	..		.	.	... .	...	.	29		.	
Bumble	15		.			.	.	.			2,454	. ..	..	.. ...	.			... .	..		8		.	
Bundanoon .	31	..	.		.	..			10		18,657	539	479	1,378	127	359	184	505	38	373	222	15	29	At Railway Station
Bundarra . .	240		75		.	..	..	.	7		18,645	1,386	514	1,473	60	187	72	98	22	234	138	16	82	Govt. building.
Bundella .. .	15	.		..		.		.		.	4,704	.	.	. .	.	.	.	. ..	.	.	98			
Bungawalbin .	10			..				..			1,944	.	.	.	.	.	.	.			22			
Bungendore	170	30	45†‡					.	17	.	71,610	2,606	947	2,483	304	905	213	1,471	52	766	629	26	136	Rented at £65.
Bungonia . . .	38	.		.	.	..		..			7,047		145	473	53	248	..	.		..	85	4	.	
Bungowannah .	14					.	.	.			1,325	.	.	.		.			..		20			
Bungwall Flat	110					.	.	.	2	..	9,894	887	439	1,381	34	133	101	621	33	325	102	13	57	Rented at £16.
Bunnan . .	11			.	.	.	.	..	..		2,286	.	.	.		..		..			32		.	
Burns, Philp & Co	.		120			.	.	..		...	.	3,853			.	.			...				481	Free of rent.
Burradoo . .	51		.	.	.			.	20	(19)	23,361	132			.	.		... .			92		7	do
Burraga	17				.	..					19,350	. .	460	1,412	123	601	53	480	19	228	171	14		
Burragorang .	16			.	.				7	.	5,049	.	.	.	..		.	..	..		34			
Burrawang	150	30					.	6/10/-	..	..	15,297	561	289	820	60	137	61	641	21	373	223	8	33	Rented at £52.
Burrendong ...	13	.						.		..	5,388	..								.	40		.	
Burrier . ..	12	.	.		..	.		.	.	..	1,227			.	..				.	.	15	..	.	
Burringbar	10	.	..		.			.	..	(20)	462										8			
Burrowa ..	220	32‡		45/10/-*		.	.	..	9	.	107,739	3,337	1,079	2,420	397	1,138	187	707	32	580	725	32	218	Govt. building
	..	30			..	.		.			...	.		.	.	..		..			.		.	
Burrumbuttock	12	.						.	..		3,537	. ..				..		..			24		.	
Burwood	220	170		120†	.	52	.	.	337/10/		265,665	9,944	1,226	4,568	1,197	3,530	2,251	7,378	815	6,840	1,657	57	390	Postmaster allowed £30 per annum in lieu of quarters
		91‖	..	120		52		.	.							.	..			.	..			
	.	78‖		115	..	52		..	.		. . .			.				.				...		
		.		115		26	.					.	.							.				
				115		.		..	..				.											
	..			65		..		.	.					.					..	.				
	.			52			.	.	..		.													
Byangum .	10						.	..	..	(b)	1,145		.					...	.		3			Free of rent.
	26			.	.		..		..	(21)	.			.									..	
Bylong	13						.	.	.		5,142					.		.	.	..	51		..	
Byng	15					.		.	...		3,441	...									36		.	
Byrock	220	78‡			...				17	.	36,135	4,377	866	3,250	197	654	172	1,732	69	1,381	435	28	254	Govt. building.
Byron Bay	82					26	.		2		8,328	2,071	349	1,147	65	392					94	14	128	Rented at £20.
Byron Creek .	10							.	.	(22)	1,812	..		..							11			
Cabramatta ..	11					...	.	.	.		2,313	.									18			At Railway Station.
Cadia	14		.								3,063		123	274	26	80		.			49	3		
Caloola	16					.		.	.		2,175	.	.								28			
Camberwell	10						..	25/18/-	.		2,730	.	.	.				... ..			41			
Cambewarra	76			. .				.	1		14,730	309	275	701	58	192		.			135	8	17	Rented at £25.
Camden	200	86‖		90‡				..	20		86,115	3,308	943	2,696	497	1,320	483	2,996	103	1,394	568	30	176	Govt. building.
Camden Haven.	38						.		..	(23)	3,411	. .	178	481	33	101		. .				5		Free of rent.
Camden Haven Heads.	26					.			...	(c)	. .				.			.		. .	.			At Pilot Station.
Campbelltown	310	50	75	115	.	26	.		52/10/-	.	123,444	4,042	938	2,670	610	1,425	554	3,124	107	1,338	679	30	237	Govt. building.
Camperdown . .	230*‡	120‖	.			52	.	. .	39/10/	.	120,564	4,725	709	2,611	871	2,573	2,005	5,636	736	4,858	596	32	180	Rented at £156.
	.	.		.	.	39		..	..	.	. ...	.	...			. ...	..	. ..		. . .				
	.	..		.	..	39		...	.		.								..	.	.	.	.	
Canadian Lead .	20		.				..			..	3,288		73	168	27	76		....		. .	47	11		
Canberra .. .	15		..	.	.						3,267	.	.	.	.	.	.	.	.	..	44	.		
Candelo	140	100‖	.	.	.	39		.	5	..	29,259	3,574	917	2,404	173	470	69	202	14	204	359	26	213	Govt. building.
Canley Vale ..	19	.		.	..	...	.	.	.	..	4,506	.	.	.		.	.	..	.	. ...	55	..		
Cannonbar .. .	90	..	.	..	..	.	...	.	3	...	4,890	790	152	470	13	41	15	230	6	131	57	6	55	do
Canoblas	10	.					.				855	.	.	.	.	.	.	. . .	.	..	10	.		
Canowindra . .	190	100	..	65‡	.	..	..	..	6	...	35,835	2,545	569	1,506	120	359	109	199	19	94	340	16	118	Rented at £40.

Telegraph returns included in—(a) Bulli Railway Station; (b) Murwillumbah, (c) Laurieton. Note.—For other references see page 60.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiv'r Clearers	Messengers.	Line Repairers.	Probationers and others.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Canterbury	90	...	...	75	...	...	...	...	36/10/-	...	27,522	1,016	207	713	214	547	332	897	127	646	98	8	34	Free of rent.
Capertee	50	...	...	...	...	...	...	...	...	...	8,406	440	437	1,419	57	187	...	.....	...	.....	125	14	26	At Railway Station.
Cape St. George	100	...	...	...	...	...	...	...	...	...	.....	220	...	.....	...	.....	...	.....	...	.....	...	...	11	
Captain's Flat	75	...	...	...	...	26	...	...	2	...	16,788	1,485	719	2,267	127	471	209	1,233	53	605	216	22	103	Rented at £26.
Carcoar	180	...	160	...	...	26	...	...	9	...	61,920	3,695	973	2,643	858	2,219	149	609	60	371	664	29	220	Govt. building.
Cardiff	10	...	...	...	...	...	...	...	...	(24)	1,116	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Cargo	210	40	..	...	...	26	...	...	6	...	17,397	1,229	593	1,600	128	475	57	319	18	202	25	16	70	do
...	...	...	...	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Carinda	15	...	...	...	...	...	...	...	...	...	3,159	.....	...	.....	...	.....	...	.....	...	.....	70	...	...	
Carlingford	22	...	...	...	...	...	...	...	...	...	8,550	95	...	.....	...	.....	...	.....	...	.....	42	...	5	At Railway Station.
Carlton	10	...	...	...	...	...	...	...	...	...	5,187	.....	...	.....	...	.....	...	.....	...	.....	24	...	...	
Carnsdale	13	...	...	...	...	...	...	..	...	...	978	.....	...	.....	...	.....	...	.....	...	.....	6	...	...	
Carrathool	120	...	...	...	...	52	...	...	3	...	42,081	3,004	584	2,109	195	810	119	498	33	371	368	21	169	At Railway Station. Postmaster allowed £30 per annum in lieu of quarters.
Carrick	17	...	...	...	...	...	...	...	...	...	4,032	.....	...	.....	...	.....	...	.....	...	.....	31	...	...	
Carrington	150	78‡	...	115	...	...	...	...	36/10/-	...	50,208	1,183	720	2,343	159	625	485	2,206	152	1,292	781	29	62	Rented at £65.
Carroll	82	...	...	...	...	...	...	...	...	...	9,732	519	268	469	25	64	10	87	13	221	60	7	3	Free of rent.
Casino	260	55	150	78	...	26	...	...	81	...	91,575	7,149	1,141	3,792	422	1,501	261	1,032	82	1,037	820	38	505	Govt. building.
...	...	...	100	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Cassilis	200	25	...	...	...	39	...	...	9	...	27,690	2,243	644	2,030	151	501	55	505	11	354	377	19	142	do
Castle Hill	56	...	...	...	...	...	...	...	...	(a)	11,088	.....	...	.....	...	.....	...	.....	...	.....	98	...	...	Free of rent.
Castle Mountain	11	...	...	...	...	...	...	...	...	...	1,731	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	
Castlerag	36	...	...	...	...	...	...	...	...	(b) (25)	2,979	.....	...	.....	...	.....	...	.....	...	.....	39	...	...	Free of rent.
Castlereagh	12	...	...	...	...	...	...	...	...	...	3,255	.....	...	.....	...	.....	...	.....	...	.....	34	...	...	
Cathcart	46	...	...	...	..	...	...	...	...	(26)	6,444	115	...	.....	...	.....	...	.....	...	.....	84	...	7	do
Catherine Hill Bay	44	...	...	...	...	...	...	...	...	(c) (27)	12,312	...	850	3,754	45	139	64	393	13	210	81	33	...	
Cavan	10	...	...	...	...	...	...	...	...	...	714	.....	...	.....	...	.....	...	.....	...	.....	9	...	...	
Cedar Party Creek	10	...	...	...	...	...	...	...	...	...	1,977	.....	...	.....	...	.....	...	.....	...	.....	20	...	...	
Central Colo	10	...	...	...	...	...	...	..	...	...	789	.....	...	.....	...	.....	...	.....	...	.....	19	...	...	
Central M'Donald	14	...	...	...	...	...	...	...	...	...	2,454	.....	...	.....	...	.....	...	.....	...	.....	45	...	...	
Cessnock	41	...	75	...	...	...	...	...	...	(28)	7,134	833	28	115	3	5	...	.....	...	.....	42	1	48	At Court-house.
Chandler's Creek	10	..	...	...	...	...	...	...	24/10/-	...	2,097	.....	...	.....	...	.....	...	.....	...	.....	18	...	...	
Charlestown	120	..	...	...	...	26	...	...	...	3	13,500	495	396	1,027	62	148	217	1,648	94	959	121	14	29	Rented at £30.
Charleyong	10	...	...	...	...	...	...	...	...	...	1,884	.....	...	.....	...	.....	...	.....	...	.....	29	...	...	
Chatsbury	10	...	...	...	...	...	...	...	...	...	1,866	.....	...	.....	...	.....	...	.....	...	.....	26	...	...	
Chatswood	10	...	...	...	...	...	...	...	...	...	1,968	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	At Railway Station.
Chatsworth Island	100	26	...	...	...	...	...	...	19/10/-	...	12,717	1,226	390	928	61	173	147	688	61	690	147	11	64	Govt. building.
Cheeseman's Creek	21	...	...	...	...	...	...	...	...	...	2,343	.....	...	.....	...	.....	...	.....	...	.....	34	...	...	
Clarence Siding	...	...	...	...	...	...	...	...	...	...	.....	58	...	.....	...	.....	...	.....	...	.....	...	...	3	At Railway Station.
Clarence Town	210	26	...	...	...	39	...	...	9/10/-	...	22,782	1,751	509	1,427	104	298	82	120	18	48	261	14	100	Govt. building.
Clarence Tunnel	10	...	...	...	...	...	...	...	...	...	3,516	.....	...	.....	...	.....	...	.....	...	.....	2	...	...	At Railway Station.
Clarkson's Crossing	14	...	...	...	...	..	...	...	...	...	3,636	.....	378	909	26	144	...	.....	...	.....	86	11	...	
Clear Creek	10	...	...	...	...	...	...	...	...	...	1,944	.....	...	.....	...	.....	...	.....	...	.....	3	...	...	
Clifton	160	91‡	...	...	...	...	...	...	15	...	18,537	885	433	786	105	301	215	1,156	95	1,201	154	12	46	Postmaster allowed £40 per annum in lieu of quarters.
Clunes	100	...	...	...	...	...	...	...	...	(29)	19,128	986	247	715	30	153	10	95	...	.....	67	9	59	Rented at £31 4s.
Clybuccca	10	...	...	...	...	...	...	...	...	...	1,512	.....	...	.....	...	.....	...	.....	...	.....	4	...	...	
Cobar	340	120	140	50	...	52	...	...	107/10/-	...	55,251	9,541	2,208	8,166	552	2,099	421	4,035	139	1,320	1,422	80	651	Govt. building. Postmaster allowed £50 in lieu of quarters.
Cobargo	150	...	120	...	...	39	...	...	35/10-	...	30,525	2,817	630	1,763	184	486	84	203	37	226	365	19	182	Govt. building.
Cobbadah	28	...	...	...	...	...	...	...	...	...	3,717	.....	...	.....	...	.....	...	.....	...	.....	90	...	...	
Cobbitty	16	...	...	...	...	...	...	..	...	...	3,345	.....	...	.....	...	.....	...	.....	...	.....	73	...	...	

Cobbora	130	...	...	...	...	...	...	6/10-	3	...	13,317	755	381	967	63	144	27	121	7	124	183	11	44	Postmaster allowed £26 in lieu of quarters.
Cockle Creek	20	...	...	...	...	...	...	...	...	...	7,122	180	...	.....	...	.....	...	.....	...	.....	29	...	10	At Railway Station.
Codrington	15	...	...	...	...	...	...	...	...	...	3,285	.....	...	.....	...	.....	...	.....	...	.....	42	...	...	
Coff's Harbour	89	...	...	...	...	...	...	...	2	(30)	5,877	308	...	.....	...	.....	...	.....	...	.....	31	...	20	Rented at £20.
Colane	10	...	...	...	...	...	...	...	...	...	1,590	.....	...	.....	..	.....	...	.....	...	.....	20	...	...	
Coldstream	10	..	...	...	...	...	...	...	...	...	1,086	.....	...	.....	...	.....	...	.....	...	.....	7	...	..	
Colinton	10	...	..	...	...	...	...	...	...	...	4,212	.....	...	.....	...	.....	...	.....	...	.....	44	...	...	
Collarenebri	120	39‡	...	...	...	...	...	...	3	...	17,943	3,685	420	1,985	37	136	133	953	14	319	207	14	253	Free of rent.
Collector	26	...	...	...	...	...	...	...	...	...	10,908	.....	251	634	31	80	...	.....	...	.....	80	7	...	
Collie	14	...	...	...	...	...	...	...	...	...	11,730	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	
Colly Blue	11	...	...	...	...	...	...	...	...	...	2,091	.....	168	370	6	21	...	.....	...	.....	15	5	...	
Colo Vale	17	5	...	...	...	...	...	...	...	...	4,599	83	...	.....	...	.....	...	.....	...	.....	36	...	4	At Railway Station.
Come-by-Chance	120	...	...	...	...	...	...	...	...	(31)	3,270	72	...	.....	...	.....	...	.....	...	.....	59	...	4	Free of rent.
Comerong	10	...	...	...	...	...	...	...	...	...	1,668	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	
Comleroy Road	10	...	...	...	...	...	...	...	...	...	4,539	.....	...	.....	...	.....	...	.....	...	.....	55	...	..	
Como	10	...	...	...	...	...	...	...	...	(d)	528	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Comobella	10	...	...	...	...	...	...	...	...	...	1,410	.....	...	.....	...	.....	...	.....	...	.....	11	...	...	
Conargo	79	...	...	...	...	...	...	...	...	...	13,761	1,122	...	.....	...	.....	...	.....	...	.....	142	...	75	do
Concord	110	...	...	104	...	39	...	...	73	...	23,703	1,295	141	442	107	322	252	941	50	208	140	7	64	Office provided free. Postmaster allowed £39 in lieu of quarters.
	...	...	...	52	...	...	...	...	...	...	...	...	...	.....	...	.....	...	.....	...	.....	...	...	...	
Condobolin	230	170	100	65‡	...	26	...	...	11	...	124,062	6,659	1,083	4,012	225	887	225	1,449	80	887	800	36	439	Govt. building.
Conjola	25	...	...	...	...	...	...	...	...	...	6,426	.....	...	.....	...	.....	...	.....	...	.....	42	...	...	
Cookardinia	13	...	...	...	...	...	...	...	...	...	3,009	.....	...	.....	...	.....	...	.....	...	.....	35	...	...	
Coolabah	20	...	...	...	...	...	...	...	...	...	17,343	1,743	504	1,729	45	192	69	962	27	522	199	16	105	At Railway Station.
Coolac	33	...	...	...	...	...	...	...	...	...	11,337	483	174	490	22	63	...	.....	...	.....	134	5	26	do
Coolah	120	...	...	...	...	52	...	...	5	...	18,714	1,723	335	1,122	56	230	...	.....	...	.....	263	11	103	Govt. building.
Coolaman	120	78‡	...	...	...	26	...	...	2/10/-	...	75,642	3,289	753	2,225	174	611	115	979	47	389	663	24	192	At Railway Station. Postmaster allowed £40 in lieu of quarters.
Coolangatta	16	...	...	...	...	...	...	...	...	...	5,130	.....	131	278	3	3	33	375	19	149	56	4	...	
Coolongolook	12	...	...	...	...	...	...	...	...	...	4,254	.....	...	.....	...	.....	...	.....	...	.....	86	...	...	
Cooma	310	200	100	78	...	26	150	...	113/2/6	...	138,099	9,017	2,072	5,236	850	2,537	419	3,840	171	1,740	1,452	65	631	Govt. building.
	...	150	...	...	...	...	...	...	..	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	100	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Cooma Railway Station.	...	...	...	...	...	...	...	...	...	(e)	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	At Railway Station.
Coonabarabran	260	78‡	...	...	...	...	...	...	6	...	41,850	3,808	860	2,718	226	795	181	1,019	37	423	572	25	224	Govt. building.
	...	20	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Coonamble	260	...	140	52‡	...	52	...	...	10	...	74,295	9,762	1,679	6,426	510	1,758	297	2,150	64	826	1,072	55	657	do
	..	...	100	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	..	
Cooney Creek	10	...	...	...	..	...	...	...	...	(32)	1,072	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Coopernook	65	...	...	...	...	...	...	...	...	(f)	14,517	.....	448	1,075	57	200	...	.....	...	.....	127	13	...	Free of rent.
Cooplacurripa	10	..	...	...	...	...	...	...	...	(33)	357	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Coorabell Creek	12	...	...	...	...	...	...	...	...	...	3,154	19	...	.....	...	.....	...	.....	...	.....	47	...	1	
Cooranbong	150	...	...	...	...	52	...	...	5/8/-	...	8,289	450	433	1,180	157	508	39	194	12	132	96	13	26	Govt. building.
Cootamundra	340	140‖	110	75	...	26	150	...	139/2/6	...	171,063	10,939	2,646	8,331	1,144	3,464	780	5,349	280	3,485	1,713	84	677	do
	...	140	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Cooyal	11	...	...	...	...	...	...	...	...	...	4,260	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	
Copeland North	130	36‡	...	...	...	...	...	...	45	..	11,217	929	656	3,327	238	593	41	552	24	324	124	24	67	do
Copmanhurst	150	15	...	...	...	26	...	...	3/10/-	...	9,117	1,101	297	862	25	72	64	164	10	52	130	10	63	Rented at £28.
Coraki, Richmond River.	210	30	75	...	...	39	...	...	18	...	43,497	4,311	748	2,429	157	377	124	799	33	490	336	24	286	Govt. building.
Coramba	10	...	...	...	...	...	...	...	...	...	2,703	.....	...	.....	...	.....	...	.....	...	.....	32	...	...	
Coree	13	...	...	...	...	...	...	...	...	...	4,719	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Corowa	240	65	75	135	...	26	...	6/10/-	41/10/-	...	207,021	7,946	839	3,243	396	1,063	432	2,488	146	1,741	1,234	38	484	do
Corrimal	10	...	...	...	...	...	...	...	...	...	13,032	.....	...	.....	...	.....	...	.....	...	.....	54	...	...	At Railway Station.
Corrowong	15	...	...	...	...	...	...	...	...	...	5,985	.....	...	.....	...	.....	...	.....	...	.....	81	...	...	
Corunna	10	...	...	...	...	...	...	...	...	...	1,557	.....	53	120	1	2	...	.....	...	.....	15	1	...	
Coutt's Crossing	10	...	...	...	...	...	...	...	...	...	3,693	.....	...	.....	...	.....	...	.....	...	.....	11	...	...	
Cow Flat	32	...	...	...	...	...	...	...	...	...	2,103	.....	40	68	19	51	15	33	3	77	20	1	...	
Cowlong	10	...	...	...	...	...	...	...	...	...	909	.....	...	.....	...	.....	...	.....	...	.....	8	...	...	
Cowra	250	190‖	...	78	...	52	...	...	103/10/-	...	154,944	8,113	2,142	5,990	644	2,433	543	2,661	132	2,299	1,412	61	465	Govt. building.
	...	75‖	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	

Telegraph returns included in—(a) Parramatta; (b) Deepwater; (c) Belmont; (d) Redfern Railway; (e) Cooma (f) Croki. NOTE.—For other references see page 60.

Name of Office.	Staff and Salaries.									Reference to footnote	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits		Savings Bank Withdrawals.		Revenue			Arrangements as regards Premises and Rent per annum
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiv'r Clearers	Messengers.	Line Repairers	Probationers and others.	Total allowances, exclusive of Rent shown in last column		Letters Posted.	Telegrams Transmitted.	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Cox's River	11	..	..	..	...	...	..	..	...	...	1,254	.									12		.	
Craigie	16	...	.	..	..	..	..	..	.		5,421	...	146	336	5	6	.	..	.	.. ...	44	5	.	
Cranbury	10	...	..	...	.	...	.		...	.	1,539	.	..	.						. .	13	.	.	
Croki, Manning River	170	..	26		..	.		.	10/10/-		9,333	1,675	312	821	52	159	38	59	5	102	56	9	92	Rented at £26.
Cronulla Beach	10	.	..	..			...		.	.	1,041	.	.		.		.	.		.		.	..	
Crookhaven Heads	26	...	.	..	.	..			.	(a)	....	....	.		.		.					.	...	At Pilot Station
Crookwell	220	100‖	.			39	..		6	.	46,647	3,544	1,024	2,747	416	1,604	224	1,034	63	386	626	31	207	Govt. building
Croome	10	..	..	.	.	...	.	.	...	.	1,188	..					.				22		.	
Cross Roads	12	...	..	..		...		.	..	..	2,925	.						...			12	.		
Crowdy Head	..	.	.	...		.		.	..	(b)	.	..						.	.	..	.	.		At Pilot Station.
Croydon	130	65		96	...	52			115/10/		96,306	3,901	513	1,734	499	1,948	710	1,472	243	1,272	549	23	149	Office at Railway Station. Postmaster allowed £45 10s in lieu of quarters
			.	90		52			..	.	....									...	.		.	
Crudine	19	...	.	..	...	..	...	..	..	.	1,581	...	.	.				. .	.	. ...	23			
Cudal	170	65‡	.	.		...			6	..	30,492	1,654	602	1,482	192	606	159	344	39	418	312	16	94	Govt. building
	.	20	..	..	.	...		..	.	..	.	...	.	. .	..					..				
Cudgebegong Creek	10	.	..	.	..	..	..	..	15	.	636	. .	.	.			.	. ..		.	24	.	..	
Cudgegong	19	...	...	..	..	...	..	..	. .		5,979	...	138	320	26	106	.				50	4	..	
Cudgen Scrub	75	..		.	..	...	.	..	2	(34)	7,167	2,044	53	175	3	4	15	91	1	1	32	2	153	Free of rent
Cudgen Wharf	26	.	.	.	.	...	..	...	..	(c)	..	...	.		.		.	.....	.	..				
Culcairn	120	.	.	..	..	..	..	..	2	(35)	32,571	2,127	867	2,939	58	183	267	1,945	54	656	311	34	121	At Railway Station
Cullenbone	12	..	.	..	...	...	.	..	..	..	1,038						..	.	.	. .	13		..	
Cullen Bullen	42	..	..	..	...	...	..	.	.	.	6,990	....		.	..	.	.			. .	205			
Cullinga	10	..	.	..	..	...	...	..	...	...	2,370							. .		. .	46		..	
Cumnock	18	..	..	...	.	...	..	...	.	(d)(36)	11,196	. .	286	587	42	151	.	. .			1	8	..	Free of rent
	26	...	...	..	.	..	..	...	...	..	...	...	.	.	..	. ...	..			...	.	.	.	
Cundletown	210	..		..	..	...	...	6/10/-	8/10/-	.	17,937	1,705	493	1,381	122	398	95	258	27	274	270	15	101	Rented at £26.
Cunningham	26	..	.	...	..	...	..	...	.	..	8,493	. .	...			.	...	. .	..	.. ..	74		..	
Curlewis	28	.	..	.	.	...	..	..	...	...	9,873	581				.	...	.		..	129	...	33	At Railway Station
Currabubula	27	..	.	...	...	...	..	..	..	.	9,330	365	359	823	43	93		. .	..	.	139	10	20	do
Currawang	17	..	.	..	..	...	..	..	...		1,689	. ...	118	206	32	142	.	.. ..	..	. .	19	3	...	
Curraweela	15	..	..	...	...	...	...	..	.	..	2,070		.				.	. . .		... .	22	.		
Dalmorton	26	.	.		...	...	...	...	..	(37)	11,679	..	48	115	9	64	.	.	.	.... ..	52	1	.	
Dalton	21	.	.	.	...	...	...	...	..	.	9,375	..	234	563	46	105	.	.	.	.	102	6	..	
Dalwood	10	..		...	...	..	...	...		.	3,054		.		...	. ..	.	.	.	. .	33	..		
Dandaloo	120	..	.	..	.	.	..	..	2	..	41,463	1,794	339	1,151	61	221		.	..	.	261	11	116	Free of rent
Dapto	68		..	..	...	...	...	..	1		20,811	801	275	689	129	397	...	.....	.	. .	143	8	46	do
Darby's Falls	11	...	...	...	...	...	...	.	..	...	573	..	.	.	.	.		..		.	12	..	...	
Darke's Forest	10	..	..	..	...	...	...		.	.	861	...	..	.	.					.. .	18	.	.	
Darlington	150	100‖	..	..	...	52	..	.	6	.	337,152	3,302	664	2,150	791	1,952	1,624	3,511	593	2,761	450	32	132	Rented at £104.
	..	.	...	...	...	39	...	...	...	.	.	. .	.	..					.	.		.	.	
Darlington Point	140	..	...	...	...	..	...	...	2/10/-		27,546	849	350	1,172	56	158				.	210	13	52	Free of rent.
Darlington Railway Station.	24	..	...	..	..	...	...	..	..	.	4,410	305		.	.					.	28		16	At Railway Station
Davies' Creek	10	..	...	..	...	...	...	..	...	.	2,217	. .		.		.		.	.			..	.	
Davis Town	10	...	...	...	..	...	...	..	..	.	3,618	. ...	..			.	.	.. ..			39	..		
Day Dream	17	..	..	..	...	...	..	..	.	.	2,139	..	.	..	..	. .	..	..	...	. .	31	...		
Daysdale	25	...	...	...	...	...	...	...	...	...	8,658		.						.	. .	93	..	.	
Deepwater	170	...	100	...	...	39	...	...	6	..	55,485	2,444	709	1,913	164	461	78	641	46	314	168	21	175	Rented at £40.
Delegate	130	...	...	...	...	39	...	...	3	..	23,349	2,664	715	2,027	66	261	.	.	.		310	23	161	Rented at £14 Postmaster allowed £26 per ann. in lieu of quarters
Demondrille	10	...	...	...	...	...	...	...	...	...	1,398	41	.	. .	.	. .	.			. .	3		2	At Railway Station

Deniliquin	250	180	220	125	39	52	150	...	48/10/-	...	253,659	12,426	1,483	5,298	576	1,626	743	3,137	221	2,827	2,076	69	826	Govt. building.
	350	91	160	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	140	...	...	26	...	...	...	...	.....	.....	..	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	140	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	130	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	120	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	110	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	75	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Denison Town ...	100	...	...	...	...	...	...	...	2/10/-	(38)	9,660	1,875	393	1,264	36	200	44	303	6	19	169	12	115	Free of rent. Postmaster allowed £20 per annum in lieu of quarters.
Denman	120	62‖	...	...	...	...	...	..	10/10/-	...	37,770	1,044	435	1,365	64	202	77	156	31	240	260	13	63	Rented at £30.
Devlin's Siding ..	15	...	...	...	...	...	...	...	...	...	4,440	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Dingo Creek	15	...	...	...	...	..	...	...	...	...	1,344	.....	...	.....	...	.....	...	.....	...	.....	2	...	...	
Dora Creek	10	...	...	...	...	...	...	...	...	...	927	.....	...	.....	...	.....	...	.....	...	.....	18	...	...	
Doree	10	...	...	...	...	...	...	...	...	(39)	3,486	.....	106	274	181	921	...	.....	...	.....	55	3	...	
Doughboy Hollow	16	...	...	...	...	...	...	...	...	...	6,120	176	...	.....	...	.....	...	.....	...	.....	65	...	10	At Railway Station.
Douglas	22	...	...	...	...	...	...	...	...	...	14,706	317	...	.....	...	.....	...	.....	...	.....	...	...	17	do
Douglas Gap	10	...	...	...	...	...	...	..	...	...	651	.....	...	.....	...	.....	...	.....	...	.....	9	...	...	
Downside	10	...	...	...	...	...	...	...	...	(40)	537	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Drake	150	35	...	...	...	52	...	6/10/-	8/10/-	...	40,383	2,136	610	1,895	87	250	126	663	53	389	281	20	131	Rented at £52.
Dripstone	28	...	...	...	...	...	...	...	...	...	5,343	102	...	.....	...	.....	...	.....	...	.....	56	...	5	At Railway Station.
Drummoyne	120	...	...	65	...	52	...	...	49/10/-	...	1,854	1,572	98	405	78	225	286	947	83	555	263	4	55	Rented at £39.
Dry Lake	10	...	...	...	...	...	...	...	...	...	2,154	.....	...	.....	...	.....	...	.....	...	.....	3	...	...	
Dry Plain	10	...	...	...	...	...	...	...	...	...	1,170	.....	...	.....	...	.....	...	.....	...	.....	24	...	...	
Dry River	38	...	...	...	...	...	...	...	...	(41)	6,264	88	...	.....	...	.....	...	.....	...	.....	2	...	4	Free of rent.
Dubbo.....	370	200	150	125	...	52	150	...	140/2/6	...	438,438	22,326	4,921	15,983	2,906	9,764	1,457	9,985	646	7,537	2,339	165	1,377	Govt. building.
	...	140	110	39	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	100	75	...	...	39	...	...	...	...	.....	.....	...	.....	...	.. ...	...	.....	...	.....	...	...	...	
Duckmaloi	10	...	...	...	...	...	...	...	...	...	993	.....	...	.....	...	.. ...	...	.....	...	.....	12	...	..	
Dudauman	10	...	...	...	...	...	...	...	...	(42)	2,019	.....	...	.....	...	.....	...	.....	...	.....	23	...	...	
Dudley	10	...	...	...	...	...	...	...	..	...	1,740	.....	...	.....	...	.....	...	.. ...	...	.....	...	...	...	
Dulwich Hill.....	36	...	75	78	...	52	...	...	99	(43)	42,624	2,423	366	955	265	811	327	647	105	508	298	16	98	Postmaster allowed £26 per annum in lieu of quarters.
Dumaresq	21	...	...	...	...	...	...	...	...	...	5,499	86	...	.....	..	.....	...	... ..	...	.....	108	...	5	At Railway Station.
Dunbar's Creek...	10	...	...	...	...	...	...	...	...	...	936	.....	..	.....	...	.....	...	.....	...	.....	18	...	...	
Dundas	22	...	...	...	...	...	...	...	...	...	8,025	.....	..	.....	...	.. ...	...	.....	...	.....	85	...	...	
Dundee	18	...	...	...	...	...	...	...	...	...	4,251	330	193	383	24	93	...	... ..	...	.....	16	6	20	do
Dundee Railway Station.	13	...	...	...	...	...	...	...	...	...	6,099	.....	...	.....	...	.. ...	...	.....	...	.....	23	...	...	do
Dungog	220	65	...	65‡	...	...	150	...	36	...	61,701	3,264	906	2,356	325	1,251	190	569	51	368	707	27	210	Govt. building.
Dungowan	20	..	...	...	...	...	...	...	...	...	5,691	.....	...	.....	...	.....	..	.....	...	.....	54	...	...	
Dunkeld.....	12	...	...	...	...	...	...	...	...	...	1,362	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	
Dunmore	10	...	...	...	..	...	...	...	...	...	2,892	.....	...	... ..	...	.....	...	.....	...	.....	20	..	...	At Railway Station.
Dunoon	10	...	...	...	...	...	...	...	...	...	1,467	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	
Dural	20	...	...	...	...	...	...	...	...	...	7,746	.....	...	.. ...	...	.....	...	.....	...	.....	58	...	..	
Duramana	10	...	...	...	...	...	...	...	...	...	420	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Duri	10	...	..	...	...	...	...	...	...	(44)	708	.....	...	.....	...	.....	...	.....	...	.....	4	...	...	
East Balmain.....	110	52	...	...	...	52	...	...	...	...	292,893	2,247	295	838	46	127	520	1,005	182	712	190	14	83	Rented at £52. Postmistress allowed £50 per annum in lieu of quarters.
East Carlingford.	10	...	...	...	...	...	...	...	...	...	2,427	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	
Eastern Creek ...	14	...	...	...	...	...	...	...	..	..	1,563	.....	...	.....	..	.....	...	.....	...	.....	17	...	...	
East Kangaloon ..	15	...	...	...	...	...	...	...	...	...	6,177	.....	...	.....	...	.....	...	.....	...	.....	64	...	...	
East Kempsey ...	25	...	...	...	...	...	...	...	...	...	8,850	.....	118	278	14	25	...	.....	...	.....	21	3	...	
East Maitland ...	280	120	26	65	10	39	...	..	131	...	471,594	5,277	1,171	3,498	632	1,672	284	1,279	151	1,324	944	36	330	Govt. building.
	...	110	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
East Raleigh	10	...	...	...	...	...	...	...	...	...	1,425	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
East Wardell.....	16	...	...	...	...	...	...	...	...	...	2,958	.....	...	.....	...	.....	...	.....	...	.....	39	...	...	
Eastwood	13	...	...	...	...	...	...	...	...	...	4,524	.....	...	.....	...	.. ...	..	.....	...	.....	15	...	...	At Railway Station.
Eauabalong	210	...	75	...	...	...	...	...	28	...	19,725	1,820	302	1,163	42	200	37	226	12	202	205	10	124	Rented at £40.
Ebenezer	12	...	...	...	...	...	...	...	...	...	2,007	.....	...	.....	...	.....	...	.....	...	.....	33	...	...	
Eccleston	18	...	...	...	...	...	..	...	...	...	2,331	.....	...	.....	...	.....	...	.....	...	.....	30	...	...	

Telegraph returns included in—(*a*) Terara; (*b*) Taree; (*c*) Cu igen Scrub; (*d*) Molong. NOTE.—For other references see page 60.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiv'r Clearers	Messengers.	Line Repairers.	Probationers and others.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Eckersley	10	...	...	...	...	...	...	...	...	(45)	184	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Eden	170	..	75	...	...	...	150	...	48/12/6	...	15,873	4,242	876	2,862	191	710	78	202	42	202	272	29	264	Govt. building.
Edgecliff	170	52‖	130	...	...	52	...	6/10/-	48/12/6	...	64,848	7,218	648	2,392	188	491	621	2,020	198	1,429	804	39	321	do
	...	...	...	...	...	52	...	...	...	...	... ..	.....	...	.....	...	.....	...	.. ...	...	.....	...	...	...	
	...	.	...	...	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Eglinton	10	...	...	...	...	...	...	...	...	...	1,269	.....	...	.....	...	.....	...	.....	...	.....	6	...	...	
Elderslie	12	...	...	...	...	...	...	...	...	...	1,110	.....	..	.....	...	.....	...	.....	...	.....	13	...	...	
Elizabeth-street, South.	160	...	75	...	...	39	...	...	3	(46)	61,700	2,211	437	1,331	52	231	746	1,879	230	911	163	19	91	Rented at £78.
Ellalong	13	...	...	...	...	...	...	...	...	...	4,806	.....	...	.....	...	.....	...	.....	...	.....	105	...	...	
Ellenborough	19	...	...	...	...	...	...	...	...	...	3,585	.....	...	.....	...	.....	...	.....	...	.....	24	...	...	
Elsmore	14	...	...	...	...	...	...	...	...	...	3,105	.....	...	.....	...	.....	...	... ..	..	.....	59	...	...	
Emerald Hill	10	...	...	...	...	...	...	...	...	(47)	1,470	.....	...	.....	...	.....	...	... ..	...	.....	...	...	...	
Emmaville	190	20	120	...	...	26	...	...	10/10/-	...	49,224	3,025	1,571	4,480	438	1,329	259	2,076	116	1,941	241	51	193	Govt. building.
Emu	36	...	...	...	...	...	...	...	...	...	4,659	.....	56	138	82	185	...	.....	...	.....	40	2	...	
Emu Plains	40	10	...	...	...	52	...	...	...	...	9,108	445	123	326	184	390	...	.....	...	.....	...	3	25	At Railway Station.
Enfield	120	...	...	88	...	26	...	...	73	(48)	23,553	634	132	586	13	46	132	1,115	49	552	146	5	23	Rented at £33 16s. Postmaster allowed £15 per annum in lieu of quarters.
	...	...	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Enfield, North	15	...	...	...	...	...	...	...	...	(49)	5,916	.....	...	.....	...	.....	..	.....	...	.....	...	...	..	
Enngonia	78	...	...	...	...	...	...	...	32	...	7,371	1,677	240	976	36	135	13	163	2	18	93	9	106	Rented at £39.
Ennis	21	...	...	...	...	...	...	...	...	...	3,552	... ..	...	.....	...	.....	...	.....	...	.....	...	...	...	
Erina	10	...	...	...	...	...	...	...	...	...	1,992	.....	...	.....	...	.....	...	.....	...	.....	...	..	...	
Ermington	57	...	...	49†	...	...	...	...	36/10/-	(a)	8,256	... ..	...	.....	.	.....	...	.....	...	.....	68	...	...	Free of rent.
Erskineville	150	...	75	...	...	52	...	...	3	...	39,957	1,498	484	1,464	144	322	1,212	2,295	352	1,570	200	18	59	Rented at £65.
Eskbank	...	...	...	...	...	...	...	..	...	(b)	.....	.....	..	.....	...	.....	...	. ...	...	.....	...	...	...	At Railway Station.
Eskdale	10	...	...	...	...	...	...	...	...	...	819	.....	...	.....	...	... ..	...	.....	...	.....	28	...	...	
Esrom	43	...	...	...	...	...	...	...	15	...	13,608	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Essington	11	...	...	...	...	...	...	...	...	...	1,830	.....	...	.....	...	.....	..	.....	...	.....	13	...	...	
Eugowra	130	...	...	...	...	52	...	...	6/10/-	...	16,452	1,075	571	1,713	68	189	39	215	17	86	200	21	58	Govt. building.
Eulourie	15	...	...	..	...	...	...	...	...	...	2,127	.....	...	.....	...	.....	...	.....	...	.....	18	...	...	
Eureka	10	...	...	...	...	...	...	...	...	...	1,587	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Euriowie	170	...	...	...	...	...	...	...	33	...	1,524	1,535	...	.....	...	.....	...	.....	...	.....	94	...	96	Rented at £20 16s.
Eurobodalla	30	...	...	...	...	...	...	...	...	...	6,276	386	142	359	20	78	...	.....	...	.. ...	12	4	23	Free of rent.
	130	...	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Eurongilly	18	...	...	...	...	...	...	...	...	...	6,327	.....	...	.....	...	.....	...	.....	...	.....	17	...	...	
Eurunderee	18	...	...	...	...	...	...	...	...	...	3,618	.....	...	.....	...	.....	...	.....	...	.....	26	...	...	
Euston	170	...	160	...	...	...	...	...	44	...	25,746	1,954	447	2,112	41	155	38	120	14	216	159	19	115	Govt. building.
Evans' Plains	12	...	...	...	..	...	...	...	...	...	1,782	.....	...	.....	...	.....	...	.....	...	.....	22	...	...	
Exeter	10	...	...	...	...	...	...	...	...	...	5,244	149	...	.. ...	...	.....	...	.....	...	.....	67	...	10	At Railway Station.
Failford	10	...	...	...	..	...	..	...	...	...	3,360	.....	...	.....	...	.....	...	.....	...	.....	30	...	...	
Fairfield	22	...	...	...	...	...	..	...	...	...	1,827	437	...	.....	...	.....	...	.....	...	.....	106	...	24	do
Fairview	10	...	...	...	...	...	...	...	...	...	714	.....	...	.....	...	.....	...	... ..	...	.....	6	...	...	
Fairy Meadow	25	...	...	...	...	...	...	...	22	...	4,656	... ..	...	.....	...	.....	...	.....	...	.....	...	...	...	
Fall's Creek	14	...	...	...	...	...	...	...	...	...	3,327	.....	...	.....	...	.....	...	.....	...	.....	32	...	...	
Farley	10	...	...	...	...	...	...	...	...	...	2,817	81	...	.....	...	.....	...	.....	...	.....	12	...	4	do
Fassifern	11	...	...	...	...	...	...	...	...	...	1,632	.....	...	.....	...	.....	...	.....	...	.....	10	...	...	do
Faulconbridge	...	...	...	...	...	...	...	...	...	(50)	.....	... ..	...	.....	...	.....	...	.....	...	.....	...	...	...	
Fernmount	170	52‖	...	...	...	26	...	...	3/10/-e	...	19,671	2,761	713	2,082	126	586	68	481	25	533	280	20	177	Rented at £40.
Ferrier's	10	...	...	...	...	...	...	...	...	...	2,361	.....	...	.....	...	.....	...	.....	...	.....	5	...	...	
Fig-tree	35	...	...	...	...	...	...	...	...	...	8,436	.....	...	.....	...	.....	...	.....	...	.....	1	...	...	
Fingal Heads	...	...	...	...	...	...	...	...	...	(c)	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	At Pilot Station.
Fish River Creek	13	...	...	...	...	...	...	...	...	...	1,467	.....	...	.....	...	.....	...	.....	...	.....	22	...	...	
Fitzgerald's Valley	10	...	...	...	...	...	...	...	...	...	1,125	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	

Five Dock	56	...	...	115	78‡	...	...	...	84/10/-	...	35,796	767	56	145	62	121	97	248	46	257	64	2	37	Rented at £25.
Forbes	310	200	170	104	...	52	150	...	113/2/6		252,018	16,594	2,839	9,507	909	3,176	572	3,124	222	2,588	2,239	88	1,168	Govt. building.
	...	110	130	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	..	.....	...	.....	...	...	...	
	...	...	52	...	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Ford's Bridge	120	...	...	...	...	...	...	...	...	(51)	.....	429	...	.....	...	.....	...	.....	...	.....	3	...	28	Free of rent.
Forest Reefs	30	...	...	...	...	...	...	...	...	...	8,604	.....	260	647	100	398	...	.. ...	...	.....	51	8	...	
Forest Road	30	..	...	...	...	...	...	...	20	(d)	5,982	.....	...	.....	...	.....	...	.....	...	.. ...	253	...	...	do
Forster	140	...	...	...	...	52	...	...	5	...	11,373	1,192	333	871	127	742	68	306	20	176	84	10	68	Govt. building.
Fox Ground	10	...	...	...	...	...	...	...	...	...	1,536	.....	...	.....	...	.....	...	.....	...	.. ...	18	...	...	
Frederickton	160	65	...	...	...	...	...	...	9/10/-	...	29,649	1,087	241	634	43	97	...	.....	...	.....	100	7	62	Rented at £52.
Freeman's Reach.	15	...	...	...	...	...	...	...	...	...	2,679	.....	...	.....	...	.....	...	.....	...	.. ...	31	...	...	
Freemantle	10	...	..	...	...	...	...	...	...	...	1,002	.....	..	... ..	...	.....	...	.. ...	...	.....	10	...	...	
Frogmoor	18	...	...	...	...	...	...	...	...	...	7,215	.....	299	676	20	60	...	.. ...	...	.....	88	8	...	
Fullerton	11	...	..	...	...	...	...	...	...	...	2,307	.....	...	.....	...	.....	...	.....	...	.....	44	...	...	
Gabo Island	75	...	...	...	...	...	...	...	...	...	.....	511	...	.....	...	.....	...	.....	...	.....	...	...	16	At Pilot Station.
Galley Swamp	10	...	...	...	...	...	...	...	...	..	3,861	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Galong	23	...	...	...	...	...	...	...	..	...	4,926	113	281	703	9	26	...	.....	...	.....	53	8	7	At Railway Station.
Galston	15	...	...	...	...	...	...	...	...	(52)	4,314	.....	8	14	...	.....	...	.....	...	.....	59	...	...	
Garra	15	...	...	...	...	...	...	...	...	...	3,219	.....	...	.....	...	.....	...	.....	...	.....	43	...	...	
Gentleman's Halt	10	...	...	...	...	...	...	...	...	...	1,290	.....	...	.....	...	.....	...	.....	...	.....	25	...	...	
George's Plains	36	10	...	...	...	...	...	...	...	...	11,004	355	...	.....	..	.....	...	.....	...	.....	66	...	19	do
George-st. North.	220	...	120	...	...	52	...	...	3	...	514,797	6,233	1,230	4,750	111	321	1,322	4,465	508	2,449	522	71	286	Rented at £250.
	...	...	110	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
George-st. West.	250	160‖	100	...	...	52	...	...	3	...	316,662	7,117	1,282	4,226	881	2,394	3,169	12,018	1,296	8,640	786	64	291	Rented at £130.
	...	78	...	...	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
German's Creek	10	...	...	...	...	...	...	...	...	...	2,592	.....	...	.....	...	.....	...	.....	...	.....	41	...	...	
German's Hill	10	..	...	...	...	...	...	...	...	...	1,455	.....	...	.....	...	... ..	...	.. ...	...	.....	15	...	...	
Germanton	220	50	...	...	...	...	..	...	11/10/-	...	69,651	2,980	644	2,082	140	328	134	766	27	360	547	23	176	Govt. building.
	...	78‡	...	...	...	..	...	..	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Gerogery	31	...	...	...	...	...	...	...	...	...	12,360	861	330	1,151	59	188	95	544	13	469	157	11	50	At Railway Station.
Gerringong	110	78‡	...	...	...	...	...	...	3	...	22,242	1,419	428	1,233	62	208	147	806	42	263	231	14	80	Rented at £31 4s.
Gerrymberryn	10	...	...	...	...	...	...	...	...	...	1,098	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Geurie	17	...	...	...	...	...	...	..	...	...	6,909	218	...	.....	...	.....	...	.....	...	.....	93	...	13	At Railway Station.
Ghinni Ghinni	18	...	...	..	...	...	...	...	...	...	1,563	.....	...	... ..	..	.....	...	.....	...	.....	29	...	...	
Gilgai	13	...	...	...	...	...	...	...	...	...	2,304	.....	...	.....	...	.....	...	.....	..	.....	13	...	...	
Gilgandra	130	52	...	...	...	...	...	6/10/-	3/10/-	...	26,391	2,486	670	2,307	46	110	62	278	8	233	357	21	150	Rented at £52.
Gilgunnia	16	...	...	...	...	...	...	...	...	...	5,586	.....	...	.....	...	.....	...	.....	...	.....	70	...	...	
Gilmore ..	12	..	...	...	...	...	...	...	...	...	3,792	.....	...	.....	...	.....	...	.....	...	.....	20	...	...	
Gingerra Station.	10	...	...	...	...	...	...	...	...	(53)	92	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Gingkin	13	...	...	...	...	...	...	...	...	...	3,651	.....	...	.....	...	.....	...	.....	...	.....	27	...	...	
Ginninderra	120	20	...	...	...	...	...	...	1/10/-	...	10,692	641	280	711	45	121	33	82	4	88	80	8	36	Free of rent.
Girilambone	39	...	...	...	...	...	...	...	...	...	14,679	800	499	1,770	36	221	49	621	6	164	240	16	49	At Railway Station.
Gladesville	52	...	52	78	...	52	...	...	38/10/-	...	79,581	2,320	251	563	116	478	214	376	72	288	176	10	94	Rented at £33 16s.
Gladstone	90	...	...	...	...	...	...	...	8	...	8,583	906	247	636	44	147	103	222	36	242	48	7	53	Rented at £36.
Glanmire	24	...	...	...	...	...	...	...	...	...	2,865	.....	...	.....	...	.....	...	... ..	...	.....	58	...	...	
Glasston	14	...	...	...	...	...	...	...	...	...	2,121	.....	..	.....	...	.....	...	.. ...	...	.....	45	...	...	
Glebe	170	100‖	100	...	...	52	...	...	21/4/-	...	1,490,445	10,976	1,247	4,580	2,312	6,496	4,287	12,713	1,536	9,945	1,447	65	462	Govt. building.
	...	78	...	...	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Glen Alice	14	...	...	...	...	...	...	...	...	...	1,863	.. ...	...	.....	...	.....	...	.....	..	.....	41	...	...	
Glenbower	10	...	...	...	...	...	...	...	...	...	345	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Glenbrook	10	...	...	...	...	...	...	...	...	...	8,436	367	...	.....	...	.....	..	.....	...	.....	6	...	20	At Railway Station.
Glencoe	29	...	...	...	...	...	...	...	...	...	9,309	230	191	501	26	79	...	.....	...	.....	68	6	14	do
Glendon Brook	11	...	...	...	...	...	...	...	...	...	4,044	....	...	.....	...	.....	...	.....	...	.....	26	...	...	
Glen Innes	310	110	180	160	...	26	150	...	183/2/6	...	398,862	10,932	2,354	7,194	1,348	3,785	694	4,664	243	3,201	1,684	75	713	Govt. building.
	...	100‖	75	...	...	26	...	...	...	...	.....	.....	...	.....	..	.....	...	.....	...	.....	...	...	...	
	...	60	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Glen Morrison	12	...	...	...	...	...	...	...	...	...	3,258	.....	...	.....	...	.....	...	.....	...	.....	61	...	...	
Glennie's Creek	25	..	...	...	...	...	...	...	...	...	9,264	.....	...	.....	...	.....	...	.....	...	.....	97	...	...	
Glenoak	20	...	...	...	...	...	...	...	...	...	5,259	.....	..	.....	...	.....	...	.....	...	.....	54	...	...	
Glenquarry	10	...	...	...	...	...	...	...	...	...	1,788	.....	...	.....	...	.....	...	.....	...	.....	43	...	...	

Telegraph returns included in—(a) Ryde; (b) Redfern Railway; (c) Copmanhurst; (d) Hurstville; (e) Postmaster allowed 10s. per trip porterage. NOTE.—For other references see page 60.

Name of Office	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum
	Officers in Charge	Assistants	Operators	Letter Carriers	Receivers Clearers	Messengers.	Line Repairers	Probationers and others	Total allowances, exclusive of Rent shown in last column		Letters Posted	Telegrams Transmitted.	No	Amount	No	Amount.	No	Amount	No	Amount.	Postal.	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Glenthorne ..	10	.		..	.	.	..	.	.	..	1,359	.. ...	..	. . ..	..	. ..	..	. . .	.	.. .	28	.	.	
Glen William	10	..	..	..	.	..	.	..	.	.	1,464	.....	...	...	...	.	..	. . .	...	.	8	...	.	
Gloucester	130		75		...		.		29	.	10,590	1,042	457	1,746	36	106	...	. . .	..	.	95	14	58	Rented at £39.
Gocup .. .	13		.	.	..		...		...	...	2,325	.. .	...	... .	..	.. ..	..	. . .	..	.....	38		.	
Golspie	15	..	.		.		.	..		..	4,569	....	...	. ....	..	.. ..	..	. ..	...	.. .	49		...	
Gongolgon	170		..	..	..			..	4	..	5,028	1,528	223	890	32	216	25	392	4	43	71	7	99	do
Goodooga	190	100 ‖	.				.		7	..	37,659	4,537	538	2,751	70	397	..	.. .		. . .	220	21	309	Govt. building.
Goolagong .	100	...			..	..		.	3	.	17,106	1,078	255	797	28	67	..	..	.	.	154	8	63	Free of rent.
Goolma	10		.	..		..	.	.	.	.	6,747	. ....	...	... .	.	... ..	..	.. .	..	. .	56	..	.	
Goolmangar . ..	10	...		.		..				...	1,332	.....	..	. . .	.	. . .	..	. . .	..	. . .	5	.		
Goombargona .	13	...				..	.	.	..	...	1,995	. ....	..	. ..	..	. . .	..	.....	..	. . .	19	..	.	
Goomoorah	15	..	.	..		..			..	.	3,993	.. ...	..	. .	.	.. .	...	. . .	..	.	21	.	...	
Goonoo Goonoo	30	..	.	.	.	.	..	..		..	6,015	.....	140	285	7	28	62	386	17	118	83	4	.	
Goorangoola . .	15	.	..	.	.	.	.			.	2,322	.....	...	.	..	... ..	...	..	...	..	39		.	
Goran Lake . .	10	..	.	.	..			..	.	...	1,314	. . .	...	.. ..	.	.	..	..	...	... .	11	.	...	
Gordon .	27	.	.	.		..	.	.	15	.	6,486	..	59	143	71	147	..	. . .	.	..	37	2	...	
Gosford .	220	52	.	78‡	.	.		.	35/18/-	...	85,251	4,328	1,172	3,093	609	1,809	251	1,313	110	1,474	518	36	272	Govt. building.
	...	110 ‖			.	.	.		...		.	.								.				
Gosford Railway Sta.	...	...		..	. .	..	...	.	. .	(a)			.		.		.	.	.	.				At Railway Station.
Gosforth	10	. .		.	...	. .	...	..	...	. .	5,748	.								.	3			
Goulburn . .	400	190	170	130	...	52	150	160	232/10 -	. .	825,210	26,225	6,856	22,503	7,564	21,146	3,165	18,141	1,272	15,607	5,180	241	1,700	Govt. building.
	. .	180	150	130	...	52	. .	.	...	..	. . .	.		.			.	. . .	.	.	.			
	350	170	150	125	. .	39	. .	.	.	...		.	.				.		.		.	.	.	
	...	130	140	120	...	26	..	...	..	...	.	.												
	..	110	140	96	...	.	...	...	...	...			. .	.	. .	.	.	. .	.	.	.			
	.	100	75	54	. .	. .	..	. .	...	. .		.			. .	.			.	.	.			
	...	75	75	.	...	.	...	..	...	...	. .	.	.	.							.	.	. .	
	. .	39	...	.	...	..	. .	..	..	.	.						.	. .	.	.	.	.	.	
Gouldsville ..	12	..	...	..	...	...	...	..	...	...	1,947	. .	.	. .										
Grabben Gullen .	10	...	.	.	...	. .	...	. .	...	(54)	. .	. .	.		...	..	. .	. .	.	.....	9	.	. .	
Grafton	370	140	180	135	78	39	150	...	224/2/	...	377,970	19,813	2,821	10,109	1,879	5,435	486	2,533	173	2,058	2,034	95	1,465	do
	.	100	170	120	.	39	.	.	...	...	. .	. .		..		.	. .	..	.	.. ...	..	.		
	...	..	160	.	.	...	.	. .	. .	...			. .	.			.	.	.	.	...	. .	.	
	..	...	140	. .		...	...	. .	. .	. .	. .	. .	.	.			..	....	.	.. .	.	. .		
	...	...	140	.	..	...	. .	...		. .	. .	.	.	.	.	. ...	...	.. ...	.	....	. .	...		
	...	...	130	.		...	.	. .	..	.			. .	.				... .	.	.... .	...	.	.	
Grahamstown .	10	. .	..	. .	..	.	..	...	.	...	3,435	.	.	.	.	.		.....	.	. .	32	.	. .	
Graham's Valley	10	. .	. .	. .	..	..	...	...	.	...	909	...	...	... .	..	...	...	. .	...	... ..	16	...	...	
Graman	15	. .	. .	..	...	...	...	...	...	.	7,185	.	. .		.	.	.	.	..	.. .	4	.	. .	
Granuaile	26	..	. .	.		...	..	...	..	(55)	. .	89										.	5	Free rent.
Granville	180	130	75	120	. .	39	...	...	161/2/-	...	307,110	7,382	1,260	3,606	920	2,503	1,984	7,679	818	6,474	676	51	313	Govt. building.
	...	100	..	104	...	26	...	...	...	. .	.		. .	. .	.	.		. .	.	.	. .		. .	
	...	39	...	104	...	. .	...	...	. .	. .		.	.	.		.	.	..	.	. .		.	. .	
	.	...	..	60	...	...	...	...	..	. .	. .	.	.		. .	.	.	. .	.	....	. .	.	13	At Pilot Station.
Green Cape ..	110	...	...	...	..	...	...	...	. .	...	...	207	. .				.	. .	.	. . .	.	.	1	
Greendale	16	...	.	...	...	. .	...	...	...	...	3,561	. .	. .	.		.	.	. . .	.	. . .	37	..		
Greenfield Farm	11	. .	. .	..	.	...	...	...	...	...	1,149	.	. .	. ....	.	.	. .	. ...	..	.. .	7	. .	. .	
Greenhill	20	...	...	. .	. .	...	...	...	...	...	7,497	. .	108	244	6	15	. .	.....	...	. . .	7	3	. .	
Greenmantle	10	...	...	...	...	...	...	...	...	...	828	. .	. .	. .	.	. . .	. .	. . .	...	. . .	21	. .	.	
Greenridge	10	...	. .	...	...	...	...	...	...	(56)	1,837	. .	.	. .	.	..	.	. .	...	. .	. .	.	. .	
Green Valley.. ..	10	...	...	...	...	...	. .	. .	...	...	1,536	. .	. .	.	.	.	.	. .	.	. .	25	.	. .	
Greenwell Point	52	. .	...	. .	...	...	...	...	1	...	5,556	931	525	1,500	202	583	125	1,061	44	537	82	15	51	Rented at £6 10s.
Greenwich	10	...	...	...	. .	...	...	...	20	. .	3,165	. .	.	.		.	. .	. .	.	. .	52	.	..	Postmaster allowed
Greig's Flat	10	...	...	..	. .	...	. .	. .	...	(57)	688							.	...	. ..	..	.	.	£13 per ann. as rent

Grenfell	300	50	100	78	...	39	...	...	46/10/-	...	112,419	5,777	1,571	3,911	507	1,656	290	1,945	112	1,161	852	47	365	Govt. building.
Gresford	120	...	...	...	...	...	..	...	1	(b)	11,628	.....	170	476	48	215	15	321	10	239	204	5	...	Rented at £40.
Greta	160	39	52	110	...	...	...	...	43/10/-	...	80,364	1,761	950	2,458	386	980	361	2,205	114	1,317	435	32	94	Rented at £75.
Grogan	10	...	...	...	...	...	...	...	...	(58)	464	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Grong Grong Rwy. St.	10	...	...	...	...	...	...	...	...	(59)	11,589	754	55	136	10	54	...	.....	...	.....	215	2	45	At Railway Station.
Grose Vale	10	...	...	...	...	...	...	...	...	...	4,680	.....	...	.....	...	.....	...	.....	...	.....	41	...	...	
Grosvenor Hotel	75	...	...	...	...	...	...	...	...	...	.....	3,653	...	.....	...	.....	...	.....	...	.....	...	...	250	Free of rent.
Guildford	11	...	...	...	...	...	...	...	...	...	2,481	.....	...	.....	...	.....	...	.....	...	.....	36	...	...	
Guildford Railway St.	10	...	...	...	...	...	...	...	...	...	2,179	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	At Railway Station.
Gulargambone	130	...	...	...	...	...	...	6/10/-	2	...	16,152	1,151	470	1,398	32	116	...	.....	...	.....	186	14	68	Rented at £40.
Gulgong	170	110	...	52	...	...	...	...	11/16/-	...	62,907	3,922	1,544	4,061	551	1,590	429	1,491	115	1,024	792	46	241	Govt. building.
	...	65‡	...	...	..	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Gullen	10	...	...	...	...	...	...	...	...	...	2,922	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Gum Flat	14	..	...	...	...	...	...	...	...	...	2,817	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Gunbar	31	...	...	...	...	...	...	...	...	...	13,674	.....	249	1,019	23	105	...	.....	...	.....	195	10	...	
Gundagai	300	25	120	52	...	39	150	...	121/2/6	...	141,138	6,496	1,594	4,527	486	1,460	214	979	105	1,264	650	49	412	do
Gundurimba	46	...	..	...	...	...	...	...	...	...	3,303	171	...	.....	...	.....	...	.....	...	.....	49	...	9	Free of rent.
Gundy	44	...	...	...	...	...	...	...	...	...	4,911	17	...	.....	...	.....	...	.....	...	.....	86	...	1	do
Gungal	18	...	...	...	...	...	...	...	...	...	3,756	.....	...	.....	...	.....	...	.....	...	.....	8	...	...	
Gunnedah	250	130‖	140	80	...	52	...	...	72/10/-	...	127,344	10,505	1,831	5,642	767	2,287	351	2,635	125	1,164	1,267	54	715	Govt. building.
	...	...	140	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Gunning	190	100‖	...	...	...	...	...	...	7	...	43,197	2,120	774	1,974	381	1,077	203	808	75	1,236	460	24	127	do
Guntawang	19	...	...	...	...	...	...	...	...	...	2,856	.....	...	.....	..	.....	...	.....	...	.....	70	...	...	
Guyong	21	...	...	...	...	...	...	...	...	...	3,738	...	49	99	12	27	...	.....	...	.....	16	1	...	
Guyra	59	...	...	...	...	52	...	...	...	...	30,417	1,460	465	1,261	141	444	35	831	28	716	356	14	86	At Railway Station.
Hall	12	...	..	...	...	...	...	...	...	...	4,668	.....	..	.....	...	.....	...	.....	...	.....	49	...	...	
Hamilton	130	40	...	115	5	52	...	...	106	...	137,046	1,947	1,185	3,455	625	1,497	707	3,024	305	3,394	615	40	101	Govt. building.
Hampton	20	...	...	91	...	...	...	...	...	(112)	1,362	224	...	.....	...	... ..	...	.....	...	.....	30	...	14	Free of rent.
Hanging Rock	16	...	...	...	...	...	..	...	...	...	4,422	.....	...	.....	...	.....	...	.....	...	.....	70	...	...	
Harden	120	100‖	...	...	...	...	...	...	4/10/-	...	27,756	2,205	1,201	3,395	281	869	323	1,371	118	1,342	434	37	116	At Railway Station. Postmaster allowed £26 in lieu of quarters.
Harefield	18	...	...	...	...	...	...	...	...	...	5,436	181	...	.....	...	.....	...	.....	...	.....	68	...	11	At Railway Station.
Hargraves	130	...	...	...	...	39	...	...	1/10/-	(60)	10,488	518	291	859	35	144	19	135	10	57	96	11	33	Free of rent. P.M. allowed £26 in lieu of qtrs.
Harrington	79	...	...	..	...	...	...	...	1	...	2,520	646	...	.....	...	.....	...	.....	...	.....	69	...	23	At Pilot Station.
Harris-street	25	...	...	...	...	...	...	...	...	...	35,619	.....	673	2,582	79	277	1,807	2,902	563	2,620	332	36	...	
Hartley	30	...	...	...	...	...	...	...	...	...	8,898	.....	266	550	25	78	...	.....	...	.....	44	7	...	
Hartley Vale	70	...	...	...	...	...	...	...	...	(61)	20,067	141	958	2,727	69	174	395	2,073	103	1,497	171	32	8	
Harwood Island	110	52‡	...	...	...	...	...	...	19	...	12,210	1,687	523	1,660	51	140	358	2,702	81	1,329	250	19	98	Rented at £52.
Hatfield	15	...	...	...	...	...	...	...	...	...	7,701	.....	...	.....	..	.....	...	.....	...	.....	20	...	...	
Hawke's Nest	16	..	...	...	...	...	...	...	...	...	2,733	.....	175	618	84	236	22	88	10	50	16	6	...	
Hay	380	180	140	125	...	52	150	...	108/12/6	...	489,828	21,211	3,055	11,289	1,056	3,892	1,202	7,578	399	5,547	2,905	127	1,428	Govt. building.
	...	130	130	110	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	90	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Haydonton	80	...	...	...	...	26	...	...	...	(62)	28,773	1,495	582	1,522	72	200	...	.....	...	.....	333	16	81	At Railway Station. Postmistress allowed £20 16s. as rent.
Haymarket	400	250	160	...	...	52	...	78	6	...	1,838,787	37,224	4,908	18,106	13,475	33,020	10,578	63,421	3,444	37,322	3,312	254	1,865	Rented at £300. Postmaster allowed £50 per ann. in lieu of quarters.
	...	160	130	...	...	52	...	...	...	...	.....	.....	...	.. ...	...	.....	...	.....	...	.....	...	...	...	
	...	130	75	...	...	52	...	65	...	...	.....	.....	..	.....	...	.. ...	...	.....	...	.....	...	...	...	
Hazelgrove	19	...	...	...	...	...	...	...	...	...	3,732	.....	...	.....	...	.....	...	.....	...	.....	10	...	...	
Heathcote	10	..	...	...	...	...	...	...	...	...	2,175	85	...	.....	...	.....	...	.....	...	.....	26	...	4	At Railway Station
Helensburgh	90	...	26	...	...	...	...	...	35	..	19,833	931	535	1,318	132	374	324	1,706	81	956	197	17	56	Rented at £52.
Henty	10	...	...	...	...	...	...	...	...	...	6,744	.....	...	.....	...	.. ...	...	... ..	...	.....	59	...	...	At Railway Station.
Hermitage Plains	21	...	...	...	...	...	...	...	...	(63)	7,119	.....	...	.....	...	.....	...	.....	...	.....	23	...	...	
Hexham	42	...	...	...	5	26	...	...	...	...	8,088	347	224	717	47	102	45	127	29	213	48	8	19	do
Hickey's Creek	10	...	...	...	...	...	...	...	...	...	3,528	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	
Hill End	180	40	...	91‡	...	...	...	...	43	...	27,648	1,843	981	2,930	334	1,227	268	1,504	142	2,196	312	30	98	Govt. building.
Hillgrove	180	91‖	...	52	...	39	...	...	91/10/-	...	96,537	8,282	2,442	7,181	412	1,538	1,223	7,952	360	4,683	577	85	582	do
Hillgrove West	40	...	...	...	...	...	...	...	13	(c)	5,373	.....	301	659	24	45	...	.....	...	.. ...	104	8	...	Free of rent.
Hillston	260	100‖	...	52	...	52	...	...	18	...	83,787	5,875	1,008	4,498	294	1,153	124	1,019	41	712	658	40	427	Govt. building.
Hilltop	11	5	...	...	...	...	...	...	...	...	4,239	161	...	.....	...	.....	...	.....	...	.....	45	...	9	At Railway Station.
Hinton	91	...	...	...	...	...	...	...	3	...	20,151	474	206	460	97	288	121	200	33	141	138	6	23	Rented at £39.

Telegraph returns included in—(a) Gosford; (b) Paterson; (c) Hillgrove. NOTE.—For other references see page 00.

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiv'r Clearers	Messengers.	Line Repairers.	Probationers and others.	Total allowances exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Hobby's Yards ...	24	...	...	...	...	...	...	...	...	...	4,992	.....	...	.....	...	.. ...	...	.....	...	.....	109	...	...	
Holdsworthy	10	...	...	...	...	...	...	...	...	(64)	147	.....	...	.....	...	.....	...	.....	...	.....	3	...	...	
Holt's Flat.....	40	...	26	...	...	...	...	...	...	(65)	9,027	82	...	.....	...	.....	...	.....	...	.....	39	...	5	Free of rent.
Homebush	190	64‡	130	78	...	26	...	...	111/10/-	...	41,343	14,623	300	1,615	208	490	262	833	103	735	278	12	842	At Railway Station; Postmaster allowed £40 in lieu of quarters.
	...	...	...	52	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Homebush Cattle Yd.	...	...	...	...	...	...	...	...	...	(*f*)	.....	.....	...	.....	..	.....	...	.....	...	.....	...	...	...	
Home Rule	52	...	...	...	...	...	...	...	...	...	5,721	.....	195	396	39	81	39	168	33	416	59	5	...	Free of rent.
Hornsby..... ..	40	...	...	...	...	...	...	...	20	...	3,144	428	...	.....	...	.....	...	.....	...	.....	34	...	23	At Railway Station.
Hornsby Junct...	18	...	...	...	...	...	...	...	...	...	15,342	.....	183	514	64	177	...	.. ...	...	.....	85	6	...	do
Hoskin's Town ...	15	...	75	...	...	...	...	...	...	...	4,377	26	80	147	6	9	...	.....	...	.....	39	2	2	
Howe's Valley ...	11	...	...	...	...	...	...	...	...	...	1,728	.....	...	.....	...	.....	...	.....	...	.....	32	...	...	
Howlong	180	26	...	...	...	39	...	...	10/16/-	...	23,346	2,007	237	833	50	140	112	278	28	152	256	10	116	Rented at £52.
Hoxton Park.....	10	...	...	...	..	...	...	...	...	...	2,097	.....	...	.....	...	... ..	...	.....	...	.....	5	...	...	
Humula	11	...	...	...	...	...	...	...	...	...	2,616	.....	...	.....	...	.....	...	.....	...	.....	43	...	...	
Hungerford	150	...	...	...	...	...	...	...	27	...	16,299	1,834	...	.....	...	.....	...	.....	...	.....	140	...	128	Free of rent.
Hunter's Hill.....	176	20	100	78	...	52	...	...	138/10/-	...	76,632	3,458	280	999	310	893	241	762	83	758	383	13	135	Govt. building.
	...	...	...	65‡	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Huntingdon	16	...	...	...	...	...	...	...	...	...	3,645	.....	...	.....	...	.....	...	.....	...	.....	56	...	...	
Hurstville	150	...	...	39	52	39	...	...	120/10/-	...	71,898	2,147	241	637	437	979	307	1,242	140	912	224	8	73	Rented at £80.
	...	...	...	39	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Huskisson	10	...	...	...	...	...	...	...	....	...	1,164	.....	...	.....	...	.....	...	.....	...	.....	27	...	...	
Idaville	10	...	...	...	...	...	...	...	...	...	1,056	.....	...	.....	...	.....	...	.....	...	.....	13	...	...	
Ilford	46	...	...	...	...	...	...	...	...	...	8,574	22	393	1,075	54	134	...	.....	...	.....	75	11	1	
Illabo	30	...	...	...	...	...	...	...	...	...	5,721	149	192	480	28	88	...	.....	...	.....	70	6	8	At Railway Station.
Iluka	23	...	...	...	...	...	...	...	...	...	6,363	.....	...	.....	...	.....	...	.....	...	.....	23	...	...	
Ingleburn	22	...	...	...	...	...	...	...	5	...	5,944	252	...	.....	...	.....	...	.....	...	.....	71	...	15	
Inverell	210	140	130	96	...	26	...	...	78/10/-	..	188,031	9,428	2,479	6,658	908	3,702	549	2,868	160	2,228	1,906	81	686	Govt. building.
	...	75	75	...	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Iron Cove Bridge.	35	....	...	...	...	...	...	...	...	..	7,893	.....	...	.....	...	.....	...	.....	...	.....	29	...	...	
Irvington	36	...	...	...	...	...	...	...	10	(*a*)	.....	.....	...	.....	...	.....	...	.....	...	.....	3	...	...	
Ivanhoe	210	...	...	...	...	...	...	...	3/10/-	...	11,739	2,254	270	1,021	17	31	31	205	8	24	137	11	170	Free of rent.
Jamberoo	76	...	...	...	...	...	...	...	1	...	38,136	1,006	321	733	88	214	156	284	27	197	234	10	55	Rented at £50.
Jamison Town ...	10	...	...	...	...	...	...	...	...	...	1,206	.. ...	...	.....	...	.....	...	.....	...	.....	6	...	...	Free of rent.
Jasper's Brush ...	10	...	...	...	...	...	...	...	...	...	5,793	.....	...	.....	...	.. ...	...	.....	...	... ..	15	...	...	
Jeir	18	...	...	...	...	...	...	...	...	...	5,880	.....	...	.....	...	.....	...	.....	...	.....	62	...	...	
Jembaicumbene ..	13	...	...	...	...	...	...	...	...	...	1,776	.....	...	.....	...	.....	...	.....	...	.....	19	...	...	
Jenolan Caves ...	10	...	...	...	...	...	...	...	50	(*b*)	3,534	.....	...	... ..	...	.....	...	.....	...	.....	28	...	...	do
Jerangle	10	...	...	...	...	...	...	...	...	(66)	843	.....	...	.....	...	.....	...	.....	...	.....	6	...	...	
Jerilderie	240	110‖	...	...	...	39	...	...	12/14/-	...	78,360	4,483	595	2,158	127	520	195	1,030	66	1,050	725	25	277	Govt. building.
	...	26	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Jerrawa	21	...	...	...	...	...	...	...	...	...	5,685	60	...	.....	...	.....	...	.....	...	.....	74	...	3	At Railway Station.
Jerrong	11	...	...	...	...	...	...	...	...	...	648	.....	...	.....	...	.....	...	.. ...	...	.....	12	...	...	
Jerry's Plains ...	210	...	...	...	...	52	...	...	7/18/-	...	11,331	1,538	277	957	36	155	60	63	19	62	133	8	93	Govt. building.
Jerseyville	36	...	...	...	...	...	...	...	...	(*c*)	1,491	.....	...	.....	...	.....	...	.....	...	.....	17	...	...	Free of rent.
Jervis Bay	...	...	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	do
Jiggi	10	...	...	...	...	...	...	...	...	...	297	.....	...	.....	...	.....	...	.....	...	.....	2	...	...	
Jimenbuan	10	...	...	...	...	...	...	...	...	...	2,337	.....	...	.....	...	.....	...	.....	...	.....	34	...	...	
Jindabyne	14	...	...	...	...	...	...	...	...	...	6,462	.....	...	.....	...	.....	...	.....	...	.....	103	...	...	
Jindalee	10	...	...	...	...	...	...	...	10	...	2,838	.....	...	.....	...	.....	...	.....	...	.....	2	...	...	
Jindera	52	...	...	...	...	...	...	...	1	...	10,095	348	121	292	22	54	32	179	9	57	58	5	19	do
Jingellic	10	...	...	...	...	...	...	...	...	(67)	2,802	.....	...	.....	...	.....	...	.....	...	.. ...	42	...	...	
Joadja Creek.....	25	...	...	...	...	...	...	...	25	...	12,813	.....	585	1,780	72	184	338	2,515	79	1,316	167	22	...	
Judd's Creek.....	10	...	...	...	...	...	...	...	...	...	2,202	.....	...	.....	...	.....	...	.....	...	.....	17	...	...	

Jugiong	28	...	...	...	...	...	...	...	...	...	3,724	594	316	690	25	98	...	....	...	.....	88	9	38	Free of rent.
Junee Junction.	260	...	140	78	...	39	...	...	41/10/-	...	86,106	9,353	2,164	6,156	646	1,677	847	4,287	280	3,751	1,229	68	516	Govt. building.
	...	...	75	...	...	...	...	...	...	..	.....	... ...	...	.....	...	... ..	...	.. ...	...	.....	...	...	...	
Kadina	10	...	...	...	...	...	..	...	..	...	1,302	... ..	..	.. ...	...	.....	...	... .	...	.....	1	..	...	
Kangaloon	18	...	...	...	...	...	...	...	...	...	5,436	.....	126	254	31	77	...	.....	...	.... .	39	3	...	
Kangaroo Creek	15	...	...	...	...	...	...	...	...	..	1,563	... ..	..	.... .	..	.....	...	.....	..	.. .	24	...	..	
Kangaroo Valley.	100	..	...	...	...	...	..	...	27	...	27,645	1,347	464	1,245	84	221	86	293	22	233	256	14	84	Postmistress allowed £26 per annum as rent.
Kareela	..	..	..	...	..	..	..	.	.	..	... ..	... ..	..	.. ..	...	.....	...	... ..	.	..	.	..	..	Free of rent.
Kar's Springs	10	.	..	...	...	..	...	...	...	..	1,689		..	. ...	..	....	..	. ..	.	.	27	..	..	
Karuah	13	..	...	...	...	..	...	.	.	.	..	..	..	..	..	.. ..	..	.. ..	..	..	..	..	..	
Katoomba	130	100‖	...	78	...	52	.	.	53/10-	..	103,671	6,024	210	5,512	583	1,735	679	3,400	167	1,661	1,116	72	350	Rented at £52.
	.	..	.	..	...	26	..	..	...	..	..	.	..	.. .		.... .	..	.. .	..	..	.	...	.	
Kayuga	11	...	...	...	...	..	.	..	.		1,089			.	.	.....	..	.. .	..	.	29	.		
Keepit	13	..	.	...	..	...	.		.	.	2,484	. .	.	.		..		. .			16	.	..	
Keiraville	10	...	...	...	...		...		..	..	2,319	.			..	. .	...	. ...		.	19			
Kelly's Plains	12	..	...	..	...	..	.	.	..		3,342		.	.	.	... .	..	.... .	.	. .	20	.	..	
Kellyville	10	.	...	...	..	...	...	...	.	.	3,288		.	. . .	...	...	.	... .		.	38	.	.	
Kelso	140	40	..	...	..	...	.	.	2	..	24,096	1,043	317	1,006	140	410	110	551	39	800	171	11	58	Rented at £40.
Kempsey	240	.	190	52	...	52	.	...	72/10/-	..	77,298	8,363	1,340	4,328	546	1,232	308	1,348	82	1,182	718	42	532	Govt. building.
		..	75	..	...	39	..	..		...	. ..	.	.	.. .	..	.. .	..	. ..		.		.	..	
Kendall	44	..	...	..	...	..	..	...	1	..	1,746	265	.	. .	..	. .	.	.	..	.. .	27	...	16	Free of rent.
Kenthurst	10	..	...	..	...	.	..	...		.	5,721			.		. .	.	.	.	.....	17	..	...	
Kentucky	32	..	...	...	..	...	...		•	...	10,185	183	.	.	..	.. .	.	..	...	...	155	...	11	At Railway Station.
Kerrabee	25	...	..	..	..	..	...	...		.	4,611	.	..		..	.. .	..	. .	..	..	33	..	...	
Keir's Creek	17	..	...	...	..	...	..	...	..	..	4,563	63			..	.			..	... ..	32	..	4	do
Kew	26	...		..	...	..	...	...	...		.	460	.	.	.	.. ...	..	..	..	. ...	...	..	33	Free of rent.
Khancoban	10	.	..	...	..	.	.	.	..	...	1,125	..	..	. ..	..	.....	...	.....	..	.	17	..	..	
Kialla	12	...	..	...	...	..		.	..	...	3,078	. .	.	..	.		...	. .	..	. . .	49	...		
Kiama	310	..	160	60	..	26	150	6/10/-	91/4/-	...	142,026	8,999	3,075	9,214	848	2,368	1,581	11,534	405	3,745	1,384	108	501	Govt. building.
	...	..	140	52	...	...	...		.	.	. .	..	..	.. ..	...	.. ..		. ..	.	.	.	..	...	
Kiandra	140	12	...	...	..	26	.	..	29	.	8,586	881	314	850	83	473	33	331	13	127	56	9	53	Free of rent
Kilgin	10	...	...	..	..	.	..	...	..	.	657	..		.	. .	. ..		.		..	11	..	...	
Killawarra	10	...	..	...	..	..	...	..	...	.	1,248	.				...	..	.. .	...	.....	13	.	...	
Kimbriki	11	.	...	.	..	..	...	..	.	..	1,419			.	..	.	...	. ..	...	. .	11	...	...	
Kinchela Creek	75	..	...	..	..		..	..	15	(68)	3,468	609	.	. .	.	. .	8	38	.		44		37	do
Kincumber	13	..	...	..	..	..	..	..	.	.	2,991					.		.		.	35		.	
Kingstown	10	..	...	..		.	.	..		.	1,848										16		...	
King-street	340	150	160	..	..	52	..	..	13	..	1,370,505	35,356	1,653	8,967	225	745	973	5,398	317	2,776	3,835	90	1,455	Rented at £329.
	..	...	52	..	..	39	...	.	..	...				..	..	.	..	..		. . .	...	...		
Kingswood	12	...	...	...	..	.	.	.	.	(69)	1,746		.	..		...	.	. . ..	..		13	..	.	
Kiora	11	..	..	...	...	...	..	..	...	..	492	.	.			.. .	..			.	6	..	.	
Knorrit Flat	10	..	..	...	..	..	.		.	.	1,668		..	.		... .	...	. ..			27			
Kogarah	120	25‖	..	52	26	52		..	139/10/	.	65,496	3,088	391	1,552	488	1,378	914	2,921	265	1,764	336	16	125	Rented at £65.
	..	..	...	52	...	..	..	...	..	.	9,807													
Kookabookra	20	..	...	..	...	...	..	.	.	(70)	6,435		300	956	20	83	44	350	7	158	32	10		
Koorawatha	15	...	...	..	.	.	..	..	.	.	9,807	394								. .		.	21	At Railway Station.
Krambach	52	...	...	...	...	..	..	.		.	8,292		199	454	23	77				.	50	6	..	
Krawarree	15	.	..	...	..	.	..	..	.	.	1,713				.	.				.	20	.	..	
Kunopia	22		...	...	...	...	.	...	..		2,252										33		.	
Kurrajong	52		...	...	...	26	...	...	2	(d)	9,177		118	209	72	222	11	29	5	56	69	3	..	Rented at £39.
Kurrajong Heights	45	..	...	...	...	..	...	..	1	(d)	8,799			.		.	.	.	...	.	67	..		Free of rent.
Kyamba	165‡‡	..	..	..	...	...	..	..	47/2/6	(71)	4,131	292			.			.	..		40	..	19	Govt. building.
Kyle	11	.	..	..	...	...	..	..	...		2,271	...	.	.		. . .		.	..	.	13	.	..	
Laggan	61	.	..	..	...	...	...	...	..	(e)	22,341			.. ..		. . .	...	..	..		100	..		Free of rent.
Laguna	17	..	...	..	..	..	.	...	..	..	5,619				.			.	..		72	..	.	
Lake Albert	10	...	...	...	...	...	...	...	..	...	696		.			. .	..	.	.	. .	1	..	..	
Lake Bathurst	17	..	...	...	...	...	..	...	..		10,002										113	..	.	
Lake Cudgellico	170	...	...	..	..	52	...	..	4	..	23,535	2,489	702	2,306	99	397	110	521	28	82	416	23	170	Rented at £54.
Lambton	210**	30	...	140	...	26	..	.	79/10/-	.	84,834	1,708	1,375	3,463	514	1,160	494	3,313	245	3,096	436	48	76	Govt. building.
	..	...	...	85	..	...	.	.	..	...	.			..	.	. . .	..	. . .	..	. .	.	..	.	
Landsdown	11	..	...	...	..	...	..	.	..	...	1,062				..	. .	.	..	.	. .	13	..	.	
Langworthy's	20	...	...	..	...	..	.	..	...	..	4,434	.	.	.	..	. . .	..	.	.	. .	59	..	..	

Telegraph returns included in—(a) Casino; (b) Oberon; (c) Arakoon; (d) Richmond, (e) Crookwell; (f) Office opened on Mondays and Thursdays during sales. NOTE.—For other references see page 60.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge	Assistants.	Operators.	Letter Carriers	Receiv'r Clerks	Messengers.	Line Repairers.	Probationers and others.	Total allowances, exclusive of Rent shown in last column		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal	Money Order.	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
La Perouse	§	...	140	...	...	39	...	...	...	...	4,080										4	..	..	
Largs	56	...	...	..	...	...	...	...	...	..	9,543	254	53	160	31	83			...		65	1	14	Free of rent.
Laurieton	130	..	...	...	...	...	...	6/10/-	5/15/-	...	11,019	1,414	371	984	114	662	113	296	25	197	135	11	84	do
Lawrence	180	20	..	52‡	...	26	...	...	55	...	33,063	2,160	547	1,588	139	534	76	306	34	140	235	15	116	Govt. building.
Lawson	120	72‡	...	...	...	...	...	...	47	...	61,542	1,525	398	1,050	136	432	110	651	28	374	324	13	81	Postmaster allowed £10 in lieu of quarters.
Leet's Vale	10	...	..	...	...	...	...	...	...	...	1,566	..									37	...	..	
Leichhardt	170**	100‖	75	140	39	52	...	52	156	...	920,355	5,288	1,061	3,710	1,696	5,062	2,730	8,779	1,017	6,073	1,259	49	201	Govt. building.
	...	...	...	130	...	52	...	...	..	...														
	...	...	...	115	...	39	...	...	...	...														
	...	...	...	78	...	...	...	...	...	...														
	...	...	...	60	...	..	...	...	...	...														
	...	...	...	52	...	..	..	...	...	...														
	...	...	...	39	..	..	...	...	..	...														
Leighwood	10	...	...	...	...	...	...	...	19	..	684													
Lewis Ponds	46	...	..	...	...	...	..	...	...	...	12,636	810	531	1,630	136	563	198	1,916	76	1,083	131	19	49	Free of rent.
Liddell	10	...	...	...	...	...	...	...	7	...	2,082										18	..	..	
Lidsdale	31	...	...	..	...	...	...	..	30	...	4,641		87	188	30	109	45	94	21	167	42	3	..	
Lilyfield	15	...	...	...	...	...	..	...	...	..	3,642										14	..	..	
Limeburner's Creek.	23	...	...	..	...	...	..	...	...	...	3,366										42	..	..	
Limekilns	11	...	...	...	...	...	...	..	...	...	1,737										15	..	..	
Limestone	10	..	...	...	...	...	...	...	...	...	3,162										6	..	..	
Linburn	10	...	...	...	...	...	...	...	.	...	4,080										2	..	..	
Lincoln	14	...	...	...	..	...	...	..	10	...	1,878										23	..	..	
Linden	...	...	..	...	...	...	...	...	...	...	..	134	..	...					...			..	7	At Railway Station.
Lionsville	16	...	...	...	..	..	...	.	..	...	1,962	.....	..	..	..	..	..	....	..	.....	63	...	..	
Lismore	260	120	160	62	52	39	150	..	191/2/6	..	159,849	17,830	3,250	11,409	1,455	4,296	1,079	8,618	362	4,227	624	118	1,182	Govt. building.
	...	...	110	39	...	39	..	...	....	...	... ..	..	..	....	..	.....	..	.....	...	.....	...	...	..	
	...	.	100	...	...	...	...	...	..	...	.....	.. ..	...	..	...	..	..	.....	...	.....	..	...	..	
Lithgow	260	110	...	65	5	39	...	..	114/10/-	...	174,069	4,794	3,065	8,583	1,481	3,832	1,854	9,628	498	7,599	1,388	98	275	do
	...	52	...	52	...	39	..	...	...	...	.....	.....	...	.. ..	..	.. ...	...	.. ..	...	.....	...	...	.	
Little Billabong	41	...	...	...	...	...	...	...	..	...	2,919	.. ..	..	....	..	..	...	.....	...	... ..	21	..	...	
Little Hartley	25	...	...	..	...	..	...	...	..	...	6,231	.. ...	174	347	30	131	.	... ..	...	.....	71	5	...	
Little Plain	10	...	...	...	...	...	..	...	...	...	2,400	..	.	.	.	..	..	..	..	... ..	20	..	...	
Liverpool	250	75	...	115	68‡	...	...	6/10	76	...	219,723	3,865	1,187	3,198	965	2,891	1,059	5,485	532	4,684	753	43	220	do
	...	100‖	...	...	5	...	...	...	...	...	.. ..	.....	..	. ...	...	... ..	...	... .	...	... ..	...	...	...	
Llandilo	10	...	...	...	...	...	...	...	...	...	900	.. ...	...	.... .	...	....	..	.....	...	... ..	9	...	...	
Llangothlin	15	...	...	...	...	...	...	...	10	(72)	5,688	. .	..	... ..	..	.. .	..	... ..	...	... ..	61	...	...	
Lochinvar	42	...	...	...	...	39	...	..	...	...	24,624	838	259	656	265	942	65	164	25	170	196	8	48	Telegraph Office at Railway Station.
	75	...	...	...	...	...	...	...	...	...	.... .	.....	...	.... ..	..	. ...	...	.....	...	... ..	...	...	...	
Locksley	12	... .	...	...	...	...	...	...	...	...	3,921	64	..	. ...	...	.. ..	...	... ..	...	. ...	40	...	3	At Railway Station.
Loftus	...	...	...	...	...	...	...	...	...	...	. ....	9	...	..... .	..	. ..	...	... ..	...	... .	...	...	I	do do
Long Creek	10	...	..	...	...	...	...	...	...	...	3,300	... ..	..	...	...	.....	...	.....	...	... ...	25	...	...	
Long Reach	16	...	...	...	...	...	...	...	...	...	3,522	.....	..	..	...	. ...	...	. ...	...	... ..	46	...	...	
Lord Howe Island	10	...	...	...	...	...	...	...	...	...	477	... ..	..	... .	..	.. ...	...	.....	...	.....	9	..	...	
Lostock	14	...	...	...	...	...	...	...	...	...	2,346	. . .	...	.....	...	... ...	...	.....	...	.....	26	...	...	
Louth	190	20	52	...	...	...	150	...	49/12/6	...	29,406	3,117	581	3,283	76	216	128	769	26	255	247	23	238	Govt. building.
Lower Botany	140**	90‖	...	104	39	52	...	...	39/10/-	...	16,197	2,000	1,118	3,596	145	357	535	1,356	164	857	81	36	51	Rented at £60.
Lower Gundaroo	140	12	...	...	...	...	...	...	12	...	26,760	640	318	801	54	180	47	540	19	620	155	9	41	Free of rent. Postmaster allowed £10 per annum in lieu of quarters.
Lower Hawkesbury	11	...	...	...	...	...	...	...	...	...	1,272	.....	...	. ....	...	.....	...	.....	...	.....	12	...	...	
Lower Mangrove	10	...	...	...	...	...	..	...	...	...	2,226	.....	...	... ..	..	.....	..	.....	...	.....	68	...	...	
Lower Portland	14	...	...	..	...	...	...	...	...	...	3,444	.....	171	417	12	34	...	.....	...	.....	37	5	...	
Lower Yammatree	10	...	...	...	...	...	...	...	...	...	2,064	. ...	...	.. ...	...	.. ..	...	.....	...	. ....	16	...	...	
Lowesdale	11	...	...	...	..	...	...	...	...	...	1,455	. . .	.	. .	.	. .	.	. ..	.	... .	11	..	..	

Lowther	10	..	...	...	...	...	...	..	...	...	1,674										18	...	..	
Lucknow	80	...	...	..	...	...	...	...	..	..	10,263	600	244	477	71	218					113	7	37	Free of rent.
Luddenham	21	..	...	...	...	...	...	...	...	..	5,094		163	472	72	181					63	5	...	
Lue	23	..	...	..	...	...	...	...	...	(73)	3,534	96	57	113	6	9					24	2	6	At Railway Station.
Lyndhurst	49	..	...	...	...	..	...	...	..	...	19,470	408	433	816	68	205					125	16	23	do do
Lyttleton	78	60	...	...	...	26	...	...	6	(74)	40,956	1,249	381	883	63	207	45	119	11	18	206	11	73	Rented at £30.
Macdonaldtown	15	...	...	104	...	...	...	...	...	..	42,051		152	262	296	630	426	539	160	630	84	7	.	-
	...	..	...	70	...	...	...	...	..	..														
Macksville	180	52	...	...	...	39	...	...	3	..	12,564	1,519	606	1,446	73	185	78	141	8	107	90	17	93	Rented at £30.
	...	12	...	..	...	...	...	..	.															
Maclean	240	140‖	75	78‡	...	13	...	...	38/12/-	..	59,841	6,368	1,361	4,466	509	1,443	407	2,646	110	1,339	597	45	400	Rented at £60.
	..	26‡	...	..	...	...	...	...	...															
Mahonga	12	..	...	...	...	...	.	...	..	.	1,398										15	.		
Major's Creek	150	...	...	..	...	...	...	...	33	.	21,981	434	472	1,058	89	319	171	706	72	824	140	13	25	Government building. Postmaster allowed £26 per annum in lieu of quarters.
Malebo	10	...	...	...	...	...	..	...	...	..	4,281												.	
Manar	10	...	...	...	...	..	...	...	..	...	3,228										33		.	
Mandalong	10	...	...	..	...	...	.	..	10	.	885													
Mandurama	71	...	...	...	.	...	.	...	..	(a)	61,002										214		.	Free of rent.
Mangrove Creek	12	...	..	...	...	...	...	...	...	...	2,160										22	.	..	
Manildra	10	.	...	..	...	...	...	...	..	(75)	2,187										31		..	
Manilla	180	26	...	.	..	26	..	..	6	..	29,106	1,603	552	1,114	104	372	170	554	54	540	340	16	99	Rented at £55 4s.
Manly	260	160‖	120	130	39	52	..	..	115/10/-	...	144,405	11,393	820	2 446	715	2,158	740	2,939	326	2,200	905	35	415	Govt. building.
	..	...	...	83	...	52	...	...	...	..											23	.		
March	11	...	...	..	..	...	...	..	..	...	1,668													
Marengo	160	..	...	...	...	...	..	...	3	...	818	521	189	462	49	165	39	178	15	162	100	7	30	do
Marlee	11	...	...	...	...	...		...	..	...	1,755										35		.	
Marrangaroo	11	..	...	..	..	..	...	...	...	...	1,707										39			At Railway Station.
Marrickville	170	110‖	75	130	65	39	..	...	384	...	262,599	5,053	742	2,494	1,378	3,956	1,932	5,408	711	6,023	939	34	198	Govt. building.
	...	...	...	115	39	26	...	...	..	..														
	...	...	...	104	...	26	...	..		...														
	...	...	...	96	...	...	...	..	.	.													..	
	...	..	...	60	..	...	...	...	...	..													..	
	...	...	...	52	...	...	..	...		...														
Marsden Park	15	..	..	...	...	..	..	..	7/10/-	.	2,091										11			
Marsden's	170	26	..	..	...	26	..	...	8	...	19,944	2,368	343	1,216	36	102	91	816	37	1,073	222	10	161	Rented at £36.
M.M'Mahon Reef	10	...	...	..	...	...	..	...	...	.	1,488		34	66	17	32					12	1		
Marshall Mount	10	..	..	...	...	...	..	.	..	.	1,509										9			
Marulan	130	56‡	..	...	..	...	..	...	37	.	35,340	1,270	702	2,092	233	714	116	760	43	650	398	20	70	Govt. building.
	..	20	..	...	...	..	.	...	..	...														
Maryland	23	...	...	...	...	...	...	...	..	.	2,841										44			
Maryvale	22	...	..	...	..	...	.	...	...	...	4,530	96	146	333	44	175	47	85	20	182	41	4	5	At Railway Station.
Matheson	10	...	...	...	..	...	..	...	..		4,290	..	.	.	.	.	...	...	..	...	36	..	..	
Mathoura	55	..	...	...	..	.	.	...	...	..	12,168	640	163	405	17	54	...	...	..	...	44	7	38	do do
Maude	52	...	...	..	...	..	...	..	..	.	8,316	.	..	...	..	...	..	...	..	...	81	...	...	.
Mayfield	10	...	...	..	...	..	...	..	.	..	1,269	.	...	.	.	...	..	.	.	..	14	..	..	
May's Hill	10	..	...	.	..	...	...	...	.	...	1,038	.	.	.	.	..	.	..	.	..	9	...	...	
Meadow Flat	28	..	...	..	..	.	...	..	...	...	3,513			.		..	..	.	..	...	105	...	..	
Medlow	10	..	..	...	..	...	.		...	(76)	2,457	.	.	.	.	.	.	...	..	.	16	...	..	
Menangle	45	...	...	...	...	..		.	..	...	17,034	329	196	467	21	54		.....	..	.....	122	6	18	do do
Menindie	220	...	100	.	...	52	150	...	81/12/6	..	24,312	3,016	363	1,352	61	244	22	113	12	71	412	14	220	Govt. building.
Meranburn	30	...	...	.	...	..	...	...	...	.	8,571	. .	196	569	46	192	18	115	12	222	107	6	.	
Merewether	130	..	...	100	...	52	...	...	39/10/-	..	21,954	989	860	2,368	324	728	480	1,639	229	1,751	433	35	48	Rented at £23 8s.
Merigal	13	...	...	...	...	...	...	...	.	..	2,811	. . .	.	.	. . .	.	.	.. ..	...	... .	44	..	..	
Merimbula	100	...	...	...	...	39	...	..	2	..	6,645	1,226	246	688	32	87	114	376	9	62	60	8	62	Rented at £40.
Merindee	14	...	...	...	...	...	..	..	..	...	1,713	. .	..	.	.	.. .	.	... .	...	...	16	...	...	
Meroe	20	...	...	...	...	...	...	...	..	..	5,505	. .	. .	. .	.	....	...	... ..	...	.....	46	..	..	
Merrilla	16	...	...	...	.	...	...	...	. . .	..	1,464	. . .	..	..	..	.. ...	...	... .	..	.. ..	12	...	...	
Merriwa	130	150‖	..	...	...	52	...	...	3/10/-	...	90,867	2,148	739	2,420	164	761	95	395	26	239	434	21	131	Govt. building.
	...	13	...	..	..	...	...	..	...	...	.....	..	.	..	.	.....	.	...	...	.....	...	...	...	
Mercygoen	25	..	...	..	...	...	...	...	...	...	7,389	..	..	.		.....	..	.....	...	. .	120	..	...	
Merrylands	11	...	...	39‡	...	...	.	...	36/10/-	(b)	10,206	.. ..	.		.	.	.	.... .	...	.... .	33	...	...	At Railway Station.
Mewburn	10	...	...	...	...	...	...	...	...	...	144	.....	..	.	.	. ..	..	.... .	...	.. ...	11	..	..	

(a) Telegraph returns included in—(a Carcoar, (b) Granville. NOTE.—For other references see page 60.

Name of Office	Staff and Salaries									Reference to foot note	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits		Savings Bank Withdrawals		Revenue			Arrangements as regards Premises and Rent per annum
	Officers in Charge	Assistants	Operators	Letter Carriers	Receivers Clearers	Messengers	Line Repairers	Probationers and others	Total allowances (exclusive of Rent shown in last column		Letters Posted	Telegrams Transmitted	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Michelago	40					52					9,477	805	624	428	135	756	44	384	15	541	126	18	49	At Railway Station.
Middle Arm	13										3,585										12			
Middledale	10										804										11			
Middleton street	39										34,830										293			
Military Road	26									(a)														Free of rent.
Millamurra	11										486										8			
Miller's Forest	25									(b)	3,954		116	279	49	91					34	3		do do
	26																							
Miller's Point	120	25				52			3		111,558	3,638	1,125	4,301	147	419	1,638	6,101	541	3,525	320	52	158	Rented at £156
Millfield	42										3,897										34			
Millie	160	26							3		27,441	1,258	153	586	22	76					281	5	85	Rented at £50
Millthorpe	52	12									36,141	845	455	1,115	242	910	130	1,024	61	793	41	14	44	At Railway Station
Milperinka	170	95							33/10/		13,269	2,489	432	1,818	64	350					255	17	185	Rented at £40
Milson's Point	120					52						3,715											144	Rented at £39
						39																		
Milton	210	120		65‡		26	150		70/10/		98,469	2,790	1,003	2,488	245	748	117	458	29	303	542	28	161	Govt building
Mingelo	10									(77)											3			
Mimmi	150			78		26			38/10		50,076	950	1,109	2,982	235	446	1,057	7,376	199	3,060	307	44	52	Rented at £45 10s
Minto	20										9,672										64			At Railway Station
Mitchell's Island	10										1,158										12			
Mittagong	210		75	50		26			95		72,012	3,778	1,602	3,761	657	1,891	608	3,631	207	2,525	760	49	224	Govt building
Mitta Mitta	10										3,840										23			
Moama	190	150		26	52‡				19		34,023	1,577	291	774	157	466	117	863	48	677	341	9	94	do
Moatefield	20								18		2,919										46			
Mogilla	20										2,037										19			
Mogil Mogil	110	46							9		6,999	1,973	261	1,030	22	111	37	827	12	348	90	9	145	Rented at £37
Mogo	44								1		3,759	534	179	543	45	184					47	6	31	Free of rent,
Moira	22										4,596										23			
Molong	220		160	66/10/		39			40/10/-		144,486	6,443	2,114	5,613	783	2,670	503	3,090	209	1,986	1,260	63	369	Govt building
Molonglo	68								1		8,967	392	181	466	15	41	89	212	20	337	91	6	20	Free of rent
Money Order Office	110											5,710											346	Govt building
Mongarlowe	12										3,389		191	509	38	131					34	6		
Monkerai	11										1,353										38			
Monteagle	12								22		3,237										50			
Montefiores	27								30		6,051										39			
Moonan Brook	44									(78)	6,147	79	185	465	24	149	34	276	8	141	129	6	5	Free of rent
Moonbah	10									(79)	1,562										28			
Moonbi Railway Stn	30										13,623	440	251	496	30	104	46	166	13	183	87	7	30	At Railway Station
Moor Creek	10										1,170										40			
Moorilda	26										4,914										56			
Mooriland	50									(c)	3,186										56			Free of rent
Moorwatha	10										1,566										20			
Morangarell	130								3		9,525	1,148	226	787	15	71					90	7	71	Govt building
Moree	200	180		52		39			40		155,787	10,369	1,703	7,034	467	2,037	352	2 779	105	797	1,611	57	774	do
		95																						
		40																						
Morisset										(d)														At Railway Station
Morongla Creek	10										1,686										14			
Morpeth	240	75		145		39			49/14/		94,752	3,060	609	1,627	365	865	254	1,599	78	1,149	467	19	155	Govt. building.
		52																						
Mortdale	10										2,751										41			
Mortlake	10										7,026										17			

Moruya	210	190‖ 52½		115		26			97/2/6		72,840	4,334	1,196	3,763	706	2,127	218	1,428	79	711	628	37	271	Govt building. do
Moruya Heads	52									(e)														Free of rent.
Morven	16										6,321										34			
Mosman's Bay	110					39			27		26,163	1,502	223	472	47	115	331	1,110	89	577	89	9	49	Rented at £40 per annum Postmaster allowed £26 per annum in lieu of quarters
Mossgiel	170	30							3/10/		27,831	2,043	269	1,150	27	150	51	338	13	194	349	10	133	Rented at £52
Moss Vale	190	140 95‖		52		39			37/10/		128,016	5,871	1,538	4,629	704	1,876	566	2,988	145	1,852	1,079	50	338	Govt. building
Moulamein	220					52			49/12/6		44,004	2,171	242	893	32	93	37	359	4	63	249	11	166	do
Mount Druitt												174											9	At Railway Station
Mount Adiah	10										408										3			
Mount Browne	10										1,059													
Mount Costigan	10										3,654										46			
Mount Elliott	15										2,349										10			
Mount Gipps	30										9,927		441	1,752	4	24					48	25		
Mount Harris	40										7,401										54			
Mount Hope	130					39			3		8,631	2,387	605	2,277	60	226	106	510	27	413	114	21	179	Rented at £52 per annum.
Mount Hunter	10										1,743										15			
Mount Ida	10										2,454										40			
Mount Keira	10										4,926										38			
Mount Kembla	24									(80)	20,241		193	440	5	7					123	7		
Mount Macquarie	15										6,414										110			
Mount M'Donald	190					52			3		16,053	1,020	778	2,406	267	834	92	240	25	141	200	25	58	Govt building
Mount Mitchell	10										1,302										38			
Mount Victoria	250	25	100			26			4		46,398	3,810	985	2,576	233	834	318	1,169	70	480	841	31	219	do
Mount Vincent	16										4,905		160	491	31	120					48	5		
Mudgee	310	120	160	115		39	150		94		276,291	11,106	3,200	9,406	2 295	6,531	727	3,527	262	2,084	2,190	97	744	do
	300	75	100	75		39																		
Mulgoa	25 26									(81)	10,482	337									130		20	Free of rent
Mulgrave	21										4,785	5									27		3/-	At Railway Station
Mullaley	22										4,806										23			
Mullengandra	12										5,769										7			
Mullengudgery	16										3,366	328									59		19	do
Mullion Creek	11										4,251	197									52		11	do
Mulloon	12										1,425										15			
Mullumbimby	10									(82)	1,122										21			
Mulwala	180								3		25,359	1,560	382	1,253	29	80	45	217	12	263	267	15	97	Rented at £30
Mumbil	11										3,864	104									18		6	At Railway Station.
Mummell	14										3,720										17			
Mundooran	130	36							2		8,115	857	319	946	77	514	42	83	3	12	185	9	52	Rented at £65
Mungindi	150								9		5,268	1,785	222	1,058	59	420					153	8	123	Rented at £35
Mungunyah	36										2,040										13			
Muiga	23										6,690										30			
Murray Hut	13										2,706										13			
Murrumbateman	16										4,380										63			
Murrumbidgeree	16										8,082	278									68		16	At Railway Station
Murrumburrah	190	100‖				52			26		66,921	3,959	1,452	3,917	405	1,281	330	1,964	118	1,292	698	44	227	Govt building
Murrungundy	10										3,150										9			
Murrurundi	240	110	200			52			12/10/		69,798	1,668	1,359	3,499	697	1,411	447	3,712	177	3,678	381	44	125	do
Murundah	30										5,070	1,234									137		85	At Railway Station
Murwillumbah	250	160‖				26			8		41,892	4,931	948	2,869	248	971	174	1,432	49	886	422	38	325	Rented at £20
Muswellbrook	240	160	75	96		39	150		131/2/6		205,080	8,205	1,895	5,588	812	2,476	452	4,074	160	2,672	1,360	58	543	Govt building
Muttama	12								13		6,387		187	245	3	4					5	5		
Myrtle Creek	75									(83)		367											22	Free of rent
Myrtleville	15										2,817													
Nambucca Heads	120					52			2/10/		7,593	2,081	394	1,048	112	319	76	499	17	267	78	11	121	At Pilot Station
Nambucca Heads Pilot Station.	26									(f)														
Nana Glen	10																				3			

Telegraph returns included in—(a) North Sydney, (b) Raymond Terrace (c) Croki (d) Gosford, (e) Moruya, (f) Nambucca Heads

NOTE—For other references see page 60

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits.		Savings Bank Withdrawals		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge	Assistants	Operators	Letter Carriers	Receivers Cleaners	Messengers	Line Repairers	Probationers and others	Total allowances exclusive of Rent shown in last column		Letters Posted	Telegrams Transmitted	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Nangar	10	...	...	..	.	.		...	.	(84)	459	.			.				.	. .	3		..	
Nanara ..	10	..	.	..	.	.					2,607		.				.	.		..	27		..	
Narellan	42	..		.				.	.	..	14,409	. .									159	.	.	
Narooma ..	36	.	.	..	.					(85)	2,529	506	77	154	2	2	.	..	.		24	2	28	Free of rent.
Narrabri ..	280	150	160	130	..	26	150		134/12/6	.	184,482	14,298	2,313	8,282	990	3,471	739	4,727	195	2,919	1,653	72	891	Govt. building.
		45/10/*	100		.					.	. .	. . .	.		.		.		.					
Narrabri West	110		..			39	...		28	..	87,075	3,610	573	2,080	121	476	189	563	55	343	209	17	175	At Railway Station Postmaster allowed £26 per annum in lieu of quarters
Narramine .	40	.					..	.			19,848	2,238	462	1,535	86	298					360	14	136	At Railway Station.
Narrandera .	260	170	150	115	...	52	.		105/16		356,136	14,980	2,515	8,714	1,074	3,709	727	3,617	282	3,239	1,990	89	906	Govt building.
		120‖	..																					
	.	62	.				..	.		..														
Narrawa .	10		...	..	.	.				.	3,636										44			
Nashan .	10	..			.			.	5	(86)			.								3			
Nelligen .	190	. .		.		52	.		5	..	6,717	1,022	509	1,574	104	412	23	81	9	61	114	15	61	Rented at £35.
Nelson's Bay	120	.		.	.				59		4,434	1,181									39		63	Free of rent.
Nelson's Plains	11		.								2,271										14			
Nerriga	20	..									4,761		149	422	23	97					44	4		
Nerrigundah	18		.					.			6,186		197	601	48	198					98	6		
Neurea .	20	...			.			.			3,999										43			
Neutral Bay	75		..			52	.			(87)	13,827	133	149	427	89	243	86	143	45	305	67	6	5	Rented at £24
Never Never	10	.	.	.			.		..		1,203										23			
Nevertire . .	120		.	..		39			3		33,807	4,129	678	2,303	84	303	91	774	28	257	390	20	244	Office at Railway Station Postmaster allowed £30 per annum
New Angledool	150	.	..		.	39			4	.	9,201	3,266	449	2,112	59	319	73	584	11	195	162	16	259	Postmaster allowed £40 per annum in lieu of quarters.
Newbridge ..	47	25			..	.					26,607	764	337	969	165	620					215	11	42	At Railway Station.
Newcastle	400	250	180	145	52	52	150	120	206/10	.	1,223,127	56,205	7,648	30,516	8,377	23,349	4,863	36,841	1,991	29,421	8,448	323	3,991	Govt. building
	350	210	180	115		39	..	(Stamper and sorter)																
		150	170	110		39	..			.														
		110	170	104		39		52																
		78	140	91		26		Mail Boy)																
			140	78		26	.																	
	.		130		.	26																		
			75																					
Newcastle West .	130		75			52					82,698	5,630	1,945	5,245	201	535	1,025	4,514	392	3,628	596	69	321	Rented at £78.
Newport ..	100			.	.		..				3,483	456									44		27	Free of rent.
Newton Boyd ..	150	. .										587											39	Govt building
Newtown . .	310	180‖	170	160	75	52		..	230		1,513,410	15,192	3,017	11,282	4,315	10,974	11,258	40,280	4,247	33,716	5,182	142	610	Govt. building in course of erection Temporary premises rented at £275. Postmaster allowed £78 per annum in lieu of quarters
		170	.	160	65	52																		
		78	.	150	39	39	.																	
		.	.	130		39			.															
	..	..		125	.	.	.																	
	.			115																				
		.		110		.	..	.		.											.	.		
				110			.																	
			.	100																				
	.	..	.	65			.	.													..	..		
			...	65	.		.	.													..			
		...	.	65	.		.	.	..															
	..	...	.	61	.	.	.	..														.	.	
		.	..	52		..	.	.										..		. .	..	..	.	

Niangala	16									(88)	7,689									78		
Nimbin	10										486									7		
Nimitybelle	135	78				52			7		14,526	1,536	603	1,457	72	278	14	60	5	11	168	17	86	Govt building
Nine mile	36									(a)(89)	6,564										22			Free of rent
North Berry Jerry	20										10,584										75			
North Botany	110				52	52					33,465	715	186	607	75	179	383	965	73	348	116	8	28	Rented at £40
North Gobarralong	10										873										11			
North Parramatta	100					26			12	(90)	26,271	703	84	300	7	17	36	107	20	100	85	3	29	Rented at £39
North Pimlico	10										2,394										41			
North Richmond	48									(b)	7,680										122			Rented at £15
North Ryde	39			40						(c)	3,042										48			
North Springwood	10								12		870										9			
North Sydney	325	120	180	150	52	52			860		843,381	11,329	1,953	7,070	1,842	5,237	3,639	14,608	1,472	10,527	2,819	92	498	Govt building
		100	150	135	52	52																		
		26		125	39	52																		
				125		39																		
				120																				
				120		26																		
				104		26																		
				96																				
				88																				
				75																				
				65																				
				65																				
				65																				
				65																				
				65																				
				52																				
				52																				
				52																				
				39																				
				39																				
																					28			
North Tumbulgum	19										3,108													
North Yanco	12										4,902	278									18		16	At Railway Station
Nowendoc	13										1,419										37			
Nowra	200	80	75	65		26			49		148,092	7,046	1,861	5,246	602	1,853	415	2,491	142	1,229	1,065	55	425	Govt building
		50																			38			At Railway Station
Nubba	11										3,687										15			
Nullamanna	10										1,116										39	4		
Numba	27								10		6,138		117	333	19	48	23	257	3	67	3			
Numbugga	18										1,206										23			
Numeralla	23										993										228	15	92	Rented at £52
Nundle	130					26			4		22,848	1,350	487	1,426	102	423	153	931	64	1,005	736	76	343	Govt building
Nymagee	220		170			39			3		46,767	5,486	2,235	7,722	341	1,032	439	3,657	95	1,600	823	102	666	do
Nyngan	310	100	110	52		39			73 10		125,847	10,477	2,747	10,364	733	2,298	686	6,112	196	2,461	25			
Oaklands	14										2,877										74	8		
Oaks	23										12,939		308	564	26	92					19			
Oakwood	13										3,309													
Oatley										(d)											16			
Oban	12										891										470	25	118	do
Oberon	180	25				39			3		31,176	1,991	834	2,253	231	916	111	473	41	318	83	5	50	Rented at £25
Obley	110								2		6,096	792	173	424	21	85					142	9	20	Free of rent
O Connell	55										12,396	356	314	856	151	601					109	4	21	At Railway Station
Old Junee	30										12,093	344	160	343	16	47	8	40	8	81	6			
Omega	10									(91)	276										9			
Ophir	10										507													
Orange	370	210	200	165	39	52	150	6/10–	156/12/6		586,677	16,164	4,315	14,640	3,109	9,623	1,376	8,170	587	6,757	3,109	140	1,011	Govt building
		100	170	125		39																		
			140			26																		
			75																					
Otford	20										3,429	177									79		10	At Railway Station
Ourimbah	22										6,078	278									124		15	do
Overton	10										2,826										35			

Telegraph returns included in—(a) Deepwater, (b) Richmond, (c) Ryde, (d) Redfern Railway

NOTE—For other references see page 60

Name of Office.	Staff and Salaries									Reference to foot note	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits		Savings Bank Withdrawals		Revenue			Arrangements as regards Premises and Rent per annum
	Officers in charge	Assistants	Operators	Letter Carriers	Recov'y Clearers	Messengers	Line Repairers	Probationers and others	Total allowances exclusive of Rent shown in last column		Letters Posted	Telegrams Transmitted	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Oxford Hotel	100											15,588											705	Free of rent
Oxford street .	300	170	160			52			12		528,327	22,138	2,996	9,623	3,795	9,088	9,424	35,036	3,387	25,567	1,101	155	965	Rented at £290.
		75	150			52																		
						39																		
						39																		
Oxley	150					26			3	(92)	22,065	1,284	115	526	13	42					243	5	78	Rented at £39
Oxley Island	13					...					1,614										23			
Paddington	240		170			52			3		180,153	13,670	1,488	4,782	3,482	9,062	3,884	14,889	1,342	11,345	1,537	70	589	Govt building.
			100			52																		
						52																		
						52																		
Pallamallawa	14										3,780										57			
Palmer's Island	84	26‡							19/10/-		8,241	1,485	436	1,179	201	557	125	797	26	274	128	13	69	Rented at £15
Palmer's Oakey	11										957										12			
Pambula .	170	40	75			26			6/10/		41,130	7,582	1,496	5,219	276	925	233	1,245	76	1,044	588	51	470	Rented at £75.
Pampoolah	13										1,824										17			
Para Meadow	10										4,806										3			
Parkes	250	180‖	75	52		26			41/16/		173,934	9,663	2,241	6,713	670	2,323	422	2,801	179	2,161	1,384	69	559	Govt building
Park street	300	190	75			52		26d	20		904,674	34,137	3,705	12,252	1,540	3,755	3,149	15,712	1,075	7,866	1,478	171	1,414	Rented at £400 Post master allowed £75 per annum in lieu of quarters
		110				52																		
Parkville	18										4,479										52			
Parliament House	240		200	150	60							3,553											152	Govt Building
Parramatta	370	230	160	145		52			385		1,171,899	20,966	3,023	8,907	3,589	9,770	3,121	13,272	1,159	10,728	2,542	115	816	do
		160		135		52																		
		130		125		39																		
				115		39																		
				110		39																		
				65																				
Paterson	170		140						9/10/		22,125	2,240	248	890	105	290	168	642	55	485	292	8	133	do
Peak Hill	150	75‖				39			8		52,758	5,814	1,274	4,385	371	1,247	309	2,191	207	1,930	517	42	388	Rented at £65
Peakhurst	10										3 285										58			
Pearce's Creek	10										1,059										12			
Peel	40										8,025										60			
Peelwood	20										9,621		240	674	101	328					78	7		
Pejar	10					..					1,008										11			
Pennant Hills	20						..		12		4,521										20			
Penrith	270	140‖	75	60		26			40/10/		136,176	5,943	2,257	5,909	1,161	3,029	1,406	6,204	391	4,472	1,203	70	331	Govt Building
		50																						
Penrith Railway Station.										(a)														At Railway Station.
Pericoe	10										2,115										29			
Perimee	10								2	(93)	376										6			
Peiricoota	12										2,799										16			
Perth	32									(b)	8,811										129			At Railway Station.
Petersham	230	160	75	160	70	52			219		482,031	9,805	928	3,219	1,799	4,865	1,424	5,400	607	5,188	1,099	41	377	At Railway Station Postmistress allowed £30 per annum in lieu of quarters
				125		52															..	..	..	
				125		52																		
				115		52																		
				115		39																		
				104		39																		
				70																				
				65																				
				39																				

Picton	200	100‖	...	69‡	...	...	...	...	47/10/-	...	118,560	3,395	1,602	4,381	574	1,675	880	4,643	219	3,106	750	52	199	Rented at £60.
Picton Lakes	10	...	...	...	...	...	...	...	...	...	2,490	71	...	.....	...	.....	...	.....	...	.....	23	...	4	At Railway Station.
Pilliga	180	26	...	...	...	26	...	...	11/10/-	...	33,408	1,642	372	1,370	54	211	56	331	10	133	262	12	103	Govt. building.
Pine Ridge	10	...	...	...	...	...	...	...	...	...	723	.....	...	.....	...	.....	...	.....	...	.....	13	...	...	
Pinnacles	25	...	...	...	...	...	...	...	...	...	8,208	.....	362	1,130	15	56	...	.....	...	.....	78	19	...	
Piper's Flat	41†	10	...	..	...	...	...	...	...	...	3,966	84	...	.....	...	.....	...	.....	...	.....	36	...	5	At Railway Station.
Pitt Town	23	...	...	...	...	...	...	...	...	...	7,446	.....	...	.....	...	.....	...	.....	...	.....	59	...	...	
Pleasant Hills	10	...	...	...	...	...	...	...	...	...	2,241	.....	...	.....	...	.....	...	.....	...	.....	48	...	..	
Plumpton	26	...	...	...	...	...	...	...	15	...	9,039	.....	92	142	9	18	26	67	13	89	71	3	...	
Pokolbin	10	...	...	...	...	...	...	...	...	...	6,561	.....	...	.....	...	.....	...	.....	...	.....	18	...	...	
Ponto	11	...	...	...	...	...	...	...	...	...	2,160	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Pooncarie	170	...	...	...	...	...	...	...	65/4/6	...	8,721	1,179	183	957	8	44	...	.....	...	.....	154	9	98	Government building. Postmaster allowed £15 12s. in lieu of quarters.
Portland	10	...	...	...	...	...	...	...	5	(94)	3,215	.....	...	.....	...	.....	...	.....	...	.....	71	...	...	
Port Macquarie	270	110‖	...	32/10/-*	...	...	...	...	25	...	136,890	5,867	1,154	2,566	418	1,585	163	614	64	618	582	33	361	Govt. building.
	...	65‡	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	30	...	...	..	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Port Macquarie Pilot Station.	26	...	..	...	..	...	...	...	...	c	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	At Pilot Station.
Port Stephens	...	...	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	do
Preston's	10	...	...	...	...	...	...	...	...	(95)	432	.....	...	.....	...	.....	...	.....	...	.....	3	..	...	
Prospect	18	...	...	...	...	...	...	...	...	...	4,506	.....	...	.....	...	.....	...	.....	...	.....	63	...	...	
Prospect Reservoir	15	...	...	...	...	...	...	...	...	...	3,177	146	149	383	95	317	121	966	63	700	48	5	...	
Punkalla	46	...	...	...	...	...	...	...	...	(96)	4,869	.....	...	.....	...	.....	...	.....	...	.....	47	...	8	Free of rent.
Purnamoota	150	...	...	...	...	26	...	...	...	...	7,554	1,197	...	.....	...	.....	...	.....	...	.....	61	...	77	Rented at £30.
Putty	11	...	...	...	...	...	...	...	...	...	2,976	.....	...	.....	...	.....	...	.....	...	.....	16	...	...	
Pymble	10	...	...	...	...	...	...	...	...	...	7,134	.....	...	.....	...	.....	...	.....	...	.....	24	...	...	At Railway Station.
Pyree	19	...	...	...	...	...	...	...	...	...	5,469	.....	...	.....	...	.....	...	.....	...	.....	42	...	...	
Pyrmont	210	120‖	...	...	...	52	...	...	5	...	253,827	6,161	808	2,673	874	2,816	1,884	6,133	758	4,689	474	49	312	Rented at £90.
	...	...	...	...	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Quambone	21	...	...	...	...	...	...	...	...	...	14,010	.....	...	.....	...	.....	...	.....	...	.....	152	...	...	
Queanbeyan	310	110‖	...	91	...	39	...	...	45/10/-	...	132,111	4,643	2,327	5,804	718	1,927	307	2,469	124	1,867	937	69	312	Govt. building.
Quipolly	20	...	...	...	...	...	...	...	...	...	1,059	.....	...	.....	...	.....	...	.....	...	.....	14	...	...	
Quipolly Creek	17	...	...	...	...	...	...	...	12	...	2,694	.....	...	.....	...	.....	...	.....	...	.....	5	...	...	
Quirindi	240	140‖	75	...	...	52	150	..	90/2/6	...	181,425	5,273	1,547	4,193	755	1,944	471	1,851	119	1,333	1,076	44	359	Govt. building.
Raglan	31	...	...	...	...	...	...	...	...	...	3,813	71	...	.....	...	.....	...	.....	...	.....	35	...	4	At Railway Station.
Rainbow Reach	11	...	...	...	...	..	...	...	...	...	804	.....	...	.....	...	.....	...	.....	...	.....	11	..	...	
Randwick	**200	...	75	110	...	84/12/6†	...	...	192/14/-	...	581,214	8,926	633	2,397	1,105	3,135	786	2,473	202	1,714	411	30	373	Rented at £90.
	...	...	75	72‡	...	84/12/6†	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	65	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	65	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	..	...	...	
	...	...	...	52	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Rankin's Springs	35	...	...	...	...	...	...	...	...	...	4,650	.....	...	.....	...	.....	...	.....	...	.....	53	...	...	
Ravensworth	22	...	...	...	...	...	...	...	...	...	7,692	174	...	.....	...	.....	...	.....	...	.....	65	...	10	At Railway Station.
Rawden Vale	11	...	...	...	...	...	...	...	...	..	4,038	.....	...	.....	...	.....	...	.....	...	.....	13	...	...	
Rawdon Island	10	...	...	...	...	...	...	...	...	...	2,538	.....	...	.....	...	.....	...	.....	...	.....	25	...	...	
Raymond Terrace	250	52	100	72‡	...	...	...	6/10/-	35/16/-	...	96,777	2,895	648	1,477	364	1,213	201	874	73	802	480	19	146	Govt. building.
Reddestone	12	...	...	...	...	...	...	...	...	...	1,599	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	
Redfern	220	136/10/*	130	160	65	52	...	52e	159	...	498,915	9,670	2,596	9,532	3,679	11,890	6,060	25,099	2,442	22,536	3,395	126	418	Govt. building.
	...	100	130	150	39	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	135	39	...	..	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	135	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	130	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	125	...	..	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	110	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	110	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	110	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	84	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	65	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	65	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	

Telegraph returns included in—(*a*) Penrith; (*b*) George's Plains; (*c*) Port Macquarie. (*d*) Mail-boy; (*e*) Stamper and sorter. NOTE.—For other references see page 60.

Name of Office.	Staff and Salaries.									Reference to foot note	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators	Letter Carriers	Receiv'r Cleaners	Messengers.	Line Repairers	Probationers and others	Total allowances, exclusive of Rent shown in last column		Letters Posted	Telegrams, Transmitted	No	Amount	No	Amount.	No.	Amount	No.	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Redfern Railway Station.	.	. .	. .	.	..	52	. .	. .	. .		. .	30,722		.	. . .	. .	.. ...						1,426	Govt. building.
	. .	. .		. .	.	52	. .	. .				.	..	.	..	. .	.....	.	.		. .			
	..	. .	.	. .	...	52	. .	..	.		.					. .	.. ..	.	.					
Red Range	15	...		...	...	. .		.		..	1,749					... .	. .	. ...	.	. . .	42	.		
Reidsdale	12	. .		.	.	...		...	. .	.	2,367	.	.			..	...	.. . .	. .	. .	12			
Reid's Flat	19	. .	. .	..	..	.	. .	. .			2,931	.	.					. .		. .	37			
Richmond	240	100‖	75	96	.	39	. .	.	75/10/		174,375	6,745	840	2,491	568	2,044	476	1,978	127	1,009	761	25	379	Govt. building.
	. .	50	.	..	...	.	. .	.		. .	.					..		.....		.				
Riverstone	130	32 10/-*		..			. .	.	26		29,388	1,630	552	1,275	238	672	233	1,167	87	530	235	17	92	At Railway Station Postmaster allowed £20 in lieu of quarters.
Rix's Creek ...	10	. .	.	...	.		. .		. .	...	981					.	. .	. ...	.	. .	12			
Robertson	170	10	75	.	...				10/10/-		37,734	1,199	447	1,131	142	310	88	291	30	120	246	14	63	Govt. building.
Rob Roy	12	. .	..		..			. .	. .	.	1,542							. .		. .	9			
Rockdale	120	75‖	.	65	.	26	.		153/10/-	. .	108,147	3,427	451	1,420	569	1,388	753	1,811	247	1,306	324	17	122	At Railway Station Postmaster allowed £30 per annum in lieu of quarters
	...	..	..	62	..	. .	..	.	...		. .	.	.	.	.	.	. .	. ..	.	. .				
	. .	. .	.	26	. .	...	...	...	...		.. .	.		.		. .	. .	. ...	.	.				
Rock Flat	12	...	..	.		...	. .	..	. .		3,465	.						. ..		. .	4			
Rockley	170	36	. .	. .	. .	.	...	.	2	..	29,244	1,203	622	1,558	114	556	117	625	32	433	292	18	69	Govt. building
Rockwell	10	. .	...	. .	. .	. .	..	.	..	.	807	.		.	.	.	...	... .	. .	. .	8	.	. .	
Rocky Glen ...	23	. .	.	...		.	. .	...	..	.	3,855			. ..		.		... .	. .	.. ..	. .	. .		
Rocky Hall . ..	10	. .	.	...	..	. .	..	...	..	...	3,849		..	.		.	. .	. .	...	. ...	12	.	.	
Rocky Plain	10	...	. .	...	. .	. .	.		. .	.	1,683		.			.	. .	.. ..	. .	.. .	12	.	. .	
Rocky River ..	19	...	.	...		. .	. .		. .	. .	2,979			.	.	. . .	.	. . ..	. .	.. ...	25	.		
Rolland's Plains..	56	...	.	. .	. .	...	.	.	.		4,977	279	.					. .	..	.. . .	115		16	Free of rent.
Rookwood	150	...	.	84‡	.	52	. .	.	38/10/	. .	47,688	1,591	331	844	445	1,170	743	2,755	309	2,499	211	13	57	Rented at £26 Post master allowed £— per annum in lieu of quarters
	...	...	...	...	. .	26	. .	...	...	...	. .		.. ...			. .	..	. .	. .	... ..	. .		. .	
Rooty Hill.	29	...	..	..	..	...	...	..	. .	...	31,602	898	183	410	210	818		.....	. .	. ...	44	5	51	At Railway Station.
Rose Bank	10	...	..	...	...	..	.	.	..	.	1,455				. .	.	.	. .	..	... ..	10	. .	...	
Rosedale	10	. .	...	..	...	...		. .	. .	.	2,121							. .	. .	.. . .	26	. .		
Rose Valley .	10	...	...	...	..	. .	...	...	.	.	870	.	.	.		. .	.	. ..	..	.. .	23	. .	. .	
Rosewood	16	...	...	...	...	..	.	..	...	.	6,696		.	.	.		..	.. .	. .	.....	46	.	.	
Rothbury	12	...	. .	...	.	. .	...	. .	. .	. .	4,422					.	. .	. . .	..	... .	60	..	. .	
Rouchell Brook .	12	...	...	...	..	...	..	...	. .	...	4,032		. .			.	. .	. ..	. .	. .	4	...		
Round Hill . ..	30	..	.	...	. .	. .	.	...	. .		5,448	. . .	..			.	.	.	.. ...	. .	70	. .		
Rous	20	...	...	...	..	...	...	.	. .	.	4,056	.	.			.	.	.	.....	. .	31	. .	. .	
Rouse Hill	22	...	...	. .	...	...	. .	...	. .	...	4,986							.	.	... ..	86	.	. .	
Rous Mill	42	...	. .	...	. .	...	...	...	..	. .	7,926	983	299	845	18	77	.	...	. .	. . ..	98	10	84	Free of rent.
Royal Hotel	160	...	..	...	...	...	...	...	...	...		4,819	.. . .		.	.	...	... .	.		..	. .	266	do
Rydal	75	10	..	.	...	.	...	..	...	.	18,183	687	511	1,091	100	306	119	911	42	251	200	14	41	At Railway Station.
Rydalmere... . ..	41	...	. .	39	...	.	..	. .	56/10/-	..	7,113							. .	.	..	78		.	Free of rent.
Ryde	50	...	..	135†	...	26	...	..	38/10/-	...	90,525	4,388	444	1,048	344	879	583	1,910	190	1,137	295	15	179	Rented at £35.
	170	...	...	...	. .	...	...	. .	..	..									..	.. .				
Rye Park ..	18	...	...	..	...	..	.	. .	..	..	8,484	.	364	922	20	60	...	.	..	.	90	12	..	
Rylstone	170	65‡	. .	..	...	...	. .	6/10	8	.	63,210	2,118	1,039	2,488	379	1,091	201	1,421	71	1,005	585	31	123	Govt. building.
Sackville Reach .	16	...	...	...	. .	...	. .	...	...	..	4,836							.. . .	...	. ....	88	...	. .	
St. Alban's	42	...	...	. .	...	...	. .	..	..	...	4,458	327	357	1,173	31	163	...	... ..	...	. . ..	59	11	17	Free of rent.
St. Clair..... ...	11	...	...	...	...	...	. .	..	. .	...	900	.	.	. .	. .	. .	...	. . .	...	.....	11	.	...	
St. Ives	10	...	...	...	. .	...	...	...	15	. .	1,635	. . .		. . .	..	. ..	.	.....	. .	.. ..	48	..	.	
St. John's Park .	10	...	...	...	..	...	. .	..	18/10/-	...	1,674	. .	.	. .	. .	. . .	. .	. . ..	...	. ....	34	...	...	
St. Leonard's Creek	10	...	...	...	...	...	...	.	. .	...	291							. .	. .	. .	9	...		
St. Mary's	150	52‡	...	..	...	...	...	. .	26/11/-	...	56,994	2,106	785	1,777	377	1,252	540	1,892	175	1,415	479	23	107	Govt. building.
St. Peters	170	100‡	...	120	...	52	...	...	39/10/-	...	44,085	1,902	456	1,479	402	1,040	1,083	3,523	390	2,201	218	26	71	Rented at £65.
	...	...	...	75	..	...	...	..	...	...				. .	.	.	. .	.. ..	.	. .	. .	. .	.	

Saltash	10									1,143										7		18	
Sandy Creek										324										10			At Railway station
Sandy Flat	13		..							3,540										17			
Sandy Hill	17		..							2,634										18			
Savernake	10									1,713										1,064	51	273	Govt building.
Scone	135	75‖ 50	140	52		26			47/10/	97,320	4,456	1,649	4,881	506	1,435	328	1,462	81	810	11			
Scott's Flat	14									2,973										43		7	Free of rent
Seaham	51								(a)	6,411										12			At Pilot Station
Seal Rocks	52									1,830	117									20			
Sebastopol	10									1,557										16		15	At Railway Station
Sedgefield	10								14	9,708	331									43			
Seven Hills	26									1,503										198	11	39	Free of rent
Shaw	10									16,266	814	358	1,138	89	231					60			
Shellharbour	78								47/16/	6,531										22			
Shepard's Town	14									1,617										6			
Sherbrooke	10								11	1,539										15			
Sherwood	10									1,419										870	54	427	Rented at £52 Post master allowed £39 per annum in lieu of quarters
Shooter's Hill	10									63,111	7,022	1,289	3,748	367	1,497	300	1,991	103	1,526	2,191	99	531	Govt building
Silverton	240		170 140	65‡		26			122	269,238	8,383	3,279	9,735	1,843	4,985	1,180	5,913	370	5,928			82	At Railway Station
Singleton	320	170 100	150 100	125 78		26 26			116		1,563									13			
Singleton Railw Stn										1,950										249	5		Free of rent
Skillion Flat	10									15,249		144	437	182	457	109	288	32	108	184	10	124	Rented at £39.
Smithfield	61			39‡					18	22,923	2,160	320	1,146	67	276	50	228	12	65	172	13	38	At Pilot Station
Smith Town	190	15				26			11 10/	16,365	657	461	1,009	161	330	97	1,083	41	833	45	5		Govt Building
Smoky Cape										5,445		174	336	14	37					59	4		
Sofala	180	40							3	5,484		117	274	10	34					233	40	16	Rented at £52 Postmaster allowed £52 per annum in lieu of quarters
Somerton	26									29,139	276	782	2,177	41	142	396	2,066	59	709				
South Bowenfels	23																						
South Broken Hill	120			52		52			63/17 6														
South Clifton										308										50		13	At Railway Station.
Southgate	36								..	4,095										414	22	178	Free of rent
South Grafton	180	52		72†	26	39			47	37,056	3,315	722	2,091	243	961	205	885	58	375	35			Govt Building
South Gundagai	33									6,033												31	At Signal Station
South Head	120										813									255	24	189	Rented at £50
South Woodburn	180	100‖				26			27/5/	25,101	3,055	789	2,195	141	491	95	730	34	301	29			
Spicer's Creek	11									2,856										3			
Springbrook	10								(99)	438										67	5	15	At Railway Station
Spring Hill	30	5								7,995	259	163	442	47	152	54	93	15	76	10			
Springside	16									792										412	16	139	do
Springwood	100	5		65‡					31/4/	27,603	2,469	505	1,584	174	510	183	555	47	257				
Stanborough	22									849										944	29	191	Rented at £104
Stanmore Road	170	65‡				52				76,008	5,089	666	2,232	501	1,123	1,217	3,870	546	3,420	31	4	4	Free of rent
Stannifer	40								1	2,724	89	137	146	25	63					20			
Stembrook	10									909										124	5	14	do
Stewart's Brook	42									7,041	257	136	307	17	48					9			
Stockinbingal	10									1,328										15		1,021	Rented at £100
Stock Exchange	210					52					15,476									326	29	73	Postmaster allowed £39 per annum in lieu of quarters
Stockton	230	39†		96					4/10/	42,285	1,405	752	1,995	274	811	469	2,138	161	1,625				
Stockyard Creek	10									750										22			
Stonehenge	10									4,422										45			
Stony Creek	12									2,715										25			
Stony Crossing	10									2,298										31			
Stone Creek											49											3	At Railway Station.
Strathfield	120			121† 52		52 52			73	161,232	5,568	163	724	42	124					574	7	211	Rented at £60

Telegraph returns included in—(a) Clarence Town, (b) Granville (c) Grafton

NOTE.—For other references see page 60

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiv'r Clearers	Messengers.	Line Repairers.	Probationers and others.	Total allowances exclusive of Rent, shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Stroud	210	72‡	...	...	...	...	...	...	6	...	21,522	2,330	627	1,679	237	926	181	779	51	540	317	19	150	Govt. Building.
	...	39	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Stuart Town	110	...	...	...	...	39	...	...	2	(103)	18,369	877	816	2,324	200	776	89	490	54	564	362	24	56	do
Stuart's Point	36	...	...	...	...	...	...	...	5	(a) (104)	224	.....	...	.....	...	.....	...	.....	...	.....	6	...	...	
Summer Hill	120	...	110	150	39	52	...	...	114/12/-	...	240,864	9,610	815	2,286	1,064	3,080	1,749	4,693	541	3,430	1,088	34	366	Rented at £104.
	...	...	75	125	...	52	...	...	...	...	.....	.....	...	.....	...	.....	..	.....	...	.....	...	...	...	
	...	...	...	65	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	..	...	...	
Summer Island	20	...	...	...	...	...	...	...	23	...	1,215	.....	148	353	6	13	...	.....	...	.....	3	5	...	
Sunny Corner	170	20	...	39	...	26	...	...	43/10/-	...	37,929	1,891	1,532	4,505	309	955	519	3,347	173	2,633	551	53	119	Govt. Building.
Sunnyside	10	...	...	...	...	...	...	...	...	...	513	.....	...	.....	...	.....	...	.....	...	.....	6	...	...	
Surry Hills	170	150‖	...	...	...	52	...	6/10/-	6	...	50,868	8,320	1,235	5,060	1,828	5,130	3,119	9,664	1,309	7,981	429	91	339	Rented at £170.
	...	...	...	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	..	...	...	...	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Sussex-street	260	...	75	...	...	52	...	...	13	...	634,674	12,859	636	3,661	74	174	426	2,085	116	969	1,680	32	676	Rented at £208. Postmaster allowed £65 per annum in lieu of quarters.
Sutherland	17	...	...	...	...	...	...	...	...	...	4,209	459	111	253	53	152	...	.....	...	.....	42	3	26	At Railway Station.
Sutton	10	...	...	...	...	...	...	...	...	...	2,130	.....	..	.....	...	.....	...	.....	...	.....	23	...	...	
Sutton Forest	160	...	75	...	...	...	...	...	40/10/-	...	22,509	1,462	336	772	112	247	83	194	27	118	167	10	95	Govt. Building.
Swallow's Nest	13	...	...	...	...	...	...	...	...	...	1,338	.....	...	.....	...	.....	...	.....	...	.....	4	...	...	
Swamp Oak	15	...	...	...	...	...	...	...	...	(105)	12,839	.....	177	573	25	81	...	.....	...	.....	102	6	...	
Swan Bay	45	...	...	...	...	...	...	...	...	...	4,962	374	158	319	21	67	...	.....	...	.....	49	5	22	Free of rent.
Swansea	57	...	...	...	...	...	...	6/10/-	2	...	5,304	686	453	1,871	239	1,050	44	374	15	256	45	17	41	Rented at £20 16s.
Swan Vale	20	...	...	...	...	...	...	...	...	...	1,704	.....	...	.....	...	.....	...	.....	...	.....	27	...	...	
Sylvania	20	...	...	...	...	...	...	...	...	...	4,701	.....	...	.....	...	.....	...	.....	...	.....	54	...	...	
Tabulam	160	25	26	...	...	...	...	...	51/12/6	...	10,524	627	165	509	23	84	35	202	7	159	180	5	36	Rented at £31 4s.
Tacking Point	26	...	...	...	...	...	...	...	...	(b)	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Tallewang	10	...	...	...	...	...	...	...	...	...	2,265	.....	...	.....	...	.....	...	.....	...	.....	3	...	...	
Tambaroora	65	...	...	...	...	...	..	...	20	...	8,112	.....	208	799	97	214	...	.....	...	.....	86	7	...	Rented at £30.
Tambar Springs	25	...	...	...	...	..	...	...	...	...	8,163	.....	196	440	9	18	...	.....	...	.....	44	7	...	
Tamworth	370	160	200	145	...	26	150	...	265/17/6	...	481,020	19,929	2,779	11,008	3,331	8,206	1,732	9,093	641	6,842	2,776	112	1,387	Govt. Building.
	...	120‖	150	104	...	26	...	...	...	...	.....	.....	...	.....	..	.....	...	.....	...	.....	...	...	...	
	...	100	140	90	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	100	52	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	52	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Tangmangaroo	19	...	...	...	...	...	...	...	...	...	2,406	.....	...	.....	...	.....	...	.....	...	.....	20	...	...	
Tanja	10	...	...	...	...	...	...	..	...	...	1,968	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Tanner's Creek	10	...	...	...	...	...	...	...	...	(106)	6,272	.....	...	.....	...	.....	...	.....	...	.....	108	...	...	
Tarago	Nil	Nil	...	...	...	26	...	...	...	...	10,659	861	274	719	146	482	69	183	17	201	139	8	49	At Railway Station.
Taralga	180	100‖	...	...	...	...	...	...	2	...	22,329	1,664	757	2,161	165	547	...	.....	...	.....	297	23	95	Rented at £45.
Tarana	45	10	...	...	...	...	...	...	...	...	40,632	797	380	1,240	70	229	...	.....	...	.....	175	12	44	At Railway Station.
Tarcutta	130	36	...	...	...	...	...	...	5	...	7,251	683	238	590	35	143	...	.....	...	.....	156	7	39	Free of rent.
Taree	230	...	110	78‡	...	...	150	...	71	...	72,576	5,015	1,135	3,352	371	1,010	209	1,475	50	534	564	34	404	Govt. building.
	...	...	110	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Tareena	170	26‖	...	...	...	...	...	...	79/16/6	...	8,838	305	...	.....	...	.....	...	.....	...	.....	88	...	25	do.
Tarlo	20	...	...	...	...	...	...	...	...	...	1,263	.....	...	.....	...	.....	...	.....	...	.....	28	...	...	
Tarro Railway Station	10	...	...	...	...	...	...	...	...	...	4,986	.....	...	.....	...	.....	...	.....	...	.....	50	...	...	At Railway Station.
Tataila	10	...	...	...	...	...	...	...	...	...	507	.....	...	.....	...	.....	...	.....	...	.....	15	...	...	
Tatham	15	...	...	...	...	...	...	...	...	...	4,440	.....	...	.....	...	.....	...	.....	...	.....	26	...	...	
Tathra	100	...	...	...	...	...	...	...	1/10/-	...	3,069	958	...	.....	...	.....	...	.....	...	.....	33	...	49	Rented at £26.
Tattersall's	150	...	...	...	...	...	...	...	...	...	.....	8,220	...	.....	...	.....	...	.....	...	.....	...	...	320	Free of rent.
Taylor's Arm	10	...	...	...	...	...	...	...	...	(107)	585	.....	...	.....	...	.....	...	.....	...	.....	5	...	...	
Tea Gardens	12	...	...	...	...	...	...	...	...	...	6,438	.....	...	.....	...	.....	...	.....	...	.....	37	...	...	

Telegraph Point..	26	..	...	..	...	...	...	...	...	...	3,765	.. ..	..	....	.	...	...	.. ..	...	.....	60	...	...	
Temora	220	110‖	...	52	65‡	...	...	...	80	...	39,054	6,515	1,419	4,595	420	1,738	210	2,489	95	1,112	1,057	46	420	Govt. building Postmaster allowed £30 in lieu of quarters.
Tempe.....	36	...	...	...	...	...	...	...	...	...	7,560	.....	133	333	52	205	...	.....	...	.....	65	5	...	
Tenandra	20	...	..	..	...	...	...	...	...	...	2,931	.. ..	...	.. .	...	. .	...	.....	...	.....	25	..	...	
Tenterfield..... ...	310	190‖	120	104	...	. .	150	..	133/2/6	...	158,412	143,505	1,627	5,076	900	2,706	504	2,748	170	2,755	1,231	56	516	Govt. building.
	...	65‡	110	...	...	...	...	...	..	..	.....	.. .	...	.. ...	...	.. .	. .	... ..	...	... .	...	...	...	
Tent Hill	17	...	...	...	...	...	. .	...	...	...	7,374	... ..	. .	. .	..	. ..	. .	.....	. .	.. .	57	..	...	
Teralba	51	...	...	39‡	. .	. .	...	...	. .	...	15,951	1,069	373	844	193	383	.	. ...	.	. ..	207	13	61	At Railway Station.
Terara.....	52	..	...	...	...	52	...	...	1	...	8,928	725	226	564	65	175	114	430	45	302	105	7	45	Rented at 1s.
Termeil	10	...	. .	...	.	...	...	...	.	. .	1,149	... .	...	.. ..	..	. .	. .	. ...	...	.....	16	...	...	
Thackaringa .:. ..	130	10	. .	..	...	...	...	. .	41	..	9,039	1,514	493	2,041	45	181	117	614	22	425	96	24	97	Rented at £26. Postmaster allowed £39 in lieu of quarters.
The Bulga	15	...	. .		...	...	...	.	.	.	7,266	. .	...	.	. .	.. .	...	.. ..	. .	.....	46	...	. .	
The Exchange .	220	120	170	.	...	52	...	..	.	..	1,121,070	84,767	1,564	11,112	27	88	.	.			3,570	73	6,327	Post Office rented at £100. Postmaster allowed £50 in lieu of quarters Telegraph Office rented at £100.
The Junction... ..	35	. .	. .	.	...	...	...	...	...	.	27,111	... ..	. .	.		.		. .	.	. . .	. .	. .	...	
The Lagoon	11	..	. .		...	...	. .	...	...	...	657	. ....	...		.		. .	. . .	...	...	12	..	...	
The Reefs	12	.	. .	.	. .	...	...	...	...	..	3,249	. . .	..		..	..	. .	... .	. .	. ...	18	..	...	
The Rock	42	. .	.	.	...	...	...	..	. .	...	19,755	1,260	222	548	40	94	...	. .	.	. .	210	7	73	At Railway Station.
The Stables	...	. .	...	...	..	...	...	...	...	(108)	...	. ..	.	.	.		. .	. .	. .	.... .	..	...	...	
The Valley.....	10	. .	. .	..	...	...	. .	. .	...	...	3,567	... .	..	.. .	...	.. .	. .	.. ..	. .	.....	3	...	...	
Thirlmere	24	10	. .	.	..	...	. .	...	...	...	22,503	349	449	1,103	75	166	. .	. .	. .	.	157	13	18	do.
Thirroul	10	.	. .	.	. .	...	. .	...	. .	...	5,006	. .	.	...	.		...	. .	...	... .	81	...	...	
Thornleigh.....	16		.	.	. .	...	...	. .	. .	...	11,316		. .						.	.	60	...	...	do.
Thuddungra	10	. .	.	.	...	...	. .	...	...	...	4,917		. .						.	. .	29	.	...	
Thurgoona	25	. .	...	.	...	..	...	...	...	...	7,896	..	.	.					.	. .	104	.	...	
Tibooburra	170	...	. .		. .	26	..	...	34	...	12,723	2,925	581	2,940	33	214		.	.	. . .	126	26	241	Rented at £32 10s.
Tichborne	10	. .	...	.	...	...	.	..	. .	(109)	1,050	.. .	. .					.	.	. ....	3	..	...	
Tighe's Hill	48	26	..	.	...	...	. .	...	15/12/-	. .	12,957	589	420	1,478	89	217		.		. .	263	16	27	Postmaster allowed £15 12s. as rent.
Tilba Tilba..... ...	46	...	. .	.	.	..	...	...	10	.	11,310	571	204	559	21	91	52	277	19	237	141	6	32	Free of rent.
Tilpa	170	.	. .	...		... .	...		3	...	7,155	1,474	. .					...	.	. . .	172	. .	105	Office free of rent. Postmaster allowed £26 per annum in lieu of quarters.
Timbarra	15	. .	..	.	..	...	. .	. .	..	...	2,982	. .						. .	..	.	20		.	
Timbery Range...	15	.	.	..	.	.	..	. .	. .	...	4,116						.		...	. .	69	. .	. .	
Timbilica	13	.	.		.	...	..	...	...	...	852	. .						.	...	. .	21	.	. .	
Timbriebungie ...	16	...	.	. .	. .	..	. .	. .	. .	...	3,618	.. .	. .					.	.	. . .	30	.	...	
Timor	11	.	. .	.	...	. .	...	.	...	..	3,372	. .							. .	. . .	53	.	. .	
Tingha	220	40	..	...	...	...	. .	. .	5	...	19,995	1,857	1,178	5,144	308	1,028	193	955	50	663	377	45	112	Rented at £52.
Tinonee	180	66/10/-*	. .	...	...	. .	. .	...	6/10/-	.	13,794	846	195	601	55	167	74	419	19	375	164	6	50	Govt. building.
Tintenbar	110	...	...	. .	...	. .	...	..	..	...	7,329	727	300	618	21	107	. .	.....	...	.. .	38	9	41	Free of rent.
Tintin Hull	10	. .	...	...	...	...	.	. .	...	.	1,314	... ..	...	.	.		. .	.....	. .	. . .	. .	. .	...	
Tocumwal	220	20	75	. .	. .	. .	...	..	4	...	24,744	2,755	290	1,096	33	142	49	126	14	73	297	12	164	Rented at £52.
Tomago	17	. .	...	. .	..	.	...	...	26	...	2,439	.	. .			.	.	. . .	...	. .	8	.	. .	
Tomakin.....	26	..	...	. .	...	...	...	...	...	..	. .	136	. .			..		. .	. .	...	...	.	8	Free of rent.
Tomerong	56	...	. .	. .	.. .	...	. .	...	...	(c)	5,346	. . .	101	255	21	76	28	186	7	74	68	4	.	do
Tomingley	20	.	.	. .	...	..	..	...	...	...	8,814	.	157	577	10	45		.		...	63	5	...	
Tongarra	10	...	..	. .	. .	...	...	...	...	...	735	.							. .	. ..	14	. .	...	
Toogong.....	23	...	...	...	. .	. .	...	...	...	. .	6,262							.	.		23	...	...	
Tooloom	14	...	...	. .	. .	...	. .	. .	. .	. .	4,056	.						.	.	. .	21	. .	...	
Tooma.....	16	..	40	...	...	...	...	...	..	...	7.260	571	.	.				.	. .	. . .	82	...	37	do
Toongabbie	10	...	...	.	...	. .	...	...	...	...	2,382	. . .	.					.	. .	. . .	15	...	...	
Torington	18	..	.	.	...	...	...	...	...	...	3,111	. .							.		65	...	...	
Toronto	14	. .	. .	..	. .	...	...	..	...	...	4,107	. . .	.					.	.	. ..	66	...	...	
Towamba	39	...	...	.	. .	...	...	..	...	(110)	3.828	113	.					.	.	. .	88	. .	8	do
Towrang	21	..	...	...	...	...	...	. .	...	...	6,453	148						.	.	. . .	9	...	9	At Railway Station.
Trangie	90	. .	..	..	...	26	..	...	4	...	35,874	2,174	799	3,032	80	289	111	751	40	504	311	26	126	Office at Railway Station. Postmaster allowed £26 per annum in lieu of quarters.
Trevallyn	17	...	...	...	..	...	. .	...	...	...	5,343	.. .	. .	.	. . .	.	.	...	. .	. .	34	...	...	
Trundle Lagoon...	15	...	...	. .	...	. .	. .	...	..	...	6,189	.....	...	. .	.	.	.	.	..	. . .	115	. .	...	
Trunkey Creek ...	230	20	. .	.	...	...	...	..	2	. .	21,369	955	438	1,529	113	372	76	633	48	778	189	14	66	Govt. building.
Tubbul	10	...	...	...	..	...	...	...	...	(111)	. . .	..	...	.	.	.	...	... ..	. .	.....	3	...	...	
Tuena	170	25	...	...	...	52	...	...	3/10/-	...	16,686	977	453	1,731	110	392	40	371	13	322	137	14	64	Rented at £30.
Tullimbar	12	...	...	...	...	...	...	...	15	...	3,342	. . .	78	123	11	42	...	. ...	. .	.....	20	2	...	
Tumberumba.....	170	100‖	...	...	...	...	...	...	2/10/-	...	57,249	2,968	719	2,153	178	733	47	315	28	201	468	23	179	Govt. building.
Tumbulgum	100	40‖	...	...	...	...	...	...	4	...	13,491	960	339	1,174	63	171	65	546	24	464	207	14	61	Rented at £39.

Telegraph returns included in—(*a*) Smith Town ; (*b*) Port Macquarie ; (*c*) Nowra. NOTE.—For other references see page 60.

Name of Office	Staff and Salaries									Reference to foot note	Number of		Money Orders Issued		Money Orders Paid		Savings Bank Deposits		Savings Bank Withdrawals		Revenue			Arrangements as regards Premises and Rent per annum
	Officers in Charge	Assistants	Operators	Letter Carriers	Receivers Clearers	Messengers	Line Repairers	Probationers and others	Total allowances exclusive of Rent shown in last column		Letters Posted	Telegrams Transmitted	No	Amount	No	Amount	No	Amount	No	Amount	Postal	Money Order	Telegraphic	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
Tumut	220	110‖ 65‖ 26		52		26			54/10/		115,944	6,259	1,413	4,351	587	2,091	297	1,564	88	787	1,149	45	389	Govt building.
Tuncurry	10							...			5,514										102			
Turramurra	10								5		1,722										20			
Tweed Heads	120					26				2/10/	9,084	1,952	302	826	48	108	56	285	14	233	108	12	115	Rented at £31 4s.
Tweed Heads Signal Station										(a)														At Signal Station
Two mile Flat	13										630										10			
Tyndale	12								16		1,119										15			
Uarbry	11										4,794										17			
Ulladulla	78								18		11,421	721	229	429	118	348	37	113	4	24	51	6	40	At Pilot Station
Ulmaria	170	88				26			19		25,272	2,485	437	1,553	167	377	140	470	24	132	240	15	129	Govt building
Ultimo	120	96‡									56,625	2,457	331	1,015	519	1 297	1,259	2,949	408	1,535	310	16	104	Rented at £59 16s
Unanderra	58										11,637	345									53		18	Free of rent
Underbank	24										3,033										59			
Ungarie	22										10,695										110			
Unumgar	23										549										11			
Upper Bankstown	13										1,674										2			
Upper Botobolar	10										594										8			
Upper Burragorang	10										2,295										23			
Upper Coldstream	36									(b)	1,086										35			do
Upper Colo	15										3,213										34			
Upper Lansdown	10										1,122										2			
Upper Manilla	52									(c)	5,127										49			Postmistress allowed £5 per annum as rent
Upper M'Donald	10										1,165										24			
Upper Myall	14										651										16			
Upper Orara	10										1,143										12			
Upper Pyramul	18										2,481		98	275	23	69					39	3		
Upper Rollands Plains	10								17		576													
Upper Turon	11										1,014										14			
Uralla	240		120 52	52		26		6/10/	34		83,094	3,886	1,063	2,964	367	1,126	334	1,391	105	702	886	31	236	Govt building
Urana	240	30	120			52			58/2/6		41,823	4,613	740	2,470	126	439	136	697	31	361	594	26	309	do
Urangeline	20										2,289										24			
Uranquinty	11										9,855	324									56		18	At Railway Station
Uriarra	12										1,476										21			
Vacy	46									(d)	9,531		88	207	14	58					53	3		Free of rent
Vale of Clwydd	12										2,355										31			
Vere	15										1,608										32			
Victoria	14										1,059										8			
Wagga Wagga	390	250	180	125		39	150	39 (Battery man)	190/10		557,454	26,520	4,243	12,243	2,832	7,429	2,283	12,707	796	9,567	613	157	1,820	Govt building
	300	140	140	115		39																		
		130	130	65		39																		
		75	110			26																		
			100																					
			75																					
			75																					
Wagonga	19										1,059										24			
Wagonga Heads	10										1,482										8			
Wagra	21										17,598										55			
Walbundrie	100										11,307	1,930	167	534	15	39					51	8	126	Free of rent
Walcha	220	100		39		26			42/10/		72,993	4,353	1,231	3,765	254	995	195	1,023	66	754	1,043	38	267	Govt building

Walcha Road	40										14,964	775	293	754	28	105	65	368	20	281	141	10	43	At Railway Station
Walgett	250	100	110			52	150	-	51/17/6		67,116	10,414	1,104	5,116	285	1,031	328	3,560	68	945	1,173	42	772	Govt. building.
			75																				
Wallabadah	36										20,166		451	1,054	39	156					125	13		
Wallace	10									(113)	1,662										8			
Wallangra	15										3,414	67									74		4	At Railway Station
Wallarobba	14										6 861										16			
Walla Walla	11										3 852										79			
Wallendbeen	39										19,890	806	260	709	82	280	40	372	15	86	198	8	46	do
Wallerawang	210	25	120						6		69,177	1,554	942	2,615	276	768	174	1,174	40	706	452	28	88	Rented at £40
Walli	12										3,414										72			
Wallsend Platts burg	280	90‖		130		39			121/12 6		276,324	4,944	1,910	5,527	959	2,747	1,017	6,458	398	5,100	977	63	253	Govt building
		26		104																				
Wamberal	12										2,199										25			
Wanaaring	240	78‡							5		34,362	3,110	517	3,197	39	195	106	2,232	26	565	442	24	234	Free of rent Postmaster allowed £39 per annum in lieu of quarters.
Wandandian	14										801										27			
Wandella	10										615										6			
Wandsworth	17										5,451		157	301	22	80					59	5		
Wanganella	31										18,603										85			
Wangat	10										1,137										17			
Wanstead	11										4,041										11			At Railway Station
Waratah	**160	82‡		140				6/10/			91,911	1,752	625	1,930	349	899	409	1,289	181	1,289	548	20	97	Govt building
				32/10 *																				
Wardell	170	26				39			16/10/		21,159	2 002	591	1,587	104	302	99	790	36	605	207	19	121	Rented at £40
Warialda	220	26	140				150		54 12 6		53 355	3,447	659	1,949	207	494	171	656	38	142	640	21	231	Govt building
Warkton	12										2,175										29			
Warkworth	28		26								6,216	276									90		16	Rented at £15 12s
Warne	39										10,611	298	240	607	29	81					176	7	20	At Railway Station.
Warneton	15										1,908										25			
Waroo	11										3,501													
Warrah Ridge	10										669										12			
Warren	250	120‖				26			4		90,828	7 048	1,362	5,082	244	794	428	1,955	106	742	1,002	44	458	Govt building
		65																						
Waterfall	10										774	138									13		6	At Railway Station
Waterloo	120		100			52			3		147,261	1,743	243	682	732	2,493	749	2,132	339	3,854	208	10	83	Rented at £65
						39																		
Watson's Bay	120			96		52			84 10/		15,642	1,608	115	303	69	209	216	740	98	392	100	4	60	Rented at £36 8s
						39																		
Wattamolla	10										648										18			
Wattle Flat	120					39			5		11,367	546	364	902	158	607	76	107	22	145	117	11	30	Rented at £20
Wauchope	120					26		...	4		18,048	1,611	242	877	62	273					254	7	101	Rented at £52
Waverley	**210	65	100	130	52	52		6/10/	188/10/		378,642	8,880	1,143	3,830	1,553	4,527	2,159	8,966	874	5,965	1,461	56	361	Govt building
		26	75	125		39																		
				91																				
				39		26																		
Weddin	10										1,833										30			
Wee Jasper	10										1,503										7			
Wee Waa	170	65‖							5		25,707	2,233	504	1,667	75	353	53	276	10	127	341	16	135	do
Welcome Reefs	10										2,274										35			
Wellingrove	21										2,679										22			
Wellington	310	180‖		52		26			79/10/		159,066	5,184	2,557	7,491	990	2,980	491	2,344	157	1,693	1,280	77	307	do
		91																						
Wentworth	380	160	150	78‡	25	52	150		63/12/6		90,096	118,093	699	3,104	272	1,018	196	1,357	52	1,050	933	35	531	do
			100			26																		
Wentworth Falls	19	5									18,630	1,005									227		57	At Railway Station.
Wentworthville	10									(c)	3,042										4			do
Werombi	10										2,025										47			
Werrington	10									(114)	294										3			
Werris Creek	100					52			1	(115)	33,198	2 615	641	1,724	57	132	97	694	14	126	315	19	152	do
West Balmain	120	100‖	52			52			36/10/		219,786	2,717	626	2,271	239	829	1,684	3,047	428	2,691	718	31	109	Rented at £71 10s.
						39					1,596										19			
Westbrook	13										531										10			
West Cambewarra	10																							

Telegraph returns included in—(a) Tweed Heads (b) Ulmarra, (c) Manilla, (d) Paterson, (e) Parramatta NOTE.—For other references see page 60

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiv'r Clearers	Messengers.	Line Repairers.	Probationers and others.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£					£		£		£		£	£	£	£	
West Kempsey...	240	40	100	...	...	52	150	...	56/2/6	...	79,119	3,237	691	2,031	182	489	213	764	48	523	249	20	217	Govt. building.
West Maitland...	400	180	160	150	...	52	...	75	238	...	582,315	21,040	4,018	13,718	4,706	12,516	2,060	9,811	686	7,483	3,777	137	1,386	do
	350	120	160	130	...	39	...	Batteryman	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	91	150	110	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	75	140	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	130	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	110	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	110	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	110	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
West Mitchell ...	18	...	...	...	...	...	...	...	...	...	2,688	.....	...	.....	...	.....	...	.....	...	.....	35	...	...	
West Tamworth..	26	...	...	...	...	...	...	...	...	...	5,961	683	236	480	87	288	26	372	11	329	24	7	26	At Railway Station.
West Wallsend...	56	...	...	...	...	...	...	...	...	(116)	18,129	73	589	1,751	83	271	167	804	68	737	182	20	4	Free of rent.
Whealbah	13	...	...	...	...	...	...	...	...	...	3,792	.....	...	.....	...	.....	...	.....	...	.....	48	...	...	
Wheeo	30	...	...	...	...	...	...	...	...	...	9,096	.....	...	.....	...	.....	...	.....	...	.....	31	...	...	
Wherrol Flat.....	10	...	...	...	...	...	...	...	...	...	1,485	.....	...	.....	...	.....	...	.....	...	.....	20	...	...	
Whinstone Valley	11	...	...	...	...	...	...	...	...	...	1,197	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	
Whiteman Creek	10	...	...	...	...	...	...	...	...	...	1,797	.....	...	.....	...	.....	...	.....	...	.....	12	...	...	
White Rock	14	...	...	...	...	...	...	...	...	...	1,539	.....	...	.....	...	.....	...	.....	...	.....	38	...	...	
Whittingham ..	33	...	...	...	...	...	..	...	...	...	13,587	.....	...	.....	...	.....	...	.....	...	.....	117	...	...	
Whitton.....	120	62‡	...	...	...	...	...	...	2/10/-	...	29,268	3,093	702	2,554	165	427	72	482	27	385	536	23	181	Office at Railway Station, Postmaster allowed £50 per annum in lieu of quarters.
Wickham	180	91‖	...	125	...	39	..	...	39/10/-	...	178,419	2,057	1,125	3,398	496	1,358	1,080	5,286	396	4,128	536	50	107	Rented at £65.
Wilberforce	48	...	...	...	...	...	...	...	...	(117)	12,372	93	92	226	7	22	...	.....	...	.....	65	3	4	Free of rent.
Wilcannia	310	120	120	130	...	52	150	...	122/2/6	...	130,599	13,829	1,543	7,970	468	2,260	382	3,325	113	2,167	1,879	75	1,168	Govt. building
	...	...	110	...	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	75	...	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Wild's Meadow ..	18	...	...	...	...	...	...	...	20	...	3,936	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Willanthry	13	...	...	...	...	...	...	...	...	...	6,345	.....	86	318	3	10	28	348	7	64	51	3	...	
William-street ...	360	120	160	...	...	52	...	...	13	...	298,044	19,246	2,427	7,875	1,620	4,906	4,441	19,384	1,526	12,991	2,313	137	847	do.
	...	50	160	...	...	39	...	...	...	...	.....	.....	...	.. ...	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
	...	...	...	...	...	26	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
William Town ...	20	...	...	...	...	...	...	...	...	...	1,881	.....	...	.....	...	.....	...	.....	...	.....	20	...	...	
Willowtree	50	...	...	...	...	...	...	...	...	..	10,020	746	355	663	51	195	...	.....	...	.....	190	9	41	At Railway Station
Willoughby	75	...	...	...	...	...	...	...	...	(118)	1,990	48	106	365	75	125	3	42	4	33	6	4	2	Rented at £52 per ann.
Willson's Downfall ..	19	...	...	...	...	...	...	...	...	...	12,474	.....	350	972	17	78	...	.....	...	.....	52	11	...	
Wilson	10	...	...	...	...	...	...	...	...	...	1,083	.....	...	.....	...	.....	...	.....	...	.....	8	...	...	
Wilton	20	...	...	...	...	...	...	...	..	...	4,191	.....	216	682	87	320	...	.....	...	.....	107	6	...	
Wimbledon	11	...	...	...	...	...	...	...	...	...	5,121	127	...	.....	...	.....	...	.....	...	.....	38	...	7	At Railway Station.
Windellama	15	...	...	...	...	...	...	...	...	...	9,231	.....	...	.....	...	.....	...	.....	...	.....	110	...	...	
Windeyer	19	..	...	...	...	...	...	...	...	...	7,137	... ..	94	247	27	101	...	.....	...	.....	30	3	...	
Windsor.....	340	150‖	75	125	..	39	...	...	62/10/-	...	156,636	5,481	1,232	3,435	947	2,474	306	965	110	796	843	39	251	Govt. building.
	...	35	...	58	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	
Winduella	12	...	...	...	...	...	...	...	...	...	2,088	.....	...	.....	...	.....	...	.....	...	.....	33	...	...	
Wingello	18	...	...	...	...	...	...	...	...	...	9,252	224	...	... ..	...	.....	...	.....	...	.....	3	...	8	At Railway Station.
Wingen	20	...	...	...	...	...	...	...	...	...	15,225	653	...	.....	...	.....	...	.....	...	.....	131	...	43	do.
Wingham	190	91‖	...	78‡	...	...	...	...	7	...	49,818	1,834	594	1,535	109	308	91	266	41	263	441	17	108	Govt. building.
Wiseman's Creek.	10	...	...	...	...	...	...	...	...	...	2,196	.....	...	.....	...	.....	...	.....	...	.....	20	...	...	
Wiseman's Ferry.	220	20‖	...	...	...	...	...	...	57/12/6	...	7,140	848	543	1,637	86	407	28	149	11	173	94	16	43	Rented at £55.
Wollar.....	24	...	...	...	...	...	...	...	...	...	15,453	.....	200	376	22	60	...	.....	...	.....	42	6	...	
Wollombi	230	52‖	...	...	...	...	...	...	47/12/6	...	12,054	747	480	2,395	121	545	107	636	27	485	145	17	43	Govt. building.
Wollomombi	40	...	...	...	...	...	...	...	...	...	10,614	814	...	.....	...	.....	...	.....	...	.....	74	...	50	Free of rent.

Wollondilly	...	...	...	...	...	...	...	...	...	...	.....	38	...	.....	...	.....	...	.....	...	.....	...	...	2		
Wollongbar	11	...	...	...	...	...	...	...	...	...	1,146	.....	...	.....	...	.....	...	.....	...	.....	23	...	...		
Wollongong	350	160‖	100	120	...	...	...	...	121/10/-	...	71,136	11,714	3,238	9,630	1,542	4,075	1,551	9,545	513	6,057	1,992	109	659	Govt. building.	
	...	75	...	46‡	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...		
	...	...	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...		
Wolumla	130	...	...	...	....	26	...	...	2/10/-	...	18,828	1,039	289	591	81	211	67	180	16	78	135	8	60	Rented at £35.	
Wombat	32	...	...	...	...	...	...	...	...	...	6,486	.....	109	227	38	130	...	.....	...	.....	54	3	...		
Woodburn	170	65‡	...	...	...	...	...	..	106/12/6	...	15,897	830	390	1,135	72	323	21	181	19	336	122	11	51	Rented at £30.	
Woodfordleigh	22	...	...	...	...	...	...	...	4	...	3,375	.....	...	.....	...	.....	...	.....	...	.....	24	...	...		
Woodhill	10	...	...	...	...	..	...	...	...	...	1,206	.....	...	.....	...	.....	...	.....	...	.....	21	...	...		
Woodhouselee	23	...	...	...	...	...	...	...	...	...	6,636	.....	...	.....	...	.....	...	.....	...	.....	66	...	...		
Woodlands	10	...	...	...	...	...	...	...	...	...	1,800	.....	...	.....	...	.....	...	.....	...	.....	22	...	...		
Woodside	39	...	...	...	...	...	...	...	...	(119)	2,955	100	...	.....	...	.....	...	.....	...	.....	56	...	5	Free of rent	
Woodstock	56	Nil	...	...	...	...	...	...	...	...	13,335	428	241	523	56	153	...	.....	...	.....	125	7	23	At Railway Station.	
Woodville	56	...	...	...	...	...	...	...	...	(a)	6,849	.....	...	.....	...	.....	...	.....	...	.....	62	...	...	Free of rent.	
Woolbrook	12	...	....	...	...	...	...	...	...	...	3,975	12	...	.....	...	.....	...	.....	...	.....	89	...	1	At Railway Station.	
Woolgoolga	89	...	...	...	...	...	...	...	...	...	7,989	1,245	...	.....	...	.....	...	.....	...	.....	78	...	97	Rented at £26.	
Woollahra	180	120‖	...	160	...	52	...	...	39/10/-	...	343,548	7,479	861	3,094	952	2,561	1,841	6,975	672	5,210	714	46	302	Rented at £150.	
	...	50‖	...	135	...	52	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...		
	...	...	...	120	...	39	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...		
	...	...	...	65	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	...	...	...		
	...	...	...	39	...	...	...	...	...	...	.....	.....	...	.....	...	.....	...	.....	...	.....	24	...	...		
Woolomin	10	...	...	...	...	...	...	...	...	...	1,218	.....	...	.....	...	.....	...	.....	...	.....	48	...	...		
Woomargama	32	...	...	...	...	..	...	...	...	...	2,421	.....	...	.....	...	.....	...	.....	...	.....	234	26	3	Rented at £39.	
Woonona	75	...	...	...	...	...	...	...	...	(120)	22,608	44	784	1,956	252	564	526	2,672	136	1,652	10	...	...		
Woore	14	...	...	...	...	...	...	...	...	...	2,049	.....	...	.....	...	.....	...	.....	...	.....	12	...	...		
Wowagin	10	..	..	...	...	...	...	...	...	...	384	.....	...	.....	...	.....	...	.....	...	.....	20	...	...		
Wybong	11	...	...	...	...	...	...	...	...	...	1,440	.....	...	.....	...	.....	...	.....	...	.....	26	...	...	At Railway Station.	
Wyee	10	...	...	...	...	...	...	...	...	...	8,169	.....	...	.....	...	.....	...	.....	...	.....	119	10	92	Free of rent. Postmaster allowed £26 per annum in lieu of quarters.	
Wyndham	120	32/10/-*	...	...	...	...	...	...	2	...	11,658	1,538	317	1,018	84	283	6	23	18	116	254	13	53	Govt. building.	
Wyong	110	...	...	...	...	...	...	...	...	(121)	10,185	1,012	485	1,144	606	2,577	...	.....	...	.....	24	...	...		
Wyong Creek	15	...	...	...	...	...	...	...	24	...	5,868	.....	...	.....	...	.....	...	.....	...	.....	196	...	35	Rented at £20.	
Wyrallah	110	...	...	...	...	39	...	...	10	...	11,919	639	...	.....	...	.....	...	.....	...	.....	13	...	...		
Yalpunga	10	...	...	...	...	...	...	...	...	...	2,544	.....	...	.....	...	.....	...	.....	...	.....	107	...	63	Free of rent.	
Yalwal	41	...	...	...	...	...	...	...	...	...	7,803	1,012	...	.....	...	.....	...	.....	...	.....	109	14	145	At Pilot Station. Postmaster allowed £26 per annum in lieu of quarters.	
Yamba	170	39‡	...	...	...	...	...	...	16/10/-	...	19,029	2,849	471	1,590	67	225	...	.....	...	.....	48	...	...	At Railway Station.	
Yambla	15	...	...	...	...	...	...	...	...	(b)	8,376	.....	...	.....	...	.....	...	.....	...	.....	58	...	...		
Yandarlo	25	...	...	...	...	...	...	...	...	...	11,055	.....	...	.....	...	.....	...	.....	...	.....	21	...	...	At Railway Station.	
Yarra	18	...	...	...	...	...	...	...	...	...	6,291	.....	...	.....	...	.....	...	.....	...	.....	...	...	...		
Yarramalong	10	...	...	...	...	...	...	...	...	...	2,562	.....	...	.....	...	.....	...	.....	...	.....	...	...	...	Free of rent.	
Yarrangobilly Caves	...	...	...	...	...	...	...	...	...	(c)	.....	.....	...	.....	...	.....	...	.....	...	.....	4	...	...		
Yarraman	13	...	...	...	...	..	...	...	...	...	1,485	.....	...	.....	...	.....	...	.....	...	.....	34	...	...		
Yarras	15	...	...	...	...	...	...	...	...	...	2,418	.....	...	.....	...	.....	...	.....	...	.....	7	...	...		
Yarrowyck	10	...	...	...	...	...	...	...	...	...	2,973	.....	...	.....	...	.....	...	.....	...	.....	1,606	61	470	Govt. building.	
Yass	310	200‖	120	115	...	39	150	...	106/2/6	...	192,033	7,135	1,951	5,751	965	2,496	505	2,974	116	1,834	...	...	16	At Railway Station.	
Yass Railway Station	19	...	...	...	...	...	...	...	...	...	2,853	286	...	.....	...	.....	...	.....	...	.....	23	...	...		
Yatteyatah	20	...	...	...	...	...	...	...	...	...	6,939	.....	...	.....	...	.....	...	.....	...	.....	41	...	...		
Yeoval	17	...	...	...	...	...	...	...	...	...	3,411	.....	...	.....	...	.....	...	.....	...	.....	360	8	81	At Railway Station; Postmaster allowed £52 per annum in lieu of quarters.	
Yerong Creek	130	...	...	...	...	...	...	...	2	(122)	22,608	1,491	214	762	21	67	...	.....	...	.....	31	...	...		
Yetholme	20	...	...	...	...	...	...	...	...	...	1,632	.....	...	.....	...	.....	...	.....	...	.....	120	...	50	Rented at £50.	
Yetman	140	20	...	...	...	26	...	...	47 12/6	...	5,835	788	..	.....	...	.....	...	.....	...	.....	...	...	...		
Young	310	160	140	145	...	26	150	6/10/-	41/10/-	...	222,006	12,773	2,992	9,236	1,525	4,327	1,142	6,715	411	5,957	2,331	95	804	Govt. building.	
	...	52	130	...	...	...	..	...	...	...	.....	.. ...	...	.....	...	... ..	...	.....	...	.....	...	...	...		
Young Wallsend	10	...	...	...	...	...	...	..	..	(123)	1,889	.....	...	.....	...	.....	...	.....	...	.....	47	...	...		
Yurrunga	20	...	...	...	...	...	...	...	...	...	3,015	.....	...	.....	...	.....	...	.....	...	.....	48	...	...		
Zig Zag	...	...	...	...	...	...	...	...	...	...	.....	13	...	.....	...	.....	...	.....	...	.....	...	...	1	At Railway Station.	

Telegraph returns included in—(a) Morpeth; (b) Gerogery; (c) Kiandra. NOTE.—For other references see page 60.

EXPLANATORY NOTES TO APPENDIX A.

(1) Telegraph Office opened, 2nd July. (2) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 6th April. (3) Telephone Office established, 31st October (4) Telephone Office opened, 31st October. (5) Post Office established, 1st February. (6) Post Office established, 15th April. (7) Post Office established, 1st October. (8) Telephone Office opened, 12th May (9) Telephone Office opened, 30th November. (10) Money Order Office opened, 1st May; and Telegraph Office established, 2nd November. (11) Telephone Office opened, 21st November. (12) Telephone Office opened, 19th August. (13) Telegraph Office opened, 18th November. (14) Post Office established, 1st August. (15) Money Order Office re established, 1st April. (16) Post Office established, 1st November (17) Post Office established, 9th November. (18) Telephone Office opened, 7th November. (19) Telephone Office opened, 22nd October. (20) Post Office established, 1st November. (21) Post Office established, 22nd June (22) Post Office established, 16th January. (23) Telephone Office opened, 20th June. (24) Post Office established, 16th July (25) Telephone Office opened, 10th January. (26) Telephone Office opened, 14th September. (27) Government Savings' Bank established, 22nd June. (28) Money Order Office established, 1st October. (29) Government Savings' Bank established, 16th November (30) Telegraph Office opened, 24th August. (31) Telegraph Office opened, 5th December. (32) Post Office established, 1st February (33) Post Office established, 1st August. (34) Money Order Office and Government Savings' Bank established, 16th November. (35) Government Savings' Bank established, 2nd March (36) Telephone Office opened, 6th February. (37) Money Order Office established, 1st October (38) Money Order Office opened, 2nd March; and Government Savings' Bank established, 22nd June. (39) Money Order Office established, 1st May. (40) Post Office established, 16th March (41) Telephone Office opened, 19th August. (42) Post Office established, 1st August. (43) Government Savings' Bank established, 1st May. (44) Post Office established, 1st April. (45) Post Office established, 1st September. (46) Post, Telegraph, Money Order Office, and Government Savings' Bank established, 23rd March. (47) Post Office established, 1st April (48) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 27th April. (49) Post Office re-established, 1st September. (50) Post Office established, 16th October. (51) Telegraph Office established, 16th October (52) Money Order Office established, 16th November. (53) Post Office established, 1st September. (54) Post Office established, 16th December. (55) Telephone Office opened, 23rd April. (56) Post Office established, 1st May. (57) Post Office established, 16th April. (58) Post Office established, 16th November. (59) Money Order Office established, 1st October. (60) Government Savings' Bank established, 1st October (61) Telephone Office opened, 4th September. (62) Money Order Office opened, 1st February. (63) Post Office re established, 1st March. (64) Post Office established, 1st September. (65) Telephone Office opened, 20th October (66) Post Office established, 1st September. (67) Post Office established, 1st May (68) Money Order Office and Government Savings' Bank established, 16th November. (69) Post Office established, 16th June. (70) Government Savings' Bank established, 1st May. (71) Post Office established, 1st March (72) Post Office re established, 24th January (73) Post and Money Order Office established, 6th October (74) Government Savings' Bank established, 1st May. (75) Post Office established, 1st October (76) Post Office established, 1st June (77) Post Office established, 16th December (78) Telephone Office opened, 12th November (79) Post Office established, 11th February (80) Money Order Office established, 1st May. (81) Telephone Office opened, 23rd March. (82) Post Office established, 16th April. (83) Telegraph Office opened, 28th March (84) Post Office established, 16th October (85) Money Order Office established, 1st August (86) Post Office established, 10th December. (87) Telegraph Office opened, 16th November. (88) Money Order Office established, 16th November. (89) Telephone Office opened, 3rd February. (90) Telegraph Office opened, 14th August; and Money Order Office and Government Savings' Bank established, 1st September. (91) Post Office established, 16th November (92) Telegraph Office opened, 23rd April, and Money Order Office established, 1st May (93) Post Office established, 1st November. (94) Post Office established, 16th June (95) Post Office established, 1st August (96) Telephone Office opened, 6th May (97) Government Savings' Bank established, 22nd June (98) Government Savings' Bank and Telegraph Office established, 1st May. (99) Post Office established, 16th November. (100) Telephone Office opened, 16th July (101) Post Office established, 16th May (102) Money Order Office established, 21st July. (103) Post Office established, 16th November (104) Telegraph Office opened, 10th September (105) Post Office established, 1st February and Money Order Office established, 22nd June (106) Post Office established, 24th January (107) Post Office established, 1st August (108) Telephone Office opened, 8th June (109) Post Office established, 1st September. (110) Telephone Office opened, 19th October (111) Post Office established, 9th November. (112) Telephone Office opened, 13th April. (113) Post Office established, 16th January. (114) Post Office established, 1st October. (115) Government Savings' Bank established, 1st May. (116) Money Order Office established, 12th January; Government Savings' Bank established, 2nd March, and Telephone Office opened, 16th November. (117) Money Order Office opened, 1st May, and Telegraph Office established, 31st August (118) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 23rd November. (119) Telephone Office opened, 20th June (120) Telephone Office opened, 24th November. (121) Telegraph Office opened, 22nd December. (122) Money Order Office established, 1st May. (123) Post Office established, 1st February.

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* Includes salary as Telegraph Probationer. † Includes salary as Receiver Clearer ‡ Includes salary as Telegraph Messenger ‖ Includes salary as Telegraph Operator. ¶ Includes salary as Letter Carrier. ** Allowed £10 per annum by Telegraph Department for keeping office open to 8 p m. ‡‡ Includes salary as Line Repairer § Cable Company allowed £300 by Telegraph Department to provide salaries of officials.

APPENDIX B.

List of Receiving Offices on 31st December, 1891.

Abercrombie, Aberglasslyn, Adjungbilly, Agnes Banks, Alfred Town, Altcar, Amaroo, Argenton, Armidale Gully, Ashley, Avenel, Ballanafad, Barber's Creek, Beecroft, Beggan Beggan, Bellawongarah, Benandarah, Bendeela, Bendick Murrell, Ben Lomond, Berrellan, Bindogandra, Bingleburra, Black Swamp, Bogan Gate, Bolaro, Bolton Vale, Bongongo, Boonoo Boonoo, Booroolong, Borambil, Boree Creek, Bow, Bredbo, Brenda, Brierfield, Brimbramalla, Brockley, Broken Dam, Bronti, Brookvale, Broombee, Brucedale, Bucca Bucca, Buckenbour Creek, Bugaldi, Bullagreen, Bullenbong, Bullock Creek, Bungarby, Burbong, Burnt Yards, Burra, Canangles, Canimbla, Carabost, Carrawobity, Carrow Brook, Castle Doyle, Cattia Creek, Cave Creek, Central Raleigh, Chanticleer, Cherry Tree Hill, Chidowla, Clareval, Cochran Creek, Cocomingla, Collingullie, Cooba, Coolalie, Cooper's Creek, Cooradigbee, Corindi-Clarence, Corona, Countegany, Cowan's, Cowper, Cranebrook, Cudgen, Cullerin, Culparlin, Cundle Flat, Cundumbul, Curban, Curra Creek, Cuttabri, Deep Creek, Diemunga, Dignam's Creek, Doyle's Creek, Duck Flat, Durren Durren, Eatonsville, Edith, Eganton, Elcombe, Emigrant Creek, Eurimbla, Everett, Farringdon, Ford's Bridge, French Park, Gannon's Creek, Garland, Genanagie, Giant's Creek, Gidginbung, Gil Gil, Gillenbah, Girvan, Glendhu, Glenfield, Glengarry, Gleniffer, Glenreagh, Glen Rock, Good Hope, Goonellabah, Gowrie, Great Southern Colliery, Greenwich Park, Greghamstown, Gregra, Gulgamree, Gurrundah, Guy Fawkes, Halton, Hazlebrook, Hillas Creek, Holmwood, Hopefield, Ingledow, Inglewood, Inveralochy, Invergowrie, Ironbong, Irvington, Jilliby, John's River, Jump Up, Junction Point, Kamandra, Kangaroobie, Kangaroo Camp, Kareela, Kelly's Creek, Kew, Kiah, Kildary, Kilrush, King's Plains, Kingsvale, Kundibakh, Kybean, Lacmalac, Lallarook, Lamb's Creek, Lankey's Creek, Larbert, Laurel Hill, Leadville, Leconfield, Ledgerton, Limestone Creek, Linden, Little Bombay, Lochiel, Lode Hill, Long Flat, Long Swamp, Lower Belford, Lower Botobolar, Lower Corowa, Lower Mookerawa, Lower Tarcutta, Maracket, Markdale, Marrana Creek, Marrar, Maybole, Meermaul, Meringlo, Merool Creek, Middle Adelong, Midgeegrass, Milburn Creek, Millingandi, Milson's Point, Mitchell's Creek, Mitchell's Flat, Moonbi, Moorebank, Morago, Morisset, Morton, Mountain Top, Mount Allen, Mount Aubrey, Mount Druitt, Mount Pleasant, Mount Wilson, Mulbring, Mulguthrie, Mullenderree, Mundawaddera, Munmurra, Munyabla, Muiragang, Myalla, Myrtle Creek, Nana Creek, Nana Glen, Nanama, Nangus, Narrabeen, Nemingha, New Cryan, New Italy, Newlands, Newrybar, Nicholson's, Noorong, Noraville, North Bourke, Norton, Numulgi, Nuntherungie, Nymboida, Old Goree, Ollera, Orabah, Orundumbi, Ourne, Pampira, Parkesbourne, Peakview, Pelican Island, Pheasant Ground, Piney Range, Pipe Clay Creek, Porter's Retreat, Port Hacking, Pretty Gully, Pretty Pine, Puddledock, Ramorne, Reedy Creek, Reeves, Rhine Falls, Rivertree, Rosebrook, Rosemount, Round Swamp, St. George's Basin, Salisbury, Salisbury Plains, Sally's Flat, Sandon, Sassafras, Shark Creek, Sobraon, Spring Ridge, Spring Vale, Stanmore Railway Station, Steve King's Plain, Store Creek, Stott's Creek, Suntop, Tallagandra, Talmalmo, Taloumbi, Tantawanglo, Taradale, Tathra Road, Telegherry, Terra Bella, Teven Creek, Thalaba, Tharwa, The Fens, The Gulf, The Risk, Thornford, Thornton, Thyra, Tinda Tank, Tomakin, Tomanbil, Tomboy, Tomki School, Trickett, Tuggranong, Turee Creek, Turlinjah, Tuckurimba, Tyringham, Ulan, Umaralla, Umberumberka, Unkya Creek, Upper Chichester, Upper Gilmore, Upper Lostock, Upper Meroo, Upper North Creek, Upper Quinburra, Upper Shark Creek, Upper Tumberumba, Verona, Wallan Billan, Wallandry, Wallon, Wapengo, Ward's River, Ware's, Wargeila, Warge Rock, Warrell Creek, Warri, Webb's Creek, West Temora, White Swamp, Widden, Wilga Vale, Williams' Crossing, Williamsdale, Willy Wally, Wog Wog, Wombeyan Caves, Womboo (Rogers'), Womboota (Edwards'), Woodhall, Woodlawn, Wood's Reef, Wright's, Wuuluman, Yagobie, Yantabulla, Yarrara, Yarrowitch, Yathella, Yowaka, Yowrie.

APPENDIX C.

List of Stamp-sellers on 31st December, 1891.

Name	Residence	Date of Appointment
Ablong, John	Tram Terminus, Waterloo	24 April, 1888
Adam, John	Napier street, Deniliquin	18 Dec , 1890
Adams, Mrs A	Maitland Road, Singleton	16 April, 1891
Adams, Charles R	Peel street, Tamworth	15 Dec , 1891
Adams, Mrs Eliza	71, Campbell street, Sydney	15 Dec , 1891
Adams, Elize	91, Macquarie street South	3 June, 1882
Adams, R	Adamstown	12 Dec , 1891
Adams, Henry	George street, Singleton	23 Sept , 1890
Adams, Thomas	Ryde	21 Jan , 1891
Addison & Walters	627, Darling Road, Balmain	3 Oct , 1889
Agassiz, A	Quirindi	4 Jan , 1888
Akhurst, W & Co.	307 and 309, Kent street	11 July, 1890
Albrecht, George	12, Bourke street, Woolloomooloo	22 Mar , 1880
Alexander, S ..	Abercrombie-st , Eveleigh	23 May, 1883
Alexander, F.	Parramatta Road, Leichhardt	16 April, 1888
Alexander, F	Glenmore Road and Gurner street, Paddington.	3 Feb , 1891
Allen, Robert	15, Pine street	10 April, 1891
Allinson, F	Glebe, Merewether	25 April, 1889
Anderson, P	153, Lower George street	8 Sept , 1882
Anderson & Sands	95, William street, Woolloomooloo	6 Dec , 1889
Anderton, J H	Station street, Waratah	12 Sept , 1888
Andrew, D & W.	Argent street, Broken Hill	18 July, 1888
Andrews, Edwin	Rookwood	22 Jan , 1886
Andrews, Joseph	139, Regent street, Redfern	22 June, 1891
Anglin, F J	Union and Harold Streets, Newtown.	17 Nov , 1887
Anglin, F J	Ross street and Parramatta Road, Forest Lodge	24 Nov , 1891
Appleton, Henry	Bourke & Cleveland Streets, Surry Hills	15 April, 1890
Archer, A.	188 and 188½, Devonshire street, Surry Hills	31 July, 1891
Ardill, J	George street, Parramatta	29 Oct , 1886
Armstrong, E A.	Tintaldra, Victoria	6 Dec , 1876
Armstrong, H C.	Circular Quay	20 Mar , 1886
Armstrong, G	Goulburn	22 June, 1885
Ashfield	Railway Station master	17 Mar , 1884
Asser, H	Hunter street, Newcastle	7 Mar , 1884
Attwell, R	Milson's Point Arcade, North Sydney	23 May, 1889
Auckett, Edward	George st , East Maitland	2 April, 1889
Austin, S	149, Riley street	5 Jan , 1888
Austin, W J	Denison street, Kingston, Newtown.	24 Aug , 1891
Australia Hotel	Castlereagh street, The Manager	9 June, 1891
Avery, H W.	Tram Terminus, Bondi .	4 Mar., 1889
Bailey, G J	Auburn	22 July, 1889
Baird, J W	341, Oxford st , Paddington	8 June, 1888
Ballard, F	506, George street	20 June, 1889
Ballin, J. H.	154, Woolloomooloo street	16 Aug , 1888
Bancroft, John	389, Crown st , Surry Hills	2 Nov , 1886
Barker, Francis	351, Oxford st , Paddington	6 Jan , 1887
Barnes, Mrs	78, Oxford st , Paddington	21 Nov , 1887
Barnes, Mrs. K L	Foster street, Leichhardt	8 May, 1885
Barr, H. R.	105, Parramatta Road, Annandale	24 Nov , 1890
Barratt, Mrs M.	152, King street	14 Jan., 1878
Barrett, W J	Blayney	12 Jan , 1891
Barton, Charles	Corner of Ada and Wigram Streets, Harris Park, Parramatta	9 May, 1887
Bashford, F.	Crookwell'	18 Nov , 1886
Bassett, R	Nelson street, Annandale	26 Nov , 1888
Baston, B	98, Waverley Road, Waverl'y	15 June, 1889
Bate, William	Lackey st , Summer Hill	20 Feb , 1891
Bauer, George	George street, Quirindi	7 Aug., 1891
Baxter, E.	Morris street, Summer Hill	11 Feb , 1885
Beale, M	29, Foveaux st , Surry Hills	16 Mar., 1891
Beales, J.	2, Colonnade, Granville	24 Jan , 1890
Beare, J. C	192, William street	25 June, 1868
Beaumont, Hugh	567, King street, Newtown	27 Nov , 1891
Beddie, Mary	Cowper street, Waverley	3 Sept , 1891
Beer, Mrs E A	Bong Bong street, Bowral	22 Dec , 1891
Beesley, David	Armidale	14 Jan , 1891
Bennett, Alfred	*Evening News* Office, Market street.	29 Sept , 1869
Bennett, G. A. ..	Corner of North and Allan Streets, Leichhardt.	1 May, 1889
Benson, H. ..	Crown-street, Wollongong..	12 Nov , 1889
Benyon, Mrs. E. C.	Tumberumba	29 April, 1884
Berry, W. R.	252, Harris street, Ultimo	8 Oct , 1887
Bibb, S A.	Tram Terminus, Marrickville	3 Feb , 1890
Biddell, Ann	308, Bourke st , Surry Hills	10 April, 1889
Bishop, W.	Blue's Point Road, North Sydney	10 May, 1889
Biles, George	Railway Refreshment Rooms, Goulburn.	4 Mar , 1891
Blackshaw, J	11, Royal Arcade	28 July, 1888
Blair, E	High street, West Maitland	13 Jan , 1890
Blair, Robert	West Maitland	6 Dec , 1877
Bleakley, A T	Nyngan	30 Oct , 1888
Blumenthal, Mrs	King and Nelson Streets, Newtown	16 Aug , 1890
Bobrowski, Miss Amelia J	Stewart street, Bathurst	31 May, 1881
Bond, W H	Hargraves	26 Nov , 1890
Bonney & Co.	Henderson Road, Alexandria	8 June, 1886
Boore & Long	35 & 37, Market street	30 Nov., 1881
Booth, Geo	25, Oxford street	31 Oct , 1888
Booth, H F	Corso, Manly	13 Feb , 1888
Booth, James R	Tram Terminus, Enmore	10 Dec , 1888
Bottrill, H	George street, Bathurst	3 June, 1887
Boutcher, W E	Church street, Parramatta	9 June, 1887
Bourke, E J	George street, Singleton	17 May, 1886
Bourne, Richard	West Tamworth	1 June, 1888
Bowden, J E	9½, Oxford street	5 April, 1888
Bowen, J. E	Corner of Crown Road and Fig Tree street, Ultimo.	24 Mar , 1888
Bowyer, George	410, Elizabeth-street South	26 May, 1865
Boyne, W	11, Erskine street	21 Mar , 1887
Bracey, Miss S M	Leichhardt street, Waverley	16 Oct , 1888
Bradbery, W	Blayney	11 July, 1889
Bradney, W. H.	Kegworth and Tebbutt Streets, Leichhardt	29 Oct , 1887
Bray, C. B.	143, New South Head Road, Rushcutters' Bay.	18 June, 1888
Breckenridge, Robt	Newcastle	14 Aug , 1876
Breen, Johanna	Newtown, Wagga Wagga	13 Oct , 1886
Brereton, R G	Marrickville	3 June, 1889
Brice, T. J	Corner of Goulburn and Grafton Streets, Goulburn	14 Jan , 1889
Bridge, E E.	Glenelg street, Eastgrove, Goulburn	25 June, 1889
Brigden, S	14, Botany Road, Alexandria	2 Mar , 1887
Brocklebank, S A.	The Strand, Cowper street, Waverley	17 May, 1888
Broom, Edgar	69, King street, Newtown	6 July, 1891
Broomhead, R.	134, Evans street, West Balmain	9 Dec , 1890
Brown, Alexander	510, Elizabeth street	12 Nov., 1890
Brown, John	Hargraves & Taylor Streets, Paddington	27 Feb , 1891
Brown, Mrs	4, Argyle place	17 April, 1879
Brown, P	87, Market street	21 Mar , 1884
Brown, H..	61, Great Barcom street, Darlinghurst	28 Sept , 1891
Brown, T.	Corner of Denham & Glebe Streets, Glebe.	6 Nov , 1883
Brown, W .	Hay	22 Mar , 1889
Brunigies, W.	Merewether, Newcastle	28 Feb , 1888
Bryant, George S	Corner of Abercrombie and Vine Streets, Redfern.	11 Mar., 1884
Buist, H	113, King street	13 June, 1870
Bulkeley, R H , & Co	Sunny Corner	8 Dec , 1885
Bull, Edmond	708, George street	25 April, 1889
Bullivant, C ..	389, Crown street, Surry Hills	30 Dec , 1891
Bundock, J. W.	Harden & Boundary Streets, Waverley	11 Nov , 1890
Burling, C	May street, Newtown	30 Oct , 1888
Burnett, S	92, Queen street, Woollahra	12 Dec , 1882
Burnett, Richard	John street, Singleton .	7 Feb , 1891
Burns, William	Gosford	30 Oct , 1891
Burns, Mrs E	124, Bathurst street, Sydney	6 Sept , 1887
Burton, H. . ..	141, Waverley Road, Woollahra	28 April, 1891
Burwood	Railway Station master	17 Mar., 1884
Busbridge Bros	Auburn street, Goulburn	6 Jan , 1891
Bush, W	Military Road, Mossman's Bay.	14 Nov , 1888
Button, J. .	Church street, Parramatta North	15 Mar , 1889
Button, Frederick	299, Parramatta Road, Leichhardt	20 Sept , 1889
Buxton, George .	High street, West Maitland	12 Sept , 1887
Byrne, Miss W.	152, Old South Head Road	27 Jan., 1883

Name.	Residence.	Date of Appointment.
Byrnes, J. L.	Church-street, Parramatta.	25 July, 1890
Cabot, C.	South Forbes	2 April, 1890
Caldwell, John, junr.	Gray and Queen Avenue Streets, Kogarah.	25 July, 1890
Cale, Thomas	Wentworth Falls	21 April, 1891
Callaghan, A.	Corner of Wilson-street, Redfern.	18 Nov., 1891
Callaghan, M. J.	Mort-street, Balmain	16 June, 1874
Callaghan, O.	North Yass	29 Oct., 1891
Callaghan, Owen	North Yass	11 June, 1883
Campbell, John	Summer-st., East Orange	4 Nov., 1890
Campbell, D.	Nevertire	2 Mar., 1891
Campbell, Mrs. Emma	Corner of Gladstone and Liberty Streets, Enmore.	27 Mar., 1888
Cameron, Duncan	Granville	9 Mar., 1888
Cameron, G. W.	Byron-street, Inverell	21 June, 1890
Cameron, J. A.	George-street, Bathurst	7 May, 1890
Cameron, M.	395, Crown-street, Surry Hills	14 Mar., 1891
Caney & Co.	Mount Victoria	27 Oct., 1886
Cannon, Miss Julian E.	Vickery-street, Waverley	8 June, 1883
Cantle, E.	Auburn	18 Nov., 1890
Carden, Herbert	Market-street, Naremburn	24 Mar., 1886
Cardon, Charles	Homeville, Farley	18 Oct., 1890
Caristino, Angelo	60, Oxford-street	28 Mar., 1884
Carlton Railway Station.	Station-master	27 Jan., 1891
Carroll, Mrs.	Corner of Church and Board Streets, Parramatta.	16 May, 1887
Carter, E. M. A.	Trafalgar-street, Annandale	20 Oct., 1887
Carton, William	Peak Hill	23 Sept., 1890
Castlemaine, Mrs. R.	Noumea, New Caledonia	30 Dec., 1872
Caspersonn, Edward	Tumut	10 Nov., 1885
Castner, J. L.	Redfern Railway Station	10 Feb., 1875
Castner & Co.	42, Queen-street, Brisbane	3 Sept., 1888
Caulfield, M.	99, Alfred-street, North Sydney	29 July, 1891
Chambers, T. W.	Mount Browne	1 June, 1886
Christie, William	170, William-street, Woolloomooloo.	7 Feb., 1884
Christy, M.	368, Cleveland-street, Surry Hills.	7 Mar., 1887
Christmas, A. G.	Leichhardt	15 Mar., 1886
Clamp, J.	781, George-street	15 July, 1880
Clark, C. T.	Ridge and Miller Streets, North Sydney.	19 Nov., 1890
Clark, James	Marrickville Road, Marrickville.	15 Nov., 1883
Clark, Sarah	79, St. John's Road, Forest Lodge.	30 Aug., 1887
Clarke, G. T., & Co.	Walker-st., North Sydney.	17 Mar., 1886
Clarke, Henry	Stanmore Road, Petersham	21 Feb., 1879
Clarke, J. W. R.	5 & 6, Market-buildings, George-street.	14 May, 1879
Cleary, A. W.	Botany-street, Moore Park	3 June, 1887
Cleary, John	172, Princes-street	27 Sept., 1889
Cleary, P.	Potts' Hill, Rookwood	9 Aug., 1888
Clementson, Andrew.	Narrabri West	30 Dec., 1889
Clendening, A.	Kerr-street, Waratah	24 Aug., 1891
Clifford, Frank	Macquarie-street, Liverpool	2 June, 1888
Clouten, G.	High-st., West Maitland	26 Sept., 1888
Clow, Robert	15, Margaret-street	10 Dec., 1888
Coates & Tost	60, William-street	27 April, 1872
Cobb, J. & W.	Cook's Hill, Newcastle	13 June, 1888
Cobbin, W. A.	30, St. John's Road, Forest Lodge.	4 Feb., 1887
Cochren, James	Durham-street, Bathurst	9 May, 1890
Codrington, A.	6, Botany-street, Woolloomooloo.	23 April, 1890
Coffin, Henry	John-st., South Singleton	22 July, 1885
Cogden, J. H.	Peak Hill	21 Oct., 1890
Cohen, Alfred	190, Missenden Road, Camperdown.	8 Dec., 1891
Cole, J.	Enmore Road, Newtown	6 Feb., 1875
Cole, J. H.	33½ George-street West	20 June, 1890
Coleman, Edmund	Newtown, Lismore	5 July, 1884
Coleman, James	Norton-street, Leichhardt	19 Mar., 1886
Collins, W. H.	Lawrence	6 Dec., 1889
Conlon, M.	Meehan-street, Yass	1 Nov., 1879
Connelly, Thomas	443, Oxford-st., Paddington	5 Nov., 1889
Conyngham, Paul	16, Enmore Road, Newtown	5 Aug., 1886
Cook, Mrs.	150, Bullanaming-street, Redfern.	22 May, 1885
Cook, Mrs. Eliza Ann	Erskineville Road, Macdonaldtown.	20 Aug., 1889
Cook, E. W.	New Canterbury Road, Petersham.	11 Oct., 1889
Coombe, George	56, Abercrombie-street	5 Aug., 1887
Coombes Bros.	55, George-street, Redfern	6 Feb., 1885
Cornes, J. H.	Johnston-street, Annandale	18 Mar., 1891
Cornish, J. C.	153, George-street West	29 July, 1882
Corrigan, James	3, Marshall-st., Surry Hills	23 Nov., 1891
Cort, R., jun.	Church-street, Parramatta	11 Dec., 1885
Cost, John	Mansfield-st., West Balmain	6 Oct., 1891
Coulcher, George	Lithgow	13 April, 1891
Cox, Mrs. F.	Smith-street, Balmain	11 June, 1888
Craig, Thomas	Bong Bong-street, Bowral	3 May, 1890
Craig & Aitken	680, George-street	26 Aug., 1882
Cramp, A. W.	Wardell Road and Pile-street, Marrickville.	25 Nov., 1889
Cranston, R. B	112, Abercrombie-st., Sydney	7 May, 1891
Crawford, Thomas	Walcha Road, Walcha	29 July, 1891
Creedon, J.	28, Sussex-street	28 June, 1888
Crellin, W.	The Old Racecourse, Merewether.	27 April, 1891
Crespin, A.	Claireville, Pittwater	4 Feb., 1886
Cristofani, E.	99, Mansfield-st., Balmain	23 June, 1888
Crofts, F. G.	135, Blane-street, Newcastle	3 Nov., 1888
Cronin, P.	340, Liverpool-street, Darlinghurst.	21 Dec., 1885
Croydon	Railway Station-master	17 Mar., 1884
Crozier, P. K. N.	43, Hunter-street	15 Nov., 1889
Cruickshank, R.	Weston-street, Balmain	29 Jan., 1889
Cubitt, Arthur	Post Office Chambers, Pitt-street.	23 Aug., 1889
Culley, B.	Urana	15 Oct., 1885
Cumming, D., and Armstrong, W.	199, Oxford-street	11 Nov., 1886
Curran, Mrs. J.	6, Leichhardt-st., Waverley	23 Nov., 1891
Cushing, C. S.	Rosedale, Croydon	25 May, 1886
Daines, Alfred	Tichborne	28 Feb., 1882
Dalton, William	Denison-street, Waverley	11 April, 1885
Dalveen, Hugh	315½, George-street	9 Dec., 1887
Darton, Mrs. R. J.	Alfred-st., North Sydney	4 Dec., 1891
Davies, Mrs. M. A.	M'Namee's-terrace, Raglan-street, Alexandria.	29 Aug., 1884
Davies, C.	Parramatta Road, Leichhardt.	2 May, 1884
Davies, E. J.	567, King-street, Newtown	17 Aug., 1891
Davis Bros.	Miller-st., North Sydney	3 April, 1891
Davis, T.	Terrigal, near Wamberal	31 Jan., 1887
Davison, W.	Muswellbrook	18 June, 1888
Dawe, H.	Wardell	4 Nov., 1891
Dean, Harry	Hall Porter, Union Club, Bligh-street.	6 Mar., 1891
De Boos, C. E., jun	Temora	3 Feb., 1888
Dempster, A. E.	Parramatta Road, Leichhardt.	20 Nov., 1891
Dewey, Mrs. E.	80, Glenmore Road, Paddington.	26 Feb., 1887
Dick, G. G.	Wardell Road, Dulwich Hill	26 Sept., 1891
Dight, D. H.	Corner of Morehead and Redfern Streets, Redfern	29 Mar., 1886
Dimmock, Thomas	General Printing Office, West Maitland.	13 Aug., 1880
Dixson, Thomas	Parramatta	31 May, 1870
Dixon, E.	Greta	2 Aug., 1875
Dodd, A.	Grey-street, Glen Innes	28 Feb., 1877
Don, Mrs.	Steel-street, Hamilton	15 April, 1889
Donnelly & Campion	255, King-street, Newtown	22 April, 1890
Doolan, Thomas	Lismore	6 Oct., 1891
Dowling, P.	Norton-street, Leichhardt	19 Mar., 1886
Doyle, B.	St. Ignatius College, Riverview, Hunter's Hill.	2 Sept., 1890
Drew, T. C.	Corner of Park and Pitt Streets.	27 April, 1887
Drews, James	Rookwood	29 Sept., 1891
Drummond, George	299, King-street, Newtown	9 Dec., 1887
Dugdale, T. W.	Taree	4 Jan., 1876
Dummett, G.	197, Glebe Point Road, Glebe.	14 Feb., 1889
Duncan, J. L.	Katoomba	16 June, 1890
Dunlop, Henry	Cook's River Road, and Ricketty-st., St. Peter's.	4 Feb., 1891
Dunn, Mrs. S.	Bank-street, North Sydney.	19 Nov., 1886
Dunn, Miss M. M.	Moss Vale	5 April, 1889
Dunn, Miss Sarah	Tram Terminus, Waverley	17 Dec., 1888
Dunnage, J. A.	223, Oxford-street, Sydney	28 Aug., 1891
Duschnitz, M.	Castlereagh-street, near Victoria Arcade.	14 Jan., 1889
Dwyer, N. C.	Harris-street, Ultimo	16 Sept., 1889
Dwyer, R.	134, Dowling-st., Woolloomooloo.	3 Aug., 1891
Dymock, William	428, George-street, Sydney.	10 Sept., 1891
Ebbs, W.	Liverpool and Kensington Roads, Summer Hill.	25 Nov., 1890

Name.	Residence.	Date of Appointment.
Edmonds, W.	39, Glebe Road, Glebe	5 Aug., 1887
Edwards, T. E.	Port Macquarie	8 July, 1887
Edwards, W. J.	Keppel-street, Bathurst	6 Feb., 1888
Egan, Treloar, & Co.	Junee	25 June, 1889
Ehrlich, W.	Burrowa-street, Young	19 July, 1886
Elkington, H.	Millthorpe	18 Nov., 1890
Ellery, J. N.	Argent-street, South Broken Hill.	26 Aug., 1890
Ellis, A. H.	William-street, Clyde	15 Aug., 1891
Ellis, G. S.	7, Hunter-street	19 June, 1889
Ellis, Richard	Catherine-st., Forest Lodge	21 Oct., 1882
Ellis, R.	Alfred-street, Milson's Point	30 Jan., 1890
Emanuel, M. S.	Jubilee Bazaar, Bombala	2 May, 1887
Emert, William F. Colyton.	Mount Druitt, near Rooty Hill.	9 Feb., 1882
Emmerson, H.	High-street, West Maitland	18 Oct., 1889
Enemark, John	Queen-street and Waverley Road, Woollahra.	3 May, 1887
Engelen, J. B.	Gundagai	15 Aug., 1881
Engisch, George	118, Oxford-st. Paddington	27 Mar., 1885
Evans, E.	112, Hunter-st., Newcastle	20 April, 1888
Eve, Jas.	149, King-street	13 Nov., 1877
Eveleigh	Porter in charge, Railway Platform.	17 Mar., 1884
Eyles, James	201, George-street West	11 Dec., 1889
Ezold, E.	Lyons Road, Drummoyne	13 Mar., 1889
Fagg, E. H.	45, King-street, Newtown	16 Oct., 1888
Fairbairn, Mrs. C. L.	Addison Road, Marrickville	4 Aug., 1882
Fairfax & Sons	Hunter and Pitt Streets	5 April, 1864
Fallick, Mrs. E. H.	No. 1, Carrington Buildings, Monara-st., Queanbeyan.	2 May, 1887
Fasher, A. S.	Lachlan-street, Hay	10 Sept., 1889
Faust, Nicholas	St. Mary's	30 Oct., 1891
Favell, Robert	Main-street, Lithgow	10 Jan., 1890
Fawcett, A. W.	Argent-street, Broken Hill	28 Dec., 1889
Fenwick, H.	Raymond Terrace	13 Nov., 1888
Ferguson, T.	Wingello	17 Oct., 1890
Ferris, Mrs. M.	Trafalgar-street and Parramatta Road, Annandale.	5 May, 1890
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864
Fife, Mrs. F.	Crown and Keira Streets, Wollongong.	23 Dec., 1890
Findley, M.	Lawrence-street, Alexandria	31 May, 1889
Finn Bros. & Co.	586, George-street, Sydney	17 April, 1891
Finnie, Mary	4, Montagu Chambers, corner of Hunter and Elizabeth Streets.	3 May, 1888
Fisher, J. C.	2, Colonnade, Granville	6 Oct., 1888
Fisher, Walter	Botany Road, Waterloo	24 Oct., 1890
Fitzgerald, Mrs. A.	Parramatta Road, Leichhardt.	22 Mar., 1889
Fitzgerald Bros.	George-street, Launceston, Tasmania.	21 May, 1891
Folbigg, W. J.	Maclean	8 Oct., 1886
Fong, Mrs. Margaret	Broken Dam, near Temora	12 Jan., 1891
Ford, S.	Church-street, Parramatta	16 Jan., 1890
Fortier, William, junr	101, Macquarie-street South	19 July, 1884
Foster, H. N.	144, William-street, Woollomooloo.	5 July, 1880
Foster, T.	223, Oxford-street, Sydney	12 Oct., 1891
Fountain, John	Belmore Road, Randwick	11 Mar., 1889
Fowles, Geo.	Buckland-street, Waterloo	27 Mar., 1876
Fox, E. J.	West & Holtermann Streets, North Sydney.	22 June, 1887
Foxall, William	92, Oxford-street	28 Feb., 1881
Foxall, W. S.	Auburn-street, Goulburn	24 Feb., 1890
Franca, Mrs.	Market-street, Mudgee	1 Dec., 1891
Francis, Thomas	45, Reynolds-street, Balmain.	5 Feb., 1889
Franklin, H. J.	5, Bond-street	21 Sept., 1888
Frappell, Mrs. N.	314, Elizabeth-street, Sydney.	3 Sept., 1891
French, W.	17, Bennett-st., Surry Hills	5 Oct., 1880
Fry, E. M.	West-street, North Sydney	30 May, 1889
Fry, T. H.	Waverley Station, Crudine	23 April, 1883
Fry, H. A.	126, Pitt-street	7 May, 1888
Fryer, Thomas	Kemp-street, Wallsend	19 July, 1879
Fryer, Thomas	Deniliquin	13 Oct., 1885
Fuller, C. E., & Co.	375, George-street	21 Sept., 1885
Fuller, Edgar	162, King-street, Newtown	11 July, 1890
Fuller, Messrs.	Walker-street, North Sydney	6 Sept., 1889
Fulton, W. & E.	Penrith	30 Aug., 1886
Furlong, Mrs. M.	59, Hunter street	30 July, 1885
Furse, T. H.	Central House, Liverpool Road, Ashfield.	8 June, 1891
Fütterer, A.	60, Union-st., Macdonaldtown.	21 Nov., 1887
Galbraith, R. F.	Bourke-street, Goulburn	15 Dec., 1891
Gale, Arthur	Bourke-st., South Goulburn.	26 Mar., 1888
Gamble, Chas.	Pirie-street, Adelaide	18 June, 1888
Gardner, Joshua	Johnson and William Streets, Balmain.	8 June, 1891
Gargiulo, A.	Elizabeth and Market Sts.	25 April, 1890
Gates, Walter	George-street, Parramatta	18 June, 1887
Gavin, Miss E.	Coolac	15 Oct., 1890
Gayen, Nicholas	Phelps and Kendall Streets	9 April, 1884
Geary, Henry	Tram Terminus, Enmore	5 July, 1889
Gelling, W. E.	344, Pitt-street, Sydney	17 Aug., 1891
Gerdes, H. G. A.	Mansfield-street, Balmain	27 Nov., 1888
Gibbs, Shallard, & Co.	86, Pitt-street, Sydney	13 July, 1891
Giblett Brothers	145, Devonshire-street	11 Aug., 1890
Gibson, Margaret	Thornton Hill, Manly	20 July, 1891
Gibson, Mrs. P.	Milson's Point Arcade, North Sydney.	1 Dec., 1887
Gidley, William	Charlotte-street, Ashfield	13 July, 1891
Glennie, G.	Beattie-street, Balmain	14 April, 1890
Glennie, Peter	Crisp and David Streets, Albury.	20 Oct., 1891
Goddard, John A.	Harris Park, Parramatta	29 Mar., 1889
Goldstein, Albert	231, George-street	14 July, 1880
Good, Edward	Bourke	13 June, 1883
Goodwin, Albert	Corner of Bondi Road and Paul-street, Waverley.	8 Oct., 1889
Goodwin, Peter	Grafton-street, Goulburn	8 Dec., 1884
Gordon & Gotch	357, George-street	8 April, 1865
Grace, A. J.	Bando, near Gunnedah	21 Jan., 1891
Graham, H.	Carrington	17 Aug., 1888
Graham, Robert	Belltrees, Scone	6 June, 1890
Graham, Thomas	Jane-street, Randwick	14 April, 1891
Granville	Railway Station-master	17 Mar., 1884
Gregory, W.	197, Glenmore Road, Paddington.	14 March, 1891
Green, James	Burwood Road, Burwood	19 May, 1882
Greenberg, H.	104, Goulburn-street	12 May, 1886
Greenstreet, Thos.	Myrtle Creek, on the Lawrence and Casino Road.	31 Oct., 1883
Greig, J. S.	Tram Terminus, Enmore	1 Feb., 1889
Grierson, Thomas	Elder-street, Lambton	21 June, 1889
Grieve, G. J. & Co.	79, King-street	14 Jan., 1889
Griffiths, A. J.	Liverpool	15 Oct., 1889
Grimley, Peter	Military Road, North Sydney	5 Oct., 1887
Grocock, Mrs.	85, Castlereagh-st., Redfern	16 July, 1887
"Grosvenor Hotel"	Church Hill, the Telegraph Operator at.	9 May, 1889
Guild, John	St. Mary's, South Creek	6 Sept., 1880
Hade, W. C.	Newbridge	2 May, 1890
Haigh, T.	Bathurst-street, Condobolin	5 Nov., 1891
Hall, H.	51, George-street, North	14 Oct., 1885
Hall, Maggie	93, Brougham-street, Glebe	28 Feb., 1887
Hall, R. L.	Hannell and Albert Streets, Wickham.	4 Sept., 1890
Hall, William	Mudgee	24 Oct., 1879
Hall, C. A.	Strathfield	6 April, 1888
Hamilton, P.	Derby-street, Walcha	21 Nov., 1890
Hamilton	Railway Station-master	12 Sept., 1884
Hanks, John	Cook's River Road, St. Peters.	22 April, 1891
Hanly, James J.	379, Dowling-street, Moore Park.	29 Mar., 1888
Hanson, C.	5, Glebe-street, Glebe	1 Dec., 1891
Hardcastle, A.	35, King-street	25 Nov., 1889
Hardwick, W. B.	Katoomba	25 Oct., 1889
Hardwick, A. J.	Hillgrove	30 Nov., 1889
Hardy, George	Lambton Heights, Lambton	25 June, 1890
Hardy, R. E.	303, Elizabeth-street, corner of Goulburn-street.	9 Mar., 1882
Hare, W. H.	433, King-street, Newtown	26 Feb., 1891
Harle, J. N.	Tram Terminus, Newcastle	19 Nov., 1890
Harper, P.	170, Oxford-st., Paddington	21 July, 1888
Harper, T. J.	373, Bourke-street, Darlinghurst.	20 Jan., 1890
Harris, A. C. R.	Mitchell-street, Bourke	21 Nov., 1891
Harris, James & Son	Albert Park, Rookwood	4 Aug., 1890
Harris, S. G.	Town Hall Arcade, Glen Innes.	3 June, 1890
Harris & Co.	Nyngan	14 Nov., 1888
Harrison, T.	Corner of Landsdowne and Marlborough Sts., Surry Hills.	4 Jan., 1889
Hart, P. W.	Kempsey	23 April, 1888
Hart, C. L.	Mail Contractor, Tumut and Kiandra Road.	6 Nov., 1888
Hartley, J.	101, Devonshire-street	13 May, 1887
Harvey, Charles	Rouse-street, Tenterfield	27 April, 1887
Harvey, Samuel	Corner of George and Harris Streets, Parramatta.	7 Sept., 1886

Name	Residence	Date of Appointment
Harvey, W R	Darby street, Lake Macquarie Road, Newcastle	27 June, 1889
Hawkins, Mrs J	6, Newtown Road, Darlington	25 Mar, 1884
Hayes, E J	79, Elizabeth street	9 Dec, 1886
Hayes, Mrs Bridget	Emma street, Leichhardt	11 Sept, 1889
Hayes, C H	Sec, Sydney Exchange	30 June, 1880
Hearle, F A	80½, Princes street	3 Aug, 1883
Hegerty, J F.	74, Oxford st, Paddington	1 July, 1887
Heinze, H C	Corner of Elizabeth and Hunter Streets	31 Oct, 1888
Henderson, P & J	Mount Vernon st, Forest Lodge	8 Oct, 1883
Heness, C W	Wilson street, Newtown	27 Nov, 1888
Hennessy, Rev J. D	80, Hunter street	6 Aug, 1886
Herbert, H & Co	Peak Hill	16 Oct, 1890
Heslop, A J	Tram Terminus, Enmore	31 Dec, 1891
Hewitt, W A	Blane street, Newcastle	25 April, 1884
Heyde, A	Forbes	10 May, 1888
Hibbard and Haines	Port Macquarie	30 June, 1891
Higson, W	Railway terrace, Lewisham	15 Nov, 1889
Hill, George	796, George street	13 Feb, 1877
Hill, George	131, George street West	12 June, 1890
Hill, George M.	130 William st, Woolloomooloo	8 Aug, 1889
Hill, George	44, Gloucester street	22 June, 1883
Hill, J W	Windsor street, Richmond	24 June, 1889
Hillyer J	Addison Road, Marrickville	8 May, 1891
Hinchcliffe, S A	Waterloo	2 Aug, 1875
Hindson, Richard	Moulamein	23 May, 1889
Hip War & Co	Botany Road, Alexandria	23 April, 1891
Hobson, John, & Son	Beaumont street, Hamilton	24 Mar, 1886
Hodge, S	Corner of Bentinck & Piper Streets, Bathurst	4 Oct, 1889
Hodgkinson, James	242, South Head Road, Paddington	15 Feb, 1882
Hofman, J B	Narrabri	29 Aug, 1889
Hogan, Peter John	New Canterbury Road, Marrickville	2 May, 1884
Holden & Matthews	115, Regent street, Redfern	14 April, 1890
Holland, Jane	Elizabeth and Sutherland Streets, Paddington	24 Feb, 1890
Holt, Joseph	George and Harris Streets, Parramatta	25 Feb, 1890
Homan, E M	West Maitland	26 Nov, 1888
Homebush	Railway Station master	17 Mar, 1884
Hood, R	Argent street, Broken Hill	3 Aug, 1888
Hopfe, F	Bayliss street, Newtown, Wagga Wagga	9 May, 1890
Hordern, J L	211, Pitt street	17 Mar, 1877
Hough, James A	857, George street, Sydney	4 Dec, 1891
Howard, F C	Birch Grove Stores, Cove & and Grove Streets Balmain	14 July, 1891
Howard, Charles	Kingsgrove, Hurstville	7 May, 1889
Howard, James	Opal street, Goulburn	26 Feb, 1891
Hudson, A J	Paddington	21 April, 1887
Hudson, Martha	Corner of Botany street and Oatley Road, Moore Park	18 July, 1887
Hudson & Walker	Blackheath	18 Oct, 1888
Hughes, T F	Townsend street, Albury	10 Oct, 1891
Hunt, Edward	Oberon	17 Oct, 1887
Hunt, G	Corner of Water and Foster Streets, Leichhardt	14 Feb, 1888
Hunt, H	East street, Narrandera	29 Oct, 1887
Hunt, Mrs F R	Victoria Road, Marrickville	14 Mar, 1882
Hunt, T and C	Randwick	7 Nov, 1889
Hunter, W C	Wagga Wagga	19 July, 1869
Hunter, G	Dean street, Albury	23 July, 1889
Hurd, William	Railway Road, St Peters	25 Nov, 1891
Hutchinson, H L	718 George st, Haymarket	24 July, 1884
Hutchinson, R J	Orange Plains, Dandaloo	22 Oct, 1891
Huxley, W	10, Swanson st, Erskineville	23 Nov, 1891
Ibberson, G H	Crane and Broughton Sts, Concord	3 July, 1889
Inglis, Thomas	Skinner s st, South Grafton	18 June, 1887
Innes, Robert	121, George street West, Sydney	29 Jan, 1891
Irwin, William	Abercrombie & Golden Grove Streets, Redfern	26 May, 1891
Ismay, J E	King and Lord Streets, Newtown	24 Jan, 1889
Ivess, J	Dean street, Albury	28 June, 1889
Jackson, J E	229 William street	1 June, 1885
Jacom, Antonio	69, King street	13 June, 1890
James, John	Westmoreland street, Forest Lodge	9 Sept, 1882
Jarvey, G M	Tamworth	16 May, 1887
Jarvis, Mrs Mary	2 Charles st, Forest Lodge	4 Oct, 1889
Jausen, Sarah	1, Phelps st, Surry Hills	26 July, 1887
Jaye & Freeman	Keppel street, Bathurst	28 July, 1888
Jaye, James	Lawson street, Balmain	13 May, 1882
Jeffery, W J	Corrimal	2 Dec, 1891
Jeffery, W N	Auburn street, Goulburn	16 May, 1890
Jennett, M	118, Liverpool street	12 Jan, 1889
Jennings, R	129, Elizabeth st, Redfern	30 April, 1883
Johns, Franz	Blue's Point Road, North Sydney	21 Mar, 1881
Johnson, J A	Reynold street, North Goulburn	14 June, 1890
Johnson, Ralph	190, William street, Woolloomooloo	22 July, 1887
Johnson, Mrs S	Neville street, Marrickville	19 Mar, 1891
Johnson R	Islington, Hamilton	16 Mar, 1888
Johnston, D	Corner of Phillip and Gladstone Streets, Enmore	14 Feb, 1887
Johnston, D	Phillip street, Enmore	31 Dec, 1891
Johnstone, E	Cooma street, Yass	16 Nov, 1885
Johnstone, W	Watson's Bay	9 June, 1890
Jones, J R & A	Bathurst	22 April, 1886
Jones, W G	Ashfield	10 Aug, 1880
Jones, W H	Milton	3 Dec, 1888
Jones, W	235, Elizabeth street, Redfern	5 Feb, 1891
Jones & Wallace	Bong Bong street, Bowral	21 Jan, 1890
Joseph, Charles	Howick street, Bathurst	16 Oct, 1883
Jurlay, Mrs E C	New Canterbury Road, Petersham	19 Oct, 1889
Kahle C W	Argent street, Broken Hill	17 April, 1891
Kammel, F, jun	Liverpool	10 April, 1889
Kellick, James	87, King street	20 Dec, 1887
Kennedy, William	Charlotte place, Sydney	15 July, 1891
Kenniff, Mrs M	127, Mansfield street Balmain	4 Feb, 1891
Kenny, P J	Cooma street, Yass	20 Mar, 1890
Kerins, J	Hill and M'Kenzie Streets, Leichhardt	22 Aug, 1888
Kershaw, A junr	Crookwell	6 Nov, 1890
Kevin, E A	George street, Camperdown	8 Sept, 1890
Kilborne, M L	George street, Bathurst	10 Jan, 1883
Killick, H O	Rockdale	16 Oct, 1890
Kinane A	429, Liverpool street	29 June, 1886
King, L T	544, Bourke street, Surry Hills	14 July, 1880
King, Geo	Alfred street, North Sydney	16 Aug, 1888
King, Captain George	New Hebrides	6 June, 1890
King, I F	386, George street	25 April, 1889
Kirby, Mrs S S	85, Market street	11 Oct, 1878
Kline, John	Campbell s Hill, West Maitland	23 Oct, 1886
Kluge, Charles	47, William street	7 Oct, 1880
Knaggs & Co	Newcastle	29 June, 1865
Knowles, E H	209, Sussex street	2 Nov, 1874
Knox, Joseph	Hereford st, Forest Lodge	8 Dec, 1881
Kollias, Kemos	Victoria st, Darlinghurst	14 Dec, 1882
Kothe, Henry	Clinton street, Goulburn	24 April, 1891
Kullmer, H W	"Huon," near Jindera	10 May, 1887
Kuntze, Hubert	Broken Hill	9 Feb, 1888
Lamlert, E K	John street, Singleton	25 Nov, 1891
Lang, William	12, Carlton terrace, Irwin street, off Abercrombie street	23 June, 1881
Langer, Rudolph	Newcastle	19 Feb, 1886
Langley, H C	190, King street	16 Jan, 1890
Lassetter & Co	417, George street	4 Oct, 1882
Lauleana, F A	Cobargo	20 Oct, 1891
Lawrence, J	Herbert street, Marrickville	16 July, 1888
Lee, A S	Summer street, Orange	21 Aug, 1888
Lee, John	The Junction	18 Feb, 1886
Lee, M	Hannell street, Smedmore, Wickham	24 Nov, 1890
Lee & Ross	53, Market street	14 June, 1879
Leigh, S T & Co	155, Clarence street	19 Aug, 1891
Leighton, J	379, Liverpool street, Darlinghurst	22 Feb, 1888
Le Maire, A S	Victoria Arcade	23 Nov, 1888
Leman, E	Braidwood	28 Aug, 1890
Leslie, W C	Darling Road, Balmain	22 Aug, 1881
Lester, W H	Mudgee	29 Jan, 1889
Letson, James	37, Bourke street, Woolloomooloo	12 Nov, 1888
Levy & Scott	189, Oxford street	8 Nov, 1886
Lewin, C J	213, George street North	23 Feb, 1886
Lewin & Berg	307, George street	7 Aug, 1884
Lewis, Mrs Emily	St Mark s	24 Nov, 1883
Lewis, A	310, George street	7 July, 1886
Lewis, G E	Mitchell street East, Bourke	3 April, 1890
Lewis, Mrs Julia	Rankin street, Forbes	7 Dec, 1891

Name.	Residence.	Date of Appointment.
Lewisham	Railway Station-master	19 Nov., 1887
Ley, David	East Maitland	9 April, 1885
Little, Isaiah	47, Union-street, Newtown	26 Nov., 1889
Little, W. B.	276, Castlereagh-street	23 April, 1887
Little, John	Young	6 Mar., 1891
Lloyd, H.	New South Wales Railway Bookstall Company, Railway Stations, Redfern, Newcastle, Parramatta, Granville, and Ashfield.	7 Jan., 1882
Lochrin, William	Nelson-street, Plattsburg	4 Oct., 1889
Locke, James	Auburn-street, Goulburn	3 Nov., 1887
Long, Edward	Goulburn	1 April, 1890
Love, James R.	502, George-street	15 Mar., 1880
Love, John	Walcha	3 Jan., 1888
Lucy, Thomas	Lackey-street, Summer Hill	24 Nov., 1891
Luigi, Garino	Corner of Bridge & Phillip Streets.	16 July, 1885
Lumb, P.	Railway Parade, Kogarah	10 June, 1889
Lunt, Thomas	Luntvale, Tarcutta	19 Jan., 1871
Luscombe, Richard	482, Bourke-st., Surry Hills	22 Sept., 1880
Lynn, Robert	110, Morehead-street Redfern.	8 July, 1891
M'Cann, Charles	Corner of Crown and Goulburn Streets, Surry Hills.	26 Sept., 1883
M'Carthy, James	Corner of Crown and Cleveland Streets, Surry Hills	16 Nov., 1889
M'Carthy, P. J.	Palace and Brighton Streets, Petersham.	2 Jan., 1891
M'Caskie, John	Crescent-street, Balmain	20 Sept., 1884
M'Cowan, Mrs.	22, Newtown Road	12 Nov., 1888
M'Crea, —	Nelson-street, Plattsburg, Wallsend.	21 Nov., 1883
M'Cree, Mrs. J.	Liverpool and Barcom Streets, Darlinghurst.	29 April, 1889
M'Cutcheon, H.	Railway Refreshment Room, Albury.	20 July, 1891
M'Donald A.	85, Sussex-street	14 April, 1888
M'Donald, A. D.	High-street, West Maitland	22 July, 1882
M'Donald, E.	Corner of Burwood Road, Burwood.	28 Feb., 1883
M'Donald, Mrs. E.	Keppel-street, Bathurst	7 July, 1890
M'Donald, Mrs. E.	William-street, Bathurst	12 Sept., 1890
M'Donald, Mrs. Jane.	Goulburn	17 July, 1884
M'Dowell, John	Woodville Road, Granville.	23 April, 1889
M'Glew, Mrs. E. A.	Enmore Road, Newtown	10 July, 1883
M'Glinchey, Peter	67, Lower George-street	9 Sept., 1886
M'Glynn, J.	Main-street, Mittagong	11 May, 1891
M'Goveran, James	Harris and M'Arthur Streets, Ultimo.	23 Nov., 1891
M'Gregor, Thomas	Picton	14 Mar., 1891
M'Intosh, P. & Co.	Quirindi	28 Mar., 1890
M'Kay, F. M.	Codrington-street and Darlington Road, Darlington	8 Aug., 1889
M'Kee, John	Parramatta	20 Aug., 1889
M'Kellow, C. H.	Parkes	29 April, 1891
M'Knight, Mrs.	Lower Fort-street	23 Mar., 1881
M'Kune, W.	140, Pyrmont Bridge Road	11 May, 1888
M'Lean, D.	147, Redfern-street, Redfern	23 May, 1890
M'Mahon, F. J.	23, Good Hope-street, Paddington.	25 Feb., 1885
M'Neill, Miss M. Y.	Macquarie-street, Liverpool	9 Feb., 1891
M'Neil, J.	70, Sussex-street	20 Mar., 1860
Macalpine, Archibald.	Mosman's Bay	1 Oct., 1887
Macdonald, W. H.	"The Store," Mount Vincent.	8 Oct., 1887
Macdonald, J. M.	Bathurst	8 Nov., 1886
Macdonaldtown	Railway Station-master	17 Mar., 1883
Mackenzie, M.	Deniliquin	24 Sept., 1888
Maclardy, W. M.	319, George-street	30 June, 1888
Macleod, A.	Walker-street, North Sydney.	23 July, 1885
Macnamara, Miss E.	Olive-street, Albury	19 Oct., 1888
Macready, Hugh	King-street, Newtown	20 July, 1880
Macree, Vassili	208, Elizabeth-street, Sydney.	28 Nov., 1891
Maddock, W.	381, George-street	6 Aug., 1863
Maloney, W. M.	Moree	27 May, 1889
Malvern, J. B.	Havilah, near Dungaree	28 Aug., 1891
Manfredi, G.	Rouse-street, Tenterfield	10 Feb., 1888
Mannall, C. J.	Carrington-street, Horseshoe Bend, West Maitland	19 Mar., 1887
Manning, J. G.	25, Iris-street, Paddington.	10 Oct., 1887
Manning, Mrs.	8, Oxford-street	10 Aug., 1880
Manson, Mrs. Mary.	Elizabeth-street, Waterloo.	10 Nov., 1880
Mantle, W. J.	426, Harris-street, Ultimo.	21 Mar., 1890
Marcus, Louis	62, Botany-street	4 Nov., 1880
Marcus & Andrew	13, Bridge-street, Sydney.	17 Sept., 1891
Marks & Ferguson	Ashfield	29 Jan., 1884
Marshall, J.	Sydney Road, Clyde, near Granville.	23 Mar., 1888
Marshall, John	Hoxton Park	7 Oct., 1890
Marshall, J. S.	124, Market-street	19 June, 1880
Marshall, L. D.	Howick-street, Bathurst	1 Nov., 1886
Martin, A. D.	Aneityum, New Hebrides.	28 July, 1891
Martin, John	563, Darling Road, Balmain	11 Mar., 1889
Martindale, W.	Church and Phillip Streets, Parramatta.	24 June, 1886
Martz, A.	Marion-street, Leichhardt.	20 June, 1890
Mate, T. H. & Co. (Limited.)	Albury	9 Sept., 1890
Mathieson, Peter	Lackey-street, Summer Hill	24 Jan., 1891
Matthes, M.	80, Redfern-street, Redfern	7 Aug., 1890
Matthews, D.	Blayney	26 June, 1885
Matthews, W. L.	Portman-street, Zetland Estate, Waterloo.	19 Oct., 1887
Maunder, James	149, Bathurst-street	14 Nov., 1891
Maver, George	Riverine House, North Deniliquin.	5 Aug., 1891
Maxwell, O.	10, Market-street	12 April, 1888
May, A. M.	409, Bourke-street, Surry Hills.	21 Oct., 1891
Mayger, A. J.	Deniliquin	2 Dec., 1891
Meek, W. J. & Co.	12, Cobar Road, Nyngan	19 Sept., 1890
Merrick, Samuel	Victoria and Liverpool Sts., Darlinghurst.	20 Aug., 1880
Metcalfe, Mrs. E.	Deniliquin	14 Mar., 1884
Mihell, Mrs. E.	16, Regent-street, Redfern.	16 May, 1891
Miller, R. P.	Wagga Wagga	27 Feb., 1890
Miles, Richard	Young and Telopea Streets, Redfern.	15 July, 1890
Miller, Gilbert	93, Brougham-street, Glebe	20 Sept., 1888
Mills, J. M.	Milson's Point, North Sydney.	5 Jan., 1887
Mills, John	Hercules-street, Ashfield	6 Feb., 1888
Mitchell, Mr.	Corner of Sydenham and Unwin's Bridge Road, Marrickville.	16 May, 1887
Mitchell, Mrs.	Parramatta Road, Leichhardt.	10 May, 1887
Mitchell, Mrs. J.	Sydenham Road, Marrickville.	14 Dec., 1886
Mitchell, T. H.	Elizabeth-street, Croydon	7 Mar., 1884
Moat, E.	Old South Head Road, Waverley.	11 June, 1890
Moller, J. G.	Anson-street, Orange	12 Feb., 1891
Monk, Catherine A.	503, Crown-st., Surry Hills	31 Oct., 1884
Montgomery, Hugh	Marulan	17 Sept., 1867
Montgomery, William	Cook's River Rd., St. Peter's	23 Nov., 1883
Moorcroft, J. B.	Mount Costigan	17 Aug., 1887
Moore, H. Byron	Exchange, Melbourne	3 June, 1881
Moore, J.	554, George-street	23 July, 1856
Moorehouse, G.	2, Botany Road, Alexandria	9 Dec., 1884
Moran, A.	Union-street, Goulburn	1 Nov., 1889
Morcombe, John	Cowper-street, Waverley	10 Sept., 1885
Mordne, W.	Homebush	22 July, 1887
Morgan, Mrs. Francis	Regent-street, Camperdown	16 Mar., 1877
Morgan, Harry	Yurong-street, Woolloomooloo.	23 April, 1891
Morris, T. C.	River-street, Ballina	30 Dec., 1890
Morrison, Mrs.	48, Redmond-street, Leichhardt.	14 Mar., 1891
Morison & Daley	The Corner, Wagga Wagga	6 Aug., 1887
Mossop, J.	89 Albion-street, Surry Hills	7 Mar., 1887
Moulsdale, W.	Bent-st., Milltown, Bathurst	8 Feb., 1886
Mountford, Martha	4 Cooper-street, Surry Hills	3 Aug., 1887
Moxham, Small & Co.	Walker and Blue Streets, North Sydney.	12 Dec., 1890
Mulholland, Joseph	King-street, Newtown	11 Mar., 1884
Mullany, P., and Co.	Katoomba	24 Oct., 1884
Mullens, Katie	66, Hunter-street	5 July, 1887
Müller, H.	Evans-street, Balmain	24 Jan., 1888
Mulvey, G. W.	Blane-street, Newcastle	12 Dec., 1887
Mumford, Mrs. L.	Baylis-st., Wagga Wagga	29 April, 1890
Mumford, W. H.	Kempton-street, Rockdale	23 June, 1891
Munroe, Capt., J. E.	S. S. "Croydon," New Hebrides.	21 Sept., 1891
Murphy, Catherine	Crown and Fitzroy Streets, Surry Hills.	5 June, 1891
Murphy, Jeremiah	Corner of Kent and Liverpool Streets.	20 April, 1887
Murphy, John	Mittagong	27 Oct., 1886
Murray, Mrs. Annie	517, Harris-street, Ultimo.	31 May, 1887
Murray, John	Keppel-street, Bathurst	30 Jan, 1890
Murray, P.	Cowra	28 June, 1879
Murray, George	Erskineville Road, Macdonaldtown.	20 Jan., 1880
Murray & Co.	Burwood	9 Mar., 1887

Name	Residence	Date of Appointment.
Murray, Mrs. M.	34, Missenden Road, Newtown.	31 Dec., 1891
Nash, F.	Old South Head Road, Paddington.	2 Feb., 1883
Nevin, Miss Annie	433, King-street, Newtown	11 Oct., 1890
Newcombe, R. A.	97, Gipps-street, Surry Hills	20 Oct., 1891
Newland, Thos.	339, Elizabeth-street	13 June, 1884
Newman, J. H.	659½, George-street	2 Sept., 1882
Newtown	Railway Station-master	17 Mar., 1884
Nichols, James	Laura and Hawken Streets, Newtown.	29 July, 1890
Nicholson, John	Drake	12 Aug., 1891
Nicoll, J.	Auburn-street, North Goulburn.	15 July, 1887
Nix, George	Hillgrove	7 Aug., 1889
Nixon, William	Temora	14 Oct., 1887
Noake, John	320 & 446, George-street	14 Feb., 1872
Norris, J. W.	Parkes-street, Ryde	26 Aug., 1886
Norris, —	412, Oxford-st., Paddington	23 Aug., 1889
Norwood, W. J.	Bathurst	13 April, 1876
Norwood, Arthur	Summer-street, Orange	11 Sept., 1888
Nosworthy, Mrs.	Goldsmith-street, Goulburn	10 Oct., 1890
Nutman, John	86, Redfern-street, Redfern	29 July, 1891
O'Brien, T. G.	31, Cleveland-st., Darlington	6 Nov., 1891
Ode, W.	225, Oxford-street	9 June, 1886
Odman, W. F.	Nyngan	23 Oct., 1888
O'Donnell, Patrick	Peel-street, Bathurst	29 Jan., 1891
Olive, Alfred B.	South-street, Granville	19 Aug., 1886
Oll, G. F.	Cowra	12 April, 1887
Olliver, E. H.	865, George-street, Sydney.	10 Dec., 1891
O'Mara, Thomas	143, Campbell-street	21 July, 1890
O'Neill, Miss	"Albion House," Monaro-street, Queanbeyan.	16 Feb., 1882
Orriell, Mrs. H.	Falcon-st., North Sydney	10 Sept., 1883
Osborne, Thomas	Illawarra Road, Marrickville	19 Nov., 1887
O'Toole, J.	12, Moncur-st., Woollahra	21 Feb., 1889
Page, A. J.	Montagu-street, Goulburn	2 April, 1886
Paine, A. S.	Barwon River, Collarenebri	3 July, 1891
Palesi, G.	452, Pitt-street South	26 July, 1888
Palmer, Mrs. Henry	104, Missenden Road, Camperdown.	23 Dec., 1889
Palmer, James	The Railway Parade, Kogarah.	11 Sept., 1886
Pankhurst, George	Carrington	8 Dec., 1890
Parker, Thomas	Crookwell	22 Jan., 1891
Parker, Mrs. Ann	Durham-street, Bathurst	21 April, 1885
Parker, W.	Corner of Underwood and William Sts., Paddington.	1 Feb., 1887
Parramatta	Railway Station-master	17 Mar., 1884
Parsons, B. G.	Goulburn	7 Oct., 1887
Parsons, W. H.	79, King-street, Newtown	14 Jan., 1889
Pascoe, A. M.	409, Bourke-st., Surry Hills	28 Oct., 1891
Pasley, H. A.	46, Ross-st., Forest Lodge	2 April, 1889
Paton, J. B.	Capertee	27 Feb., 1890
Patrick, Parlet	Station-street, Waratah	6 Feb., 1890
Patterson, A. T.	147, King-street, Newtown	15 Nov., 1884
Patterson, A. T.	225, King-street, Newtown	21 April, 1890
Paul, T. J.	Nelson-st., North Annandale	28 April, 1882
Pauls, Adolphe	124, Bathurst-street	20 July, 1889
Payne, Stephen	Dangar Village, Narrabri	19 Sept., 1890
Peacock, Mrs. A. E.	102, Darby-st., Newcastle	27 April, 1888
Penfold, W. C., & Co.	183, Pitt-street	3 May, 1886
Pentecost, H.	Goolhi, Gunnedah	28 Sept., 1891
Perdriau, G. A.	West and Holterman Sts., North Sydney.	12 Nov., 1890
Perkins F.	"Grosvenor Hotel"	26 Sept., 1890
Perrin, C.	155, Victoria-street North.	30 Nov., 1887
Peters, J. W.	Edwin-street, Croydon	10 July, 1890
Petersham	Railway Station-master	17 Mar., 1884
Petteit, Mrs.	Train-street, Goulburn	18 Mar., 1891
Petterson, Mrs.	98, Wolfe-street, Newcastle	20 Feb., 1891
Phillips, Joel	64, Market-street	10 July, 1880
Phillips, W. H.	182, Harris-street, Ultimo	22 Aug., 1883
Phillips, Mrs. Rebecca	28, Johnstone-street, North Annandale.	7 Sept., 1889
Phillips, S.	66, Hunter-street	31 Dec., 1889
Pigott, Patrick	Legislative Assembly, Sydney.	6 April, 1887
Pisani, J.	99, Regent-street, Redfern	5 Mar., 1890
Pitkethly, J. T.	56, Park-street	7 July, 1890
Pitt, R. B.	Alfred-street, North Sydney	30 Nov., 1889
Pitt, R. B.	Walker-st., North Sydney	27 Jan., 1891
Pittmann, Fanny	Dean-street, Albury	18 June, 1887
Plummer, George	Dubbo	6 Feb., 1888
Polley, A. R.	Corner of Queen and Ocean Streets, Woollahra.	2 Nov., 1885
Pollitt, R.	Milson's Point, North Sydney.	7 May, 1884
Polson, W. G.	Germanton	14 Dec., 1888
Porter, Robert	Lee-street, Wellington	28 Feb., 1881
Potts, C. J.	Murrumburrah	22 May, 1891
Poulton, W. T.	West Maitland	30 Nov., 1881
Pratt, Mrs. E. O.	86, Glebe Point Road	5 July, 1886
Pratt, W.	King-street, Newtown	29 July, 1891
Preston, John	118, Devonshire-street	29 April, 1889
Price, J. B.	Colonnade, Granville	7 July, 1890
Protheroe, J.	Denison Road, Petersham	12 April, 1887
Prowles, A.	Enmore and Victoria Roads, Marrickville.	9 May, 1890
Pullen, W. T.	Cowper, near Brushgrove	18 Oct., 1880
Pullin, John	336, Castlereagh-street	2 Aug., 1880
Purchase, Edward	Hillgrove	10 Aug., 1889
Purnell, E.	Parramatta Rd., Petersham	25 Jan., 1888
Puttmann, F.	Townsend-street, Albury	14 Oct., 1891
Pyke, L.	Summer-street, Orange	5 Sept., 1887
Pymontt, Alfred	Hill End	13 May, 1889
Quinn, J. P.	Railway Refreshment Rooms, Armidale and Singleton.	4 Mar., 1891
Quinn, W. J.	George-street, Singleton	2 Oct., 1889
Radford, J. S	Sydney & Swanson Streets, Macdonaldtown.	27 Feb., 1891
Rae, J. B.	Mullens'-street, Balmain	7 Feb., 1881
Rae, Sarah	62, Albion-street, Surry Hills	19 Aug., 1889
Rea, S. H	Oxide-street, Broken Hill	17 Feb., 1891
Reay, F. W.	Hamilton Road, Hamilton	5 Mar., 1890
Redgate, Wm.	292, Bourke-street	25 Feb., 1873
Redshaw, Thomas	96, Dowling-street, Paddington.	14 Sept., 1885
Rees, E.	Cambrian House, Stockton.	11 May, 1888
Rees, W. R.	Brewarrina	27 July, 1891
Reis, C.	Wilson-street, Albury	25 Nov., 1889
Reitans, John	8, Charlotte-place	2 Aug., 1888
Renforth, Silvey	Sanger-street, Corowa	29 Aug., 1887
Rennie, Charles	Rowntree and Cameron Sts., Balmain.	12 Feb., 1891
Renouf, Miss A. J.	430, Oxford-st., Paddington	4 July, 1890
Renouf, A. R.	193½, Oxford-street	17 Nov., 1890
Renz, M.	Corner of Kiera and Crown Streets, Wollongong.	9 April, 1888
Reuben, A.	John-street, Singleton	6 June, 1889
Richmond, Thomas, jun.	648, Darling-street, Balmain West.	20 Sept., 1889
Rickards, John	44, Forbes-street, Woolloomooloo.	31 Mar., 1891
Rigby, W. C.	74, King William-street, Adelaide.	9 April, 1891
Rigden, Mrs. C. L.	403, Crown-st., Surry Hills.	13 Mar., 1891
Rippingdale, J. J.	Terminus-street, Petersham	3 April, 1891
Risbey, Mrs. Sarah	King-street, Newtown	31 Aug., 1880
Ritchie, Mrs. Ann	Buena Vista	1 Oct., 1887
Rix, William	Avondale, Bobundarah	13 Aug., 1884
Roberts, A. C.	57, King-street	24 Jan., 1883
Robefts, J.	Grosvenor Crescent, Summer Hill.	21 Mar., 1890
Roberts, Miss Mary B.	Cooma-street, Yass	1 Dec., 1890
Roberts, T. F.	Yass	10 Mar., 1881
Robertson, Emily	216, Cleveland-street, Chippendale.	23 Jan., 1888
Robertson, G.	361, George-street	13 Aug., 1878
Robertson, G. D.	341, Oxford-street, Paddington.	13 Jan., 1887
Robinson, A. D.	Hunter-street, Newcastle	24 Aug., 1888
Robinson, R. H.	Taree	17 Sept., 1886
Rock, John	Bowning	15 Aug., 1891
Rodd, C. T.	19, Macquarie-place	3 June, 1889
Rodwell, G.	Tram Terminus, Leichhardt	19 Mar., 1886
Roe, William	Secretary, Broad Meadow Co-operative Society, Hamilton.	1 Oct., 1887
Rogers, Charles	The Great Arcade, Goulburn	12 Sept., 1887
Rognini, D.	Gulgong	2 Mar., 1891
Rookwood	Railway Station-master	17 Mar., 1884
Rooney, M.	Cooma-street, Yass	22 Sept., 1891
Rosario, C.	771, George-street	29 Mar., 1887
Rose, G. H.	Vulcan-street, Moruya	8 June, 1889
Ross, James A.	Dean-street, Albury	8 Jan., 1890
Ross, David	Francis-street, Rookwood	4 July, 1890
Rossiter, E. G.	Clyde, Granville	23 April, 1888
Rothwell, C.	Office of Salvation Army, Goulburn-street.	15 Sept., 1891
Routley, W. & T.	22 and 24, Erskine-street	28 Nov., 1889
Rowland, Mr.	Corner of William and Bay Streets, Double Bay.	13 Sept., 1883
Rowley, William	King-street South, Newtown	5 July, 1881
Rutherford, John	532, George-street	15 July, 1890
Rutty, M.	19, Macquarie-place	8 Sept., 1890

Name.	Residence.	Date of Appointment.
Ryan, John	Lower George-street, Parramatta.	12 Jan., 1883
Ryan, Miss M.	38, Francis-street	17 Sept., 1883
Ryan, John	473, Bourke-st., Surry Hills	3 June, 1882
Sadler, George	Lachlan-street, Hay	1 Feb., 1889
Saloti, T.	Waverley Road, Waverley	25 July, 1890
Saltwell, Daniel	193, Glebe Road, Glebe	3 Dec., 1891
Samuel, Lewis	Harwood Island	24 Aug., 1889
Sanday, M.	Lane Cove Road, Chatswood	6 Mar., 1891
Sandels, W. H.	Corner of Seymour and Lambert Sts., Bathurst.	26 Mar., 1888
Sands, Mrs. Eliza	Queen-street, Woollahra	16 Mar., 1885
Sands, Robert	374, George-street	25 Sept., 1873
Sarina, A.	67 and 69, Mullens-street, Balmain.	12 Aug., 1891
Satchell, W. E. G.	Wellington	6 July, 1888
Saunders, M.	Millthorpe	8 June, 1891
Sawkins, C. E. & E. A.	Muswellbrook	4 June, 1888
Saywell, T. R.	6, Park-street	7 April, 1863
Scandritt, Samuel	Church-street, Parramatta.	19 Oct., 1886
Schaaf, O.	Bathurst	29 Oct., 1890
Schick, T. F.	Woodlark-street, Lismore	20 Sept., 1890
Schliessmann Bros.	Auburn-street, Goulburn	29 Jan., 1886
Schmidt, Mrs. C.	9, Creek-street, Balmain	14 Jan., 1889
Schoot, Mr.	341, Oxford-st., Paddington	22 Dec., 1891
Schubert, S.	Warren	19 Aug., 1890
Scott, Alexander	74, Redfern-st., Redfern	16 Mar., 1891
Scott, C.	1, Stanley-st., Camperdown	26 Sept., 1891
Scott, T. A.	108, Woolloomooloo-street.	22 Jan., 1884
Scott, J.	282, George-street	24 Aug., 1888
Scouller, J. and R.	3, Sydney Arcade	6 June, 1888
Scrymgour & Sons	89, King William-street, Adelaide.	23 April, 1888
Scurr, Emily J.	24, Enmore Road, Newtown	17 July, 1891
Seabrooke, W. G.	Prince-street, Grafton	20 Nov., 1891
Shannon, T.	Booth-street, Annandale	24 Aug., 1888
Sharkey, Lawrence	Parramatta Road, Leichhardt.	1 July, 1887
Sharp, F.	Tram Terminus, M'Pherson-street, Waverley.	13 April, 1891
Sharp, Mrs. M.	Harden	27 Oct., 1891
Sharp, Thomas	Auburn-street, Goulburn	19 Feb., 1891
Sharpe, R. M.	Argent-street, Broken Hill	19 Aug., 1890
Shaw, Alexander	Ocean-street, Woollahra	21 April, 1890
Shaw, Mrs. M. A.	131, Regent-street, Redfern	24 Aug., 1891
Shaw, Robert T.	New Ballarat, Wallsend	10 Mar., 1881
Shaw, W. H., sen.	Vale-street, Cooma	12 Sept., 1890
Sholl, G.	74, Redfern-street, Redfern	8 Jan., 1891
Shoobridge, George	Auburn-st., South Goulburn	28 Jan., 1884
Siddens, John	133, Henderson Road, Alexandria.	24 June, 1889
Sill, Mrs. M. A.	Auburn-street, Goulburn	29 Mar., 1887
Simmons, G.	Parramatta Road, Annandale.	15 Jan., 1885
Simpson, A.	Wynyard-street, Tumut	11 June, 1890
Simpson, Charles	Burwood Road, Burwood	1 July, 1891
Simpson, James	Jerilderie	12 Dec., 1889
Sinclair, W. M.	459, King-street, Newtown	6 Jan., 1888
Singleton, Edward	Oxford-street, Darlinghurst	21 Oct., 1887
Sippel Bros.	520, George-street	7 July, 1871
Sippell, John	Grenfell	25 June, 1885
Slatter, R.	Corner of Evelyn & Una Sts., Harris Park, Parramatta.	7 Nov., 1885
Smith, Arthur	Argent-street, Broken Hill	15 April, 1890
Smith, A.	Church-street, Parramatta.	6 Mar., 1891
Smith, Mrs. Anne	Summer Hill	2 July, 1891
Smith, E. T.	Darling Road, Balmain	7 April, 1881
Smith, H. J.	Forbes	23 Aug., 1887
Smith, J. F.	Gilgandra	30 Dec., 1880
Smith, Thos. L.	399, George-street	28 Jan., 1879
Smith, James	167, George-street North	5 July, 1879
Smith, T. C.	Faulkiner-street, Armidale	23 Feb., 1880
Smith, W. E.	28 & 30, Bridge-street	23 May, 1883
Smith, W. R.	George-street, Bathurst	14 Feb., 1888
Smith, Mrs. M.	Talbragar-street, Dubbo	14 Mar., 1890
Snell, C.	Keppell-street, Bathurst	2 Oct., 1891
Soul & Son	177, Pitt-street	13 Aug., 1874
South, T. E.	Kogarah	14 Oct., 1886
Spragg, John E.	125, Oxford-street	9 Aug., 1880
Sproull, W. H.	Newcastle	6 Feb., 1890
Stahlbuck, C.	45, Pitt-street	8 Oct., 1889
Stallwood, Charles	Corner of Forsyth and Avon Streets, Glebe Point.	23 Nov., 1885
Stanley, Matthew	512, Cleveland-st. Sydney	8 Jan., 1891
Steed, Mrs. M. A.	Parramatta Road, Annandale.	17 Jan., 1887
Steenbohm, A. M.	57, Fitzroy-st., Surry Hills	29 Mar., 1887
Stenning, W. A.	Ben Boyd Road, Neutral Bay	7 Dec., 1882
Stephens, A.	Braidwood	14 July, 1888
Stevenson, Mrs. A.	Cowra	7 Dec., 1885
Stevenson, A. & Co.	Mitchell-street, Bourke	12 Mar., 1890
Stewart, William Austin.	Goulburn Club, Market Square, Goulburn.	9 May, 1884
Stewart & Clarke	470, George-street	22 Jan., 1885
Stitz, F.	Barker-street, Casino	13 Aug., 1883
Story, H. R.	90, Oxford-st., Paddington	5 June, 1888
Stove, W. J.	South Head, Wagonga	15 June, 1886
Strathfield	Railway Station-master	21 Dec., 1887
Street and Stanton	129, Glebe Road, Glebe	10 Dec., 1889
Strong, A.	Elgin-street, West Maitland	28 Sept., 1878
Strong, H.	Rous	24 July, 1882
Strong, John	Balmain	13 Aug., 1887
Strutton, J. T.	Burwood Road, Burwood	2 July, 1890
Stuart, Henry	Ashfield	21 Feb., 1880
Sturt, George	Rockdale	8 June, 1891
Sullivan, P.	East-street, Narrandera	5 Feb., 1890
Summer Hill	Railway Station-master	17 Mar., 1884
Sumners, H. R.	115, Liverpool-street	4 Feb., 1887
Sutton, J.	Corner of Fourth and Ocean Streets, Woollahra.	9 July, 1888
Sutton, J. C.	Corner of Walker and Redfern Streets, Redfern.	22 May, 1889
Swain, E.	Church-street, Parramatta.	29 June, 1891
Swanson, A. G. M.	Ryde	1 June, 1885
Swan, Herbert	East Maitland	6 Aug., 1889
Swanton, Mrs. Sarah	41, Bayswater Road, Darlinghurst.	9 Jan., 1890
Swindles, S.	Corner of Mary Ann and Jones Streets, Ultimo.	26 Nov., 1888
Sworn, Charles	Illawarra Road, Marrickville	29 Mar., 1889
Syer & Co.	Molesworth-street, Lismore	7 Dec., 1888
Syer, G. C.	Grafton	24 Oct., 1882
Sylvester, William	John-street, Singleton	26 Aug., 1889
Symons, Mrs. E.	415, Crown-st., Surry Hills	12 Feb., 1891
Tate, William	55, Oxford-st., Paddington	6 Jan., 1887
Taylor, J. T.	Naremburn, North Sydney	21 Mar., 1890
Taylor, R.	106, Wells-street, Redfern	10 Feb., 1890
Taylor, Thomas C.	Armidale	27 Dec., 1882
Teasdale, Andrew	Greta	17 Aug., 1891
Telegraph Operator	Stock Exchange of N.S.W., Sydney.	31 Mar., 1890
Telegraph Operator	Redfern Railway Station (J. Thurston).	23 June, 1891
Terrey, E. J.	Melbourne-street, East Maitland.	31 Dec., 1887
Thomas, George	185, Glebe Point Road	21 Oct., 1890
Thomas, Mrs. T. M.	Main-street, Cudal	21 Jan., 1890
Thomson, W.	Cooma-street, Yass	9 April, 1890
Thompson, W.	Quay-street, Sydney	27 Oct., 1891
Thompson, J.	91, King-street	6 Aug., 1884
Thompson, James	46, Erskine-street	6 Sept., 1880
Thompson, Mrs.	Taree	4 June, 1891
Thompson, W.	Verner-street, Goulburn	31 Dec., 1888
Thornley, Joseph	1, James' Terrace, Livingstone Road, Marrickville.	8 Sept., 1890
Thornton, R.	413, Crown-st., Surry Hills	6 June, 1881
Thorpe, H.	Church-street North, Parramatta.	24 April, 1891
Thrussell, Thomas	Mount-street, North Sydney	18 Mar., 1885
Thwaites, Joseph	232 Oxford-st., Paddington	8 July, 1887
Tiernan, T.	Katoomba	31 Mar., 1891
Tilley, Mrs. K.	New Canterbury Road, Petersham.	5 May, 1891
Tissington, Thomas	Rountree-street, Balmain	2 Feb., 1884
Todd, Mrs.	157, Cicely-st., Leichhardt	21 Nov., 1890
Tonge, William	Carp-street, Bega	19 Aug., 1890
Toogood, Mrs.	24, Darlington Road, Darlington.	16 Mar., 1889
Tooher, James B.	285, King-street, Newtown	25 June, 1891
Toole, Thomas	Manager Co-operative Store, Stockton.	16 Oct., 1890
Topham Bros.	Auburn-street, Goulburn	6 April, 1889
Tremain, R. R.	Keppel-street, Bathurst	9 Aug., 1886
Trezise, W.	Bentinck-street, Bathurst	6 Aug., 1888
Tszekook, L.	54, Goulburn-street	20 Jan., 1885
Tucker, Thomas	58, Bourke-street, Woolloomooloo.	20 May, 1884
Tucker, E.	South-street, Granville	29 April, 1889
Tunks, George, sen.	Parramatta North	1 Aug., 1882
Tunks, Mrs. H.	North Parramatta	20 Aug., 1891
Turnbull, Mrs. Ellen	Crown-street, Surry Hills	6 June, 1882
Turner, Alfred	Charles-st., Illawarra Road, Marrickville.	15 April, 1891
Turner, A. W.	Auburn-street, Goulburn	11 May, 1885
Turner, B.	North Broken Hill	25 Sept., 1888
Turner & Henderson	16 & 18, Hunter-street	9 Dec., 1864
Turpin & Brian	90, Hunter-street	25 Mar., 1889
Tweedie, I. W.	Maybe-street, Bombala	10 Aug., 1891

Name.	Residence.	Date of Appointment.
Tyas, P.	566, George-street, Sydney	4 Feb., 1891
Tyler, Joseph	170, Devonshire-st., Surry Hills.	30 April, 1891
Tynan, M.	Crown-street, Wollongong	13 Oct., 1885
Udall, W.	Conder-street, Burwood	27 Aug., 1891
Ussher, M.	M'Pherson-street, Waverley	8 Dec., 1890
Vanpraagh, N.	337, King-street, Newtown	11 Feb., 1889
Vaughan, T. H.	Darling-street, Balmain	10 Aug., 1880
Veness, Charles H.	Tamworth	22 July, 1882
Vermessch, J. C.	214 & 216, King-street, Newtown.	29 Sept., 1890
Veroli, E. M.	322, Bourke-st., Surry Hills	16 Dec., 1887
Vial, Emma	302, Riley-street	21 Jan., 1876
Vickery, F.	42, Erskineville Road, Macdonaldtown.	5 Nov., 1891
Vincent, H. S., & Co.	Glen Innes	19 Aug., 1886
Vivarelli, G.	85, Regent-street, Redfern.	21 April, 1885
Volikers, H. A.	Prince-street, Grafton	25 Sept., 1876
Waddell, A.	Berry	26 Oct., 1885
Wade, John	Moss Vale	11 Jan., 1882
Wainwright, H. F.	Cudgen Scrub	11 Dec., 1889
Walker, John	Otho-street, Inverell	9 Jan., 1889
Walker, M. T. C.	Tramway Waiting Rooms, Phillip-street.	30 Oct., 1889
Wallace, Benjamin	Bingle Bando, near Gunnedah.	31 Oct., 1890
Walsh, John	Goulburn	25 May, 1864
Walsh, G.	193, Oxford-st., Darlinghurst	26 Feb., 1889
Ward, Joseph	Windsor	7 Mar., 1884
Ward, Reuben	Waverley Road, Waverley	17 Sept., 1888
Ward, W. H.	129, Abercrombie-street, Redfern.	27 Jan., 1891
Warren, A. C.	Summer-street, Orange	5 May, 1891
Waterhouse, T.	Walker-st., North Sydney	18 June, 1888
Watson, Edward	Darling-st., West Balmain	25 April, 1885
Watson, G.	Ashfield	5 Jan., 1881
Watson, R. A.	Alfred and Castlereagh Sts.	17 April, 1868
Watson, David	Grahamstown	5 July, 1881
Watson, David	High-street, Waratah	13 May, 1891
Watson, James	418A, Oxford-st., Paddington	3 Oct., 1889
Watts, H.	Chapel-street, Marrickville	13 April, 1888
Watt, John	Belgrave-street, Central Kempsey.	4 Aug., 1886
Waugh, W. S.	Sunny Corner	3 Dec., 1889
Wearn, G. S.	Crown-street, Wollongong	12 Oct., 1891
Webb, E., & Co.	George-street, Bathurst	16 Aug., 1879
Webster, Mrs. J.	Tram Terminus, North Sydney.	15 Dec., 1890
Welch, James	Castlereagh and Cleveland Streets, Redfern.	6 June, 1883
Welch, Mrs	89, Fitzroy-st., Surry Hills	12 Jan., 1891
Wellington, Mrs. S.	Corner of Piper and William Streets, Bathurst.	28 Aug., 1886
Wenholz, E. H.	122, Dowling-street, Woolloomooloo.	12 Feb., 1886
West, A. E.	6 & 30, Royal Arcade, Sydney.	29 Jan., 1891
West, Thomas	Marion-street, Leichhardt	14 Mar., 1889
West, John	277, Elizabeth-street	18 July, 1889
Westerweller, J.	Gunnedah	21 June, 1889
Whalan, G.	Keppel-street, Bathurst	6 Aug., 1890
Whinton, H.	121, King-street, Newtown	18 May, 1889
White, Mrs. L.	Corner of Ridge and James Streets, North Sydney	4 Feb., 1887
White, Joseph	Wollongong	4 April, 1891
Whiteford, G. V.	296, King-street, Newtown.	3 Feb., 1890
Whiteford & Berry	93, Castlereagh-street	12 May, 1888
Wigg, E. S. & Son	Argent-st., Broken Hill	15 Dec., 1891
Wight, W. C. & Co.	Broken Hill	22 Feb., 1888
Wildman, Edmund	263, Sussex-street	14 April, 1886
Wilkinson, Ernest	Maclean	20 Feb., 1891
Wilks, J.	72, Abercrombie-street	14 Aug., 1889
Williams, W. S.	149, George-street North	7 June, 1888
Williams, Walter W.	439, Crown-street	10 June, 1882
Willington, W. A.	537, George-street, South	8 Sept., 1887
Willington, W. A.	Corner of Glebe and Ferry Roads, Glebe Point.	9 Dec., 1889
Willis, W.	715, George-street	5 Aug., 1887
Wilson, Charles	Otho-street, Inverell	22 Feb., 1884
Wilson, Mrs. E.	Burwood Road, Burwood	2 May, 1890
Wilson, George	Murramarrang-st., Milton	16 Mar., 1891
Winkle, Mrs. Jane	Chapel-st., Marrickville	28 Nov., 1891
Winmill, H.	Myall Creek, Bingara	18 Aug., 1875
Winton, E. S.	North Sydney	11 Aug., 1870
Wood, T.	92, King-street, Newtown	8 Feb., 1887
Wood, F. G.	Leichhardt	29 Nov., 1889
Wooderson, W. A.	Islington, Newcastle	12 June, 1885
Woodey, Robert	Corner of Booth and Nelson Streets, Annandale.	28 Feb., 1888
Woodley, J. W.	Walker-st., North Sydney	3 Sept., 1891
Worboys, D. J.	High-street, Penrith	14 June, 1887
Wynter, D. D.	435, King-street, Newtown	19 Oct., 1887
Yates, John	140, Oxford-street	4 June, 1890
Yeates, William	High-st., West Maitland	4 April, 1891
Young, E. W.	Petersham	23 May, 1884
Young, B.	Mosman's Bay Refreshment Rooms.	1 May, 1891
Young, P. A.	Manager, Hotel Mètropole, Sydney.	25 Sept., 1891
Younger, E. J.	Abigail-st., Summer Hill	21 Aug., 1891
Younger, H.	351, Oxford-st., Paddington	5 July, 1888
Younger, R. P.	Charles-street and Illawarra Road, Marrickville.	11 Oct., 1889

APPENDIX D.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails from 1st January, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
		WESTERN ROADS.	No. of times per week.		£ s. d.	
*1 Robert W. Aynsley and James J. Kernahan.	Penrith	Railway Station and Post Office, Parramatta.	Nine times or oftener daily.	Spring cart, 1 horse.	88 0 0	31 Dec., 1892.
2 Edwin J. Black	Castle Hill	Railway Station, Parramatta, and Post Offices, Parramatta, Baulkham Hills, and Castle Hill.	Twelve	4-horse coach.	80 0 0	31 Dec., 1892
3 Iram James	Baulkham Hills	Baulkham Hills, Kellyville, and Rouse Hill.	Six	Coach	90 0 0	31 Dec., 1892.
4 Edwin J. Black	Castle Hill	Castle Hill and Dural	Six	3-horse coach.	50 0 0	31 Dec., 1892.
5 Henry Birk	Toongabbie	Seven Hills and Toongabbie	Six	Horseback	31 4 0	31 Dec., 1892.
6 Richard Wall	Blacktown	From Blacktown to Prospect, and Prospect Reservoir, via Boothtown, returning via Veteran Hall.	Six	Horseback	50 0 0	31 Dec., 1891.
7 Richard Wall	Blacktown	From Prospect to Eastern Creek, Rooty Hill, and Blacktown, via Rooty Hill Public School.	Six	Horseback	54 10 0	31 Dec., 1891.
8 Francis Duffy	Riverstone	Riverstone and Rouse Hill	Once a day	Hooded vehicle.	40 0 0	31 Dec., 1893.

* Transferred to Robert Donkin, of Parramatta, from 1st February, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
9 Matthew Thompson	Pitt Town.....	From Railway Station to the Post Office, Windsor; and From the Post Office to the Railway Station, Windsor, including the clearance of the letter-receiver in Bridge-street, and the conveyance of the contents to the Post Office.	Four times a day. Five times a day. Three times a day.	2-wheeled vehicle.	40 0 0	31 Dec., 1891.
10 William Hawkins...	Wilberforce	Windsor and Freeman's Reach	Six	Horseback...	35 0 0	31 Dec., 1891.
11 Richard Rose	Wilberforce	Windsor and Wilberforce	Six	Light spring-cart.	34 10 0	31 Dec., 1892.
12 Thomas Thompson..	Pitt Town.....	Windsor and Pitt Town	Four ..... Two	Horseback... Coach.....	35 0 0	31 Dec., 1892.
13 Richard Rose	Wilberforce	Wilberforce, Ebenezer, and Sackville Reach.	Three	Spring-cart, 1 horse.	24 10 0	31 Dec., 1892.
14 William Hawkins...	Wilberforce	Wilberforce, Ebenezer, and Sackville Reach.	Three.....	Horseback...	25 0 0	31 Dec., 1892.
15 Nathan Mitchell ...	Lower Portland.	Sackville Reach and Lower Portland..	Three.....	Horseback ..	18 0 0	31 Dec., 1891.
16 Thomas Everingham	Central Colo.....	Lower Portland and Central Colo	One	Horseback..	24 0 0	31 Dec., 1891.
17 Jeremiah Woodbury.	Leet's Vale	Lower Portland and Leet's Vale	Three.....	.....	20 0 0	31 Dec., 1893.
18 Thomas Thompson..	Pitt Town.....	Pitt Town and Wiseman's Ferry	Two	Buggy or other conveyance.	60 0 0	31 Dec., 1891.
19 Richard Walker ...	Lower M'Donald, via Central M'Donald.	Wiseman's Ferry, Central M'Donald, St. Alban's, and Upper M'Donald.	Two	Horseback...	33 0 0	31 Dec., 1891.
20 Stephen Dunston ...	Richmond.....	Richmond, North Richmond, and Kurrajong.	Six.....	2 horse vehicle.	59 10 0	31 Dec., 1893.
21 Stephen Dunston ...	Richmond.....	Richmond and Grose Vale	Six.....	Vehicle, 2 horses.	45 10 0	31 Dec., 1893.
22 Fredk. Newman ...	Richmond.....	Richmond and Agnes Banks	Six.....	Horseback...	28 10 0	31 Dec., 1891.
23 Thos. Caterson	Upper Colo	Kurrajong, Comleroy Road, and Upper Colo	Two	.....	26 0 0	31 Dec., 1891.
24 Stephen Myer... ..	Comleroy Road..	Kurrajong and Comleroy Road	Two	.....	20 0 0	31 Dec., 1891.
25 Donald M'Leod.....	Kurrajong.....	Kurrajong and Kurrajong Heights.....	Six	Horseback...	35 0 0	31 Dec., 1892.
26 Adolphus S. Ivery	Upper Colo	Upper Colo, Putty, and Howe's Valley	One	Horseback...	60 0 0	31 Dec., 1893.
27 George Hope, jun.....	St. Mary's.....	Railway Station and Post Office, St. Mary's, Including the clearance of the letter box at the Railway Station.	Four times or oftener daily. Twice daily.	Wheeled vehicle.	61 12 0	31 Dec., 1891
28 William G. Durbin*	Penrith	Railway Station and Post Office, Penrith. From Penrith to Castlereagh, via Cranebrook (Mount Pleasant Public School), returning from Castlereagh to Penrith.	Three times or oftener daily. Six	Sulky, 1 horse.	100 0 0	31 Dec., 1891.
29 John Fyvie.....	Llandilo	Penrith and Llandilo	Two	Horseback...	20 0 0	31 Dec., 1892.
30 William G. Durbin.	Penrith	Penrith, Jamison Town, Mulgoa, and Wallace.	Six	Coach, 1 or 2 horses.	54 10 0	31 Dec., 1893.
31 Elizabeth Fowler ...	Mulgoa	Mulgoa and Luddenham, via Littlefields.	Six.....	Horseback...	28 0 0	31 Dec., 1893.
32 William G. Durbin..	Penrith	From Emu Plains to Emu; and from Emu to Emu Plains.	Twelve ... Six	Horseback	55 0 0	31 Dec., 1891.
33 Thomas K. Smith...	Mount Victoria	Railway Station and Post Office, Mount Victoria; and Railway Station, Mount Victoria, and Post Offices, Mount Victoria, Little Hartley, Hartley, and Hartley Vale.	Twice or oftener daily. Seven	Horseback	105 0 0	31 Dec., 1893.
34 Charles W. Ashe ...	Mount Victoria..	Hartley, Lowther, and Upper Run ...	Two	Horseback...	41 0 0	31 Dec., 1891.
35 John Hall	Bell	Bell and Mount Wilson. (Contractor to convey mails once a week only, from 1st May to 31st October.)	Six.....	Horseback...	65 0 0	31 Dec., 1893.
36 Charles Orchard ...	Bowenfels.....	Bowenfels and South Bowenfels.....	Six	Horseback...	50 0 0	31 Dec., 1891.
37 Wm. Hart	Cullen Bullen ...	Carson Siding and Cullen Bullen	Six	....	49 0 0	31 Dec., 1893.
38 William Gawthorne.	Mudgee.....	Capertee, Round Swamp, Ilford, Cudgegong, *Apple-tree Flat*, Broombee, and Mudgee.	Three	4-wheeled coach, 2 or 3 horses.	200 0 0	31 Dec., 1891.
39 Thomas Moore	Ilford	Ilford, *Waverley Station*, Crudine, and Sofala.	Two	Horseback...	76 0 0	31 Dec., 1893.
40 Arthur S. Wood ...	Limestone, via Cudgegong.	Cudgegong and Gulgamree	Two	Horseback...	16 0 0	31 Dec., 1892.
41 George A. Holland..	Rylstone	Railway Station and Post Office, Rylstone.	Twice or oftener daily.	1-horse waggonette	19 10 0	31 Dec., 1892.
42 John Love.....	Rylstone	Rylstone, and Glen Alice, via Dabee, Fernside, Olinda, Narrango, Brymair, and Bogie.	Two	Horseback...	80 0 0	31 Dec., 1893.
43 Robert Howe.....	Rylstone	Rylstone and Bylong, via Camboon and Torrie Lodge.	Two	Horseback...	70 0 0	31 Dec., 1893.
44 James Donlon† ...	Upper Botobolar	Dungaree and Upper Botobolar, via Bara Creek.	One	.....	14 0 0	31 Dec., 1891.
45 George Swords ..... (Transferred to Daniel Carney, from 1st August, 1891.)	Mudgee.....	Railway Station and Post Office, Mudgee.	Once or oftener daily.	2 or 4-wheeled vehicle, 1 horse	28 10 0	31 Dec., 1892.

* Contractor allowed 6s. per week for clearing letter-boxes from 28th November, 1891.
† Contractor allowed £1 15s. per annum extra in consequence of removal of Post Office Dungaree to Lue, from 6th October, 1891.

Contractors' Names.	Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
46 George Swords*.....	Mudgee.....	Mudgee, Avisford, Hargraves, Windeyer, *Pure Point*, *Campbell's Creek*, Long Creek, Upper Pyramul, and Crudine.	Two	Horseback...	110 0 0	31 Dec., 1892.
47 John Barry.....	Mudgee	Mudgee, Avisford, Hargraves, Tambaroora, and Hill End.	Three	Coach, 2 or 4 horses.	129 10 0	31 Dec., 1891.
48 Richard S. Bayliss... (Transferred to James Imber, from 1st September, 1891.)	Macdonald's Creek, Mudgee	Mudgee and Merindee. (Contractor to travel once a week via Piambong).	Three.....	Horseback...	56 0 0	31 Dec., 1892.
49 Joseph Loy	Spring Creek, Barragan.	Mudgee, Stony Creek, Cooyal, Wollar, and Barragan. (Contractor to convey mails twice a week for the sum of £101 per annum, if required by the Postmaster-General to do so.)	Three.....	2-horse coach.	157 0 0	31 Dec., 1891.
50 William A. Piper ...	Uarbry, Cassilis	Mudgee, Budgee Budgee, Linburn, Ulan, Inglewood, and Cassilis, via Bobadeen.	Three.....	2-horse coach.	184 0 0	31 Dec., 1892.
51 John Barry.....	Mudgee.....	Mudgee, Eurunderee, Home Rule, and Gulgong.	Seven.....	2 or more horse coach.	59 0 0	31 Dec., 1893.
52 Charles Prye	Canadian Lead...	Home Rule and Canadian Lead	Six	Horseback ..	23 10 0	31 Dec., 1891.
53 John Barry.....	Mudgee.....	Gulgong, Lahey's Creek, and Cobbora, via Goodaman's.	Two	Coach, 2 or more horses,	70 0 0	31 Dec., 1893.
54 John Walker	Coolah	Gulgong, Tallewang, Denison Town, and Coolah.	Three.....	2-horse 4-wheeled conveyance.	181 0 0	31 Dec., 1891.
55 Christopher R. Young.	Gulgong	Gulgong and Guntawang.....	Two	Horse and buggy.	17 10 0	31 Dec., 1891.
56 John Barry.....	Mudgee.....	Cobbora, Merrygoen, Mundooran, and Gilgandra.	Two	Coach, 2 or more horses.	170 0 0	31 Dec., 1893.
57 John Montgomery..	Spring Field, Coonabarabran.	Merrygoen, Binnaway, and Coonabarabran, via Caigan, Sunnyside, Popagandra, and Riversdale.	Two	4-wheeled conveyance, 2 or more horses.	94 15 0	31 Dec., 1893.
58 John Barry..... (Transferred to John Montgomery, from 1st August, 1891.)	Mudgee	Merrygoen, Warkton, and Coonabarabran, via Buckley's, Myall Plain.	Two	4-wheeled vehicle, 1 or more horses.	69 0 0	31 Dec., 1893.
59 William James Phillips†	Belar Creek, Warkton.	Warkton, *Belar Creek*, and Yarragreen Station, via M'Kellar's.	One.....	Horseback ..	55 0 0	31 Dec., 1891.
60 Alexr. Stevenson ...	Turee, Coolah .	Mundooran, Merrygoen, and Coolah, via Queensborough Flat, Bothero, Digilah, and Dunikimini.	One.....	Horseback ..	55 0 0	31 Dec., 1891.
61 Edward Maguire, sen. ‡	Bearbong, Mundooran.	Mundooran, *Yarragreen*, Bundella, and *Bearbong*.	Two	....	80 0 0	Contract to terminate at three months' notice on either side.
62 George Montgomery	Sunny Corner ...	Rydal, Meadow Flat, and Sunny Corner; and Sunny Corner, West Mitchell, and Yetholme, via Main Road.	Six ..... Three...	2 or 4 horse coach.	119 0 0	31 Dec., 1892.
63 Duncan McKinnon..	Palmer's Oakey..	West Mitchell and Palmer's Oakey ...	Two	Horseback	23 17 6	31 Dec., 1892.
64 F. S. Graham.....	Oberon	Tarana, *Mutton's Falls*, Hazelgrove, and Oberon.	Six	Coach, 2 or 3 horses.	125 0 0	31 Dec., 1892.
65 Louis P. Hanrahan..	Black Springs ...	Oberon and Black Springs; and Black Springs, Porter's Retreat, and Jerrong.	Three... One ...	Horseback ..	95 0 0	31 Dec., 1892.
66 Charles Dunk§	Shooter's Hill, Gingkin.	Oberon, Edith, and Gingkin; and Gingkin and Shooter's Hill; and Shooter's Hill and Porter's Retreat. (Contractor to be paid at the rate of £40 per annum only, should it be decided to start Gingkin and other mails from Edith.)	Three... Two ... One ...	Horseback ..	50 0 0	31 Dec., 1891.
67 John B. Keen	Oberon	Oberon, Fish River Creek, & Duckmaloi	Three.....	.....	34 0 0	31 Dec., 1893.
68 James Conneley.....	Porter's Retreat	Brewongle and O'Connell..... ..	Six	.....	72 0 0	31 Dec., 1891.
69 Henry Clarke.....	O'Connell	O'Connell and Bolton Vale	Two	Horseback ..	15 12 0	31 Dec., 1893.
70 Robert Bellamy.....	O'Connell	O'Connell, Wiseman's Creek, and Essington.	Two	Horseback ..	28 0 0	31 Dec., 1892.
71 John Moore	Raglan	Raglan and Glanmire	Once or oftener daily	.....	40 0 0	31 Dec., 1892.
72 Mrs. Elizabeth Marsden.	Kelso.....	Railway Station and Post Office, Kelso	Twice or oftener daily	.....	40 0 0	31 Dec., 1893.
73 W. and P. Donnelly	Bathurst	Railway Station and Post Office, Bathurst.	Twice or oftener daily	2-horse coach, or spring cart.	69 0 0	31 Dec., 1892.
74 Matthew Walsh.. ...	Esrom	Bathurst and Esrom; and Esrom, Dunkeld, Evans' Plains, and Fitzgerald's Valley.	Six ..... Three...	... .	83 10 0	31 Dec., 1892.

* Contractor allowed to travel via Queen's Pinch and Upper Meroo, instead of via Avisford and Hargraves, from 1st April, 1891.
† Arrangements made with Contractor to travel by A. Hoskings, E. Cooper's, and G. Hoskings, from 16th September, 1891.
‡ Contract terminated from the 31st December, 1891.
§ Contractor instructed to make Edith, instead of Oberon, the terminus of the line from 1st October, 1891.

Contractors		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.		No. of times per week.		£ s. d.	
75 James Arthur.....	Bathurst	Bathurst and Freemantle, via Benjamin Bullock, senior, Turkey Ridge, and Rock Forest.	One	Horseback ..	44 10 0	31 Dec., 1892.
76 Wm. Moloney	Sofala	Bathurst, Peel, *Wyagdon*, Wattle Flat, and Sofala.	Six	2 or 4 horse-coach.	177 0 0	31 Dec., 1891.
77 William Kessey.....	Gorman's Hill, Bathurst.	Bathurst and White Rock	Six	.....	55 0 0	31 Dec., 1893.
78 James Dempsey.....	Peel	Peel, Clear Creek, and Limekilns	Two	Horseback ..	20 10 0	31 Dec., 1891.
79 Frederick Marion ...	Millamurra	Esrom and Millamurra, via Eglinton and Duramana Public School.	One	Horseback ..	20 0 0	31 Dec., 1893.
80 Henry Theobald ...	Palmer's Oakey..	Sofala and Upper Turon, via main road past Wilde's.	Two	Horseback ..	26 0 0	31 Dec., 1891.
81 Chas. A. Johnson ...	Box Ridge.....	Sofala and Box Ridge	Two	Horseback ..	24 0 0	31 Dec., 1891.
82 William Moloney ...	Sofala	Sofala, Sally's Flat, and Hill End	Three.....	Coach, 2 horses.	99 10 0	31 Dec., 1892.
83 William Willard ...	Tambaroora	Hill End and Tambaroora	Six	Horseback and 1-horse vehicle.	30 0 0	31 Dec., 1893.
84 Alexander M'Lean..	Rockley.....	George's Plains, Cow Flat and Rockley.	Six	2-horse coach.	81 0 0	31 Dec., 1892.
85 Daniel O'Connell ...	Rockley.....	Rockley, Judd's Creek, and Burraga, per Mount Lawson Road; with a branch mail to and from Judd's Creek and Swallow's Nest.	Three... / Two ...	2-horse coach.	125 0 0	31 Dec., 1893.
86 Harry Hockey	Mountain Run, Rockley.	Perth and The Lagoon. (Contractor to convey mails twice a week, for a sum at the rate of £25 per annum, if required.)	Three.....	Horseback ..	35 0 0	31 Dec., 1891.
87 Edward G. Kirkman	Newbridge ...	Newbridge, Moorilda, Hobby's Yards, and Trunkey Creek.	Six	4-horse coach.	97 6 0	31 Dec., 1893.
88 Walter Kelly	Newbridge	Newbridge and Caloola	Three ...	Horseback ..	28 10 0	31 Dec., 1891.
89 John Walsh*	Trunkey Creek..	Trunkey Creek, Abercrombie, Tuena, Mount Costigan, and Cordillera.	Two	Vehicle, 1 horse.	106 12 0	31 Dec., 1893.
90 James Field	Blayney..... ...	Railway Station and Post Office, Blayney.	Three times or oftener daily.	... .	25 0 0	31 Dec., 1891.
91 Stephen Donnellan..	Blayney.....	Blayney and Brown's Creek	Three.....	Horseback ..	42 10 0	31 Dec., 1891.
92 Angus Cameron ...	King's Plains ...	Blayney and King's Plains	Three.....	Horseback ..	38 0 0	31 Dec., 1891.
93 Alexander Ewin ...	Blayney.....	Blayney, Greghamstown, and Vittoria	Two	Horseback ..	32 10 0	31 Dec., 1891.
94 Thomas Baker†.....	Barry.....	Blayney, Norton, Barry (Five Islands) Shaw, and Mount Macquarie.	Three.....	2-wheeled sulky or horseback.	64 0 0	31 Dec., 1893.
95 Eleazar Owens	Mandurama	Railway Station and Post Office, Mandurama.	Twice or oftener daily as required.	1-horse 4-wheeled buggy.	27 0 0	31 Dec., 1893.
96 Thomas Lodge	Mandurama	Mandurama, Eganton, Walli, and Canowindra, via Egan's, Cliefden, and Belmore. (Contractor to travel via Tenandra instead of via Belmore, if required).	Two	Coach, 2 horses.	115 0 0	31 Dec., 1891
97 Thomas Lodge	Mandurama	Mandurama and Galley Swamp.....	Two	Horseback ..	25 0 0	31 Dec., 1893.
98 Mrs. Margaret Lynch.	Sheet of Bark, Woodstock.	Woodstock and Canowindra, via "The Islands."	Six	Coach, 2 or 4 horses.	95 0 0	31 Dec., 1893.
99 William Russell ...	Mount M'Donald	Woodstock, Milburn Creek, and Mount M'Donald.	Six	Coach, 2 horses.	75 0 0	31 Dec., 1893.
100 Andrew Frazer	Mount M'Donald	From Mount M'Donald to Darby's Falls, via Jordan's, returning via Whitty's.	Two	Horseback ..	19 0 0	31 Dec., 1891.
101 Andrew Frazer	Mount M'Donald	Mount M'Donald and Reid's Flat	One	Horseback ..	35 0 0	31 Dec., 1891.
102 Wlm. H. Boxall ...	Cowra	Railway Station and Post Office, Cowra	Twice or oftener daily.	2-horse coach.	29 0 0	31 Dec., 1891.
103 Cobb & Co.....	Bathurst	Cowra, Goolagong, Tomanbil, and Forbes.	Three.....	2-horse coach.	117 10 0	31 Dec., 1891.
104 Wlm. H. Boxall ...	Cowra	Cowra, Kelly's Creek, and Grenfell ...	Three.....	Coach, 2 or 4 horses.	135 0 0	31 Dec., 1891.
105 John H. Muir	Cowra	Cowra, Cocomingla, and Reid's Fat ...	One	Horseback.	48 0 0	31 Dec., 1893.
106 William Jones	Warraderry Creek, Grenfell.	Grenfell and Goolagong, via Warraderry Creek and Tin Pot. (Contractor to convey mails by one-horse vehicle for a sum at the rate of £52 per annum, if required by the Postmaster-General.)	One	Horseback ..	37 10 0	31 Dec., 1891.
107 Mark Willis	Millthorpe	Millthorpe, Guyong, and Byng	Three.....	Horseback ..	60 0 0	31 Dec., 1893.
108 James Kelly	Forest Reefs.....	Millthorpe and Forest Reefs; and Forest Reefs and Cadia	Three... / One ...	.....	52 0 0	31 Dec., 1892.
109 Robert W. Frost ...	Orange	Railway Station and Post Office, Orange.	Twice or oftener daily.	Spring cart, 1-horse.	40 0 0	31 Dec., 1893.
110 Robert W. Frost ...	Orange	Orange and Lucknow	Six	Coach, 1 or 2 horses.	49 0 0	31 Dec., 1892.

* Contractor allowed £8 per annum extra for extending service to Peelwood, from 8th April, 1891.
† Contractor instructed to travel to and from Shaw, via Mount Macquarie, from 11th June, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s	
111 Edward Hogan* ...	Cargo.....	Orange, German's Hill, Cave Creek, Cargo, Canowindra, and Cowra, via Belmore.	Three.....	Coach and 2 horses.	159 10 0	31 Dec., 1893.
112 James Small	Orange	Orange and Lewis Ponds.....	Six	2 or 4 horse coach.	95 0 0	31 Dec., 1892.
113 Robert W. Frost ...	Orange	From Orange to Ophir, via Lewis Ponds, Trewick's Station, Upper Lewis Ponds, and Singleton's, returning by direct road.	Two	Horseback ..	40 0 0	31 Dec., 1893.
114 John M'Cann	Orange	Orange and Springside; and Springside, Cadia, Burnt Yards, and Carcoar.	Two ... / One ...	Horseback ..	55 0 0	31 Dec., 1893.
115 Charles Gowman...	March	Orange and March.....	Two	.....	20 0 0	31 Dec., 1892.
116 James Breen	Orange	Orange and Canoblas	Two	Horseback ..	18 0 0	31 Dec., 1891.
117 Cobb & Co.	Bathurst	Railway Station, Borenore, and Post Offices, Borenore, Cheeseman's Creek, Cudal, Toogong, Murga, Nangar, Eugowra, and Forbes.	Six	2 or 4 horse coach.	497 10 0	31 Dec., 1892.
118 William Craigie ...	Cudal	Cudal, Gregra, and Meranburn	Two	Horseback ..	25 10 0	31 Dec., 1891.
119 Edward Hogan	Cargo	Cargo, Cranbury, Bowan Park, and Cudal.	Three.....	Horseback ..	48 10 0	31 Dec., 1891.
120 Jeremiah Murphy†	Cargo	Cargo and Canangles	One.....	Horseback ..	12 0 0	Contract to terminate at three months' notice on either side.
121 William Hall..	Murga	Murga and Bumberry	One	Horseback ..	45 0 0	31 Dec., 1893.
122 John E. Gilchrist (Transferred to Alex. Gilchrist, from 9th May, 1891)	Forbes	Forbes, Bogan Gate, Trundle Lagoon and Dandaloo, via Nelungaloo, Gunning Bland, Todd and West's, Hertzog's, Christie's, Troff's, Gobondry, Burra Burra, Jumble Plains, Block H, Woodlands, and Albert Waterholes.	One	Waggonette, 2 horses.	123 0 0	31 Dec., 1892.
John E. Gilchrist (Transferred to Alex. Gilchrist, from 9th May, 1891)	Forbes	Forbes, Bogan Gate, Trundle Lagoon, and Dandaloo, via West's, Todd's, Hertzog's, Christie's, Sawmill, Blowclear, Gunning Bland, Troff's Homestead, Gobondry, Burra Burra, Jumble Plains, Block H, Woodlands Homestead, and Albert Waterholes.	One	2-horse coach.	97 0 0	31 Dec., 1892.
Joseph Leonard.....	Forbes.....	Forbes and Marsden's, via Bundaburra and The Gap; and	Two	2-horse coach.	172 10 0	31 Dec., 1892.
		Forbes and Marsden's, via Wongagong, Bundaburra Creek, Dog and Duck, Green Hills, Boyd, and Battery.	Two	Horseback ..		
125 Cobb & Co.	Bathurst.....	Forbes, Carrawobity, Bedgerebong, Mulguthrie, *Borambil*, and Condobolin. (Contractors to convey mails twice a week for a sum at the rate of £222 per annum, if required by the Postmaster-General.)	Three.....	2 or 4 horse coach.	333 0 0	31 Dec., 1891.
126 Cobb & Co.	Bathurst...	Forbes, Waroo, Newlands, and Condobolin, along the south bank of the Lachlan River. (Contractor to convey mails twice a week for a sum at the rate of £219 per annum, if required by the Postmaster-General.)	Three.....	2 or 4 horse coach.	304 0 0	31 Dec., 1891.
127 Cobb & Co.	Bathurst	Forbes, Tichborne, and Parkes	Three.....	Coach, 2 horses.	47 10 0	31 Dec., 1891.
128 Cobb & Co.	Bathurst	Forbes, Tichborne, and Parkes	Three.....	2-horse conveyance.	27 0 0	31 Dec., 1891.
129 Henry P. Riley.....	Waroo	Marsden's and Waroo, via Bogie's Island, M'Cormack's, and the eastern boundary of Cadow Run.	One	Horseback.	89 0 0	31 Dec., 1891.
130 Stephen Byrnes.....	Condobolin	Condobolin, *Cugong*, and Euabalong, along the north side of the Lachlan River.	Two	Coach, 2 or more horses.	109 0 0	31 Dec., 1893.
131 Robert Morton	Condobolin	Condobolin and Nangeribone, via Melrose Station.	One	2-horse buggy.	84 10 0	31 Dec., 1891.
132 Patrick E. Power...	Condobolin	Condobolin, *Wardry*, and Euabalong, along the south side of the Lachlan River.	Two	2-horse coach.	77 0 0	31 Dec., 1892.
133 Patrick E. Power...	Condobolin	Condobolin and Trundle Lagoon	One	.....	77 0 0	31 Dec., 1891.
134 James Selby	Booligal	Euabalong, Willanthry, Hillston, Whealbah, and Booligal. (Contractor to travel from Willanthry to Euabalong once a week, via the north side of the Lachlan River, returning from Euabalong to Willanthry, via Lake Cudgellico, Cooper's, Uabba (Cumming's), "Merry Abba Hotel" (Mann's), and Merri Merrigal (Brewer's), on the south side of the river; and once a week along the south side of the river by way of the places mentioned, returning by the north side).	Two	2 or 3 horse 4-wheeled waggonette.	400 0 0	31 Dec., 1892.

* Canowindra and Cowra portion of service transferred to J. J. Breen, who is allowed £52 from subsidy, from 8th December, 1891.
† Contract terminated on the 31st December, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
135 John Buckley	Eauabalong	Eauabalong and Lake Cudgellico	One	2-horse coach.	55 0 0	31 Dec., 1892.
136 Charles Eason	Mount Hope	Eauabalong, *South Mount Hope*, and Mount Hope.	One	2-horse coach.	115 0 0	31 Dec., 1891.
137 Henry Cabot	Eauabalong	Eauabalong and Nymagee, via Welsh's, Dine Dine, Eremeran, Nangribone, Conley's, Overflows, Babinda, and Rosett's.	One	2-horse coach.	130 0 0	31 Dec., 1893.
138 John Obray	Cobar	Nymagee and Cobar, via Rock Holes and Limekilns ; and Nymagee and Cobar, via Priory and Shearlegs.	One One	Coach, 2 or more horses.	157 0 0	31 Dec., 1893.
139 Fredk. M. Thomas	Nymagee	Nymagee, *Sandy Creek*, Gilgunnia, and Mount Hope.	One	4-wheeled conveyance, 2 horses.	99 10 0	31 Dec., 1893.
140 Thomas J. Grace	Hillston	Hillston, "*Mountain Well Hotel*," and Mount Hope ; with a branch mail to and from "*Mountain Well Hotel*," Murroopa, Coombie, Merriwa Tank, Merribong, Merri Merriwa, and Yathong.	One One	2 or more horse coach. Horseback.	240 0 0	31 Dec., 1893.
141 Joseph Williamson	Boomey	Molong, Boomey, and Warne	Three	1-horse buggy.	94 0 0	31 Dec., 1893.
142 Cobb & Co.	Bathurst	Molong, Garra, Meranburn, Bumberry, Bindogandra, Kamandra and Parkes.	Six	2 or 4 wheeled convey'nce 1 or more horses.	237 0 0	31 Dec., 1892.
143 James Small	Orange	Molong, Cumnock, Balderogery, and Peak Hill.	Three	2 or 4 horse coach.	180 0 0	31 Dec., 1891.
144 Joseph Barter	Cumnock	Molong, Cumnock, *Yullundry*, Yeoval, and Obley, via Bridgewater and the Gap, keeping the Main Road.	Three	Wagonette, 1 or 2 horses	124 0 0	31 Dec., 1891.
145 John Leary	Cumnock	Cumnock and Cundumbul, via J. Sherringham's, C. Gant's, and William Chapple's.*	Two	Horseback	*39 0 0	31 Dec., 1893.
146 Edward Eason (Transferred to Aaron Phillips, from 1st April, 1891.)	Parkes	Parkes, Genanagie, and Bulgandramine, via Coradgery.	Two	2-horse coach	88 0 0	31 Dec., 1893.
147 Joseph W. Fletcher	Parkes	Parkes and Trundle Lagoon, via Blowclear West, Brogan, and Cook's Myalls.	One	Coach, 2 horses.	70 0 0	31 Dec., 1893.
148 Henry W. Jones	Parkes	Parkes, Alicktown, *Mingelo*, and Peak Hill, via Bachelor's Reef and Kadina.	Three	Coach	162 0 0	31 Dec., 1891.
149 Joseph Bracken	Genanagie	Genanagie (on the Parkes-Bulgandramine mail line) and Burra Burra Station (on the Forbes-Dandaloo mail line), via Wilga Vale, Curra Station, Warge Rock, and Bullock Creek (Dempsey's).	Two		150 0 0	31 Dec., 1891.
150 Joseph W. Fletcher	Parkes	Trundle Lagoon, Cusack's, Gibson's, Carey's, and Tomkins'. (Contractor to extend service to Warge Rock, if required.)	One	Horseback or buggy as required.	50 0 0	31 Dec., 1891.
151 Henry Sloane†	Mullion Creek	Mullion Creek, Belgravia, and Kangaroobie	Two	Horseback	35 0 0	31 Dec., 1891.
152 George Dutfield	Stuart Town	From Stuart Town, via Upper and Lower Mookerawa, thence along the left bank of the Macquarie River to Mr. Schon's, thence along the right bank of the river to Burrendong, returning to Stuart Town via Stockyard Creek.	Three	Horseback	60 0 0	31 Dec., 1891.
153 John A. Brien	Neurea	Springs and Neurea ; and Neurea and Baker's Swamp.	Six Two	Conveyance.	50 0 0	31 Dec., 1892.
154 David White	Montefiores	Railway Station and Post Office, Wellington.	Twice or oftener daily.	Springcart	20 0 0	31 Dec., 1892.
155 George B. Brown	Wellington	Wellington, Ponto, Terra Bella, and Dubbo, via Willandra Bridge.	Two	Horseback	68 10 0	31 Dec., 1891,
56 George B. Brown	Wellington	Wellington, Lincoln, Spicer's Creek, Goolma, Two-mile Flat, Guntawang, Cullenbone, and Mudgee.	Two	2 or 4 wheeled vehicle, 1 or more horses.	133 10 0	31 Dec., 1891.
157 Matthew Tolhurst (Transferred to James Frost, from 1st April, 1891.)	Parkes	Wellington, Yeoval, Balderodgery, Mount Aubrey, and Parkes.	Two	4-wheeled vehicle, 2 horses.	179 15 0	31 Dec., 1893.
158 Peter Harris	Wellington	Wellington, Montefiores, Comobella, and Murrungundy.	Two	Vehicle, 1 or 2 horses.	87 10 0	31 Dec., 1891.
159 A. Stinson	Wellington	Wellington, Suntop, and Arthurville.	Two	Horseback	37 0 0	31 Dec., 1892.

* Contractor allowed £10 per annum extra for travelling by main road, instead of by route specified (3 miles extra), from 1st February, 1891.
† Contractor allowed the sum of £6 extra for travelling to site of new Post Office, Belgravia, from 4th May, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
160 Peter Harris	Wellington	Wellington and Curra Creek	One	.....	21 0 0	31 Dec., 1891.
161 Patrick Kelly	Wooloman, near Wellington.	Lincoln and Alma	One	.....	26 0 0	31 Dec., 1893
162 Richard Jamieson...	Newtown, Dubbo	Railway Station and Post Office, Dubbo.	Twice or oftener daily.	Springcart, 1 horse.	65 0 0	31 Dec., 1891.
163 Henry Rowley*.....	Dubbo	Dubbo, Brocklehurst, *Burslem's*, Gilgandra, Curban, Gulargambone, and Coonamble, via Coalboggie Creek, Talbragar Bridge, and Terramungamine.	Three.....	3 or more horse coach.	890 0 0	31 Dec., 1892.
164 George A. Beasley...	Dubbo	Dubbo, Beni, Murrungundy, and Cobbora.	Two	Coach, 2 horses.	108 0 0	31 Dec., 1893.
165 Henry Rowley	Gilgandra	Dubbo and Tenandra, via Brocklehurst and Coalboggie. (Contractor to convey mails once a week for a sum at the rate of £100 per annum, if required by the Postmaster-General to do so.)	Two	Conveyance	170 0 0	31 Dec., 1892.
166 J. R. Hayes ..... (Transferred to T. W. Anlezark, from 15th December, 1891.)	Dubbo	Dubbo, Tomingley, and Peak Hill; and Tomingley, Bulgandramine, Wallan Billan, and Dandaloo.	Three..... Two	Coach, 2 or more horses Buggy, 1 or more horses	245 0 0	31 Dec., 1892.
167 George A. Beasley†	Dubbo	Dubbo and Belarbigill	Two	Horseback..	35 0 0	31 Dec., 1893.
168 George Furney, junr.	Dubbo	Dubbo and Obley, via The Meadows, The Springs, and Wambangalang.	Two	Horseback...	99 19 0	31 Dec., 1892.
169 George Cooper, junr.	Obley.....	Obley and Tomingley, via Wandoo, Wandong Station, Dilladerry, and Gundong's.	One	Horseback...	52 0 0	31 Dec., 1893.
170 Alexander Jones ...	Merigal	Gilgandra, Collie, and Merigal; and Merigal and Myall Plains.	Three... One ...	Horseback...	99 0 0	31 Dec., 1893.
171 Richard G. Hitchen (Transferred to Thos. Wrigley, from 5th April, 1891.)	Gilgandra	Gilgandra and Merigal, via Peter Smith's, John Marchant's, E. Maher's, A. M'Kechnie's, James Markey's, Bonnington's, Looney's, Whiteman's, Hull's, Foran's, Myall Park, Bullagreen, and New Merigal.	One	Horseback...	63 15 0	31 Dec 1893.
172 J. R. Nowland	Coonabarabran...	Gilgandra and Baradine, via Bidden, Youlbong, Tooraweena, Tunderbrine, Gumin Gumin, Tenandra, Panta, Windgadgen, and Goorianawa.	Two	Horseback, once a week; vehicle, 2 horses, once a week.	189 0 0	31 Dec., 1893.
173 J. M. Funck	Pine Ridge, near Quambone.	Gulargambone, Bourbah, and Quambone.	Two	Horseback...	169 10 0	31 Dec., 1891.
174 Charles Carter	Junction Hotel, Carinda.	Quambone and Carinda, via M'Quade and Flynn's Stations.	Two	Horseback...	94 0 0	31 Dec., 1891.
175 John Barry	Mudgee.....	Coonamble, *Buggil*, and Walgett, via Yowee, Bundy, Wingadee, and Nugal.	Two	2 or more horse coach.	249 10 0	31 Dec., 1892.
176 William Hundy ...	Coonamble	Coonamble, Billeroy, *Urawilkie*, and Baradine, via Nebea, Terembone, Teridgerie, Dinby, and Bimble.	One	4-wheeled vehicle, 2 horses.	120 0 0	31 Dec., 1892.
177 William Walley ...	Coonamble	Coonamble, Bugaldi, and Coonabarabran, via Warrana, Magomodine Creek, Calga, Goorianawa, and Varney's.	One	4-wheeled vehicle, 2 or more horses.	80 0 0	31 Dec., 1893.
178 Robert J. Smith ...	Coonamble	Coonamble and Carinda, via Tooloon, Narroway, Nelgourie, Ningy, Coonimbia, Pier Pier, and Gongolman.	One	Coach, 2 horses.	118 0 0	31 Dec., 1891.
179 Thomas C. Tanswell	Narramine ...	Narramine and Timbriebungie; and Timbriebungie and Warren, travelling alternately on either side of the Macquarie River.	Two ..... Two	2-horse vehicle Horseback	135 0 0	31 Dec., 1891.
180 F. J. Martel and H. Woods.	Dandaloo	Trangie and Dandaloo	Three.....	Coach and 2 horses.	85 0 0	31 Dec., 1893.
181 James Brown and Thos. Rorke.	Warren....	Nevertire and Warren	Six	Coach, 2 or more horses.	39 0 0	31 Dec., 1891.
182 George Hofmann ...	Warren	Warren and Cannonbar	One	Horseback...	70 0 0	31 Dec., 1891.
183 D. Fletcher and T. P. Fagan.	Coonamble	Warren, Mount Harris, and Carinda...	Two	4-wheeled conveyance, 2 or more horses.	340 0 0	31 Dec., 1891.
184 Herbert J. McCullough.	Coonamble	Warren, Tenandra, *Bullagreen*, Bourbah, and Coonamble, via Donohoe's, on the Merri Merri, and M'Mahon's, on the west bank of the Castlereagh River.	Two	4-wheeled vehicle, 2 or more horses.	199 0 0	31 Dec., 1893.
185 W. O. Anderson ...	Warren	Warren and Quambone.....	Two	.....	99 0 0	31 Dec., 1891.
186 Henry T. Pratt.....	Cannonbar	Cannonbar and Colane	One	Horseback...	35 0 0	31 Dec., 1892.
187 Richard Harris.....	Nyngan.....	Railway Station and Post Office, Nyngan.	Twice or oftener daily.	1-horse vehicle.	39 0 0	31 Dec., 1893.
188 William Oldfield ...	Wellington	Nyngan, *Wicklow*, and Nymagee, by surveyed road.	Three.....	Coach, 2 or more horses.	188 10 0	31 Dec., 1891.

* In consequence of Contractor's default, one of his sureties (Richard Chapman, of Dubbo) performed the service from 5th May, 1891.
† Contractor allowed £3 10s. per annum on account of removal of Post Office, Belarbigill, from 1st March, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
189*Henry W. Belford..	Nyngan..... ...	Nyngan, Hermitage Plains, and Cobar	Three.....	Conveyance, 2 or more horses.	247 0 0	31 Dec., 1892.
190‡Edwin Field	Nyngan.....	Nyngan, *Monkey*, and Gongolgon	One	2 or 4 wheeled conveyance, 1 or more horses.	188 10 0	31 Dec., 1892.
191 R. Daley and J. Catrina. (Transferred to Daniel Daley, from 1st April, 1891.)	Nyngan	Nyngan and Dandaloo, via Terrangan	Two	Horseback .	197 0 0	31 Dec., 1893.
192 Henry T. Pratt.....	Cannonbar	Nyngan and Cannonbar	Two	4-wheeled vehicle, 2 horses.	52 0 0	31 Dec., 1893.
193 John Obray	Cobar.....	Cobar and Louth	One	2-horse coach.	170 0 0	31 Dec., 1891.
194 Alfred Francisco ..	Cobar..... ...	Cobar, Belaraboon (mail-box), Necarbo, and Fulham Park.	One	.....	135 0 0	Contract to terminate at three months' notice on either side.
195 John Francisco.....	Cobar.....	Cobar and Gilgunnia, via Lerida, Central, Belford, Lachlan Downs, Wirlong, Thule, and Bedooba Stations.	One	.....	75 0 0	Contract to terminate at three months' notice on either side.
196 Alfred Francisco ...	Cobar.....	Cobar and *Bulla Bulla*, via No. 1 Government Tank, Wilcannia Road, Tambua Letter-box, "Dominick's Hotel," No. 2 Government Tank, Barnato Station, Mulga Downs, Gidgee Gap, Tiltagoona, Innesowen, and Jacob's Well.	One	2-horse coach to Barnato, thence to Bulla Bulla on horseback.	60 0 0	31 Dec., 1891.
197 William Bolton.....	Brewarrina	*Monkey* and Brewarrina, along the left bank of the Marra Creek.	One	Horseback	120 0 0	31 Dec., 1891.
198 Walter C. Colless...	Brewarrina	Railway Station and Post Office, Byrock.	Twice or oftener daily.	.....	65 0 0	31 Dec., 1892.
199 George Donnelley...	Byrock	Byrock, *Tarcoon*, and Brewarrina..... (Contractor to substitute for this service a tri-weekly one between Byrock, Gongolgon, and Brewarrina, for a sum at the rate of £143 per annum, if required by the Postmaster-General to do so.)	Three.....	2 or 4 horse coach.	164 0 0	31 Dec., 1892.
200 Thos. H. Maher ...	Bogan River, Brewarrina.	*Tarcoon* and *Beemery*	One	.....	52 0 0	31 Dec., 1891.
201 Robert Clements ... (Transferred to Geo. Donnelley, from 1st July, 1891.)	Willawillingbah, Goodooga.	Brewarrina, *Willawillingbah*, and Goodooga, via Moorabilla, Bundabulla, Willah, Muckerawah, Bumble, and Bree Police Station.	One	2-horse coach.	124 0 0	31 Dec., 1891.
202 Robert Clements ...	Willawillingbah, Goodooga.	Brewarrina, Talawanta, Brenda, and Goodooga, via Bundabulla, Llangboyde, on the Biree, Weilmoringh Station, on the Culgoa, Tatala, Guomery, and the Biree Stations.	One	2-horse vehicle.	140 0 0	31 Dec., 1892.
203 John Nowlan.....	Bourke	Brewarrina and Diemunga (on the Culgoa River), via the "Horse and Jockey Hotel," Biree River, and Cockellireena.	One	.....	139 0 0	31 Dec., 1892.
204 Cobb & Co.	Bathurst	Railway Station and Post Office, Bourke.	Once or oftener daily, as required.	Vehicle	49 10 0	31 Dec., 1893.
205 Cobb & Co..... .	Bathurst	Bourke, North Bourke, Mungunyah, Enngonia, and Barringun, via West Bourke, Gedia Camp Lake, Box-holes, Native Dog Spring, Lila, and Belalie.	Two	Coach, 2 or more horses	279 0 0	31 Dec., 1892.
206 John Anthoney, jun.	Enngonia	Bourke and Enngonia, via Warraweenah, "Culgoa Hotel," Kinibree, Cockellireena, Corella, and Lednapper.	One	2-horse vehicle or horseback.	143 0 0	31 Dec., 1891.
207 John Obray	Cobar..... ..	Bourke, Cobar, and the Cornish, Scottish, and Australian Coppermines, by the new surveyed road via "Two Water-holes," Corella, Curraweena Tanks, Tindary, and Billagoe.	One	3-horse coach.	175 0 0	31 Dec., 1892.
208 Thos. Doyle	Wanaaring	Bourke and Wanaaring	One	4-horse coach.	130 0 0	31 Dec., 1892.
209 Cobb & Co.	Bathurst	Bourke, North Bourke, Ford's Bridge, Yantabulla, and Hungerford, via Brindingabba.	One	Coach, 2 or more horses.	445 0 0	31 Dec., 1891.
210 Cobb & Co.....	Bathurst	Bourke, North Bourke, Ford's Bridge, Yantabulla, and Hungerford, via Brindingabba.	One	Coach, 2 or more horses.	380 0 0	31 Dec., 1891.
211 Cobb & Co.....	Bathurst	Bourke, Louth, Tilpa, Tankerooka, and Wilcannia, travelling on either side of the Darling River.	Two	2 or 4 horse coach.	1,150 0 0	31 Dec., 1891.

* Service being performed by surety (R. Oldfield). ‡ Contract cancelled from 15th November, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s d.	
212 Thomas Doyle	Wanaaring	Wanaaring Post Office and Berawinia Station, via Urisino, Elsinora, and Thurloo Downs.*	One	Coach, 2 horses.	65 0 0*	31 Dec., 1893.
213 Edmund Barton ...	Wanaaring	Wanaaring and Hungerford	One	2-horse buggy.	95 0 0	31 Dec., 1891.
214 James Burgess	Wilcannia	Wanaaring and Wilcannia	One	2-horse coach.	500 0 0	31 Dec., 1891.
		SOUTHERN ROADS.				
1 A. W. Robertson & John Wagner.	Hay	Hay and Gunbar	Two ...	4-wheeled American coach.	3,560 0 0	31 Dec., 1891.
		Jerilderie and Urana.....	Three...			
		Deniliquin, Conargo, Coree, and Jerilderie.	Three...			
		Railway Station and Post Office, Deniliquin.	Twice or oftener daily.			
		†Deniliquin, Pretty Pine, Morago, Moulamein, *Moolpar*, and Balranald.	Two ...			
		Balranald, Stony Crossing, and Swan Hill, via Poon Boon and Murray Downs.	Four ...			
		Balranald, Hatfield, *Clare*, and Ivanhoe, via Paika, Darling Block D, Til Til, and Kilfera Station.	Two ...			
		With a branch mail to and from Clare and Manfred.	Two ...			
		Moama and Perricoota; and	Six.....			
		Perricoota, Womboota (Edwards'), and Womboo (Rogers');	Two ...			
		With a branch mail to and from a point on the Moama and Pericoota line and Altcar Receiving Office.	Two ...			
2 Charles Marsden ...	Liverpool	Railway Station and Post Office, Liverpool.	As often as required.	.....	39 0 0	31 Dec., 1892.
3 Charles Marsden‡...	Liverpool	Liverpool, Preston's, Denham Court (on return by Kemp's Creek), and Bringelly, including the clearance of the Letter-box at Stanfield's, Cross Roads.	Six.....	Sulky, 1 horse.	120 0 0	31 Dec., 1893.
4 James Doyle§	Hoxton Park ...	Liverpool and Hoxton Park	Two	Horseback...	11 19 0	31 Dec., 1892.
5 W. H. Pearce	Liverpool	Liverpool and Bonnyrigg.....	Six.....	Horseback...	34 0 0	31 Dec., 1891.
6 Thos. Morehead ...	Greendale	Bringelly and Greendale, via Greendale Public School and Greendale House.	Six.....	Horseback...	39 0 0	31 Dec., 1892.
7 James Waterworth	Campbelltown ...	Railway Station and Post Office, Campbelltown.	Five times or oftener daily.	Conveyance.	59 0 0	31 Dec., 1891.
8 Mrs. Mary Parker..	Campbelltown ...	Campbelltown and Appin	Six.....	1-horse buggy.	80 0 0	31 Dec., 1891.
9 Henry Tomsett.....	Narellan	Narellan Tramway Platform and Post Office.	Four times or oftener daily.	.....	26 0 0	31 Dec., 1893.
10 Thomas Cummings..	Cobbitty	Narellan and Cobbitty	Six.....	Horseback...	45 0 0	31 Dec., 1893.
11 Jane T. Wasson ...	Brownlow Hill...	Camden and Brownlow Hill	Six..... ..	Horseback...	70 0 0	31 Dec., 1892.
12 Rowland Clemson‖..	Mount Hunter...	Camden and Mount Hunter	Three.....	.....	26 0 0	31 Dec., 1892.
13 Mrs. Catherine Cuthel..	Werombi	Brownlow Hill and Werombi	Three.....	Horseback...	35 0 0	31 Dec., 1891.
14 Mrs. Sarah White...	Wilton	Douglas, *Cataract*, and Wilton	Six.....	Horseback...	60 0 0	31 Dec., 1893.
15 Francis Gray¶	Picton	Picton Railway Station and Post Office, Picton.	Two or three times daily.	.....	20 0 0	31 Dec., 1891.
16 Francis Gray...	Picton	Picton and Bargo	Two	....	30 0 0	31 Dec., 1891.
17 Francis Gray.....	Picton	Picton and Oaks.....	Six	.....	75 0 0	31 Dec., 1891.
18 Mary Guerin.....	Oaks	Oaks and Burragorang	Three.....	Horseback...	29 0 0	31 Dec., 1893.
19 Thomas M'Mahon..	Cox's River	Burragorang and Cox's River	Three.....	Horseback...	47 0 0	31 Dec., 1891.
20 Chas. Alfred Hill...	Burragorang.....	Burragorang and Upper Burragorang..	Three.....	.....	35 0 0	31 Dec., 1891.
21 Benjamin Moss.....	Robertson.....	Bowral, Glenquarry, Kangaloon, East Kangaloon, and Robertson.	Six.....	Horseback...	109 0 0	31 Dec., 1892.
22 John Haddin...	Moss Vale.....	Railway Station and Post Office, Moss Vale;	Twenty-two or more.	2-wheeled vehicle, 1 horse.	40 0 0	31 Dec., 1893.
		including the clearance of the Letter-receiver at the Railway Station.	Seven...			
23 John Haddin.....	Moss Vale.....	Moss Vale and Berrima	Twice or oftener daily.	Buggy or coach, 1 or 2 horses.	75 0 0	31 Dec., 1893

* Contractor allowed £25 per annum additional for extending service to Waverley Downs (20 miles extra), from 9th January, 1891.

† Should the Postmaster-General deem it necessary to discontinue the Balranald and Moolpar portion of this line and make the terminus Wakool, the subsidy to be reduced by a sum at the rate of £157 per annum.

‡ Contractor allowed £3 per annum extra on account of removal of Receiving Office, Preston's, from 16th February to 30th April, 1891; from latter date mails for Preston's taken to Mr. Ashcroft's lodge.

§ Contractor allowed subsidy of £35 per annum to convey daily mail, from 1st November, 1891.

‖ Contractor allowed £26 per annum extra to convey mails six times a week, from 21st September, 1891.

¶ Contractor allowed 4s. per week, in addition to subsidy, for meeting express train and conveying mails to Post Office, from 2nd March, 1891.

	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
				No. of times per week.		£ s. d.	
24	John Haddin	Moss Vale	Moss Vale and Sutton Forest; and from Moss Vale to Sutton Forest, on arrival of the morning train from Sydney.	Seven ... } Six ... }	Horseback... 1-horse buggy or 2-horse coach.	47 10 0	31 Dec., 1893.
25	William Walsh*	Penrith	Moss Vale, Burrawang, and Robertson; and Robertson and Pheasant Ground	Six ... } Three ... }	Conveyance, 1, 2, or more horses.	127 0 0	31 Dec., 1893.
26	Robert T. Thorburn	Nowra	Moss Vale, Yurrunga, Barrengarry, Kangaroo Valley, Cambewarra, and Nowra.	Six	Coach, 2 or more horses.	332 0 0	31 Dec., 1893.
27	John Norris	Dubbo	Sutton Forest and Cross Roads	Four	Horseback...	25 0 0	31 Dec., 1891.
28	C. F. Lee	81, Elizabeth-st., Sydney.	Sutherland and Cronulla Beach	Six	Waggonette, 2 horses.	65 0 0	31 Dec., 1891.
29	William Clarke	Mount Keira	Wollongong, Fig-tree, and Mount Kembla.	Once a day	2-horse coach.	45 0 0	31 Dec., 1891.
30	Robert Gilmore	Garden Hill, Wollongong.	Wollongong, Keiraville, and Mount Keira.	Six	Horseback...	34 0 0	31 Dec., 1893.
31	Edwin Richards	Unanderra	Railway Station and Post Office, Unanderra.	Twice or thrice a day as required.	.....	18 0 0	31 Dec., 1891.
32	Frances H. Jones	Unanderra	Railway Station, Dapto, and Post Offices, Dapto and Brownsville. (Contractor to convey mails once a day for the sum of £30 per annum, if required by the Postmaster-General).	Twice a day.	Horseback or vehicle.	50 0 0	31 Dec., 1891.
33	John Taylor	Marshall Mount	Dapto and Marshall Mount	Three	.....	16 10 0	31 Dec., 1893.
34	William Raftery	Albion Park	Railway Station and Post Office, Albion Park.	Twice a day.	Covered coach, 2 or more horses.	52 0 0	31 Dec., 1891.
35	Michael Crowley†	Albion Park	Albion Park and Croome	Three	.....	30 0 0	Contract to terminate at three months' notice on either side.
36	Walter Siely	Shellharbour	Railway Station and Post Office, Shellharbour. (Contractor to convey mails once a day for the sum of £26 per annum, if required by the Postmaster-General.)	Twice a day.	4-wheeled vehicle, 2 horses.	50 0 0	31 Dec., 1891.
37	Dixon King	Kiama	Railway Station and Post Office, Kiama. (Contractor to convey mails once a day for the sum of £38 per annum, if required by the Postmaster-General.)	Twice a day.	Vehicle, 1 or 2 horses.	52 0 0	31 Dec., 1891.
38	Dixon King	Kiama	Kiama and Jamberoo	Six	Buggy and horse.	75 0 0	31 Dec., 1893.
39	Robt. T. Thorburn	Nowra	Kiama, Tanner's Creek, Gerringong, "Turn-off," Broughton Village, and Berry.	Six	4-wheeled vehicle, 2 or more horses.	52 0 0	31 Dec., 1891.
40	George S. Johnson.,	Rose Valley	A point on the Kiama-Gerringong mail line and Rose Valley.	Six	.....	26 0 0	31 Dec., 1891.
41	Elizabeth Bryen	Bendeela	Barrengarry and Bendeela	Two	Horseback...	20 0 0	31 Dec., 1891.
42	Robt. T. Thorburn..	Nowra	Kangaroo Valley, Bellawongarah, and Berry.	Six	Coach.....	96 0 0	31 Dec., 1892.
43	Samuel Ulrick	Kangaroo Valley	Kangaroo Valley and Wattamolla	Two	Horseback...	26 0 0	31 Dec., 1891.
44	Robt. T. Thorburn..	Nowra	Berry, Jasper's Brush, and Nowra	Six	Coach, 2 or more horses.	74 0 0	31 Dec., 1891.
45	Thos. Hetherington	Berry	Berry and Coolangatta	Six	Horseback...	50 0 0	31 Dec., 1892.
46	William Walker	Woodhill	Berry and Woodhill	Three	.....	28 0 0	31 Dec., 1892.
47	James Hitchcock	Burrier	Nowra and Burrier	Two	Horseback...	27 10 0	31 Dec., 1891.
48	Robt. T. Thorburn.	Nowra	Nowra, Fall's Creek, Tomerong, Wandandian, Conjola, Yatteyatah, Milton, and Ulladulla.	Six	Coach, 2 or more horses.	‡225 0 0	31 Dec., 1892.
49	Arthur Bindon	Nowra	Nowra, Terara, and Numba, via Green Hills; and Numba and Comerong	Six ... } Three ... }	Horseback and vehicle when required.	52 0 0	31 Dec., 1893.
50	William M'Gee	Terara	Nowra, Berrellan, Pyree, and Greenwell Point.	Six	1-horse trap	67 0 0	31 Dec., 1892.
51	William M'Gee	Terara	Nowra and Bolong	Six	Horseback...	39 0 0	31 Dec., 1891.
52	Martin Rehardt	Nowra	Nowra and Yalwal	Three	Coach, 2 horses.	50 0 0	31 Dec., 1893.
53	John Milton§	Bateman's Bay	Milton, Brooman, Nelligen, and Batemán's Bay, via Currawang.	One	Horseback...	65 0 0	31 Dec., 1892.
54	John Milton§	Bateman's Bay	Milton, Benandarah, and Bateman's Bay.	One	4-wheeled coach, 2 or 4 horses.	50 0 0	31 Dec., 1892.
55	Andrew Baxter‖	Termeil	Ulladulla, Termeil, and Kiola	One	Horseback...	31 4 0	Contract to terminate at three months' notice on either side.
56	Martin Keating	Moruya	The place where the mails are landed by boat or wharf, Bateman's Bay, as required, and Post Offices, Bateman's Bay, Mogo, Mullenderree, and Moruya.	Three	4-wheeled conveyance, 1 or more horses.	28 0 0	31 Dec., 1891.

* Contractor allowed the sum of £2 for the extra distance he travelled during the first portion of contract owing to removal of Receiving Office, Pheasant Ground.

† Contract terminated on 31st December, 1891.

‡ Contractor allowed £100 per annum extra to 31st December, 1891, for conveyance of an extra mail a day to and from Kiama and Nowra, so as to connect with this service.

§ Contractor allowed £10 per annum for calling at Morton (Woodburn), from 1st April, 1891.

‖ Contract terminated on 31st December, 1891.

Contractors' Names	Contractors' Addresses	Postal Lines	Frequency of Communication (No of times per week)	Mode of Conveyance	Annual Amount payable to Contractors £ s d	Date of Termination of Contracts
57 George J Veitch	Mogo	Mogo and Tomaki n	One	Horseback	17 0 0	31 Dec , 1891.
58 Evan H Mackinnon	Marulan	Marulan and Bungonia (Contractor to convey mails three times a week for a sum at the rate of £45 per annum, if required by the Postmaster General)	Six	Horseback	75 0 0	31 Dec , 1891
59 James E Guthrie	Big Hill	Marulan, Long Reach, and Big Hill	Three	Horseback, or 1 horse buggy	36 0 0	31 Dec , 1891
60 Richard Tickner	Bungonia	Bungonia and Windellama	Three	Horseback	47 10 0	31 Dec , 1891
61 Mrs Emily M'Mahon	Long Reach	Long Reach and Greenwich Park	Three	Horseback	28 0 0	31 Dec , 1893
62 William Burst (Transferred to Michael Regan, from 17th August, 1891)	Goulburn	Railway Station and Post Office, Goulburn	Six or seven times or offered daily	Vehicle	75 0 0	31 Dec 1892.
63 James Watman	Crookwell	Goulburn and Crookwell	Three	Coach, 1, 2, or 3 horses	100 0 0	31 Dec , 1892
64 Thos. Moran	Goulburn	Goulburn, Woodhouselee, Laggan, and Crookwell	Three	Coach, 1, 2, or 3 horses	118 0 0	31 Dec , 1892
65 Thos M'Millan*	Pejar	Goulburn, Mummell, Woore, Gullen, Grabben Gullen, and Wheeo (including the conveyance of letters, &c , to and from Wheeo, Winduella, and the Wesleyan Chapel at Wheeo) (In times of flood Contractor to travel direct between Mummell and Gullen and to convey a branch mail to and from Corbets near the new bridge over the Wollondilly and Woore)	Three / Three	2 horse coach	145 15 0	31 Dec , 1893
66 David Parker (Transferred to Thos Parker, from 1st May, 1891)	Goulburn	Goulburn, Tulo, Chatsbury, Myrtleville, and Taralga	Six	4 horse coach	190 0 0	31 Dec , 1891.
67 Charles Cupitt	Curriawang	Goulburn and Curriawang	Three	Horseback or 1 horse vehicle	60 0 0	31 Dec , 1891
68 John O'Neill	Goulburn	Goulburn and Inverlochy	Six	1 horse conveyance	78 10 0	31 Dec , 1892
69 James M'Innes	Middle Arm	Goulburn and Middle Arm	Three	Horseback	90 0 0	31 Dec , 1891
70 Thos. J M'Donald†	Laggan .	Laggan, Thalaba, Peelwood, and Coridillera	Three	2 horse coach	175 0 0	31 Dec , 1891
71 Wm. Cartwright	Irish Town, Laggan	Laggan and Fullerton	Two	Horseback	40 0 0	31 Dec , 1891.
72 Samuel Mortimer	Pejar	Crookwell, Krialla, and Pejar, via Third Creek Public School	Three	Horseback	37 10 0	31 Dec , 1892.
73 Thomas Moran	Goulburn	Crookwell and Binda , and	Three	2 horse coach	107 0 0	31 Dec , 1892
		Binda and Junction Point	Three	1 horse vehicle		
74 Edwd. Picker	Bigga	Binda, Markdale, and Bigga, via the new Government Road	Three		78 10 0	31 Dec , 1891.
75 Alfred J. Clements	Spring Grove, Greenmantle	Bigga, Greenmantle, and Lyndhurst	One	Horseback	38 10 0	31 Dec , 1892.
76 Andrew Frazer	Mount M'Donald	Bigga and Mount M'Donald	One	Horseback	28 0 0	31 Dec , 1892
77 John J Walsh	Wheeo	Wheeo and Crookwell, via M'Cormacks, O'Neill's, L Purcells, M'Gillis's, Smiths, Stonier's, Stephenson's, and thence along the Binda Road to Crookwell (Contractor to convey mails three times a week if required, for a sum at the rate of £50 per annum)	Two	Horseback	34 0 0	31 Dec , 1891.
78 Margaret M'Soiley	Wheeo	Wheeo and Narrawa , and	Two	Horseback	122 0 0	31 Dec , 1892
		Narrawa and Reids Flat	One			
79 Jeremiah G Webster	Taralga	Taralga and Golspie	Three	Horseback	40 10 0	31 Dec , 1892
80 Patrick Kelly	Taralga	Taralga and Bannaby	Three	Horseback	36 0 0	31 Dec , 1891.
81 Alexander Ross	Curraweela	Taralga and Curraweela , and Curraweela and Jerrong	Two‡ / One	Horseback	‡59 0 0	31 Dec , 1893
82 John Clifton	Taralga	Taralga and Wowagin (Contractor to convey mails to and from Taralga, Wowagin, and Laggan, once a week, for a sum at the rate of £30 10s 6d per annum, if required)	One	Horseback	21 0 0	31 Dec , 1893.
83 Martin Keating, Luke Malone, and Hugh Malone.	Braidwood	Tarago, Boro, Manar, Braidwood, Bell's Creek, Araluen, Mullenderree,	Six	Vehicle, 1 or more horses	156 0 0	31 Dec , 1892.
		and Moruya , with a branch mail to and from Braidwood and Reidsdale	Two	Horseback		
84 Henry Morris	Lake Bathurst	Tarago and Lake Bathurst	Six	Horseback, or 1 horse vehicle	38 0 0	31 Dec , 1891.
85 George Phelps	Lake Bathurst	Lake Bathurst and Bronti	Three	Horseback	22 10 0	31 Dec , 1892.
86 Patk Griffin	Boro	Boro and Mulloon	Three	Horseback	38 0 0	31 Dec , 1893.
87 Patk Griffin	Boro	Boro and Mayfield	Two	Horseback	26 0 0	31 Dec , 1893.
88 John Finnemor	Bungendore	Bungendore, *Cross Roads*, Molonglo, *Foxlow*, and Captain's Flat , and	Three	2 wheeled vehicle or 4 horse coach	110 0 0	31 Dec , 1893.
		Bungendore, *Cross Roads*, Hoskin's Town, *Foxlow*, and Captain's Flat	Three			

* Contractor granted permission to serve Woore by a branch mail on horseback from the new bridge on the Wheeo road
† Contractor ceased travelling beyond Peelwood
‡ Contractor allowed £6 10s per annum extra for the conveyance of an additional mail a week between Taralga and Curraweela, from 19th Jan , 1891

Contractors		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
			No. of times per week.		£ s. d.	
89 James Makay	Bungendore	Bungendore and Inglewood Forest	Three	Horseback or 2-wheeled vehicle, 1 horse, if required.	25 0 0	31 Dec., 1891.
90 Robert O'Neill	Queanbeyan	Railway Station and Post Office, Queanbeyan.	Twice or oftener daily.	4-wheeled coach, 1 horse.	12 0 0	31 Dec., 1893.
91 Archibald M'Donald	Queanbeyan	Queanbeyan, Bulga Creek, and Uriarra, via Yarralumla and the surveyed road.	Two	1-horse buggy.	74 0 0	31 Dec., 1891.
92 Archibald M'Donald	Queanbeyan	Queanbeyan, Bulga Creek, and Uriarra, via Yarralumla and the surveyed road.	One	1-horse buggy.	37 0 0	31 Dec., 1891.
93 Charles Bates	Williamsdale ...	Queanbeyan and Williamsdale, via "Keeffe's Hotel" and the old road	Two	.....	50 0 0	31 Dec., 1891.
94 John White ..... (Transferred to John Flanagan, from 1st February, 1891.)	Tharwa	Queanbeyan, Tuggranong, and Tharwa, via Lanyon.	Three	4-wheeled vehicle, 1 horse.	44 19 0	31 Dec., 1892.
95 John M'Laughlin ...	Uriarra	Uriarra and Brindabella	One	Horseback...	28 0 0	31 Dec., 1891
96 John Sheedy	Rock Valley, Queanbeyan.	Tharwa, Freshford, Booroomba, and Rock Valley.	One.....	Horseback...	25 0 0	31 Dec., 1892.
97 James M'Ternan ...	Michelago.....	Michelago, Mount Allen (Crawford's), and Burra (M'Pherson's).	One.....	.....	15 0 0	Contract to terminate at three months' notice on either side.
98 Wm. Willis	Ballalaba	Bredbo, Jerangle (Little Plain), and Ballalaba, via Wangarah, and Anembo.	One.....	....	65 0 0	31 Dec., 1893.
99 John Bailey	Cooma	Railway Station and Post Office, Cooma.	Once or oftener daily.	Vehicle	20 0 0	31 Dec., 1891.
100 Walter Goodwin ...	Cooma	Cooma, Numeralla, Peakview, Whinstone Valley, Gingerra Station, Ballanafad, and Captain's Flat.	One	Horseback...	100 0 0	31 Dec., 1891.
101 John Crowe*.....	Adaminiby	Cooma, Berridale, and Buckley's Crossing-place, via Woolway.	Three.....	2-horse waggonette.	140 0 0	31 Dec., 1891.
102 William Wales and Edward Evans.	Bombala.	Cooma, Rock Flat, Nimitybelle, Holt's Flat, Bibbenluke, and Bombala.	Four	Coach, 2 or 3 horses.	388 0 0	31 Dec., 1891.
103 William Wales and Edward Evans.	Bombala	Cooma, Rock Flat, and Nimitybelle...	Two	1 or more horse coach	60 0 0	31 Dec., 1891.
104 James W. P. Shiels..	Bobundarah	Cooma and Bobundarah; and Cooma, Myalla, and Bobundarah.	One ... } One ... }	Horseback or 2-horse coach.	80 0 0	31 Dec., 1891.
105 O'Bryan M'Mahon..	Adaminiby ...	Cooma, *Rocklands*, and Adaminiby, along the main or Wambrook Road; and	Two	2-horse buggy.	†95 0 0	31 Dec., 1891.
		Adaminiby and Kiandra	One	Buggy during summer months as passengers require; horseback and snowshoes during remainder of year		
106 John Cook.....	Adaminiby ...	Cooma, *Middling Bank*, and Adaminiby; and	One	2-horse buggy	65 0 0	31 Dec., 1891.
		Adaminiby, *Russell's*, and Kiandra	One	Buggy during summer months as passengers require and weather permits, and by snowshoes when necessary		
107 Robert Williams- ...	Jindabyne.....	Berridale and Jindabyne	Two	Coach, 1 horse.	47 0 0	31 Dec., 1891.
108 Wm. H. D. Avery...	Berridale	Berridale and Rocky Plain	One	Horseback...	27 10 0	31 Dec., 1891.
109 Henry Filtness, jun.	Jillemalong Lake, via Jindabyne.	Jindabyne and Moonbah	Two	Horseback...	30 0 0	31 Dec., 1893.
110 Charles Collman‡...	Buckley's Crossing-place.	Buckley's Crossing-place and Jimenbuan. (Contractor to convey mails twice a week, if required, for a sum at the rate of £40 per annum.)	One	Horseback...	24 9 0	31 Dec., 1893.
111 James Barrett§	Nimitybelle	Nimitybelle, Mountain Top, Lyttleton, Numbugga, and Bega, via Benbooka Station and Glenbog.	Six	4-wheeled coach, 2 or 3 horses.	380 0 0	31 Dec., 1892.
112 Arthur J. Powning.	Nimitybelle	Nimitybelle and Bobundarah	One	Horseback...	35 0 0	31 Dec., 1891.
113 Chas. Taylor	Holt's Flat	Holt's Flat and Cathcart.	One	Horseback...	35 0 0	31 Dec., 1891.
114 James W. P. Sheils	Bobundarah ...	Bobundarah and Timbery Range; and	Two	Coach, 2 horses, or horseback.	113 0 0	31 Dec., 1891.
		Timbery Range and Bombala, via Gunningrah and Buckalong.	One			
115 James W. P. Sheils	Bobundarah	Timbery Range and Bombala, via Gunningrah and Buckalong.	One	Coach, buggy, or horseback.	85 0 0	31 Dec., 1891.

* Contractor instructed to travel from Buckley's Crossing to Berridale, via Oakvale, from 19th August, 1891.
† Contractor allowed £20 per annum extra to convey a third mail a week to and from Cooma and Adaminaby, from 16th January, 1891.
‡ Contractor instructed to commence bi-weekly service on 16th September, 1891.
§ Sureties (J. Bobbin and J. Hart) performed service from 26th May, 1891. Contract cancelled on 31st July, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication. No. of times per week.	Mode of Conveyance.	Annual Amount payable to Contractors. £ s. d.	Date of Termination of Contracts.
116 Mrs. Annie Reed ...	Bombala	Bombala, Nicholson's, Craigie, and Delegate;	Two ...	2-horse coach.	97 0 0	31 Dec., 1891.
		Bombala, Nicholson's, and Delegate; and	One ...			
		Bombala, Mila, and Craigie, via Mahratta and Mr. George Stevenson's, at The Bog.	One ...			
117 John Kennedy	Bombala	Bombala, Cathcart, Rocky Hall, Wyndham, and Pambula.	Two	4-wheeled conveyance, 1 or 2 horses.	118 0 0	31 Dec., 1891.
118 John Kennedy	Bombala	Bombala, Cathcart, Tantawanglo, Candelo, Wolumla, and Merimbula.	One	1 or 2-horse coach.	94 0 0	31 Dec., 1891.
119 Joseph Parkes	Bombala	Bombala and Wright's (Tombong), via Bombala Station, Cambalong, and Quidong.	One	Horseback ..	39 0 0	31 Dec., 1891.
120 James Doyle	Corrowong	Delegate and Corrowong	Three	.....	59 0 0	31 Dec., 1893.
121 William Flanagan*	Lyttleton	Lyttleton, Mogilla, Candelo and Wolumla,	Six	Coach, 2 horses	179 0 0	31 Dec., 1893.
		With a branch mail to and from Meringlo.	One	Horseback ..		
122 Robert Twyford ...	Wyndham.....	Candelo, Wyndham, and Towamba, via Myrtle Creek.	One	Horseback ..	35 5 0	31 Dec., 1891.
123 Alex. A. M'Keahnie	Rosedale	Adaminiby and Rosedale.....	Two	Horseback...	35 0 0	31 Dec., 1893.
124 John Donnelly	Braidwood ...	Braidwood, Charleyong, Tomboy, and Nerriga; and	Two	2-horse coach	148 0 0	31 Dec., 1893.
		Nerriga, Sassafras, and Nowra	One	Horseback ..		
125 Mark M'Grath	Braidwood	Braidwood and Monga	Two	Horseback ..	24 0 0	31 Dec., 1893.
126 Bernard M'Cawley	Nelligen	Braidwood and Nelligen	Two	4-wheeled buggy, 2 horses.	89 0 0	31 Dec., 1891.
127 James Allen	Braidwood	Braidwood and Little Bombay	One	Horseback ..	12 0 0	31 Dec., 1893.
128 Martin Keating, Luke Malone, and Hugh Malone.	Braidwood	Braidwood, Jembaicumbene, and Major's Creek.	Three.....	4-wheeled vehicle, 1 or more horses.	40 0 0	31 Dec., 1892.
129 John Stephens	Larbert	Braidwood and Larbert	Two	Horseback ..	20 0 0	31 Dec., 1891.
130 George Cole	Major's Creek ...	Major's Creek and Ballalaba	Two	Horseback ..	12 10 0	31 Dec., 1893.
131 Dennis Dempsey ...	Emu Flat, Krawarree.	Major's Creek and Krawarree.....	One	Horseback ..	23 16 0	31 Dec., 1893.
132 Thomas Donnelly...	Nerriga	Nerriga and Welcome Reefs	Two	Horseback ..	25 0 0	31 Dec., 1891.
133 George Smith	Krawarree	Ballalaba and Krawarree, via Jerrabat Gully.	One	Horseback ..	30 0 0	31 Dec., 1893.
134 George Smith	Krawarree	From Ballalaba to Braidwood; and from Braidwood to Ballalaba and Krawarree, via Stony Creek.	One	Horseback or vehicle.	36 0 0	31 Dec., 1893.
135 Wm. T. Green	Moruya	Moruya and Kiora.....	Two	.....	8 0 0	31 Dec., 1893.
136 John Corrigan ..... (Transferred to James Averell from 1st April, 1891.)	Moruya	Moruya, Bergalia, Turlinjah, Bodalla, Wagonga, Punkalla, Tilba Tilba, Dignam's Creek, Cobargo, Dry River, Brogo, and Bega.	Six	4-wheeled vehicle, 1, 2, or more horses.	400 0 0	31 Dec., 1891.
137 John Corrigan ..... (Transferred to James Averell from 1st April, 1891.)	Moruya	Bodalla and Eurobodalla	Seven	4-wheeled coach, 1, 2, or more horses.	48 10 0	31 Dec., 1891.
138 Wm. J. and Alfred J. Harper.	Corunna	Bodalla, Wagonga Heads, Narooma, and Corunna.	Two	Horseback...	70 0 0	31 Dec., 1891.
139 John Corrigan ..... (Transferred to James Averell from 1st April, 1891.)	Moruya	Eurobodalla and Nerrigundah.....	Six	4-wheeled coach, 1 or more horses.	70 0 0	31 Dec., 1893.
140 John Bate	Tilba Tilba	Tilba Tilba and Bermagui	Two	Horseback...	29 0 0	31 Dec., 1893.
141 David Dunsmore ..	Cobargo	Cobargo and Bermagui.....	Two	.....	20 0 0	31 Dec., 1892.
142 David Dunsmore ...	Cobargo	Cobargo, Wandella, and Yowrie	Two	.....	59 0 0	31 Dec., 1893.
143 Thomas Griffin	Bega	Bega, Wolumla, Millingandi, Pambula, Greig's Flat, and Eden.	Six	4-wheeled coach, 2 or more horses.	104 0 0	31 Dec., 1893.
144 Thomas Griffin	Bega	Bega and Candelo	Seven.....	4-wheeled coach, 2 or more horses.	39 10 0	31 Dec., 1893.
145 Thomas Griffin	Bega	Bega and Tanja	Two	Horseback...	35 0 0	31 Dec., 1891.
146 Patrick Flood	Bournda, Merimbula.	Bega and Merimbula, via Jellat Jellat, Wallagoot, and Bournda.	One	Horseback or buggy.	23 19 0	31 Dec., 1891.
147 Hermann Bollmann	Merimbula	The Rocks landing-place or Merimbula Wharf, as required, and Post Offices, Merimbula and Pambula.	Three.....	Horseback...	38 0 0	31 Dec., 1891.
148 John and Alexr. M'Phee.	Bega	Merimbula, Wolumla, and Bega; or Tathra, Tathra Road, and Bega, on arrival and departure of steamers. (Contractors to convey mails regularly twice a week whether the steamer runs or not.)	Two	4-horse coach.	26 0 0	31 Dec., 1892.
149 Charles Laing	Towamba	Eden and Towamba	Two	Horseback...	45 0 0	31 Dec., 1891.
150 John Hopkins	Eden	Eden, Kiah, and Timbilica	One	....	50 0 0	31 Dec., 1893.

* Contractor relieved of contract from 31st December, 1891

	Contractors' Names.	Contractors' Addresses	Postal Lines.	Frequency of Communication. (No. of times per week.)	Mode of Conveyance.	Annual Amount payable to Contractors. £ s. d.	Date of Termination of Contracts.
151	Wm. Weatherstone	Parkesbourne ...	Breadalbane, Parkesbourne, and Merrilla.	Three.....	Horseback...	24 12 6	31 Dec., 1893.
152	Wm. Weatherstone	Parkesbourne ...	Breadalbane and Collector	Six	Horseback...	55 5 6	31 Dec., 1893.
153	Thos. Smith	Breadalbane	Breadalbane and Gurrundah	One	Horseback...	13 0 0	31 Dec., 1891.
154	Richard Sherriff	Gunning	Railway Station and Post Office, Gunning.	Once or oftener daily.	Buggy, 1 horse.	28 0 0	31 Dec., 1891.
155	Richard Sherriff ...	Gunning	Railway Station, Gunning, and Post Offices, Gunning, Lower Gundaroo, Upper Gundaroo, Sutton, and Queanbeyan.	Three...	2-horse coach or buggy.	233 0 0	31 Dec., 1891.
			From Railway Station, Gunning, to Post Offices, Gunning, Lower Gundaroo, and Upper Gundaroo; and from Upper Gundaroo to Lower Gundaroo and Gunning.	Three... Four ...			
156	William Douglass.. (Transferred to Henry Alchin, from 5th October, 1891.)	Dalton	Gunning and Dalton.....	One ..... Five.....	Buggy ..... Horseback...	52 0 0	31 Dec., 1892.
157	Peter Glennan	Wheeo	Gunning and Wheeo.....	Two	Horseback...	59 0 0	31 Dec., 1893.
158	Henry Curry and W. Douglas.	Dalton	Dalton and Rye Park	One	Horseback or sulky, if required.	31 10 0	31 Dec., 1892.
159	Henry Alchin	Dalton	Dalton and Bevendale, via Byrneville	One	Horseback...	22 0 0	31 Dec., 1891.
160	Martha and Arthur Randell.	Burrowa	Rye Park and Burrowa	Three.....	Buggy, 1 horse.	45 0 0	31 Dec., 1891.
161	Martin Manyon ...	Five-mile, Rye Park.	Rye Park and Five-mile Creek, via Frost's Farm and Digger's Flat.	One	Horseback..	21 10 0	31 Dec., 1892.
162	John Couch, jun. ...	Yass	Yass Railway Station and Post Office, Yass, including the clearance of the Letter-receiver at North Yass.	Seven or more.	2 or 3 horse coach.	35 0 0	31 Dec., 1891.
163	John Carey*	Wee Jasper	Yass, Cavan, and Wee Jasper, via "Brassel's Inn," Warro, and the main road, crossing the river at Bloomfield. (Contractor to convey mails twice a week on horseback at £80 per annum, or by vehicle, 1 or 2 horses, at £84 per annum, if required).	One	Horseback...	52 0 0	31 Dec., 1893.
164	Edwin A. Elliott ...	Lower Gundaroo	Yass, Greenfield Farm, and Lower Gundaroo.	Two	.....	52 0 0	31 Dec., 1891.
165	B. A. Nichols	Yass	Yass, Murrumbateman, Jeir, Hall, Ginninderra, Canberra, and Queanbeyan.	Three.....	2-horse coach.	129 0 0	31 Dec., 1892.
166	James P. O'Donnell (Transferred to Charles O'Donnell, from 1st June, 1891.)	Boambola	Yass and Boambola	One	.....	35 0 0	31 Dec., 1892.
167	Thomas Walker ...	Nanama, Yass ...	Murrumbateman and Nanama	Two	Horseback...	25 0 0	31 Dec., 1892.
168	Wm. Wall	Limestone Creek, Bowning.	Bowning and Tangmangaroo	Three.....	Horseback...	36 0 0	31 Dec., 1891.
169	Wm. H. Vicq	Bookham	Bowning and Bookham.....	One ..... Two.....	Coach..... Horseback...	48 0 0	31 Dec., 1892.
170	Michael Cassidy ...	Tumut	Bookham, Chidowla (Nanangrove), Bongongo, Adjungbilly, and Tumut, via Smith's, Kiley's, Red Hill, and Geary's, Wyangle.	One	....	79 0 0	31 Dec., 1891.
171	John Carter	Binalong	Binalong and Burrowa; and	Six	4-wheeled coach, 2 or more horses.	91 0 0	31 Dec., 1892.
			Burrowa, Marengo, and Young	Three... ..	4-wheeled vehicle, 1 horse.		
172	William Weeks.....	Burrowa	Burrowa, Frogmoor, and Reid's Flat, via Hovell's Creek.	Two	Buggy, 2 horses.	90 0 0	31 Dec., 1893.
173	George Couch	Burrowa	Burrowa, Morongla Creek, and Cowra, via Narellan and Breakfast Creeks.	Two	Coach or buggy, 1 or more horses.	104 10 0	31 Dec., 1892.
174	William J. Roberts	Murrumburrah...	Railway Station and Post Office, Murrumburrah, including the clearance of the Letter-box at the Murrumburrah Station, when required.	Twice or oftener daily.	Sulky, 1 horse.	52 0 0	31 Dec., 1893.
175	William J. Roberts	Murrumburrah ..	Murrumburrah, Demondrille, and Wombat.	Six	2-wheeled vehicle, 1 horse.	89 0 0	31 Dec., 1891.
176	William Baldwin ...	Barwang	Murrumburrah and Barwang	Two	Horseback or packhorse.	35 0 0	31 Dec., 1891.
177	William J. Roberts	Murrumburrah ..	Cunningham and Marshall M'Mahon Reef.	Two	Horseback ..	30 0 0	31 Dec., 1893.
178	Thomas Hancock ...	Young	Railway Station and Post Office, Young.	Twice or oftener daily.	Van, 1 or more horses	37 0 0	31 Dec., 1893.
179	Cobb & Co.	Bathurst	Young, Weddin, and Grenfell	Seven	Coach, 2 or 4 horses.	107 10 0	31 Dec., 1893.

* Contractor instructed to carry out bi-weekly vehicle service from 16th June, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
180 Joseph Leonard ...	Forbes	Young, Thuddungra, Morangarell, Williams' Crossing, and Marsden's, via Balabala.	Two	Coach, 2 horses.	240 0 0	31 Dec., 1893.
181 John J. Barry	Young	Young, Tubbul, and Morangarell, via Memagong, Wedallion, and Moonbucca. (Contractor to convey mails once a week, if required, for a sum at the rate of £79 10s. per annum.)	Two	4-wheeled conveyance, 1 or more horses	139 10 0	31 Dec., 1893.
182 Henry Nicholson ..	Temora	From Young to Grogan, thence by cleared road to Temora; returning to Young, via West Temora	Two ...	4-wheeled vehicle, 1 or 2 horses.	150 0 0	31 Dec., 1891.
183 Cobb & Co.	Bathurst	Grenfell and Forbes	Six	Coach, 2 or 4 horses.	184 10 0	31 Dec., 1893.
184 John S. Dawson ...	Grenfell.....	Grenfell, Piney Range, *Wheogo*, and Marsden's. (Contractor to convey mails twice a week for a sum at the rate of £100 per annum, if required by the Postmaster-General to do so.)	Three.....	2-horse coach.	140 0 0	31 Dec., 1891.
185 Joseph Marks	Grenfell.....	Grenfell and Brundah Creek	Two	Horseback ..	28 0 0	31 Dec., 1893.
186 Christopher Maguire	Grenfell	Grenfell and Bimbi; and Bimbi, Morangarell, and Barmedman, or, if required, Bimbi, Morangarell, Narraburra, West Temora, and Temora, via Moonbucca. (Contractor to convey mails by 2-horse buggy for a sum at the rate of £125 per annum, if required by the Postmaster-General.)	Two ... One ...	Horseback ..	115 0 0	31 Dec., 1891.
187 Charles George	Morangarell	Bimbi and Williams' Crossing	One	Horseback ..	43 10 0	31 Dec., 1892.
188 Roland Ingram.....	Ungarie	Marsden's and Ungarie, via Tallebong.	Two	4-wheeled vehicle, 2 horses.	100 0 0	31 Dec., 1893.
189 Thomas Conlan.....	Cullinga	Wallendbeen and Cullinga	Three	Horseback ..	48 0 0	31 Dec., 1892.
190 John M'Culloch ...	Cootamundra ...	Railway Station and Post Office, Cootamundra.	Four times or oftener daily.	Vehicle, 1 horse.	30 0 0	31 Dec., 1893.
191 John Mullaney	Kyron, near Cootamundra.	Cootamundra, Kilrush, and Jugiong, via The Grove, Cullinga Creek, Grovesend, Templemore, Cowong, Kyron, Rathden, Jereleamby, and Sandy Creek.	One	Horseback ..	64 0 0	31 Dec., 1892.
192 Archibald W. Finlay and Richard Corbett	Temora	Cootamundra, Dudauman, and Temora, via Combaning.	Seven	Coach, 2 or 4 horses.	89 0 0	31 Dec., 1891.
193 Archibald W. Finlay and Richard Corbett (Transferred to Patrick Canty, from 4th June, 1891.)	Temora	Cootamundra, Stockinbingal, Grogan, and Morangarell, via Corumbie.	Two	1-horse trap or buggy.	132 0 0	31 Dec., 1893.
194 William Marshall..	Barmedman	Temora and Barmedman	Three.....	4-wheeled coach, 2 horses.	65 0 0	31 Dec., 1892.
195 Francis Walker ...	Merool Creek ...	Temora and Merool Creek (Harman's)	Two	Horseback, or 2-wheeled trap as required.	60 0 0	31 Dec., 1892.
196 William Main	Temora	Temora and Morangarell, via Campbell's, Duck Creek, Ellis', Eason's, Doubleday's, and Narraburra Station.	One	Horseback ..	50 0 0	31 Dec., 1891.
197 John Lynch	Barmedman	Barmedman and Wallandry, via Kildary and Buddigower. (Contractor to convey mails twice a week, if required, for a sum at the rate of £94 per annum.)	One	Horseback or conveyance if necessary.	54 0 0	31 Dec., 1891.
198 Francis B. Carberry	North Gobarralong.	Coolac and North Gobarralong	Two	Horseback ..	60 0 0	31 Dec., 1893.
199 Philip O'Mara	Jugiong.....	Coolac and Jugiong	Three.....	Horseback ..	45 0 0	31 Dec., 1892.
200 Joseph Speirs..... (Transferred to Paterson & Norton, from 1 April, 1891.)	Adelong	Railway Station and Post Office, Gundagai.	Once or oftener daily.	2 or 4 horse coach.	50 0 0	31 Dec., 1891.
201 James Heathwood..	Wagga Wagga...	Gundagai, Nangus, and Tenandra Park, via Kimo. (Contractor to convey mails three times a week, if required, for a sum at the rate of £113 per annum.)	Two	Horseback or buggy, 1 or more horses.	73 0 0	31 Dec., 1893.
202 Thomas Hill	Brungle	Gundagai, Brungle, and Rosemount ...	Three	.....	59 0 0	31 Dec., 1893.
203 Joseph Speirs ..... (Transferred to Paterson & Norton, from 1 April 1891.)	Adelong	Gundagai, South Gundagai, and Adelong Crossing-place.	Six	4-horse coach.	50 0 0	31 Dec., 1891.
204 Wm. and Patrick Eurell.	Tumut.	Gundagai, Gocup, and Tumut, via the marked-tree line.	Six.....	Coach, 2 or 4 horses.	125 0 0	31 Dec., 1892.
205 Joseph Speirs ..... (Transferred to Paterson & Norton, from 1 April, 1891.)	Adelong	Adelong Crossing-place, Grahamstown, Shepard's Town, Adelong, Gilmore, and Tumut.	Six.....	Coach, 2 or 4 horses.	275 0 0	31 Dec., 1892.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
206 John Brown	Tarcutta..... ..	Adelong Crossing-place, Hillas Creek, Lower Tarcutta, and Tarcutta.	Three	4-wheeled coach, 1 or more horses.	150 0 0	31 Dec., 1891.
207 Maurice Hourigan..	Batlow	Adelong, Batlow, Laurel Hill, Upper Tumberumba, and Tumberumba, via Hastedt's, Parrott Hill, and M'Bowling's, of Upper Tumberumba; and	One	Vehicle	193 0 0	31 Dec., 1892.
		Adelong, Middle Adelong, Batlow, Taradale, Bago Station, and Tumberumba.	One	Horseback ..		
208 Robert Foulkes.....	Hillas Creek.....	Adelong, Mount Adrah, and Hillas Creek.	One	Horseback ..	50 0 0	31 Dec., 1893.
209 Henry J. Wilson ...	Gilmore	Gilmore, Upper Gilmore, and Batlow, via Windowie Public School, and along the eastern side of Gilmore Creek to Fern Gully Crossing.	Two	.....	36 0 0	31 Dec., 1892.
210 Charles L. Hart ...	Tumut	Tumut, Blowering, and Kiandra.....	One	Coach 4 horses, and horseback during snow	76 0 0	31 Dec., 1891.
211 Peter M'Cormick ...	Tarcutta.....	Tarcutta, Kyamba, *Luntsvale*, Little Billabong, *Garryowen*, and Germanton.	Three.....	4-wheeled coach, 1 or more horses.	250 0 0	31 Dec., 1891.
212 John Collins	Umbango, Tarcutta.	From Tarcutta to Oberne and Molloy's (9 miles above Oberne), returning via Humula, Murraguldrie, and down the Umbango Creek to Tarcutta.	Three.....	Horseback ..	52 0 0	31 Dec., 1891.
213 Alex. M'Donald ...	Germanton	Little Billabong, Carabost, Rosewood, and Tumberumba.	Three.....	4-wheeled coach, 2 or more horses.	200 0 0	31 Dec., 1891.
214 James Waite.....	Albury	Tumberumba, Burns, Tooma, *Welaregang Station*, Tintaldra (Victoria), *Welaregang Station*, Ournie, Jingellic, Maracket, Talmalmo, Wagra, Bowna, and Albury, via Camberoona, Dora Dora and Ournie Diggings (Main Road to be travelled between Camberoona and Wagra.)*	Two	4-wheeled coach, 2 or more horses, between Albury and Tintaldra; remainder on horseback.	350 0 0	31 Dec., 1891.
215 Walter R. Sullivan	Khancoban	Tooma and Khancoban, via Warbrook, Opossum Point, and Greg Greg. Contractor to convey mails once a week for a sum at the rate of £40 per annum, if required.)	Two	Horseback ..	66 0 0	31 Dec., 1893.
216 Alfred J. Davis ...	Bethungra	Bethungra, Mitta Mitta, *Yammatree*, and Lower Yammatree.	Two	.....	53 0 0	31 Dec., 1893.
217 Chas. S. Smith	Bethungra.....	Bethungra and Ironbong	Two	Horseback ..	48 10 0	31 Dec., 1892.
218 John J. M'Crea ...	Yathella, via Harefield.	Harefield and *Yathella*.....	Two	Horseback ..	25 0 0	31 Dec., 1893.
219 Archibald W. Finlay and Richard Corbett	Temora	Junee Junction, The Reefs, Sebastopol, and Temora, via "Cooney's Inn."	Two	Buggy, 1 horse.	119 0 0	31 Dec., 1893.
220 John Charlton†.....	Wantiool, via Junee Junction.	Junee Junction, Eurongilly, and Cooba	Two	Horseback ..	44 15 0	31 Dec., 1893.
221 Abner Mynott	North Wagga Wagga.	Eurongilly and Wagga Wagga, via Oura and Eunonyhareenyha. (Contractor to convey mails three times a week, if required, for a sum at the rate of £105 per annum.)	Two	Horseback ..	80 0 0	31 Dec., 1893.
222 Peter J. M'Alister..	Wagga Wagga...	Railway Station and Post Office, Wagga Wagga.	Four times or oftener daily.	Coach, 1 or more horses.	74 15 0	31 Dec., 1892.
223 Michael O'Donnell..	North Wagga Wagga	Wagga Wagga and Brucedale	Two	Horseback ..	25 0 0	31 Dec., 1891.
224 Peter J. M'Alister..	Wagga Wagga...	Wagga Wagga, Alfred Town, and Tarcutta.	Three	Coach, 2 or more horses.	169 0 0	31 Dec., 1891.
225 Robert J. Montgomery.	Wagga Wagga...	Wagga Wagga, Malebo, and Narrandera,	Three.....	Coach, 2 horses, or light buggy.	222 0 0	31 Dec., 1891.
226 Peter J. M'Alister..	Wagga Wagga...	Wagga Wagga, Downside, Merool Creek, Broken Dam, and Ungarie, via Marrar, The Rocks (M'Donald's), Mimosa, Quandary, Mandamah, and Wallandry.	One	Coach, 2 or more horses.	200 0 0	31 Dec., 1891.
227 Henry Biemann ...	North Wagga Wagga	Wagga Wagga and Downside.....	One	.. ..	16 0 0	31 Dec., 1891.
228 Peter J. M'Alister	Wagga Wagga...	Wagga Wagga and *Mangopla*.....	Three.....	Horseback ..	97 15 0	31 Dec., 1893.
229 Peter J. M'Alister	Wagga Wagga...	Wagga Wagga, Yarragundry, and Collingullie.	Three.....	Horseback ..	69 0 0	31 Dec., 1893.

* Whenever floods prevent the mails from being conveyed between Welaregang and Tintaldra, Contractor is required to leave the Tintaldra mail at Welaregang Station (Gray's), and proceed on his journey without waiting for the flood to subside, and on his return to Tintaldra, from either Tooma or Bowna, bring the mail on if it has not in the meantime been conveyed to its destination by other means.

† Route altered to via Quilter's, Wantiool, Weir's, and M'Carthy's, from 1st May, 1891; and Contractor allowed £10 per annum for travelling same from 1st July, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors. £ s. d	Date of Termination of Contracts.
				No. of times per week.		
230 Thomas Roohan* ...	Tarcutta	Wagga Wagga, Lake Albert, Pullitop Station, Upper Pullitop, and Little Billabong, via Gregado, Big Springs, and Livingstone.	Three ...	Horseback or 1-horse buggy.	118 0 0	31 Dec., 1893.
231 Mary Donnelly† .	Cunningdroo, Wagga Wagga	Alfred Town and *Bool Bool* . . .	Three ..	Horseback ..	39 0 0	31 Dec., 1891. (Contract to terminate at three months' notice on either side.)
232 Peter J. M'Alister	Wagga Wagga..	The Rock, Bullenbong, Ferrier's, and Urana, via Brookong.	Three	Coach, 1, 2 or more horses.	364 15 0	31 Dec., 1891.
233 L. R. Savage‡	Narrandera .	Bullenbong, Jackson's Waterholes, Gillenbah, and Narrandera.	One ..	Horseback ..	64 10 0	31 Dec., 1892.
234 Crawford & Co.....	Albury	Urana, Overton, Daysdale, Lowesdale, and Corowa.	Two ..	2 or 3-horse coach.	139 0 0	31 Dec., 1893.
235 Richard Bailey.....	Urana	Urana and Mr. Guest's selection, 3 miles beyond Boree Creek.	Two	Horseback or buggy as required.	60 0 0	31 Dec., 1893.
236 William White.....	Jerilderie	Railway Station and Post Office, Jerilderie.	Three	1-horse cab or coach.	25 0 0	31 Dec., 1893.
237 A. Smith	Jerilderie	Jerilderie, Oaklands, and Daysdale, via Clear Hills, Narrow Plains, Momolong, and Wangamong.	Two	Coach, 2 horses.	160 0 0	31 Dec., 1893.
238 John Holland	Jerilderie	Jerilderie, Wilson, Argoon, & Darlington Point, via Spring Plain, Kulki, Coleambally, Uni Park, and Waddai	Two	Buggy, 2 horses.	187 0 0	31 Dec., 1892.
239 James Samuelson and William Davidson.	Jerilderie ..	Jerilderie and *Broome*	Two	Horseback	51 0 0	31 Dec., 1891.
240 Joseph Bott	Jerilderie	Jerilderie and Tocumwal, via Mr. George Jones', Murray Hut.	Two	2 or 4-horse coach.	98 0 0	31 Dec., 1891.
241 Crawford & Co.	Albury .	Jerilderie, Berrigan, and Mulwala. (Contractors to convey mails once a week for the sum of £44 10s. per annum, if required by the Postmaster-General.)	Two	Coach, 2 or more horses.	75 0 0	31 Dec., 1891.
242 Cornelius Lewis ..	Middledale	Lowesdale and Middledale	One	Horseback ..	42 0 0	31 Dec., 1891.
243 W. J. King	Mulwala	Corowa, Mulwala, and Tocumwal .	Three .	2-horse coach or buggy.	160 0 0	31 Dec., 1891.
244 Martin J. Nagle .	Corowa ..	Corowa, Bull Plain, and Savernake, via Sedgwick's, &c ; and	Two	.. .	167 0 0	31 Dec., 1892.
		Savernake, Berrigan, and Murray Hut.	One .			
245 Martin J. Nagle .	Corowa	Corowa, Hopefield, and Carnsdale, via Tyrone School and Oil-tree, or Kentucky Station.	One .	....	38 0 0	31 Dec., 1892.
246 Patrick M'Mahon..	Corowa	Corowa and Lower Corowa	Six ...	Horseback ..	16 0 0	31 Dec., 1891.
247 Crawford & Co .. .	Albury	Corowa and Wahgunyah . . . . . (Contractors to provide proper means for crossing the river Murray when the bridge is flooded.)	Twelve .	Coach, 2 or more horses.	19 10 0	31 Dec., 1891.
248 Martin Donovan .	Deniliquin . .	Tocumwal and Deniliquin	Two .. .	2 or 4 horse coach.	140 0 0	31 Dec., 1891.
249 John Costigan	Yerong Creek .	Yerong Creek, Mundawaddera, Lallarook, and Urangeline, by the Main Road.	Three ..	2 or more horse coach.	120 0 0	31 Dec., 1891.
250 Franz Pertzel.....	Pleasant Hills ..	Yerong Creek, Munyabla, and Pleasant Hills.	Two	Horseback ..	50 0 0	31 Dec., 1893.
251 Joseph Pratt (Transferred to George Petts, from 1st April, 1891)	Germanton .	Railway Station, Culcairn, and Post Offices, Morven and Germanton. (Contractor to convey mails on either side of the Billabong Creek in times of flood.)	Six	Coach, 2 or more horses.	25 0 0	31 Dec., 1891.
252 Patrick O'Brien .	Cookardinia . .	Morven and Cookardinia	Three .	Waggonette, 2 horses.	§70 0 0	31 Dec., 1891.
253 George Petts	Mullengandra	Germanton, Woomargama, Mullengandra, Bowna, Thurgoona, and Albury.	Six	Coach, 2 or more horses.	215 0 0	31 Dec., 1891.
254 J. Lawson and J. Bruce.	Germanton ...	Germanton and Yarrara	Two	Horseback ..	55 0 0	31 Dec., 1891.
255 Walter Will . .	Gerogery	Gerogery, Walla Walla, and Walla Walla Homestead.	Two .. .	Horseback or 1-horse vehicle.	42 0 0	31 Dec., 1892.
256 George Carter	Albury	Railway Station and Post Office, Albury.	Five times or oftener a day.	1-horse 4-wheeled cab.	25 0 0	31 Dec., 1891.
257 Crawford & Co...	Albury	Albury, Black Range, Jindera, Burrumbuttock, Walbundrie, and Mahonga ("Pastoral Hotel"); and	Three .. .	Coach, 2 or more horses.	147 10 0	31 Dec., 1893.
		Mahonga and Urana	One	Horseback ..		
258 John Kennedy	Corowa	Albury, Bungowannah, Howlong, and Corowa.	Two	Coach or buggy, 2 horses.	75 0 0	31 Dec., 1891.
259 John J. Keighran .	Jindera	Jindera, *Ebenezer*, and Walla Walla Station.	One	1-horse vehicle.	39 0 0	31 Dec., 1891.

* Contractor allowed, as a temporary measure, to leave the Upper Pullitop Station mail at Clifton, 8 miles nearer Little Billabong.
† Contract terminated on 24th April, 1891.
‡ Contractor allowed £50 per annum extra to convey a second mail a week, from 16th April, 1891.
§ Allowed £10 per annum extra to extend service to Cookardinia Public School (1½ miles), from 29th January, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
260 W. Thomas and E. Quinn.	Walbundrie	Mahonga and Urangeline..... ..	One	Horseback ..	65 0 0	31 Dec., 1891.
261 William Smith	Howlong	Howlong, Moorwatha, and Goombargona, via the "Brocklesby Hotel."	Two	....	63 0 0	31 Dec., 1891.
262 Sydney Smith	Howlong	Goombargona and Carnsdale	One	....	24 9 0	31 Dec., 1891.
263 Thos. J. Webster*	Coolaman	Coolaman and North Berry Jerry; and	Three ...	2 or more horse coach.	230 0 0	31 Dec., 1891.
		North Berry Jerry, Trickett, and *Broken Dam*, via Boardman's; and Coolaman and Shannon's, via Veitch's, M'Kinnon's, Public School, and Junction Inn.	Two ... Two ...			
264 John Barnes† ..... (Transferred to James Cartwright, from 1st April, 1891.)	Coolaman	Coolaman, *Uley*, and *Ariah*, via Cowabee, Murril Creek, and Warri.	Two	2-horse coach.	143 0 0	31 Dec , 1891.
265 Wm. Macauley.....	Mimosa West, Coolaman.	*Ariah* and Selmes, via Lintott's, Broken Dam, Merool Creek (Harman's), Mandamah, and Kildary.	One	Horseback or buggy.	89 0 0	31 Dec., 1892.
266 L. R. Savage.....	Narrandera	Railway Station and Post Office, Narrandera.	Twice or oftener daily.	2 or 4 wheeled vehicle, 1 or more horses	74 10 0	31 Dec., 1892.
267 Fred. J. V. Savage	Narrandera	Narrandera and Murundah, via Gillenbah, Cuddell Township, and Yarrabee.	Two	Horseback or vehicle if required.	93 0 0	31 Dec., 1893.
268 David H. Jenkins...	Narrandera	Narrandera and Mount Elliott, via Colinroobie and Barellan.	Two	Vehicle, 1 or more horses.	189 0 0	31 Dec., 1891.
269 L. R. Savage.....	Narrandera	Narrandera and Darlington Point, via Gillenbah, Billenbah, Benandra, and Tubbo, on the south side of the river	Three.....	Horseback or buggy and horse if required.	135 0 0	31 Dec , 1891.
270 William Davidson	Jerilderie	Murundah, Old Goree, and Jerilderie, via Bundure Head Station and Yanko Station.	Two	2-horse vehicle or coach.	109 0 0	31 Dec., 1893.
271 Crawford & Co.....	Albury	Widgiewa or Coonong Railway Station as required, and Urana.	Three	Coach, 2 or more horses.	43 0 0	31 Dec., 1891.
272 Sydney E. Stivens	Narrandera	Barellan (on the road between Narrandera and Mount Elliott) and Yalgogrin, via Mumbledool and North Bolera.	Two	.. ..	96 0 0	31 Dec., 1893.
273 Crawford & Co.....	Albury	Whitton, Mount Elliott, Rankin's Springs, and Lake Cudgellico.	Two	Coach, 2 or more horses.	473 0 0	31 Dec., 1891.
274 Fredk. Blann	Mount Elliott, via Whitton.	Merool Creek, and Mount Ida, near the north boundary of Benerembah Run, via Bloomfield, Lanaghan's, Wilgah Plains, Johndarron, Wynangan, The Cliffs Homestead, Wendourie, Lake View, Verandah Rock and Sherwood	Two	Horseback...	85 0 0	31 Dec., 1893.
275 William Carey ..... (Transferred to John O'Brien, from 15th November, 1891.)	Wallandry, via Rankin's Springs.	Rankin's Springs and *Wallandry*, via Eurathra, Malonga, and Nariah.	Two	Horseback...	107 0 0	31 Dec., 1892.
276 Rowland Ingram ...	Ungarie.....	Ungarie and Boorabil, via Wollongough Station, Youngara, Monument Flats, Bygolorie, Gorman's Hill West and Dundoo Hills South; and Boorabil and Lake Cudgellico, via Gainbill Station.	Two ... One ...	4-wheeled vehicle.	100 0 0	31 Dec., 1893.
277 Robert Morton	Condobolin	Ungarie and Condobolin	One.....	Vehicle	55 0 0	31 Dec., 1893.
278 Alfred H. Clifton ...	Darlington Point	Darlington Railway Station and Darlington Point Post Office, near the river.	Six (seven if required)	4-wheeled vehicle or waggonette, 1 or more horses.	38 10 0	31 Dec., 1893.
279 Edwin J. Cummings	Woodlands, via Darlington Point	From Darlington Point Post Office to Warengesda Mission Station, thence to the homesteads of Cummings (Woodlands), E. Lander, D. Fraser, Kook and Sons, L. Lander, and thence to Darlington Point Post Office.	Two	Horseback ..	29 10 0	31 Dec., 1892.
280 Robert Donohoe ...	Hay	Darlington Point and Hay, travelling on the south side of the river.	Three.....	2-horse coach.	349 0 0	31 Dec., 1892.
281 Robertson, Wagner, & Co.	Hay	Carrathool, Dry Lake, Gunbar, and Hillston.	Two	Conveyance, 2 or more horses.	180 0 0	31 Dec., 1893.
282 William Reed	Hay	Railway Station and Post Office, Hay.	Once or oftener daily.	Cart	60 0 0	31 Dec., 1891.
283 Robertson, Wagner, & Co.	Hay	Hay and Booligal	Three.....	2 or 4 horse coach.	400 0 0	31 Dec., 1892.
284 Robertson, Wagner, & Co.	Hay	Hay, Booroorban, Wanganella, Pretty Pine, and Deniliquin.	Six	4-wheeled American coach.	1,680 0 0	31 Dec., 1892.

* Contractor allowed the sum of £20 to extend Coolaman and Shannon's portion of contract to Ariah, from 1st June, 1891.
† Warri Saw-mill, instead of Ariah, made terminus, from 1st June, 1891.

	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
				No. of times per week.		£ s. d.	
285	Z. and S. Burton ...	Wentworth	Hay, Maude, Oxley, and Balranald, by direct route. (Contractors to travel once a week, when practicable, via Gilam and Nap Nap mail-box, which is on the north side of the river.)	Three.....	Coach, 3 horses.	1,150 0 0	31 Dec., 1891.
286	Michael Charters *	Wilcannia.....	Booligal, Mossgiel, Ivanhoe, and Wilcannia.	Two	2 or 4 horse coach.	1,600 0 0	31 Dec., 1892.
287	Michael Charters *	Wilcannia.....	Booligal, Mossgiel, and Ivanhoe.....	One	Coach.....	350 0 0	31 Dec., 1892.
288	Peter R. Slatter ...	Oxley.....	Booligal, Culparlin, and Oxley, via Nicholson's, Turner's, Bent's, Honen's, and Moffat's Homestead Leases, Arrawatta, Culpataro Station, and Smith's, M'Shelland's, Ingram's, and Holmes' Homestead Leases.	One	4-wheeled trap or waggonette, 2 horses.	175 0 0	31 Dec., 1891.
289	William H. Keast ..	Nyngan.....	Adelaide Camp (on the Booligal-Mossgiel Mail Line) and Willandra Hut, via Merungle Station, Walker's Hutchinson, and Vagg's selections, Yandembah Station, Haylock's selection, Moolbong Station, and Corbett's selection.	One	2-horse vehicle.	50 0 0	Contract to terminate at three months' notice on either side.
290	Joe Denison	Mossgiel	Mossgiel, *Paddington*, and Belaraboon (mail-box).	One	Cart, 1 horse	276 11 0	31 Dec., 1893.
291	Deniliquin and Moama Railway Company.	Deniliquin	Deniliquin, Mathoura, Moira, Moama, and Echuca.	Six or more	Railway ...	900 0 0	Contract to terminate at three months' notice on either side.
292	Andw. B. Mathewson.	Deniliquin	Deniliquin, Cochran Creek, and Noorong, via Cobran and North Wakool.	One	2-horse waggonette	110 10 0	31 Dec., 1891.
293	Z. and S. Burton...	Wentworth	Balranald, Euston, *Gol Gol*, and Wentworth.	Three.....	4-wheeled coach, 2 or more horses	642 0 0	31 Dec., 1892.
294	Henry Linnett	Balranald	From Linnett's "Junction Hotel" (on the Balranald and Ivanhoe Mail Line), to Block D, Magenta House, Woolpagerie Out Station, Gol Gol, Garn Pang, and Pan Ban; returning to Linnett's "Junction Hotel," via Mulurulu, Gol Gol, Woolpagerie Out Station, Magenta House, and Block D.	One	.....	175 0 0	31 Dec., 1892.
295	Michael Charters*...	Wilcannia.....	Wentworth, Pooncarie, Menindie, and Wilcannia.	Two	Coach, 2 or 4 horses.	2,200 0 0	31 Dec., 1891.
296	James Nicholas.....	Broken Hill	Wentworth and Broken Hill, via the Ana-branch and Mr. Cudmore's Popiltah Station.	One	Coach, 2 horses.	900 0 0	31 Dec., 1891.
297	Cobb & Co	Bathurst	Wilcannia, "Victoria Hotel," *Tarella*, Yandarlo, Cobham, Milperinka, *The Albert*, and Tibooburra, via Mena Murtie, Kayrunnera, Morden, and Yanderberry.	Two	Coach, 2 or more horses.	994 10 0	31 Dec., 1891.
298	Michael Charters*..	Wilcannia.....	Wilcannia, Mount Gipps, Round Hill, and Broken Hill.	Two	Coach, 2 or 4 horses.	200 0 0	31 Dec., 1891.
299	Henry Peacock.....	Round Hill	Broken Hill and Round Hill	Four	Coach, 2 horses.	80 0 0	31 Dec., 1891.
300	Frank Hardy.....	Broken Hill	Broken Hill, Pinnacles, Thackaringa Mines, and Cockburn (South Australia.)	Three.....	2-horse coach.	189 0 0	31 Dec., 1891.
301	Henry Field†	South Broken Hill	Broken Hill and South Broken Hill ...	Six.....	Horseback ..	52 0 0	31 Dec., 1892.
302	John H. Gordon ...	Menindie	Broken Hill and Menindie, via Rockwell and Mulcalca Station.	Two	4-horse coach.	51 10 0	31 Dec., 1893.
303	William H. Reid ...	Yancannia, via Yandarlo.	Yandarlo and *Bootra*, via Yancannia and Salisbury.	One	.....	100 0 0	31 May, 1891.
304	Cobb & Co.	Bathurst	Silverton, Day Dream, Purnamoota, Gainer's Hotel, and Euriowie.	Two	Coach, 2 or 4 horses.	100 0 0	31 Dec., 1891.
305	Cobb & Co.‡	Bathurst	Euriowie, *Poolamacca*, *Pampira*, *Gnalta*, and "*Victoria Hotel.*"	One	Coach, 2 horses.	289 0 0	31 Dec., 1892.
306	Cobb & Co.	Bathurst	Euriowie and Cobham Lake, via Fowler's Gap, Bancannia Lake, and Packsaddle.	One	2 or 4 horse coach.	50 0 0	31 Dec., 1891.
307	Ernest C. Chambers	Milperinka	Milperinka and Mount Browne	One	Vehicle, 2 horses.	44 0 0	31 Dec., 1892.
308	Percy Field ..... (Transferred to Charles F. Field, from 1st April, 1891.)	Yalpunga	Tibooburra, Yalpunga, and Whompah	One	4-wheeled carriage or buggy.	110 0 0	31 Dec., 1891.

* Contractor died on 29th September, 1891.
† Contract cancelled 28th February, 1891.
‡ Contractors allowed £2 10s. per annum extra on account of extra distance to be travelled through removal of Receiving-office, Pampira, from 22nd June, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
		NORTHERN ROADS.	No. of times per week.		£ s. d.	
1 Joseph E. Black ...	Manly	Manly, Brookvale, Narrabeen, Newport, and Bayview; and Newport and Barranjoey ..... (Contractor to convey mails six times a week between Newport and Barranjoey, if required by the Postmaster-General.)	Six ..... Two...	Horseback ...	100 0 0	31 Dec., 1892.
2 James Buscombe ...	Gosford	Railway Station and Post Office, Gosford (including the clearance of letter-boxes at East Gosford and Victoria and George Streets once a day, and the Railway Station box three times a day.)	Three times or oftener daily.	.....	55 0 0	31 Dec., 1892.
3 Alfred Webster.....	Gosford	Gosford, Erina, and Wamberal	Three.....	.....	28 0 0	31 Dec., 1892.
4 Allan Waters.....	Yarramalong ...	Wyong Creek and Yarramalong	Three.....	Horseback...	37 0 0	31 Dec., 1892.
5 Harold Healy	Cooranbong	Railway Station, Morisset, and Post Office, Cooranbong.	Twice a day.	Coach, 2 horses.	55 0 0	31 Dec., 1892.
6 Philip Robert Cook	143, York-street, Sydney.	Fassifern and Toronto	Six	Horseback...	11 0 0	Contract to terminate at three months' notice on either side.
7 Daniel Hooley	Newcastle..	Newcastle Post Office and Railway Terminus; and Steamers' Wharf and Post Office, Newcastle.	Seven times or oftener daily. Once a day.	Spring-van, 1 or more horses.	100 0 0	31 Dec., 1891.
8 Daniel Hooley	Newcastle.....	Newcastle and Stockton	Twice or oftener daily.	.....	34 0 0	31 Dec., 1891.
9 George Lennon ..... (Transferred to John W. Hardy, from 21st July, 1891.)	Newcastle.....	Newcastle, Wickham, and Carrington	Twice or oftener daily.	Horseback...	39 0 0	31 Dec., 1891.
10 George Lennon	Newcastle.....	Newcastle, The Junction, Merewether, and Charlestown.	Six	Carriage or cart, 1 or more horses.	60 0 0	31 Dec., 1892.
11 Henry Sutton	Limeburners' Bay, Stockton.	Stockton and William Town	Three.....	.....	53 0 0	31 Dec., 1891.
12 George Matthewson	Salt Ash	William Town and Salt Ash	Two	.....	22 0 0	31 Dec., 1893.
13 Jonah Thomas ..... (Transferred to George Lennon, from 1st April, 1891.)	Lambton	Charlestown, Belmont, Swansea, and Catherine Hill Bay.	Six	.....	120 0 0	31 Dec., 1892.
14 Charles Broadhead*	Lambton	Railway Station, Waratah, and Post Office, Waratah; and Waratah, Lambton, and Wallsend ...	Four times or oftener daily. Six	Coach, 2 horses.	160 0 0	31 Dec., 1892.
15 Thomas James	Wallsend	Wallsend and Minmi	Twelve ...	.....	55 0 0	31 Dec., 1891.
16 Charles M'Intyre...	Raymond Terrace	From Hexham to Raymond Terrace ...	Six	Coach, 2 horses.	40 0 0	31 Dec., 1893.
17 Charles M'Intyre†..	Raymond Terrace.	Hexham Railway Station and Raymond Terrace; and Raymond Terrace, Limeburners' Creek, Booral, Stroud, Telegherry, Clareval, Langworthy's, Ward's River, and Gloucester.	Seven... Six	Coach, 4 horses.	579 0 0	31 Dec., 1893.
18 Edward Garner.....	Nelson's Plains..	Raymond Terrace and Nelson's Plains	Six	.....	26 0 0	31 Dec., 1892.
19 Thomas M'Dermott	Miller's Forest...	Raymond Terrace and Miller's Forest	Six	Horseback...	27 10 0	31 Dec., 1893.
20 Wm. Hough‡ ..... (Transferred to Patrick Hough, from 1st April, 1891.)	Tea Gardens.....	Limeburners' Creek, Aliceton, Tea Gardens, and Hawke's Nest, via Covey Creek.	Two	Horseback...	79 10 6	31 Dec., 1891.
21 Ludwig Benhard ... (Transferred to A. J. C. Single, from 1st March, 1891.	Taree	Booral, Girvan, and Bulahdelah.....	Three.....	4-wheeled vehicle, 2 horses.	90 0 0	31 Dec., 1893.
22 Daniel Dorney	Bulahdelah	Bulahdelah and Upper Myall River ...	Two	Horseback...	24 0 0	31 Dec., 1891.
23 Samuel Redman.....	Bulahdelah	Bulahdelah, Boolambayte, and Bungwall Flat.	Three.....	Horseback...	79 12 6	31 Dec., 1892.
24 Boylè White	Bulahdelah	Bulahdelah and Coolongolook	Two	Horseback...	65 0 0	31 Dec., 1892.
25 Fredk. W. Hadley	Forster	Bungwall Flat and Forster. (Contractor to convey mails twice a week for a sum at the rate of £52 per annum, if required.)	One	Horseback ..	30 0 0	31 Dec., 1891.
26 August Reichert ...	Gloucester	Gloucester, Barrington, and Copeland North.	Six	Coach, 2 or 4 horses.	70 0 0	31 Dec., 1893.

* Contractor allowed £5 a year extra to convey a second mail a day from Waratah to Lambton, from 16th October, 1891.
† Contractor allowed additional sum of £10 a year for conveying mails from Raymond Terrace to Hexham specially whenever Taree mails, &c., are late, from 20th August, 1891.
‡ Contractor to include Tahlee and Carrington Village in route.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication	Mode of Conveyance.	Annual Amount payable to Contractors £ s. d.	Date of Termination of Contracts
			No of times per week			
27 E. P. Nowland*	Coonamble	Gloucester, Kiambach, Kundibakh, Timonce, and Taree.	Six .	Coach, 2 or 3 horses.	552 0 0	31 Dec., 1893.
28 Wlm. R. Breese (Transferred to Thos Britton, from 1st April, 1891)	Cundle Flat . .	Gloucester and Nowendoc	One	Horseback	60 0 0	31 Dec., 1891.
29 William Wall .	Orundumbi	Nowendoc, Orundumbi, and Walcha ..	One	. .	36 0 0	31 Dec., 1891.
30 Norman Bell	Barrington .	Barrington and Rawden Vale	Two	Horseback	48 0 0	31 Dec., 1893
31 John J. Gallagher†	Krambach ..	Krambach, Cowans', Firefly Creek, Clarkson's Crossing, Failford, North Forster, and Forster.	Three	Horseback	99 0 0	31 Dec., 1891.
32 Fredk. Martin	Kimbriki	Timonee and Kimbriki, via Martin's, Latimers, Monk's, Chapman's, Moore's, Murray's, Weatherley's, Mossman's, and Smith's.	Two	Horseback	26 0 0	31 Dec , 1893.
33 George Scrivner .	Dingo Creek	Taree and Wingham, via Woolla Woolla	Six	2 horse coach.	110 0 0	31 Dec , 1891.
34 Patrick Keogh	Taree	Taree, Cundletown, Ghinni Ghinni, Croki, Coopernook, Moorland, John's River, Camden Haven Punt, and Port Macquarie.	Six	Coach, 4 horses.	495 0 0	31 Dec., 1892.
35 John Northam	Pampoolah .	Taree, Glenthorne, and Pampoolah	Three	Horseback	35 0 0	31 Dec., 1892.
36 John H Carle	Taree . .	Taree and Forster	One	Horseback	28 0 0	31 Dec., 1893.
37 John F. Latimore.	Kimbriki	Wingham, Killawarra, and Woodside	Three	Horseback	50 0 0	31 Dec., 1893.
38 William Garlick	Wingham	Wingham and Cedar Party Creek	Three	Horseback	22 0 0	31 Dec , 1891.
39 Henry Scrivner	Dingo Creek	Wingham, Dingo Creek, and Marlee (Contractor to extend service to Robin Flat, once a week, for an additional sum of £10 per annum, if required)	Three	Horseback	48 0 0	31 Dec., 1893.
40 Thomas Bradley	Knorrit Flat .	Woodside, Cooplacurrupa, Knorrit Flat, and Nowendoc. (Contractor to call for roadside correspondence on his way to Woodside, to start with mails thence)	One	Horseback	48 19 0	31 Dec , 1891.
41 Wm. M'Pherson	Dingo Creek .	Dingo Creek and Wherrol Flat. (Contractor to travel via Dingo Creek Bridge in times of flood)	Three	. . .	50 0 0	31 Dec., 1892.
42 Sarah Sullivan	Woodside .	Knorrit Flat and Cundle Flat . . .	One .	Horseback	12 10 0	31 Dec., 1893.
43 William Convery	Cundletown .	Cundletown, Landsdown, and Upper Lansdown.	Two	Horseback	46 0 0	31 Dec., 1891.
44 Abraham Robson	Cundletown .	Cundletown, Oxley Island, and Mitchell's Island	Two	1-horse vehicle.	55 0 0	31 Dec., 1892.
45 Paul Paviour	Coopernook .	Coopernook, Cattia Creek, and Harrington	Two	Horseback	17 0 0	31 Dec., 1893
46 James M'Kay	Camden Haven.	Camden Haven Punt, Camden Haven, and Laurieton.	Four	2-wheeled vehicle, 1 horse.	77 0 0	31 Dec., 1891
47 James Hyde (Transferred to Michael D'Arcy, from 1st April, 1891, and to Edward Morcom, from 1st July, 1891.)	Wauchope. .	Port Macquarie and Wauchope	Three .	Buggy, 2 horses.	50 0 0	31 Dec., 1891,
48 Edward Morcom .	Yarras . .	Port Macquarie Wauchope, Huntingdon, Gannon's Creek, and the junction of the Ellenborough and Hastings Rivers	Three . .	Horseback	104 0 0	31 Dec., 1891.
49 Patrick Keogh ...	Taree	Port Macquarie, Blackman's Point, Telegraph Point, East Kempsey, and Kempsey.	Six	Coach, 2 or 4 horses.	240 0 0	31 Dec., 1892.
50 John M'Inherney‡..	Blackman's Point	Port Macquarie, Blackman's Point, Rawdon Island, Ennis, and Beechwood (Morton's Creek). via G. Harriott's Punt.	Three	Horseback	75 0 0	31 Dec., 1892.
51 Edward Morcom	Yarras	Ellenborough and Yarras	Three	. . .	29 0 0	31 Dec , 1891.
52 William Rowsell	Telegraph Point	Telegraph Point, *Ballengarra*, and Rolland's Plains.	Three	Horseback, or vehicle when required.	39 18 0	31 Dec., 1892.
53 Charles Bowen . ..	Warneton ..	Kempsey, West Kempsey, Greenhill, Warneton, and Sherwood; and Sherwood and Glen Rock.	Three / One	Horseback	80 0 0	31 Dec., 1891.
54 Christopher Felton	Kempsey .	Kempsey, Fredericton, Smith Town, Gladstone, and Summer Island, via Seven Oaks; with a branch mail to and from Summer Island, Jerseyville, Spencer's Creek, and Arakoon (Mails to be conveyed between Kempsey, Fredericton, and Gladstone by boat in times of flood) (Contractor to convey mails six times a week for a sum at the rate of £156 per annum, if required by the Postmaster-General)	Three / Three	Horseback or 2-wheeled vehicle	110 0 0	31 Dec., 1892.

* Consequent on Contractor Nowland's default arrangements were made with E J Whitbread to perform service at £10 a week, from 11th October, 1891, and £16 per week, from 23rd October, 1891, to 31st December, 1891, when contract was cancelled

† Contractor allowed £4 per annum extra in consideration of increased distance travelled through removal of Receiving-office, Cowans', from 16th September, 1891

‡ Contractor allowed £11 5s per annum extra in consequence of removal of punt, from 1st March, 1891.

Contractors		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.		No. of times per week.		£ s. d.	
55 William Convery ...	Cundletown	Kempsey, Frederickton, Clybucca, Macksville, Deep Creek, Bellinger Heads, Fernmount, and Bellingen. (If at any time Contractor is obliged to adopt the Tambar route instead of Clybucca, the latter place to be served specially by the Contractor, twice a week, to and from Frederickton.)	Three	Coach, 2 or 4 horses.	284 0 0	31 Dec., 1893.
56 Thomas Clarke ..... (Transferred to W. H. Smith, from 1st April, 1891.)	Kempsey	Macksville and Nambucca Heads	Three	.....	48 0 0	31 Dec., 1893.
57 Hugh M'Maugh ...	Bellbrook	West Kempsey, Greenhill, Skillion Flat, Hickey's Creek, and Bellbrook.	One	.....	47 10 0	31 Dec , 1892 .
58 James M'Nally.....	Smithtown	Jerseyville and Rainbow Reach	Two	.....	16 0 0	31 Dec., 1893 .
59 Wm. Gaddes, jun...	Bowraville	Macksville and Bowraville	One ..... / Two.....	Coach, 2 horses. / Horseback ..	65 0 0	31 Dec., 1891.
60 Edmond Brandrick	Warrell Creek, Macksville.	Macksville and Taylor's Arm	One	.....	33 0 0	31 Dec., 1891.
61 Wm. Gaddes, jun...	Bowraville	Bowraville and Argent's Hill	Two	Horseback ..	35 0 0	31 Dec., 1891.
62 Walter Harvie	East Raleigh.....	Fernmount, Central Raleigh, and East Raleigh.	Two	Horseback ..	32 0 0	31 Dec., 1891.
63 James Watson	East Maitland ...	Railway Station and Post Office, East Maitland.	Five times or oftener daily.	2-horse coach.	55 0 0	31 Dec., 1891.
64 Richard Bellamy ...	High-street, West Maitland.	East Maitland, Mulbring, Buchanan, and Mount Vincent.	Thr e.....	Buggy, 1 or more horses.	49 0 0	31 Dec., 1893.
65 William Dimmock..	West Maitland ..	Railway Station, High-street, and Post Office, West Maitland.	Six or more times a day as required	Horse and van.	79 0 0	31 Dec., 1891.
66 Henry Fry.....	West Maitland ..	West Maitland, Largs, Woodville, and Paterson; and / Paterson, Wallarobba, and Dungog ...	Seven... / Three ..	2 or more horse coach.	360 0 0	31 Dec., 1893.
67 John A. Gouldsbury	Cessnock	West Maitland, Bishop's Bridge, Cessnock, Millfield, and Wollombi; with a branch mail to and from Cessnock and Ellalong.....	Three ..... / Three	2 or more horse coach. / Vehicle	155 0 0	31 Dec., 1893.
68 Edward Murphy ...	Rutherford, West Maitland.	West Maitland, Aberglasslyn, Rosebrook, Lamb's Creek, and Elderslie, calling at Hillsborough, Irishtown, and Stanhope.	Two	.....	47 0 0	31 Dec., 1891.
69 Thos. M. Drinan ..	Gosforth	West Maitland and Gosforth ..... (Contractor to convey mails twice a week for a sum at the rate of £27 10s. per annum, if required by the Postmaster General.)	Three	Horseback ..	37 0 0	31 Dec., 1891.
70 George H. Fry	Gresford	Paterson, Vacy, Trevallyn, and Gresford.	Six	Vehicle, 1, 2, or 3 horses, as required	100 0 0	31 Dec., 1891.
71 William Turner.....	Lostock.....	Gresford and Lostock	Three	.....	27 10 0	31 Dec., 1891.
72 George H. Fry	Gresford	Gresford and Allynbrook; and ..... / Allynbrook, Halton, and Eccleston ...	Three ..... / Three	Coach, 2 horses. /	68 0 0	31 Dec., 1891.
73 George House	Morpeth	Railway Station and Post Office, Morpeth; / From Morpeth to Hinton; and / From Hinton to Morpeth	Six ..... / Fourteen / Seven...	Spring cart..	50 0 0	31 Dec., 1893.
74 Henry Fry.....	West Maitland	Hinton, Seaham, Glenoak, and Clarence Town; and / Clarence Town, Brookfield, Newpark, and Dungog. (If floods prevent the mails being conveyed between Hinton and Seaham, contractor must travel via West Maitland and the Belmore and Dunmore Bridges; and should the Postmaster-General see fit to so alter the time tables as to obviate night travelling, Contractor to be paid at the rate of £298 per annum only.)	Six ..... / Three...	Coach, 2 or more horses.	398 0 0	31 Dec., 1892.
75 George Foot	Nelson's Plains..	Seaham and Eskdale.....	Three.....	.....	17 0 0	31 Dec., 1891.
76 James Crowfoot ...	Glen William ...	Clarence Town and Glen William	Three.....	Horseback ..	16 0 0	31 Dec., 1892.
77 James Levey	Bendolba	Dungog, Bendolba, and Bandon Grove	Four	Horseback ..	34 0 0	31 Dec., 1893.
78 William Moore	Monkerai	Dungog and Monkerai	One	Horseback ..	14 0 0	31 Dec., 1891.
79 Patrick Fitzgerald..	Dungog	Dungog and Alison	Three.....	.....	14 0 0	31 Dec., 1891.
80 Robert C. Leslie ...	Bendolba	Bendolba and Underbank	Four	Horseback ..	40 0 0	31 Dec., 1891.
81 James Levey	Bendolba	Bandon Grove and Wangat (Little River).	One	Horseback ..	24 0 0	Contract to terminate at three months' notice on either side.
82 William Moore	Monkerai	Monkerai and Langworthy's	Two	.....	14 10 0	31 Dec., 1891.
83 George Sternbeck, jun.	Laguna	Wollombi and Laguna	Three.....	.....	18 15 0	31 Dec., 1892.
84 Henry Crebert	Lochinvar	Railway Station and Post Office, Lochinvar.	Twice or oftener daily.	.....	50 0 0	31 Dec., 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
85 Wm. E. Hughes ...	Branxton	Railway Station and Post Office, Branxton.	Twice or oftener daily.	4-wheeled coach, 1 horse.	35 0 0	31 Dec., 1892.
86 Thomas Woodorth..	Branxton	Branxton, Rothbury, and Pokolbin ...	Three.....	1-horse buggy.	45 10 0	31 Dec., 1891.
87 Daniel Thrift and David Broadbent.*	Elderslie	Branxton and Elderslie	Two	Horseback...	18 0 0	31 Dec., 1891.
88 Philip Smyth	Broke.....	Whittingham, Vere, and Broke.....	Six	Horseback or vehicle.	60 0 0	31 Dec., 1893.
89 Richard Snelson ...	Singleton	Railway Station and Post Office, Singleton (including conveyance of extra mails as required).	Twice or oftener daily.	4-wheeled vehicle, 2 horses.	50 0 0	31 Dec., 1891.
90 George Honery..... (Transferred to Edward Honery, from 7th August, 1891.)	Jerry's Plains ...	Singleton, Boggy Flat, Gouldsville, Warkworth, and Jerry's Plains, via Thorley's.	Three.....	Coach, 2 horses.	75 10 0	31 Dec., 1892.
91 Ronald Burns	Sedgefield.....	Singleton, Scott's Flat, Sedgefield, Westbrook, and Glendon Brook.	Two	....	35 0 0	31 Dec., 1892.
92 Ronald Burns	Sedgefield.....	Singleton, Scott's Flat, Sedgefield, Westbrook, and Glendon Brook.	One	.....	17 10 0	31 Dec., 1892.
93 George Crittenden..	St. Clair	Singleton, Bridgeman, and St. Clair...	Two	.....	50 0 0	31 Dec., 1891.
94 Wm. Hayes	The Bulga	Boggy Flat and The Bulga	Three.....	.....	30 0 0	31 Dec., 1892.
95 Edward Cullen ... .. (Transferred to John T. Harris, from 23rd October, 1891.)	Howe's Valley ...	The Bulga and Howe's Valley	One	Horseback...	27 0 0	31 Dec., 1893.
96 Thos. O'Hara	Doyle's Creek ...	Jerry's Plains and Doyle's Creek	One	Horseback...	13 0 0	31 Dec., 1891.
97 Job Grainger.....	Rix's Creek	Railway Platform and Post Office, Rix's Creek.	Three... ..	Horseback...	16 0 0	31 Dec., 1893.
98 Charles F. Noble ...	Glennie's Creek..	Glennie's Creek and Goorangoola (including the clearance of the letter-box at Kermode's).	Two	.....	30 0 0	31 Dec., 1891.
99 Charles F. Noble ...	Glennie's Creek..	Glennie's Creek and Goorangoola (including the clearance of the letter-box at Kermode's).	One	.....	21 0 0	31 Dec., 1891.
100 James Cafe.....	Muswellbrook ...	Railway Station and Post Office, Muswellbrook.	Twice or oftener daily.	2-wheeled cart, 1 horse	52 0 0	31 Dec., 1892.
101 James Cafe.....	Muswellbrook ...	Muswellbrook and Denman.....	Six	4-wheeled coach, 2 or more horses.	100 0 0	31 Dec., 1892.
102 Thomas Hogan† ...	Wybong	Muswellbrook and Wybong	Two	.....	23 0 0	31 Dec., 1893.
103 Geo. F. Hain.....	Kayuga	Muswellbrook and Kayuga.....	Three.....	Horseback...	23 0 0	31 Dec., 1891.
104 Wm. Budden, sen.	Limestone Creek, via Muswellbrook.	Muswellbrook and Dunbar's Creek ...	Two	.....	28 0 0	31 Dec., 1891.
105 James Cafe.....	Muswellbrook ...	Denman, Giant's Creek, Gungal, and Merriwa.	Six	4-wheeled coach, 2 or more horses.	270 0 0	31 Dec., 1892.
106 Thomas Elliott	Denman.....	Denman, Baerami, and Kerrabee, via Rosemount, Richmond Grove, and Bellmont.	Three.....	Horseback...	80 0 0	31 Dec., 1893.
107 John Meaney.....	Wollar	Kerrabee, Bylong, and Wollar	Two	Horseback...	69 0 0	31 Dec., 1892.
108 George Buchanan...	Edina, via Denman.	Kerrabee and Widden	Two	Horseback...	31 0 0	31 Dec., 1893.
109 John Vigers	Muswellbrook ...	Merriwa, Bow, Willy Wally, Borambil, and Cassilis.	Three.....	Coach, 2 or more horses.	149 0 0	31 Dec., 1892.
110 Mrs. Ellen Field ...	Combo, Wollar...	Merriwa and Wollar, via Kellick and Bow Creek.	One	Horseback...	40 0 0	31 Dec., 1891.
111 James Lee	Merriwa	Merriwa and Idaville, via Terragong...	One	.....	40 0 0	31 Dec., 1893.
112 Robert Evereitt ...	Cassilis	Cassilis and Turee Creek, via the surveyed line near Rotherwood.	One	Horseback..	26 0 0	31 Dec., 1893.
113 John Randell.....	Coolah	Cassilis, *Old Turee*, and Coolah	One	Horseback...	35 0 0	31 Dec., 1893.
114 Charles Bolton	Cassilis	Cassilis, Uarbry, and Denison Town, via Lamb's, O'Malley's, and "Piper's Hotel."	Two	.....	90 0 0	31 Dec., 1891.
115 James Lennox	Munmurra	Cassilis and Munmurra.....	One	.....	16 0 0	31 Dec., 1891.
116 John Randell.....	Coolah	Binnaway and Coolah	Two	4-wheeled vehicle, 1 or more horses.	60 0 0	31 Dec., 1893.
117 Charles Nott.....	Bolaro	Denison Town, Bolaro, and Cobbora...	Two	Horseback...	48 0 0	31 Dec., 1891.
118 Duncan Cumming...	Davies Creek ...	Aberdeen, Rouchell Brook, and Davies Creek.	Two	.....	43 0 0	31 Dec., 1891
119 George Newman ...	Scone.....	Railway Station and Post Office, Scone (including the clearance of the letter-receiver at the Railway Station.)	Twice or oftener daily.	Spring cart 1 horse.	40 0 0	31 Dec., 1893.
120 James Hardcastle...	Scone	Scone, Gundy, *Belltrees*, and Moonan Brook.	Two	2 or more horse coach.	69 0 0	31 Dec., 1892.
121 Thos. C. Moody ...	Scone.....	Scone and Bunnan.....	Two	.....	48 0 0	31 Dec., 1893.
122 Thos. C. Moody ..	Scone	Scone, Woodlands, and Kar's Springs, via Margin's and Thornthwaite.	Two	Horseback...	49 10 0	31 Dec., 1891.
123 William Rose	Stewart's Brook	Belltrees (on the road between Scone and Moonan Brook) and Stewart's Brook. (Contractor to convey mails by coach or buggy for a sum at the rate of £52 per annum, if required.)	Two	Horseback...	39 0 0	31 Dec., 1893.

* Contractors conveyed mails three times a week from 16th October, 1891. † Contractor allowed £16 per annum extra to convey a third mail weekly from 1st December, 1891.

	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
				No. of times per week.		£ s. d.	
124	Andrew Fogarty ...	Barry Station, Hanging Rock.	Moonan Brook and Hanging Rock, via Glenmore, Ellerston, Tilse's, Vine's, Corbett's, Simpson's Glen Rock Shed, Glen Rock Station, Barry Station, and Glen Barnett Station.	One.....	Horseback...	76 10 0	31 Dec., 1893.
125	Michael Ryan	Nundle	Blandford, Timor, and Nundle	Two	.....	90 0 0	31 Dec., 1893.
126	Henry Dean	Murrurundi	Railway Station, Murrurundi, and Post Offices, Haydonton and Murrurundi.	Twice or oftener daily.	.....	33 0 0	31 Dec., 1891.
127	George Grace, jun...	Blackville.....	Willow-tree, Glasston, Blackville, Yarraman, Bundella, and Tambar Springs.	Three.....	Horseback...	300 0 0	31 Dec., 1891.
128	Geo. W. Barnett ...	Wallabadah	Railway Station and Post Office, Quirindi.	Three times or oftener daily.	.....	15 0 0	31 Dec., 1893.
129	Geo. W. Barnett ...	Wallabadah ...	Quirindi, Castle Mountain, and Wallabadah, via Quirindi Station and Main Road; and	Six	Horseback...	62 0 0	31 Dec., 1893.
			Wallabadah and Fairview	Two ...			
130	James Carpenter ...	Quirindi	Quirindi, Warrah Ridge, Pine Ridge, and Colly Blue, via Kickerbil and Webland.	Two	....	90 0 0	31 Dec., 1892.
131	Patrick Mugiven ...	Quirindi.....	Quirindi, Spring Ridge, and Goran Lake, via Abbotsley.	Two	.....	78 10 0	31 Dec., 1892.
132	Patrick M'Coy.....	Nundle	Wallabadah and Nundle. (Contractor to convey mails twice a week if required for a sum at the rate of £60 per annum.)	One.....	Horseback...	55 0 0	31 Dec., 1893.
133	James Burden	Quipolly	Railway Station and Post Office, Quipolly.	Two	Horseback...	19 10 0	31 Dec., 1892.
134	Edward Browne ...	Bombargo, Curlewis.	From Curlewis to Wondoba, via Digby and Elsley's; returning from Wondoba to Curlewis, via Ellicott's.	Three.....	Horseback...	66 0 0	31 Dec., 1891.
135	Daniel Leary.....	Gunnedah.....	Railway Station and Post Office, Gunnedah.	Twice or oftener daily.	Buggy	30 0 0	31 Dec., 1891.
136	John Walker.....	Coolah	Gunnedah and Meermaul (Black Jack)	Two	.....	16 0 0	31 Dec., 1891.
137	Robt. J. Nowland..	Gunnedah	Gunnedah, Mullaley, Rocky Glen, and Coonabarabran, via the New Government Road.	Three.....	Coach, 2 or more horses	300 0 0	31 Dec., 1893.
138	Louisa Engstrom ...	Sugarloaf Flat, Gunnedah.	Gunnedah and Mullaley, via Sugarloaf, Case's, Ingram's, Baker's, Beltington's, Clonan's, Westerweller's, Wightman's, Nixon's, Jackson's, Clemesha's, Goolhi, Willmott's, and Cunningham's.	Two	Pack-horse	95 0 0	31 Dec., 1892.
139	John Walker.....	Coolah	Mullaley, Tambar Springs, and Coolah, via Bando.	Two	2-horse coach.	163 15 0	31 Dec., 1891.
140	John Walker.....	Coolah	Mullaley, Tambar Springs, and Coolah, via Bando.	One.....	4-wheeled conveyance, 2 horses.	86 5 0	31 Dec., 1891.
141	James Bridge	Rocky Glen	Rocky Glen and Baradine, via Yamambah, Redbank, Old Yaminbah, Sandy Holes, Dandy North, and Whittenbrie.	One.....	Horseback...	55 0 0	31 Dec., 1891.
142	Michl. J. M'Namara* ... (Transferred to William Davis, from 1st Oct., 1891.)	Coonabarabran...	Coonabarabran, Bugaldi, Baradine, and Pilliga, via Yarragan, Gorah, Kianbri, Merriwee, Erinbri, Merebene, Wangan, and Etoo.	One.....	4-wheeled conveyance, 2 or more horses.	89 19 0	31 Dec., 1893.
143	William Conway ...	Boggabri	Railway Station and Post Office, Boggabri.	Twice or oftener daily.	Horseback, or double-seated buggy when necessary.	24 9 0	31 Dec., 1892.
144	Thomas O'Brian ...	Boggabri	Boggabri and Lindsay Station. (Contractor to travel via Grover's (The Rock) as well as via all places on route hitherto followed.)	Two	Horseback...	100 0 0	31 Dec., 1892.
145	John Shaw..... (Transferred to Mrs. Lucy Roberts, from 1st July, 1891.)	Boggabri	Boggabri and Shaw's, Wean, via Iron Bridge, M'Gregor's, Guest's, Grover's, Dederer's, Stewart's Sawmill, Eather's, Provisional School, Dunstan's, Shearer's, Howard's, Burton's, and Dubois'; and	Two ...	.....	82 10 0	31 Dec., 1892.
			Shaw's, Wean, and Manilla, via Penryn and Barney Springs. (Contractor to call at Manning's Forest, if required.)	One.....			
146	Thomas Hill	Rocky Glen.....	Boggabri and Rocky Glen, via Gullendaddy, Blairmore (Crawford's), Fairfield (Donaldson's), Uplands (M'Lean's), Lower Arrowamie, Peeble's, and Boro.	One	....	188 0 0	31 Dec., 1891.
147	Wlm. Billingsley ...	Bulawa Creek, Narrabri.	Railway Station and Post Office, Narrabri.	Once or oftener daily.	Horse and cart.	65 0 0	31 Dec., 1892.
148	Michael Charters‡...	Wilcannia..... ...	Narrabri, Wee Waa, Cuttabri, Pilliga, Come-by-chance, and Walgett.	Three.....	2 or 4 horse coach.	1,100 0 0	31 Dec., 1891.
149	Michael Charters‡...	Wilcannia.....	Narrabri, Millie, Bumble, and Moree	Six	2 or 4 horse coach.	570 0 0	31 Dec., 1893.

* Sureties, G. Montgomery and K. Murchison, carried out contract from 19th August, 1891.

† Contractor allowed £2 per annum extra for calling at Bedwell's (2 miles extra) from 16th February, 1891.

‡ Contractor died on 29th September, 1891.

Contractors'- Names.	Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
150 John Blayney	Narrabri	From Narrabri to Dunmore's, Marshall's, &c., returning to Narrabri by R. Robinson's, E. Orman's, Billingsley's, &c., as under previous contract.	Two	.....	45 0 0	31 Dec., 1892.
151 Robert Walker.....	Narrabri	Narrabri, Cryan, and New Cryan, via Clay's, Gundemaine, Lehane's, Cobcroft's, Barker's, Hardy's, Holland's, Wrightman's, Shanahan Walls, Shanahan Halls, Power's, Wyatt, Bacon, Mitchell, Pallett, Tooladunnah, Boolcarroll, J. Clarke's, Belson's, the Woodland's, Belarbo, Nowley, Moore's, Burren, Old Burren, Galara, and Gorian (Capel's).	Two	2-horse coach (or on horseback in wet weather).	180 0 0	31 Dec., 1891.
152 Eli Davis	Berrigal, via Bingara.	Narrabri, Eulourie, and Bingara, via Killarney, Edgeroi, Single's, Berrigal (Terri-hi-hi Out Station), Rocky Creek, Pallal, and Derra Derra.	One	.....	90 0 0	31 Dec., 1892.
153 James Woods	Wee Waa	Wee Waa and Baradine, via Cuttabri, Cubble, Yuligle, Cumble, Upper Cumble, and Gibbean.	One	Horseback...	99 19 0	31 Dec., 1891.
154 James J. Burrell ...	Pilliga	Wee Waa and Bugilbone, via Nowland's, Holcombe's, Thompson's, Fenwick's, St. Clair's, Boo Boo, Pine Grove, Knight's, Russell's, Bennett's, Powell's, Dempsey's, Murphy's, and Capp's, Millie.	Two	Horseback...	115 0 0	31 Dec., 1891.
155 James M. Robertson	Wee Waa	Wee Waa and H. Capel's, via Kellagher's, M'Phee's, Long Point, A. Belson's, Hutchinson's, Moore's, C. Belson's, M'Farlane's, Thompson's, Baldwin's, G. Francis', Hellier's, Bolston's, and G. Capel's (Gorian).	One	.....	57 10 0	31 Dec., 1891
156 David Kelly ..... (Transferred to David Cormie from 1st July, 1891.)	Yarraldool, via Pilliga.	Pilliga, Bugilbone, and Yarraldool, via Deenderrah and Edenmore.	Two	1-horse conveyance.	85 0 0	31 Dec., 1892.
157 G. J. Christoff	Brewarrina	Walgett and Brewarrina	Two	Horseback...	250 0 0	31 Dec., 1891.
158 George T. Henry ...	Walgett.....	Walgett, Collarenebri, and Mogil Mogil, via Eurie Eurie, Manilla (Mercadool Homestead), and Bundabareena.	Two	Horseback, or 2-horse coach.	190 0 0	31 Dec., 1891.
159 Richard E. Boyle...	Walgett...	Walgett, Angledool, New Angledool, Currawillinghi, Goodooga, and Brenda.	One	4-wheeled conveyance, 2 or more horses.	396 0 0	31 Dec., 1891.
160 Richard E. Boyle...	Walgett	Walgett and Goodooga	One	4-wheeled waggonette 2 horses.	195 0 0	31 Dec., 1892.
161 John A. M'Namara	Walgett.....	Walgett and Goodooga, via Springs, Grawin, Wilby Wilby, and Muckerawa.	One	2 or more horse coach or pack-horse, as required.	165 0 0	31 Dec., 1892.
162 John A. M'Namara	Walgett.....	Walgett and Carinda, via Kidgear, Polly Brewan, Bogewong, and Warren Downs.	One	Coach, 2 or more horses.	135 0 0	31 Dec., 1892.
163 Walter C. Colless...	Brewarrina	Brewarrina, *Beemery*, and Bourke. (Contractor to convey mails once a week on horseback, for a sum at the rate of £100 per annum, if required by the Postmaster-General to do so.)	Two	2-horse coach	160 0 0	31 Dec., 1891.
164 George T. Henry ...	Walgett.....	Collarenebri, Angledool, and New Angledool, via Gamblealley, Moongulla, Doyle's, Dunumbral, Moongulla, M'Kellar's, Piangobla, and Yarrambah; and	One ...	.....	149 0 0	31 Dec. 1891.
		Collarenebri and Piangobla, via Gamblealley, Doyle's, Dunumbral, and Moongulla.	One ...			
165 Hugh John M'Pherson.	Mogil Mogil.....	Mogil Mogil and Mungindi, via Gundabline, Picton's, Caidmurra, and Wirrah.	One	Horseback...	100 0 0	31 Dec., 1891.
166 Richard E. Boyle...	Walgett	New Angledool, Angledool, and *Bangate*	Two	Horseback, or conveyance.	30 0 0	31 Dec., 1891.
167 Richard Brennan ...	Moulara'i, Millie.	Millie, *Bulyeroi*, *New Oriel*, and Mogil Mogil, via Jew's Lagoon, Tudor's, Murphy's, Mulcahy's, Small's, Watson's, Shearer, sen.'s, Dalton's, Willalee, Munyga, Oriel, Colleytudula, Merriwynebone, Pockataroo, Collymungle, and Werribilli; and	One ...	Coach and packhorse.	300 0 0	31 Dec., 1891.
		Millie, *Bulyeroi*, *New Oriel*, Collarenebri, and Mogil Mogil, via Jew's Lagoon, Tudor's, Murphy's, Mulcahy's, Small's, Watson's, Shearer, sen.'s, Dalton's, Willalee, Munyga, Oriel, Colleytudula, Merriwynebone, and Pockataroo.	One ...			

	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
				No. of times per week.		£ s. d.	
168	James Duff.....	Millie.....	Millie, Meroe, Currigundi, Harden's, and M'Donald's.	One	Horseback...	123 0 0	31 Dec., 1892.
169	Arthur Farlow and David H. Bedford.	Moree	Moree, Pallamallawa, and Warialda, via Boolooroo, and up the north bank of the Big River, past Tareelari, crossing it at Boolooroo.	Two	2-horse coach or waggonette.	165 0 0	31 Dec., 1891.
170	Arthur Farlow and David H. Bedford.	Moree	Moree, Ashley, Wallon, *Garah*, and Mungindi, via Midkin, Welbon, Cow Vale, Benarba, and Yarrawa.	Two	Coach, 2 or more horses	400 0 0	31 Dec., 1891.
171	William R. Delander.	Moree	Moree and Talaraga, via Combadello and M'Garry's.	Two	.....	74 10 0	31 Dec., 1893.
172	James M'Kenzie ...	Mungyer, Millie	Moree, Goonal, Meroe, and Burrendoon, via Milburndale, Lucksall, Barlow's, Prairie Dale, Keytah, Fishmoye, Boonaldoon, and Frank Wilmott's.	Two	Horseback ..	104 0 0	31 Dec., 1891.
173	Albert H. Cross.....	Talmoi, Moree...	Moree and Talmoi, via Williams', J. Cross', W. Cross', R. Jurd's, Lomax's, John Jurd's, Walmsley's, and G. James'.	One	Horseback...	48 0 0	31 Dec., 1893.
174	Henry Holt	Wallon Creek, Moree.	Wallon (on the Moree and Mungindi mail line) and Gil Gil (M. Keniff's).	One	Horseback...	45 0 0	31 Dec., 1893.
175	Edward Murphy ...	Welbon, Moree..	*Welbon*, Boggabilla, and Goondiwindi. (Contractor to travel via Hillstead if required.)	One	Horseback...	95 0 0	31 Dec., 1891.
176	Charles G. Wild* ..	Garah, Moree ...	*Garah* and Kunopia, via M'Laughlin's, Christy's, Moore's, and Whalan New Station.	Two	Horseback...	105 0 0	31 Dec., 1892.
177	Daniel Reynolds ...	Oak Park, Moree	Kunopia and Mungindi, via Graman, Colunah, Champain's, and Myall Plain.	One	Horseback...	90 0 0	31 Dec., 1891.
178	Mary T. Bushell ...	Goondiwindi (Queensland).	Kunopia and Goondiwindi (Queensland).	One	.....	73 10 0	31 Dec., 1892.
179	Thomas Ingall	Goonoo Goonoo..	Railway Platform, Duri, Receiving Office, Duri, and Post Office, Goonoo Goonoo.	Six	.....	60 0 0	31 Dec., 1892.
180	Andrew A. Thibault	Tamworth..... ...	Railway Station and Post Office, Tamworth.	Three or four times or oftener daily.	Horse and cart.	48 0 0	31 Dec., 1892.
181	George A. Robinson and Chas. Smith.	Tamworth.....	Tamworth, Nemingha, Dungowan, Wooloomin, Bowling Alley Point, and Nundle; and Nundle, Mount Pleasant, and Hanging Rock.	Four ..... Three.....	4-horse coach. Horseback...	115 0 0	31 Dec., 1893.
182	Wlm. J. Johnston...	Tamworth.....	Tamworth, Somerton, Carroll, and Gunnedah.	Three.....	2-horse coach.	175 0 0	31 Dec., 1891.
183	Thomas Bridges.....	Moor Creek	Tamworth and Moor Creek	Two	Horseback...	20 0 0	31 Dec., 1893.
184	G. Wilkinson.....	Tamworth	Tamworth, Attunga, Manilla, Upper Manilla, Barraba, Cobbadah, Bingara, and Warialda, via Barker's, North Bingera, and Moorfield (Hall's Creek). (Contractor to convey the mails three times a week, if required by the Postmaster-General, for the sum of £1,150 per annum.)	Six	Coach, 2 or more horses.	1,775 0 0	31 Dec., 1891.
185	Matthew Hall	Highland Dale, Manilla.	Manilla and Bendemeer, via Old Curindi, Ukolan, Mundóway, Thom's, Cain's, Glen Barra, Watson's Creek Tin Mines, Longford's, Hanning's, and Blair's.	One	Horseback...	65 0 0	31 Dec., 1891.
186	Daniel Leary.....	Gunnedah.....	Carroll, Keepit, and Manilla, via Turner's, Swain's, Fitzgerald's, Gunnembene Public School, Talcumbah Station, O'Brien's, Woodlands Estate, Hawarden School and Durham Court.	Three ...	Horseback..	100 0 0	31 Dec., 1893.
187	J. Booth and R. Thame.†	Barraba..... ...	Barraba, Eulourie, and Moree, via Burindi, Campó Santo, Mayvale, Tareela, Little Creek, Currangandi, Ullembarella, Pallal, Dera, Banghet, Gineroi, Gravesend, Binnigi, and Baldwin's.	One	.....	95 0 0	31 Dec., 1892.
188	Walter A. Wood ...	Cobbadah	Cobbadah, Eulourie, and Moree, via Crawley's Station, H. M'Govern's, Currangandi, Ullembarella, Rocky Creek, Terry-hi-hi, Bundoowithildi, Thos. Pitman's, T. Jones', and C. Donaldson's.	One	Horseback...	115 0 0	31 Dec., 1891.
189	Robert Griffiths.....	Bingara	Bingara, Little Plain, Gum Flat, and Inverell. (Contractor to convey mails twice a week for a sum at the rate of £164 per annum, if required by the Postmaster-General.)	Three.....	3-horse coach.	209 0 0	31 Dec., 1891.
190	Wlm. E. M'Ginty...	Bundarra	Bingara and Bundarra, via Cooran-goora, Keira, Beverley, and Long Reach.	One	Horseback..	63 10 0	31 Dec., 1892.

* Contract cancelled from 31st March, 1891.

† Contract cancelled from 31st May, 1891.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
191 Patrick Ryan.....	Warialda	Warialda and Wallangra, via Gournama, Claremont, Croppa, Gieslers' Sugarloaf Farm, Stevenson's Allandale, Stamm's West Holme, Moate's East View, Hussey's Agincourt, and Coolootai.	Two	Horseback ..	105 0 0	31 Dec., 1893.
192 Philip Callachor ...	Yetman.....	Warialda, Boggabilla, and Goondiwindi, via Oregon, Allison's, Old Gunyerwarildi, New Gunyerwarildi, Yalaroi, Tooloona, Coppermarenbillen, and the several selections on the Whalan water-course, between Coppermarenbillen and Boggabilla.	Two	Horseback...	229 0 0	31 Dec., 1891.
193 Charles M'Gee	Warialda	Warialda and Yagobie, via Highland Plain, East Lynne, Glendon, and Gravesend.	One	Horseback..	30 0 0	31 Dec., 1892.
194 Philip Callachor ...	Yetman.....	Wallangra, Yetman, Boggabilla, and Goondiwindi (Queensland).	Two	Horseback..	140 0 0	31 Dec., 1892.
195 James Blair	Bendemeer	Railway Station, Moonbi, and Post Offices, Moonbi and Bendemeer.	Three.....	Buggy, 2 horses.	71 10 0	31 Dec., 1893.
196 Fredk. M'Ginty.....	Bendemeer	Bendemeer, Green Valley, and Kingstown.	One	.....	45 0 0	31 Dec., 1893.
197 James M'Hugh ..... (Transferred to G. M. Bowden, from 1st April, 1891.)	Stanborough.....	Walcha Road and Walcha	Twelve ...	4-wheeled coach, 2 horses.	37 10 0	31 Dec., 1893.
198 Thomas Reid	M'Donald River, Walcha Road.	Walcha Road and Glen Morrison, via Surveyor's Creek Station, Aberbaldie, and Ingleba.	Two	.....	68 0 0	31 Dec., 1893.
199 Samuel Brazel	St. Leonards, Walcha.	Walcha and Yarrowitch, via Ohio, Europambola, Waterloo, Tiara, and Tia.	Two	Horseback...	80 0 0	31 Dec., 1892.
200 Edward Morcom ...	Port Macquarie..	Yarrowitch and Yarras, via Cell's Creek Diggings.	One	Horseback...	67 0 0	31 Dec., 1891.
201 Thomas J. Everett..	Uralla	Railway Station and Post Office, Uralla.	Twice or oftener daily.	2-horse coach	10 0 0	31 Dec., 1892.
202 James M'Hugh	Stanborough.....	Uralla, Balala, and Bundarra, via Toryburn, Stony Batter, and King John Swamp.	Three.....	2-horse coach	300 0 0	31 Dec., 1892.
203 James Green	Salisbury Court, Uralla.	Uralla, Salisbury Plains Station, and Salisbury Plains Receiving Office.	Two	Horseback..	25 0 0	31 Dec., 1893.
204 Harriet White	Arding	Uralla and Arding, via Methven	Two	Horseback...	25 0 0	31 Dec., 1891.
205 Alex. Anderson.....	Rocky River, Uralla.	Uralla and Rocky River	Three.....	Horseback..	20 0 0	31 Dec., 1893.
206 John Tobin, jun.....	Dwyer's Range, Uralla	Uralla and Enmore, via Gostwyck and Mihi Creek.	One	.....	69 15 0	31 Dec., 1892.
207 John Carroll	Uralla	Uralla and Melrose	Two	.....	70 0 0	31 Dec., 1892.
208 George Carter, jun...	Balala.....	Balala and Kingstown	One	Horseback...	31 0 0	31 Dec., 1892.
209 Arthur Little.....	Bundarra	Bundarra, Stanborough, Tingha, Gilgai, and Inverell.	Three.....	2-horse coach	148 0 0	31 Dec., 1891.
210 Walter W. Faddy...	Barraba	Bundarra, Woods' Reef, and Barraba...	One	Horseback...	48 0 0	31 Dec., 1891.
211 Herbert King.....	Kingstown	Kingstown and Orabah	One	Horseback ..	23 0 0	31 Dec., 1892.
212 Henry Hobbs.....	Stannifer	Tingha and Stannifer	Three.....	....	40 0 0	31 Dec., 1893.
213 John Egan	Walcha	Railway Station and Post Office, Armidale.	Twice or oftener daily.	Buggy	80 0 0	31 Dec., 1891.
214 Thomas Egan..... (Transferred to Nelson Gore and Ralph Gore from 1st April, 1891.)	Armidale	Armidale, Yarrowyck, and Bundarra, via Invergowrie, Laura Station, and Abington.	Two	Horseback...	115 0 0	31 Dec., 1892.
		Armidale, *Donald*, Armidale Gully, and Oban, via Guyrah, Rock Vale, Aberfoil, and Ward's Mistake Head Station; and	One ...	Horseback...	169 0 0	31 Dec., 1892.
215 John B. Fitzgerald..	Armidale	Armidale and Oban, via Guyrah, Green Vale, Coningdale, Kilkoy, on the Chandler, Fairview, Camperdown, Lyndhurst, Aberfoil, Carndhu, and Ward's Mistake Head Station.	One ...			
216 Richard Hiddins ..	Armidale	Armidale, *Eversleigh*, and Booroolong.	Three.....	Horseback...	63 0 0	31 Dec., 1892.
217 John B. Fitzgerald *	Armidale	Armidale, Wollomombi, Bellbrook, Hickey's Creek, Skillion Flat, Greenhill, West Kempsey, and Kempsey, via Hillgrove, Giogla, Long Flat Station, thence by main road to Fiveday Creek, Towel Creek Station, Peedre Creek, and Toorookoo.	One	Horseback...	130 0 0	31 Dec., 1892.
218 Chas. J. Egan	Walcha	Armidale, *Hillgrove Station*, Wollomombi, Coutts' Crossing, South Grafton, and Grafton, via Gara, Major Parke's Stations, Hernani, and Rushford. (Contractor to travel alternately via Skinner's Creek, Blaxland's Flat, and Deadman's Creek.)	Two	Horseback...	248 0 0	31 Dec., 1891.
219 Richard Hiddins.. ...	Armidale	Armidale and Puddledock, via J. Ryan's Pinch Flat.	One	Horseback...	19 0 0	31 Dec., 1891.

* Contractor instructed to make Hillgrove, instead of Armidale, the terminus of the line, from 10th August, 1891

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
220 Richard Hiddins ...	Armidale	Armidale and Castle Doyle.....	One	Horseback...	17 10 0	31 Dec., 1893.
221 John Crough ..... (Transferred to Albert Arndell from 1st September, 1891, and to Patk. Ryan from 17th October, 1891.)	Hillgrove	Armidale, Cooney Creek, and Hillgrove	Six	Coach, 2 horses.	150 0 0	31 Dec., 1891.
222 Richard Alcock.....	Glen Innes	Guyra, Everett, Ollera, Wandsworth, Kangaroo Camp, and Tingha.	Three.....	Coach, 2 horses.	170 0 0	31 Dec., 1893.
223 William Mundy ...	Guyra	Guyra and Tingha, via Sandy Creek, Brushy Creek, Tenterden Station, Waverley, Pioneer Sawmills, and New Valley.	One	.....	43 10 0	31 Dec., 1891
224 William M. Stevenson.	Guyra	Guyra, Oban, Kookabookra, and Bear Hill, via Ward's Mistake Station.	One	Horseback...	60 0 0	31 Aug., 1891
225 William Mundy ...	Tingha	Guyra, Brockley, and Aberfoil School	One	Horseback...	24 0 0	31 Dec., 1893.
226 George Pitkin ..... (Transferred to John Grimes from 1st June, 1891.)	Kangaroo Camp, via Tingha.	Wandsworth, Elsmore, Brodie's Plains, and Inverell, via Moredon, Paradise Creek, Shadewell Hill (Munro Brothers), Newstead South, and Newstead.	Three.....	Horseback...	130 0 0	31 Dec., 1892.
227 William Marsden ...	Graham's Valley	Glencoe and Graham's Valley, via Simpson's, Stonehenge.	One	Horseback...	9 10 0	31 Dec., 1893.
228 William Sargeant ...	Mount Mitchell	Glencoe and Mount Mitchell; and Mount Mitchell and Lode Hill.	Two ... / One ...	Horseback...	35 0 0	Contract to terminate at three months' notice on either side.
229 Alfred Newman.....	Glen Innes	Railway Station and Post Office, Glen Innes.	Twice or oftener daily.	.....	39 0 0	31 Dec., 1891.
230 Duncan M'Intyre ...	Glen Innes	Glen Innes, Red Range, Kookabookra, and Bear Hill.	Two	2-horse coach	120 0 0	Contract to terminate at three months' notice on either side.
231 George Medhurst ..	Inverell.....	Glen Innes, Beaufort, Clarevaulx, Wellingrove, Nullamanna, and Inverell, via Wellingrove Station, King's Plains, Apple-tree Gully, Vever's Sheep Station, A. M'Leod's, and Brown's; with a branch mail to and from Nullamanna and Pindari via Nullamanna Head Station.	Two ... / Two ...	Horseback...	178 0 0	31 Dec., 1891.
232 Richard Alcock.....	Glen Innes	Glen Innes, Beaufort, Matheson, Swan Vale, and Inverell.	Six.....	Coach, 2 or 4 horses.	160 0 0	31 Dec., 1892.
233 Daniel Lynch.....	St. Leonards, via Walcha.	Glen Innes, *Shannon Vale*, Bald Nob, Dalmorton, South Grafton, and Grafton, via Shambigne, Buccarumbi, Broad Meadows, Newton Boyd, and Big Hill. (The journey from Glen Innes to Grafton to be performed in twenty-four hours, and that from Grafton to Glen Innes in twenty-six hours; contractor to convey mails twice a week for the sum of £675 per annum, if required by the Postmaster-General.)	Three.....	2-horse coach	925 0 0	31 Dec., 1891.
234 James Goodwin.....	Shannon Vale ...	Glen Innes and Shannon Vale	Two	Horseback...	20 0 0	31 Dec., 1891.
235 George Young	Dundee Railway Station.	Railway Station and Post Office, Dundee.	Six.....	.....	60 0 0	31 Dec., 1891.
236 Geo. Fraser	Emmaville ...	Railway Station and Post Office, Deepwater; and	Twice or oftener daily.	2-horse coach	75 0 0	31 Dec., 1891.
		Deepwater, Tent Hill, and Emmaville.	Six			
237 Edward W. Jones..	Deepwater ...	Deepwater, Castlerag, and Nine-mile, via Deepwater Station; and	Three.....	Coach, 2 horses.	70 0 0	31 Dec., 1893.
		Nine-mile and Torington	Three.....	Horseback...		
238 Geo. Fraser	Emmaville	Emmaville, Argenton, and The Gulf, via Webb's Silver-mine and Kangaroo Flat.	One	Horseback...	51 0 0	31 Dec., 1893.
239 George Fraser	Emmaville	Emmaville, Strathbogie, and Webb's Consols Silver-mine.	Two	.....	28 10 0	31 Dec., 1893.
240 John T. Carson.....	Inverell.....	Inverell, Rob Roy, Reedy Creek, and	Two	2-horse coach	155 0 0	31 Dec., 1892.
		Warialda, via Gragin and Myalla	One.....	Horseback...		
241 John Fitzpatrick*..	Inverell.....	Inverell, Goomoorah, Bukkulla, Ashford, and Bonshaw, via Byron, Arrawatta, Mepham's, Rye Green, Dinton Vale, Edgerton, and Monkstadt, Fraser's Creek.	Two	Horseback...	139 0 0	31 Dec., 1892.
242 John Brodie ..... (Transferred to Cornelius M'Cosker, from 1st March, 1891.)	Wallangra	Inverell, Oakwood, Cherry-tree Hill, Graman, and Wallangra, via Bannockburn and Kulki.	Two	2-horse coach (pack when coach impracticable)	159 0 0	31 Dec., 1892.
243 James Gallagher ..	Tenterfield	Bonshaw, Sunnyside, and Tenterfield, via Clifton, Mole, and Mingoola Stations, and the south side of the Severn River.	Two	Horseback...	90 0 0	31 Dec., 1891.

* Contractor allowed £2 8s. a year extra for travelling via Robinson's, Dinton Vale, between Goomoorrah and Bukkulla, from 1st August, 1891.

	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication. (No of times per week.)	Mode of Conveyance.	Annual Amount payable to Contractors. £ s. d.	Date of Termination of Contracts.
244	Wm. C. Mayle	Hinchenbrook, Yetman.	Bonshaw, Texas (Queensland), Glen Dhu, and Yetman, via Hinchenbrook Park and Glen Dod.	One	Horseback...	50 0 0	31 Dec., 1893.
245	Walter M. Collins..	Tenterfield	Railway Station and Post Office, Tenterfield.	Twice or oftener daily.	Spring-van, 1 horse.	41 12 0	31 Dec., 1891.
246	Archibald M. Fletcher.	Villiers-street, Grafton.	Tenterfield, Steinbrook, Timbarra, Lionsville, Copmanhurst, Whiteman Creek, and Grafton, via Poverty Point, Melara, and Yulgilbar.	Two	Horseback...	287 0 0	31 Dec., 1891.
247	Henry Donnelly ...	Bryan's Gap, Tenterfield.	Tenterfield and Bryan's Gap	Two	Horseback...	18 0 0	31 Dec., 1891.
248	James Gallagher ...	Tenterfield	Tenterfield, Boonoo Boonoo and Willson's Downfall.	Two	Horseback...	60 0 0	31 Dec., 1892.
249	John Driscoll..... (Transferred to Patrick Maynes from 14th December 1891.)	Tenterfield	Tenterfield, Sandy Hill, *Rossiterville*, and Drake.	Six	Coach, 2 or more horses	289 0 0	31 Dec., 1892.
250	David G. Smith.....	Willson's Downfall.	Willson's Downfall and Acacia Creek, via the surveyed road and Cullendore. (Contractor to convey mails once a fortnight for a sum at the rate of £26 per annum, if required by the Postmaster-General.)	One	Horseback...	48 0 0	31 Dec., 1891.
251	David Carruthers*..	Willson's Downfall.	Willson's Downfall and Rivertree. (Contractor to convey mails once a week for a sum at the rate of £25 per annum, if required by the Postmaster General.)	Two	.....	40 0 0	Contract to terminate at three months' notice on either side.
252	E. Potter and E. Andrews.	Drake	Drake, Tabulam, Casino, and Lismore	Six	4-wheeled coach, 1, 2, or 3 horses.	999 0 0	31 Dec., 1893.
253	Wlm. Hooton	Lunatic Reefs, Drake.	Drake, *Lunatic Reefs*, and Pretty Gully	One	Horseback...	39 0 0	31 Dec., 1891.
254	James Bezanson ... (Transferred to Roderick M'Farlane from 1st March, 1891.)	Tenterfield	Tabulam, Murragang, and Lawrence...	Two	Horseback...	87 0 0	31 Dec., 1891.
255	James Bezanson †... (Transferred to Patk. M'Mahon, from 1st April, 1891.)	Tenterfield	Tabulam, Tooloom, Acacia Creek, Spring Creek School (Queensland), and Killarney (Queensland), via Bunalbo, Kangaroo Creek, Tooloom Station, New Koreelah, Old Koreelah, Lamb's Selection, Robertson's Sawmills, and Spring Creek. (Contractor to convey mails thrice a week for a sum at the rate of £200 per annum, if required by the Postmaster-General to do so.)	Two	Horseback...	145 0 0	31 Dec., 1891.
256	Mrs. Frances Vesper	Lawrence	Lawrence, Myrtle Creek, and Casino...	Two	4-horse coach	140 0 0	31 Dec., 1893.
257	Kenneth M'Lean ...	Tooloom	Tooloom, *Woodenbong*, White Swamp, and Killarney (Queensland), via Mungarragan.	One	Horseback...	62 0 0	31 Dec., 1892.
258	George J. Cook.....	Moleville, near Grafton.	Whiteman Creek and Stockyard Creek.	Two	Horseback...	20 0 0	31 Dec., 1891.
259	Michael J. Burke...	Maclean.....	Ocean steamers as they pass up and down the Clarence River and Post Office, Maclean; and to convey the overland mails from the river steamers to the Post Office, Maclean.	Two or three, or more.	Wheelbarrow.	26 10 0	31 Dec., 1891.
260	John Wallace	Iluka	Clarence River steamers and Post Offices, Iluka and Yamba, as required to meet steamers that arrive and depart, or that pass up and down the river; and Post Offices, Iluka and Yamba	..... Two...	.....	40 0 0	31 Dec., 1891.
261	William Neale‡ ...	Harwood Island .	The Wharf, Harwood Island, and Post Offices, Harwood Island, Chatsworth Island, New Italy, South Woodburn, and Woodburn.	Three ...	Coach, 5 horses.	130 0 0	31 Dec., 1891.
262	Augustus Neale ...	South Woodburn	Chatsworth Island, New Italy, South Woodburn, and Woodburn.	Four	Coach, 4 horses.	93 0 0	31 Dec., 1891.
263	John Davidson	Coldstream	Brush Grove and Coldstream.....	Two	....	30 0 0	31 Dec., 1893.
264	John J. Hough... ..	Ulmarra	Ulmarra and Upper Coldstream	Two	Horseback...	26 19 0	31 Dec., 1891.
265	C. G. Walsham.....	Grafton	Steamers' Wharf, Grafton, and Post Office, Grafton, on arrival and departure of steamers.	.....	.....	28 0 0	31 Dec., 1892.
266	A. M. Fletcher.....	Grafton	Grafton, South Grafton, Halfway Creek, Corindi-Clarence, Woolgoolga, Moonee Creek, Coff's Harbour, Fernmount, and Bellingen, via Small's, Pine Creek.	Two	Coach, 3 horses once a week, and packhorse once a week.	188 10 0	31 Dec., 1893.

* Contract cancelled from 30th September, 1891.
† Contractor relieved of calling at Spring Creek School, and £5 per annum deducted from subsidy, from 1st October, 1891.
‡ Contractor allowed a sum at the rate of £50 per annum for any additional weekly mails required.

Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
			No. of times per week.		£ s. d.	
267 George Summers ...	South Grafton ...	Grafton and Southgate.....	Two	.....	26 0 0	31 Dec., 1892.
268 John D. Perrett ...	South Grafton ...	From South Grafton to Big Flat, Kangaroo Creek, Upper Kangaroo Creek, Glenreagh, Nana Glen (Sherwood's) Nana Creek (Fauvel's), Coramba, and Upper Orara, returning from Upper Orara to South Grafton, via Coramba, Bucca Bucca, Nana Glen (Sherwood's), Glenreagh, Upper Kangaroo Creek, Kangaroo Creek, and Big Flat; with a branch mail to and from Orara River Crossing, near Kangaroo Creek, and Glenreagh.	Two ... Two ...	Horseback...	168 10 0	31 Dec., 1893.
269 Daniel Dixon.....	South Grafton ...	South Grafton, Gerrymberryn, Eatonsville, and Ramornie.	Two	Horseback...	25 0 0	31 Dec., 1892.
270 Theodor Graff	Upper Orara ...	Coff's Harbour and Upper Orara	Two	Horseback...	25 0 0	31 Dec., 1891.
271 Frederick Davis ...	South Woodburn	South Woodburn, Woodburn, Buckendoon, Swan Bay, Bungawalbin, Coraki, Tuckurimba, Wyrallah, Gundurimba, Steve King's Plain, and Lismore, including the porterage of mails to and from these offices and the steamers. (Contractor is allowed to carry passengers and cargo, provided the punctual delivery of the mails be not interfered with.)	Two	Steamer.....	319 0 0	31 Dec., 1891.
272 Frederick Davis ...	South Woodburn	South Woodburn, Woodburn, Kilgin, Broadwater, East Wardell, Wardell, German Creek, North Pimlico and Ballina, via Green's, including the porterage of mails to and from these offices and the steamers. (Contractor is allowed to carry passengers and cargo, provided the punctual delivery of the mails be not interfered with.)	Two	Steamer.....	300 0 0	31 Dec., 1891
273 Wm. Ross, jun. ...	Coraki	Coraki, Codrington, Tatham, Greenridge, and Casino. (Contractor to convey mails twice a week if required, for a sum at the rate of £72 per annum.)	Three ...	Coach, 2 horses.	104 0 0	31 Dec., 1893.
274 John J. M'Grade ...	Deep Creek, via Casino.	Casino and Unumgar	One	.....	50 0 0	31 Dec., 1891.
275 John J. M'Grade...	Casino	Casino, *Roseberry*, and *The Risk*	One	Horseback...	38 0 0	31 Dec., 1891.
276 John M'Lennan ...	Lismore.....	The Wharf and Post Office, Lismore, to meet ocean or river boats, as required, on arrival and departure daily, including the cartage of telegraph stores.	.....	.....	13 0 0	31 Dec., 1893.
277 James E. James	Dunoon	Lismore and Dunoon..	Three.....	Waggonette, 2 or more horses.	40 0 0	31 Dec., 1893.
278 George Jarvis*	Clunes	Lismore, Bexhill, Clunes, Eureka, Coorabell Creek, and Brunswick, via Benny's Creek and Togarah Grass Main Road. (Contractor to travel via Byron Bay once a week, and to convey Bexhill mails by a branch line, if necessary.)	Two	Coach, 2 or 4 horses, as required.	180 0 0	31 Dec., 1892.
279 Luke P. Cloutier†...	Ballina	Lismore, Wollongbar, Alstonville, *Westbridge*, and Ballina. (Contractor to convey mails three times a week, if required, for a sum at the rate of £75 per annum.)	Two	Coach, 2 or 4 horses.	60 0 0	31 Dec., 1891.
280 Alex. Brown	Lismore	Lismore, Blakebrook, Goolmangar, and Nimbin.	One	Horseback...	39 0 0	31 Dec., 1891.
281 William Maher‡....	Woodlawn, Lismore.	Lismore, Woodlawn, Cooper's Creek, and Rose Bank.	One	.....	25 0 0	31 Dec., 1891.
282 Joseph Dowling ...	Wollongbar	Lismore and Rous, via Chilcott's Grass.	Two	.....	39 0 0	31 Dec., 1891.
283 Nathaniel Gordon..	Jiggi	Lismore and Jiggi	One	Horseback...	20 0 0	31 Dec., 1893.
284 Joseph Dowling§ ...	Wollongbar	Wollongbar, Cowlong, and Pearce's Creek.	One	Horseback...	20 0 0	31 Dec., 1892.
285 John C. Foster	Wardell.....	Wardell, Rous Mill, Rous, and Alstonville.	Two	Spring-cart, 1 horse.	70 0 0	31 Dec., 1892.
286 Donald Wells	Newrybar, via Tintenbar.	Ballina, Emigrant Creek, Tintenbar, Newrybar, Byron Creek (Campbell's), Hayter's, Byron Bay, and Brunswick.	Two	Coach, 2 horses.	135 0 0	31 Dec., 1893.
287 James Ross, sen. ...	North Creek, Ballina.	Ballina and Upper North Creek.....	One	.....	18 0 0	31 Dec., 1893.
288 John T. Johnson ...	Byron Creek	Clunes, Byron Creek, and Byron Bay.	Two	Horseback...	65 0 0	31 Dec., 1891.

* Contractor allowed £5 per annum extra to call at Laureldale from 16th October, 1891.
† Contractor commenced tri-weekly service on 19th January, 1891.
‡ Contractor allowed £23 per annum extra for conveying an additional mail a week from 1st February, 1891 and also allowed £5 4s. per annum extra for travelling between Bexhill and Woodlawn by the Numulgi Road, from 16th April, 1891.
§ Contractor allowed £10 per annum extra to convey a second mail a week from 16th October, 1891.

	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
				No. of times per week.		£ s. d.	
289	Colin Campbell.....	Murwillumbah...	Murwillumbah, Tumbulgum, and North Tumbulgum.	Six.....	Vehicle, 1 horse.	88 0 0	31 Dec., 1893.
290	James Jarvis.....	Clunes	Murwillumbah, Burringbar, and Brunswick.	Two	.....	80 0 0	31 Dec., 1891.
291	Charles Baker* ..... (Transferred to Stephen Webb from 1st August, 1891.)	Byangum	Murwillumbah, Byangum, and Nimbin.	One	Horseback...	81 0 0	Contract to terminate at three months' notice on either side.
292	Thomas Torrens	Brunswick	Brunswick and Mullumbimby	One	Horseback...	22 10 0	Contract to terminate at three months' notice on either side.
293	Geo. Skinner.....	Murwillumbah	Tumbulgum, M'Intyre's (Stott's Channel), Cudgen, and Tweed Heads; Including the porterage of mails to and from the several Post Offices and the steamer; with a branch mail to and from Cudgen and Cudgen Scrub.	Three..... Three.....	Steam launch. Horseback...	260 0 0	31 Dec., 1891.
			SUBURBAN ROADS.				
1	James P. Flannery..	128, Dowling-st., Woolloomooloo.	General Post Office, Sydney, and Wharfs, or Wharfs and Redfern Railway Station and General Post Office, Sydney, and Redfern Railway Station.	On arrival and departure of English Mails.	Vans	150 0 0	31 Dec., 1892.
2	Charles Waterhouse	Milson's Point	General Post Office, Sydney, and Post Office, North Sydney; and Post Office and Railway Station, North Sydney.	Twice daily. Once or oftener daily, as required.	horse and vehicle.	96 0 0	31 Dec., 1891.
3	Wright Hampson †	Botany	General Post Office, Sydney, and Post Offices, Redfern and Alexandria.	Three or four times a day, as required.	Horseback or vehicle.	88 0 0	31 Dec., 1892.
4	Wilson Quin	Blenheim-st., Waverley.	General Post Office, Sydney, and Post Office, Woollahra, and Waverley; and Waverley and Bondi.....	Three times or oftener daily. Twice a day	Light spring-cart.	140 0 0	31 Dec., 1891.
5	Fredk. Auton.....	Arncliffe	General Post Office, Sydney, and the Post Offices, Newtown, Macdonaldtown, St. Peters, and Tempe.	Twelve ...	Village cart, 1 horse.	107 0 0	31 Dec., 1891.
6	John E. Face ‡.....	Ryde..... ...	General Post Office, Sydney, and Post Offices, Abattoirs, West Balmain, Drummoyne, and Gladesville. (Contractor to convey mails thrice a day for the sum of £175 per annum, and to extend service to Ryde for £20 per annum extra, if required by the Postmaster-General.)	Twice a day.	4-horse coach.	150 0 0	31 Dec., 1891.
7	Thomas I. Harrison§	Ryde.....	Railway Station and Post Office, Ryde.	Thrice or oftener daily.	Sulky, 2 horses or horseback.	60 0 0	31 Dec., 1893.
8	Alexander Adams...	North Ryde.....	Ryde and North Ryde	Six.....	Horseback or by horse and spring cart.	24 0 0	Contract to terminate at three months' notice on either side.
9	George T. Atkinson	Ermington	Railway Station, Ryde, and Post Office, Ermington, and Dundas.	Twice a day.	Horseback & vehicle.	50 0 0	31 Dec., 1891.
10	Frederick Randall..	Rydalmere	Parramatta and Rydalmere	Twice a day	Horseback...	41 10 0	31 Dec., 1892.
11	Charles O. Lamb ...	Parramatta	Parramatta and Carlingford	Twice a day	2-horse coach	25 0 0	31 Dec., 1892.
12	E. Stidworthy	Wagga Wagga..	Railway Station, Kogarah, and Post Offices, Kogarah, Blakehurst, Sylvania, and Port Hacking, via Woniora.	Six	Waggonette, 2 horses.	100 0 0	31 Dec., 1891.
13	James Slocombe ...	Canterbury	From Ashfield to Canterbury; and from Canterbury to Ashfield.	Thrice a day Twice or thrice a day as required	Horseback	85 0 0	31 Dec., 1892.
14	Ann Milner	Belmore	Canterbury and Belmore.....	Six	.....	42 0 0	31 Dec., 1892.
15	Arthur J. Allen‖ ...	Druitt Town ...	Burwood, Enfield, and Druitt Town...	Twelve ...	Waggonette, 2 horses.	75 0 0	31 Dec., 1893.
16	William Bell**	"Islington Hotel," Bankstown.	Rookwood, Potts' Hill, Bankstown, and Upper Bankstown.	Twelve ...	Waggonette, 1 or 2 horses.	48 0 0	31 Dec., 1893.
17	Wright Hampson... (Transferred to Jas. Court, from 12th September, 1891.)	Grosvenor-street Woollahra.	From Botany to Lower Botany and La Perouse, via Coast Hospital; and from La Perouse to Lower Botany and Botany.	Six..... Six.....	Horseback, or 2-horse vehicle.	62 0 0	31 Dec., 1892.

* Arrangements made with contractor to convey an extra mail a week between Murwillumbah and Byangum free of charge from 1st Otober, 1891, to 31st December, 1891.
† Edward Hampson (surety) paid for performance of service from 1st July, 1891; contract terminated on 31st October, 1891.
‡ Contractor instructed to convey third mail a day from Gladesville to Sydney, from 1st October, 1891.
§ Contractor died; sureties—H. Eagar and G. Wicks—performed service from 1st July, 1891.
‖ Contractor allowed £75 a year extra to extend service to Bankstown and Upper Bankstown, from 1st April, 1891.
** Contract cancelled 31st March, 1891.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, subsequent to 1st January, 1891.

Dates of commencement of Contracts.	Nos.	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts
1891.					No. of times per week.		£ s. d.	
				SUBURBAN ROAD.				1893.
15 Jan. ...	a18	Charles Winch	Hanover-street, Balmain.	Post Office, Balmain, and steamers' wharf, Stephen-street, Balmain.	Four times a day.	4-wheeled carriage or light cart, 1 or more horses.	95 0 0	31 Dec.
				SOUTHERN ROADS.				1892.
1 Feb. ...	b310	Eli Avery	Berridale	Berridale and Jindabyne	One	2-wheeled vehicle, 1 horse.	32 0 0	31 Dec.
1 Feb. ...	c311	John Maxwell	Foxground	"Turn Off" (on Kiama-Berry mail line) and Foxground ...	Six	.....	20 16 0	31 Dec. 1891.
1 Feb. ..	a312	Moses H. Simpson ...	Tumberumba ...	Tumberumba and Jingellic, via Goldspinks, Munderoo, No-place, Gadd's, Holman's Coppabella Creek, Wauk-lyn's, Germer's, and Braniff's.	One	Horseback	40 0 0	31 Dec.
				NORTHERN ROADS.				
1 Feb. ..	c294	Charles Pressland* ...	West Wallsend..	Minmi and West Wallsend...	Six	Horseback	40 0 0	31 Dec. 1893.
1 Feb. ..	c295	John Garaty.....	Wallsend	Wallsend and Young Walls-end.	Six	One-horse coach, or horseback	26 0 0	31 Dec.
1 Feb. ...	a296	William J. Jones† ...	Woolomin.....	Duugowan, Swamp Oak, and Niangala. (Contractor to convey mails twice a week, if required, for £97 per annum.)	One	Horseback	51 0 0	Contract to terminate at three months' notice on either side.
				SOUTHERN ROADS.				1891.
1 Feb. ...	a309	Arthur T. Teasdale (Transferred to P. M. Morrison from 1 April, 1891.)	Broken Hill	"Gainor's Hotel" (on the Purnamoota and Euriowie mail line), Corona, and Corona Mines, via Terra-wingie (and Poolamacca, if required).	Two	Two-horse buggy.	100 0 0 for the term.	31 Dec.
1 Mar. ...	a313	Francis Quinlan (Transferred to Benjamin Doalman, from 1 April, 1891.)	Pine Grove, Boo-ligal.	Hillston and Mossgiel, via Bellingerambil and Mool-bong.	One	.....	100 0 0	1892. 29 Feb.
				NORTHERN ROADS.				1893.
1 April ...	a297	Wm. Reeves and Peter Fergusson ‡	Moree	Bingara and Moree, via Bang-het, Elcombe, Gravesend, Yagobie, and Binneguy.	Two	Two-horse coach.	150 0 0	31 Dec.
1 April ...	a298	Stephen W. Veness.§	Manilla	From Manilla to Allen's, North Cuerindi, thence up the Namoi River to Lowrie (Abbott's), returning to Manilla via Ukolan and Mundoway Stations and down Hall's Creek.	Two	Horseback	50 0 0	1891. 31 Dec.
1 April ...	c176	Arthur Farlow	Moree	Garah and Kunopia, via McLaughlin's, Christie's, Moore's, and Whalan New Station.	Two	.....	130 0 0	1892. 31 Dec.
				SOUTHERN ROADS.				
25 April ...	f231	Mrs. Mary Donnelly‖	Wagga Wagga...	Alfred Town and Book Book.	Three.. ...	Horseback	65 0 0	Contract to terminate at three months' notice on either side.
1 May ...	a314	William Johnston ...	Deniliquin	Maude and Booroorban, via Lockwood's, W. Barr's, J. Ross', E. Edmunds's, and Joseph Moore's.	One	4-wheeled vehicle, 2 horses.	125 0 0	31 Dec.
				NORTHERN ROAD.				
1 May ...	c299	Daniel Lynch	St. Leonards, Walcha.	Walcha and Niangala	Two	Two-horse vehicle.	79 0 0	Contract to terminate at three months' notice on either side.

* Contractor allowed £11 per annum extra to convey a second mail a day from Minmi to West Wallsend, from 16th March, 1891; and allowed £5 to give up contract from 9th November, 1891. † Arrangements made for a bi-weekly service from 1st March, 1891. Contract terminated 31st October by notice to Contractor. ‡ Contractor allowed £10 per annum extra for travelling via Smith's (Glenfield) and Adams's (Singapore). § Contractor allowed £12 per annum extra, from 16th October, 1891, for substituting bi-weekly services between Manilla and Lowry and Manilla and Cain's for previous arrangement.
‖ Contract terminated on 31st December, 1891.

Dates of commencement of Contracts.	Nos.	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amounts payable to Contractors.	Dates of Termination of Contracts.
1891.					No. of times per week.			1892.
				SOUTHERN ROADS.				
1 June ...	[a]315	W. J. Roberts.....	Murrumburrah ..	Murrumburrah and Beggan Beggan.	Two	Horseback	30 0 0	31 Dec. 1893.
1 June ...	[c]316	William Power	Boloko	Buckley's Crossing Place and Boloko.	Two	Horseback	30 0 0	31 Dec.
1 June ...	* [a]317	Richard Hudson	Oaklands, via Crookwell.	Crookwell and Glengarry, via Julong and Mulgowrie Creeks.	One	.....	40 0 0	Contract to terminate at three months' notice on either side.
1 June ...	[a]318	George Millard	Brooman	Brooman and Brimbramalla, by nearest route.	One	Horseback	28 0 0	1891. 31 Dec.
				NORTHERN ROADS.				1892.
1 June ...	[c]300	Martin Post.....	Hillgrove West	Cooney Creek and Hillgrove West.	Six	Horseback	49 0 0	31 Dec. 1893.
1 June ...	[c]301	H. H. Halloran	Barraba	Barraba, Eulourie, Elcombe, and Gineroi.	One.....	Horseback	80 0 0	31 Dec.
				SOUTHERN ROADS.				1892.
1 June ...	[m]303	William H. Read ...	Yancannia, via Yandarlo.	Yandarlo and Bootra, via Yancannia and Salisbury.	One	Packhorse	100 0 0	31 May.
				SUBURBAN ROAD.				
16 June ...	[d]19	Henry Halpin	Potts' Hill, via Rookwood.	Rookwood, Bankstown, and Upper Bankstown.	Twelve ...	Coach, 2 horses.	55 0 0	Contract to terminate at three months' notice on either side.
				SOUTHERN ROAD.				1893.
1 July ...	[a]319	Robert Marshall	Barmedman	Barmedman and Ungarie.....	One	Buggy, 2 horses.	47 10 0	31 Dec.
				NORTHERN ROAD.				1892.
16 July ...	[a]302	George Jarvis	Clunes	Coorabell Creek and Mullumbimby. (Contractor to convey mails twice a week for a sum at the rate of £35 per annum, if required by the Postmaster-General to do so.)	One	Coach, 4 horses.	20 0 0	31 Dec.
				SOUTHERN ROADS.				1893.
1 Aug. ...	[g]111	Wm. Wales and E. Evans.	Bombala	Nimitybelle, Mountain Top, Lyttleton, Numbugga, and Bega, via Benbooka Station and Glenbog.	Six.....	4-wheeled vehicle, 2 or more horses.	485 0 0	31 Dec.
1 Aug. ...	[a]320	John Carey	Wee Jasper	Wee Jasper and Cooradigbee	Two	Horseback	20 0 0	31 Dec.
				NORTHERN ROAD.				1892.
1 Aug. ...	[a]303	Wm. & W. J. Davey	Newcastle	Charlestown and Dudley (South Burwood).	Six.....	Spring-cart or horse.	26 0 0	31 Dec.
1 Aug. ...	[a]304	Charles Wilson	Coolongolook ...	Coolongolook and Clarkson's Crossing.	One	Horseback	15 0 0	31 Dec.
				SOUTHERN ROADS.				
1 Sept. ...	[a]321	Joseph John D'Apice	Dooinda, Eckersley.	Liverpool, Holdsworthy Public School, and Eckersley.	Two	Vehicle.	30 0 0	31 Dec.
1 Sept. ...	[c]322	Thomas Murphy.....	South Broken Hill.	Broken Hill and South Broken Hill.	Six	.....	*35 0 0	31 Dec.
				NORTHERN ROAD.				
1 Sept. ...	[b]224	William Mundy	Guyra	Guyra, Oban, Kookabookra, and Bear Hill, via Ward's Mistake Station.	One	Horseback	65 0 0	31 Dec.
				WESTERN ROAD.				
1 Oct. ...	[c]215	John V. Wilson... ...	Jenolan Caves ...	Oberon, Edith, and Jenolan Caves. (Contractor to convey mails six times a week for a sum at the rate of £120 10s. per annum, if required by the Postmaster-General to do so.)	Three.....	Coach, 2 or 4 horses.	50 5 0	31 Dec.

* Contractor allowed £15 for terminating contract on 31st October, 1891.

Dates of commencement of Contracts.	Nos.	Contractors' Names.	Contractors' Addresses.	Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amounts payable to Contractors.	Dates of Termination of Contracts.
					No of times per week.		£ s. d.	
				NORTHERN ROAD.				
1 Oct. ...	[i]251	Victor Rebora	Rivertree	Willson's Downfall and Rivertree.	Two	Horseback	51 10 0	Contract to terminate at three months' notice on either side.
1891.				WESTERN ROAD.				1892.
1 Oct. ...	[a]216	Everett Logan.....	Werrington	St. Mary's and Werrington ..	Six	....	20 0 0	31 Dec.
				SOUTHERN ROADS.				1893.
1 Oct. ...	[a]323	Thomas Wiseman ...	Yarra.....	Yarra and Thornford	Three.....	Horseback or 1-horse buggy when necessary.	30 0 0	31 Dec.
1 Oct. ...	[a]324	F. N. Sydenham	Nutherungie Village, via Wilcannia.	Kandle Hotel (on the Wilcannia and Milperinka Road) and Gnalta Station, via Nuntherungie Township.	One	4-wheeled coach.	87 0 0	Contract to terminate at three months' notice on either side.
				NORTHERN ROADS.				1892.
1 Oct. ...	[a]305	David Andersen	Bellingen	Bellingen and Gleniffer (North Arm).	One	Horseback	12 0 0	31 Dec.
1 Nov. ...	[b]n296	W. J. Jones	Woolomin.....	Dungowan and Swamp Oak... and Swamp Oak and Niangala .	Three... Two ...	Horseback	115 0 0	1894. 31 Dec. (Contract to terminate at three months' notice on either side.)
				WESTERN ROAD.				1892.
1 Nov. ...	[a]217	James Lack	Irrarra, Enngonia.	Enngonia and Wapweelah ...	One	.....	60 0 0	31 Oct.
				SUBURBAN ROAD.				1893.
1 Nov. ...	[k]3	Edward J. Hampson	Rylstone-street, off Glenmore Road, Sydney.	General Post Office, Sydney, and Post Offices Redfern and Alexandria.	Three or four times a day, as required	.. ..	159 0 0	31 Dec.
				SOUTHERN ROAD.				
3 Nov. ...	[a]326	William Bolton	Cobram, Victoria	Berrigan and Railway Station, Cobram (Victoria).	Three.....	Coach, 2 horses.	50 0 0	Contract to terminate at one month's notice on either side.
				NORTHERN ROAD.				1892.
10 Nov. ...	[c]306	West Wallsend Coal Company.	West Wallsend..	Cockle Creek and West Wallsend, including the receipt and delivery of mails at the respective Post Offices.	Twice a day.	Train	50 0 0	9 Nov.
				WESTERN ROAD.				
16 Nov. ...	[l]190	William Oldfield.....	Nyngan.....	Nyngan, Monkey, and Gongolgon.	One	Conveyance, 1 or more horses.	237 10 0	31 Dec.
				SOUTHERN ROAD.				1893.
16 Nov. ...	[a]325	Stephen Byrnes	Condobolin	Ungarie and Condobolin, via Bygalorie, Maribooda, West Milbee, Milbee, and Gulgo.	One	Coach.....	80 0 0	31 Dec

[a] New line. [b] Additional communication. [c] New arrangement. [d] Re-established. [e] In lieu of No. 176, Northern Roads, in general list. [f] In lieu of No. 231, Southern Roads, in general list. [g] In lieu of No. 111, Southern Roads, in general list. [h] In lieu of No. 224, Northern Roads, in general list. [i] In lieu of No. 251, Northern Roads, in general list. [j] In lieu of No. 296, Northern Roads, in general list. [k] In lieu of No. 3, Suburban Roads, in general list. [l] In lieu of No. 190, Western Roads, in general list. [m] In lieu of No. 303, Southern Roads, in general list. [n] In lieu of No. 296, Northern Roads, in list of contracts commencing on 1st February, 1891.

APPENDIX E.

COMPARATIVE Return showing the Number and Amount of Money Order Transactions in New South Wales with various countries for the year 1891, compared with the year 1890 :—

Year.	UNITED KINGDOM (INCLUDING GERMANY, ITALY, &c.)				NEW ZEALAND.				QUEENSLAND.				SOUTH AUSTRALIA.				TASMANIA.				VICTORIA.			
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£		£		£		£		£		£		£		£		£		£
1891	34,865	119,718	8,278	29,003	5,191	18,719	21,308	41,106	9,046	30,598	28,598	71,904	11,463	36,422	12,265	25,420	2,107	7,348	7,658	16,029	36,893	110,635	41,881	90,632
1890	30,916	107,125	7,606	27,608	4,518	16,314	12,336	26,938	6,872	23,702	21,592	60,594	9,865	31,082	9,735	21,694	1,866	6,683	4,231	10,748	31,812	96,325	33,422	85,000
Increase...	3,949	12,593	672	1,395	673	2,405	8,972	14,168	2,174	6,896	7,006	11,310	1,598	5,340	2,530	3,726	241	665	3,427	5,281	5,081	14,310	8,459	5,632
Decrease..	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Year.	WESTERN AUSTRALIA.				HONG KONG.				INDIA.				UNITED STATES.				CANADA.				CAPE OF GOOD HOPE.			
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount	No.	Amount.
		£		£		£		£		£		£		£		£		£		£		£		£
1891	378	1,670	2,641	5,850	475	2,452	66	168	803	5,968	220	853	1,764	6,382	596	2,913	117	534	586	944	57	294	159	749
1890	236	1,027	1,081	2,607	448	2,178	47	166	816	6,089	144	694	1,447	5,092	485	2,179	167	780	133	697	47	188	89	402
Increase..	142	643	1,560	3,243	27	274	19	2	.....	.....	76	159	317	1,290	111	734	.....	.....	453	247	10	106	70	347
Decrease..	.....	.....	...	.....	.....	.....	.....	.....	13	121	.....	.....	.....	.....	.....	.....	50	246	.....	.....	.....	.....	.....	.....

Year.	CEYLON.				STRAITS SETTLEMENTS.				MAURITIUS.				TOTAL FOREIGN MONEY ORDER TRANSACTIONS.				N.S.W. INLAND ISSUES.		GRAND TOTAL OF N.S.W. ISSUES.	
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W. on other countries.		Issued in other countries on N.S.W.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£		£		£		£		£		£		£		£
1891	88	449	60	100	13	21	8	40	23	109	13	85	103,283	341,319	124,337	285,796	385,043	1,236,425	488,326	1,577,744
1890	88	374	24	45	14	49	6	12	19	53	3	8	89,131	297,061	90,934	239,392	353,294	955,244	442,425	1,252,305
Increase..	.....	75	36	55	.....	.....	2	28	4	56	10	77	14,152	44,258	33,403	46,404	31,749	281,181	45,901	325,439
Decrease..	...	.....	...	.....	1	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

APPENDIX F.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1891, together with a statement of the total amount due to all Depositors at the close of 1891.

	£	s.	d.		£	s.	d.
Balance brought forward from 1890	1,875,904	14	7	By amount of Repayments during 1891	1,304,099	0	3
To Cash received from Depositors during 1891	1,509,376	16	3				
Interest added to Depositors' Accounts for 1891	72,280	10	4	Balance	2,153,463	0	11
£	3,457,562	1	2	£	3,457,562	1	2

Liabilities and Assets.

	£	s.	d.		£	s.	d.
To Balance due to all Depositors at the close of 1891	2,153,463	0	11	By amount of Security in the Treasury Chest, viz. :—			
				New South Wales "Four per Cents."	296,466	13	11
				Debentures	89,200	0	0
				Treasury Bills	1,270,000	0	0
				Cash in hands of Superintendent	11,653	2	4
				Cash in Treasury, not invested	469,358	6	7
				Interest due on balance remaining uninvested to 31st December, 1891, computed at 4%	13,308	17	0
Balance (excess of Assets)	26,672	12	3	Interest due on investments	30,148	13	4
£	2,180,135	13	2	£	2,180,135	13	2

Profit and Loss.

	£	s.	d.		£	s.	d.
To Departmental Expenses for 1891	5,000	0	0	Balance from preceding Account	24,417	12	3
Interest added to Depositors' Accounts	72,280	10	4	By amount of Interest on Investment in "Four per Cents." and Treasury Bills	66,226	13	4
				Interest due on uninvested balance in the Treasury	13,308	17	0
Balance	26,672	12	3				
£	103,953	2	7	£	103,953	2	7

A. J. Doak, Superintendent.
Government Savings Bank, Sydney, 4 March, 1892.

JOHN KIDD,
Postmaster-General.

I certify that the foregoing statement of all deposits received and paid from 1st January to 31st December, 1891, has been examined and found to correspond with the Books and Accounts of the Government Savings Bank.

10 March, 1892.

E. A. RENNIE,
Auditor-General.

Sydney: Charles Potter, Government Printer.—1892.

1892.

NEW SOUTH WALES.

POSTAL AND TELEGRAPHIC CONFERENCE 1892.

REPORT OF PROCEEDINGS

OF THE

CONFERENCE HELD IN HOBART, MARCH, 1892.

MINUTES OF PROCEEDINGS,

REPORTS AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS, WITH DRAFT OF AUSTRALASIAN POSTAL CONVENTION,

PAPERS LAID BEFORE THE CONFERENCE, AND REPORTS OF DEBATES.

Presented to Parliament by Command.

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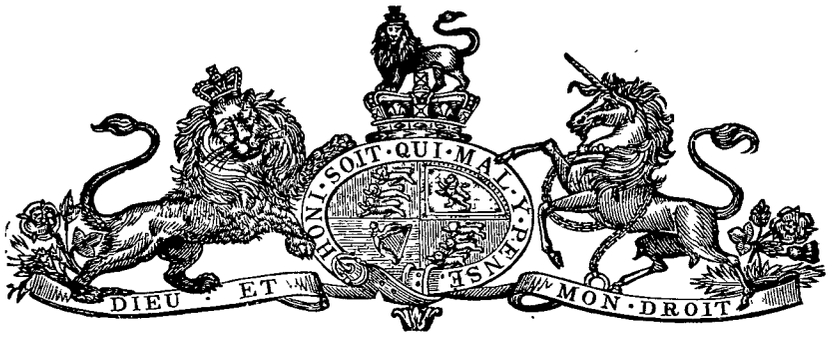

POSTAL AND TELEGRAPHIC CONFERENCE, 1892.

REPORT OF THE DELEGATES TO THE INTERCOLONIAL POSTAL AND TELEGRAPHIC CONFERENCE HELD IN HOBART DURING MARCH, 1892.

I. The Colonies, with the exception of New Zealand, were all represented at the Conference.

II. The Conference sat on the 16th, 17th, 18th, 21st, and 22nd March.

The following were the principal Resolutions carried; viz.—

Relating to Postal Service.

1. Reduced Rates of Commission on Intercolonial Money Orders, as recommended by the Sydney Conference of 1891 were agreed to. To take effect from 1st April, 1892.

2. It was resolved that the Intercolonial Postage on Newspapers should be uniform.

3. A Resolution was passed requesting the Government of South Australia to permit the Peninsular and Oriental Steam Navigation Company, and the Orient Steam Navigation Company to discharge cargo into lighters off Port Adelaide on Sundays, in order to facilitate Postal communication.

4. Resolved, that the system of dealing with letters relating to racing sweeps and betting transactions should be uniform throughout Australasia.

5. The draft of an Australasian Postal Convention, as submitted by Heads of Departments, was considered in detail, and, after some alterations, adopted.

6. An opinion was expressed by resolution that the carriage of mails over South Australian Railway Lines should be expedited.

Telegraph Service.

1. A Resolution was passed that Western Australia should be guaranteed against loss consequent on the reduction of charges on cable traffic passing through her territory similarly with South Australia. Victoria dissented; Queensland declined to vote.

2. The system of urgent telegrams intercolonially at double rates was adopted, New South dissenting, but agreeing to pass urgent messages between other Colonies over her lines to take precedence of other business on uual terms of interchange; viz., double rates.

Electrical.

3. It was recommended that a Committee of Experts be appointed to draft a Report upon the systems proposed for the erection of electric light and power wires, and for the control of the same; also as to a system of underground wires.

GENERAL.

The Report of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters was received and adopted, with amendments.

Other matters were considered and withdrawn, and for such see Minutes of Proceedings.

Appended to this Report will be found :—

I. Minutes of Proceedings.
II. Reports of Heads of Departments.
III. Draft of Australasian Postal Convention as adopted.
IV. Papers laid before Conference.
V. Reports of the principal proceedings.

Signed on behalf of Tasmania,
B. STAFFORD BIRD.

Signed on behalf of New South Wales,
JOHN KIDD.

Signed on behalf of Victoria,
JOHN GAVAN DUFFY.

Signed on behalf of South Australia,
W. COPLEY.

Signed on behalf of Queensland,
TH. UNMACK.

Signed on behalf of Western Australia,
R. A. SHOLL.

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POSTAL AND TELEGRAPH CONFERENCE, HOBART, 1892.

MINUTES OF THE PROCEEDINGS.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

WEDNESDAY, 16TH MARCH, 1892.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present; viz.—

New South Wales: The Hon. JOHN KIDD, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.

Victoria: The Hon. JOHN GAVAN DUFFY, M.P., Attorney-General and Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.

Queensland: The Hon. THEODORE UNMACK, M.P., Minister of Railways and Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.

South Australia: The Hon. WILLIAM COPLEY, M.L.C., Minister of Agriculture and Education.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.

Western Australia: RICHARD A. SHOLL, Esq., Postmaster-General.

Tasmania: The Hon. B. S. BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
HENRY BOYES, Esq., Secretary to the Post Office, &c.

The Honorable JOHN GAVAN DUFFY proposed, and the Honorable THEODORE UNMACK seconded, the appointment of the Honorable B. STAFFORD BIRD as President, which was unanimously agreed to.

Mr. THOMAS COOK JUST was appointed Secretary, upon the nomination of the Honorable JOHN KIDD, seconded by the Honorable THEODORE UNMACK.

The Conference then proceeded to consider the question of admitting the Press to the sittings, when it was unanimously resolved that such permission should be granted.

The Hon. JOHN KIDD, the Hon. JOHN GAVAN DUFFY, and the Hon. W. COPLEY presented their Commissions; the Hon. T. UNMACK and Mr. RICHARD A. SHOLL also presented their Credentials.

The Hon. WILLIAM COPLEY laid on the Table copy of "An Act to amend 'The Post Office Act, 1876,' and for other purposes," passed by the Parliament of South Australia.

Received.

The Hon. THEODORE UNMACK tabled "An Act to consolidate and amend the Law relating to Posts and Telegraphs," passed by the Parliament of Queensland.

Received.

The Hon. WM. COPLEY tabled a Return showing the International Telegraphic Traffic during the Ten months ending February 29th, 1892, compared with the corresponding period in 1889–90 and 1890–91.

Received.

The Hon. WM. COPLEY moved that the Return be printed.

The Hon. THEODORE UNMACK seconded.

Carried.

ORDER OF BUSINESS.

The Honorable JOHN GAVAN DUFFY moved that the following questions of Policy inserted in the Notice Paper, be dealt with by the Conference :—

POSTAL.

1. Free Postage of Newspapers from New South Wales to the other Australian Colonies.
2. Communication with Berne Bureau to be carried on by one Colony. Settlement of Accounts by Berne.
3. Proposal of Great Britain to assimilate Australian Postage Rates (Foreign) to those adopted for the United Kingdom from 1 January, 1892.
4. Reduction of Intercolonial Rate on "Printed Papers" to 1*d.* per 4 ozs. (or to ½*d.* per 2 ozs.)
5. Through-Train from Sydney to Melbourne and from Melbourne to Sydney on Sunday.
6. Question of Mail Steamer not being allowed to land Cargo or do work at Adelaide on Sunday.

TELEGRAPH.

7. Pacific Cable Route.
8. Cable Subsidy for reduced Rates, Queensland and New Zealand.
9. Electric Light and Power. Laws and Regulations especially in relation to Telegraph and Telephone Wires, and to secure immunity from accident.
10. Intercolonial Telegraph Rates.

The Honorable JOHN KIDD seconded.

Carried.

The Honorable JOHN GAVAN DUFFY moved, and the Honorable JOHN KIDD seconded—

That the following subjects on the Notice Paper be referred to the Heads of Departments represented at the Conference as a Sub-Committee, with a view to their bringing up a Report on such subjects to-morrow or as early as possible :—

POSTAL.

1. Limitation of weight of Samples and Patterns. Increase from 250 grammes to 350.
2. Transmission through the Post of Articles liable to Customs Duty.
3. Withdrawal or re-direction by the Sender of Correspondence once posted.
4. Uniform classification of Correspondence, Inland as well as Foreign, on lines of Postal Union.
5. Uniformity of practice as regards responsibility on account of Registered Articles.
6. Minimum Charge for Parcels. Adoption generally of the Single 1 lb. Rate, in lieu of the 2 lb. rate, as the first charge.
7. Uniformity of practice in dealing with Surtaxed Letters. To adopt Postal Union practice.
8. Consideration of Article 7 (New) of Vienna Convention relative to Registered Correspondence despatched "*grevée de remboursement.*"
9. Intercolonial Postal Convention, still in abeyance, to be revised with a view to conformity, where advisable, with the Universal Postal Union, which the Colonies have since entered.
10. Australian Territorial Transit Rates for conveyance of Mails, and mode of settlement with Foreign Countries under Postal Union régime.
11. Application of such Rates to Intercolonial Mails.
12. Consolidation of Postal and Telegraph Acts with view to uniformity.

13. Express Service.
14. Statistics.
15. Re-direction Charge; also Charge for return of Dead Letters.
16. Late Fees.
17. Postal Notes, Currency, &c.
18. Unclaimed Letters; Dead Letter List.
19. Newspapers, sending unpaid; Intercolonial; arrangements with Railway Authorities. Postage on (Tasmania); Registration, &c.
20. Parcels Post. Insurance, Compensation, Transit Rates by Rail and Sea.
21. Acknowledgment of Receipt of Registered Letters.
22. Post Cards, Reply, &c.
23. Special Trains, France and Italy.
24. Money Orders, allowance in account.
25. Return of Special Request Letters; Taxing and Collection of Postage for Re-direction.
26. Universal Stamps for Colonies.
27. Surcharge Rate on Postal Notes.

TELEGRAPH.

28. Uniform Telegraph Code.
29. Telegraph Money Orders.
30. Multiple Messages in connection with Press Associations.
31. Zone Hour System.
32. Telephone System, including Rates, Regulations, Collection of Rentals, &c.
33. Underground Wires.
34. What Telegraph Lines should be regarded as International.

Carried.

Conference adjourned at 10·55 A.M. until to-morrow at 10 A.M.

B. STAFFORD BIRD, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

THURSDAY, 17TH MARCH, 1892.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present; viz.—

New South Wales:	The Hon. JOHN KIDD, M.P., Postmaster-General. S. H. LAMBTON, Esq., Secretary to the Post Office Department. E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
Victoria:	The Hon. JOHN GAVAN DUFFY, M.P., Attorney-General and Postmaster-General. JAMES SMIBERT, Esq., Deputy Postmaster-General.
Queensland:	The Hon. THEODORE UNMACK, M.P., Minister of Railways and Postmaster-General. JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
South Australia:	The Hon. WILLIAM COPLEY, M.L.C., Minister of Agriculture and Education. CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia:	RICHARD A. SHOLL, Esq., Postmaster-General.
Tasmania:	The Hon. B. S. BIRD, M.P., Treasurer and Postmaster-General. ROBERT HENRY, Esq., Superintendent of Telegraphs. HENRY BOYES, Esq., Secretary to the Post Office, &c.

It was suggested by Hon. T. UNMACK, that in order to enable the Heads of Departments present to complete their Reports, the Conference should adjourn. He moved, "That the Conference now adjourn until 10 A.M. to-morrow."

Hon. J. GAVAN DUFFY seconded the Motion, which was carried.

Conference adjourned at 10·15 A.M. until to-morrow at 10 A.M.

B. STAFFORD BIRD, President.

THOS. C. JUST, Secretary.

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LEGISLATIVE COUNCIL CHAMBER, HOBART.

FRIDAY, 18TH MARCH, 1892.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present; viz.—

New South Wales:	The Hon. JOHN KIDD, M.P., Postmaster-General.
	S. H. LAMBTON, Esq., Secretary to the Post Office Department.
	E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
Victoria:	The Hon. JOHN GAVAN DUFFY, M.P., Attorney-General and Postmaster-General.
	JAMES SMIBERT, Esq., Deputy Postmaster-General.
Queensland:	The Hon. THEODORE UNMACK, M.P., Minister of Railways and Postmaster-General.
	JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
South Australia:	The Hon. WILLIAM COPLEY, M.L.C., Minister of Agriculture and Education.
	CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia:	RICHARD A. SHOLL, Esq., Postmaster-General.
Tasmania:	The Hon. B. S. BIRD, M.P., Treasurer and Postmaster-General.
	ROBERT HENRY, Esq., Superintendent of Telegraphs.
	HENRY BOYES, Esq., Secretary to the Post Office, &c.

Mr. HENRY presented a Progress Report from the Sub-Committee of Heads of Departments on questions of detail.

The Honorable J. GAVAN DUFFY moved,—

That the consideration of the Report be postponed until after the consideration of the Notices on the Paper.

The Honorable T. UNMACK seconded.

Carried.

The Honorable JOHN KIDD moved,—

That it is desirable that the reduced Intercolonial Telegraph charges, recommended by the Conference at Sydney in March last, be adopted from the 1st July next; namely,—That, with the exception of Western Australia and New Zealand, the rates between any two contiguous Colonies shall be 1*s.* for fifteen words, and 1½*d.* for each additional word, names and addresses to be paid for. Between any three Colonies the minimum charge to be 1*s.* 6*d.* for fifteen words, and 2*d.* for each additional word. Similar rates to apply to telegrams to and from Tasmania, plus cable rates—Tasmania being treated as a Colony contiguous to Victoria. Telegrams to and from Western Australia to be dealt with as follows:—

Between South Australia and Western Australia—1*s.* 6*d.* for the first fifteen words, including names and addresses, and 2*d.* for every additional word.

Between New South Wales, Victoria, and Western Australia—2*s.* for the first fifteen words, including names and addresses, and 3*d.* for every additional word.

Between Queensland and Western Australia—2*s.* 6*d.* for the first fifteen words, including names and addresses, and 4*d.* for every additional word.

The Honorable J. GAVAN DUFFY seconded.

The Hon. W. COPLEY moved the following Amendment,—

That, with the exception of Western Australia and New Zealand, the rates between any two contiguous Colonies shall be 1*s.* 6*d.* for 15 words and 1½*d.* for each additional word, names and addresses to be paid for. Between any three Colonies the rate shall be 2*s.* for 15 words and 2½*d.* for each additional word, names and addresses to be paid for. Similar rates to apply to telegrams to and from Tasmania, plus cable charges, Tasmania being treated as a Colony contiguous to Victoria. Telegrams to and from Western Australia to be dealt with as follows, names and addresses to be paid for:—

Between Western Australia and South Australia—2*s.* for fifteen words, and 2*d.* extra per word.

Between Western Australia and Victoria—2*s.* 6*d.* for fifteen words, and 3*d.* extra per word.

Between Western Australia and New South Wales—2*s.* 6*d.* for fifteen words, and 3*d.* extra per word.

Between Western Australia and Queensland—3*s.* for fifteen words, and 4*d.* extra per word.

Between Western Australia and Tasmania—3*s.* for fifteen words, and 4*d.* extra per word (plus cable charges).

Mr. R. A. SHOLL seconded.

After discussion, the Debate was adjourned.

The Honorable JOHN KIDD moved,—

That, from 1st July next, the local charges for Messages within the several Colonies be uniform ; namely,—

Messages not exceeding fifteen words, 6*d.*, and 1*d.* for each additional words. Names and addresses to be paid for as in the case of Intercolonial Messages.

Mr. R. A. SHOLL seconded.

Motion put and negatived.

The Honorable JOHN KIDD moved,—

That it be a recommendation to the several Governments that the Inland Postage Rate of each Colony be reduced to One penny per half ounce from 1st July next.

The Honorable J. GAVAN DUFFY seconded.

Motion put and negatived.

The Honorable J. GAVAN DUFFY moved,—

That it is advisable that the system of dealing with letters relating to racing sweeps and betting transactions should be uniform throughout Australasia.

The Honorable JOHN KIDD seconded.

After discussion the Motion was agreed to.

The Honorable B. S. BIRD laid on the Table a copy of a Circular Despatch from the Secretary of State, Lord Knutsford, addressed to the Governors of Colonies not under Responsible Government on the subject of the reduced Postal Rate for letters, and the suggested introduction of a uniform tariff for other mail matter.

Ordered to be printed.

The Honorable W. COPLEY moved,—

That the drafting of a Code of Rules and Regulations for erection of Electric Light and Power Wires be referred to a Committee of Experts, consisting of Messrs. E. C. Cracknell, George Smibert, A. T. Matveieff, R. Henry, and C. Todd, representing the Telegraph Departments of New South Wales, Victoria, Queensland, Tasmania, and South Australia, and Messrs. Haes, Arnott, and Cullender, representing the Electric Light Companies. Mr. Todd to be Convener of the Committee; and the Report to be forwarded to the various Postmasters-General.

The Honorable JOHN KIDD seconded.

After discussion, the Motion was agreed to.

Mr. R. A. SHOLL moved,—

That, in view of the fact of Western Australia having, in conformity with Resolutions passed at the late Adelaide and Sydney Postal and Telegraph Conferences, reduced the rates on all Cable traffic passing through her territory from 1*s.* 2*d.* to 5*d.*, it is the opinion of this Conference that Colony should be placed on an equality with South Australia, and similarly guaranteed against the loss that has accrued to her revenue by such reduction.

Hon. WM. COPLEY seconded the Motion.

The Motion was carried, Victoria dissenting. Queensland declined to vote.

The Hon. JOHN KIDD moved,—

That the initial rate for Printed Circulars only be $\frac{1}{2}d.$ per 2 ounces inland and intercolonially.

Mr. R. A. SHOLL seconded.

Motion put and negatived.

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The Hon. JOHN KIDD moved,—

That the following reduced Rates of Commission on Intercolonial Money Orders, as recommended at the Sydney Conference in March, 1891, be adopted from 1st April next:—

The commission chargeable on Money Orders exchanged intercolonially to be as follows:—

Article 21.

	s.	d.
Not exceeding £2	0	6
„ „ 5	1	0
„ „ 7	1	6
„ „ 10	2	0
„ „ 12	2	6
„ „ 15	3	0
„ „ 17	3	6
„ „ 20	4	0

Article 22.

Where one person has occasion to send more than one telegraphic Money Order to the same person he shall only be charged for one message of advice.

Hon. J. GAVAN DUFFY seconded.

Motion agreed to.

Papers.

Hon. T. UNMACK laid on the Table Correspondence between the Governments of Queensland and New South Wales referring to the Pacific Cable Route, and moved that they be printed.

Carried.

Hon. WM. COPLEY laid on the Table a Return showing Interruptions on the Port Darwin Line during the years 1890–91, and moved that it be printed.

Carried.

The Honorable J. GAVAN DUFFY laid on the Table a letter from the Consul-General of France referring to the adhesion of the Australian Colonies to the Anglo-French Convention of 1890, and moved that it be printed.

Carried.

The Honorable JOHN KIDD tabled a series of Returns referring to the Electric Telegraph lines of New South Wales, and moved that they be printed.

Carried.

The Honorable T. UNMACK tabled a Return as to the Telegraph Lines in Queensland, and moved that they be printed.

Carried.

The Honorable J. GAVAN DUFFY tabled a letter from Mr. George Withers, Superintendent of the Peninsular and Oriental Steam Navigation Co., on the question of mail steamers not being allowed to land cargo or do work at Adelaide on Sundays. He moved that this be printed.

Carried.

POSTAL.

1. Free Postage of Newspapers from New South Wales to the other Australian Colonies.

The Honorable J. GAVAN DUFFY moved,—

That the intercolonial postage of newspapers throughout the Australasian Colonies should be uniform.

Hon. WM. COPLEY seconded.

Carried.

2. Communication with Berne Bureau to be carried on by one Colony. Settlement of Accounts by Berne.

The Honorable J. GAVAN DUFFY moved,—

That the Province of South Australia be requested to undertake all communication with the Berne Bureau with reference to the business of the Australasian Colonies in connection with the Universal Postal Union.

Mr. W. COPLEY seconded.

3. Proposal of Great Britain to assimilate Australian Postage Rates (Foreign) to those adopted for the United Kingdom from 1 January, 1892.

Postponed until after consideration of Report of Heads of Departments.

The Honorable B. S. BIRD laid on the Table a Return of the Telegraphic Statistics of Tasmania for the year 1891, and moved that it be printed.

Carried.

4. Reduction of Intercolonial Rate on "Printed Papers" to 1*d.* per 4 ozs. (or to ½*d.* per 2 ozs.)

Lapsed.

5. Through-Train from Sydney to Melbourne and from Melbourne to Sydney on Sunday.

After discussion the matter lapsed.

6. Question of Mail Steamer not being allowed to land Cargo or do work at Adelaide on Sunday.

The Honorable J. GAVAN DUFFY moved,—

That, with a view to facilitate postal communication, it is desirable that mail steamers of the P. & O. and Orient S. N. Co. should be allowed to land cargo and do general work on Sundays at Adelaide the same as at other parts.

Mr. R. A. SCHOLL seconded.

After discussion, the Resolution was carried.

The Conference adjourned at 4·45 until 8 P.M.

EVENING SITTING.

On resuming, the Conference proceeded to consider the subject relating to—

TELEGRAPHS.

7. Pacific Cable Route.

The Honorable WM. COPLEY moved,—

That the Notice No. 7 be discharged from the Paper.

Mr. R. A. SHOLL seconded the Motion.

Carried.

8. Cable Subsidy for reduced Rates, Queensland and New Zealand.

Discharged.

9. Electric Light and Power. Laws and Regulations especially in relation to Telegraph and Telephone Wires, and to secure immunity from accident.

Discharged.

10. Intercolonial Telegraph Rates.

Discharged.

INTERCOLONIAL TELEGRAPH CHARGES.

Adjourned Debate.

Discussion was resumed on Honorable Mr. COPLEY's Amendment to Mr. KIDD's Motion.

After discussion,

The Honorable WM. COPLEY, by leave, withdrew his Amendment.

The original Motion was then put and negatived.

REPORT OF SUB-COMMITTEE.

Mr. R. HENRY brought up the complete Report of the Sub-Committee of Heads of Departments on questions of detail.

The Honorable J. GAVAN DUFFY moved,—

That the consideration of the Report be adjourned until Monday.

The Honorable JOHN KIDD seconded.

Carried.

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The Honorable J. GAVAN DUFFY moved,—

That the Conference adjourn until 10 o'clock on Monday.

Carried.

Conference adjourned accordingly.

B. STAFFORD BIRD, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

MONDAY, 21ST MARCH, 1892.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present; viz.—

New South Wales:	The Hon. JOHN KIDD, M.P., Postmaster-General. S. H. LAMBTON, Esq., Secretary to the Post Office Department. E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
Victoria:	The Hon. JOHN GAVAN DUFFY, M.P., Attorney-General and Postmaster-General. JAMES SMIBERT, Esq., Deputy Postmaster-General.
Queensland:	The Hon. THEODORE UNMACK, M.P., Minister of Railways and Postmaster-General. JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
South Australia:	The Hon. WILLIAM COPLEY, M.L.C., Minister of Agriculture and Education. CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia:	RICHARD A. SHOLL, Esq., Postmaster-General.
Tasmania:	The Hon. B. S. BIRD, M.P., Treasurer and Postmaster-General. ROBERT HENRY, Esq., Superintendent of Telegraphs. HENRY BOYES, Esq., Secretary to the Post Office, &c.

Hon. T. UNMACK moved,—

That in the opinion of this Conference the system of Urgent Telegrams at double rates should be adopted intercolonially and inland.

Hon. W. COPLEY seconded.

After discussion,

Hon. T. UNMACK moved,—

For leave to amend the Motion by striking out the words "and inland."

Carried.

The Motion, in its amended form, was put and carried.

Hon. J. GAVAN DUFFY moved,—

That in the opinion of this Conference the Carriage of Mails over the South Australian Railway Lines should be expedited.

Hon. JOHN KIDD seconded.

Carried.

13

Hon. J. GAVAN DUFFY called attention to the letter of the French Consul-General on the subject of the Anglo-French Postal Convention. He moved that the letter be received.

Hon. JOHN KIDD seconded.

Carried.

REPORT OF SUB-COMMITTEE.

The Conference proceeded to consider the Report of the Sub-Committee of Heads of Departments on questions of detail.

Hon. J. GAVAN DUFFY moved the adoption of the first recommendation :—

"*Post Cards.*—With reference to Post Cards, we are of opinion that the rates at present charged in all the Australian Colonies except Western Australia, of 1½*d.* for single card and 3*d.* for reply, should be maintained. To charge the lower rate would place Post Cards for Foreign Countries on the same level as present Inland Rates, and would seriously affect the Revenue, as persons would be induced to substitute Post Cards for letters, and the Revenue has already largely suffered by the reduction of the Letter Rate to 2½*d.*"

Hon. JOHN KIDD seconded.

Carried.

Hon. J. GAVAN DUFFY moved the adoption of the second recommendation :—

"*Newspapers.*—We advise that each Newspaper be charged 1*d.* for every 4 ounces or fraction thereof. It is clear that the practice at present followed in most of the Colonies of sending Newspapers to the United Kingdom at 1*d.* for each paper up to 10 ounces, or, in some instances, irrespective of weight, must be discontinued, being, as shown by the correspondence, repugnant to the provisions of the Union. If the Rules of the Union had permitted, we would have advised the adoption of a minimum rate of 1*d.* for the first 4 ounces and ½*d.* for every additional 2 ounces or portion thereof. It is, of course, open to adopt the London Rate of ½*d.* per 2 ounces; but, for financial reasons, we are unwilling at present to suggest an initial rate of ½*d.* for Newspapers, especially as all other printed matter would have to pass at the half-penny rate—that is, one-half the existing Inland and Intercolonial charge—which charge would, therefore, have to be correspondingly reduced."

Hon. T. UNMACK seconded.

Carried.

Hon. J. GAVAN DUFFY moved the adoption of the third recommendation :—

"*Printed Papers, Patterns, and Samples.*—We recommend that the rate for printed papers, patterns, and samples be continued at 1*d.* per 2 ounces or fraction thereof, this being the same as the present Inland and Intercolonial rate."

Hon. T. UNMACK seconded.

Carried.

Hon. J. GAVAN DUFFY moved that No. 5 recommendation be adopted :—

"*Commercial Papers.*—We find that our present practice, with one exception (Western Australia), of charging 2½*d.* up to 5 ounces is contrary to the Union Regulations, and in order to conform thereto we recommend that the following be the rates :—

2½*d.* for 4 ozs. or under.
3*d.* for 4 ozs. to 6 ozs.
4*d.* for 6 ozs. to 8 ozs.
5*d.* for 8 ozs. to 10 ozs.
And 1*d.* for every additional 2 ozs."

Hon. T. UNMACK seconded.

Carried.

The Hon. J. GAVAN DUFFY moved the adoption of No. 5 recommendation :—

"*Registration Fee.*—We recommend that our present Registration Fee of 3*d.* be adhered to, this being the charge inland and intercolonially."

Hon. T. UNMACK seconded.

Carried.

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Hon. J. Gavan Duffy moved the adoption of the eight recommendations on the Vienna Convention :—

	Recommendations.
1. Article 5. The limits of weight and size of packets of samples of merchandise are fixed as follows :— Weight 250 grammes (8 oz.) Size... Length 30 centimetres (say, 12 inches) Breadth 20 do. (say, 8 do.) Depth 10 do. (say, 4 do.) Or if they be in the form of a roll ;— Length 30 centimetres (say, 12 inches) Diameter 15 do. (say, 6 do.) but limits of weight or size greater than the above may be adopted, by common consent, by Administrations wishing to do so.	1. That the Colonies agree to adopt a maximum weight of 350 grammes (12 ozs.) by arrangement with such other administrations as may agree, which has already been done with regard to France—measurements to remain as at present.
2. Article 6. The maximum registration fee is fixed at 2½*d.*, but, in clause 1 of the Final Protocol, the States outside Europe may charge a registration fee not exceeding 5*d.*	2. Already dealt with ; we do not advise that the registration fee be increased beyond 3*d.*, as at present.
3. Article 7. Administrations agreeing thereto may exchange registered correspondence marked with trade charges up to 500 francs (say £20) to be collected on delivery—the proceeds (less charges of collection, &c.) to be remitted to the senders of such correspondence.	3. We cannot recommend that this be agreed to, and Great Britain has refused to adopt the system.
4. Article 9. Where the legislation of a country permits, the sender of a letter or other article can have it withdrawn from the post, or have its address altered, so long as such article has not been delivered to the addressee.	4. We consider that our present practice, under which a letter can be returned to sender by warrant of the Governor or Minister, as the case may be, answers every purpose.
5. Article 13. In countries which consent to undertake the service in their reciprocal relations, a system may be adopted under which, at the request of the senders, and on their paying in advance a sum of 3*d.* for each article, all classes of correspondence are sent to the addressees by a special messenger immediately on arrival in the country of destination.	5. We cannot advise that the system be adopted, as the cost of the proposed Express Service will not be met by the charge of 3*d.*; and moreover, in the case of our small country offices it would be impracticable. It has not been adopted by Great Britain except locally.
6. Final Protocol (clause 2). Countries whose laws are opposed to responsibility respecting the loss of registered articles are excused, as a temporary measure, from the provisions contained in Article 8, entailing such responsibility.	6. The colonies have already declined to adopt the provisions of Article 8, which provides for responsibility to the extent of £2 in case of the loss of a registered letter. We think this decision should be adhered to.
7. Regulation 15. Administrations whose inland Regulations do not admit of the use of labels (R) in connection with registered articles may postpone their introduction into use.	7. We consider this unnecessary, as the present practice of marking registered letters with a blue or red cross and impressed with the letter "R" answers every purpose.
8. Regulation 19. By mutual consent between two Administrations packets of liquids, oils, fatty substances, dry powders, whether dyes or not, as well as packets of live bees, may be transmitted through the post, provided they be packed in the manner indicated in such Regulation.	8. We recommend that this be not adopted. Great Britain has refused.

Mr. Todd moved the addition of the following words to recommendation No. 1 :—

> "Since this Report was signed, a letter from London dated 12th February, has reached us, and is printed as Appendix F., in which it is suggested that sample packets exchanged between the United Kingdom and the Colonies be allowed up to the following dimensions and weight, viz., 2 feet in length, 1 foot in width and depth, and 5 lbs. in weight. We recommend that the extended dimensions should be allowed, but, with regard to the weight, that all packets of whatever kind exceeding 1lb. be sent by Parcel Post."

Hon. Wm. Copley seconded.

Carried.

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Hon. J. GAVAN DUFFY moved the adoption of items 3 to 28 :—

Settlement of Accounts—part of Item 3.

With reference to part of Item No. 3 on the Memorandum submitted to the Conference, and to the Berne letters of 9th and 14th January, we are of opinion that it will be more satisfactory if the Australian Colonies do not avail themselves of the offer of the Berne office as regards liquidation of accounts, as the present system works well.

Item 4.—*Transmission through the Post of Articles liable to Customs Duty.*

Has reference to a letter from Berne under date 10th November, 1891, containing a very long list of articles the transmission of which is objected to by various countries of the Postal Union. We think it unnecessary that the public be fully advised of all the different articles enumerated in the list, which, the Berne Bureau states, is not yet complete.

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Is dealt with under Item 13 (Intercolonial Postal Convention).

Item 9.—*Minimum Charge for Parcels.*

This has been dealt with under item 13.

Item 11.—*Uniformity of practice in dealing with surcharged Letters.*

We recommend that the practice of charging double the deficient postage be adopted uniformly.

Item 14.—*Australian Territorial Transit Rates for conveyance of Mails, and mode of settlement, &c.*

Under the Postal Union Rules provision is made for settlement of accounts for Territorial Transit Rates being made on the basis of statistics of the weight of mail matter each country despatches during the first four weeks of November, 1893. The statistics so taken to apply in settling accounts for the three years 1892–3–4. The United States has already intimated its intention of settling with the Colonies for their respective transit rates in this manner, and unless objection is raised France, Italy, and Germany may desire to adopt the same practice. As this will very seriously delay the settlement of accounts, we recommend that the present practice, of paying for the actual weight of mail matter carried, should be insisted upon.

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Queensland last year passed a Consolidated Postal and Telegraph Act providing, *inter alia*, for the several matters referred to at past Conferences. South Australia has passed an amending Act containing the same provisions. Victoria and New South Wales have prepared amending Bills in the same direction, and there is every probability of Western Australia also amending its laws.

Local circumstances may of course prevent perfect uniformity ; but we venture to suggest that any departure from uniformity should only be to meet local requirements, as the exchange of correspondence between the Colonies and foreign countries should conform to the Intercolonial Postal Convention or the Universal Postal Union.

Item 18.—*Statistics.*

The statistics required under Clause 34 of the detailed Regulations of the Union are in our opinion of an unnecessarily voluminous character, and will entail a large amount of clerical labour ; and we suggest that at the next Quinquennial Congress the Australian Delegates be instructed to press for an amendment in the direction of simplicity ; in the meantime they should be supplied.

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We recommend the adoption of the Postal Union practice in its entirety—that is, to make no charge for re-direction if the article is fully prepaid to the country or colony to which it is re-directed. We are aware that under the existing Postal Laws of some of the Colonies the re-direction charge is compulsory, although inoperative as regards Foreign Countries.

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We do not recommend any change in the present practice.

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We recommend that where it is necessary to affix stamps to a Postal Note in order that the remitter may forward broken sums of pence, such stamps should be affixed to the face of the Note, the additional stamps for extra commission on Intercolonial Notes to be affixed to the back of the Note. The currency of Intercolonial Postal Notes to be limited to Six months.

We also recommend that the London office be invited to adopt an exchange of Postal Notes with the Australasian Colonies on the same lines as those now existing between some of the Colonies.

Item 22.—*Unclaimed Letters—Dead Letter List.*

We think the publication of Unclaimed Letter Lists is unnecessary, and advise that future legislation of the different Colonies should provide for the discontinuance of the same, and for the more speedy return of unclaimed letters.

Item 23—*Part of.—Registration of Newspapers.*

A newspaper registered, or passed as such, in Great Britain or any of the Colonies may be posted in any Colony at ordinary rates of postage. (Queensland dissenting.)

Item 24.—*Parcels Post, Insurance, Compensation, Transit Rates by Sea.*

We advise that at present the systems of insurance and compensation be not adopted inland, intercolonially, or internationally; and that as regards transit rates by sea, we recommend that negotiations be opened up with the steam companies with a view to a reduction of the rate to One penny per lb., or less.

Item 27.—*Special Trains, France and Italy.*

We recommend that the question of further pressing for a reduction of the European overland transit rates be deferred until the next Conference, when the matter of entering into fresh ocean contracts will probably receive consideration.

Item 28.—*Money Orders, Allowance in Account.*

That in the event of the reduced rates of commission for Intercolonial Money Orders, as recommended at last Conference, being adopted, we advise that in the settlement of accounts the paying colony be allowed ten shillings per cent. on the amount of the issue, in lieu of half the commission as at present, this being in accordance with the practice in all countries outside Australasia, and entailing less labour than present system.

Hon. T. Unmack seconded.

Carried.

Hon. J. Gavan Duffy moved Item 30:—

Item 30.—*Universal Stamp for Colonies.*

We are of opinion that a system of postage stamps common to all of the Australasian Colonies would be a step in the direction of federation, and would be a great public convenience. Should this system be adopted, we would, however, strongly advise that such stamps should be available only for postage, and not for duty or any other purposes, and that the revenue derivable from these stamps should be apportioned amongst the Colonies on the basis of population.

Hon. John Kidd seconded.

Hon. T. Unmack moved an Amendment,—

That all the words after "purposes" in the fourth line be struck out.

Mr. R. A. Sholl seconded.

Hon. T. Unmack, by leave, withdrew the Amendment, and the Motion was put and negatived.

Item 31.—*Surcharges on Postal Notes.*

We cannot recommend any alteration in present system.

Agreed to.

Telegraph.

No. 1.—*Uniform Telegraph Code.*

We are unable to recommend any change from the present system.

Agreed to.

No. 2.—*Telegraph Money Orders.*

The following Regulations in use in Victoria are recommended for adoption in all the Colonies:—

"At all Post and Telegraph Offices where the Postmaster or Officer in charge is not the sole Operator, the receipt of all Telegraph Money Orders must in future be witnessed and verified by the Postmaster or Officer in charge, and the signature of the Postmaster and Operator affixed to the advice, as attesting the genuineness of the document. The Postmaster will, if necessary for the purpose of verification, obtain a repetition of the telegram from the Office of issue.

"All Telegraph Money Order Advices are to be kept on hand at the transmitting office during the day of issue to enable the repetition to be made when required without unnecessary delay.

"All Payments to the Payees of Telegraph Money Orders must be made by the Postmaster or Officer in charge personally in the presence of a member of the staff of the office or of some other person permanently residing in the town or district in which the Money Order is paid, and the Postmaster and such other person must sign the receipt given by the Payee as witnesses to the payment having been duly made.

"Payments made in contravention of these instructions will in future be disallowed."

Mr. Todd moved the addition of the following words:—

"It is recommended also that a code be prepared and used for the transmission of the number of Money Orders as ensuring more correctness, and reducing the number of words to be telegraphed."

Hon. W. Copley seconded.

Carried.

The item as amended was agreed to.

No. 3.—*Multiple Messages in connection with Press Associations.*

We cannot recommend any departure from the system at present in use.

Agreed to.

No. 5.—*Zone Hour System.*

We recommend that a Conference between the Railway and Telegraph Departments and the Astronomers of the various Colonies be arranged for at an early date to consider this question further.

The item was negatived.

Item 9.—*Telephone System.*

We regret that at present we are unable to agree on any general rules and regulations which would be applicable in the whole of the colonies, and to which they would consent.

Agreed to.

Item 10.—*Underground Wires.*

We recommend the consideration of this question be remitted to the proposed Committee on the Electric Light and Power, Item 7, Telegraph, as it forms a kindred subject.

Agreed to.

Item 11.—*What Telegraph Lines should be regarded as International.*

We recommend that so far as Australia is concerned, the land lines to Port Darwin and Roebuck Bay be so regarded.

The item was negatived.

New Zealand charges of 1*s.* 6*d. per lb. on Packets* viâ *San Francisco.*

We advise that the New Zealand Post Office be urged to reduce their charges for Packets *viâ* San Francisco to 1*s.* per lb., the same as is charged thence by the Federal Mail Service.

Agreed to.

Signatures to Telegrams.

We recommend that the present system by which signatures are required to all telegrams be adhered to; the omission of the signature would in our opinion be fraught with danger.

Agreed to.

Cypher Messages.

We recommend that the amended definition of a cypher message as contained in the Victorian Postal Guide be adopted; viz.—

Every message consisting wholly or in part of words in secret language, or in words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message: provided, that such extra charge shall not in any case exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.

Agreed to.

Hon. J. GAVAN DUFFY moved,—

That the Conference adjourn until half-past 7 to-night.

Hon. JOHN KIDD seconded.

Carried.

Conference adjourned accordingly.

EVENING SITTING.

The Conference re-assembled at 7·30 P.M.

AUSTRALASIAN POSTAL CONVENTION.

The Draft of the Australasian Postal Convention as revised by the Heads of Departments was next considered.

The whole of the Articles from 1 to 23 were agreed to without Amendment.

THANKS.

The Hon. T. UNMACK moved a vote of thanks to the Hon. B. STAFFORD BIRD for the able manner in which he had presided over the proceedings of the Conference, and for the generous hospitality and kindness with which the Delegates had been received on the occasion.

The Hon. JOHN KIDD seconded.

Carried.

The PRESIDENT returned thanks for the compliment paid him.

The Hon. J. GAVAN DUFFY proposed a vote of thanks to the Secretary, Mr. T. C. JUST, for the able manner in which he had performed his duties.

The Hon. WM. COPLEY seconded the Motion, which was carried.

Mr. JUST acknowledged the vote.

Hon. JOHN KIDD moved a vote of thanks to the Heads of Departments present for the assistance they had rendered the Conference.

The Hon. WM. COPLEY seconded.

Hon. the PRESIDENT referred to the heavy work the Heads of Departments had to do, and supported the vote of thanks.

The motion was carried.

Messrs. HENRY, TODD, LAMBTON, SMIBERT, BOYES, and SHOLL acknowledged the vote of thanks.

The PRESIDENT acknowledged the services of the representatives of the Press for the publicity given to the reports.

The Conference adjourned at 8·40 P.M., to meet again at Launceston on Tuesday, at an hour to be fixed by the President, to formally close the proceedings.

B. STAFFORD BIRD, President.

THOS. C. JUST, Secretary.

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"LAUNCESTON HOTEL," LAUNCESTON.

TUESDAY, 22ND MARCH, 1892.

THE Conference met at 8 P.M., at the *Launceston Hotel*, when the under-mentioned gentlemen, representing the Colonies herein named, were present; viz.—

New South Wales: The Hon. JOHN KIDD, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.

Victoria: The Hon. JOHN GAVAN DUFFY, M.P., Attorney-General and Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.

Queensland: The Hon. THEODORE UNMACK, M.P., Minister of Railways and Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.

South Australia: The Hon. WILLIAM COPLEY, M.L.C., Minister of Agriculture and Education.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.

Western Australia: RICHARD A. SHOLL, Esq., Postmaster-General.

Tasmania: The Hon. B. S. BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
HENRY BOYES, Esq., Secretary to the Post Office, &c.

The Secretary submitted the Draft Report of the Delegates on the Proceedings of the Conference, which, after slight amendment, was adopted and signed.

The Conference then adjourned *sine die*.

B. STAFFORD BIRD, President.

THOS. C. JUST, Secretary.

REPORT and Recommendations of Permanent Heads of Departments on Subjects referred to them by the Conference, including Amendments made by the Conference.

In accordance with the instructions of the Conference, we have the honor to report as follows:—

Postal.

In order to make the Report more clear we have ventured to deal with the questions relating to the Postal Union generally, which questions embrace Nos. 2, 4, 5, 6, 8, 12, 17, 25, 26, and 29 of the Memorandum submitted to the Conference.

The first points to which we directed our attention were the objections by the London and Berne offices, as per Appendices A, B, and C, to certain of the rates charged on correspondence posted in the Colonies as not being in accordance with the provisions of the Universal Union.

The annexed table shows the rates which are now charged in Australasia, those which the Berne Bureau considers should be charged, and those which are charged in Great Britain.

Class of Mail-matter.	Postage at present levied in Australia, with exceptions noted below.*	Postage chargeable according to the Letter from Berne.	Rates of Postage now levied in the United Kingdom, and which the Colonies were asked also to adopt.
1. *Post Cards* (single)	1½*d.* each	Berne has raised no objection to these rates.	1*d.* each.
Ditto (reply)	3*d.* each		2*d.* each.
2. *Newspapers*.....	To the United Kingdom, 1*d.* each	1*d.* per 4 oz. to all places unless other special arrangements be made with the Country or Countries concerned.	
	To other places—1*d.* for the first 4 oz. and ½*d.* for every additional 2 oz. ..		½*d.* per 2 oz.
3. *Printed Papers* (except Newspapers)	1*d.* per 2 oz.	Berne has not raised any objection to this rate.	½*d.* per 2 oz.
3. *Patterns and Samples*	1*d.* per 2 oz.	Not exceeding 2 oz., 1½*d.* Between 2 oz. and 4 oz., 2*d.* and Each additional 2 oz., 1*d.*	½*d.* per 2 oz. with a minimum charge of 1*d.*
4. *Commercial Papers*	2½*d.* for the first 5 oz. or fraction, and 1*d.* for each additional 2 oz.	Not exceeding 2 oz., 3*d.* Between 2 oz. and 4 oz., 3½*d.* „ 4 oz. and 6 oz., 4*d.* „ 6 oz. and 8 oz., 4½*d.* „ 8 oz. and 10 oz, 5*d.* „ 10 oz. and 12 oz., 6*d.* and Each additional 2 oz., 1*d.*	½*d.* per 2 ozs., with a minimum postage of 2½*d.*, which means 2½*d.* for the first 10 ozs. or fraction, and ½*d.* for each additional 2 oz.
5. *Registration Fee*..	3*d.* each article	Berne has not, and cannot raise any objection to this rate.	2*d.* each article.

* In Tasmania Newspapers to the United Kingdom and other places are charged ½*d.* each, and in Western Australia Post-cards are charged 1*d.* each; Newspapers, 1*d.* for 4 oz., and ½*d.* for each additional 2 oz.; Commercial Papers, 2½*d.* for 4 oz., and 1*d.* for each additional 2 oz. In Queensland and South Australia each Newspaper for Great Britain is charged 1*d.* for 10 ozs. or fraction thereof.

It may be desirable to explain that what are termed surtaxes are charges which Union countries are permitted to make for the carriage of mails by services which they maintain or use where the distances exceed 300 miles. The charges—which are 25 centimes (2½*d.*) per single rate for Letters, 5 centimes (½*d.*) per Post-card, and 5 centimes (½*d.*) per 50 grammes (2 oz.) for other articles—can be made or not at the option of any Union country under Article 5 of the Paris Convention.

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1. *Post Cards.*—With reference to Post Cards, we are of opinion that the rates at present charged in all the Australian Colonies except Western Australia, of 1½*d.* for single card and 3*d.* for reply, should be maintained. To charge the lower rate would place Post Cards for Foreign Countries on the same level as present Inland Rates, and would seriously affect the Revenue, as persons would be induced to substitute Post Cards for letters, and the Revenue has already largely suffered by the reduction of the Letter Rate to 2½*d.*

2. *Newspapers.*—We advise that each Newspaper be charged 1*d.* for every 4 ounces or fraction thereof. It is clear that the practice at present followed in most of the Colonies of sending Newspapers to the United Kingdom at 1*d.* for each paper up to 10 ounces, or, in some instances, irrespective of weight, must be discontinued, being, as shown by the correspondence, repugnant to the provisions of the Union. If the Rules of the Union had permitted, we would have advised the adoption of a minimum rate of 1*d.* for the first 4 ounces and ½*d.* for every additional 2 ounces or portion thereof. It is, of course, open to adopt the London Rate of ½*d.* per 2 ounces; but, for financial reasons, we are unwilling at present to suggest an initial rate of ½*d.*, especially as all other printed matter would have to pass at the half-penny rate—that is, one-one-half the existing Inland and Intercolonial charge—which charge would, therefore, have to be correspondingly reduced.

3. *Printed Papers, Patterns, and Samples.*—We recommend that the rate for printed papers, patterns, and samples be continued at 1*d.* per 2 ounces or fraction thereof, this being the same as the present Inland and Intercolonial rate.

4. *Commercial Papers.*—We find that our present practice, with one exception (Western Australia), of charging 2½*d.* up to 5 ounces is contrary to the Union Regulations, and in order to conform thereto we recommend that the following be the rates:—

2½*d.* for 4 ozs. or under.
3*d.* for 4 ozs. to 6 ozs.
4*d.* for 6 ozs. to 8 ozs.
5*d.* for 8 ozs. to 10 ozs.
And 1*d.* for every additional 2 ozs.

5. *Registration Fee.*—We recommend that our present Registration Fee of 3*d.* be adhered to, this being the charge inland and intercolonially.

Vienna Convention.

We next considered the changes necessary to conform to the amended Convention adopted at Vienna last year, to come into operation on 1st July next. A copy of such Convention is appended, together with circular letter from the London Office, dated 18th December last, detailing the alterations which have been made. The following is a list of provisions of the Vienna Convention, the adoption of which is left to the option of Union Countries. The several items are dealt with *seriatim*, our recommendations being, for the sake of convenience, placed opposite to each. Appendix D.

Recommendations.

1. Article 5. The limits of weight and size of packets of samples of merchandise are fixed as follows:—

Weight 250 grammes (8 oz.)
Size... Length 30 centimetres (say, 12 inches)
Breadth 20 do. (say, 8 do.)
Depth 10 do. (say, 4 do.)
Or if they be in the form of a roll;—
Length 30 centimetres (say, 12 inches)
Diameter 15 do. (say, 6 do.)

but limits of weight or size greater than the above may be adopted, by common consent, by Administrations wishing to do so.

1. That the Colonies agree to adopt a maximum weight of 350 grammes (12 ozs.) by arrangement with such other administrations as may agree, which has already been done with regard to France—measurements to remain as at present.

Note.—Since this Report was signed, a letter from London dated 12th February, has reached us, and is printed as Appendix F., in which it is suggested that sample packets exchanged between the United Kingdom and the Colonies be allowed up to the following dimensions and weight, viz., 2 feet in length, 1 foot in width and depth, and 5 lbs. in weight. We recommend that the extended dimensions should be allowed, but, with regard to the weight, that all packets of whatever kind exceeding 1lb. be sent by Parcel Post."

2. Article 6. The maximum registration fee is fixed at 2½*d.*, but, in clause 1 of the Final Protocol, the States outside Europe may charge a registration fee not exceeding 5*d.*

2. Already dealt with; we do not advise that the registration fee be increased beyond 3*d.*, as at present.

3. Article 7. Administrations agreeing thereto may exchange registered correspondence marked with trade charges up to 500 francs (say £20) to be collected on delivery—the proceeds (less charges of collection, &c.) to be remitted to the senders of such correspondence.	3. We cannot recommend that this be agreed to, and Great Britain has refused to adopt the system.
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Appendix E.

With the exceptions above stated we have no objection to offer to the adoption of the changes enumerated in the London letter of the 18th December before referred to, and appended hereto, and which, if not objected to, will become obligatory on 1st July.

We would point out that the decisions on the various questions involved should reach the Vienna office by the 1st June next.

Settlement of Accounts—part of Item 3.

With reference to part of Item No. 3 on the Memorandum submitted to the Conference, and to the Berne letters of 9th and 14th January, we are of opinion that it will be more satisfactory if the Australian Colonies do not avail themselves of the offer of the Berne office as regards liquidation of accounts, as the present system works well.

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We recommend that a newspaper registered, or passed as such, in Great Britain or any of the Colonies may be posted in any Colony at ordinary rates of postage. (Queensland dissenting.)

Item 24.—*Parcels Post, Insurance, Compensation, Transit Rates by Sea.*

We advise that at present the systems of insurance and compensation be not adopted inland, intercolonially, or internationally; and that as regards transit rates by sea, we recommend that negotiations be opened up with the steam companies with a view to a reduction of the rate to one penny per lb., or less.

Item 27.—*Special Trains, France and Italy.*

We recommend that the question of further pressing for a reduction of the European overland transit rates be deferred until the next Conference, when the matter of entering into fresh ocean contracts will probably receive consideration.

Item 28.—*Money Orders, Allowance in Account.*

That in the event of the reduced rates of commission for Intercolonial Money Orders, as recommended at last Conference, being adopted, we advise that in the settlement of accounts the paying colony be allowed ten shillings per cent. on the amount of the issue, in lieu of half the commission as at present, this being in accordance with the practice in all countries outside Australasia, and entailing less labour than the present system.

Item 30.—*Universal Stamp for Colonies.**

We are of opinion that a system of postage stamps common to all of the Australasian Colonies would be a step in the direction of federation, and would be a great public convenience. Should this system be adopted, we would, however, strongly advise that such stamps should be available only for postage, and not for duty or any other purposes, and that the revenue derivable from these stamps should be apportioned amongst the Colonies on the basis of population.

Item 31.—*Surcharges on Postal Notes.*

We cannot recommend any alteration in present system.

TELEGRAPH.

Item 1.—*Uniform Telegraph Code.*

We are unable to recommend any change from the present system.

Item 2.—*Telegraph Money Orders.*

The following Regulations in use in Victoria are recommended for adoption in all the Colonies :—

"At all Post and Telegraph Offices where the Postmaster or Officer in charge is not the sole Operator, the receipt of all Telegraph Money Orders must in future be witnessed and verified by the Postmaster or Officer in charge, and the signature of the Postmaster and Operator affixed to the advice, as attesting the genuineness of the document. The Postmatter will, if necessary for the purpose of verification, obtain a repetition of the telegram from the Office of issue.

"All Telegraph Money Order Advices are to be kept on hand at the transmitting office during the day of issue to enable the repetition to be made when required without unnecessary delay.

"All Payments to the Payees of Telegraph Money Orders must be made by the Postmaster or Officer in charge personally in the presence of a member of the staff of the office or of some other person permanently residing in the town or district in which the Money Order is paid, and the Postmaster and such other person must sign the receipt given by the Payee as witnesses to the payment having been duly made.

"Payments made in contravention of these instructions will in future be disallowed."

It is recommended also that a code be prepared and used for the transmission of the numbers of Telegraph Money Orders, as ensuring more correctness and reducing the number of words to be telegraphed.

Item 3.—*Multiple Messages in connection with Press Associations.*

We cannot recommend any departure from the system at present in use.

Item 5.—*Zone Hour System.**

We recommend that a Conference between the Railway and Telegraph Departments and the Astronomers of the various Colonies be arranged for at an early date to consider this question further.

Item 9.—*Telephone System.*

We regret that at present we are unable to agree on any general rules and regulations which would be applicable in the whole of the Colonies, and to which they would consent.

Item 10.—*Underground Wires.*

We recommend the consideration of this question be remitted to the proposed Committee on the Electric Light and Power (*Item* 7, *Telegraph*), as it forms a kindred subject.

Item 11.—*What Telegraph Lines should be regarded as International.*

We recommend that so far as Australia is concerned, the land lines to Port Darwin and Roebuck Bay be so regarded.

OTHER SUBJECTS.

We have the honor to submit the following remarks on matters which concern our respective Departments, though not specially referred to us :—

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* Not adopted by the Conference.

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New Zealand charges of 1*s.* 6*d. per lb. on Packets* viâ *San Francisco.*

We advise that the New Zealand Post Office be urged to reduce their charges for Packets *viâ* San Francisco to 1*s.* per lb., the same as is charged thence by the Federal Mail Service.

Signatures of Telegrams.

We recommend that the present system by which signatures are required to all telegrams be adhered to; the omission of the signature would in our opinion be fraught with danger.

Cypher Messages.

We recommend that the amended definition of a cypher message as contained in the Victorian Postal Guide be adopted; viz.—

Every message consisting wholly or in part of words in secret language, or in words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message: provided, that such extra charge shall not in any case exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.

Australian Postal Convention.

We have carefully revised this Convention with the object of bringing it as far as possible into conformity with the provisions of the Universal Postal Union, and submit the revised Draft herewith.

ROBT. HENRY, Superintendent Telegraphs, Tasmania.
H. BOYES, Secretary P.O., Tasmania.
S. H. LAMBTON, Secretary Postal Department, N. S. Wales.
E. C. CRACKNELL, Supt. Telegraphs, New South Wales.
JAMES SMIBERT, Deputy Postmaster-General, Victoria.
CHARLES TODD, Postmaster-General and Superintendent of Telegraphs, S. Australia.
JOHN M'DONNELL, Under Secretary, Post and Telegraph Department, Queensland.
R. A. SHOLL, Postmaster-General and General Supt. of Telegraphs, Western Australia.

18th March, 1892.

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Appendix A.

General Post Office, London, 13th November, 1891.

Sir,

I beg leave to acknowledge, with thanks, the receipt of your letter of the 28th September last, No. B. 91, enclosing a printed Notice, in which particulars are given of the rates of Postage chargeable in New South Wales on correspondence for all countries outside Australasia since the 1st of last month, the date on which the Australasian Colonies entered the Universal Postal Union.

It is naturally a matter of some regret to the Imperial Post Office that so exceptional and complex a tariff has been adopted in New South Wales, more especially as it is understood that the other Australian Colonies concur generally in that tariff.

The moderate, simple, and uniform tariff which it is proposed shortly to adopt in the United Kingdom, for corespondence addressed to all parts of the world, is as follows :—

$2\frac{1}{2}d.$ per $\frac{1}{2}$-ounce for letters;
$1d.$ each for post cards;
$2d.$ each for reply-paid post-cards;
$\frac{1}{2}d.$ per 2 oz. for newspapers, books, printed papers, patterns, and samples, with the Postal Union proviso of a minimum payment of $2\frac{1}{2}d.$ for a packet of commercial papers, and of $1d.$ for a packet of patterns or samples;
$2d.$ registration fee;
$2\frac{1}{2}d.$ fee for acknowledgment of delivery of a registered article.

It would have been a satisfaction to the Postmaster-General to know that the same rates commended themselves to the Australasian Colonies, and were about to be adopted in those Colonies.

The abandonment of surtaxes in the case of letters, and not in the case of post-cards, appears somewhat anomalous, as letters and cards are subject to the same transit rates.

With regard to newspapers it would appear that new rates of postage have been established in New South Wales for newspapers addressed to Postal Union countries, and that those rates are not in conformity with the provisions of Article XXVI. of the Detailed Regulations. In that Article, it is true, permission is given to States which are unable to adopt the decimal metrical system of weight, to substitute for it the ounce avoirdupois, and to raise, if needful, the limit of the single rate of postage of newspapers to four ounces, but only under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes ($1d.$) per 4 ounces, and be charged upon each newspaper even though several newspapers be included in the same packet.

The last-mentioned condition does not seem to be complied with by the Australian newspaper rate of $\frac{1}{2}d.$ per 2 ounces after the first four ounces.

It is not improbable that this divergence from the Union practice, and also the difference between the rate to Europe and the rate to England *viâ* Europe, will provoke adverse criticism on the continent; but perhaps, on reconsideration of the matter in the light of the foregoing observations, the Post Offices of New South Wales and the other Australasian Colonies may see the way clear to adopt before long the simpler postal tariff about to be adopted in the United Kingdom.

The British Delegates to the Vienna Congress are gratified at the appreciation expressed in your letter of any services which they were enabled to render in connection with the entry of New South Wales and the other Australasian Colonies into the Universal Postal Union. The Imperial Post Office feels sure that the adhesion of those Colonies to the Union will be to the ultimate advantage of all concerned.

I am, Sir,
Your obedient Servant,
EDW. H. REA.

The Postmaster-General, Sydney.

Appendix B.

No. 3747. *Berne, 12th November*, 1891.

Mr. Secretary,

The Tariff No. III. on the table which accompanied your letter gives for newspapers from your country for the United Kingdom a rate of $1d.$ per paper ($1d.$ each) without regard to weight, and for newspapers from your country for other Union countries a rate of $1d.$ up to 4 ounces, and above that of $\frac{1}{2}d.$ for every 2 ounces or fraction of 2 ounces.

I consider it necessary to point out to you on this subject that the weight of newspapers, in the Union Service, progresses by single rate of 50 grammes, with the right, for countries which do not have the decimal metrical system of weight, to raise the limit of the single rate to 100 grammes, or 4 ounces. (Art. XXVI. of the Regulations for the execution of the Convention of 1st of June, 1878.)

By the terms of the Article cited, the Administrations availing themselves of this right are obliged to charge a rate of 10 centimes (1*d.*) per single rate of 4 ounces, and, in cases where several numbers of the same paper or of different papers are grouped together in the same package, one entire rate, that is to say a charge of 10 centimes (1*d.*) for 4 ounces or fraction of 4 ounces *for each number*, or the same rate as if each paper was forwarded separately. Consequently, your Administration is obliged to levy for newspapers from your country for the United Kingdom, as well as for those addressed to other countries of the Union, a charge of 1*d.* for 4 ounces or fraction of 4 ounces, unless an alteration is effected in this general rule by special arrangements concluded with one or the other of the Administrations interested.

I deem it necessary to furnish you with the above explanations in order that you may take the measures your Union tariff requires on this head, if the case is as stated.

As regards Tariff No. II. on the table in question, I should be much obliged if you would be good enough to let me know whether the reduced rates therein indicated are levied by virtue of special arrangements (2nd paragragh of Article 15 of the above-mentioned Convention) concluded with those colonies which, mentioned at the head of this tariff, amount to countries forming part of the Union.

If, as I think, this is so, I will notify to the Union offices the rates which are applicable in your relations with these colonies after receipt of your reply

Please accept, Mr. Secretary, the assurance of my high esteem.

The Director,

(Signed) EUGENE BOREL.

Appendix C.

No. 3900. *Berne, 19th November*, 1891.

Mr. Secretary,

By the terms of Article 5 of that Convention, the rate for commercial papers and samples of merchandise is 5 centimes for each article or packet bearing a particular address, and for every weight of 50 grammes or fraction of 50 grammes. Further, the charge on commercial papers cannot be less than 25 centimes per packet, and the charge on patterns or samples cannot be less than 10 centimes per packet. I beg to add that *that exception to the general rule concerns exclusively the Union rate on these Articles, and not this rate combined with the surcharge.*

Applying these provisions, the calculations of the amount to collect in your service on commercial papers and samples of merchandise gives the following results, taking due account of the surcharge of ½*d.* per single rate adopted by your Administration:—

Rate-table for Commercial Papers.

Up to	Union Rate.	Surcharge.	Total.
2 ounces	2½*d.*	½*d.*	3*d.*
4 „	2½*d.*	1*d.*	3½*d.*
6 „	2½*d.*	1½*d.*	4*d.*
8 „	2½*d.*	2*d.*	4½*d.*
10 „	2½*d.*	2½*d.*	5*d.*
12 „	3*d.*	3*d.*	6*d.*

and so on, always adding ½*d.* as the Union rate and ½*d.* as surcharge, say together 1*d.* for two ounces (single rate) or fraction of two ounces over and above.

Rate-table for Samples of Merchandise.

Up to	Union Rate.	Surcharge.	Total.
2 ounces	1*d.*	½*d.*	1½*d.*
4 „	1*d.*	1*d.*	2*d.*
6 „	1½*d.*	1½*d.*	3*d.*
8 „	2*d.*	2*d.*	4*d.*

and so on, always adding ½*d.* Union rate and ½*d.* surcharge, say together 1*d.* for 2 ounces (single rate) or fraction of two ounces over and above.

Referring to your letter of the 28th September last, No. B. 91/10796, I think it necessary to call your attention to these *two items* of your tariff in order that you may be in a position to rectify them in conformity with the above information. Modifications in these indications can only take place by special arrangement with one or the other of the Administrations interested.

Please accept, Mr. Secretary, the assurance of my high esteem.

For the Director,

(Signed) THE 1st SECRETARY.

Appendix D.

UNIVERSAL POSTAL UNION.

UNIVERSAL POSTAL CONVENTION concluded between Germany and the German Protectorates, United States of America, Argentine Republic, Austria-Hungary, Belgium, Bolivia, Brazil, Bulgaria, Chili, Republic of Colombia, Congo Free State, Republic of Costa Rica, Denmark and Danish Colonies, Dominican Republic, Egypt, Ecuador, Spain and Spanish Colonies, France and French Colonies, Great Britain and various British Colonies, British Colonies of Australasia, Canada, British India, Greece, Guatemala, Republic of Hayti, Kingdom of Hawaii, Republic of Honduras, Italy, Japan, Republic of Liberia, Luxemburg, Mexico, Montenegro, Nicaragua, Norway, Paraguay, Netherlands and Dutch Colonies, Peru, Persia, Portugal and Portuguese Colonies, Roumania, Russia, Salvador, Servia, Kingdom of Siam, South African Republic, Sweden, Switzerland, Regency of Tunis, Turkey, Uruguay, and United States of Venezuela.

The undersigned, plenipotentiaries of the Governments of the above-named countries, being assembled in Congress at Vienna, by virtue of Article XIX. of the Universal Postal Convention concluded at Paris on the 1st June, 1878, have by common consent, and subject to ratification, revised the said Convention, as well as the additional Act relative thereto concluded at Lisbon on the 21st March, 1885, in conformity with the following stipulations:—

Article I.

The countries between which the present Convention is concluded, as well as those which may adhere to it hereafter, form, under the title of *Universal Postal Union*, a single postal territory for the reciprocal exchange of correspondence between their Post Offices.

Article II.

The stipulations of this Convention extend to letters, post cards, both single and with reply paid, printed papers of every kind, commercial papers and samples of merchandise, originating in one of the countries of the Union and intended for another of those countries. They also apply to the exchange by post of the articles above mentioned between the countries of the Union and countries foreign to the Union, whenever the services of two of the contracting parties at least are used for that exchange.

Article III.

1. The Postal Administrations of neighbouring countries or countries able to correspond directly with each other, without availing themselves of the services of a third administration, determine, by common consent, the conditions of the conveyance of the mails which they exchange, across the frontier, or from one frontier to the other.

2. In the absence of any contrary arrangement, the direct sea conveyance between two countries by means of Packets or vessels depending upon one of them shall be considered as a third service; and this conveyance, as well as any performed between two Offices of the same country, by the medium of sea or territorial services maintained by another country, is regulated by the stipulations of the following Article.

Article IV.

1. The right of transit is guaranteed throughout the entire territory of the Union.

2. Consequently, the several Postal Administrations of the Union may send reciprocally through the medium of one or of several of them, either closed mails or correspondence *à découvert*, according to the needs of the traffic and the requirements of the postal service.

3. Correspondence exchanged, whether *à découvert* or in closed mails, between two Administrations of the Union, by means of the services of one or of several other Administrations of the Union, is subject to the following transit charges, to be paid to each of the countries traversed, or whose services participate in the conveyance; viz.:—

(1) For territorial transits, 2 francs per kilogramme of letters or post-cards, and 25 centimes per kilogramme of other articles;

(2) For sea transits, 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles.

4. It is, however, understood—

(1) That in all cases where the transit is already gratuitous at present, or subject to more advantageous conditions, such state of things is maintained, except in the case provided for in paragraph 3 following;

(2) That in all cases where the sea transit charges are fixed at present at 5 francs per kilogramme of letters or post-cards, and at 50 centimes per kilogramme of other articles, those rates are maintained;

(3) That every sea transit not exceeding 300 nautical miles is gratuitous if the Administration concerned is already entitled, on account of mails or correspondence benefiting by this transit, to the remuneration applicable to territorial transit; in the contrary case, payment is made at the rate of 2 francs per kilogramme of letters and 25 centimes per kilogramme of other articles;

(4) That, in the case of sea conveyance effected by two or more Administrations, the charges payable for the entire transit cannot exceed 15 francs per kilogramme of letters or post-cards,

and 1 franc per kilogramme of other articles; the charges in question are, in such case, shared between those Administrations in proportion to the distances traversed, without prejudice to other arrangements between the parties interested;

(5) That the rates specified in the present Article do not apply either to conveyance by means of services depending upon Administrations foreign to the Union, or to conveyance within the Union by means of extraordinary services specially established or maintained by one Administration in the interest or at the request of one or several other Administrations. The condition of these two categories of conveyance are regulated by mutual consent between the Administrations concerned.

5. The expenses of transit are borne by the Administration of the country of origin.

6. The general accounting for those charges takes place on the basis of statements prepared every three years, during a period of 28 days, to be determined on in the Detailed Regulations referred to in Article XX. hereafter.

7. Correspondence between Postal Administrations, the reply halves of double post-cards returned to the country of origin, articles re-directed or mis-sent, undelivered articles, acknowledgments of delivery, post-office money orders, and all other documents relative to the postal service, are exempt from all charges for territorial or sea transit.

Article V.

1. The rates of postage for the conveyance of postal articles throughout the entire extent of the Union, including their delivery at the residence of the addressees in the countries of the Union where a delivery is or shall be organised, are fixed as follows:—

(1) For letters, 25 centimes in case of pre-payment, and double that amount in the contrary case, for each letter and for every weight of 15 grammes or fraction of 15 grammes;

(2) For post-cards, 10 centimes for single cards or for each of the two halves of cards with reply paid.

Unpaid post-cards are charged as unpaid letters.

(3) For printed papers of every kind, commercial papers, and samples of merchandise, 5 centimes for each article or packet bearing a particular address and for every weight of 50 grammes or fraction of 50 grammes, provided that such article or packet does not contain any letter or manuscript note having the character of actual and personal correspondence, and that it be made up in such a manner as to admit of its being easily examined.

The charge on commercial papers cannot be less than 25 centimes per packet, and the charge on patterns or samples cannot be less than 10 centimes per packet.

2. In addition to the rates fixed by the preceding paragraph, there may be levied,—

(1) For every article subject to the sea transit charges of 15 francs per kilogramme of letters or post-cards and 1 franc per kilogramme of other articles and in all the relations to which these transit charges are applicable, a uniform surchage which may not exceed 25 centimes per single rate for letters, 5 centimes per post-card, and 5 centimes per 50 grammes or fraction of 50 grammes for other articles;

(2) For every article conveyed by means of services maintained by Administrations foreign to the Union, or of extraordinary services in the Union, giving rise to special expenses, a surcharge in proportion to those expenses.

3. In case of insufficient pre-payment, correspondence of every kind is liable to a charge equal to double the amount of the deficiency, to be paid by the addressees;* but that charge may not exceed that which is levied in the country of destination on unpaid correspondence of the same nature, weight, and origin.

4. Articles other than letters and post-cards must be prepaid at least partly.

5. Packets of samples of merchandise may not contain any article having a saleable value; they must not exceed 250 grammes in weight, or measure more than 30 centimetres in length, 20 centimetres in breadth, and 10 centimetres in depth, or, if they are in the form of a roll, 30 centimetres in length, and 15 centimetres in diameter. Nevertheless, the Administrations of the countries concerned are authorised to adopt by common consent, for their reciprocal exchanges, limits of weight or size greater than those fixed above.

6. Packets of commercial papers and printed papers may not exceed 2 kilogrammes in weight, or measure more in any direction than 45 centimetres. Packets in the form of a roll may, however, be allowed to pass through the post provided they do not exceed 10 centimetres in diameter and 75 centimetres in length.

Article VI.

1. The articles specified in Article V. may be registered.

2. Every registered article is liable, at the charge of the sender—

(1) To the ordinary prepaid rate of postage on the article, according to its nature;

(2) To a fixed registration fee of 25 centimes at most, including a receipt given to the sender.

3. The sender of a registered article may obtain an acknowledgment of the delivery of such article, by paying in advance a fixed fee of 25 centimes at most.

* The Lisbon Congress decided to regard this Article as meaning that in all cases of non-prepayment, as of insufficient prepayment, the whole deficit should be doubled, whether such deficit be in the fundamental rate or in the surcharge. The Vienna Congress did not rescind that decision, although the case contemplated by the words after "addressees" (which were added at Vienna) can only arise by ignoring the Lisbon decision.

ARTICLE VII.

1. Registered correspondence may be sent marked with trade charges up to 500 francs to be collected on delivery between countries of which the Administrations agree to introduce this service. These articles are subject to the same regulations and rates as registered articles.

2. The amount collected from the addressee is to be transmitted to the sender by means of a money order, after deducting the rate chargeable for ordinary money orders, and a commission of 10 centimes for the service of collection.

ARTICLE VIII.

1. In case of the loss of a registered article, and except in cases beyond control, the sender, or, at the request of the sender, the addressee, is entitled to an indemnity of 50 francs.

2. The obligation of paying the indemnity rests with the Administration to which the despatching Office is subordinate. To that Administration is reserved a remedy against the Administration responsible, that is to say, against the Administration on the territory or in the service of which the loss took place.

3. Until the contrary be proved, the responsibility rests with the Administration which, having received the article without making any observation, cannot establish the delivery to the addressee or the regular transfer to the following Administration, as the case may be. For articles addressed "Poste Restante," the responsibility ceases on delivery to a person who has proved, according to the rules in force in the country of destination, that his name and description correspond to those indicated in the address.

4. The payment of the indemnity by the despatching Office ought to take place as soon as possible, and at the latest within a year of the date of the application. The responsible Office is bound to refund to the despatching Office, without delay, the amount of the indemnity paid by the latter. In a case where the responsible Office has given notice to the despatching Office not to effect payment, the former must repay to the latter Office any costs which the nonpayment may entail.

5. It is understood that the application for an indemnity is only entertained if made within a year of the posting of the registered article; after this term the applicant has no right to any indemnity.

6. If the loss has occurred in course of conveyance without its being possible to ascertain on the territory of what country the loss took place, the Administrations concerned bear the loss in equal shares.

7. The Administrations cease to be responsible for registered articles for which the owners have given a receipt on delivery.

ARTICLE IX.

1. The sender of a letter or other article can have it withdrawn from the post or have its address altered, so long as such article has not been delivered to the addressee.

2. The request for such withdrawal is sent by post or by telegraph at the expense of the sender, who must pay as follows:—

1. For every request by post, the amount payable for a registered single letter;
2. For every request by telegraph, the charge for a telegram according to the ordinary tariff.

3. The stipulations of this Article are not obligatory for countries of which the legislation does not permit the sender to dispose of an article in its course through the post.

ARTICLE X.

Those countries of the Union which have not the franc for their monetary unit fix their charges at the equivalents, in their respective currencies, of the rates determined by the foregoing Articles V. and VI. Such countries have the option of rounding fractions in conformity with the Table inserted in the Detailed Regulations mentioned in Article XX. of the present Convention.

ARTICLE XI.

1. Prepayment of postage on every description of article can be effected only by means of postage stamps valid in the country of origin for the correspondence of private individuals. Nevertheless, reply post-cards bearing postage stamps of the country in which these cards were issued are likewise considered as duly prepaid.

2. Official correspondence relative to the Postal Service, and exchanged between Postal Administrations, is alone exempted from this obligation, and from all liability to charge.

3. Correspondence posted on the high seas in the letter-box on board a Packet or placed in the hands of the commanders of ships may be prepaid by means of the postage stamps, and according to the tariff, of the country to which the said Packet belongs or by which it is maintained. If the posting on board takes place during the stay at one of the two extreme points of the voyage or at any intermediate port of call, prepayment can only be effected by means of the postage stamps, and according to the tariffs, of the country in the waters of which the Packet happens to be.

ARTICLE XII.

1. Each Administration keeps the whole of the sums which it collects by virtue of the foregoing Articles V., VI., VII., X., and XI., except the credit due for the money orders referred to in paragraph 2 of Article VII.

2. Consequently, there is no necessity under this head for any accounts between the several Administrations of the Union, excepting always the credit referred to in paragraph 1 of the present Article.

3. Neither the senders nor the addressees of letters and other postal packets can be called upon to pay, either in the country of origin or in that of destination, any tax or postal duty other than those contemplated by the Articles above mentioned.

ARTICLE XIII.

1. At the request of the senders, all classes of correspondence are sent to the addressees by a special messenger immediately on arrival in those countries of the Union which consent to undertake this service in their reciprocal relations.

2. Such correspondence, which is called "express," is subject to a special charge for delivery; this charge is fixed at 30 centimes, and must be fully paid in advance by the sender, in addition to the ordinary postage. It belongs to the Administration of the country of origin.

3. When an article is destined for a place where there is no Post Office, the Postal Administration of the country of destination can levy an additional charge up to the amount of the price fixed for delivery by express in its inland service, less the fixed charge paid by the sender, or its equivalent in the money of the country which levies this additional charge.

4. "Express" letters, &c., upon which the total amount of the charges payable in advance has not been prepaid are delivered by the ordinary means.

ARTICLE XIV.

1. No supplementary postage is charged for the re-direction of postal packets within the Union.

2. Undelivered correspondence does not, when returned, give rise to the repayment of the transit charges due to intermediate Administrations for the previous conveyance of such correspondence.

3. Unpaid letters and post-cards and insufficiently paid articles of every description, which are returned to the country of origin as re-directed or as undeliverable, are liable, at the expense of the addressees or senders, to the same rates as similar articles addressed directly from the country of the first destination to the country of origin.

ARTICLE XV.

1. Closed mails may be exchanged between the Post Offices of any one of the contracting countries and the commanding officers of naval divisions or ships of war of the same country stationed abroad, through the medium of the sea or land services maintained by other countries.

2. Correspondence of every description enclosed in these mails must consist exclusively of such as is addressed to or sent by the officers and crews of the ships to or from which the mails are forwarded; the rates and conditions of despatch applicable to them are determined, according to its internal regulations, by the Postal Administration of the country to which the ships belong.

3. In the absence of any arrangement to the contrary between the Offices concerned, the Post Office which despatches or receives the mails in question is accountable to the intermediate Offices for transit charges calculated in accordance with the stipulations of Article IV.

ARTICLE XVI.

1. There shall not be forwarded—
   (*a*) Commercial papers, samples, and printed papers, which are not prepaid at least partly, or which are not made up in such a manner as to admit of an easy examination of the contents;
   (*b*) Articles of the same categories which exceed the limits of weight and size prescribed by Article V.;
   (*c*) Samples of merchandise having a saleable value.

2. If occasion arise, the articles mentioned in the preceding paragraph should be sent back to the Post Office of origin and returned, if possible, to the sender.

3. It is forbidden—
   (1) To send by post—
      (*a*) Samples and other articles which, from their nature, may expose the postal officials to danger, or soil or damage the correspondence;
      (*b*) Explosive, inflammable, or dangerous substances; animals or insects, living or dead, except in the cases contemplated in the Detailed Regulations.
   (3.) To insert in ordinary or registered correspondence consigned to the post—
      (*a*) Current coin;
      (*b*) Articles liable to Customs duty;
      (*c*) Gold or silver bullion, precious stones, jewellery, and other precious articles, but only in case their insertion or transmission is forbidden by the legislation of the countries concerned.

4. Packets falling under the prohibitions of the foregoing paragraph 3, which have been erroneously admitted to transmission, should be returned to the Post Office of origin, except in cases where the Administration of the country of destination is authorised by its laws or by its internal regulations to dispose of them otherwise.

5. The right is, moreover, reserved to the Government of every country of the Union to refuse to convey over its territory, or to deliver, articles passing at reduced rates in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or circulation in that country have not been complied with, or correspondence of any kind bearing obviously inscriptions, designs, &c. forbidden by the legal enactments or regulations in force in the same country.

ARTICLE XVII.

1. Offices of the Union which have relations with countries situate outside the Union admit all the other offices of the Union to take advantage of these relations for the exchange of correspondence with the said countries.

2. Correspondence exchanged *à découvert* between a country of the Union and a country foreign to the Union, through the medium of another country of the Union, is treated, as regards the conveyance beyond the limits of the Union, in conformity with the conventions, agreements, or special provisions governing the postal relations between the latter country and the country foreign to the Union.

3. With regard to the charges for transit within the limits of the Union, correspondence originating in or addressed to a country foreign to the Union is assimilated to that from or for the country of the Union which maintains the relations with the aforesaid country.

4. With regard to the charges for transit outside the limits of the Union, correspondence addressed to a country foreign to the Union is subject to the under-mentioned transit charges, which are credited to the Union country maintaining the relations with the country foreign to it:—

(*a*) For sea transits outside the Union, 20 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles;

(*b*) For territorial transits outside the Union, if any, the charges per kilogramme notified by the country of the Union which maintains the relations with the intermediate country foreign to the Union.

5. In the case of sea conveyance effected by two or more Administrations, the charges for the total sea transit, within and without the Union, may not exceed 20 francs per kilogramme of letters or post-cards and 1 franc per kilogramme of other articles; these charges are divided between such Administrations in proportion to the distances traversed, without prejudice to other arrangements between the parties concerned.

6. The above-mentioned charges for transit outside the Union are payable by the Administration of the country of origin. They apply to all correspondence despatched, whether *à découvert* or in closed mails. But in the case of closed mails sent from a country of the Union to a country foreign thereto, or from a country outside the Union to a country within it, an arrangement concerning the mode of payment of the transit charges must be concluded beforehand between the Administrations concerned.

7. The general accounting for the transit charges on correspondence exchanged between a country of the Union and a country foreign to it, through the medium of another country of the Union, takes place on the basis of statements which are prepared at the same time as the statements drawn up, by virtue of the foregoing Article IV., for determining the charges for transit within the Union.

8. The rates to be levied in a country of the Union on correspondence addressed to or coming from a country foreign to the Union, and using the services of another country of the Union, can never be lower than the normal Union tariff. These rates belong entirely to the country which levies them.

Article XVIII.

The high contracting parties undertake to adopt, or to propose to their respective Legislatures, the necessary measures for punishing the fraudulent use of counterfeit postage stamps, or stamps already used, for the prepayment of correspondence. They also undertake to adopt, or to propose to their respective Legislatures, the necessary measures for prohibiting and repressing the fraudulent manufacture, sale, hawking, or distribution of embossed and adhesive stamps in use in the postal service, forged or imitated in such a manner as to be mistakable for the embossed and adhesive stamps issued by the Administration of any one of the contracting countries.

Article XIX.

The services concerning letters and boxes of declared value, postal money-orders, postal parcels, collection of bills and drafts, certificates of identity, subscriptions to newspapers, &c., form the subject of special arrangements between the various countries or groups of countries composing the Union.

Article XX.

1. The Postal Administrations of the various countries composing the Union are competent to draw up, by common consent, in the form of Detailed Regulations, all the measures of order and detail which are judged necessary.

2. The several Administrations may, moreover, make amongst themselves the necessary arrangements on the subject of questions which do not concern the Union generally, provided that those arrangements do not derogate from the present Convention.

3. The Administrations concerned are, however, permitted to come to mutual arrangements for the adoption of lower rates of postage within a radius of 30 kilometres.

Article XXI.

1. The present Convention does not involve alteration in the legislation of any country as regards anything which is not provided for by the stipulations contained in this Convention.

2. It does not restrict the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted Unions, with a view to the improvement of postal relations.

Article XXII.

1. Under the name of the *International Bureau of the Universal Postal Union*, is maintained a central Office, which is conducted under the supervision of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

2. This Office is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the International Postal Service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the acts of the Congress; of notifying alterations adopted; and, in general, of taking up such studies and labours as may be confided to it in the interest of the Postal Union.

Article XXIII.

1. In case of disagreement between two or more members of the Union as to the interpretation of the present Convention, or as to the responsibility of an Administration in case of the loss of a registered article, the question in dispute is decided by arbitration. To that end each of the Administrations concerned chooses another member of the Union not directly interested in the matter.

2. The decision of the arbitrators is given by an absolute majority of votes.

3. In case of an equality of votes the arbitrators choose, with the view of settling the difference, another Administration equally uninterested in the question in dispute.

4. The stipulations of the present Article apply equally to all the Agreements concluded by virtue of the foregoing Article XIX.

ARTICLE XXIV.

1. Countries which have not taken part in the present Convention are admitted to adhere to it upon their demand.

2. This adhesion is notified diplomatically to the Government of the Swiss Confederation, and by that Government to all the countries of the Union.

3. It implies, as a matter of course, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

4. It devolves upon the Government of the Swiss Confederation to determine, by common consent with the Government of the country concerned, the share to be contributed by the Administration of this latter country towards the expenses of the International Bureau, and, if necessary, the rates to be levied by that Administration in conformity with the foregoing Article X.

ARTICLE XXV.

1. Congresses of plenipotentiaries of the contracting countries, or simple administrative Conferences, according to the importance of the questions to be solved, are held, when a demand for them is made or approved by two-thirds at least of the Governments or Administrations, as the case may be.

2. A Congress shall, however, be held at least once in five years.

3. Each country may be represented either by one or by several delegates, or by the delegation of another country. But it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the country they represent.

4. In the deliberations each country has one vote only.

5. Each Congress settles the place of meeting of the next Congress.

6. For Conferences, the Administrations settle the places of meeting on the proposal of the International Bureau.

ARTICLE XXVI.

1. In the interval which elapses between the meetings, any Postal Administration of a country of the Union has the right to address to the other Administrations belonging to it, through the medium of the International Bureau, proposals concerning the régime of the Union.

2. Every proposal is subject to the following procedure:—

A period of five months is allowed to the Administrations of the Union to examine the proposals and to furnish to the International Bureau their observations, amendments, or counter-proposals, as the case may be. The answers are tabulated by the International Bureau and communicated to the Administrations with an invitation to declare themselves for or against. Those who have not furnished their vote within a period of six months, counting from the date of the second circular of the International Bureau notifying to them the observations which have been received, are considered as abstaining.

3. In order to become binding, the proposals must obtain—

(1) Unanimity of votes if they involve the addition of new articles or any modification of the stipulations of the present Article or Articles II., III., IV., V., VI., VII., VIII., IX., XII., XIII., XV., and XVIII.

(2) Two-thirds of the votes if they involve a modification of the stipulations of the Convention other than those of Articles II., III., IV., V., VI., VII., VIII., IX., XII., XIII., XV., XVIII., and XXVI.

(3) Simply an absolute majority if they affect the interpretation of the stipulations of the Convention, except in the case of dispute contemplated by the foregoing Article XXIII.

4. Resolutions duly adopted are sanctioned, in the first two cases, by a diplomatic declaration, which the Government of the Swiss Confederation is charged with the duty of preparing and transmitting to all the Governments of the contracting countries, and in the third case by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least two months after its notification.

ARTICLE XXVII.

For the application of the foregoing Articles XXII., XXV., and XXVI. the following are considered as forming one single country or Administration, as the case may be:—

(1) The Empire of British India.
(2) The Dominion of Canada.
(3) The whole of the British Colonies of Australasia.
(4) The whole of the Danish Colonies.
(5) The whole of the Spanish Colonies.
(6) The whole of the French Colonies.
(7) The whole of the Dutch Colonies.
(8) The whole of the Portuguese Colonies.

ARTICLE XXVIII.

The present Convention shall come into operation on the 1st of July, 1892, and shall remain in force for an indefinite period; but each contracting party has the right of withdrawing from the Union by means of a notice given one year in advance by its Government to the Government of the Swiss Confederation.

ARTICLE XXIX.

1. From the date on which the present Convention comes into effect, all the stipulations of the Treaties, Conventions, Agreements, or other Acts previously concluded between the various countries or Administrations, in so far as those stipulations are not in accordance with the terms of the present Convention, are abrogated, without prejudice to the rights reserved by the foregoing Article XXI.

2. The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged at Vienna.

3. In faith of which the Plenipotentiaries of the above-named countries have signed the present Convention at Vienna, on the fourth of July, One thousand eight hundred and ninety-one.

For Germany and the German Protectorates	DR. V. STEPHAN. SACHSE. FRITSCH.
„ the United States of America	N. M. BROOKES. WILLIAM POTTER.
„ the Argentine Republic	CARLOS CALVO.
„ Austria	OBENTRAUT. DR. HOFMANN. DR. LILIENAU. HABBERGER.
„ Hungary	P. HEIM. S. SCHRIMPF.
„ Belgium	LICHTERVELDE.
„ Bolivia	
„ Brazil	LUIZ BETIM PAES LEME.
„ Bulgaria	P. M. MATTHEEFF.
„ Chili	
„ the Republic of Columbia	G. MITCLELSEN.
„ Congo Free State	STASSIN. LICHTERFELDE. GARANT. DE CRAENE.
„ the Republic of Costa Rica	
„ Denmark and the Danish Colonies	LUND.
„ the Dominican Republic	
„ Egypt	Y. SABA.
„ Ecuador	
„ Spain and the Spanish Colonies	FEDERICO BAS.
„ France	MONTMARIN. J. DE SELVES. ANSAULT.
„ the French Colonies	G. GABRIE.
„ Great Britain and various British Colonies	S. A. BLACKWOOD. H. BUXTON FORMAN.
„ the British Colonies of Australasia	
„ Canada	
„ British India	H. M. KISCH.
„ Greece	J. GEORGANTAS.
„ Guatemala	DR. GOTTHELF MEYER.
„ the Republic of Hayti	
„ the Kingdom of Hawaii	EUGENE BOREL.
„ the Republic of Honduras	
„ Italy	EMIDIO CHIARADIA. FELICE SALIVETTO.
„ Japan	INDO. FUJITA.
„ the Republic of Liberia	BN. DE STEIN. W. KOENTZER. C. GOEDELT.
„ Luxemburg	MONGENAST.
„ Mexico	L. BRETON Y VEDRA.
„ Montenegro	OBENTRAUT. DR. HOFMANN. DR. LILIENAU. HABBERGER.
„ Nicaragua	
„ Norway	THB. HEYERDAHL.
„ Paraguay	
„ the Netherlands	HOFSTEDE. BARON VAN DER FELTZ.
„ the Dutch Colonies	JOHS. J. PERK.
„ Peru	D. C. URREA.
„ Persia	GENL. N. SEMINO.
„ Portugal and the Portuguese Colonies	GUELHERMINO AUGUSTO DE BARROS.

For Roumania	Colonel A. Gorjean. S. Dimitrescu.
„ Russia	General de Besack A. Skalkovsky.
„ Salvador	Louis Kehlmann.
„ Servia	Svetozar J. Gvozditch. Et. W. Popovitch.
„ the Kingdom of Siam	Luang Suriya Nuvatr. H. Keuchenius.
„ the South African Republic	
„ Sweden	E. von. Krusenstjerna.
„ Switzerland	Ed. Höhn. C. Delessert.
„ the Regency of Tunis	Montmarin.
„ Turkey	E. Petacci. A. Fahri.
„ Uruguay	Federico Susviela Guarch. Jose G. Busto.
„ the United States of Venezuela	Carlos Matzenauer.

The I. and R. Minister of Foreign Affairs certifies that this is a correct copy of the original deposited in the archives of the Department.

Vienna, 7th July, 1891.

The Director of the Chancellerie of the I. and R. Minister of Foreign Affairs.

(Signed) Mittag.

FINAL PROTOCOL.

At the moment of proceeding to sign the Conventions, settled by the Universal Postal Congress of Vienna, the undersigned Plenipotentiaries have agreed as follows :—

I.

In modification of the stipulation of Article VI. of the Convention, which fixes a maximum registration fee of 25 centimes, it is agreed that the States outside Europe are authorized to maintain this maximum at 50 centimes, including a receipt given to the sender.

II.

In modification of the stipulations of Article VIII. of the Convention, it is agreed that, as a temporary measure, the Administrations of countries outside Europe, whose legislation is at present opposed to the principle of responsibility, retain the option of postponing the application of that principle until they shall have been able to obtain from the Legislature authority to introduce it. Up to that time the other Administrations of the Union are not bound to pay an indemnity for the loss in their respective services of registered articles addressed to or originating in the said countries.

III.

Bolivia, Chili, Costa Rica, the Dominican Republic, Ecuador, Hayti, Honduras, and Nicaragua, which form part of the Postal Union, not having been represented at the Congress, the protocol remains open to them in order that they may adhere to the Conventions which have been concluded at it or only to one or other of them.

The protocol also remains open to the British Colonies of Australasia whose delegates to the Congress have declared the intention of those countries to enter the Universal Postal Union on the 1st October, 1891.

It also remains open to the South African Republic, whose delegate to the Congress has declared the intention of that country to adhere to the Universal Postal Union, reserving the fixture hereafter of a date for its entry into that Union.

Finally, with the view of facilitating the entry into the Universal Postal Union of other countries which are still outside it, the protocol remains equally open to them.

IV.

The protocol remains open to those countries whose representatives have signed to-day the principal Convention only, or only a certain number of the Conventions settled by the Congress, in order to admit of their adherence to the other Conventions signed this day, or to one or other of them.

V.

The adhesions contemplated in the foregoing Article III. must be notified to the Imperial and Royal Government of Austria-Hungary by the respective Governments in diplomatic form. The term accorded to them for that notification will expire on the 1st of June, 1892.

VI.

In case one or more of the contracting parties to the Postal Conventions signed to-day at Vienna shall not ratify one or other of those Conventions, that Convention shall be none the less valid for the States which shall have ratified it.

In faith of which the under-mentioned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Conventions to which it relates, and they have signed it on a single copy which shall remain in the archives of the Austrian Government, and of which a copy shall be handed to each party.

Done at Vienna, the 4th of July, 1891.

For Germany and the German Proctectorates	Dr. v. Stephan. Sachse. Fritsch.
„ the United States of America	N. M. Brooks. William Potter.
„ the Argentine Republic	Carlos Calvo.
„ Austria	Obentraut. Dr. Hofmann. Dr. Lilienau. Habberger.
„ Hungary	P. Heim. S. Schrimpf.
„ Belgium	Lichtervelde.
„ Bolivia	
„ Brazil	Luiz Betim Paes Leme.
„ Bulgaria	P. M. Mattheeff.
„ Chili	
„ the Republic of Columbia	G. Michelsen.
„ Congo Free State	Stassin. Lichtervelde. Garant. De Craene.
„ the Republic of Costa Rica	
„ Denmark and the Danish Colonies	Lund.
„ the Dominican Republic	
„ Egypt	Y. Saba.
„ Eucador	
„ Spain and the Spanish Colonies	Federico Bas.
„ France	Montmarin. J. D. Selves. Ansault.
„ the French Colonies	G. Gabrie.
„ Great Britain and various British Colonies	S. A. Blackwood. H. Buxton Forman.
„ the British Colonies of Australasia	
„ Canada	
„ British India	H. M. Kisch.
„ Greece	J. Georgantas.
„ Guatemala	Dr. Gotthelf Meyer.
„ the Republic of Hayti	
„ the Kingdom of Hawaii	Eugene Borel
„ the Republic of Honduras	
„ Italy	Emidio Chiaradia. Felice Salivetto.
„ Japan	Indo. Fujita.
„ the Republic of Liberia	Bn. de Stein. W. Koentzer. C. Goedelt.
„ Luxemburg	Mongenast.
„ Mexico	L. Breton y Vedra.
„ Montenegro	Obentraut. Dr. Hofmann. Dr. Lilienau. Habberger.
„ Nicaragua	
„ Norway	Thb. Heyerdahl.
„ Paraguay	
„ the Netherlands	Hofstede. Baron van der Feltz.
„ the Dutch Colonies	Johs. J. Perk.
„ Peru	D. C. Urrea.
„ Persia	Genl. N. Semino.
„ Portugal and the Portuguese Colonies	Guelhermino Augusto de Barros.
„ Roumania	Colonel A. Gorjean. S. Dimitrescu.
„ Russia	General de Besack. A. Shalkovsky.
„ Salvador	Louis Kehlmann.

For Servia	SVETOZAR J. GVOZDITCH. ET. W. POPOVITCH.
„ the Kingdom of Siam	LUANG SURIYA NUVATR. H. KEUCHENIUS.
„ the South African Republic	
„ Sweden	E. VON KRUSENSTJERNA.
„ Switzerland	ED. HÖHN. C. DELESSERT.
„ the Regency of Tunis	MONTMARIN.
„ Turkey	E. PETACCI. A. FAHRI.
„ Uruguay	FEDERICO SUSVIELA GUARCH. JOSE G. BUSTO.
„ the United States of Venezuela	CARLOS MATZENAUER.

The I. and R. Minister of Foreign Affairs certifies that this is a correct copy of the original deposited in the archives of the Department.

Vienna, 7th July, 1891.

The Director of the Chancellerie of the I. and R. Minister of Foreign Affairs.

(Signed) MITTAG.

UNIVERSAL POSTAL UNION.

DETAILED REGULATIONS.*

DETAILED REGULATIONS for the execution of the Convention concluded between Germany and German Protectorates, United States of America, Argentine Republic, Austria-Hungary, Belgium, Bolivia, Brazil, Bulgaria, Chili, Republic of Colombia, Congo Free State, Republic of Costa Rica, Denmark and Danish Colonies, Dominican Republic, Egypt, Ecuador, Spain and Spanish Colonies, France and French Colonies, Great Britain and various British Colonies, British Colonies of Australasia, Canada, British India, Greece, Guatemala, Republic of Hayti, Kingdom of Hawaii, Republic of Honduras, Italy, Japan, Republic of Liberia, Luxemburg, Mexico, Montenegro, Nicaragua, Norway, Paraguay, Netherlands and Dutch Colonies, Peru, Persia, Portugal and Portuguese Colonies, Roumania, Russia, Salvador, Servia, Kingdom of Siam, South African Republic, Sweden, Switzerland, Regency of Tunis, Turkey, Uruguay, and United States of Venezuela.

The undersigned, having regard to Article XX. of the Universal Postal Convention concluded at Vienna on the 4th of July, 1891, have, in the name of their respective Administrations, settled by common consent the following measures for insuring the execution of the said Convention :—

I.—*Route of the Correspondence.*

1. Each Administration is bound to forward, by the most rapid routes at its disposal for its own mails, the closed mails and the correspondence *à découvert* which are delivered to it by another Administration.

2. Administrations which avail themselves of the option to levy supplementary charges, as representing the extraordinary expenses pertaining to certain routes, are free not to forward by those routes, when other means of communication exist, any insufficiently paid correspondence for which the employment of the said routes has not been expressly prescribed by the senders.

II.—*Exchange in Closed Mails.*

1. The exchange of correspondence in closed mails between the Administrations of the Union is regulated by common consent between the Administrations concerned, and according to the necessities of the service.

2. If an exchange of correspondence is to take place through the medium of one or more countries, due notice must be given to the Administrations of those countries.

3. It is, moreover, obligatory, in this latter case, to make up closed mails whenever the amount of correspondence is such as to hinder the work of an intermediate Administration, according to the declaration of that Administration.

4. In case of alteration in a service of closed mails established between two Administrations through the medium of one or several other countries, the Administration which has originated the alteration gives notice thereof to the Administrations of the countries through the medium of which this exchange is maintained.

* Of the various Forms, Tables, &c., referred to in the Detailed Regulations, only those generally used by Postmasters will be found appended, it being considered unnecessary to include the others with this reprint.

III.—*Extraordinary Services.*

The extraordinary services of the Union giving rise to special charges, the fixing of which is reserved by Article IV. of the Convention for arrangement between the Administrations concerned, are exclusively:—

(1) Those which are maintained for the accelerated conveyance by land of the Indian Mail;
(2) That which the Postal Administration of the United States of America maintains upon its territory for the conveyance of closed mails between the Atlantic Ocean and the Pacific Ocean;
(3) That which is established for the conveyance of mails by railway between Colon and Panama.

IV.—*Fixing the Rates of Postage.*

1. In execution of Article X. of the Convention, the Administrations of the countries of the Union which have not the franc for their monetary unit levy their rates of postage according to the following equivalents:—

Countries of the Union.	25 centimes.	10 centimes.	5 centimes.
Germany	20 pfennig.	10 pfennig.	5 pfennig.
German Protectorates:			
Territory of Cameroons, German New Guinea, Territory of Togo, German Territory in South-West Africa, German Territory in East Africa, Marshall Islands	20 pfennig.	10 pfennig.	5 pfennig.
Argentine Republic	8 centavos.	4 centavos.	2 centavos.
Austria-Hungary	10 kreuzer.	5 kreuzer.	3 kreuzer.
Bolivia	5 centavos.	2 centavos.	1 centavo.
Brazil	100 reis.	50 reis.	25 reis.
Canada	5 cents.	2 cents.	1 cent.
Chili	5 centavos.	2 centavos.	1 centavo.
Colombia	5 centavos.	2 centavos.	1 centavo.
Costa Rica	5 centavos.	2 centavos.	1 centavo.
Denmark	20 öre.	10 öre.	5 öre.
Danish Colonies:			
Greenland	20 öre.	10 öre.	5 öre.
Danish West Indies	5 cents.	2 cents.	1 cent.
Dominican Republic	5 centavos.	2 centavos.	1 centovo.
Egypt	1 piastre.	5 thousandths of a pound.	2 thousandths of a pound.
Ecuador	5 centavos.	2 centavos.	1 centavo.
Spanish Colonies:			
Cuba, Porto Rico, Philippine Islands and Dependencies, and Establishments on the Gulf of Guinea	5 centavos.	2 centavos.	1 centavo.
United States of America	5 cents.	2 cents.	1 cent.
Great Britain	2½ pence.	1 penny.	½ penny.
British Colonies:			
Antigua, Bahama Islands, Barbados, Bermuda, Gold Coast, Dominica, Falkland Islands, Gambia, Grenada, Jamaica, Lagos, Malta, Montserrat, Nevis, St. Christopher, St. Lucia, St. Vincent, Sierra Leone, Tobago, Trinidad, Turk's Islands, and Virgin Islands	2½ pence.	1 penny.	½ penny.
British Guiana, Hong Kong, Labuan, Straits Settlements, and Newfoundland	5 cents.	2 cents.	1 cent.
British North Borneo	6 cents of a dollar.	3 cents of a dollar.	1 cent of a dollar.
British Honduras	6 cents.	3 cents.	1 cent.
Mauritius and its Dependencies	10 cents of a rupee.	4 cents of a rupee.	2 cents of a rupee.
Cyprus	2 piastres or 80 paras.	1 piastre or 40 paras.	½ piastre or 20 paras.
Ceylon	14 cents of a rupee.	5 cents of a rupee.	2½ cents of a rupee.
Australasia	2½ pence.	1 penny.	½ penny.
Guatemala	5 centavos.	2 centavos.	1 centavo.
Hayti	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.
Hawaii	5 cents.	2 cents.	1 cent.
Republic of Honduras	5 centavos.	2 centavos.	1 centavo.
British India	2 annas.	¾ anna.	½ anna.
Japan	5 sen.	2 sen.	1 sen.
Liberia	5 cents.	2 cents.	1 cent.
Mexico	5 centavos.	2 centavos.	1 centavo.
Montenegro	10 soldi.	5 soldi.	3 soldi.
Nicaragua	5 centavos.	2 centavos.	1 centavo.
Norway	20 öre.	10 öre.	5 öre.
Paraguay	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.
Netherlands and Dutch Colonies	12½ cents.	5 cents.	2½ cents.
Peru	5 centavos.	2 centavos.	1 centavo.
Persia	7 shahis.	3 shahis.	1 shahi.
Portugal and Portuguese Colonies, except Portuguese India	50 reis.	20 reis.	10 reis.
Portuguese India	2 tangas.	10 reis.	5 reis.
Russia	10 kopeks.	4 kopeks.	2 kopeks.
Salvador	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.
Siam	7½ atts.	3 atts.	1½ att.
Sweden	20 öre	10 öre.	5 öre.
Turkey	40 paras.	20 paras.	10 paras.
Uruguay	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.

2. In case of alteration in the monetary system of any one of the countries above mentioned, the Administration of that country must come to an understanding with the Swiss Postal Administration in order to modify the above equivalents; it devolves upon this latter Administration to notify the change to all the other Offices of the Union through the medium of the International Bureau.

3. Any Administration, if it deems it necessary, may have recourse to the understanding contemplated by the preceding paragraph in case of an important modification in the value of its money.

4. The monetary fractions resulting either from the complement of the charge applicable to insufficiently paid correspondence, or from the fixing of the charges for correspondence exchanged with countries foreign to the Union, or from the combination of the Union charges with the surcharges contemplated by Article V. of the Convention, may be rounded by the Administrations which levy the payments. But the sum to be added on this account must, in no case, exceed the value of one-twentieth of a franc (five centimes).

V.—*Correspondence with Countries foreign to the Union.*

Offices of the Union which have relations with countries foreign to the Union furnish to the other Offices of the Union a list of those countries, indicating the conditions of transmission to which the correspondence is subject in the relations in question.

VI.—*Application of the Stamps.*

1. Correspondence despatched from countries of the Union is impressed with a stamp indicating the place of origin and the date of posting.

2. On arrival, the Office of destination applies its date-stamp on the back of letters and on the front of post-cards.

3. The application of stamps on correspondence deposited on board packets in the movable boxes or in the hands of the commanders devolves, in the cases contemplated by paragraph 3 of Article XI. of the Convention, upon the postal agent on board, or, if there be none, of the Post Office to which the correspondence is delivered.

4. Correspondence originating in countries foreign to the Union is marked, by the Office of the Union which first receives it, with a stamp indicating the place and date of entry into the service of that Office.

5. Unpaid or insufficiently paid correspondence is, in addition, impressed with the stamp "T" (tax to be paid), the application of which devolves upon the Office of the country of origin in the case of correspondence originating in the Union, and upon the Office of the country of entry in the case of correspondence originating in countries foreign to the Union.

6. Articles to be sent by express are impressed with a stamp bearing in large letters the word "Express." The Administrations are, however, authorised to replace that stamp by a printed label or by a written inscription underlined with a coloured pencil.

7. Every article of correspondence which does not bear the stamp "T" is considered as paid and treated accordingly, unless there be an obvious error.

VII.—*Indication of the Number of Rates.*

1. When a letter or other article of correspondence is liable, by reason of its weight, to more than a single rate of postage, the Office of origin or of entry into the Union, as the case may be, indicates in the upper left-hand corner of the address, in ordinary figures, the number of rates levied or to be levied.

2. This procedure is not essential in the case of correspondence fully prepaid.

VIII.—*Insufficient Prepayment.*

1. When an article is insufficiently prepaid by means of postage stamps, the despatching Office indicates in black figures placed by the side of the postage stamps the amount of the deficiency, expressing it in francs and centimes.

2. According to this indication, the Office of exchange of the country of destination taxes the article with double the deficiency noted.

3. In case postage stamps not available for prepayment have been employed, no account is taken of them. This circumstance is indicated by the figure naught (0) placed by the side of the postage stamps.

IX.—*Acknowledgments of Delivery.*

1. Articles for which the sender requires an acknowledgment of delivery must be marked very clearly with the inscription "Avis de réception," or be stamped with the letters A.R.

2. Acknowledgments of delivery must be prepared by the Offices of destination on a form in accordance with or analogous to the pattern A annexed, and sent by those Offices to the Offices of origin, whose duty it is to deliver the acknowledgments to the senders of the articles to which they relate. Acknowledgments of delivery must be drawn up in French, or must bear a sublineary translation in that language.

X.—*Letter Bills.*

1. The letter bills which accompany the mails exchanged between two Administrations of the Union are in conformity with the pattern B appended to the present Regulations. They are placed in coloured envelopes marked distinctly "Feuille d'avis" ["Letter Bill"].

In cases of exchanges by sea which, although periodical and regular, are not daily or on fixed days, the despatching Offices must number their letter bills in an annual series for each Office of origin and for each Office of destination, mentioning, as far as possible, in the letter bill the name of the Packet or vessel which carries the mail.

2. The registered articles are entered in Table No. I. of the letter bill with the following details: the name of the Office of origin and the number given to the article at that Office: or the name of the Office of origin, the name of the addressee, and the place of destination.

In the column headed "Observations" the word "Remb." is added against the entry of registered articles marked with trade charges.

Articles to be sent by express are entered numerically in Table No. I. of the letter bill.

Acknowledgments of delivery are entered in the above-named Table, either individually or collectively, according as they are more or less numerous.

The part of the letter bill headed "Recommendations d'office" ["Official Registrations"] is intended for the entry of verification certificates, of open letters on service addressed by one Office of exchange to another, and of communications from the despatching Office.

3. When the number of registered articles usually sent from one Office of exchange to another requires it, a special and separate list may be used to take the place of Table No. I. of the letter bill.

The number of registered articles inscribed on that list and the number of packets or bags containing those articles must be entered on the letter bill.

4. In Table No. II. are to be entered, with such details as the Table requires, the closed mails contained by the direct mail to which the letter bill relates.

5. The number of separate packets or bags composing each despatch for a single destination is indicated in the right-hand top corner of the letter bill.

6. When it is deemed necessary for certain exchanges to make new tables or headings in the letter bill, the necessary steps may be taken after an understanding between the Administrations concerned.

7. When an Office of exchange has no correspondence to forward to a corresponding Office, it must, nevertheless, make up in the usual form a mail consisting simply of the letter bill.

8. When closed mails are sent by one Administration to another, to be conveyed by means of private ships, the number of letters or other articles is indicated in the letter bill or on the address of the mails.

XI.—*Transmission of Registered Articles.*

1. Registered articles, acknowledgments of delivery, express letters, and, if there be one, the special list contemplated in paragraph 3 of Article X., are made up in a separate packet, which is to be suitably enclosed and sealed so as to preserve the contents.

2. To the outside of this packet the special envelope containing the letter bill is attached with string tied across and across. The packet is then placed in the centre of the mail.

3. The presence in the mail of a packet of registered articles, of which the description is given upon the special list mentioned in paragraph 1 above, is to be announced by the application at the head of the letter bill, either of a special entry, or of the registration label or stamp in use in the country of origin.

4. It is understood that the mode of packing and forwarding registered articles, prescribed by paragraphs 1 and 2 above, applies only to ordinary exchanges. For important exchanges it is for the Offices concerned to prescribe by common consent special arrangements, subject in the one case as in the other to exceptional measures to be taken by the heads of the Offices of exchange, when they have to insure the transmission of registered articles which, from their nature, form, or size, would not be capable of being enclosed in the principal mail.

In such case, however, the despatching Offices indicate at the head of the letter bill the number of registered articles sent in the principal mail outside the special packet or bag, among the ordinary correspondence, and insert in the "Observations" column of the list the inscription "en dehors" ["outside"] against the entry of each of those articles.

The above-mentioned articles are made up as far as possible in packets tied with string and having labels affixed to them bearing in plain characters the words "Recommandés en dehors" ["Registered—outside"] preceded by figures indicating the number of articles which each packet contains.

5. Acknowledgments of delivery are placed in an envelope by the Office delivering the registered articles to which those acknowledgments relate. These envelopes, bearing the inscription "Avis de réception; Bureau de pose de . . . . . (Pays) . . . . ." ["Acknowledgment of delivery: Post Office of . . . . . (Country) . . . . ."] are submitted to the formalities of registration and despatched to their destination as ordinary registered articles.

XII.—*Indemnity for the loss of a Registered Article.*

When the indemnity due for the loss of a registered article has been paid by one Administration, on behalf of another Administration which is responsible for the loss, the latter is bound to repay the amount within three months after receiving notice of the payment. This repayment is effected either by means of a postal money order or a draft, or in specie current in the country to which payment is due. When the repayment of the indemnity involves expenses, they are always borne by the indebted Office.

XIII.—*Making up the Mails.*

1. As a general rule, the articles of which the mails consist must be classified and tied up according to the nature of the correspondence, the prepaid correspondence being separated from the unpaid and insufficiently prepaid.

2. Every mail, after having been tied with string, is enclosed in strong paper sufficient in quantity to prevent damage to the contents, then tied again with string on the outside, and sealed with wax, or fastened by means of a gummed paper label bearing an impression of the seal of the Office. The mail is furnished with a printed address bearing, in small characters, the name of the despatching Office, and in larger characters the name of the Office of destination: "from . . . . for . . . ."

3. If the size of the mail requires it, it is placed in a bag properly closed, sealed with wax or with lead, and labelled.

4. The packets or bags containing articles to be sent by express must bear on the outside an inscription calling the attention of the postal officials to those articles.

5. When paper labels are used, they must be pasted on blocks.

6. No bag must exceed 40 kilogrammes in weight.

7. The bags must be returned empty to the despatching Office by the next mail, in the absence of other arrangements between the corresponding Offices.

XIV.—*Verification of the Mails.*

1. The Office of exchange which receives a mail ascertains whether the entries in the letter bill and in the registered letter list, if there be one, are correct.

The mails must be delivered in good condition. Nevertheless, the receipt of a mail cannot be refused on account of its bad condition. In the case of a mail for an Office other than that which has received it, it must be packed up afresh, but the original packing should be preserved as far as possible. The re-packing is preceded by a verification of the contents, if there is reason to suppose that they are not intact.

2. When the Office of exchange detects errors or omissions, it immediately makes the necessary corrections on the letter bills or lists, taking care to strike out the erroneous entries with a pen in such a manner as to leave the original entries legible.

3. These corrections are made by two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A verification certificate, in conformity with the pattern C annexed to the present Regulations, is prepared by the receiving Office, and sent without delay, officially registered, to the despatching office. At the same time a duplicate of the verification certificate is sent by the receiving Office to the Administration to which the despatching Office is subordinate.

In the case contemplated in paragraph 1 of the present Article, a copy of the verification certificate is inserted in the re-packed mail.

5. The despatching Office, after examination, returns the verification certificate with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, of the letter bill, or of the special list, the fact is immediately reported, in such form as may be desired, by two officers of the receiving Office, and notified to the despatching Office by means of a verification certificate. If needful, the latter Office may also be advised thereof by telegram, at the expense of the Office which sends the telegram.

7. In case of the loss of a closed mail, intermediate Offices become responsible for the registered articles contained in the mail, within the limits of Article VIII. of the Convention, provided that the non-receipt of such mail shall have been notified to them as soon as possible.

8. In case the receiving Office shall not have forwarded by the first mail to the despatching Office a verification certificate reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the due receipt of the mail and its contents, until the contrary be proved.

XV.—*Stipulations respecting Registered Articles.*

1. Correspondence addressed to initials or in pencil is not admitted to registration.

2. No special conditions as to form or fastening are prescribed for registered articles. Each Office has the right to apply to such articles the regulations in force in its inland service.

3. Registered articles should bear labels in conformity with or analogous to the pattern D annexed to the present Regulations, indicating the name of the Office of origin and the number under which the article is entered in the records of that Office.

Nevertheless, Administrations whose inland regulations do not at present admit the use of labels may postpone the introduction of this arrangement, and continue to use stamps for the indication of registered articles.

4. Registered articles marked with trade charges must bear a manuscript inscription, or the impression of a stamp or a label bearing the word "Remboursement." ["Recovery of trade charges."]

5. Unpaid or insufficiently paid registered articles are forwarded to the addresses without charge, but the Office which receives an article in these conditions is bound to report the case to its Administration, in order that it may inform the Administration to which the Office of origin is subordinate. That Administration proceeds in accordance with the rules followed in its inland service.

XVI.—*Post-Cards.*

1. Post-cards must be sent unenclosed. The face is reserved for the postage stamps, for indications relating to the postal service (registered, acknowledgment of delivery, &c.) and for the address, which may be written in manuscript or be shown upon a gummed label not exceeding two centimetres by five.

Moreover, the sender has the option of indicating his name and address on the face or on the back, either in writing, or by means of a stamp, autograph-stamp, or any other typographical process.

Engravings or advertisements may be printed on the back.

Except stamps for prepayment and the labels mentioned in paragraph 1 and paragraph 6 of the present Article, it is forbidden to join or attach to post-cards any article whatsoever.

2. Post-cards may not exceed the following dimensions:—Length, 14 centimetres; width, 9 centimetres.

3. As far as possible, post-cards issued for circulation in the Postal Union must bear on the face, in the French language, or with a sublineary translation in that language, the following superscription:—

POST-CARD.

UNIVERSAL POSTAL UNION.

(Side reserved for the address.)

4. The postage stamp representing prepayment appears in one of the top corners of the face; as should also any supplementary stamp which may be added.

5. As a general rule, post-cards with reply paid must bear on the face the printed superscription, on the first half, "Post-card with reply paid;" on the second half, "Reply post-card." Each of the two halves must, moreover, fulfil the other conditions laid down for single post-cards; one-half is doubled over the other, and they must not be closed up in any manner whatsoever.

6. The sender of a post-card with reply paid may indicate his name and address on the face of the "Reply" half, either in writing or by sticking a label on to it.

7. The prepayment of the "Reply" half by means of the postage stamp of the country which has issued the card is valid only if it is attached to the address of that country. In the contrary case, it is charged as an unpaid letter.

8. Post-cards, both single and with reply paid, emanating from private industry, are admitted to international circulation, if agreeable to the laws of the country of origin, and if they be in conformity with the post-cards issued by the Post Office of that country, at all events in regard to size and the substance of the paper.

9. Post-cards not fulfilling, so far as regards dimensions, external form, &c., the conditions laid down by the present Article for this class of correspondence, are treated as letters.

XVII.—*Commercial Papers.*

1. The following are considered as commercial papers, and allowed to pass as such at the reduced postage specified in Article V. of the Convention:—All papers and all documents, whether writings or drawings, produced wholly or partly by hand, not having the character of an actual and personal correspondence, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries, way-bills or bills of lading, invoices, the various documents of insurance companies, copies of or extracts from Acts under private signature, written on stamped or unstamped paper, musical scores or sheets of music in manuscript, the manuscripts of works or of newspapers forwarded separately, &c.

2. Commercial papers are subject, so far as regards form and conditions of transmission, to the regulations prescribed for printed papers (Article XVIII. following).

XVIII.—*Printed Papers of every kind.*

1. The following are considered as printed papers and allowed to pass as such at the reduced postage sanctioned by Article V. of the Convention:—Newspapers and periodical works, books, stitched or bound, pamphlets, sheets of music, visiting cards, address cards, proofs of printing, with or without the manuscript relating thereto, papers impressed with points in relief for the use of the blind, engravings, photographs, pictures, drawings, plans, maps, catalogues, prospectuses, announcements, and notices of various kinds, printed, engraved, lithographed, or autographed, and in general, all impressions or copies obtained upon paper, parchment, or cardboard, by means of printing, engraving, lithography, autography, or any other mechanical process easy to recognise, except the copying press and the type-writer.

The mechanical processes called chromography, polygraphy, hectography, papyrography, velocigraphy, &c., are considered as easy to recognise; but, in order to pass at the reduced postage, reproductions obtained by means of these processes must be brought to the Post Office counter and must number at least 26 copies, precisely identical.

2. Stamps for prepayment, whether obliterated or not, and all printed articles constituting the sign of a monetary value, are excluded from transmission at the reduced postage.

3. Printed papers of which the text has been modified after printing, either by hand or by means of a mechanical process, or bears any mark whatever of such a kind as to constitute a conventional language, cannot be sent at the reduced rate.

4. The following exceptions to the rule laid down by the preceding paragraph 3 are allowed:—

(*a*) To indicate on the outside of the missive the name, commercial standing, and address of the sender;

(*b*) To add in manuscript, on printed visiting cards, the address of the sender, his title, as well as conventional initials (p., f., &c.);

(*c*) To indicate or to alter in a printed paper, in manuscript or by a mechanical process, the date of despatch, the signature and the commercial standing or profession, as well as the address of the sender;

(*d*) To make manuscript additions to corrected proofs and to make in those proofs alterations and additions which relate to correction, form, and printing. In case of want of space these additions may be made on separate sheets;

(*e*) To correct also errors in printing in printed documents other than proofs;

(*f*) To erase certain parts of a printed text in order to render them illegible;

(*g*) To make prominent by means of marks passages of the text to which it is desired to draw attention;

(*h*) To insert or correct in manuscript, or by a mechanical process, figures, as well as the name of a traveller and the date of his visit, in prices current, tenders for advertisements, stock and share lists, and trade circulars;

(*i*) To indicate in manuscript, in advices of the departures of ships, the dates of those departures;

(*k*) To indicate in cards of invitation and notices of meetings the name of the person invited, the date, the object, and the place of the gathering;

(*l*) To add a dedication on books, sheets of music, newspapers, photographs, and engravings, as well as to enclose the invoice relating to any such work;

(*m*) In requisitions sent to libraries (printed and open, and intended as orders for books, newspapers, engravings, pieces of music), to indicate on the back, in manuscript, the works required or offered, and to erase or underline on the front the whole or part of the printed communications;

(*n*) To paint fashion plates, maps, &c.

5. Additions made in manuscript or by means of a mechanical process, which would deprive a printed paper of its general character and give it that of individual correspondence, are forbidden.

6. Printed papers must be either placed in wrappers, upon rollers, between boards, in covers open at both sides or at both ends, or in unclosed envelopes, or simply folded in such a manner as not to conceal the nature of the packet, or lastly, tied with a string easy to unfasten.

7. Address cards, and all printed matter of the form and substance of an unfolded card, may be forwarded without wrapper, envelope, fastening, or fold.

8. Cards bearing the inscription "Post-Card" are not allowed to go at the rate for printed matter.

XIX.—*Samples.*

1. Samples of merchandise are only allowed to pass at the reduced postage which is allotted to them by Article V. of the Convention, under the following conditions:—

2. They must be placed in bags, boxes, or removable envelopes, in such a manner as to admit of easy inspection.

3. They must possess no saleable value, nor bear any writing, except the name of the sender or that of his firm, the address of the addressee, a manufacturer's or trade mark, numbers, prices, and indications relative to weight or size, or to the quantity to be disposed of, or such as are necessary to determine the origin and the nature of the goods.

4. By common consent between the Administrations concerned, that is to say, between the Administrations of the country of origin and of the country of destination, and of the country or countries, if any, performing the transit *à découvert* or in closed mails, packets of liquids, oils, fatty substances, dry powders, whether dyes or not, as well as packets of live bees, may be admitted to transmission as samples of merchandise, provided that they be packed in the following manner:—

(1) Liquids, oils, and fatty substances easily liquefied must be enclosed in glass bottles hermetically sealed. Each bottle must be placed in a wooden box adequately furnished with sawdust, cotton, or spongy material, in sufficient quantity to absorb the liquid in case the bottle be broken. Finally, the box itself must be enclosed in a case of metal, of wood with a screw-top, or of strong and thick leather.

(2) Fatty substances which are not easily liquefied, such as ointments, soft-soap, resin, &c., the transmissions of which offers less inconvenience, must be enclosed in an inner cover (box, linen bag, parchment, &c.), which itself must be placed in a second box of wood, metal, or strong and thick leather.

(3) Dry powders, whether dyes or not, must be placed in cardboard boxes, which themselves are enclosed in a bag of linen or parchment.

(4) Live bees must be enclosed in boxes so constructed as to avoid all danger and to allow the contents to be ascertained.

XX.—*Articles grouped together.*

It is permitted to enclose in one and the same packet samples of merchandise, printed matter, and commercial papers, but subject to the following conditions:

(1) That each article taken singly does not exceed the limits which are applicable to it as regards weight and size;

(2) That the total weight does not exceed 2 kilogrammes per packet;

(3) That the minimum charge be 25 centimes if the packet contains commercial papers, and 10 centimes if it consists of printed matter and samples.

XXI.—*Re-directed Correspondence.*

1. In execution of Article XIV. of the Convention, and subject to the exceptions specified in paragraph 2 following, correspondence of every kind circulating in the Union, addressed to persons who have changed their residence, is treated by the delivering Office as if it had been addressed directly from the place of origin to the place of the new destination.

2. With regard to inland letters or packets of one country of the Union, which enter, in consequence of re-direction, into the service of another country of the Union, the following Rules are observed:

(1) Articles unpaid or insufficiently paid for their first transmission are treated as international correspondence and subjected by the delivering office to the charge applicable to articles of the same nature addressed directly from the country of origin to the country in which the addressee may be;

(2) Articles regularly prepaid for their first transmission, and on which the complimentary postage pertaining to the further transmission has not been paid before their second despatch, are subjected, according to their nature, by the delivering Office, to a charge equal to the difference between the amount of postage already prepaid and that which would have been chargeable if the articles had been originally despatched to the new destination. The amount of this difference must be expressed in francs and centimes by the side of the stamps by the re-directing Office.

In both cases the charges above referred to are leviable from the addressees, even if, owing to successive re-directions, the articles should return to the country of origin.

3. When correspondence originally addressed from one part to another of a country of the Union, and prepaid in money, is re-directed to another country, the re-directing Office must indicate on each article the amount of the postage levied in money.

4. Mis-sent correspondence of all kinds is re-forwarded without delay, by the quickest route, to its destination.

5. Correspondence of all kinds, ordinary or registered, which being wrongly or insufficiently addressed, is returned to the senders in order that they may rectify or complete the address, is not, when re-posted with the direction rectified or completed, regarded as re-directed correspondence, but as being really fresh correspondence ; and it is consequently liable to a fresh postage.

XXII.—*Undelivered Correspondence.*

1. Correspondence of all kinds which is not delivered, from whatever cause, must be returned, as soon as possible after the period for keeping it required by the regulations of the country of destination, and at latest at the expiration of six months in relations with countries beyond sea, and at the expiration of two months in other relations, through the medium of the respective Offices of exchange, and in a special bundle labelled "*Rebuts*" and bearing indication of the country where the correspondence originated. The periods of two months and six months count from the end of the month in which the correspondence has reached the Office of destination.

2. Nevertheless, undelivered registered correspondence is returned to the Office of exchange of the country of origin, as if it were registered correspondence addressed to that country, except that, opposite the nominal entry in Table No. 1. of the letter bill, or in the separate list, the word "*Rebuts*" is entered in the column of observations by the returning Office.

3. As an exception, two corresponding Offices may, by mutual consent, adopt a different mode of returning undelivered correspondence, and may also dispense with the reciprocal return of certain printed papers considered as destitute of value.

4. Before returning to the office of origin correspondence which for any reason has not been delivered, the Office of destination must indicate in a clear and concise manner in the French language, on the back of such articles, the cause of the non-delivery in the following form :—"not known" ("inconnu"), "refused" ("refusé"), "gone away" ("parti"), "not claimed" ("non réclaimé"), "deceased" ("décédé"), &c. This indication is furnished by the application of a stamp or by affixing a label. Each office has the option of adding a translation, in its own language, of the cause of non-delivery, and any other useful particulars.

XXIII.—*Statistics of Transit Charges.*

1. The statistics to be taken once every three years, in execution of Articles IV. and XVII. of the Convention, for the settlement of transit charges within the Union and outside the limits of the Union, are prepared according to the stipulations of the following Articles, during the first 28 days of the month of May or of November alternately, of the second year in each triennial period, to take effect retrospectively from the first year.

2. The statistics of November, 1892, will apply to the years 1892, 1893, and 1894 ; the statistics of May, 1896, will apply to the years 1895, 1896, and 1897, and so on.

3. If during the period to which the statistics apply a country having important relations should enter the Union, the countries of the Union whose situation with regard to the payment of transit dues might be modified in consequence of this circumstance have the option of demanding special statistics relating exclusively to the country which has lately entered.

4. The charges falling upon the despatching Office under the head of territorial transit and sea conveyance are fixed invariably in accordance with the statistics for the whole period which they embrace, except in the case contemplated in the preceding paragraph.

But when an important modification takes place in the flow of correspondence, and provided that that modification affects a period of six months at least, the intermediate Offices come to an understanding for settling among themselves the division of those charges in proportion to the part taken by the said Offices in the conveyance of the correspondence to which the charges relate.

XXIV.—*Correspondence à découvert.*

1. The office serving as the medium for the transmission of correspondence exchanged *à découvert*, either between two countries of the Union, or between a country of the Union and a country foreign to it, prepares beforehand, for each of its correspondents of the Union, a table according to the pattern E annexed to the present Regulations, in which it indicates, distinguishing, if needful, the different routes of transmission, the rates of payment by weight due to it for the conveyance within the Union of the two categories of correspondence by means of the services at its disposal, as well as the rates of payment by weight to be allowed by the Office itself to any other Offices of the Union for the further conveyance of the said correspondence within the Union. If necessary, it communicates in due time with the Offices of the countries to be traversed as to the route which the correspondence should take and as to the rates to be paid upon it.

2. When several routes, each involving different transit charges applicable to the routes which the intermediate Offices uses, are available for the transmission of correspondence to one and the same country the despatching Office pays the intermediate Office according to a single rate based upon the average of the several transit rates.

[FOREIGN] 3. A copy of the Table E. is forwarded by the said Office to the corresponding Office interested, and serves as the basis of a special account to be established between them with reference to the intermediate conveyance of the correspondence in question. This account is prepared by the Office which receives the correspondence, and is submitted to the examination of the despatching Office.

4. The despatching Office prepares, according to the particulars given in the Form E furnished by its correspondent, Tables in conformity with the pattern F hereto annexed, intended to show, for each mail, the charges for intermediate conveyance of the correspondence, without distinction of origin, sent in the mail for transmission by the medium of the said corresponding Office. With this view the despatching Office of exchange enters in a Table F, which it sends with its despatch, the total weight, according to its nature, of the correspondence of this class, which it delivers *à découvert* to the corresponding Office of exchange; and the latter, after verification, accepts such correspondence, and sends it to its destination, mixed with its own correspondence in respect of which the charges (if any) for further conveyance are the same.

If required by the Offices concerned, it is necessary to distinguish on the Table F the origin of the correspondence subject to the sea transit charges of 15 francs a kilogramme for letters and post cards and 1 franc a kilogramme for other articles, to be shared among several Administrations.

5. Any error in the statement of the Office of exchange which has despatched the Table F is immediately communicated to that Office by means of a verification certificate, notwithstanding the correction made in the Table itself.

6. If there be no correspondence liable to a charge for intermediate or foreign conveyance, a Table F is not prepared, and the despatching Office enters at the head of the letter-bill the words "No Table F." In case of the erroneous omission of this Table the irregularity is equally reported, by means of a verification certificate, to the Office in fault, and must be immediately rectified by that Office.

XXV.—*Closed Mails.*

1. Correspondence exchanged in closed mails between two Offices of the Union, or between an Office of the Union and an Office foreign to the Union, across the territory or by means of the services of one or more Offices, forms the subject of a Statement in conformity with specimen G annexed to the present Regulations, which is prepared according to the following stipulations:—

2. As regards mails from one country of the Union for another country of the Union, the despatching Office of exchange enters in the letter-bill for the receiving Office of exchange the net weight of letters and post-cards and that of other articles, without distinguishing the origin or destination of the correspondence. These entries are verified by the receiving Office, which prepares, at the end of the statistical period, the Statement above mentioned in as many copies as there are Offices interested, including that of the place of despatch.

3. In the four days which follow the close of the statistical operations, the Statements G are transmitted by the Offices of exchange which have prepared them to the Offices of exchange of the Administration indebted, for acceptance by them. The latter Offices, after accepting these Statements, send them to the central Administration to which they are subordinate, and on which falls the duty of distributing them amongst the Offices concerned.

4. As regards closed mails exchanged between a country of the Union and a country foreign to the Union, by the medium of one or more Offices of the Union, the Offices of exchange of the Union country prepare, for each mail despatched or received, a Statement G, which they send to the Office of departure or entry; this latter prepares at the end of the statistical period a general Statement, in as many copies as there are Offices interested, including itself and the Office of the Union which has to pay. One copy of this Statement is sent to the indebted Office and one to each of the Offices which have participated in the conveyance of the mails.

If required by the Offices concerned, the Offices of exchange must distinguish on the letter-bill the origin and destination of such correspondence as is subject to the sea transit charges of 15 francs and 1 franc, to be shared among several Administrations.

5. After each statistical period, those Administrations which have despatched transit mails send a list of such mails to the several Administrations whose services they have used.

6. The mere warehousing, at a port, of closed mails brought by one Packet and intended to go on by another does not involve payment of territorial transit charges to the Post Office of the place where the mails are warehoused.

XXVI.—*Mails exchanged with Ships of War.*

1. The establishment of an exchange of closed mails between a Post Office of the Union and naval divisions or ships of war of the same nationality must be notified, as far as possible in advance, to the intermediate Offices.

2. The address of such mails should be in the following form:—

From the Post Office of . . . .

For { the (nationality) naval division of (name of the division) at . . . .
{ the (nationality) ship (name of the ship) at . . . . . .

or

From the (nationality) naval division of (name of the division) at . . . . .

From the (nationality) ship (name of the ship) at . . . . .

For the Post Office of . . . . . (Country).

3. Mails addressed to or sent from naval divisions or ships of war are forwarded, unless specially addressed as to route, by the most rapid routes, and in the same conditions as mails exchanged between Post Offices.

4. If the ships are not at the place of destination when mails addressed to them arrive there those mails are kept at the Post Office until fetched away by the addressee or re-directed to another place. Re-direction may be demanded either by the Post Office of origin, or by the commanding officer of the naval division or the ship addressed, or, lastly, by a Consul of the same nationality.

5. Such of the mails in question as bear the inscription "To the care of the Consul at . . . ." are delivered at the Consulate of the country of origin. At the request of the Consul they may afterwards be received back into the postal service and re-directed to the place of origin or to another address.

6. Mails addressed to a ship of war are regarded as being in transit up to the time of their delivery to the commanding officer of that ship of war, even when they shall have been originally addressed to the care of a Post Office or to a Consul intrusted with the duty of acting as forwarding agent ; they are not, therefore, regarded as having arrived at their address so long as they shall not have been delivered to the ship of war concerned.

7. It is incumbent on the Administration of the country to which the ships of war belong to prepare Tables G for the mails exchanged. During a statistical period these mails must bear on labels the undermentioned particulars :—

(*a*) Net weight of letters and post-cards ;
(*b*) Net weight of other articles; and
(*c*) Route followed or to be followed.

In a case where a mail addressed to a ship-of-war is re-directed during a statistical period, the re-directing Office informs the Office of the country to which the ship belongs.

XXVII.—*Account of Transit Charges.*

1. The Tables F and G are incorporated in a special account, in which is shown, in francs and centimes, the annual amount of transit payment accruing to each Office by multiplying the totals by 13. In case the multiplier does not correspond with the periodicity of the service, or when a question arises as to exceptional despatches made during the statistical period, the Administrations concerned arrange for the adoption of another multiplier. The duty of preparing this account devolves upon the Office to which payment is due, which transmits it to the indebted Office. The multiplier agreed upon holds good on each occasion for the three years of one and the same statistical period.

2. The payment which results from balancing the reciprocal accounts between two Offices is made in hard cash (francs) by the indebted Office to the Office to which payment is due, by means of bills drawn upon a place in the creditor country at the option of the indebted Office. The costs of payment, including the discount charges, when there happen to be any are borne by the indebted Office.

3. The preparation, transmission, and payment of the accounts of the transit charges pertaining to a particular year must be effected with as little delay as possible, and at the latest before the expiration of the first six months of the following year. In any case, if the Office which has sent the account has not received in that interval any notes of correction, that account is regarded as duly accepted. This stipulation applies equally to uncontested observations made by one Office on the accounts furnished by another. When this term of six months is passed, the amounts due from one Office to another Office are subject to interest at the rate of 5 per cent. per annum, dating from the day of the expiration of the said term.

The payment of transit charges for the first year in each triennial period, and at need for the second year, are made provisionally at the end of such year, on the basis of the previous statistics, subject to an eventual adjustment of the accounts in accordance with the results of the new statistics.

4. Nevertheless the option is reserved to the Offices concerned to make by common consent other arrangements than those which are set forth in the present Article.

XXVIII.—*Exceptions in the Matter of Weight.*

As an exceptional measure it is agreed that States which, by reason of their internal regulations, are unable to adopt the decimal metrical system of weight, have the option of substituting for it the ounce *avoirdupois* (28·3465 grammes), assimilating a half-ounce to 15 grammes and 2 ounces to 50 grammes, and of raising, if needful, the limit of the single rate of postage of newspapers to 4 ounces; but under the express condition that, in the latter case, the postage on newspapers be not less 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper even though several newspapers be included in the same packet.

XXIX.—*Applications for ordinary Articles which have failed to reach their destination.*

1. Every application respecting an ordinary article of correspondence which has failed to reach its destination gives rise to the following procedure :—

(1) A form in conformity with the pattern H annexed hereto is handed to the applicant, who is requested to fill up as exactly as possible the portion which concerns him.
(2) The Office at which the application originates transmits the form direct to the corresponding Office. It is transmitted officially without any written communication.
(3) The corresponding Office causes the form to be handed to the addressee or sender (as the case may be), with the request that particulars on the subject may be furnished.
(4) With these particulars added, the form is sent back officially to the Office which prepared it.
(5) When the application proves to be well founded it is transmitted to the central Administration, in order to serve as a basis for further investigations.
(6) In the absence of any understanding to the contrary, the form is drawn up in French or bears a French translation.

2. Any Administration can demand, by notification addressed to the International Bureau, that the exchange of applications, so far as such Administration is concerned, shall be effected through the medium of the central Administrations or of an Office specially designated.

XXX.—*Withdrawal of Correspondence and Correction of Addresses.*

1. For requests to have correspondence returned or re-directed, as well as for requests to have addresses corrected, the sender must use a form in accordance with the specimen I annexed to the present Regulations. In handing this application to the Post Office the sender must establish his identity and produce the certificate of posting if there be one. The Administration of the country of origin assumes the responsibility in regard to identity, and after its establishment the course is as follows :—

(1) If the request is meant to be sent by post the form, together with a perfect fac-simile of the envelope or address of the missive, is despatched in a registered letter direct to the Office of destination ;

(2) If the request is to be made by telegraph the form is handed over to the telegraph service, which is intrusted with the transmission of its terms to the Office of destination.

2. On receipt of the Form I. or of the telegram taking its place the Office of destination searches for the correspondence in question, and takes such steps as may be necessary.

If, however, the case be one of an alteration of address requested by telegraph, the Office of destination only retains the letter, and awaits the arrival of the necessary fac-simile before complying with the request.

If the search is fruitless, or if the article has already been delivered to the addressee, or if the request by telegraph is not so explicit that the article indicated can be recognised with certainty, the fact is at once communicated to the Office of origin, which informs the applicant accordingly.

3. In the absence of any understanding to the contrary, Form I. is drawn up in French, or bears a sublineary translation in that language ; and in case the telegraph is used, the telegram is sent in French.

4. A simple correction of address (without modification of the name or description of the addressee) can also be claimed directly from the delivering Office—that is to say, without fulfilling the formalities prescribed for the alteration of address properly so-called.

5. Any Administration can require, by notification addressed to the International Bureau, that the exchange of applications, so far as such Administration is concerned, shall be effected through the medium of the central Administrations or of an Office specially designated.

In cases where the exchange of applications is effected through the medium of the central Administrations, requests sent directly by the Offices of origin to the Offices of destination must be taken into account to the extent that the correspondence concerned shall be withheld from delivery until the arrival of the application from the central Administration.

The Administrations which avail themselves of the option accorded by the first paragraph of the present clause bear the charges involved by the transmission, in their inland service, by post or by telegraph, of the communications to be exchanged with the delivering office.

XXXI.—*Use of Postage Stamps presumed to be fraudulent for the prepayment of Postage.*

1. Subject to the regulations laid down by the laws of each country, even in cases where this reservation is not expressly stipulated in the provisions of the present Article, the undermentioned procedure is followed for detecting the use of fraudulent postage stamps for the prepayment of postage :—

(*a*) When the presence of a fraudulent postage stamp (counterfeit or already used) on any article whatever is detected at the time of despatch by the Post Office of a country whose law does not require the immediate seizure of the article, the stamp is not altered in any way, and the article, enclosed in an envelope addressed to the delivering Office, is forwarded officially registered.

(*b*) This formality is notified without delay to the Administrations of the countries of origin and destination by means of an advice in conformity with specimen K annexed to the present Regulations. A copy of that advice is, moreover, transmitted to the delivering Office in the envelope which encloses the article bearing the supposed fraudulent postage stamp.

(*c*) In order to establish the contravention, recourse is had to the addressee.

The delivery of the article takes place only in case the addressee or his representative consents to make known the name and address of the sender, and to place at the disposal of the Post Office, after having taken cognizance of the contents, the entire article, if it is inseparable from the offence itself, or else the part of the article (envelope, wrapper, portion of letter, &c.) which contains the address and the stamp stated to be fraudulent.

(*d*) The result of the representations made is set forth in a formal report in conformity with the specimen L annexed to the present Regulations, in which report are recorded the incidents that have happened, such as failure to appear, refusal to receive the article or to open it, or to make known the sender, &c. This document is signed by the postal official and by the addressee of the article or his representative ; if the latter refuses to sign, the refusal is recorded in place of the signature.

The formal report is transmitted, with the relative vouchers, through the medium of the Administration of the country of destination, to the Postal Administration of the country of origin, which, with the aid of those documents, takes proceedings, if necessary, to repress the infringement, according to its internal laws.

XXXII.—*Division of the Expenses of the International Bureau.*

1. The ordinary expenses of the International Bureau must not exceed the sum of 125,000 francs annually, irrespective of the special expenses to which the meeting of a Congress or of a Conference gives rise.

2. The Swiss Postal Administration supervises the expenses of the International Bureau, makes the necessary advances, and prepares the annual account, which is communicated to all the other Administrations.

3. For the apportionment of the expenses, the countries of the Union are divided into seven classes, each contributing in the proportion of a certain number of units ; viz.—

1st class	25	units.
2nd ,,	20	,,
3rd ,,	15	,,
4th ,,	10	,,
5th ,,	5	,,
6th ,,	3	,,
7th ,,	1	,,

4. These co-efficients are multiplied by the number of countries of each class, and the total of the products thus obtained furnishes the number of units by which the whole expense is to be divided. The quotient gives the amount of the unit of expense.

5. The countries of the Union are classified as follows, in view of the division of expenses :—

1st class : Germany, Austria-Hungary, United States of America, France, Great Britain, British India, British Colonies of Australasia, the whole of the other British Colonies and Protectorates (except Canada), Italy, Russia, Turkey.

2nd class : Spain.

3rd class : Belgium, Brazil, Canada, Egypt, Japan, Netherlands, Roumania, Sweden, Spanish Colonies or Provinces beyond sea, French Colonies, Dutch East Indies.

4th class : Denmark, Norway, Portugal, Switzerland, Portuguese Colonies.

5th class : Argentine Republic, Bulgaria, Chili, Colombia, Greece, Mexico, Peru, Servia, Tunis.

6th class : Bolivia, Costa Rica, Dominican Republic, Ecuador, German Protectorates, Guatemala, Hayti, Republic of Honduras, Luxemberg, Nicaragua, Paraguay, Persia, Salvador, Kingdom of Siam, Uruguay, Venezuela, Danish Colonies, Colony of Curaçoa (or Dutch West Indies), Colony of Surinam (or German Dutch Guiana).

7th class : Congo Free State, Hawaii, Liberia, Montenegro.

XXXIII.—*Communications to be addressed to the International Bureau.*

1. The International Bureau serves as the medium for regular notifications of a general kind concerning international relations.

2. The Administrations belonging to the Union must communicate to each other specially through the medium of the International Bureau ;—

(1.) The particulars of the surcharges which, by virtue of Article V. of the Convention, they levy in addition to the Union rate, whether for sea postage or for expenses of extraordinary conveyance, as well as a list of the countries in relation to which these surcharges are levied, and, if needful, the designation of the routes giving rise to the surcharges :

(2.) Five complete sets of their postage stamps :

(3.) Notice whether they mean to use the option left to Administrations to apply or not to apply certain general stipulations of the Convention and the present Regulations.

3. Every modification adopted hereafter, in regard to one or other of the three points above-mentioned, must be notified without delay in the same manner.

4. The International Bureau receives besides from all the Administrations of the Union two copies of all the documents which they publish, whether relating to the inland service or to the international service.

5. Correspondence addressed by the Administrations of the Union to the International Bureau, and *vice versâ*, is assimilated, as regards freedom from postage, to correspondence exchanged between Administrations.

XXXIV.—*General Statistics.*

1. Every Administration sends to the International Bureau at the end of the month of July in each year, as complete a series as possible of statistical returns relating to the preceding year, arranged in Tables in conformity with or analogous to the patterns M and N annexed.

2. Those services in which each transaction is recorded are dealt with in periodical statements based upon the entries made.

3. All other transactions are counted during one week at least for daily exchanges and during four weeks for exchanges other than daily, each Administration having the option of counting separately the correspondence belonging to each category.

4. To each Administration is reserved the right of counting the correspondence at those periods in which the postal business approaches most nearly to the average.

5. To the International Bureau is intrusted the duty of printing and distributing the statistical forms to be filled up by each Administration, and of furnishing to any Administration on application all necessary information as to the rules to be followed, in order to iusure as far as possible uniformity of practice in taking the statistics.

XXXV.—*Duties of the International Bureau.*

1. The International Bureau prepares general statistics for each year.

2. It publishes, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

3. All the documents published by the International Bureau are distributed to the Administrations of the Union, in the proportion of the number of contributing units assigned to each by the foregoing Article XXXII.

4. Any additional copies and documents which may be applied for by these Administrations are paid for separately at prime cost.

5. The International Bureau must, moreover, hold itself always at the disposal of the members of the Union for the purpose of furnishing them with any special information they may require upon questions relating to the international postal service.

6. The International Bureau makes known demands for the modification or interpretation of the stipulations which regulate the Union. It notifies the results of each application, and no modification or resolution adopted is binding until two months at least after its notification.

7. The International Bureau effects the balance and liquidation of accounts of every description between the Administrations of the Union which declare their wish to use that Bureau as a medium under the conditions laid down by Article XXXVI. following.

8. The International Bureau prepares the business to be submitted to Congresses or Conferences. It undertakes the necessary copying and printing, the editing amd distribution of amendments, minutes of proceedings, and other information.

9. The Director of the International Bureau attends the sittings of the Congresses or Conferences, and takes part in the discussions, but without the power of voting.

10. On the subject of his proceedings he makes an annual report, which is communicated to all the Administrations of the Union.

11. The official language of the International Bureau is the French language.

12. It is the duty of the International Bureau to publish an alphabetical dictionary of all the Post Offices of the world, with special indications of such of those Offices as undertake services which have no yet become general. That dictionary is kept up to date by means of supplements or in any other manner which the International Bureau shall consider suitable.

The dictionary mentioned in the present paragraph is delivered at prime cost to the Administrations which apply for it.

XXXVI.—*Central Office of Accounting and Liquidation of Accounts between the Administrations of the Union.*

1. It is the duty of the International Bureau of the Universal Postal Union to effect the balance and liquidation of accounts of every deseription relative to the international postal service between Administrations of countries of the Union which have the franc for their monetary unit, or which are agreed on the rate of conversion of their money into francs and centimes (specie).

The Administrations which intend to claim for this service of liquidation the assistance of the International Bureau arrange accordingly with each other and with the Bureau.

Notwithstanding its adhesion each Administration retains the right of preparing at will special accounts for different branches of the service, and of effecting the settlement of them at its own convenience with the coresponding Administrations, without employing the medium of the International Bureau, to which, according to the tenor of the preceding paragraph, it merely indicates for what branches of the service and in respect of what countries it applies for the help of the Bureau.

At the request of the Administrations concerned, telegraph accounts can also be notified to the International Bureau, to be included in the setting off of balances.

Administrations which shall have used the medium of the International Bureau for the balancing and liquidation of accounts may cease to use that medium three months after giving notice to the said Bureau to that effect.

2. After having checked and accepted their accounts, the Administrations furnish to each other reciprocally acknowledgments of their Debit, made out in francs and centimes, stating therein the nature, the period, and the result of the account.

3. Each Administration addresses monthly to the International Bureau a table showing the total Credit due to it on the individual accounts, as well as the total of the sums which are due to it from each of the contracting Administrations; each credit appearing in this table must be substantiated by an acknowledgment from the indebted Office.

This table should reach the International Bureau not later than the 19th of each month; otherwise its liquidation is liable to be deferred until the following month.

4. The International Bureau ascertains, by comparing the acknowledgments, if the tables are correct. Every correction that is necessary is notified to the Offices concerned.

The Debit of each Administration to another is carried forward into a summary; and in order to arrive at the total amount owing by each Administration, it suffices to add up the different columns of this summary.

5. The International Bureau combines the tables and the summaries in one general balance sheet showing—

(*a*) The total of the Debit and of the Credit of each Administration;
(*b*) The balance against or in favour of each Administration, representing the difference between the total of the Debit and the total of the Credit;
(*c*) The sums to be paid by some of the members of the Union to a single Administration, or, reciprocally, the sums to be paid by the latter to the former.

The totals of the two categories of balances under (*a*) and (*b*) must of necessity be equal.

It shall be arranged as far as possible that each Administration, in order to liquidate its debts, shall have to make only one or two distinct payments.

Nevertheless, an Administration which habitually finds a sum exceeding 50,000 francs due to it from another Administration has the right to claim remittances on account.

These remittances on account are entered, both by the creditor Administration and by the debtor Administration, at the foot of the tables to be forwarded to the International Bureau (see § 3).

6. The acknowledgments (see § 3) transmitted to the International Bureau with the tables are classified according to the different Administrations.

They serve as the basis for settling the accounts of each of the Administrations concerned. In this settlement there should appear—

(*a*) The sums relating to the special accounts concerning the different exchanges;
(*b*) The total of the sums resulting from all the special accounts with respect to each of the Administrations concerned;
(*c*) The totals of the sum due to all the creditor Administrations on account of each branch of the service, as well as their general total.

This total should be equal to the total of the Debit which appears in the summary.

At the foot of the liquidation account, the balance is prepared between the total of the Debit and the total of the Credit resulting from the tables forwarded by the Administrations to the International Bureau (see § 3). The net amount of the Debit or of the Credit should be equal to the debit balance or to the credit balance carried into the general balance-sheet. Moreover, the liquidation account determines the manner of settlement—that is to say, it indicates the Administrations to which payment must be made by the Administration indebted.

The liquidation accounts must be transmitted to the Administrations interested by the International Bureau not later than the 22nd of each month.

7. Debit or credit balances not exceeding 500 francs can be carried forward to the settlement of the following month, provided, however, that the Administrations concerned are in monthly communication with the International Bureau. The amount brought forward is entered in the summaries and in the liquidation accounts in respect of the creditor and debtor Administrations. The debtor Administration furnishes in such case to the creditor Administration an acknowledgment of the sum due, to be carried into the next table.

XXXVII.—*Language.*

1. The letter-bills, tables, statements, and other forms used by the Administrations of the Union in their reciprocal relations must, as a general rule, be drawn up in the French language, unless the Administrations concerned arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things is maintained, unless any other arrangement should subsequently be agreed upon by common consent between the Administrations concerned.

XXXVIII.—*Scope of the Union.*

The following are considered as belonging to the Universal Postal Union :—

(1.) The German Post Offices established at Apia (Samoa Islands) and Shanghai (China), as subordinate to the Postal Administrations of Germany.

(2.) The Principality of Lichtenstein, as subordinate to the Postal Administration of Austria.

(3.) Iceland and the Faröe Islands, as forming part of Denmark.

(4.) The Spanish possessions on the North Coast of Africa, as forming part of Spain ; the Republic of Andorra, and the postal establishments of Spain upon the West Coast of Morocco, as subordinate to the Postal Administration of Spain.

(5.) Algeria, as forming part of France ; the Principality of Monaco and the French Post Offices established at Tangiers (Morocco), at Shanghai (China), and at Zanzibar, as subordinate to the Postal Administration of France ; Cambodia, Annam, and Tonquin, as assimilated, so far as regards the postal service, to the French Colony of Cochin China.

(6.) The postal agencies which the Postal Administration of Gibraltar maintains at Tangiers, Laraiche, Rabat, Casablanca, Saffi, Mazagan, and Mogador (Morocco).

(7.) The Post Offices which the Administration of the English Colony of Hong Kong maintains at Hoihow (Kiung-Schow), Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China).

(8.) The Indian postal establishments of Aden, Zanzibar, Muscat, the Persian Gulf, and Guadur, as subordinate to the Postal Administration of British India.

(9.) The Republic of St. Marino and the Italian Post Offices at Tunis and Tripoli in Barbary, as subordinate to the Postal Administration of Italy.

(10.) The Post Offices which the Japanese Administration has established at Shanghai (China), Fusanpo, Genzanshin, and Jinsen (Corea).

(11.) The Grand Duchy of Finland, as forming an integral part of the Empire of Russia.

XXXIX.—*Proposals made in the interval between Meetings.*

1. In the interval which elapses between the meetings, the Postal Administration of every country of the Union has the right of addressing to the other participating Administrations, through the medium of the International Bureau, proposals concerning the present Regulations.

2. Every proposal is subject to the following procedure :—

A period of five months is allowed to the Administrations of the Union to examine the proposals and furnish to the International Bureau their observations, amendments, or counter-proposals (as the case may be). The answers are tabulated by the International Bureau, and communicated to the Administrations with an invitation to express their views. The Administrations which have not declared their votes within a period of six months, counting from the date of the second circular of the International Bureau notifying to them the observations made, are regarded as abstaining.

3. In order to become binding, the proposals must obtain—

(1.) Unanimity of votes, if they relate to the addition of new articles or to the modification of the stipulations of the present Article and of Articles III., IV., V., XII., XXVII., XXX., XXXI., and XL. ;

(2.) Two-thirds of the votes, if they relate to the modification of the stipulations of Articles I., II., VIII., IX., XI., XIV., XV., XVI., XVIII., XIX., XX., XXI., XXIII., XXIV., XXV., XXVI., XXVIII., XXXIV., XXXVI., XXXVII., and XXXVIII.;

(3.) Simply an absolute majority, if they relate to the modification of stipulations other than those indicated above, or to the interpretation of the various stipulations of the Regulations, except in the case of litigation as contemplated by Article XXIII. of the Convention.

4. Resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least two months after its notification.

XL.—*Duration of the Regulations.*

The present Regulations shall be put into execution on the day on which the Convention of the 4th July, 1891, comes into force. They shall have the same duration as that Convention, unless they be renewed by common consent between the parties concerned.

Done at Vienna, the 4th of July, 1891.

For Germany and the German Protectorates	DR. V. STEPHAN. SACHSE. FRITSCH.
„ the United States of America	N. M. BROOKS. WILLIAM POTTER.
„ the Argentine Republic	CARLOS CALVO.
„ Austria	OBENTRAUT. DR. HOFMANN. DR. LILIENAU. HABBERGER.
Hungary	P. HEIM. S. SCHRIMPF.
„ Belgium	LICHTERVELDE.
„ Bolivia	
„ Brazil	LUIZ BETIM PAES LEME.
„ Bulgaria	P. M. MATTHEEFF.
„ Chili	
„ the Republic of Columbia	G. MICHELSEN.
„ Congo Free State	STASSIN. LICHTERVELDE. GARANT. DE CRAENE.
„ the Republic of Costa Rica	
„ Denmark and the Danish Colonies	LUND.
„ the Dominican Republic	
„ Egypt	Y. SABA.
„ Ecuador	
„ Spain and the Spanish Colonies	FREDERICO BAS.
„ France	MONTMARIN. J. DE SELVES. ANSAULT.
„ the French Colonies	G. GABRIE.
„ Great Britain and various British Colonies	S. A. BLACKWOOD. H. BUXTON FORMAN.
„ the British Colonies of Australasia	
„ Canada	
„ British India	H. M. KISCH.
„ Greece	J. GEORGANTAS.
„ Guatemala	DR. GOTTHELF MEYER.
„ the Republic of Hayti	
„ the Kingdom of Hawaii	EUGENE BOREL.
„ the Republic of Honduras	
„ Italy	EMIDIO CHIARADIA. FELICE SALIVETTO.
„ Japan	IFDO. FUJITA.
„ the Republic of Liberia	BN. DE STEIN. W. KOENTZER. C. GOEDELT.
„ Luxemburg	MONGENAST.
„ Mexico	L. BRETON Y VEDRA.
„ Montenegro	OBENTRAUT. DR. HOFMANN. DR. LILIENAU. HABBERGER.
„ Nicaragua	
„ Norway	THB. HEYERDAHL.
„ Paraguay	
„ the Netherlands	HOFSTEDE. BARON VAN DER FELTZ.
„ the Dutch Colonies	JOHS. J. PERK.
„ Peru	D. C. URREA.
„ Persia	GENL. N. SEMINO.
„ Portugal and the Portuguese Colonies	GUELHERMINO AUGUSTO DE BARROS.
„ Roumania	COLONEL A. GORJEAN. S. DIMITRESCU.
„ Russia	GENERAL DE BESAK. A. SKALOVSKY.
„ Salvador	LOUIS KEHLMANN.

For Servia	SVETOZAR J. GVOZDITCH. ET. W. POPOVITCH.
„ the Kingdom of Siam	LUANG SURIYA NUVATR. H. KEUCHENIUS.
„ the South African Republic	
„ Sweden	E. VON KRUSENSTJERNA.
„ Switzerland	ED. HÖHN. C. DELESSERT.
„ the Regency of Tunis	MONTMARIN.
„ Turkey	E. PETACCI. A. FAHRI.
„ Uruguay	FEDERICO SUSVIELA GUARCH. JOSE G. BUSTO.
„ the United States of Venezuela	CARLOS MATZENAUER.

The I. and R. Minister of Foreign Affairs certifies that this is a correct copy of the original deposited in the archives of the department.

Vienna, 7th July, 1891.

The Director of the Chancellerie of the I. and R. Minister of Foreign Affairs.

(Signed) MITTAG.

A.

Timbre d'affranchissement.

Stamp of the value of 2½d. to be affixed here.

Administration de la

Post Office of Victoria.

AVIS DE RECEPTION

Acknowledgment of Delivery

d'un objet recommandé adressé à / of a Registered Article addressed to } M _____

_____

Timbre du Bureau d'origine.

Stamp of Office of origin.

Le soussigné declare qu'un objet recommandé a l'adresse susmentionnée

The undersigned acknowledges that a Registered Article addressed as above

et provenant de* / and sent by* } M _____

_____

a été dûment livré le _____ 189

Timbre du Bureau distributeur.

Stamp of Delivering Office.

was duly delivered the _____ 189

Signature† du destinataire of the addressee

Signature† du Chef du Bureau distributeur. of the Chief of the Delivering Office.

---

* Le nom et l'addresse complète de l'expéditeur de l'objet recommandé doivent être inscrits sur cette feuille par le Bureau d'origine.

* The name and full address of the sender of the Registered Article must be entered in this form at the Issuing Office.

† Cet avis doit être signé par le destinataire, ou, si les règlements du pays de destination le permettent, par le Chef du Bureau distributeur, puis être mis sous enveloppe et renvoyé sous recommandation par le premier courrier.

† This acknowledgment must be signed by the addressee, or, if the postal regulations of the Country of destination permit, by the Postmaster of the Delivering Office. It should then be enclosed in an envelope and returned, registered, by first Mail, to the Office of origin.

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B.

ADMINISTRATION DES POSTES DE LA VICTORIA.

CORRESPONDANCE AVEC L'OFFICE DE _____

FEUILLE D'AVIS.

Dépêche du bureau d'échange britannique de _____

(Timbre du bureau expéditeur.)

pour le bureau d'échange _____

(Timbre du bureau destinataire.)

Départ du _____ 189__, à h__ m. du _____

Arrivée le _____ 189__, à, __h__ m. du _____

I.—Envois Recommandés.

Nombre des objets recommandés _____

II.—Dépêches Closes.

Bureau d'origine.	Bureau de destination.	Nombre des dépêches closes.		Bureau d'origine.	Bureau de destination.	Nombre des dépêches closes.	
		En dehors.	En-trante.			En dehors.	En-trante.

OBSERVATIONS.

L'employé du bureau expéditeur, _____

L'employé du bureau destinataire, _____

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C.

ADMINISTRATION DES
POSTES DE LA VICTORIA.

CORRESPONDANCE AVEC L'OFFICE
D_____

BULLETIN DE VÉRIFICATION.

Pour la rectification et la constatation des erreurs et irrégularités de toute nature reconnues dans la dépêche du bureau d'échange d_____ pour le bureau d'échange d_____

Expédition du _____ 189__, *à* _____ *h.* _____ *m. du* _____

Erreurs ou Irrégularités Diverses.

(Manque de la dépêche, manque d'objets recommandés ou de la feuille d'avis, dépêche spoliée, lacérée, ou en mauvais état, etc.)

ERREURS DE COMPTE DANS LA STATISTIQUE.

Numéros distinctifs des tableaux erronés.	Designation des correspondances ou dépêches sur lesquelles porte l'erreur.	Déclaration du bureau d'échange expéditeur.	Vérification du bureau d'échange destinataire.	Causes de la rectification.

Vu et accepté

A _____ le _____ 189__.

Les employés du bureau d'échange destinataire.

A _____ le _____ 189__.

Le Chef du bureau d'échange expéditeur.

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Appendix E.

General Post Office, London, 18th December, 1891.

Col. No. 318 R.

Sir,

I beg leave to send herewith for your information a copy of a circular which has been prepared by this Department for the guidance of the British Colonies which it represents in the affairs of the Postal Union, with the view of bringing to their notice in a convenient form the principal changes of practice which will be necessary when the Convention of Vienna, and the detailed regulations for its execution, come into force on the 1st of July, 1892.

Although this circular would not, in the ordinary course, be sent hence to the Australasian Colonies, which, like India and Canada, are regarded as separate states in the affairs of the Union, it is thought that the circular may be useful to the Australasian Post Offices as a summary of the principal changes agreed to at Vienna, and it is hoped that the particulars given may be of some assistance to your Office.

I am, &c.

EDW. H. REA.

The Postmaster-General, Sydney.

[Circular.] *General Post Office, London, 18th December*, 1891.

Sir,

I send herewith for your information copies of the new Convention, Final Protocal, and Detailed Regulations, signed on the 4th of July, 1891, at the close of the recent Congress of the Universal Postal Union held at Vienna.

In regard to the leading features of the Postal Union no change of principle has been introduced; and some of the alterations made merely give formal effect to changes already in force, as the result of votes taken by means of circulars from the International Bureau.

It may, however, be useful to call your attention to the several changes of practice which will be necessary when the Convention of Vienna, and the detailed regulations for its execution, come into force on the 1st of July, 1892.

On reference first to the Convention itself, it will be seen that the changes of practice involved are as follows :—

1. By the omission of the second paragraph of Article 2 of the Convention of Paris, as modified at Lisbon, the issue of reply-paid post-cards by every country of the Union will become obligatory. — Art. 2.
2. Unpaid post-cards (such as post-cards posted in one country bearing the stamps of another country) are to be treated as unpaid letters. — Art. 5.
3. Countries electing to levy the sea surtax must levy it uniformly on correspondence sent to all destinations in identical conditions. Attention is called to the foot-note at page 6.
4. The limits of size for sample packets are to be extended, with the option to arrange for an increased limit of weight.
5. The limits of size for book packets in the form of a roll are to be extended.
6. The maximum registration fee of 50 centimes chargeable in countries outside Europe, although not specified in the new Convention, will still be permitted temporarily under the Final Protocol (paragraph 1). — Art. 6.
7. The new Article 7 does not at present concern the British Empire, as it is not in contemplation to take part in the "reimbursement," or trade charges collection system. — Art. 7.
8. For registered articles addressed to the Poste Restante, responsibility is to cease on delivery to a person who, according to local regulations, shall have satisfied the office of destination that his name and description are those on the letter. — Art. 8.
9. If the office responsible for the loss of a registered article notifies the office of origin not to pay the indemnity, any expenses consequent on non-payment must be met by the country sending such notification.
10. In cases of loss where the blame cannot be localised, transit countries, as well as the countries of origin and destination, are to share in the cost of indemnifying the sender or the addressee.
11. Although not specified in the new Convention, it is still provided by the Final Protocol (paragraph 2) that countries whose legislation does not admit the principle of responsibility for loss may adjourn the acceptance of the obligations imposed by the Convention in regard to indemnities for the loss of registered articles.
12. The posting of letters on board Mail Packets on the high seas, or in port, has been regularised in such a way that it will be allowable to prepay them by means of stamps of the country to which the packet, or the port, as the case may be, belongs. — Art. 11.
13. Unpaid and insufficiently prepaid correspondence, when not deliverable in the country of destination, will be chargeable, on return to the country of origin, with the postage which has not been recovered from the addressee. — Art. 14.
14. The new Article 15 provides for the exchange of closed mails with ships of war on foreign stations. — Art. 15.
15. Article 16 contains a list of articles not allowed to be sent by post, including some not specified in the Convention of Paris. — Art. 16.

Art. 17. 16. The new Article 17 establishes on a simple and sound basis the relations of Union countries with each other in regard to correspondence originating in or addressed to countries outside the Union. The complex and troublesome system of piece accounting for the transit of such correspondence will give place to the simple Union system of accounting by weight on the basis of triennial statistics; and uniform rates will be chargeable for the sea conveyance of correspondence outside the limits of the Union.

Art. 18. 17. By the new Article 18 the contracting parties undertake to adopt, or to propose to their respective Legislatures, the necessary measures for punishing the fraudulent use of forged stamps or of stamps which have been used before and cleaned.

The changes of practice involved in the detailed Regulations are as follows :—

Art. 5. 1. The new brief Article 5 is the complement of the new Article 17 in the Convention. The application of the Union system of accounting to non-union correspondence will admit of the abolition of Table C.

Art. 6. 2. Letters originating in Union countries are to be stamped by the delivering officer on the back, and postcards on the face.

Art. 7. 3. Correspondence posted on board Mail Packets is to be stamped by the Postal Agent on board, or if there be no Agent, by the Post Office which first receives the correspondence.

4. The disappearance of paragraph 3, Article 7, of the detailed Regulations appended to the Paris Convention is consequent on the provisions of the new Article 17 of the Vienna Convention respecting non-union correspondence.

Art. 9. 5. A change of practice is to be adopted in regard to acknowledgments of the delivery of registered articles. The despatching Office will not make out a form, but will indicate on the registered article (in the manner specified in paragraph 1, Article 9) that an acknowledgment of delivery has been paid for; and the delivering Office will make out the form and send it to the Office of origin when signed.

Art. 10. 6. The Letter Bill (Feuille d'avis), which was Form A. under the Paris Convention, will be Form B. under the Vienna Convention. Letter Bills are to be placed in coloured envelopes distinctly marked "Feuille d'avis" (Letter Bill).

7. Verification Certificates and other official communications are to be entered in the part of the Letter Bill headed "Recommendations d'Office" (Official Registrations).

8. When a separate Registered Letter List is forwarded, the total number of registered articles inscribed on such list, and the number of packets or bags containing them, must be entered on the Letter Bill.

Art. 11. 9. The special envelope containing the Letter Bill is to be tied with a string (across and across) to the outside of the packet of registered articles.

10. Special directions are given as to advising and making up any registered articles which may be sent outside the special packet or bag of such articles, and among the ordinary correspondence contained in the Mail.

Art. 12. 11. It is provided that if the repayment of an indemnity by the responsible Office to the Office which has paid the sender gives rise to expenses (of remittance), they shall be borne by the responsible Office.

Art. 13. 12. The new Regulation set forth in paragraph 4, Article 13, as to marking bags or packets of articles sent by "express," does not at present concern the British Empire.

13. When paper labels are used for addressing Mails, they must be stuck on blocks.

14. No International Mail-bag must exceed 40 kilogrammes in weight.

Art. 14. 15. Certain provisions are made for repacking damaged Mails, and verifying the contents if necessary.

16. When a Verification Certificate (Bulletin de Verification, Form B. under Paris Convention, but Form C. under Vienna Convention) is sent by the delivering Office to the despatching Office, a duplicate is to be sent to the Administration to which the latter is subordinate.

17. When a damaged Mail is repacked, a copy of any Verification Certificate relating to it is to be enclosed in it.

18. The new paragraph 7 of Article 14 is the complement of paragraph 6 Article 8 of the Convention, referred to above in paragraph 10, page 2.

Art. 15. 19. The new plan of marking registered articles, being optional, will not at present be adopted by this Department; and it is not thought desirable that it should be adopted in the colonies.

20. Paragraph 4, Article 15, relating to registered articles marked with trade charges does not concern the British Empire.

21. Registered articles, if received (by any chance) unpaid or insufficiently paid, are to be delivered without charge, and the attention of the despatching Office should be called to the matter.

Art. 16. 22. On the front of Post-cards may appear postage stamps, postal directions (such as "registered," "acknowledgment of delivery," &c."), and the name and address of the recipient in writing, or on a gummed label.

23. The sender may indicate his name and address either on the front or on the back of Post-cards, in writing or by means of a hand-stamp, or any typographical process, but not by means of a label.

24. Engravings of the character of advertisements may be printed on the back of Post-cards, but must not be printed separately and stuck on.

25. The sender may indicate his name and address on the front of the reply half of a double Post-card, either in writing or by gumming a label on to it.

26. The prepayment of the reply half by means of the postage stamp of the country of origin only holds good if the reply half be sent to that country; otherwise it is charged as an unpaid letter.

27. Post-cards not fulfilling the prescribed conditions, as regards size, form, &c., are to be treated as letters.

28. The revision of the Regulations as to printed matter, &c., leaves them a little less stringent than before. They still forbid, in general terms, the transmission by Book-post of communications having the character of an actual and personal correspondence; but certain exceptions are made, such as those in favour of printed visiting cards bearing either the written address or title of the sender, or conventional initials, such as "P.P.C.," and in favour also of printed circulars bearing manuscript corrections and insertions as to names of commercial travellers, dates of their journey, dates of departure of ships, names of persons invited to meetings, and place, date, and agenda of the meetings, &c., &c. Art. 18.

29. The option accorded to Administrations of exchanging with each other, by common consent, packets containing liquids, oils, &c., and live bees, will not affect the British Empire. Such articles will not, of course, under any circumstances, be allowed to pass through the post to or from any British Colony. Art. 19.

30. Undelivered letters, &c., before being returned to the country of origin, are to be kept for two months in the case of countries comparatively close together, and for six months in the case of countries separated by the ocean, in each case not counting the month of arrival. Art. 22.

31. The reasons for non-delivery are to be indicated upon returned correspondence by means of hand-stamps or labels.

32. The periodical statistics are to apply to non-Union correspondence as well as to Union correspondence. Art. 23.

33. When an important alteration takes place in the flow of correspondence, affecting a period of six months or more, the intermediate Offices may arrange with each other to share the transit charges proportionately.

34. The Table E. referred to in this Article corresponds with the Table D. mentioned in the detailed Regulations appended to the Paris Convention. The weight both of Union and of non-Union correspondence sent *à découvert* must be entered, during a statistical period, on Form F. (formerly Form E). Art. 24.

35. The weight of closed Mails exchanged with Union or non-Union countries must be entered, during a statistical period, on Form G. (formerly Form F). Art. 25.

36. The new Article 26 is the complement of the new Article 15 in the Convention, providing for the exchange of closed Mails with ships of war on foreign stations. Art. 26.

37. The multiplier, which any two Administrations agree to apply to the statistics for the purpose of regulating their reciprocal accounts will hold good for the whole period of three years covered by the relative statistics. Art. 27.

38. Bills of Exchange in payment of balances due may be drawn on any place in the creditor country at the option of the debtor country. Expenses of payment, including discount charges, if there happen to be any, are borne by the indebted Office.

39. Article 30 does not concern the British Empire. Art. 30.

40. The new Article 31 is the complement of the new Article 18 in the Convention respecting the adoption of measures for punishing postage stamp frauds. Art. 31.

41. The authorised maximum for the annual expenses of the International Bureau will be raised from 100,000 to 125,000 francs. Art. 32.

42. Five complete sets of specimens of postage stamps, &c, are to be distributed. In future, therefore, whenever new stamps, post cards, wrappers, or stamped envelopes are issued, 581 specimens, instead of 351, should be sent to the Imperial Post Office for distribution through the International Bureau. Art. 33.

43. The International Bureau is to publish a dictionary of all the Post Offices in the world, specifying the services performed by each Office. Administrations requiring copies are to be supplied with them at cost price. Art. 35.

44. Under the new Article 36 Postal Administrations may use the International Bureau as a medium for the settlement of any or all of their accounts with each other. Art. 36.

All Postage and Money Order Accounts between the Imperial Post Office and the Post Offices of British Colonies will continue to be settled directly between the Offices concerned, as at present; but the Post Offices of British Colonies will be at liberty to settle their accounts with foreign Post Offices through the medium of the International Bureau, if they wish to do so.

I am, Sir,

Your obedient Servant,

S. A. BLACKWOOD, *Secretary.*

Appendix F.

General Post Office, London, 12th February, 1892.

Sir,

As you are aware, the present Postal Union limits of size for sample packets are 20 centimetres (8 inches) in length, 10 centimetres (4 inches) in width, and 5 centimetres (2 inches) in depth, while the limit of weight prescribed is 250 grammes (8 ounces).

Under the Convention of Vienna the limits of size will be extended from the 1st of July next to 30 centimetres (12 inches) in length, 20 centimetres (8 inches) in width, and 10 centimetres (4 inches) in depth, with the option of increasing the limit of weight by mutual agreement between the countries concerned.

To sample packets exchanged between the United Kingdom and the Australasian Colonies the limits of size and weight prescribed by the Postal Union Regulations should, in strictness, be applied, as they must of course be applied to such packets exchanged between Australasia and foreign countries in the Union; but, in the interests of the trade and commerce both of the mother country and of the Australasian Colonies, and for the convenience of the public, it seems to this Department highly desirable not to withhold from transmission sample packets posted in the United Kingdom for Australasia, or *vice versâ*, merely because they happen to exceed the Union limits of size and weight, provided that they do not exceed those in force before the entry of the Australasian Colonies into the Union.

It is therefore proposed still to send sample packets forward if they do not exceed the limits of 2 feet in length, 1 foot in width or depth, and 5 lbs. in weight.

This Department already allows such packets to go forward when addressed to other British Colonies in the Postal Union.

It is hoped that, so far as the Colony is concerned, there will be no objection to this course, and that your office will on its side permit similar packets to go forward in the direct Mails to the United Kingdom.

I should add that it is not proposed here to issue any general notice to the public on the subject, but simply to allow the packets in question to pass if posted, so as to avoid as far as possible any practical disadvantage to the public through the adhesion of the Australasian Colonies to the Union.

I am,

Sir,

Your obedient Servant,

H. BUXTON FORMAN, for the Secretary.

The Postmaster-General, Hobart.

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APPENDIX G.

DRAFT OF AUSTRALASIAN POSTAL CONVENTION SUBMITTED TO THE CONFERENCE BY HEADS OF DEPARTMENTS.

AGREEMENT regulating the Exchange of Correspondence between the Australasian Colonies.

Article 1.

THERE shall be an exchange of correspondence between the Australasian Colonies, one with the other, comprising letters, letter-cards, post-cards, newspapers, printed matter of every kind, packets, as per definition appended to Article 11, parcels and such other postal articles as may be mutually agreed upon, originating in any one Colony and addressed to and deliverable in another.

Article 2.

The rates of postage to be collected in each Colony on intercolonial correspondence shall be as follows, viz :—

Letters ..... 2*d.* per ½ oz.
Letter-cards ..... 1*s.* 3*d.* per doz., face value 1*d.*
Post-cards ..... 1*d.* each.
Reply-cards ..... 2*d.* each.
Books not exceeding 4 oz. ..... 1*d.*
And for every additional 4 oz. or portion of 4 oz. (up to 3 lb.).. 1*d.*
Packets not exceeding 2 oz. ..... 1*d.*
And for every additional 2 oz. or fraction of 2 oz. (up to 1 lb.)... 1*d.*
Newspapers, as hereinafter defined, not exceeding 10 oz. in weight, ½*d.* each, and if over 10 oz., ½*d.* for each additional 10 oz., or fraction thereof.
Newspapers—Bulk parcels of newspapers of the same issue, posted by the publisher or newsvendor, and which have been registered or accepted by the Postmaster-General, 1*d.* per lb.; no parcel containing less than four newspapers to pass at bulk rates.
Registration fee, 3*d.* in addition to ordinary postage. Acknowledgment of receipt, 2½*d.*
Parcel Post—For each parcel not exceeding 1 lb. ..... 8*d.*
Each additional lb., or fraction thereof ..... 6*d.*
but any two or more Colonies may make special arrangements amongst themselves.

Article 3.

Wholly unpaid and insufficiently prepaid letters may be forwarded from one Colony to another; also packets insufficiently prepaid, but wholly unpaid packets and unpaid or insufficiently prepaid newspapers shall not be sent.

Article 4.

Correspondence forwarded as fully prepaid from one Colony to another shall be delivered free of all charge whatsoever, but wholly unpaid where allowed and insufficiently prepaid correspondence so forwarded shall be charged on delivery with double the deficient postage due thereon.

Article 5.

No accounts shall be kept between the postal departments of the several Colonies enumerated, on the intercolonial letters, post-cards, &c., &c., exchanged between them, but each shall retain to its own use the whole of the postage and fees which it may collect.

Article 6.

On correspondence despatched to places beyond Australasia the despatching Colony shall pay to each Colony through which such correspondence shall be conveyed by rail the sum of 4*d.* per pound of letters, and 4*s.* per cwt. of other articles.

Article 7.

Prepayment of postage on every description of correspondence shall be effected only by means of postage stamps valid in the country of origin, or (in cases where the despatching postmaster is out of stamps) by money, except where the laws or regulations of any Colony permit the payment in money of the postage on large numbers of circulars or newspapers forwarded by one person.

Article 8.

Letters which from any cause cannot be delivered shall be mutually returned, tied in a separate bundle labelled "Dead letters," to the respective Colonies of origin, without charge, monthly, or as frequently as the regulations of the respective Colonies will permit. But newspapers and all other articles of printed matter, which from any cause cannot be delivered, shall be retained at the disposition of the receiving Colony.

Article 9.

Wholly unpaid and insufficiently prepaid correspondence shall be stamped in black ink on the address side with the letter T, and the amount of postage chargeable under Article 4 shall also be expressed in plain figures in black ink on the face thereof, and such sum shall be collected on delivery.

Article 10.

The following shall be considered as a newspaper, and be allowed to pass as such, viz. :—

(*a*) A publication consisting wholly or in great part of political or other news, or other articles relating thereto, or to other current topics, with or without advertisements.

(*b*) It must be printed and published in numbers at intervals not exceeding one month.

(*c*) The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date at the top of every subsequent page. This regulation applies also to "Tables of Contents" and "Indices."

(*d*) A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on paper stitched or unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the paper. It must in every case be published with the paper, and have its title and date printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side. Handbills or advertisement sheets are not supplements.

(*e*) Collected numbers of any publication registered as a newspaper shall not be transmitted through the post as a single newspaper, but postage will be charged on each number of issue comprised therein.

(*f*) Every newspaper may be sent with or without a cover, and must be open at both ends; and there shall not be in or upon any such newspaper or the cover thereof any communication, character, figure, letter, or number (other than the words "newspaper only," or a mark to indicate any report, article, or paragraph therein, the printed title of such newspaper, the printed names, occupations, and places of business of the printer, publisher, and vendor thereof, the name, occupation, and address of the person to whom it is sent, and the name of the person who sends the same); nor shall anything be enclosed in or with or accompany such newspaper or cover, otherwise such newspaper shall not be transmitted or delivered.

Any publication fulfilling the above conditions can, upon payment of a fee of 5*s.*, be registered at the General Post Office of the several administrative parties to this Convention for circulation as a newspaper, and also for transmission to places abroad, and unless so registered it cannot be transmitted as a newspaper: Provided, however, that any newspaper printed, published, and registered in any colony party to this Convention, may be posted as a newspaper in any of the other Colonies parties to the Convention. Any newspaper registered, or passed as such, in Great Britain or any of the Colonies may be posted in any Colony (except Queensland) at ordinary rates of postage.

When, owing to a great influx of newspapers the transmission or delivery of letters would be delayed, if the whole mail were dealt with without distinction, newspapers may be kept back till the next despatch or delivery.

Article 11.

The following shall be considered as books, and be allowed to pass as such, viz. :—

Printed books, pamphlets, magazines, and reviews, and all other periodical publications that do not come within the definition of newspapers. Printed music (bound or loose), photographs, &c., and, generally, anything printed and bound and published in book form.

The following shall be considered as packets, and allowed to pass as such, viz. :—

Acceptances.

Accounts receipted or unreceipted (remarks such as "With thanks," "A cheque will oblige," or printed or written communications in the nature of a letter render them chargeable as letters.)

Affidavits.

Balance-sheets and reports (printed) of public societies and companies.

Bankers' packets, containing bank-notes, cheques, cheque-books, drafts, or orders sent by or to any bank.

Bank passbooks may be sent from or to any bank at packet rates, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that "passbooks" only are being transmitted. The packet must be indorsed "Passbook only."

Bills of exchange.

Bills of lading and ships' manifests.

Bottles containing fluid, &c., very securely corked so that their contents cannot escape, and packed in boxes sufficiently strong so as to prevent breakage of the bottles and damage to the mails.

Briefs.

Cards (other than Birthday, Christmas, Easter, or New Year Cards), either plain or bearing printed matter, or pictures, or both (the name only of the addressee may be written on the face of such cards).

Cards.—Birthday, Christmas, Easter, or New Year Cards may have written on them complimentary, or such like, remarks, together with the names and addresses of the senders, and of the person for whom the cards are intended, also the date of sending. (For example: "To John Smith, with best wishes, from Mary Smith. Christmas, 1891.") But cards having Messages or other communications written on them, such as "Hoping to see you shortly," "Be sure to write soon," will be liable to letter rate of postage.

Catalogues, printed (prices in figures may be written).

Circulars, *i.e.*, letters wholly printed, engraved, lithographed, chromographed, or produced by other mechanical process (except the copying press and type writer or imitations thereof), bearing internal evidence that they are intended for transmission in identical terms to several persons (the name of the addressee may, however, be added in writing); but in the case of circulars not wholly printed in ordinary type or engraved or lithographed, that is, circulars produced by other mechanical process, such as chromography, &c., at least twenty copies of such circular must be submitted to the Post Office and be posted in order to constitute it a circular, otherwise every copy will be charged letter rates.

Deeds, or copies thereof. Depositions. Drafts. Drawings.
Engravings. Examination Papers (corrections allowed, but nothing in the nature of a letter).
Fashion Plates, or similar publications.
Insurance documents, not being in the nature of a letter.
Invoices (an invoice may be receipted and may advise when or how goods are forwarded, but may contain no other written matter).
Legal documents, not being in the nature of a letter.
Manuscript for printing.
Maps.
Merchandise.
Mineral specimens.
Music (written).
Notices of meetings, of subscriptions, calls, or premiums due, printed, engraved, lithographed, or produced by other mechanical process (names, dates, amounts, &c., only to be inserted in writing).
Paintings.
Paper.
Parchments or vellum.
Passbooks or cards connected with any society.
Patterns (manufacturers' or trade mark and prices may accompany them).
Pay-sheets.
Photographs (not on glass, except in cases of leather or other strong material).
Pictures.
Placards.
Plans.
Policies of insurance.
Powers of attorney.
Prices current, printed (prices of articles included therein may be filled in in writing).
Printed matter.
Printer's proofs.
Prints.
Prospectuses, printed.
Queen bees, &c. (see definition next page).
Receipts (see Accounts).
Recognizances.
Reports (printed) of societies or public companies.
Returns or periodical statements on Government Service, if so indorsed on the cover.
Samples (manufacturers' or trade mark and price may accompany them).
Scrip.
Seeds.
Specifications.
Stock-sheets.
Valentines (printed).
Way-bills.
Wedding-cake (securely packed).
Other articles similar to above can also be forwarded as packets.

Book and Packet Regulations.

All packets containing bank-notes, coin, jewelry, or articles of high value, must be registered, or they will be officially registered, and charged double registration fee on delivery.

None of the articles mentioned in the above list will be forwarded as packets beyond the limits of the Colony, if the law or postal regulations of the Colony or Country to which they may be addressed prohibit their reception into such Colony or Country as packets.

If any articles, which can only be sent if paid as letters, are posted bearing the packet rate of postage they will be treated as insufficiently-paid letters, and no packet must contain anything of an epistolary character, except as herein provided for.

Officers of the post office may examine the contents of any package for the purpose of ascertaining whether they are in accordance with these regulations, but such officers must securely refasten any packet so opened.

Books and packets may be sent through the post without a cover (but not fastened with anything adhesive such as gum, sealing-wax, &c.), or in a cover entirely open at one end or side, or with the flap left unsealed, or fastened with a binder; if the cover be slit the opening must be to the full extent of the end or side, and the contents must be easy of withdrawal. For the greater security of contents the packets may be tied with string, but in such cases postal officials are authorised to cut or untie the string, but if they do so they must securely tie up the packets. Officers will however, if possible, satisfy themselves as to contents without withdrawing them.

Samples of seeds, drugs, &c., which cannot be sent as open packets, may be enclosed in bags or boxes (fastened so as to be easily undone and refastened) except where disallowed by the regulations of the foreign countries.

[Note.—If the above conditions be not complied with the packets will be regarded as insufficiently paid letters and charged accordingly.]

Postal officials may refuse to receive any *packet* exceeding 16 ozs. in weight.

No packet to exceed 2 feet in length, 1 foot in depth or breadth, or, if in a roll, 2 ft. 6 in. in length, or to be of inconvenient form.

Rules regarding dimensions of packets not to apply to packets "On Her Majesty's Service."

Books may have on the title page complimentary or such like remarks, as per regulation in the case of Christmas, Easter, and New Year cards, and passages in a book to which it is desired to call attention may be marked with a single stroke.

When owing to a great influx of books and packets the transmission or delivery of letters would be delayed if the whole mail were dealt with without distinction, books and packets may be kept back till the next despatch or delivery.

Prints, maps, &c., may be either printed, *written*, engraved, lithographed, or plain, *or a mixture of them.*

All legitimate binding, mounting, or covering of a book, &c., or of a portion thereof is allowed, whether such binding, &c., be loose or attached, as also rollers in case of prints or maps. Markers, whether of paper or otherwise, in the case of books, or whatever is necessary for the safe transmission of such articles, or usually appertains thereto.

Articles liable to injury by stamping or being pressed in mail-bags, should not be sent through the post, unless securely packed.

Articles not allowed to be sent as Packets.

Gold or silver money, jewels, or precious articles, or anything liable to Customs duty, addressed to any country in the Postal Union, except the United Kingdom, unless specially permitted by the regulations of such country, in which cases they may be forwarded if paid letter rate and registered.

Glass, and perishable substances such as game, fish, flesh, fruit, vegetables, &c.

Anything liable to injure the person of any officer of the post office or the contents of a mail.

Photographs on glass, when not in strong cases.

Anything sealed or fastened against inspection.

Packets bearing on the outside or containing any profane, obscene, or libellous address, signature, picture, or thing.

Packets posted in fraud or violation of the Postal or Customs laws.

Transmission of Queen Bees, &c., by Post.

Queen bees, and live but harmless entomological specimens, will be transmitted by post to any place in South Australia, and to any country or colony where allowed by local regulations.

All live specimens must be secured in strong, safe, and properly ventilated boxes or cages of wood or metal. Specimens enclosed in cardbox or other fragile material will not be forwarded.

Size of box or cage not to exceed 12in. x 6in. x 4in. Each box or cage to bear a label, securely attached, giving name and address of sender and particulars of contents.

Boxes, &c., posted in violation of these conditions, or *addressed beyond the colony*, except where allowed by local regulations, or containing poisonous or dangerous live specimens, or improperly or insecurely packed, will not be transmitted.

Article 12.

The despatching Colony shall pay to the forwarding Colony whatever sums may be payable to masters of vessels under the regulations of the forwarding Colony on any correspondence to be sent on to another Colony or country by sea ; it being understood that these rates shall not apply to correspondence conveyed by mail vessels under contract with any Australasian Colony or Colonies.

Article 13.

Each mail despatched from one Colony to another shall be accompanied by a letter-bill, on which shall be stated the contents of the mail, and if registered correspondence be enclosed the same shall be plainly stated. If correspondence to be forwarded on to destination by sea be sent in closed transit mails, the total number of letters and packets for each office of destination shall be stated in black ink on the labels of the bags.

Article 14.

The receipt of a mail at the office of exchange in one Colony from that of another shall be acknowledged by return mail on the prescribed form, in which shall be pointed out any discrepiencies which may occur.

Article 15.

The cost of special trains employed to convey mails through any Colony shall be borne by the Colonies for which such mails are intended, according to and on the basis of the respective estimated populations each year of those Colonies ; and the Colony furnishing the special train shall credit such Colonies with the transit rates due by the respective offices of origin for the conveyance of such correspondence through its territory in the same proportion as the cost of employing the special trains is borne by the respective Colonies of destination.

Article 16.

Registered articles must bear the impression of a stamp reproducing conspicuously the capital letter R in Roman type, such impression to be placed on the address side of the letter or packet. By each mail containing registered correspondence shall be forwarded a registered letter-list, on which shall be entered the following particulars respecting every such articles, viz. :—The name of the office of origin, the name of the addressee, and number given to the article by office of origin.

In order that registered letters, packets, &c., may be readily distinguished from those unregistered, each registered letter or packet shall be marked with *red or blue pencil* (in imitation of tape) in the following manner :—

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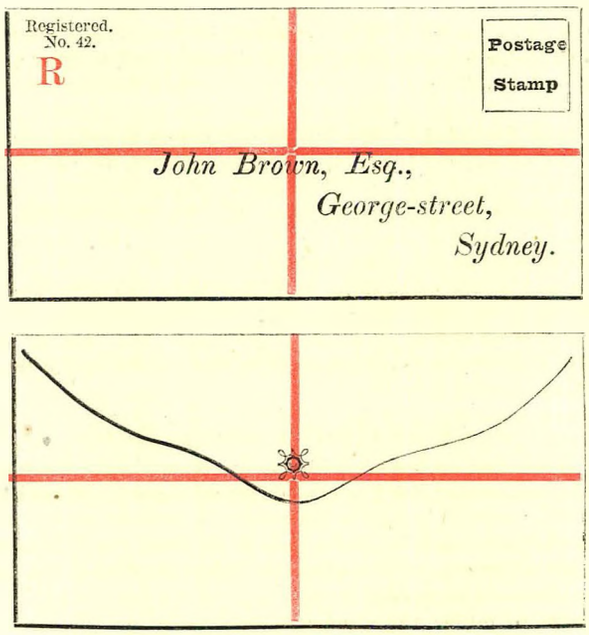

Article 17.

Registered articles shall be made up in a separate packet from ordinary correspondence, and shall be suitably enclosed and sealed so as to preserve the contents. The post departments of the respective Colonies undertake no liability with respect to any correspondence, registered or otherwise, which may be lost in transmission.

Article 18.

Articles containing money or other valuable enclosures must be registered, except those containing money orders, postal notes, crossed cheques, or non-negotiable enclosures ; and where articles supposed to contain money, &c. are observed passing through the post unregistered, the same shall be officially registered, and the addressee shall be subjected to a charge equal to double the ordinary registration fee upon delivery of such article.

Article 19.

When an acknowledgment of receipt of a registered article is required from the addressee in another Colony, the Post Office of such Colony will obtain the necessary acknowledgment duly filled up and transmit it to the Post Office of the Colony in which the sender resides.

Article 20.

No supplementary postage is charged for the re-direction of letters or packets from one Colony to another.

Article 21.

Intercolonial Parcel Post.

The following are the Regulations under which parcels will be accepted from the public :—

1. Limit of weight—11 lb., except where otherwise stated in Table B of Postal Guides of the several Colonies.

2. Limit of size—3 ft. 6 in. in length, or 6 ft. in length and girth combined, unless otherwise specified in Table B.

3. The postage must be fully prepaid by stamps affixed to the parcels.

4. Parcels to be received at and delivered from parcel post offices only.

5. The sender of any parcel to be required to sign a declaration, on a form provided for the purpose (to be obtained free of charge at any parcel post office), furnishing an accurate statement of its contents and the value thereof, address of the addressee, as well as the sender's signature and place of abode.

6. Parcels with regard to which a false declaration shall have been made may be confiscated.

7. A certificate of posting may be obtained, if desired and applied for at the time, by the person posting a parcel, on payment of a fee of 3*d.*

8. No parcels will be received or delivered which contain articles of an explosive, combustible, dangerous, or offensive character, or articles likely to injure other parcels, or live animals, or articles the admission of which is not authorised by the Customs or other Laws and Regulations of the countries to which such articles may be addressed. All prohibited articles may be forthwith confiscated.

9. No parcel may contain any letter or communication of the nature of a letter ; and should any letter or communication be enclosed, such letter or communication will be treated as an unpaid letter, and charged for accordingly.

10. No parcel may consist of or contain two or more parcels addressed to different persons at different addresses. If such parcel be discovered each of its contents will be treated as a separate parcel and be charged for accordingly.

11. In the case of parcels from the United Kingdom, or any other country or colony, their contents will be examined by the Customs officers employed in the post office ; and where duties are payable, the same must be paid or remitted before the parcels are delivered.

12. The necessary Customs entries will be passed free of cost to the addressees of parcels received.

13. Mode of Delivery.—Parcels will be delivered, in accordance with the Inland Parcel Post Regulations of the several Colonies, as addressed, in the suburbs, and certain of the larger towns in the Colony where letter carriers are employed. In special cases, when the ordinary duties of the letter-carriers will prevent the prompt delivery of a parcel, notice will be given to addressee, who will have the option of taking immediate delivery from the office, or of allowing the parcel to remain until business will admit of its delivery. Where there are no letter-carriers employed, delivery must be taken at the post-office. In all cases senders should advise addressee by post of despatch of parcels, so as to ensure prompt delivery.

14. In the event of any parcel being addressed to a place beyond the limits for the transmission of parcels, the addressee, on being advised of the arrival of the parcel at the General Post Office, must state to what parcel post-office he wishes the parcel to be forwarded.

15. Parcels will be retained at the post-office to which they are sent for delivery for a period of three months, when, if unclaimed, they may be returned to the sender through the Colony or country from which they were received, subject to surcharge specified in clause 16. Should any parcel be refused by the addressee, it may be forthwith returned to the sender, subject, however, to fresh postage and any other charges to which it may become liable.

16. Parcels addressed to a post-office "to be called for," after they have remained in the office seven clear days (excluding Sundays and holidays) shall be charged demurrage at the rate of 1*d.* a day. No demurrage, however, shall be charged on parcels addressed to persons on vessels to arrive.

17. If a parcel cannot be delivered from any cause, the sender will, if possible, be consulted as to its disposal.

18. Parcels returned to another country at the request of the sender will be surcharged with the ordinary parcel postage. Such surcharge, together with any other charges to which the parcel has become liable, will be collected on delivery, unless remitted by the sender or the addressee of the parcel.

19. At the written request of either the sender or addressee, or the authorised agent of either, a parcel can be redirected to another country with which arrangements have been made for the exchange of postal parcels, but will be subject to fresh postage, and any other charges to which it may have become liable, which must be either prepaid or collected on delivery.

20. Parcels which cannot be delivered, or redirected, or returned to the sender, will be sent back to the country from whence they came.

21. The contents of parcels returned to the Colony being unclaimed or undeliverable, which cannot be returned to the sender, will be sold or destroyed by the order of the Postmaster-General.

22. The contents of parcels should be securely packed and closed in such a manner as to preserve them from injury.

23. Parcels will only be received and forwarded at the risk of the owners. In no case will the Postmaster-General be responsible for the delay, non-delivery, injury, or loss of any parcel.

24. Parcels may be insured against loss at the following rates :—6*d.* for the first £5, and 6*d.* for every additional £5. The limit intercolonially to be £20, and the limit for Great Britain and Foreign Countries to be £50.

25. No current coin or bullion shall be allowed to be sent by parcel post.

Article 22.

The commission chargeable on Money Orders exchanged intercolonially to be as follows :—

		s.	d.
Not exceeding	£2	0	6
„ „	5	1	0
„ „	7	1	6
„ „	10	2	0
„ „	12	2	6
„ „	15	3	0
„ „	17	3	6
„ „	20	4	0

Article 23.

Where one person has occasion to send more than one telegraphic Money Order to the same person he shall only be charged for one message of advice.

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POSTAL AND TELEGRAPHIC CONFERENCE, HOBART, 1892.

PAPERS LAID BEFORE THE CONFERENCE, AND ORDERED TO BE PRINTED.

1. List of Subjects proposed for consideration, by the Honorable B. S. Bird.
2. Return showing the Intercolonial Telegraph Traffic during the Ten Months ending February 29th, 1892, compared with the corresponding period in 1889-90 and 1890-91, by the Honorable Wm. Copley.
3. Report of the Heads of Departments present on questions of detail, by Mr. R. Henry.
4. Copy of a Circular Despatch from the Secretary of State, Lord Knutsford, addressed to the Governors of Colonies not under Responsible Government, on the subject of the reduced Postal Rate for Letters, and the suggested introduction of a Uniform Tariff for other Mail matter, by the Honorable B. S. Bird.
5. Correspondence between the Governments of Queensland and New South Wales referring to the Pacific Cable Route, by the Honorable T. Unmack.
6. Return showing Interruptions on the Port Darwin Line during the years 1890-91, by the Honorable William Copley.
7. Letter from the Consul-General of France referring to the adhesion of the Australian Colonies to the Anglo-French Convention of 1890, by the Honorable J. Gavan Duffy.
8. Letter from Mr. George Withers, Superintendent of the Peninsular and Oriental Steam Navigation Company, on the question of mail steamers not being allowed to land cargo or do work at Adelaide on Sundays, by the Honorable J. Gavan Duffy.
9. Particulars as to the New South Wales Telegraph Service, 1891.
10. Particulars as to the Queensland Telegraph Service, 1891.
11. Particulars as to the Tasmanian Telegraph Service, 1891.
12. Particulars as to the South Australian Telegraph Service, 1891.

PAPERS TABLED BUT NOT ORDERED TO BE PRINTED.

1. "An Act to amend 'The Post Office Act, 1876,'" passed by the Parliament of South Australia, by the Honorable Wm. Copley.
2. "An Act to consolidate and amend the Law relating to Posts and Telegraphs," passed by the Parliament of Queensland, by the Honorable T. Unmack.

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MEMORANDUM of Subjects proposed to be discussed at the Postal and Telegraph Conference at Hobart, March, 1892.

POSTAL.

1. Free Postage of Newspapers from New South Wales to the other Australian Colonies.
2. Limitation of weight of Samples and Patterns. Increase from 250 grammes to 350.
3. Communication with Berne Bureau to be carried on by one Colony. Settlement of Accounts by Berne.
4. Transmission through the Post of Articles liable to Customs Duty.
5. Withdrawal or re-direction by the Sender of Correspondence once posted.
6. Proposal of Great Britain to assimilate Australian Postage Rates (Foreign) to those adopted for the United Kingdom from 1 January, 1892.
7. Uniform classification of Correspondence, Inland as well as Foreign, on lines of Postal Union.
8. Uniformity of practice as regards responsibility on account of Registered Articles.
9. Minimum Charge for Parcels. Adoption generally of the Single 1 lb. Rate, in lieu of the 2 lb. rate, as the first charge.
10. Reduction of Intercolonial Rate on "Printed Papers" to 1*d.* per 4 ozs. (or to $\frac{1}{2}$*d.* per 2 ozs.)
11. Uniformity of practice in dealing with Surtaxed Letters. To adopt Postal Union practice.
12. Consideration of Article 7 (New) of Vienna Convention relative to Registered Correspondence despatched "*grevée de remboursement.*"
13. Intercolonial Postal Convention, still in abeyance, to be revised with a view to conformity, where advisable, with the Universal Postal Union, which the Colonies have since entered.
14. Australian Territorial Transit Rates for conveyance of Mails, and mode of settlement with Foreign Countries under Postal Union régime.
15. Application of such Rates to Intercolonial Mails.
16. Consolidation of Postal and Telegraph Acts with view to uniformity.
17. Express Service.
18. Statistics.
19. Re-direction Charge; also Charge for return of Dead Letters.
20. Late Fees.
21. Postal Notes, Currency, &c.
22. Unclaimed Letters; Dead Letter List.
23. Newspapers, sending unpaid; Intercolonial; arrangements with Railway Authorities. Postage on (Tasmania); Registration, &c.
24. Parcels Post. Insurance, Compensation, Transit Rates by Rail and Sea.
25. Acknowledgment of Receipt of Registered Letters.
26. Post Cards, Reply, &c.
27. Special Trains, France and Italy.
28. Money Orders, allowance in account.
29. Return of Special Request Letters; Taxing and Collection of Postage for Re-direction.
30. Universal Stamps for Colonies.
31. Surcharge Rate on Postal Notes.
32. Through-Train from Sydney to Melbourne and from Melbourne to Sydney on Sunday.
33. Question of Mail Steamer not being allowed to land Cargo or do work at Adelaide on Sunday.

TELEGRAPH.

1. Uniform Telegraph Code.
2. Telegraph Money Orders.
3. Multiple Messages in connection with Press Associations.
4. Pacific Cable Route.
5. Zone Hour System.
6. Cable Subsidy for reduced Rates, Queensland and New Zealand.
7. Electric Light and Power. Laws and Regulations especially in relation to Telegraph and Telephone Wires, and to secure immunity from accident.
8. Intercolonial Telegraph Rates.
9. Telephone System, including Rates, Regulations, Collection of Rentals, &c.
10. Underground Wires.
11. What Telegraph Lines should be regarded as International.

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RETURN showing the International Telegraphic Traffic during the Ten Months ending February 29th, 1892, compared with the corresponding period in 1889-90 and 1890-91.

Handed in by the Hon. W. Copley, Minister of Agriculture and Education, representing South Australia.

INTERNATIONAL TELEGRAPH TRAFFIC.

COMPARATIVE STATEMENT showing the increase of business since the Reduced Rates came into operation, from the 1st May, 1891.

TOTAL NUMBER OF MESSAGES

	1889.	1890.	1891.
May	4882	5590	6749
June	4852	5481	6556
July	5277	5347	7018
August	5155	5526	6941
September	4989	5483	6855
October	5886	5926	7543
November	6065	5975	7235
December	5513	6110	7101
			1892.
January	5468	5758	7892
February	4798	5047	7050
Total	52,885	56,243	70,940

Increase on 1889 traffic of 34 per cent.; increase on 1890 traffic of 26 per cent.

SHOWING THE NUMBER OF MESSAGES (TO AND FROM EACH COLONY) DURING THE ABOVE TEN MONTHS OF 1889, 1890, AND 1891.

	1889.	1890.	1891.
South Australia	6950	8682	10,071
Victoria	18,188	18,821	26,118
Tasmania	667	730	1294
New South Wales	15,221	15,596	24,078
New Zealand	6901	7202	4961
Queensland	3934	4006	2163
Western Australia	1024	1206	2255
Total	52,885	56,243	70,940

TOTAL NUMBER OF WORDS.

	1889.	1890.	1891.
May	67,319	70,057	95,438
June	62,930	67,840	95,390
July	63,915	71,630	101,783
August	62,563	69,004	102,371
September	60,295	68,555	103,356
October	73,928	73,213	112,948
November	79,334	72,525	105,546
December	65,846	69,703	105,684
			1892.
January	68,628	66,994	113,144
February	61,926	65,082	104,416
Total	666,684	694,603	1,040,076

Increase on 1889 traffic of 56 per cent.; increase on 1890 traffic of 49 per cent.

SHOWING THE NUMBER OF WORDS (TO AND FROM EACH COLONY) DURING THE ABOVE TEN MONTHS OF 1889, 1890, AND 1891.

	1889.	1890.	1891.
South Australia	123,574	149,762	211,950
Victoria	248,542	248,687	428,242
Tasmania	6058	6576	11,874
New South Wales	161,385	165,388	306,924
New Zealand	73,936	69,943	39,518
Queensland	45,357	44,369	17,547
Western Australia	7832	9878	24,021
Total	666,684	694,603	1,040,076

GROSS RECEIPTS.

	1889. £ s. d.	1890. £ s. d.	1891. £ s. d.
May	26,396 11 7	27,747 10 9	20,586 8 7
June	25,556 11 2	26,952 6 1	20,037 17 2
July	26,418 4 1	28,015 11 2	20,516 9 10
August	25,992 13 0	27,477 19 9	21,158 6 4
September	25,185 18 1	26,867 2 10	21,112 13 7
October	31,423 12 3	30,229 8 2	23,067 5 1
November	32,497 19 10	29,876 8 6	21,397 11 8
December	27,603 5 11	28,842 8 3	21,206 14 2
			1892.
January	27,329 14 10	27,792 13 0	23,077 16 4
February	24,739 9 6	25,729 7 3	20,784 12 7
Total	£273,144 0 3	£279,530 15 9	£212,945 15 4

Decrease on 1889 traffic of 22 per cent.; decrease on 1890 traffic of 23 per cent.

SHOWING THE TOTAL RECEIPTS (TO AND FROM EACH COLONY) DURING THE ABOVE TEN MONTHS OF 1889, 1890, AND 1891.

	1889. £ s. d.	1890. £ s. d.	1891. £ s. d.
South Australia	33,164 2 6	40,408 1 11	29,079 15 3
Victoria	101,834 12 6	100,152 7 3	84,487 1 9
Tasmania	3015 7 10	3020 16 9	2753 10 7
New South Wales	71,523 19 7	74,716 0 3	63,920 4 1
New Zealand	39,197 19 11	36,916 14 0	20,371 8 4
Queensland	21,149 1 6	20,116 12 6	7618 18 6
Western Australia	3258 16 5	4200 3 1	4714 16 10
Total	£273,144 0 3	£279,530 15 9	£212,945 15 4

AUSTRALIAN GUARANTEE FUND.

Amount to be guaranteed the E.E.A.C.T. Co., being the Revenue in 1889, viz., £237,736.

Should the total value of traffic due to the Company for twelve months not equal this, the Company will bear one half the loss, the Colonies the other half. The total amount due to the Company is as follows, for—

1891.	£ s. d.	1891.	£ s. d.
May	14,450 7 9½	November	15,262 17 8
June	14,291 19 3	December	15,097 18 9½
July	14,612 6 1	1892.	
August	14,986 18 0½	January	16,351 4 11
September	14,981 14 2	February	14,899 14 10
October	16,456 18 2½	Total	£151,391 19 9

SOUTH AUSTRALIAN REVENUE.

Revenue to be guaranteed South Australia by the contributing colonies for the reduction of rates over the Port Darwin line, taking revenue in 1889, is viz., £37,551 19*s.* 9*d.*

The total amount since the reduction of rates is as follows—

1891.	£ s. d.	1891.	£ s. d.
May	2127 8 9	November	2234 2 0
June	2106 13 2	December	2187 13 0
July	2179 15 8	1892.	
August	2187 10 4	January	2424 14 8
September	2235 18 10	February	2178 0 1
October	2408 16 3	Total	£22,270 12 9

CHARLES TODD, Postmaster-General and Supt. of Telegraphs.

General Post Office, Adelaide, March 7th, 1892.

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COPY of a Circular Despatch from the Secretary of State, Lord Knutsford, addressed to the Governors of Colonies not under Responsible Government, on the subject of the reduced Postal Rate for Letters, and the suggested introduction of a Uniform Tariff for other Mail Matter.

CIRCULAR.

Downing-street, 21st January, 1892.

SIR,

I HAVE the honour to transmit herewith, for the information of your Government, a copy of a Circular despatch which I have addressed to the Governors of Colonies not under Responsible Government, on the subject of the reduced Postal Rate for letters, and the suggested introduction of a uniform tariff for other mail matter.

I have the honour to be,
Sir,
Your most obedient, humble Servant,

KNUTSFORD.

The Officer Administering the Government of Tasmania.

CIRCULAR.

Downing-street, 21st January, 1892.

SIR,

WITH reference to my Circular despatch of the 28th May, 1890, I have the honor to transmit to you herewith a copy of a letter from the General Post Office, setting forth the views and proposals of the Postmaster-General with regard to the Postal rates to be charged on letters, newspapers, &c., sent from the United Kingdom to places abroad, and from the various British Colonies to places outside those Colonies.

It will be observed that there is no longer any objection to extending the reduced letter rate of $2\frac{1}{2}d.$ the half ounce to letters from the British Colonies to places outside those Colonies, whatever their destination, instead of confining it to letters for this country; and that the Postmaster-General suggests the adoption of the general uniform tariff for letters and other mail matter set forth in paragraph 4 of the enclosed letter.

I have the honour to be,
Sir,
Your most obedient, humble Servant,

KNUTSFORD.

The Officer Administering the Government of
Tasmania.

POST OFFICE TO COLONIAL OFFICE.

No. 417 R.

General Post Office, London, 30th November, 1891.

SIR,

With reference to previous correspondence, I am directed by the Postmaster-General to request that you will be so good as to lay before the Secretary of State the following statement of the present views of this Department in regard to the rates of postage to be charged upon letters, newspapers, &c., sent hence to places abroad, and also on those sent from the various British Colonies to places beyond such Colonies. It is, of course, as affecting the various parts of Her Majesty's Dominions beyond sea that this question will chiefly concern the Secretary of State for the Colonies; and I am to state at the outset that, in Sir James Ferguson's opinion, the case of those who have advocated in Parliament and elsewhere lower rates to the British Colonies than to other places beyond sea has not by any means been made out.

2. While fully alive to the somewhat restrictive character of the comparatively high rates of postage which were payable on letters, &c., for India, Australia, and other parts of the Empire before the 1st of January, 1891, Sir James Fergusson sees reasons for thinking that a universal rate of $2\frac{1}{2}d.$ the $\frac{1}{2}$oz. for letters is sufficiently moderate to meet all reasonable demands for the present. It is the rate fixed by the Universal Postal Union for international letters; and, seeing that the Postal Union itself does not and cannot spread over greater distances by sea than the various parts of the British Empire, what is reasonable for the one must be reasonable for the other.

3. Sir James Fergusson desires not to oppose himself to the judgment of the Postal Administrators of the whole world; and he is aware that in some foreign countries and British Colonies the inland or intercolonial letter rates are still too high to admit of further reduction of the general rate to distant places; but he is of opinion that Her Majesty's Government might well accept, eventually, and even advocate, a universal rate of $2d.$ for letters as simpler than a $2\frac{1}{2}d.$ rate, whenever the rest of the Postal Union might be prepared for such a rate.

4. A moderate and absolutely uniform postal tariff for the whole world outside the United Kingdom has much to recommend it; and the tariff which the Postmaster-General is at present endeavouring, with the consent of the Lords Commissioners of the Treasury, to generalize is as follows:—

For letters, 2½*d.* per ½ oz.
For postcards, 1*d.* each.
For reply postcards, 2*d.* each.
For newspapers, books, printed papers, commercial papers, patterns and samples, ½*d.* per 2 oz., with the Postal Union proviso of a minimum payment of 2½*d.* for a packet of commercial papers, and of 1*d.* for a packet of patterns or samples.
Fee for registration of any of the above-named articles, 2*d.*
Fee for an acknowledgment of the delivery of a registered article, 2½*d.*

5. The time has come when there is not only no objection to the adoption of a similar uniform tariff in any British Colony for all outside destinations, but when the Imperial Post Office would view with satisfaction the establishment of such a tariff in any Colony.

6. Taking the items of the tariff *seriatim*, I am to state, for Lord Knutsford's information, that the reduced letter rate of 2½*d.* the ½oz. established throughout the greater part of the Empire in January, 1891, has, since the 1st of October, 1891, been applicable to all destinations outside this country except the places in the interior of Africa served by way of the Cape Colony and Natal. With the view of removing certain obstacles to the application of the new tariff to those places in the interior, the Postmaster-General is already in communication with the Post Offices of the Cape and Natal. Should those Colonies join the Postal Union, in pursuance of the invitation which they have under consideration, the matter would be virtually settled, as the interior states would have no interest in remaining outside the Union, and their entry with the Colonies would remove the obstacles referred to.

7. As regards postcards, the general rate of 1*d.* each was adopted on the 1st of October for all destinations to which postcards are transmissible, including the Cape and Natal; but, in order to generalize completely this item of the tariff, it is necessary to make postcards available for all destinations, and there are some parts of Her Majesty's Dominions to which postcards cannot yet be sent. The places in question are the Colonies and Protectorates not included in the Postal Union (with the exception of the Cape Colony and Natal).

8. Sir James Fergusson would feel no hesitation in seeking the sanction of the Treasury to make postcards available to all such places and all other places abroad, and he would willingly cause to be delivered in this country, as fully prepaid, penny postcards emanating from any part of Her Majesty's dominions, even though not in the Postal Union.

9. The extension of the reply postcard system to all destinations is less easy, because this is an essential part of the Union system, under which every country keeps its own postage collections and provides or pays for the conveyance of its own outward mails, and it is assumed that the loss and gain are reciprocal.

10. Here, however, the financial issues are so trifling that, if the consent of the Cape, Natal, St. Helena and the States in the interior of Africa were obtained, no difficulty should arise elsewhere; but an announcement of the readiness of this Department to return free the reply halves of any such cards received from Colonies or Protectorates outside the Union, should suffice to secure the free return of the reply halves of such reply cards as might be sent hence to these outlaying places. The number would be excessively small in either direction.

11. There is no financial issue involved that could be of the least significance to any Colony, as regards either single postcards or reply postcards. The experience of this Department shows that, even in large relations, the effect of postcards on letter revenue is so trifling as to be most difficult to track and estimate, while, in such small relations as those chiefly in question at present, the effect on letter revenue may safely be placed at zero.

12. As regards newspapers, books, printed papers, commercial papers, patterns and samples, Sir James Fergusson has obtained the consent of the Lords Commissioners of the Treasury to apply the proposed uniform scale to all destinations abroad from the 1st of January, 1892; and this will be done. It is probable that many of the Colonies will wish to follow the same course; and it is highly desirable if they do so, they should adopt it in its integrity this the Union scale of ½*d.* per 2 ounces for all these classes of articles, with the proviso that no packet of patterns or samples shall be chargeable with a less postage than 1*d.*, and no packet of commercial papers (that is, papers other than letters, which are wholly or partly in manuscript) with a less postage than 2½*d.*

13. The Postmaster-General does not desire to press the reduction of postage upon any Colony unprepared for it, but he has reason to believe that, in their relations with the Mother Country, most of the Colonies will wish to adopt the new tariff. As regards their relations with each other and with other parts of the world, I am to point out that, on the 1st of July, 1892, when the Vienna Convention comes into operation, British Colonies belonging to the Union will be enabled under Article XVII. to send correspondence to places outside the Union without incurring the high transit expenses which have in some cases been an obstacle to the general reduction of postage rates. By the Article in question, the payment for the sea conveyance of correspondence from a Union Country to a Non-Union Country is fixed instead of variable, and fixed at the moderate rate of 20 francs a kilogramme for letters and postcards and 1 franc a kilogramme for other articles. The payment of these transit rates would invariably leave a balance of postage under the tariff which is the subject of the present letter.

14. Sir James Fergusson would be much obliged if, in the event of Lord Knutsford's concurring in the views expressed above, his Lordship would communicate to the Governments of the several Colonies, both in the Union and outside it, the details of the tariff which this Department is generalizing as far as possible.

15. In the meantime, there are reasons which make it highly desirable that the new tariff should be applied here as widely as practicable from the 1st of January next. Sir James Fergusson attaches

importance to the institution of penny postcards transmissible everywhere ; because he thinks Her Majesty's Government would be in a strong position if, while resisting further astacks on postal revenue, by insisting upon the advantages of a moderate uniform tariff, they were able also to point to the penny postcard as realizing the idea of "Ocean Penny Postage" or "Imperial Penny Postage" within the limits of what is reasonable.

16. Sir James Fergusson would therefore be glad to learn that, so far as St. Helena and all the outlying places under the British Flag are concerned, Lord Knutsford saw no objection to the immediate adoption of the postcard system here, under a simple notification from this Department to the various Post Offices concerned that such cards would be sent, if posted, and that similar cards would have currency here if issued by the Colonies or Protectorates.

17. In view of what has been stated above as to the small importance of the question from a financial point of view, Sir James Fergusson scarcely doubts that this proposal will commend itself to Lord Knutsford.

18. So far as the places in the interior of Africa are concerned, it will be necessary to await the result of the correspondence which has been opened with the Cape and Natal Post Offices.

I have only to add that the present letter had already been prepared when your letter of the 23rd inst. reached this Department.

I am, &c.

S. A. BLACKWOOD.

The Under Secretary of State for the Colonies.

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CORRESPONDENCE between the Governments of Queensland and New South Wales referring to the Pacific Cable Route.

"Grosham Hotel," Brisbane, 19th February, 1892.

SIR,

REFERRING to our conversation of yesterday on the subject of a Submarine Cable to start from the shores of Queensland, in the Pacific Ocean, to couple up New Caledonia as the first section of the main Pacific Cable that Queensland and Canada are so anxious to have completed, I have the honor to inform you that, after many years' negotiations, I have completed an agreement and found the money (provided a small guarantee of interest can be obtained) to at once make and lay this Cable in the Pacific Ocean.

In compliance with an understanding that I had with you when I visited Queensland in May last year, I saw the Government of New South Wales as I passed through Sydney, and had several interviews with the Prime Minister; and after he had carefully considered the matter, and placed the proposal before his Cabinet, it was decided by them to adopt it, subject to details being arranged with you.

The Prime Minister then telegraphed to your Government about as follows, or words to the same effect, (I have not a copy of the telegram by me)—"Have seen Audley Coote. We are favourable to his proposal, having in view through Cable to England. Coote is on his way to Brisbane to-morrow."

Please let me now inform you that I have the necessary Power of Attorney authorising me to enter into and complete a binding contract with your Government for the making, laying, working, and maintaining at our own cost a Submarine Telegraph Cable to connect Queensland with New Caledonia, on the following terms, which please let me now quite clearly explain.

It is found to be absolutely necessary that a guarantee of £12,000 a year must be secured to satisfy our bondholders; and as the Government of France are the most interested for the time being, that Government have agreed to give their guarantee of £8000 a year for 30 years; so that now all I have to ask from you is that your Government will join with the Government of New South Wales and give a guarantee of interest of £2000 a year each for a similar term, for which I propose that Queensland and New South Wales shall receive the following concession in return, viz.:—For the whole term of the guarantee the Government of Queensland and the Government of New South Wales shall have the free use of this first section of the Cable (for their own Government messages) up to the extent of their guarantee in each year.

Your Government will also receive in the usual way of business 1*d.* (one penny) per word for all messages passing over your land lines in connection with this cable.

Besides the above, and as soon as the Main Pacific Cable is laid, the guarantee that I now ask shall be re-arranged, and come into and be a part of any joint-purse guarantee given by the other Colonies joining in a guarantee for the Main Pacific Cable.

Of course we undertake to keep the Cable in working order, and if it should become silent and remain so for twenty-one days, then the guarantee shall cease until the cable is in working order again.

The working expenses of the Cable shall not exceed in any one year the sum of £2400, it being understood that the working expenses shall be a first charge against the receipts from messages going over the cable; all the receipts over and above the working expenses are to go towards the annual reduction of the guarantee of £12,000—to be shared at the rate of one-sixth for the Government of Queensland, one-sixth for the Government of New South Wales, and two-thirds for the Government of France.

Will you now please permit me to add that, having for many years this Cable in view, and knowing how anxious Queensland has been to secure this route, I arranged with the Government of Hawaii to pass a special Act of Parliament in my favour, in which they give as their share towards their first section of the cable a subsidy of £5000 a year for 15 years, if extended to Hawaii.

I also arranged with the King of Samoa for the exclusive right, in my own favour, for laying Cables into and out of that Archipelago for 21 years from the time the cables are first landed.

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I find the business that is likely to be done over this Cable in a few years will far and away more than cover the guarantee. If these conclusions be correct, and I have gone carefully into the business that is likely to result, permit me to say that a guarantee of interest is only just and equitable, and on the lines of sound public policy for the Governments of the two great Colonies of Queensland and New South Wales to extend a helping hand to this Corporation, who are willing to undertake a work of this magnitude and importance. Although it is, as I have already said, confidently expected that the cable will in a few years yield a fair revenue, still it is not expected the income in the first three or four years will be sufficient to warrant its being laid without Government aid.

As one instance of this, the Colony of Tasmania gave her guarantee of £4200 a year, that is running 40 years, for their short Cable to connect them with Australia, but that cable is earning far and away more than the guarantee, and as a consequence the Government are not called upon to pay anything.

I enclose under cover of this letter copy of my Powers of Attorney, which I trust you will find in proper order.

I shall be glad if you will consider this at your early convenience, as I promised the Government of New South Wales to let them know the result of my negotiations with you on an early day.

I have the honor to be,
Sir,
Your most obedient Servant,
AUDLEY COOTE.

The Hon. the Postmaster-General, Brisbane.

"Gresham Hotel," Brisbane, 20th February, 1892.

SIR,

REFERRING to the interview I had with you yesterday afternoon, when you drew my attention to the question of time that the Cable should be laid and communication established between Queensland and New Caledonia.

To guide us in this matter, I have since referred to the Tasmanian Government contract with their Cable Company, and I find the Cable Company undertook to manufacture, and within fifteen months from date of agreement to lay the cable (the Tasmanian cable is only 200 miles in length).

As the cable now under review will be about 900 miles in length, allowing ten per cent. for slack, I now, on behalf of the Société Française des Telegraphes Sous-marin, undertake to manufacture, and, within eighteen months from the date of agreement, to lay down a cable for establishing telegraphic communication between the shores of Queensland and New Caledonia. I feel sure you will see this is a reasonable time, although we hope to have communication established well within that time. However, I am bound to add the usual proviso, viz., if after shipping the cable the Société Française des Telegraphes Sous-marin fail to lay the same from any accident or other cause beyond their control, then the time to be further extended.

I have the honor to be,
Sir,
Your obedient Servant,
AUDLEY COOTE.

The Hon. T. UNMACK, Postmaster-General,
Brisbane.

Post and Telegraph Department, Brisbane, 30th February, 1892.

SIR,

I AM directed by the Postmaster-General to acknowledge the receipt of your letters of the 19th and 20th instant, on the subject of a Submarine Cable from Queensland to New Caledonia as a first section of a main Pacific Cable to connect Queensland with Vancouver.

In connection therewith, Mr. Unmack desires me to ask you to be good enough to explain why the original proposal of a fifteen years' guarantee is now extended to one of thirty years? I am also to request you to be good enough to alter the proposed rate for messages passing over our land lines for the Cable as follows:—

Minimum rate per message of ten words (no charge for address and signature), One Shilling, with One Penny extra for every additional word.

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Mr. Unmack would further be glad to know, as Queensland is required to guarantee a fixed amount, what would be the minimum rate for messages from Gladstone or other places in this Colony to New Caledonia exclusive or inclusive of the Queensland rate?

I have the honor to be,
Sir,
Your obedient Servant,
JOHN M'DONNELL, Under Secretary.

The Hon. AUDLEY COOTE, "Gresham Hotel," Brisbane.

"Gresham Hotel," Brisbane, 22nd February, 1892.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 20th instant, in which you have asked me to explain several points.

First, you have been good enough to ask me to explain the reason of my altering the original proposal of a fifteen years' guarantee.

Second, you ask me to alter the proposed rates over your land lines in connection with the cable.

Thirdly, you wish me to name the minimum rate for messages from Gladstone or other places in Queensland to New Caledonia, exclusive or inclusive of the Queensland rate.

To the first question I now reply. In my letter to you of the 5th May, 1891, when asking for a guarantee of interest, I then named 15 years as the term to which the guarantee would have to extend; but, after much correspondence by letter and cable with the leading capitalists of the world interested in cables, I found the money market so altered, and investors so determined to hold out for longer terms, that it was impossible to find the money on the original basis (in fact, some of them required double the amount of guarantee for the shorter term). I then urged upon them, by special cable messages, to accept 21 years, renewable for 9 years by the Governor in Council. Even this did not satisfy them, and I then received a final telegram in reply as follows:—

"It is imperative that the guarantee should extend to 30 years to satisfy our bondholders. The Home Government have acquiesced."

Hence the reason of my being obliged to ask for an extended term.

To your second request, in regard to the proposed rates for messages passing over your land lines in connection with the cables, viz., that the minimum rate for messages of ten words (will have to read), the minimum rate for messages of ten words and under (including address and signature) will be 7*s.* from Queensland to New Caledonia, made up as follows:—The cable to receive 6*s.*, Queensland 1*s.*; and for each additional word 7*d.*, of which the cable will receive 6*d.* and Queensland 1*d.*

A message of ten words and under from New South Wales will be 8*s.*, divided as above, and a shilling to New South Wales.

In regard to the third and final request contained in that letter, viz., as to the rates to be charged over the cable from your shores to New Caledonia, first, let me explain the cable rates between New South Wales and New Zealand.

The New Zealand cable is 1300 miles in length, and they have now reduced their charges to 9*s.* 6*d.* for a ten-word message and under (including address and signature) with one shilling extra for every additional word.

As the New Caledonia cable will be 900 miles in length, a fair rate to be charged over that cable will be 6*s.* for a ten-word message and under (including address and signature) and 6*d.* extra for every additional word. This will be a little over one half the rates now charged over the New Zealand cable, and I now undertake that the rates named in this paragraph shall be agreed to.

In conclusion, let we say that we shall be only too glad to reduce the charges directly the business warrants it. In fact, our aim will be to create such a business over the cable that will soon enable it to earn the guarantee.

I have the onor to be,
Sir,
Your obedient Servant,
AUDLEY COOTE.

The Honorable T. UNMACK, Postmaster-General, Brisbane.

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Post and Telegraph Department, Brisbane, 25th February, 1892.

SIR,

REFERRING to previous correspondence and to the proposals contained in your letters of the 19th and 20th instant, I am directed by the Postmaster-General to inform you that the Government of this Colony accepts the proposition which you have made, as Attorney for the Société Française des Telegraphes Sous-marins of Paris, for the laying of a submarine cable from some point in Queensland to New Caledonia upon condition that guarantees be given to the extent of £12,000 per annum for a period of 30 years, divided as follows :—

The Government of France to guarantee £8000 per annum.
The Government of New South Wales to guarantee £2000 per annum.
The Government of Queensland to guarantee £2000 per annum.

The working expenses, not exceeding £2400 per annum, to be the first charge on the revenue from the cable, and all receipts above that amount to go towards the annual reduction of the guarantee of £12,000 in the proportion of the respective guarantees.

As soon as you advise this office of having completed similar arrangements with the New South Wales Government, the Postmaster-General will be prepared to enter into the necessary agreement with you.

Your power of attorney (in French) is returned herewith.

I have the honor to be,
Sir,
Your obedient Servant,

JOHN M'DONALD, Under Secretary.

The Honorable AUDLEY COOTE, "Gresham Hotel," Brisbane.

Hobart, 15th March, 1892.

To the Hon. T. UNMACK, Postmaster-General of Queensland, Hobart.

SIR,

New Caledonia Cable.

REFERRING to our interview with the Honorable the Postmaster-General of New South Wales when in Sydney, and to the verbal understanding entered into at that meeting—viz., that the negotiations for the proposed Cable should be continued at Hobart, as all parties interested were leaving Sydney for that city within 24 hours,—in compliance with your desire, I have now the honor to add to my previous letters, and further assure you of our firm determination of continuing on, and to lay the cables from New Caledonia, section by section, until the northern termini in the Pacific Ocean is reached.

For this special purpose, I herewith enclose the following documents, in which will be seen that I have obtained certain concessions and privileges to enable those with whom I am associated to continue on with the cables from New Caledonia *viâ* the different islands in the Pacific Ocean to Vancouver.

I need not point out to you that these concessions are of a valuable nature, and that they will by themselves act as a strong incentive towards the prompt construction of the cables.

Enclosures.

(1.) Copy of Samoan concession, giving the exclusive right to lay the cables.
(2.) Copy of letter from the Minister of Foreign Affairs, Honolulu (W. L. Green) to myself.
(3.) Special Act of Parliament of Hawaii authorising a subsidy of £5000 a year for their section of the cable.
(4.) Copy of Memorandum of Association of the "Pacific Ocean Telegraph Company, Limited," now being registered in Paris, with a capital of "50 million francs," in which I am associated, and the advisory representative in Australia and the Pacific, in conjunction with the Société Française Telegraphes Sous-marin, and its own great capital.
(5.) Copy of letter from the Prime Minister of Canada (Sir John Macdonald) to myself.
(6.) Copies of Cable Messages to and from the Société Française Telegraphes Sous-marin and myself in plain English from our special codes (one received as late as last night), all of which are registered and bear the stamp of the Hobart, Sydney, and Brisbane Offices, in which you will see that I am authorised to inform you that the Société Française Telegraphes Sous-marin will immediately undertake the construction of the Fiji and Samoa Cables if a guarantee of interest can be obtained.

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I have now the honour to inform you, that as soon as the New Caledonian Cable is finished, I undertake, on behalf of the Société Française Telegraphes Sous-marin, to immediately carry on the next section to Fiji, and upon that section being finished to the third section—viz., Samoa—and so on, until Honolulu and Vancouver are reached. Provided, that an equitable guarantee is subscribed by the Australian Colonies and other interested parties, with the understanding, as already mentioned in my previous letters, viz., that the guarantee I now ask shall be re-arranged and come into and form a part of any joint-purse guarantee for the Pacific Cable, so that the Government of Queensland and the Government of New South Wales shall stand on the same ground-floor as all other Governments and parties interested.

I have the honour to be,
Sir,
Your obedient Servant,
AUDLEY COOTE.

(Copy.)

To all to whom these presents shall come, I, Malietoa, King of Samoa, send greeting:

Know ye, that I do hereby give and grant unto Audley Coote, Esquire, and his assigns, the several exclusive rights and privileges herinafter mentioned, that is to say:—

1st. The exclusive right for the period of twenty-one years to lay electric cables into and out of Samoa and its Dependencies, and wherever necessary to connect the shore ends of the cables by means of land telegraphs, and to erect and to maintain those also; but this grant shall not be so construed as to infringe upon the vested rights of foreign landowners.

2nd. The right to charge for the transmission of telegraphic messages over any such land lines at rates to be determined upon by the joint concurrence of the Government of Samoa and the projectors.

3rd. If there be any land telegraphs connecting the different sides of the islands, or between the islands belonging to the Government of Samoa, the right of having all cable messages transmitted over such lines at the same price which is usually charged for local messages.

Provided always, That the grant above written is upon the express condition that the said Audley Coote, or his assigns, shall do, perform, and carry out the acts, matters, and things hereinafter mentioned.

1st. Shall lay and maintain an electric cable or cables to Samoa for twenty-one years.

2nd, Shall commence the same within eighteen months from the date whenever the rights shall have been obtained for laying the same from the several Governments of Australia and America and the intervening islands.

3rd. Shall complete the same and open for public traffic within two years thereafter.

4th. Shall transmit all cable messages on behalf of any Government at ten per cent. under the usual rates.

Given under my hand and seal at Mulmun, in Samoa, this 2nd day of May, A.D. 1884.

(Signed) MALIETOA TUPU, King of Samoa.

(Seal.)

(Copy.)

Department of Finance,
Honolulu, H.I., July 8th, 1887.

Dear Sir,

Act of 1884 as amended by Act of 1886.

His Majesty's Government feel fully committed to the project of securing as soon as possible for Hawaii a place upon the world's telegraphic circuit, and its members pledge themselves to an earnest effort to secure the legislation necessary to enable them to contract in advance for the payment of such subsidy as the Acts above cited provide for. The satisfactory nature of your proposition, as contained in your letter of July 2nd, renders the present legal impediment doubly regrettable; but you may rest assured of the efforts of this Government to incorporate the substance of your propositions into law at the earliest Session of our Legislature, the success of which efforts we do not doubt.

With respect to your proposition to connect the islands of this group by cable as set forth in paragraphs 11 and 12 of your said letter, while they are considered by this Government as satisfactory, yet it is considered advisable to defer definite action thereon until legislation is obtained which will permit this Government effectively to contract for the advantages of a Main Ocean Cable as outlined by you.

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Your proposition as to a grant of an exclusive right to land cables upon our shores is not objectionable, providing other conditions are favourable, especially the prospect of an early completion of the cable projected by you. In conclusion, I would state that the entire Cabinet would be prepared to have a contract entered into with you to-day on the terms conveyed in your letter now under reply did the different laws which have been passed allow of it, and to which I have already informed you, and which have also been explained to you at your meeting with the Members of the Cabinet this morning. They will as soon as possible draw up a form of contract with you embodying the different points and forward it to you, and further undertake to introduce a Bill at the first Session of the Legislature, to be called within ninety days, to authorise such contract.

I have the honor to be,
Sir,
Your most obedient Servant,
W. L. GREEN, Minister of Finance.

AUDLEY COOTE, Esq., Honolulu.

AN ACT to authorise the Hawaiian Government to contract for the Construction and Maintenance of Submarine and Electric Telegraph Cables.

BE it enacted by the King and the Legislature of the Hawaiian Kingdom:

1. The Minister of Finance, with the concurrence of the Cabinet, is hereby authorised to enter into a Contract with any person or corporation for the construction, laying, and maintaining of a Submarine Electric Cable from and between some point within the boundaries of the United States of America or elsewhere and some point upon one or more of the Islands of this Kingdom, in substance as hereinafter provided.

2. Such Contract may by its terms provide for the grant, concession, and confirmation by the Hawaiian Government to any person or corporation (hereinafter named and referred to as the constructors) of the sole and exclusive right and privilege to construct or land a Submarine Electric Telegraph Cable or Cables, which shall reach from any point upon the shores of any Island of the Hawaiian Group to any point within the boundaries of the United States of America or elsewhere for and during a period not exceeding Fifteen years from the First day of January, 1891, in the discretion of the Minister of Finance.

Provided, however, that the Minister of Finance may at any time after the first day of January, 1892, require assurances from such constructors that such cable shall be completed from some point on the North American Continent or elsewhere to some island of the Hawaiian Group not later than the first day of January, 1894, and if the said constructors, upon such request being made, shall fail to give such assurances in that behalf as shall be satisfactory to the Hawaiian Government, then the exclusive right and privilege the grant of which is hereinbefore authorized shall, at the option of the said Cabinet, at once, or at any time thereafter, lapse and become void, upon notice to that effect being given to the said constructors.

And further provided, that the concession and grant hereinbefore authorised shall not be so construed as to disable, prevent, or preclude the Hawaiian Government in its discretion from consenting to the laying or landing through its waters or upon its shores of any submarine telegraph or other electric cable or cables which, during the period of 15 years hereinbefore mentioned, shall be constructed or laid or sought to be constructed or laid or landed upon Hawaiian shores by or on behalf of any foreign government.

3. Such contract may further provide for the payment by the Hawaiian Government to said constructors of an annual subsidy not to exceed Twenty-five thousand Dollars, in legal tender of the Hawaiian Kingdom, for and during a period not to exceed fifteen years from the date of the establishment over such cable of telegraphic communication between the City of Honolulu and some point on the North American Continent or elsewhere:

Provided that such communication shall be established not later than the first day of January, 1894.

MEMORANDUM of Association of the Pacific Ocean Telegraph Company, Limited.

1. The name of the Company is "The Pacific Ocean Telegraph Company, Limited."
2. The Registered Office of the Company is situate in France.
3. The objects for which the Company is established are:—
   (*a*) The establishing, making, maintaining, working, and using of telegraphs, telegraphic, telephonic, or other communication, as well overland as submarine, from, in, and between Australia, New Caledonia, and other islands or places in Australasia or the Pacific Ocean, British America, the United States of America, or any of them, or any section or portion of such communication, or in or between any other countries or places.
   (*b*) To apply for, obtain, purchase, or acquire any concessions, powers, rights, subsidies, or privileges already granted or to be granted by the Legislature of Great Britain or France or any Colonial Legislature or foreign Government or other public Authority, and to undertake and fulfil the conditions or obligations of or incident to any such concessions, powers, rights, subsidies, or privileges.

(*c*) To enter into, make, and fulfil any contracts or arrangements with the Home Government of France, the Imperial Government of the United Kingdom, or any Foreign or Colonial Legislature or Government, or other Public Authority, relative to the construction, acquisition, maintenance, letting, hiring, use or working of any telegraphs or other communications used or intended to be used in connection with the objects or purposes of the Company.

(*d*) To acquire, rent, or hold any lands or works in New Caledonia, the United Kingdom of Australia, the United States, British America, Islands in the Pacific, or other places aforesaid, or between any places or points forming or intended to form part or parts of any telegraphic route between those countries or any places therein, or any intermediate or other places, or any of them, or any section or portion or extension of any such telegraphic communication, and to acquire, hire, work, use, and sell or dispose of all or any inventions, patent rights, ships, plant, machinery, goods, merchandise, or other property, and to make any profitable use or disposition of the same respectively when not required for the other purposes of the Company.

(*e*) To enter into agreements and contracts upon any terms for working or using any telegraphic, telephonic, or other communications established by any Governments, companies, or persons ; or for any Governments, companies, or persons working or using any such telegraphic, telephonic, or other communications established by this company ; or for the interchange, collection, receipt, forwarding, and distribution of messages ; or for any combination, partnership, alliance, or joint-purse traffic, working, or other arrangements with any Governments, companies, or persons.

(*f*) To sell, exchange, lease, mortgage, charge, manage, and otherwise deal with or dispose of the Company's undertaking or any part thereof, or any real or personal property of the Company of any kind whatsoever, or any share or interest therein.

(*g*) To purchase the business and property of, or to amalgamate or unite with, sell to, or buy from, or absorb or be absorbed by any company or companies having any objects, purposes, or business similar to or connected with or calculated to aid or promote any of the objects, purposes, or business of the Company.

(*h*) On the occasion of any sale or purchase to or from any Government or company, or of any union with any other company or companies, to enter into any arrangements whereby the shareholders of the selling company, or any of them, may receive in compensation, or part compensation, for the sale of their interest, securities of the purchasing Government, or securities or shares in the purchasing company.

(*i*) To register or incorporate the Company as a joint-stock company or *société anonyme* or other association, according to the Laws of any foreign or colonial State or Dominion.

(*j*) To lend, invest, and deal with the moneys of the Company not immediately required upon such terms and securities, and in such manner as may from time to time be determined.

(*k*) To raise money upon loan or otherwise for the purposes of the Company.

(*l*) Generally to do and perform all such other acts and things as may be necessary for the proper development of the business of the Company, or are or may be incidental or conducive to the attainments of the aforesaid objects, or any one or more of them.

4. The liability of the Members is limited.

5. The capital of the Company is 50,000,000 francs. The shares in the capital, whether original or increased, may be divided into different classes with any preferential, special, or qualified rights or privileges which may be assigned thereto by or in accordance with the regulations and contracts for the time being of the Company.

(Copy.)

Ottawa, Canada, 24th January, 1891.

DEAR SIR,

I HAVE to acknowledge the receipt of your esteemed favour of the 10th December, on the subject of the Pacific Cable. I lose no time in informing you that your communication is very gratifying.

I shall submit it to our Cabinet without delay, and write you more fully hereafter.

Believe me,
Dear Sir, to be,
Your most obedient Servant,
JOHN M'DONALD.

The Hon. AUDLEY COOTE, M.L.C., Hobart, Tasmania.

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COPY OF CABLEGRAMS.

9th March, 1892.

Audley Coote to Société Française Telegraphes Sous-marin.

QUEENSLAND have decided to accept our offer. I am meeting with opposition in New South Wales. They are anxious to know if you will proceed promptly as possible to Fiji and Samoa after New Caledonia cable is finished? Please reply to this and my previous telegrams immediately.

14th March, 1892.

Société Française Telegraphes Sous-marin to Audley Coote.

BOARD decided pursue to end cables Fiji and Samoa with all possible despatch. We authorise you to inform the Governments that we are ready to proceed at the same time as New Caledonia Cable to Fiji, provided you can arrange with them for a guarantee. We will also couple up Hawaiian Archipelago on terms you named that Government.

Hobart, 18th March, 1892.

SIR,

REFERRING to the question of the Pacific Cable, to our several interviews on the subject, to your letters of 7th and 15th instant, and to copies of documents attached thereto, I have the honor, on behalf of the New South Wales Government, to state that we are prepared to give the guarantee of £2000 a year for a cable from Queensland to New Caledonia as the first instalment of the proposed cable across the Pacific to Vancouver, on the terms and conditions submitted by you. On my return to Sydney I will have the necessary agreement prepared by the Crown Law Officers.

I have, &c.

JOHN KIDD,
Postmaster-General of New South Wales.

The Honorable AUDLEY COOTE, M.L.C., Hobart.

RETURN showing Interruptions on the Port Darwin Line during the years 1890-91.

Date and Time of		Locality.	Fault.
Interruption.	Restoration.		
		1890.	
Jany. 29th, 1·15 A.M.	Jan. 30th, 6·30 A.M.	Between Alice Springs and Barrow's Creek	Wire fused by lightning 70 miles from Barrow's Creek
Sept. 1st, 8 A.M.	Sept. 2nd, 9·15 A.M.	Between Peake and Charlotte Waters	Piece of wire hanging from line to iron pole caused earth
Sept. 19th, 5·45 A.M.	Sept. 19th, 11·50 A.M.	Between Strangway's Springs and Peake	Line broken by lightning near Bulldog
Dec. 6th, 6·5 A.M.	Dec. 17th, 8 A.M.	Between Daly Waters and Katherine	Man cut wire to obtain relief, was dying of thirst
		1891.	
Nov. 13th, 11·35 A.M.	Nov. 13th, 5·25 P.M.	Between Beltana & Farina	Train pulled down quarter mile of both lines at a crossing
Dec. 24th, 3·4 A.M.	Dec. 26th, 9·30 A.M.	Between Powell's Creek and Daly Waters	Insulator broken by lightning and wire on iron pole, on Sturt's Plains
Dec. 31st, 4·45 A.M.	Dec. 31st, 4·35 P.M.	Between Barrow's Creek and Tenant's Creek	Insulator broken by lightning and wire on iron pole, 52 miles from Tenant's Creek

CHARLES TODD, Postmaster-General and Superintendent of Telegraphs.

General Post Office, Adelaide,
March 10th, 1892.

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LETTER FROM THE CONSUL-GENERAL OF FRANCE.

Consulat Général de France à Melbourne,
Melbourne, le 14 Mars, 1892.

MONSIEUR LE MINISTRE,

J'APPRENDS que la dépêche officielle concernant la Convention de Poste Anglo-Française du 30 Août, 1890, que j'ai eu l'honneur d'adresser le 8 du courant à M. le Premier Ministre de Victoria, a été soumise à votre haute appréciation.

Bien que le délai fixé pour l'adhésion des Colonies Australiennes à la dite Convention soit expiré, si la Conférence de Hobart se prononçait en faveur de cette adhésion, il n'est guère probable que la question de l'expiration des délais puisse constituer un empêchement dirimant à la mise en pratique de cette décision.

D'autre part, si vous forgiez bon, Monsieur le Ministre, de recommander aux Ministres vos Collègues, délégués à Hobart, l'adoption d'une mesure conçue dans un esprit aussi équitable et aussi libéral, la question serait, à n'en point douter, résolue affirmativement par les Etats Australiens intéressés.

Permettez-moi donc, Monsieur le Ministre, de vous prier de vouloir bien vous intécesser au succès d'une mesure qui paraît de nature à éviter toute friction entre les Gouvernements du Etats Australiens et celui de la République ?

Veuillez agréer, Monsieur le Ministre, les assurances de ma haute considération et de mon respect.

P. MAISTRE,
Gérant du Consulat Général de France.

L'Honorable JOHN GAVAN DUFFY,
Ministre des Postes & Telégraphes en Victoria, &c.,
presentment à Hobart.

LETTER from Mr. George Withers, Superintendent of the Peninsular and Oriental Steam Navigation Company.

Melbourne.
Peninsular and Oriental Steam Navigation Company,
25th February, 1892.

SIR,

I MUCH regret having to bring under your notice the detention to which the Company's steamers arriving at Adelaide on Sundays are now subjected. It appears that the authorities at that port have put into force a regulation prohibiting any cargo work on Sundays, in consequence of which steamers arriving there on that day are obliged to remain over till Monday. The *Victoria*, which arrived there on 31st ultimo, and the *Oceana* on 14th instant, were in this way delayed about eight and seven hours respectively.

You will, I feel sure, readily understand that detentions of this kind will prove harrassing to the Company, besides delaying the mails and causing dissatisfaction to the passengers for the other Colonies, who are anxious to get to their destination as speedily as possible; and, in view of the serious nature of the matter, I venture to ask that you will be good enough to bring it forward at the forthcoming Conference at Hobart, in order, if possible, to have the prohibition of Sunday work removed so far as the mail steamers are concerned.

I am given to understand that exception is made in favour of the mail steamers in this particular at Eastern ports.

I have the honour to be,
Sir,
Your obedient Servant,

GEORGE WITHERS, Superintendent.

The Honourable the Postmaster-General,
General Post Office, Melbourne.

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TELEGRAPHIC RETURNS, NEW SOUTH WALES.

RETURN showing the extent of the Electric Telegraph Lines and the number of Stations in the Colony on the 31st December, 1891; also the Revenue and Expenditure of the Department for the Year 1891, as compared with similar information for 1890.

Year ending	Extent of Electric Telegraph in actual use.		Number of Stations.	Messages transmitted during the year.	Revenue.			Expenditure, exclusive of Interest on cost of construction of Lines.		
	miles.	chs.			£	s.	d.	£	s.	d.
31 Dec., 1890.....	23,598	8	628	3,592,519	193,706	14	5	194,324	8	1 [a]
31 Dec., 1891.....	24,780	29	674	3,578,807	198,531	8	1	211,314	5	5 [b]
	[c] 1182	21	[c] 46	[c] 13,712	[a] 4824	13	8	[a] 16,989	17	4

[a] Includes £13,583 4*s.* 10*d.*, British Australian Cable Subsidy.
[b] Ditto £13,771 5*s.* 3*d.* ditto.
[c] Increase. [d] Decrease.

E. C. CRACKNELL, Superintendent.

Electric Telegraph Department,
Sydney, 10th March, 1892.

NEW SOUTH WALES.

RETURN showing the number of Telegraph Stations in New South Wales, the Revenue received for Telegrams during the Year 1891, the number and value of Foreign and Intercolonial Telegrams transmitted from New South Wales, and the places to which they were sent; also the number of Telegrams issued, and the places from whence they came.

Number of Telegraph Stations 674	Revenue received ..... £198,531 8*s.* 1*d.*

TELEGRAMS transmitted from New South Wales.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	West Australia.	Queensland.	TOTAL.
No. of Telegrams	3,111,155	14,982	9523	264,601	10,168	81,423	3292	83,663	3,578,807
Value	£ *s.* *d.* 127,134 14 6	£ *s.* *d.* 46,192 5 10	£ *s.* *d.* 5469 4 2	£ *s.* *d.* 21,224 9 8	£ *s.* *d.* 1584 0 9	£ *s.* *d.* 9102 9 6	£ *s.* *d.* 763 10 1	£ *s.* *d.* 10,892 12 11	£ *s.* *d.* 222,363 7 5

TELEGRAMS issued in New South Wales.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	West Australia.	Queensland.	TOTAL.
No. of Telegrams	3,111,155	11,587	7714	255,650	10,878	84,055	3944	93,616	3,578,599
Value	£ *s.* *d.* 127,134 14 6	£ *s.* *d.* 37,093 9 9	£ *s.* *d.* 5480 5 5	£ *s.* *d.* 21,943 16 7	£ *s.* *d.* 1817 3 2	£ *s.* *d.* 8661 11 4	£ *s.* *d.* 831 7 2	£ *s.* *d.* 13,589 7 8	£ *s.* *d.* 216,551 15 7

Electric Telegraph Department, Sydney, 10th March, 1892. E. C. CRACKNELL, Superintendent.

NEW SOUTH WALES.

RETURN showing the extent of Telegraph Lines in the Colony during the Year 1891; also Lines in progress, &c.

COLONY.	Lines erected.		Lines dismantled.		Lines in progress at end of Year.		Total number of Miles at end of Year.		No. of Stations opened.	No. of Stations closed.	No. of Stations at end of Year.
	Line.	Wire.	Line.	Wire.	Line.	Wire.	Line.	Wire.			
New South Wales	m. chs. 466 34	m. chs. 715 67	—	—	m. chs. 174 0	m. chs. 923 0	m. chs. 11,697 50	m. chs. 24,780 29	49	3	674

Electric Telegraph Department, Sydney, 10th March, 1892. E. C. CRACKNELL, Superintendent.

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NEW SOUTH WALES.

RETURN showing Lines of Electric Telegraph constructed and dismantled during the Year 1891.

Line.	Dismantled.		Constructed.		Cost of Construction.
	Line.	Additional Wire.	Line.	Additional Wire.	
			m. c.	m. c.	£ s. d.
Grafton to Copmanhurst			16 74	14 8	579 2 6
Noorooma to Punkalla			6 16	—	148 2 0
Hay to Balranald			116 19	60 0	3775 5 11
Balranald to Wentworth			—	134 0	1669 15 5
Lawrence-Casino line to Myrtle Creek			10 5	10 5	345 0 11
Cooranbong to Morriset and Gosford			2 77	26 50	366 15 10
Menindie to Broken Hill			—	80 0	1072 12 3
Scone to Stewart's Brook and Belltrees			32 48	—	737 6 5
Penrith to Mulgoa			7 16	—	132 7 9
Bourke to Ford's Bridge			38 60	4 0	1175 8 3
Byron Bay to Granuaile			4 64	4 16	162 13 8
Quirindi to Blackville			32 74	—	750 15 11
Broken Hill to Broken Hill South			0 42	1 16	91 0 0
Laurieton to Kendall			5 48	1 0	119 11 11
Wingham to Woodside			12 40	—	263 19 5
Windsor to Wilberforce			4 0	—	81 4 4
Jerilderie to Mulwala			48 0	7 48	1314 10 0
Broken Hill to Tarrawingee			20 20	19 40	1597 19 11
Stewart's Brook to Moonan Brook			5 0	—	189 17 0
Cobargo to Dry River			—	7 0	69 4 7
Main line to Coff's Harbour			1 51	1 50	80 15 11
Wyndham to Towamba			11 40	—	324 0 1
Berridale to Buckley's Crossing			10 45	—	306 15 11
Lismore to Bexhill			—	5 26	40 17 9
Parkes to Trundle			32 61	0 18	708 9 3
Granuaille to Coorabell Creek			2 32	0 60	65 18 9
Nimitybelle to Holt's Flat			—	10 10	128 12 2
Minmi to West Mallsend			2 47	13 0	79 9 7
Coorabell Creek to Mullumbimby			4 0	—	108 10 3
Wollombi to Cessnock			—	18 0	206 14 10
Bermagui to Bermagui South			1 40	1 40	45 18 9
City and other Extensions (Telegraph and Telephone)			34 75	296 0	7435 5 10
Line erected			466 34		
Additional wire erected				715 67	
Add line (wire)				466 34	
Total wire erected during the year				1182 21	
Cost of construction for the year					24,174 3 1

Total cost of the whole extent of Telegraphic communication in the Colony on the 31st December (24,780 miles 29 chs.)—£767,871 17*s.* 11*d.*

E. C. CRACKNELL, Superintendent.

Electric Telegraph Department,
Sydney, 10th March, 1892.

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NEW SOUTH WALES.

RETURN showing the Telegraph Lines in course of construction during the year 1891, and the estimated length thereof.

Line.	Estimated Distance.	
	New Line.	Additional Wire.
	Miles. Chains.	Miles. Chains.
Mungindi to Goondiwindi	116 0	—
Clarence Town to Tea Gardens	29 0	—
Albury to Jennings	—	876 0
Werris Creek to Gunnedah	—	40 0
Berridale to Jindabyne	14 0	—
Rockley to Burraga	15 0	7 0
	174 0	923 0

E. C. CRACKNELL, Superintendent.

Electric Telegraph Department,
Sydney, 10th March, 1892.

RETURN showing the Telegraph Stations opened and closed during the year 1891.

Opened.

Albury Railway	Come by Chance	Mulgoa
Alectown	Cooma Railway	Myrtle Creek
Angledool	Coorabell Creek	Nine Mile
Annandale	Cumnock	North Parramatta
Australia Hotel	Dry River	Oxley
Awaba Railway	Elizabeth-street South	Punkalla
Belltrees	Enfield	South Broken Hill
Bermagui, South	Ford's Bridge	Stewart's Brook
Berrigan	Granuaile	Tarrawingie
Bexhill	Gundy	Towamba
Bibbenluke	Hampton	West Wallsend
Blackville	Hartley Vale	Wilberforce
Buckley's Crossing	Holt's Flat	Willoughby
Burradoo	Kendall	Woodside
Castle Rag	Kew	Woolbrook Railway
Cathcart	Moonan Brook	Woonona
Coff's Harbor		

Closed.

Hexham	Hoskinstown	Lue Railway

E. C. CRACKNELL, Superintendent.

Electric Telegraph Department,
Sydney, 10th March, 1892.

QUEENSLAND TELEGRAPH SERVICE, 1891.

1st January, 1892.

Number of Telegraph Stations		352
Miles of Line-wire		17,632¾
Miles of Line		9973
Total Cost of Construction to date, 1-1-92		£835,764 0*s.* 2*d.*
Approximately	*Number of Messages, "cash"	1,013,976
	* Ditto, "O.H.M.S."	92,882
	Revenue	£93,300
Value of O.H.M.S.		£10,694

* Exclusive of International.

JOHN M'DONNELL, Under Secretary Post and Telegraph Department.

TASMANIAN TELEGRAPH SERVICE, 1891.

19th March, 1892.

Number of Telegraph Stations		149
Miles of Line		1357
Miles of Wire		2264
Total Cost of Construction		£64,765
Number of Messages	Paid	407,679
	Free	46,354
Revenue	Gross	£42,111 15*s.* 11*d.*
	Net	£22,418 16*s.* 3*d.*

ROBERT HENRY, Superintendent of Telegraphs.

SOUTH AUSTRALIAN TELEGRAPH SERVICE, 1891.

Number of Telegraph Stations	220
Miles of Line	5640
Miles of Wire	12,707
Cost of Construction (including all Post and Telegraph Buildings)	£1,182,058
Number of Messages	985,633
Revenue	95,636

CHARLES TODD, Postmaster-General and Superintendent of Telegraphs, South Australia.

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POSTAL AND TELEGRAPHIC CONFERENCE, 1892.

REPORT OF THE DEBATES.

WEDNESDAY, 16th MARCH.

1. *Election of President.*

Hon. J. G. DUFFY (Victoria) moved,—"That the Hon. B. S. Bird, Treasurer and Postmaster-General of Tasmania, take the Chair as President." It was usual to elect the Postmaster-General of the colony in which the Conference was held to that position, and on this occasion the gentleman they were electing was not only the ablest but the most experienced of the Postmasters-General of them. He had been longer in office than any other Postmaster-General in the Chamber, and none could therefore be better fitted for the office of President. In moving the motion he desired to say that he thought the holding of such conferences did a great deal in more ways than one. They had an influence, from a federal point of view, which was exceedingly potent. As all knew, the partial scheme of Federation submitted to the colonial Parliaments last year had not met with very definite results, and the question had for the time being fallen into the background. However, this Conference might show the necessity of the subject being again brought forward, and he was sorry that some of the other great departments of State in the colonies did not hold conferences with the object of seeing what they could do as a whole. He moved "That the Hon. Mr. Bird take the Chair as President."

Hon. T. UNMACK (Queensland) had much pleasure in seconding the nomination of the Hon. Mr. Bird. He did not, however, follow Mr. Duffy entirely in the statement that it was usual to select the Postmaster-General of the colony in which the Conference was held, or that their selection was made for that reason. In asking Mr. Bird to take the chair he considered they were conferring honor on themselves. Mr. Bird was one of the oldest Ministers present here, and had a great deal more experience of these Conferences than perhaps any of them. Besides that, his amiable temper, genial disposition, and business ability peculiarly fitted him for the position and entitled him to it. He had much pleasure in seconding the motion.

Hon. J. GAVAN DUFFY put the motion, which was carried unanimously.

The Hon. B. S. BIRD (Tasmania) having taken the chair, said he, with becoming modesty, thanked Mr. Duffy and Mr. Unmack for their very kind remarks and expressions regarding his fitness for the position. He also thanked the Conference for electing him to preside over its deliberations. It was a fact, as had been stated, that he had been longer in office than any other Minister present, and had consequently attended more conferences than any of the Postmasters-General during the last four or five years. The experience he had thereby gained perhaps made him better suited for the position than he otherwise would have had, but he doubted not that his duties as President would be light. His first duty was a very pleasant one, to officially tender a cordial welcome to the delegates to Tasmania. It was the first time a conference of the sort had been held in Tasmania, and he was very pleased to be its President. When he first thought of the Conference his intention was simply to call together the heads of the Postal and Telegraphic Departments of the colonies, as that was the understanding arrived at when the last Conference was held, but some of the Ministers of the other colonies thought it better that the Postmasters-General should also attend When he invited New Zealand, however, he received a reply from the Hon. J. G. Ward, stating that he was rather surprised at a Minister being asked to attend, as it had been agreed that heads of Departments alone should meet. Mr. Ward also wired in reply to further correspondence that it would be impossible for a Minister to attend a Conference before September next, and also that New Zealand would not be represented at this one. But although New Zealand had not found it convenient to attend, he was sure the interests of that colony would be safely guarded, and every consideration paid to her. (Cheers.) With regard to Mr. Duffy's remarks about Federation, he was quite in sympathy with them. The Postal Conference had done much to foster and encourage the federal idea, as through them the colonies had secured federal action in regard to postal matters. They had obtained a federal mail service, and had secured great reduction in the rates of postage, which had done much towards the unification of the colonies, and in strengthening the bonds with the Mother Country. And if, most of all, they would reflect upon the result of the Conferences in reduced telegraph rates—(hear, hear)—everyone must admit they had done great and good work. As a matter of fact they had gone so far in the direction of Federation that they had led the people of the colonies to see the advantage of the unification of their common interests, and had really secured very much that they would expect to secure had they a Federal Post Office under a Federal Government. This year they had not such great questions to deal with as at some former Conference—the reduction of telegraph rates, for instance—but the work was more of a departmental character. Perhaps it would be well after arranging their preliminaries, to have the reports of the heads of departments, and meet again in the afternoon or next day and hold their discussions upon these reports. There were, however, some items on their programme which were more political in character, and it would be well perhaps to separate them. It was not necessary for him to review them, and he thought it best that they should get to work as quickly as possible in order to save time. Mr. Unmack, he knew, had to return to Queensland early, as the Parliament of that colony would be meeting shortly, and Mr. Duffy, in common with his colleagues and the members of the Victorian Parliament, had to embark upon an electoral campaign. The work of the Conference, he therefore hoped, might be concluded by Monday at the latest, if not on Friday night, by sitting late. Before proceeding to business it would be necessary to appoint a Secretary, and also decide whether the Press should be admitted to their meetings. The representatives of the Press had attended at his invitation, and were of course only present on sufferance, but he thought it desirable that full publicity should be given to their deliberations, and, if the other delegates agreed with him, a motion could be made to give the Press the right to attend. He again thanked the Conference for electing him President.

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FRIDAY, 18TH MARCH.

Intercolonial Telegraph Charges.

The Hon. JOHN KIDD said that the matter he intended to bring before the Conference that morning was one that was dealt with at the last Conference, where it had been thrashed out and recommended for adoption, with the exception of the inland reductions. He would therefore move—

"That it is desirable that the reduced Intercolonial Telegraph charges, recommended by the Conference at Sydney in March last, be adopted from the 1st July next; namely,—That, with the exception of Western Australia and New Zealand, the rates between any two contiguous Colonies shall be 1*s.* for fifteen words, and 1½*d.* for each additional word, names and addresses to be paid for. Between any three Colonies the minimum charge to be 1*s.* 6*d.* for fifteen words, and 2*d.* for each additional word. Similar rates to apply to telegrams to and from Tasmania, plus cable rates—Tasmania being treated as a Colony contiguous to Victoria. Telegrams to and from Western Australia to be dealt with as follows:—

Between South Australia and Western Australia—1*s.* 6*d.* for the first fifteen words, including names and addresses, and 2*d.* for every additional word.

Between New South Wales, Victoria, and Western Australia—2*s.* for the first fifteen words, including names and addresses, and 3*d.* for every additional word.

Between Queensland and Western Australia—2*s.* 6*d.* for the first fifteen words, including names and addresses, and 4*d.* for every additional word."

He would have very little to say in regard to it, because it was fully discussed at the last Conference, and it would be purely a waste of time to discuss it further. The question simply was, whether the Conference was now, in the light of the recommendation of the previous Conference, going to agree to this resolution? There was no use in the Conference taking a certain course unless that course could be carried out, and it would be very much better for the delegates to agree to a resolution of this character, and make the Telegraph charges as uniform as possible, and he did not think that the revenues of the various Colonies would suffer by the change.

The Hon. JOHN GAVAN DUFFY said that he would second the motion as a matter of courtesy, more for the purpose of inducing discussion than anything else. He was sorry the mover had not given any statistics to show how the change would work out. If it was a business proposition, they would require to look at it from a business point of view, and see how far it would pay the Colonies to adopt it—whether they would suffer or benefit. They should have been provided with figures to show what the loss or advantage would amount to in money. It was a very considerable departure from the present systems, and these hard-and-fast changes were very dangerous things to adopt, especially so in the dark, when no facts or reasons presented themselves why the change should be made. No doubt it had been considered by the permanent heads of the departments at the last Conference, but their report was adopted *in globo*; and, if he recollected rightly, there had been no discussion on this particular point. At all events, two important Colonies, Queensland and New Zealand, had not then seen their way to fall in with the proposition, and that being the case, before the motion was either adopted or allowed to go by default, it would be well if the mover, or any member of the Conference supporting the motion, would give them some facts and figures, because his mind was like wax, and ready to receive any impression, and he would be glad to hear the matter discussed.

The Hon. WM. COPLEY said that he could not see his way clear to support the motion. Regret had been expressed by the previous speaker that some facts and figures had not been laid before them, but he (the speaker) had some figures worked out showing the effect it would have upon South Australia. This did not seem to be the right time to adopt any changes which might result in a loss of revenue. In South Australia finances had been in a fairly satisfactory condition. During the last two years there had been a surplus, and at the present they expected one, but some unfortunate circumstances had occurred in the Colony which had materially affected the Revenue, and he felt that, as the representative of that Colony, he must be very cautious in agreeing to anything which would tend to cause a loss of revenue. If the rates set forth in the motion were adopted South Australia would lose on her intercolonial traffic something over £6000 a year. There was only one line upon which a gain would be made, and that was upon the N.S.W. Barrier Line, and the gain there would amount to £29 3*s.* 10*d.* South Australia would lose £3336 12*s.* 3*d.* on her traffic with Victoria, £1846 16*s.* 3*d.* with New South Wales, £34 0*s.* 4*d.* with Tasmania, £434 9*s.* 10*d.* with Queensland, and £159 5*s.* with Western Australia. His colony could not afford to incur those losses at present. He was quite prepared to admit that these estimates were approximate, and that the general experience was that the reduction of Telegraphic charges often led to an increase of business that sometimes made up a great portion of the losses, and, in some cases, the whole of them. If Mr. Kidd would give them estimates and arguments to show that that would be the case, he would be more inclined to fully consider it; but, in the absence of any information beyond that already compiled for himself, he could not support the motion.

The Hon. THEODORE UNMACK said that they had to look upon this question from two different aspects. One was the attitude of the public to so serious an alteration in the present system as to include the address and signature in the telegram. The present system which was in use throughout the Colonies was one that the public were perfectly satisfied with, and one of which he had never heard anyone complain. He could see no reason for voluntarily changing the present system, unless for the sake of adopting a uniform practice with Europe, which would not benefit them in any shape or form. If the address were included he was convinced that it would lead to the adoption of code addresses, increasing the number of words now allowed for transmission, whilst lessening the average number of words in the address and signature. Looking at the motion from a financial point of view, he considered that it was more a question for the Treasurers of the various Colonies than for the Postmasters-General or the heads of the Postal Departments. It would also entail a serious loss upon his Colony, which, under the existing circumstances, they would be quite unable to sanction. In addition to the annual loss his department was already

suffering of £30,000, they would lose at least another £5000 on their intercolonial business; while, if they adopted the proposal in regard to inland traffic, they would lose about £25,000 more. Under these circumstances he saw no reason or justification for any departure from the present system.

Mr. RICHARD A. SHOLL said that this question had been discussed at both the Adelaide and Sydney Conferences, with the result that all the Colonies, except Queensland and New Zealand, under certain conditions, had agreed to make the change. Western Australia was not represented at the Adelaide Conference, and her delegate unfortunately arrived too late to take any part in the discussion at the Sydney Conference; but, in view of the fact that that Colony wished to fall in with the wishes of the majority of the other Colonies in any matter relating to postal affairs, he had recommended his Government to make the change, thinking that it had been agreed to by all the other Colonies, with the exceptions he had mentioned. It was on that understanding that he had replied to the letter of Sir Henry Parkes agreeing to the proposal, and had recommended it to his Ministers. He understood that the real reason why Queensland stood out was that she was not placed in a fair position with regard to the rates, and wished to be placed on all-fours with Western Australia in regard to the 1*s.* rate, and he must say that he sympathised with Queensland in that respect, because she was in a similar position to Western Australia, and should be allowed the 1*s.* 6*d.* rate the same as Western Australia. He would be sorry to enter into any resolution which was not of universal application, and did not think it advisable to adopt this resolution unless all the Colonies agreed to adopt it. His Colony would be perfectly willing, small as their revenue was, to forfeit a portion of it for the sake of working in with the other Colonies. With regard to the statement that charging for names and addresses would lead to code words being used, it was understood, he thought, that code addresses should be prohibited, and the matter was actually dealt with in that direction in the Report of the Heads of Departments at the Sydney Conference. He would like to see the code addresses used himself, at all events intercolonially, because it was the course universally adopted outside of Australia. He did not think that the system of charging for names and addresses would lead to any loss of revenue, as calculations showed that the difference was little or nothing. No doubt the permanent heads of Departments were aware, as he had noticed over and over again, that people did give unnecessarily long names and addresses in their telegrams, entailing a great deal of extra labour on the part of the Telegraph Departments, and he was quite sure that if people had to pay for those names and addresses they would take the same care in curtailing them as they did in curtailing their messages. He would like to see that portion of the resolution carried out, because he was sure that it would lead to a great deal of good and save a great deal of time in the Telegraph Offices. But, while he sympathised with the motion, he was afraid that it would be unwise to adopt it unless the whole of the Colonies were agreeable to do likewise.

The PRESIDENT said that he would avail himself of the privilege that had always been accorded to the President at these Conferences, to express his views upon the subject as the representative of Tasmania. He regretted to find that there appeared to be less unanimity on the question than there was at the Conference in Sydney last year. He was aware that while there was a disposition last year on the part of several members of the Conference to recommend the question to their respective governments, there was a great feeling in the background that it was doubtful if the governments would agree to it or bring it before their Parliaments. So far as Tasmania was concerned she would be very little, if at all, affected by the alteration. In some cases there might be a slight loss of revenue owing to the possibility of shortening the address and lengthening the messages for the same amount of money now paid, but, on the other hand, there would be the increase of 1½*d* per word on all words over 15 in number, so what was lost in one way would be gained in another. So far as Tasmania was concerned he would be prepared to agree to the motion. Concerning the other Colonies, one could see at once that it was a Treasurer's question, as it appeared to involve a loss of thousands of pounds, as in the cases of South Australia and Queensland. Victoria would be affected comparatively little; but in the greater number of Colonies the loss was likely to be great; and while these Colonies felt that they could not afford to sustain that loss they could hardly bring any pressure to bear (especially in these hard financial times) to make them adopt the change. If the movement towards Federation was not likely to progress faster than now it would be well worth the consideration of the governments of the various Colonies as to whether a special convention should not be called to see if they could bring about a Postal Union. There was no reason why the Colonies should not have all the benefits of a Postal Union without complete federation; however, that was by the way. He would emphasize the opinion of Mr. Sholl, that, whether they agreed to the motion or not, they should agree to the adoption of that system by which the address and signature are charged with the message at a certain fixed rate, as he thought it would be a very good thing, despite the fact that the Colonies had different rates. It seemed to him that that was the only point on which they were likely to get agreement.

The Hon. J. KIDD thanked the Hon. J. G. Duffy for his courtesy in seconding the motion, but was surprised that that gentleman should charge him with not discussing the matter at further length by quoting ngures and statistics, inasmuch as the question had been thrashed out for two years in succession, and recommended and agreed to by all the Colonies with the exception of Queensland and New Zealand. The head of the Postal Department had advised him that the increase of business would make up any loss; and certainly uniformity in connection with postal matters in these Colonies was to be desired, even at the risk of some loss. The New South Wales Government had gone so far as to prepare and sign an Executive Minute on the subject, and they had been simply waiting to see if the other Colonies would fall in with it and recommend it to the various governments. He did not see much in the objection raised by Mr. Unmack to charging for names and addresses. The present system entailed a great deal of needless labour and expense to the Telegraph Department, as the senders were generally never satisfied unless they put six or eight words in the signature; however, he thought it was a wiser course not to agree to the motion than to agree to it and then not recommend it, though he would be sorry to see it rejected. Uniformity would never be attained unless some sacrifice was made, and they could not begin too soon.

The Hon. WM. COPLEY said that it was only the financial portion of the motion they could not agree to, and many of them were in favour of charging for names and addresses. He would move the following Amendment as a compromise, and though there would be some loss, it was a loss that he would be able to agree to in the hopes that the increase of business would wipe it out:—

"That, with the exception of Western Australia and New Zealand, the rates between any two contiguous Colonies shall be 1*s.* 6*d.* for 15 words and 1½*d.* for each additional word, names and addresses to be paid for. Between any three Colonies the rate shall be 2*s.* for 15 words and 2½*d.* for each additional word, names and addresses to be paid for. Similar rates to apply to telegrams to and from Tasmania, plus cable charges, Tasmania being treated as a Colony contiguous to Victoria. Telegrams to and from Western Australia to be dealt with as follows, names and addresses to be paid for :—

Between Western Australia and South Australia—2*s.* for fifteen words, and 2*d.* extra per word.
Between Western Australia and Victoria—2*s.* 6*d.* for fifteen words, and 3*d.* extra per word.
Between Western Australia and New South Wales—2*s.* 6*d.* for fifteen words, and 3*d.* extra per word.
Between Western Australia and Queensland—3*s.* for fifteen words, and 4*d.* extra per word.
Between Western Australia and Tasmania—3*s.* for fifteen words, and 4*d.* extra per word (plus cable charges)."

According to that, the nett loss accruing to South Australia would be £2235 without allowing for any increase of business. By the adoption of the system locally, he found they would make a gain of £900, but, as it would be unpopular to make a loss on intercolonial business and a gain upon local business, they would perhaps have to modify it in some degree. As it stood, however, he thought that it was a very fair compromise.

Mr. R. A. SHOLL seconded the Amendment as a matter of courtesy. He had not had time to fully consider it, but it appeared to him that Queensland was not dealt with altogether fairly, as she should be placed upon all-fours with Western Australia in regard to rates.

The Hon. J. KIDD moved the adjournment of the Debate until Monday following.

The Hon. T. UNMACK thought it was useless discussing a question of this nature until they had been furnished with facts and figures, and he, for one, would decline to entertain the matter at all, because he did not know how it would affect his Colony.

The Hon. J. G. DUFFY was also in favour of postponing the discussion.

The Debate was accordingly adjourned.

Local Telegraph Charges.

The Hon. J. KIDD moved :—

"That, from 1st July next, the local charges for Messages within the several Colonies be uniform; namely,—

Messages not exceeding fifteen words, 6*d.*, and 1*d.* for each additional word. Names and addresses to be paid for as in the case of Intercolonial Messages."

In this case each Member of the Conference should know if it would suit his own Colony to adopt this resolution. If it had not been adopted in Victoria yet, they were very near it. The rate there was 6*d.* for six words, and the name and address were not charged for. If they were charged for, the Victorian system would amount to much the same thing as this resolution proposed. He simply submitted the resolution for expression of opinion, actuated by a desire for obtaining uniformity. He looked upon this change as a very proper one, even though on the first appearance the loss of revenue would be considerable. Any increase of business would, however, soon counterbalance the loss of revenue, except perhaps in Western Australia or Queensland, where the lines were very long and the population not so large as in other Colonies.

The Hon. J. G. DUFFY seconded the motion, though he hardly thought it lay with him to do so. Victoria had a 6*d.* rate already, and the carrying of this resolution only meant a little change in her procedure. It would not be a loss to the Colony, which was small, and had a large population, and was in a different position to those Colonies which had immense telegraph lines and few people to use them. At the same time he thought the system they had already adopted in Victoria was the most preferable, and was inclined to think that the public would look upon it as unreasonable and a grievance if the words in the address were to be counted. The best way would be to charge for the words in the message, and at the same time insist that the address and names should not be too lengthy. Most absurdly long names and addresses were often given, which was unfair to the Telegraph Departments, and of no benefit to anyone. The best system they could adopt, if the colonies could see their way to have it, would be to allow six words for sixpence in the message, and let a reasonable name and address go free. He believed telegraphic experts were mostly in favour of charging for names and addresses, but where the other system had been in vogue for so many years it would be looked upon as a hardship if it were altered now.

The Hon. T. UNMACK said that although it was desirable to have a uniform practice where possible, he regretted that he could not support the motion, as in Queensland, where they had such a large extent of territory, they would be unjust to themselves if they did so. Their practice was to charge 1*s.* for ten words throughout the Colony, and the longest line they had to work at that price ran for 2500 miles. To send fifteen words for sixpence along that line was rather more than they could afford. Provided there was no increase of business, it meant that they were called upon to reduce their charges by half, and it was quite clear Queensland was not going to agree to any proposition of that sort. If the revenue was only reduced by one quarter, it would still represent a loss of £23,000 a year. As regards limiting the names and addresses, it was a suggestion well worthy of consideration, and one that would be of advantage to the Departments, besides, perhaps, bringing a little revenue in. He regretted that on financial grounds he would have to oppose the motion.

Mr. R. A. SHOLL said that he would be unable to support the motion, because it meant a very large decrease to the small revenue of the colony he represented. He was always willing to join with the other colonies in anything reasonable, but this was going too far, as he found from a rough calculation he had that moment made that the loss to his colony would be something like £3000 a year, which was a large sum to its small revenue. They had 3000 miles of line to maintain, and could not do it at the price pro-

posed; in fact, he thought they had more miles of line in proportion to population than any other Colony in Australia. In regard to charging for names and addresses, he did not think there would be any difficulty so far as the public were concerned, as they would soon get accustomed to the change, and would take precious good care to reduce their names and addresses to the proper number of words, and there would be no objection to the system once it was understood. It was the universal practice outside of Australia. It was a small matter, but it was one of those little things that led up to the great question of Federation, and he hoped before the Conference broke up it would be adopted.

The Hon. W. COPLEY thought the matter was one that should be dealt with by each individual Colony, as united action upon it was not so important as upon intercolonial telegraphic matters. He could not agree to the motion on financial grounds. He was anxious to see the system of charging for names and addresses adopted, but not in conjunction with a reduction of rates. Supposing the rate was reduced to ninepence the loss to South Australia would be £2817. They had a sixpenny rate to Port Adelaide and suburbs, and if that was still retained, and names and addresses counted, there would be a small loss, making the total loss £3000. An increase in the business might make up part of the loss, but it seemed to him a matter that could be dealt with locally quite as well as by this Conference.

The PRESIDENT regretted that he would not, as representative of Tasmania, be able to support the motion, for two reasons. One was that it would entail a great loss of revenue, which Tasmania, in common with other Colonies, was not able to afford. The second was more important, as it involved a principle, and that was that these Conferences should deal with questions which affected the Colonies intercolonially or internationally, and not questions which related to the internal policy of governments. This question was one that dealt with the internal policy of the different Colonies, and it might be very well left to them for independent action.

The Hon. J. KIDD was aware that the question was one that could be dealt with by each Colony independently, but had thought that if uniformity could be obtained in each of the Colonies it would be very much better. He had fully considered the question before submitting it, and had struck an average of nine words for address and signature, and did not think they were going to lose any revenue by the change whatever. Many messages were not sent now, and correspondence done by letter, because 1*s.* for five or six words was looked upon as too high a charge, and a reduction in the charge would lead to very much more business.

The motion was then put and negatived.

Inland Postage Rates.

The Hon. J. KIDD moved:—

"That it be a recommendation to the several Governments that the Inland Postage Rate of each Colony be reduced to One Penny per half-ounce from 1st July next."

The great contention had been above all things to have the Postage Rates uniform if possible. The Postage Rates were so low now between the different Colonies and other countries that there was an agitation to reduce the 2½*d.* postage to 2*d.* Apart from that he thought it would be a wise thing for each Colony to adopt the Penny Postage system. It had been adopted for some time in Victoria, and he had no doubt that the Hon. J. G. Duffy would be able to tell them that the change had not caused very much loss of revenue. In Victoria the postage was reduced from 2*d.* to 1*d.*, so that the revenue certainly must have fallen away for some time. He was not sure what the postage was in other Colonies, but in New South Wales it was 1*d.* within 12 miles of thickly-populated centres, so that that Colony did not anticipate to lose much by the change. If they could get all the Colonies to adopt a Penny Postage Rate they might look forward in the near future to an Intercolonial Penny Postage, and if they were to have Federation it would be unsatisfactory if they had a difference in the Postage Rates between each of the Colonies; in fact, they could not have Federation and a difference in the Postage Rates. They had gone fully into the question, and before long his Colony would adopt it whether the Conference agreed or not. He would be glad to get the other Colonies to take the same view of the question. If the rate on European Postage was reduced to 2*d.* it would not be reasonable to charge 2*d.* in the internal postage of a Colony. For the sake of Federation alone it was worth a little sacrifice to begin with, and if revenue was lost it could be made up, if necessary, from other sources. If this motion was not carried now, he hoped it would be in the near future, intercolonially as well as in each Colony.

The Hon. J. G. DUFFY, in seconding the resolution as a matter of courtesy, said that he had, at the last Conference in Sydney, brought forward a resolution a good deal to the same effect as the present one:—

"That, in the opinion of the Conference, the time had arrived when the Postage should be One Penny per half-ounce throughout the whole of Australia,"

And he was sorry the Mover had not couched his resolution in similar terms, or in terms to that effect, so that it would not be an interference with the domestic economy of each Colony, but would take the broader view of Australia as a whole. At that time, parodying the words of Sir Henry Parkes, "One people, one destiny," he had said "One people, one postage stamp, one penny," and he hoped that in the near future some change of that sort would take place. If they could not have Federation, they should have a Postal Union, and the best way to bring it about would be to have a uniform postage throughout the Colonies. When they brought this change about in Victoria they did not consider the commercial aspect of the thing altogether, but the convenience of the public. They calculated at the time they would lose £100,000, which then was not a matter of so much moment as it was at present. The business increased more rapidly than was anticipated, but the loss never amounted to more than £79,000. At present it still amounted to £68,000. Besides the loss, there was a corresponding increase in their expenses. There was a wave of depression now passing over the Australian Colonies, and he could not treat the question in the same spirit that he or other delegates were prepared to treat it two years ago, as he felt bound down and restricted on every question that dealt with finance. In view of the fact that his Premier intended next day to propose further taxation, and that the expenditure must be materially reduced, it would not be right for him to enter into any question which would result in a loss of revenue.

The Hon. T. UNMACK said that on this occasion his sympathies were thoroughly with the Mover, because he believed in cheap postage, irrespective of the financial aspect, but when the question was discussed at the last Conference he was bound, as he now felt bound, to pass the question over for financial reasons. In Queensland they had a most extensive mail service, costing over £100,000 per annum for conveyance of mails inland, and supposing there was no increase in business the reduction of the postage to a penny would mean a loss of £32,000. If business increased one-third they would lose £24,000, and if it increased 50 per cent. they would still lose £19,000. In their present financial position he did not think they would be justified in entertaining the proposition. The total reductions proposed by the Mover would mean a loss of £67,000 per annum to Queensland, and, considering that his Department already lost £100,000 per annum, the Conference would sympathise with him in the attitude he had taken.

The Hon. W. COPLEY said that the position he took up was the same as that taken up by Sir John Bray, who represented South Australia at the Conference held last year in Sydney. This motion would mean a loss to his Colony of £25,000 a year, and while he would be proud to introduce a Penny Postage while a member of the Ministry, the position of the Colony rendered it necessary that they should be extremely careful in cutting off any source of revenue. It would be better to retain the system in existence than charge in one direction and have to impose extra taxation in another. If it could be done without increasing taxation he would have no hesitation in adopting a Penny Postage, but under the present circumstances he had no option but to oppose the motion.

Mr. R. A. SHOLL said that the loss to his Colony would also be too great to allow him to entertain any idea of adopting this very desirable resolution, though he was quite in sympathy with it, and wished it could be made general throughout the Colonies.

The PRESIDENT was gratified to find that there was a general feeling that the adoption of a Penny Postage would be a very good thing, but at the same time there was a general feeling that the time was not yet ripe for it. The question had been before the Tasmanian Parliament last year, but they could not settle it without amending their Post Office Act. As far as Tasmania was concerned, the resolution now before them could not possibly be carried out if they were ever so willing, because the Act would have to be amended, and Parliament would not be in Session before 1st July. A strong feeling had been expressed by Members in favour of a Penny Inland Postage, but he had had to take up the position that in the financial condition of the Colony it was undesirable to incur further loss. He had the feeling that such important services as the Post and Telegraph services should be fully paid for by the people who used them. He believed that was correct as a general policy, but there were times when they must be content to suffer loss with a view of inducing business. If they adopted the proposal, however, it would be a long time before the business increased sufficiently to bring them the same amount of revenue as they now received. Though in sympathy with the motion, he regretted that he would have to oppose it.

The Hon. J. KIDD said that if he was an anti-federationist he would be inclined to take advantage of some of the remarks made, as they threw a great deal of light on the financial position of each Colony, and made him doubt if it would be a wise step for his Colony to federate with other Colonies in such a financially crippled condition. He saw no hope of carrying this motion, and thought that each Colony would have to work out its own redemption in the best way it could in the matter, trusting that brighter days would come, and that Penny Postage would soon be uniform and applicable to the whole of Australasia.

The motion was then put and negatived.

Gambling Circulars.

The Hon. J. G. DUFFY moved:—

"That it is advisable that the system of dealing with letters relating to racing sweeps and betting transactions should be uniform throughout Australasia."

The real meaning of this resolution was to induce New South Wales to make some alteration in her laws relating to sweeps. He was not going to pose as a straightlaced moralist, but he thought they must admit that the widespread gambling system now practised, especially in the great metropolis of New South Wales, was a public evil. Some years ago all sorts of sweeps were allowed to be carried on in Victoria, and there was no great harm in it at first, but finally the public fatuity became so great as to surprise even those who were most used to the foolishness of the public. Finally the Legislature had to step in and prohibit all advertising in connection with sweeps, and gave the Postmaster-General powers in regard to it. There was one little legal slip, however, in these powers, as the Postmaster-General was not prohibited from transmitting letters to sweep promoters in the other Colonies, and when these gentry were driven out of Victoria they went to Sydney. One of his predecessors in office, being determined to put a stop to this, took one of the letters addressed to a sweep promoter in Sydney, and used his power the same as if this person resided in Victoria. An application was made to the Supreme Court, and it was held that the Postmaster-General was bound to transmit these letters to persons in New South Wales under the technical construction of the Act. The consequence was that nearly £100,000 of Victorian money went to New South Wales annually to be distributed in sweeps, some of which were *bonâ fide* and some not. The Colonies to the north and south of New South Wales had legislated on the matter in an advanced moral spirit, and he hoped that Colony would not be behind-hand, so that the evil they all deplored would be put a stop to.

The Hon. J. KIDD seconded the motion. He did not see any use in New South Wales taking any action in the matter unless all the other Colonies were prepared to do the same, because if New South Wales prohibited these sweeps the £100,000 would simply be shifted into South Australia. However, he recognised that there was a great evil in connection with these sweeps, and that they were a great blot on our civilisation, and if in any way he could effect any remedy by embodying a Clause in the new Postal Bill he would only be too glad to do so. All that they could do at present to prevent these evils being carried on was to prevent the Post Office from being used as a medium; but if it could be grappled with in other directions it was the duty of the Colonial Governments to deal with it beyond the mere matter of sweeps.

The Hon. W. COPLEY said that so far as South Australia was concerned they were endeavouring to carry out the recommendation of last year's Conference in the matter. It was introduced in a Bill in the Legislative Council, but struck out in the Assembly, and that was the reason it was not embodied in their law at the present time. He would have no hesitation in promising to introduce an amending Bill next Session to try and deal with the matter. He did not think it would prevent the evil altogether, but it would place some hindrance in the way.

Mr. R. A. SHOLL said that although his sympathies did not go with the motion, he could not say that he had been instructed by his Government in regard to it in any way. He entirely agreed with the remarks made by the Hon. D. O'Connor at the Adelaide and Sydney Conferences, and it seemed to him monstrous that any Colony should legislate in such an arbitrary manner as to prevent people from investing their money how they pleased. If a person chose to put his money into lotteries or sweeps he had a perfect right to do so, and to instruct the Post Office to intercept letters was a great interference with the liberty of the subject. He did not see how the Post Office could do so—how could they tell what was in a letter?—to say nothing of the trouble that would be given to the staff of the office. He could not help thinking that Victoria was more anxious about her £100,000 than anything else—they did not like to see that sum of money go to New South Wales. During Cup week there was more gambling done in Victoria than in any part of the world. It was the bookmakers who did the real harm; and to put £1 in a sweep did not do the harm it was supposed. He could not afford to go to Flemington to bet as others did, and why should he not have the chance of putting £1 in a sweep? If some measure were introduced to strike at the root of the evil it would have his support and the support of a large number of people in Australia. He did not bet himself to any extent, but he could not help recognising that it was outrageous to prevent people from spending their money as they liked. Was not mining gambling? Why did they not put down the purchase of mining shares,—one was as bad as the other. They knew perfectly well that the rich man could go to his club and gamble to any extent, and why should he be left unrestricted, while the poor man, who could not afford to do so, was interfered with in this fashion. In his report he would submit this matter to his Government, but he sincerely hoped that it would be a long time before any measure of this sort was introduced into his Colony, unless it struck at the root of the evil. He could not support the motion.

The Hon. T. UNMACK said he would not have spoken, as he had shown his *bonâ fide* by passing an Act containing the principle, had it not been for the extraordinary ideas of Mr. Sholl. Surely that gentleman had overlooked the moral aspect of the question altogether. Many a serious evil had been checked by making a small effort in the right direction. It had been said that the Post Office would not know what the letters contained, but he believed they had a very good knowledge of correspondence, especially of these tens of thousands of gambling circulars. They would be doing a good deal to stop the evil by stopping the distribution of these circulars. No one would presume that the intention was to stop gambling, but they wanted to minimise the evil and bring a moral effect to bear, and he was sure they would succeed in doing so. The Post Office should not be the medium for the distribution of these circulars to corrupt the young and supply material for gaols and criminal institutions, and he hoped the measure would be carried in the whole of the Colonies.

The PRESIDENT said that although present on two previous occasions when the matter had been considered, he had not taken any part in the discussion. While he had sufficient sympathy with the Motion to give his vote in favour of it, he confessed that he had also a good deal of sympathy with the remarks made by the Hon. D. O'Connor, the late Postmaster-General of New South Wales. He had considered the matter since, and thought each Colony would do well to pass some measure which would prevent the Post Office from being used to facilitate what they all regarded as a great evil. He would point out that a large number of people who went to Flemington did not go there for the sake of the betting at all, and if they limited their legislation simply to those matters which they knew to be evils, he did not think they would do any harm. It was their duty to minimise those evils as much as possible if they could not prevent them. He could heartily support the Motion, and would not fail to bring the matter before his colleagues, especially the Attorney-General, with a view to having Legislation brought about on the subject.

The motion was put and carried.

Electric Power.

The Hon. W. COPLEY moved :--

"That the drafting of a Code of Rules and Regulations for erection of Electric Light and Power Wires be referred to a Committee of Experts, consisting of Messrs. E. C. Cracknell, George Smibert, A. T. Matveieff, R. Henry, and C. Todd, representing the Telegraph Departments of New South Wales, Victoria, Queensland, Tasmania, and South Australia, and Messrs. O. Haes, A. J. Arnott, and J. Cullender, representing the Electric Light Companies.

It was well known that Electric Lighting and Power was making great progress, and it was also known that there were dangers in connection with it if due precautions were not taken. It was necessary before it made any great advances in the Colonies that some legislation should be adopted in regard to it. It was well known that terrible instances of the danger of these wires had taken place in New York and other places, and it was also well known that they seriously affected the working of telegraph and telephone lines, the instruments in some cases having been destroyed by electric light wires coming in contact with them. The main questions to be considered by the proposed rules and regulations would be—(1) The means to be taken for preventing the electric light wires affecting, by induction or otherwise, the efficient working of the telegraph and telephone wires. (2) The best methods for the protection of these telegraph lines from mechanical injury by the falling of electric light or power cables. (3) The methods to be adopted for the protection of the telegraph and telephone wires in crossing electric light cables. (4) The length of spans and the height of these cables above streets and buildings. (5) To secure proper insulation of cables. (6) To secure proper supports and safe methods of suspension.

The Hon. J. KIDD seconded the motion. It would be quite time enough to discuss the question when the report came up.

The Hon. J. G. DUFFY said this question had occupied the attention of the Postal Department in Victoria, and a Bill dealing with it had been introduced last session into Parliament, but had been slaughtered, along with some other innocents, at the end of the session. It was founded on the English legislation; and he recognised that when the Bill, as he trusted it would be, was carried into law next session, they would want all the expert evidence they could get as to the technical and practical details. The Bill would give controlling power to the Post Office Department in the carrying out of the various electric schemes, and it would be well to start on a right basis before the matter had made any very extensive advances.

The Hon. T. UNMACK also supported the motion. Two sessions ago, in introducing an amended Tramway Act, he succeeded in inducing the House to grant power to the Postmaster-General to control the erection of the Tramway Company's wires, and during last session a clause was introduced in the Post and Telegraph Bill which gave similar powers to the Government to control all electric lighting wires, but at the unanimous wish of the House he withdrew it, because it was felt that the matter was too important to be dealt with in that way, and that a general Act should be introduced to deal with the whole subject. By obtaining the united wisdom of these experts they would be one and all greatly assisted.

Mr. R. A. SHOLL supported the motion.

The PRESIDENT also supported the motion, and pointed out the necessity of some member of the Committee being appointed as convener.

The Hon. W. COPLEY said he was willing that Mr. C. Todd should act as convener, and forward the Report to the various Postmasters-General.

The motion was carried.

Intercolonial Cable Guarantee.

Mr. R. A. SHOLL moved:—

"That, in view of the fact of Western Australia having, in conformity with Resolutions passed at the late Adelaide and Sydney Postal and Telegraph Conferences, reduced the rates on all Cable traffic passing through her territory from 1*s.* 2*d.* to 5*d.*, it is the opinion of this Conference that Colony should be placed on an equality with South Australia, and similarly guaranteed against the loss that has accrued to her revenue by such reduction."

This was a very small matter so far as the other Colonies were concerned, but was a matter of some importance to Western Australia. When the proposal from Sir John Pender came before the Adelaide Conference to reduce the telegraphic rates from 9*s.* 4*d.* to 4*s.* South Australia would not agree to that unless she was guaranteed the loss that would accrue to her revenue on the Port Darwin line. Western Australia was not represented on that Conference, and at the Sydney Conference their delegate did not arrive in time, so that this was the first opportunity his Colony had had of moving in the matter. He thought his Colony should be placed in the same position as South Australia, and guaranteed the loss on their traffic from Perth to Broome, in the same way as South Australia was on her traffic from Adelaide to Port Darwin. It was only a small matter, representing a loss to his Colony of from £500 to £600 a year.

The Hon. W. COPLEY seconded the motion, for the sake of discussion, although the case of Western Australia did not seem to be on all-fours with that of South Australia.

The PRESIDENT said that this proposition raised the whole question of the continuance of the guarantee the Colonies had agreed to give the Cable Company for the loss sustained by the reduction of the rates. Speaking generally, he believed that the increase of business had been 63 per cent. on the business done before the reduction. The benefits accruing had been so great that he was sure a return to the old high rates would never be contemplated, and in his mind it had become a question whether they should not take some steps to ensure that these rates should be retained at their present low standard, if not lower, without the Colonies having to continue the liability to guarantee against loss. He had an impression that the Cable Company would be found to be so well satisfied with the increase of business that it would be prepared to bear the whole risk. Of course, not having given notice before the end of February last of the discontinuance of the guarantee they were bound to continue it to the end of February next, and the question arose whether they ought to consider the matter of giving notice of the discontinuance of the guarantee at the present Conference, or hold another one before that date. As far as the motion was concerned, Tasmania was willing to contribute her proportion to guarantee Western Australia against loss.

The Hon. J. G. DUFFY thought that the question of the guarantee to the Cable Company was one that would have to be reconsidered, and probably the best course to adopt would be to have the business done in the past and up to December in the present year carefully analysed, so that they could see exactly where they were, and during the month of June call a conference or arrange between the different Colonies who were liable whether it would be advisable to continue the guarantee or not. He had always looked upon the arrangement as a purely temporary one, because it was obvious that if the experiment turned out to be a success the Company would have to continue the lower rates, and make them still lower in the future. As far as the motion was concerned, the wisest course would be to leave things as they were, and reconsider the whole question at the end of the year.

The motion was put and carried.

Postage on Circulars.

The Hon. J. KIDD moved:—

"That the initial rate for Circulars only be ½*d.* per two ounces inland and intercolonially."

They had been asked over and over again to make this alteration in their Colony by large insurance offices and others who were anxious to send out large numbers of printed circulars which would weigh

under two ounces. The same character of printed circulars were sent from England to the Colonies for ½*d.*, and therefore they could not lose any revenue. With the permission of the Conference he would amend his motion to include the word "printed" before "circulars." The secretary of an insurance office had informed his department that they would send out 10,000 circulars if they could do so at ½*d.* There could not be any loss, and he hoped the Conference would see its way to agree to the motion.

Mr. R. A. SHOLL seconded the motion.

The Hon. J. G. DUFFY was afraid they could not deal with the question now. It was an axiom in postal matters that no ½*d.* matter paid, and just at present he did not wish to do anything to occasion a loss to the revenue of the Victorian Postal Department.

Mr. UNMACK pointed out that the report of the permanent heads of departments recommended unanimously that the rate for printed papers should be continued at 1*d.* for two ounces. He did not see what was to be gained by all these concessions asked for by New South Wales, as he did not believe that the public had demanded a single one of them. The present charge was most reasonable, and he did not see any necessity for altering it.

The Hon. W. COPLEY was sorry that the Hon. J. Kidd should attempt to force their hands so much in reference to these reductions. He would like to support these liberal measures, but he felt that he must be just before he was generous. New South Wales was about to introduce a new system of taxation, and wished to reconcile people to the change, but other colonies were not in that position, and in them these reductions would mean fresh taxation. Although they carried newspapers for ½*d.*, it must be remembered that newspapers were an educational influence and disseminated information.

The Hon. J. KIDD was sorry that the Conference could not see these matters in the same light as he did, as they were in the direction of uniformity, and were what must come to pass sooner or later. The report quoted by Mr. Unmack referred to the rates between the Colonies and England, and he wished to point out that Victoria indirectly did not mind sending the circulars for ½*d.*

The motion was disagreed to.

Intercolonial Money Orders.

The Hon. J. KIDD moved :—

"That the following reduced rates of commission on Intercolonial Money Orders, as recommended at the Sydney Conference in March, 1891, be adopted from 1st July next :—

The commission chargeable on Money Orders exchanged intercolonially to be as follows :—

Article 21.

£		s.	d.
Not exceeding 2		0	6
„ „ 5		1	0
„ „ 7		1	6
„ „ 10		2	0
„ „ 12		2	6
„ „ 15		3	0
„ „ 17		3	6
„ „ 20		4	0

Article 22.

Where one person has occasion to send more than one telegraphic money order to the same person he shall only be charged for one message of advice."

The rates were the same as before, with the exception that a person would be allowed to send a sum not exceeding £2 for 6*d.* instead of 1*s.* as heretofore.

The Hon. J. G. DUFFY seconded the motion.

The Hon. T. UNMACK said that Queensland and two or three of the other Colonies had agreed to levy the charge from the 1st of April next.

The PRESIDENT said that Tasmania had also agreed to bring the charge into operation on the same date.

The motion was agreed to.

Intercolonial Postage of Newspapers.

The Hon. J. G. DUFFY moved :—

"That the intercolonial postage of newspapers should be uniform throughout Australia."

At present the postage of newspapers was free in New South Wales and Tasmania, and he would like to learn the views of the delegates of those colonies upon the matter. He would be glad to see newspapers carried free throughout all the Colonies, but unfortunately the rest of the Colonies had had to impose some charge. These Colonies had had to carry thousands of tons of New South Wales papers for nothing, and he was glad to see that Queensland had at last refused to do so. He trusted that the other Colonies would not be forced into the same extreme action that Queensland had taken, and that New South Wales would be prepared to impose a uniform charge. He had often received letters from people on the borders of Victoria complaining bitterly that their newspapers had to pay 1*d.* to go to Melbourne, while newspapers published on the other side of the Murray were taken there for nothing. When they found their own people suffering like that they were bound to interfere, and if the department in New South Wales did not take some steps to put the matter right, Victoria would have to consider the question with a view of protecting herself.

The Hon. W. COPLEY seconded the motion.

The Hon. J. KIDD said that New South Wales could not very well follow the other Colonies until they had legislation on the question, but the power of compelling her to do so was in the hands of the other Colonies, which could give notice that they would charge postage upon New South Wales newspapers. He did not know that he should make any promise in the matter, as if New South Wales chose to circulate newspapers free it simply concerned herself. They did not propose making some charge, but it would not be fair for him to say exactly when, though it would be carried out as soon as possible. Their only desire was, as far as possible, to have uniformity in everything.

The Hon. WM. COPLEY would be glad to see New South Wales fall into line with the other Colonies, and thus secure uniformity, as they wished for all the Colonies to keep on good terms. South Australia was in the same position as Victoria, as there were a number of papers printed on the Barrier and circulated in South Australia without her receiving any benefit. South Australia did not want the revenue, and if a uniform rate was only put on they would be welcome to all that would accrue. He had a sincere desire to act with the other Colonies, and he hoped that New South Wales would obviate the necessity of their taking such an extreme course as Queensland did.

The Hon. J. KIDD said that he had informed a deputation that seeing that all the other Colonies had adopted postage on newspapers, New South Wales would ultimately have to fall in. They could only do so now by arrangement until there was legislation on the subject. He had this matter with others in consideration, and proposed bringing it down next Session.

The PRESIDENT said that there was a strong feeling in Tasmania against postage upon newspapers. However, it was impossible to impose such a postage here without legislation, and he was very much afraid that there would be strong objections to it. He could only leave the matter in the hands of the Conference, and would be guided by the decision they arrived at.

The Hon. T. UNMACK was glad to hear that it was the intention of New South Wales to take action in the matter. Parliament had made it an absolute condition that in the event of New South Wales not imposing a postage her newspapers should not be allowed to come in without postage, in order that Queensland newspaper proprietors might not be unduly handicapped. He had made the promise, and was bound to carry it out. He was glad that New South Wales, as well as Tasmania, had met them in a proper spirit in the matter. He did not see why these questions, which had been deliberately and carefully settled by previous Conferences, should be re-opened. Once a decision had been come to and signed by the Ministers on behalf of their respective Colonies, it should be considered as settled, and it was not reasonable or right that they should be called upon to re-open the whole question at the very next Conference.

The motion was agreed to.

The Berne Bureau.

The Hon. J. G. DUFFY moved :—"That the Colony of South Australia be requested to undertake communication with the Berne Bureau in business connected with the Universal Postal Union." A great deal of the telegraphic business had fallen to the lot of South Australia, and had always been done in a most satisfactory manner, as he was sure would be the case in the future if she would accept the responsibility.

Mr. R. A. SHOLL seconded the motion.

The Hon. W. COPLEY, on behalf of South Australia, would not offer any objection. He was pleased that they were satisfied with the manner in which the work had been done.

The Hon. T. UNMACK, while admitting that he was perfectly satisfied with the manner in which South Australia had carried on the work, thought that as long as Berne was willing to communicate directly with each Colony they should adhere to the present system.

The motion was agreed to.

Sunday Trains.

The Hon. J. G. DUFFY raised a discussion on the question of Sunday trains upon the Intercolonial mail routes. Upon Sunday all the long lines were stopped so that the mail communication from Adelaide to Brisbane was completely checked, leading to delay in communication between the postal centres of Australia and Europe. He would not make any motion on the matter, but he would like to hear if anything could be done to remedy this state of things.

The Hon. W. COPLEY pointed out that owing to the action of the Government of South Australia in prohibiting the working of cargo on Sunday, the mail steamers always arranged their speed so as to arrive in South Australia on Sunday night or Monday morning. So far as the through-train was concerned, South Australia did not object to running the mails.

The Hon. J. KIDD said that the question was one he had not given much thought to, but if there was any great necessity for running express trains on Sunday he would take the matter into consideration. He did not see any evil in it as regards their mails so long as the necessity was proved.

The subject then dropped.

The Orient and P. & O. Steamers.

The Hon. J. G. DUFFY moved :—"That in the opinion of this Conference it is desirable, in order to facilitate postal communication, that the Orient and P. & O. Mail steamers be allowed to land cargo and do work at Adelaide on Sunday the same as at other ports." He had been induced to bring the matter forward by a letter which he had received from Mr. George Withers, Superintendent of the P. & O. Company, in which he complained of the detention of the steamers. An exception ought to be made in the case of communication between Europe and Australia.

Mr. SHOLL seconded the motion.

Mr. CHAS. TODD pointed out that the mail steamers often slowed down, even from Colombo, to avoid arriving in Adelaide on Sunday morning or Saturday night.

The Hon. J. KIDD said that if these mail-boats were allowed to discharge cargo on Sunday it would do away with all objections. He thought it was a proper thing to stop Sunday trade if it could be done without inconvenience to the public.

The Hon. W. COPLEY said that while the question was restricted to the two subsidised contract lines, he believed that the recommendation of the Conference would have weight with his Treasurer, in whose Department the matter was. He would be prepared to waive his personal feelings in a matter where the despatch of Mails was concerned.

The motion was agreed to.

Pacific Cable Route.

The PRESIDENT called upon the Hon. T. Unmack to move the Order of the Day relating to the Pacific Cable Route.

The Hon. T. UNMACK said he had not put the order upon the paper, and would not introduce the subject.

The Hon. W. COPLEY moved that the order be discharged.

Hon. T. UNMACK did not think it fair to deal with a most important subject of this nature in such a cavalier manner. He was sorry that he had been called upon to say anything upon the subject, because only that afternoon he had been in a position to lay upon the table documents and correspondence which had passed between Queensland and New South Wales in regard to the laying of the first section of the cable from Queensland to Vancouver. The attitude taken by Queensland Governments since 1876 in regard to this question had been consistent throughout, as he had stated at the last Conference held in Sydney. That attitude had been, that while they would have no objection to contribute to the working expenses of other cables when necessary, they desired to see a Pacific Cable established in order to do away with monopoly. After many years of waiting, that object seemed now to be within their reach, inasmuch as certain proposals had been made to the Governments of New South Wales and Queensland for the laying of the first section of the Pacific Cable from the Queensland Coast, probably Bundaberg, to New Caledonia. The Governments of Queensland and New South Wales had undertaken, in connection with the Government of France, to pay the guarantee required for the working of that portion of the cable. Queensland and New South Wales had no intention of asking the other Colonies to contribute towards these guarantees at present, but as the line was extended and the proper time come the Colonies would be asked to make up the full guarantee, which would be a fair and reasonable one, as the line was extended section by section. The undertaking was a *bonâ fide* one, as far as they could judge, and the only objection he had heard raised was that the cable was to go to French territory. He did not think they need trouble themselves much about that question because, first of all, they had seen how territories frequently changed hands, and as far back as 1884 they would find a treaty of nations by which they bound themselves that all cables in time of war should be considered as neutral. But whatever route was adopted, the cable would have to pass through some countries where the British Government was not supreme. The route proposed for the Pacific Cable would pass first through New Caledonia, which was a French possession; then Fiji, a British possession; then Samoa, which was under the joint protectorate of Great Britain, America, and Germany; then Honolulu, which was under the joint protectorate of Great Britain, France, and America; and then the Fanning Islands, which were British. Although a paper had been laid on the table by the Hon. W. Copley showing how few interruptions there had been on the Port Darwin line, yet it did not follow that such would always be the case, and under any circumstances two strings to their bow were better than one. Until such time as the whole of the Colonies were called upon to contribute towards the subsidy to this line Queensland would not contribute towards the guarantee to Sir John Pender's Company, and would continue to pay the old rate of 9*s.* 4*d.*, as they were paying now. He pointed out that the construction of this cable would lead to a still further reduction in the rates without any guarantee at all.

Mr. R. A. SHOLL seconded the motion.

The Hon. W. COPLEY pointed out that the telegraphic business of Queensland had fallen off very largely in consequence of her refusing to take part in the guarantee and accept the lower rates upon the existing cable, and considered that the business she should do fairly and squarely must be done in some other way, in fact the messages must be forwarded to some other Colony to take advantage of the lower rates. He was willing to accept Mr. Unmack's word that the Queensland Government did not descend to such meanness, but he was sorry that that gentlemen could not see where the claim of the other Colonies for justice and equity came in. He could see no reason for a Pacific Cable. If a monoply was not an injurious one, there was no reason why they should abolish it. The result would be that neither Company would pay. It would be very difficult to lay a cable in the Pacific, as the bottom was covered with coral reefs, and they were cheerfully asked to subsidise section by section a cable that would be of no use to them until it was complete.

The Hon. J. G. DUFFY sympathised with the idea of a Pacific cable, and thought it would do the Colonies no harm, and might do a great deal of good, to have two independent services. One feature that commended the Pacific route to his mind was that the cable would pass through hardly any foreign territory. At the same time he did not think that the Hon. T. Unmack had taken the best means of forwarding the scheme he had at heart. If Queensland wanted the help of the other colonies, it would be as well for her to give them some assistance in their cable schemes. If Queensland had taken up that position the present subject of discussion would have had a very much more favourable reception, and he for one would have felt bound to give his warmest assistance. The question, however, did not immediately arise, and he did not see his way to go any further into it at present.

The motion was agreed to.

Intercolonial Telegraph Rates.

The Hon. W. COPLEY said that the object of his amendment had been to give an opportunity for an expression of opinion on the system of charging for names and addresses. It was the best system to adopt, and it was the general opinion of heads of departments that the change was one that ought to be made.

The Hon. J. G. DUFFY pointed out that Victoria had two rates at present, 2*s.* to South Australia and 1*s.* to New South Wales, which made uniformity rather awkward. There would be a loss of revenue on the South Australian business, while with New South Wales, with which the principal business was done, there would be an increase of 50 per cent. He would require a little more consideration before he agreed to the proposition.

The Hon. T. UNMACK would not make any promise in the dark, as he did not know what effect the proposal would have upon the finances of his Colony.

Mr. R. A. SHOLL thought that the addition of five words to a message, and charging for the names and addresses, really equalised matters, so that it would not make much difference whether they agreed to it or not.

Hon. W. COPLEY withdrew his amendment.

The original motion was put and disagreed to.

The Conference then adjourned until 10 a.m. on Monday.

MONDAY, 21ST MARCH.

Urgent Telegrams.

The Hon. T. UNMACK moved:—

"That in the opinion of this Conference the system of Urgent Telegrams at double rates should be adopted intercolonially and inland."

This was a system that had repeatedly been adopted at various Conferences, but not carried into effect. Several of the Colonies had adopted the system in regard to their inland business, but they had not yet been able to get it adopted between the Colonies.

Hon. W. COPLEY seconded the motion. The system had not yet been adopted by South Australia intercolonially, but Mr. Todd had sent on a Minute dated 3rd March in which he requested it to be submitted for the approval of the Governor-in-Council. He had forwarded it for the signature of the Chief Secretary, but the Government were somewhat reluctant to adopt it, having a feeling that all telegrams were urgent, therefore the Minute was returned to him for further consideration. Personally he thought it was a fair system. He would like, therefore, to hear the views of the Representatives of the other Colonies.

Hon. J. KIDD regretted that he would be unable to support the motion, because he did not think it was a just thing to do. He looked upon all telegrams as of equal importance. Every message should be looked upon as urgent, and should be forwarded as speedily as possible. This proposal would give a monopoly to those who were better able to pay the higher rate, and keep back the equally important telegrams of the poorer people. His department did recognize certain telegrams as urgent—those in cases of sickness and death—and treated them as urgent, but there was no additional pay for them, and he did not think there should be.

Mr. J. G. DUFFY supported the motion. The argument of the previous speaker was very plausible, but it was not borne out by experience. New Zealand, which was the first colony to adopt the "urgent" rates, had three classes of telegrams: the "urgent," which paid double rates; the "ordinary" and the "delayed," which paid half-rates, and was not sent until the other classes of message had been all despatched. The last class of telegram, though of not much use in a small Colony, would be of the greatest possible advantage in a large Colony where the mail routes were very long. In regard to the urgent system he could not see any unfairness, and denied that it would lead to any delay in regard to the ordinary messages. No one would pay double rates unless they had an urgent reason for doing so. There was not much use in the other Colonies adopting this system unless New South Wales did so too, and he trusted therefore that the Hon. J. Kidd would reconsider the matter.

Mr. R. A. SHOLL thought that while the arguments of Mr. Kidd appeared to be strong ones, he hoped they would prove to be groundless; as the system worked well in the Colonies where it had been adopted there was no reason why it should not work equally well in the Colonies where it had not been adopted, and on those grounds he would recommend the system to his Government.

Hon. J. KIDD pointed out that in Victoria only 6*d.* a message had been charged for a long time past, and it would not be too much to double that rate for an urgent message. In New South Wales their internal rate was 1*s.*, and it would cause an immense amount of dissatisfaction if they attempted to impose double rates. They were doing their best now in that Colony to carry on the Telegraph Office so that no message should be delayed for a moment more than was absolutely necessary. If the Conference did carry this system he could not promise to advise his Government to carry it out.

The PRESIDENT said that Tasmania had had this system in operation both inland and intercolonially, and no complaint worthy of notice had been heard of in regard to it. He would have been glad to have seen New South Wales adopt this system, and suggested that the motion might be altered to deal only with intercolonial business, leaving each Colony to do its inland business as they thought fit.

Hon. J. KIDD did not think the suggestion would help them in the least, more especially as New South Wales had erected a line with copper wire to expedite intercolonial messages, which would be finished in about a month.

Hon. T. UNMACK said that the suggestion of the President was one that he was about to make himself. He saw no difficulty in New South Wales allowing urgent messages to pass along her lines upon receiving double pay. The system had been in operation in Queensland since January 1, 1880, and had worked admirably. It had been adopted both by heads of Departments and Ministers at several previous Conferences, and it was a question in his mind whether they should continue these Conferences if there was to be no finality to their proceedings.

Hon. J. KIDD considered that the changes that had taken place in the internal financial condition of the different Colonies had given them a just right to delay action on matters that might have been agreed to by previous Conferences. However, on consideration of the matter he was prepared to agree to the proposal thus far: New South Wales had a copper wire extending from Albury to Wallangarra, and he would be willing to allow urgent messages to go by that line if Queensland would put a line down to Wallangarra. The messages would be treated as urgent, but New South Wales would not be responsible for any delay beyond her borders.

Hon. T. UNMACK asked if the Hon. J. Kidd meant that Queensland should put a copper wire down as far as Wallangarra.

Hon. J. KIDD said he meant an ordinary wire line.

Hon. T. UNMACK accepted the proposal—half a loaf was better than no bread. He asked for leave to amend his motion by omitting the words "and inland."

Hon. W. COPLEY, as seconder, concurred in the Amendment.

Leave to amend was granted, and the motion, as amended, agreed to.

South Australian Mail Lines.

Hon. J. G. DUFFY moved—"That in the opinion of this Conference the carriage of Mails over the South Australian Railway Lines should be expedited." This was a matter arising out of the letter he had received from Mr. Withers, Superintendent of the P. & O. Company. The causes of complaint could be very easily removed if attention were given to the matter. It was of the greatest importance that there should be unfailing punctuality in the despatch of the Mail Steamers. The Victorian Government had done all it could in the matter, but there were often delays for which that Government was not responsible. He trusted the representative of South Australia would take the matter into consideration, and that it would not be necessary to bring it up at another Conference.

The Hon. J. KIDD seconded the motion.

The Hon. W. COPLEY felt sure that no blame could be attached to the Postal Department of South Australia. When the intercolonial train came in the mails had to be taken ten miles to Largs Bay, put in steam launches and taken on board; so that with the most expeditious work it was bound to be afternoon when they were got on board. Unless the train service from Melbourne was altered he did not see how the matter could be remedied.

The motion was agreed to.

Anglo-French Mail Convention.

The Hon. J. G. DUFFY stated that he had received a letter from the Acting French Consul to the effect that if the Colonies wish to join in the Anglo-French Mail Convention there would be no difficulty in allowing them to do so, although the legal time in which they could join had expired. When the matter was first brought under the notice of the Australian Governments they had agreed to let it alone, and he would not have introduced it here but that he had been requested to do so by the letter he had received. He moved that the letter from the Acting French Consul be received.

The Hon. W. KIDD seconded. He would be glad to look the matter up on his return to New South Wales.

The Hon. WILLIAM COPLEY thought that as the matter was one that could do no harm and might do some good, they might as well intimate their consent to it. It would be an act of good policy to do so.

Mr. R. A. SHOLL thought it was a matter for the Civil Government to deal with. The Conference should not dabble in matters outside its jurisdiction.

The Hon. T. UNMACK thought the matter one for the discussion of Cabinets.

The motion was agreed to.

Report of the Committee.

The PRESIDENT suggested that it would be better to consider each item in the Report *seriatim*, and the Conference concurred.

Item 1 was agreed to without discussion.

The Hon. J. G. DUFFY moved that item 2 be agreed to. He would make a mental reservation, because he could not see his way to agree to it unless forced into doing so by the Imperial Government.

The Hon. T. UNMACK seconded, with the same mental reservation. He thought this was the proper time to offer a few remarks on the various charges they were called upon to adopt. In Australia they were placed in a different position to the more populous districts of Europe. Their scattered territories did not place them in the position to adopt all the charges that Europe might demand they should. It would never do for them to adopt the same rates as were in existence in Europe, and they must be cautious in adopting all these scales of charges, as it would become a serious matter for consideration as to whether they had taken a wise step in joining the Postal Convention at all. It would be three or four years before any Convention was held in Europe, and the sooner the Colonies discussed the question the sooner that Con-

vention would take it into consideration. At all events, the question was worth consideration, and in the meantime, if they gave these rates a fair trial until the next Convention it was only what they were bound to do they should raise their voices against the assimilating of all their charges to those of the Postal Union.

The Hon. W. COPLEY said that it seemed that they would have to adopt this clause, but they might leave it in abeyance until they were forced to do so by the surcharge. Until then they should refuse to alter the system. There was a general repugnance to it, on the part of newspapers especially.

The Hon. J. KIDD said that the question of protecting senders of newspapers brought them back, in his mind, to the fact that it would be better to adopt an initial rate of ½*d.* for two ounces. They had already decided that the initial rate should not be more than 1*d.*, so that the Colonies would be at the mercy of the London Office whenever they chose to surcharge them, and then other arrangements would have to be made. There was nothing else for them to do than to adopt the clause as it stood at present.

The PRESIDENT felt that if the matter was left until the Imperial Government surcharged them, it might be left so long that the Colonies might be unable to impose the postage of 1*d.* until the end of next year. They had not power to charge more than a ½*d.* under the present law, and they would have to make provision for the extra charge by amending their Act this session. If they adopted this clause they would have to get their Act amended, and they might as well do that at once. There was no other course to adopt if pressure was brought to bear upon them by the Imperial Government.

Mr. R. A. SHOLL thought it better to agree to the clause at once, or else throw it out. It would be far better in his opinion to adopt it at once, as it would have to come sooner or later.

The motion was agreed to.

The Hon. T. UNMACK, referring to item six (Vienna Convention) said that a clause to a similar effect had been introduced in the new Postal Act in his colony ; viz., that the Government should assume a responsibility of £2 for loss in the case of a registered letter.

The Hon. J. KIDD thought that the Government ought to assume some responsibility, and the provision was a very liberal one to agree to.

The Hon. W. COPLEY said, that as this was one of those matters which were optional, he did not see his way clear to adopt it until some of the other Colonies had had experience of it.

Mr. R. A. SHOLL objected to the Government assuming any liability for registered letters. A very great amount of trouble was gone to in the case of registered letters, and the permanent heads of departments would know well what it meant. If a registered letter was lost it must be through gross carelessness on the part of an officer, who would be always liable. But as a matter of fact they would never hear of a registered letter being lost.

The Hon. J. KIDD pointed out that the provision was merely to give the public increased confidence in regard to their registered letters.

The Hon. T. UNMACK said that he could not consent to item 30. The permanent heads of departments had nothing to do with regulating how revenue should be derived, or anything of that kind. This was a very serious matter, that they could not for a moment see the effect of.

The Hon. J G. DUFFY was afraid that the permanent heads of departments had gone a little too far in this matter at the present time, though before next Conference they might be able to collect some statistics to show how their ideas would work out.

The Hon. W. COPLEY was not prepared to agree to this item at present. While it was a question that might very well be considered in the future, any action upon the matter at present was premature.

The Hon. J. KIDD could not see what harm would be done by adopting this item, as it was simply an expression of opinion.

The Hon. T. UNMACK moved, as an amendment upon the item, that the words "and that the revenue derivable from these stamps should be apportioned amongst the Colonies on the basis of population" be left out.

The PRESIDENT pointed out that the distribution of the revenue on the basis of population would necessitate a uniform postal rate. If Victoria was carrying her inland letters at 1*d.* and all the other colonies were charging 2*d.* upon theirs, it was manifest that they could never distribute the revenue fairly and have one stamp. To adopt a uniform stamp, therefore, they would have to have a uniform postage rate. No doubt the object was a good one, but he could not help feeling that it was a little premature.

The Hon. T. UNMACK withdrew his amendment.

The Hon. J. G. DUFFY moved that the item be adopted.

The motion was negatived.

The report was adopted after some further discussion.

Australian Postal Convention.

The Draft of the Australian Postal Convention submitted by the Heads of Departments was then considered.

Hon. T. UNMACK stated that he would be unable to comply with the first paragraph under the head "Book and Packet Regulations." In accordance with the recommendations of the previous Conference he had introduced a provision into the Post and Telegraph Act in his Colony providing that all packets containing bank notes should be registered, otherwise they would be registered officially and a double registration fee charged upon delivery, but Parliament had rejected the proposal.

Hon. WM. COPLEY said that he was in the same position, as the proposal had also been rejected by the South Australian Parliament.

Hon. J. KIDD: Then we will deal with them as Queensland does with our newspapers.

The PRESIDENT said he would like to hear the views of the Colonies that had not yet adopted the Intercolonial Parcels Post. His attention had been called to the matter by a resident of Tasmania, who wished to send a small parcel from New South Wales, and could not do it. He would like to know if there was any hope that that Colony would adopt the system.

Hon. J. KIDD said that it could be carried out now by arrangement, but they proposed establishing the system as soon as they could get the necessary legislation. If parcels came from Victoria for Queensland, or *vice versa*, they were forwarded on, but that could not be done with New South Wales parcels until the Act was amended.

The Convention was adopted.

Votes of Thanks.

Hon. T. UNMACK stated that that concluded the business of the Conference, but it still remained for him to move a hearty and cordial vote of thanks to the Hon. B. S. Bird, their President, for the able manner in which he had presided over them, and for the hearty and generous hospitality which he had extended to them during their sojourn in Tasmania. He felt great regret that their stay had been so short, as they would have liked to extend their visit to this beautiful Colony, and become acquainted with its resources and public men.

Hon. J. KIDD seconded the motion, and made reference to the able manner in which the Hon. B. S. Bird had presided over their deliberations, and the generous hospitality shown by him and other members of the Government. Though the labours of this Conference had not been of such an extensive character as those of previous ones, he thought that these meetings had a good influence in cementing the regard of the public men of the different Colonies, not only in regard to the Post and Telegraph Services, but the Public Service generally. He hoped that before they met again the cloud that seemed to hang over the affairs of the different Colonies would have cleared away, and that they would be able to co-operate to a far greater extent than their financial condition permitted them to do now. He looked upon the Post and Telegraph Services not so much as a means of obtaining money, but for giving the greatest possible conveniences to the public without any great loss to the revenue, and he hoped that before long the Colonies would be in such a position that they could afford to make concessions for the sake of obtaining uniformity. Considering the state the Colonies were in he did not blame them for not agreeing to the proposals he had made, and he was content to let them stand over until a more favourable day arrived.

The Hon. T. UNMACK asked that the next Postal Conference held might be held in Queensland.

The motion was agreed to.

The PRESIDENT thanked the members of the Conference for the manner in which they had recognised his efforts to serve them, but felt that he had not been put to any great strain, for accustomed as the members of the Conference were to the discharge of duties such as these, the burden imposed upon him had been very light indeed. Although they had no great burning questions to consider, he thought that when their work was looked through it would be found that they had done a great deal which would bear very good fruit in the various Colonies. There could be no question that the meeting together of the heads of the Postal and Telegraphic Departments of the various Colonies for the exchange of views was productive of a great deal of good, even if no other work was done. It had been a pleasure to himself and his colleagues to meet the members of the Conference, and if a cordial welcome had been given it was only what had been accorded to the representatives of Tasmania elsewhere. He trusted that the invitation of Mr. Unmack would be acceded to in due course, and would be very glad if the Fates allowed him to be present when the Conference was held in Brisbane.

The Hon. J. G. DUFFY proposed a vote of thanks to the Secretary, Mr. T. C. Just, for the able and courteous manner in which he had discharged his duties.

The Hon. W. COPLEY seconded the motion, which was carried.

Mr. T. C. JUST briefly responded.

The Hon. J. KIDD moved a vote of thanks to the permanent heads of Departments. So far as the Ministers were concerned the Session had not been a very heavy one, but these gentlemen had had a very heavy week's work. It would be difficult to find officers so well qualified for their positions, or so zealous and conscientious in the discharge of their duties, and he felt that it was the duty of the Ministers assembled to show their appreciation of the great assistance they had been to them.

The Hon. W. COPLEY seconded the motion, which was carried.

Mr. ROBERT HENRY returned thanks for the hearty manner in which the vote had been accorded, and expressed the hope that in future the work of the permanent heads of Departments could be got through before the Conference met, that they might be prepared beforehand.

Mr. C. TODD also responded, expressing the opinion that the manner in which the Post and Telegraph Offices were conducted was a credit to the Colonies. He also considered that it would be an advantage if the heads of Departments could meet two or three days beforehand to thrash out the various subjects which they would have to bring before their respective Ministers.

Messrs. M'Donnell, Hampton, Smibert, Boyes, and Sholl also responded.

The PRESIDENT thanked the Press for the publicity they had given to the proceedings of the Conference.

The Conference then rose.

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1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL AND TELEGRAPH CONFERENCE, 1892.

REPORT OF PROCEEDINGS

OF THE

CONFERENCE HELD IN VICTORIA, AUGUST, 1892.

MINUTES OF PROCEEDINGS, REPORT OF PERMANENT HEADS OF DEPARTMENTS, PAPERS LAID BEFORE CONFERENCE, AND REPORTS OF THE DEBATES.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
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POSTAL AND TELEGRAPH CONFERENCE, 1892.

REPORT OF THE DELEGATES TO THE INTERCOLONIAL POSTAL AND TELEGRAPH CONFERENCE HELD IN MELBOURNE DURING AUGUST, 1892.

1. The Colonies of New South Wales, South Australia, and Victoria were represented at the Conference.

2. The Conference sat on the 13th and 15th August.

The following were the resolutions carried, viz. :—

Relating to Postal Service.

(1.) That the amendments in the system of Telegraph Money Orders as recommended by the Permanent Heads of Departments be adopted.

(2.) That as the existing mail contracts with the Peninsular and Oriental and the Orient Steamship Companies expire in February, 1895, the Permanent Heads of the Postal Departments of the various contracting Colonies prepare a report for the next Conference, with a view to a more advantageous basis of arrangement being carried out.

Telegraph Service.

(1.) That in view of the heavy loss sustained by the principal Colonies in connection with the cable guarantee dated 31st March, 1891, it be a recommendation to the respective Governments concerned that the following alteration in the tariff be adopted with the concurrence of the Eastern Extension Cable Company, and brought into operation on the 1st October next, viz. :—

Ordinary messages to be increased from 4s. to 4s. 9d. per word.

(2.) That the extra cost of 9d. per word be apportioned as follows, viz. :—

To Cable Companies, 7d.
To South Australia, 2d.

(3.) That the proposal by the Government of New Zealand to join the Colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania in the present guarantees to the Eastern Extension Cable Company and the Government of South Australia be accepted by the Colonies mentioned.

(4.) That the Honorable the President of the Conference be authorised to communicate with the Eastern Extension Cable Company and the Governments of the other agreeing Colonies (other than New South Wales and South Australia) conveying the result of this Conference, and to have charge of all correspondence relating thereto and of the arrangements necessary to bring the resolutions of the Conference into effect upon their being confirmed by the various Governments.

Other matters were considered and withdrawn (and for such see Minutes of Proceedings).

Appended to this Report will be found :—

1. Minutes of the Proceedings.
2. Report of Heads of Departments.
3. Papers laid before Conference.
4. Report of the principal proceedings.

Signed on behalf of Victoria,
W. A. ZEAL.
Signed on behalf of New South Wales,
JOHN KIDD,
Signed on behalf of South Australia,
J. H. GORDON,
Minister of Education.

15th August, 1892.

POSTAL AND TELEGRAPH CONFERENCE, 1892.

MINUTES OF THE PROCEEDINGS.

GENERAL POST OFFICE, MELBOURNE, SATURDAY, 13TH AUGUST, 1892.

THE Conference met at noon, when the undermentioned gentlemen, representing the colonies herein named, were present, viz.:—

VICTORIA.

The Hon. WILLIAM AUSTIN ZEAL, M.L.C., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General and General Superintendent of Telegraphs.

NEW SOUTH WALES.

The Hon. JOHN KIDD, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.

SOUTH AUSTRALIA.

The Hon. JOHN HANNAH GORDON, M.P., Minister of Education.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.

The Hon. J. KIDD proposed, and the Hon. J. GORDON seconded—

"That the Hon. W. A. Zeal be appointed President," which was unanimously agreed to.

Mr. W. B. Crosbie was appointed Secretary, upon the nomination of the Hon. the PRESIDENT, seconded by the Hon. J. H. GORDON.

The Hon. the PRESIDENT then moved, and the Hon. J. H. GORDON seconded—

"That the Press be admitted."

Carried unanimously.

The Hon. the PRESIDENT read a telegram he had received from the Hon. B. Stafford Bird, M.P., Postmaster-General of Tasmania, regretting his inability to attend the Conference, and stating that Tasmania will agree to what New Zealand has proposed.

The Hon. the PRESIDENT tabled a telegram he had received from the Hon. J. G. Ward, M.P., Postmaster-General of New Zealand.

1. *Re-arrangement of Cable Subsidies and of Guarantee, so that New Zealand may be included, and the reduction of rates on cable between New South Wales and New Zealand.*

The Hon. J. H. GORDON moved—

"That the proposal by the Government of New Zealand to join the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania in the present guarantees to the Eastern Extension Cable Company and the Government of South Australia be accepted by the colonies mentioned."

[*Conference adjourned at* 1 *p.m. until* 2·30 *p.m.*]

AFTERNOON SITTING.

On the Conference resuming, the Hon. J. H. GORDON moved, and the Hon. J. KIDD seconded—

"That Mr. Warren, the manager in Australia of the Eastern Extension Cable Company, be heard on the subject of the offer of the New Zealand Government."

Carried unanimously.

Mr. WARREN then made a statement on the subject.

Debate on the subject adjourned until Monday, on the motion of the Hon. J. KIDD.

2. *Establishment of communication by Telephone between the capitals of the colonies of New South Wales, South Australia, and Victoria.*

The Hon. the PRESIDENT tabled a return furnished by the Telegraph Engineer, Victorian Post Office and Telegraph Department, showing approximate cost of establishing communication between the colonies by telephone, and the estimated revenue to be derived therefrom (*vide* page 14).

After some discussion, the Hon. J. H. GORDON proposed that the consideration of the subject be postponed *sine die*.

Carried.

3. *System of Telegraph Money Orders, with a view to prevent frauds.*

The Hon. J. H. GORDON moved, and the Hon. J. KIDD seconded—

"That the matter be referred to the Permanent Heads of the Departments represented at the Conference, to bring up a report on the same by Monday."

Carried.

4. *The advisability or otherwise of the colonies continuing the Guarantee to the Eastern Extension Cable Company and the South Australian Government beyond the period at present fixed.*

The Hon. the PRESIDENT moved, and the Hon. J. H. GORDON seconded—

"That the consideration of this question be postponed until Monday."

5. *Compulsory registration of articles of small value.*

The Hon. J. H. GORDON moved—

"That the matter be remitted to the Permanent Heads, with a view to their bringing up a report for the Conference on Monday."

The Hon. Mr. KIDD seconded the motion, which was carried unanimously.

The Conference adjourned at 4·40 p.m. until Monday next, the 15th instant., at 11 a.m.

W. B. CROSBIE,
Secretary.

W. A. ZEAL,
President.

GENERAL POST OFFICE MELBOURNE, 15TH AUGUST, 1892.

Present:

VICTORIA.

The Hon. WILLIAM AUSTIN ZEAL, M.L.C., Postmaster-General, President.
JAMES SMIBERT, Esq., Deputy Postmaster-General and General Superintendent of Telegraphs.

NEW SOUTH WALES.

The Hon. JOHN KIDD, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.

SOUTH AUSTRALIA.

The Hon. JOHN HANNAH GORDON, M.P., Minister of Education.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.

The Conference having assembled at 11 a.m., the minutes of the proceedings on the 13th instant were read and confirmed.

The Hon. J. H. GORDON moved, and the Hon. J. KIDD seconded—

"The adoption of the report of the Permanent Heads on the following matters:—

"(*a*) Establishment of a system to provide against frauds in connection with telegraph money orders.

"(*b*) Compulsory registration of articles of small value."

Carried.

The Hon J. H. GORDON read a telegram which he had just received from the Hon. John Forrest, Premier of Western Australia, to the effect that if all other contracting colonies agree to accept New Zealand's proposal, Western Australia will agree also.

The Hon. J. KIDD moved, and the Hon. the PRESIDENT seconded—

"That in view of the heavy loss sustained by the principal colonies in connexion with the cable guarantee dated 31st March, 1891, it be a recommendation to the respective Governments concerned that the following alteration in the tariff be adopted, with the concurrence of the Eastern Extension Cable Company, and brought into operation on the 1st October next, viz.:—

"Ordinary messages to be increased from 4s. to 4s. 9d. per word."

Carried.

The Hon J. H. GORDON moved, and the Hon. J. KIDD seconded—

"That the extra rate of Ninepence (9d.) per word be apportioned as follows, viz.:—To Cable Companies, Sevenpence (7d.); to South Australia, Twopence (2d.)."

Carried.

The Hon. J. H. GORDON moved, and the Hon. J. KIDD seconded—

"That the Hon. the President of the Conference be authorised to communicate with the Eastern Extension Cable Company and the Governments of the other agreeing colonies (other than New South Wales and South Australia) conveying the result of this Conference, and to have charge of all correspondence relating thereto and of the arrangements necessary to bring the resolutions of the Conference into effect upon their being confirmed by the various Governments."

Carried.

The Hon. J. H. GORDON moved, and the Hon. J. KIDD seconded—

"That the proposal by the Government of New Zealand to join the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania in the present guarantees to the Eastern Extension Cable Company and the Government of South Australia be accepted by the colonies mentioned."

Carried.

The

The Hon. J. H. GORDON moved, and the Hon. J. KIDD seconded—

"That, as the existing mail contracts with the Peninsular and Oriental and the Orient Steamship Companies expire in February, 1895, the Permanent Heads of the Postal Departments of the various contracting colonies be instructed to prepare a report for the next Conference, with a view to a more advantageous basis of arrangement being carried out."

Carried.

The Hon. J. KIDD moved a vote of thanks to the Hon. W. A. Zeal for the able manner in which he had presided over the proceedings of the Conference, and for the hospitality and kindness with which the delegates had been received.

The Hon. J. H. GORDON seconded.

Carried.

The PRESIDENT returned thanks for the compliment paid him.

The Hon. J. H. GORDON proposed a vote of thanks to the Secretary, Mr. W. B. Crosbie, for the able manner in which he performed his duties.

The Hon. J. KIDD seconded the motion, which was carried.

Mr. CROSBIE acknowledged the vote.

The Hon. J. KIDD moved a vote of thanks to the Heads of Departments present for the assistance they had rendered the Conference.

The Hon. J. H. GORDON seconded.

Carried.

Mr. SMIBERT acknowledged the vote of thanks on behalf of the Permanent Heads.

The Conference adjourned at 1 p.m., to meet at 3·30 p.m. to formally close proceedings.

AFTERNOON SITTING.

The Conference re-assembled at 3·30 p.m.

The Secretary submitted the draft report of the delegates on the proceedings of the Conference, which was adopted and signed.

The Conference adjourned *sine die*.

W. A. ZEAL,
President.

W. B. CROSBIE,
Secretary.

REPORT OF THE PERMANENT HEADS ON THE UNDERMENTIONED SUBJECTS WHICH WERE REMITTED TO THEM BY THE CONFERENCE.

1. Establishment of a system to provide against frauds in connexion with telegraph money orders.
2. Compulsory registration of articles of small value.

To provide against Fraud in connexion with Transmission of Telegraph Money Orders.

It is obvious that the remitting of money by means of telegraphic money orders must, in spite of all precautions, be attended with some risk, and we are unable to suggest any system which would afford absolute security from fraud.

We recommend, however, that, in addition to existing precautions, the following regulations be adopted:—

(1) That money order telegrams should be numbered consecutively, and in transmitting the advice the number should appear as a prefix in the body of the message.
(2) That they should be transmitted through the chief office, which, after verifying the number, should advise the paying postmasters.
(3) Postmaster or officer in charge to be held personally responsible for every money order telegram transmitted from his office.
(4) Postmaster on no account to allow any operator or officer in the department unattached to his office, or even his own officers when off duty, to have access to the instrument.

Compulsory Registration of Articles of Small Value.

Having considered this question, we would point out that compulsory registration is required by the postal laws of the colonies, and the principle is recognised by the regulations of the Universal Postal Union. It would, in our opinion, lead to friction and endless disputes between the officials and the public if it were made a function of the former to fix the value of articles of jewellery, &c., with a view to determine whether an article should be registered or not.

In those colonies where the system has been in operation for several years we find no difficulties have arisen, and we maintain that the additional security afforded by registration, even of articles of small value, is provided at a very reasonable cost.

JAMES SMIBERT.
CHARLES TODD.
S. H. LAMBTON.

15th August, 1892.

COPIES

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COPIES OF TELEGRAMS RECEIVED BY THE POSTMASTER-GENERAL, MELBOURNE, FROM THE HONORABLE J. G. WARD, POSTMASTER-GENERAL OF NEW ZEALAND.

Hon. Postmaster-General, Melbourne.

Eastern Extension Telegraph Company has approached Government with desire arrange reduction New Zealand-Sydney cable rates. Company's General Manager for Australasia now here. Am of opinion substantial reduction essential in interest present users cable, as well as induce large domestic business. I therefore proposed to company a rate of Threepence per word for international and Two shillings for first ten and Threepence each additional word for intercolonial messages, and asked what proportions of the loss it would bear. Company replied that it would accept the reduced rates, and bear one-fourth the loss, on condition that this colony guarantees remaining three-fourths and take part with Australia in the general guarantee arrangement. The value of the New Zealand-Sydney cable traffic, based on the average of last three years, is stated by the company at £22,326 intercolonial and £3,932 international, a total of £26,258; and New Zealand three-fourth's liability at £13,160, and the company's fourth at £4,387, if no increase of traffic take place. The company's proposals are very reasonable, and if other colonies will join New Zealand in sharing the loss I will be prepared to recommend Government to accept company's offer of our share of the loss on intercolonial cable traffic. I propose that we bear one-third, and the balance, £8,773, to be shared by ourselves and other colonies on basis population; New Zealand to join other colonies in the guarantee arrangement, including South Australian land line, but not duplicate subsidy. I trust colonies will entertain proposal, as, in addition to securing large reduction intercolonial cable rates, the fact of New Zealand joining in the guarantee may also be the means of inducing Queensland to come in. Have sent similar telegram to Postmasters-General other colonies except Queensland. Hope for an early and favorable reply.

J. G. WARD,
28 August, 1892. Postmaster-General, Wellington.

The Hon. the Postmaster-General, Melbourne.

I should have stated in previous message that with proposed reduced intercolonial rates an increase of 50 per cent. may be looked for.

J. G. WARD,
28 August, 1892. Postmaster-General, Wellington.

No. 1.

NEW ZEALAND AND THE CONTRIBUTING COLONIES.

TABLE showing the Proportions to be paid by each Colony towards the combined Guarantees, viz., "The New Zealand Cable" (as proposed by New Zealand), "Eastern Extension Company," and "South Australia," on the basis of Population, *excluding* Queensland.

Colony.	Population on 5th April, 1891.	New Zealand Cable Guarantee Fund. Proposed.*	Eastern Extension Guarantee Fund.		South Australian Land Line Guarantee Fund.		Total Amount paid out.	
			At Present.	Proposed.	At Present.	Proposed.	At Present.	Proposed.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	1,140,405	2,934 6 9	11,250 13 4	9,204 14 5	4,257 16 9	3,483 10 11	15,508 10 1	15,622 12 1
New South Wales	1,132,234	2,913 6 4	11,170 1 1	9,138 15 4	4,227 6 7	3,458 11 8	15,397 7 8	15,510 13 4
South Australia	320,431	824 9 10	3,161 4 3	2,586 6 10	1,196 7 4	978 16 2	4,357 11 7	4,389 12 10
Tasmania	146,667	377 7 8	1,446 18 10	1,183 16 4	547 12 0	448 0 4	1,994 10 10	2,009 4 4
Western Australia	49,782	128 1 10	491 2 6	401 16 3	185 17 4	152 1 4	676 19 10	681 19 5
New Zealand	620,030	1,595 7 7	.....	5,004 10 10	.....	1,893 19 7	....	8,493 18 0
Totals	3,409,549	8,773 0 0	27,520 0 0	27,520 0 0	10,415 0 0	10,415 0 0	37,935 0 0	46,708 0 0

* The loss to New Zealand Cable by reduction of rates proposed, based on last year's traffic, and allowing for no increase, would be £17,546, of which—

Eastern Extension bears one-quarter	£4,386 10 0
New Zealand bears one-quarter	4,386 10 0
And New Zealand and other Colonies bear one-half	8,773 0 0
	£17,546 0 0

General Post Office, Adelaide,
19th August, 1892.

CHARLES TODD,
Postmaster-General and Superintendent of Telegraphs.

No. 2:

QUEENSLAND, NEW ZEALAND, AND THE COLONIES.

TABLE showing the Proportions to be paid by each Colony towards the combined Guarantees, viz, The "New Zealand Cable" (as proposed by New Zealand), "Eastern Extension Company," and "South Australia," on the basis of Population, *including* Queensland.

Colony.	Population on 5th April, 1891.	New Zealand Cable Guarantee Fund Proposed.	Eastern Extension Guarantee Fund.		South Australian Land Line Guarantee Fund.		Total Amount paid out.	
			At Present.	Proposed.	At Present.	Proposed.	At Present.	Proposed.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	1,140,405	2,630 11 6	11,250 13 4	8,251 16 9	4,257 16 9	3,122 18 6	15,508 10 1	14,005 6 9
New South Wales	1,132,234	2,611 14 6	11,170 1 1	8,192 14 3	4,227 6 7	3,100 11 0	15,397 7 8	13,904 19 9
South Australia	320,431	739 2 9	3,161 4 3	2,318 12 0	1,196 7 4	877 9 7	4,357 11 7	3,935 4 4
Tasmania	146,667	338 6 4	1,446 18 10	1,061 5 4	547 12 0	401 12 9	1,994 10 10	1,801 4 5
Western Australia	49,782	114 16 8	491 2 6	360 4 4	185 17 4	136 6 6	676 19 10	611 7 6
Queensland	393,718	908 3 9	.....	2,848 18 0	.....	1,078 3 5	.....	4,835 5 2
New Zealand	620,030	1,430 4 6	.....	4,486 9 4	.....	1,697 18 3	.....	7,614 12 1
Totals	3,803,267	8,773 0 0	27,520 0 0	27,520 0 0	10,415 0 0	10,415 0 0	37,935 0 0	46,708 0 0

General Post Office, Adelaide,
19th August, 1892.

CHARLES TODD,
Postmaster-General and Superintendent of Telegraphs.

POSTAL AND TELEGRAPHIC CONFERENCE, 1892.

REPORT OF THE DEBATES.

SATURDAY, 13TH AUGUST, 1892.

Present:

VICTORIA.

The Hon. W. A. ZEAL, M.L.C., Postmaster-General, President.
JAMES SMIBERT, Esq., Deputy Postmaster-General and General Superintendent of Telegraphs.

NEW SOUTH WALES.

The Hon. JOHN KIDD, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.

SOUTH AUSTRALIA.

The Hon. J. H. GORDON, M.P., Minister of Education.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.

(1) *Re-arrangement of Cable Subsidies and of Guarantee, so that New Zealand may be included, and the Reduction of Rates on Cable between New South Wales and New Zealand.*

The Hon. J. H. GORDON said that certain proposals had been made by the New Zealand Government, who, with the Government of Queensland, were the only two refusing to join in the proposals for the reduction of cable rates made by the Adelaide Conference of 1890. It was a matter of regret on the part of the guaranteeing colonies that those two colonies had stood out of the friendly arrangements by which communication with England had been cheapened and expedited, and it was a matter of congratulation that there was now a possibility of bringing New Zealand in, with a further probability that if that colony joined, Queensland would also come in and establish permanently a reduction of cable rates on a basis that would be fair to all the colonies. It had been felt by the colonies joining in this guarantee that they had perhaps not been treated quite as fairly or generously as might have been expected by New Zealand and Queensland. He was bound to admit that that feeling had to some extent obtained in South Australia, where they had undergone large expense and made great sacrifices in establishing transcontinental communication with Europe. New Zealand, however, had now made certain proposals, which were contained in the following telegrams:—"Eastern Extension Telegraph Company has approached Government with desire to arrange reduction New Zealand-Sydney cable rates. Company's general manager for Australasia now here. Am of opinion substantial reduction essential in interest present users cable as well as to induce large domestic business. I, therefore, proposed to company a rate of 3d. per word for international and 2s. for first ten and 3d. each additional word for intercolonial messages, and asked what proportion of the loss it would bear? Company replied that it would accept the reduced rates, and bear one-fourth loss, on condition that this colony guarantees the remaining three-fourths and takes part with Australia in the general guarantee arrangements. The value of the New Zealand and Sydney cable traffic, based on the average of the last three years, is stated by the company at £22,326 intercolonial and £3,932 international, giving a total of £26,258; and New Zealand's three-fourth liability would be £13,160, and the company's fourth £4,387 if no increase of traffic takes place. The company's proposals are very reasonable, and if other colonies will join New Zealand in sharing the loss, I will be prepared to recommend Government to accept company's offer for share of the loss on intercolonial cable traffic, and propose that we bear one-third, and the balance (£8,773) to be shared by ourselves and the other colonies on the basis of population, New Zealand to join the other colonies in the guarantee arrangement (including South Australian land line), but not in the duplicate subsidy. I trust the colonies will entertain the proposal, as, in addition to securing a large reduction in intercolonial cable rates, the fact of New Zealand joining in the guarantee might also be the means of inducing Queensland to come in. Have sent similar telegram to the Postmasters-General of other colonies, except Queensland, and hope for an early and favourable reply.—J. G. WARD, P.M.G., New Zealand." In a later telegram the New Zealand Postmaster-General said:—"I should have stated in previous message that, with proposed reduced intercolonial rates, an increase of 50 per cent. may be looked for." He would state shortly the position of the New Zealand traffic from figures agreed upon by the heads of the Departments. The intercolonial traffic last year was £22,326, and international traffic, £3,932, or a total of £26,258. That was the traffic at the present cable rates. At the reduced rates that were now proposed the cable receipts would be £8,711, leaving a loss, presuming there was no increase of business, of £17,547. This loss would be borne—one-fourth by the Eastern Extension Telegraph Company, £4,387; one-fourth by New Zealand, £4,387; the other two-fourths by New Zealand, Victoria, New South Wales, Tasmania, Western Australia, and South Australia, in the following proportions:—New Zealand, £1,595 7s. 7d.; Victoria, £2,934 6s. 9d.; New South Wales, £2,913 6s. 4d.; South Australia, £824 9s. 10d.; Tasmania, £377 7s. 8d.; Western Australia, £128 1s. 10d.; making up the total of £17,547. While this was the loss to the contributing colonies upon the immediate transaction, it would not really mean any appreciable loss when the fact was considered that New Zealand came in with the other colonies and took its share of the guarantee to the Eastern Extension Telegraph Company and to South Australia for the land line. Those guarantees were arranged taking as the basis the population at the time of the Conference in 1890; and, although on the one hand they paid away that sum, they got an almost equivalent reduction in connexion with the liability upon the guarantee fund. Taking New South Wales, their present contribution was £15,397 7s. 8d., while under

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the proposed arrangement it would be £15,510 13s. 4d., or an increased contribution of about £113, even reckoning it upon the basis of the present business; but he need hardly point out that, seeing the large business New South Wales did with New Zealand, the increased business resultant upon the reduction of the cable rates to New Zealand might be assumed to be so large that, instead of leaving New South Wales a loss of £113, it would probably give her a profit of some thousands. In the case of Victoria the present contribution was £15,508 10s. 1d., while the proposed contribution would be £15,622 12s. 1d., or an addition of £114. Victoria, having a larger trade with New Zealand than any other colony except New South Wales, would soon also wipe out the deficit and largely reduce the liability. South Australia at present contributed £4,357 11s. 7d., and under the proposed arrangement would contribute £4,389 12s. 10d., or an increased payment of £32. South Australia did not do much business with New Zealand, and it was not likely to affect us much one way or the other. Tasmania now paid £1,994 10s.; under the new arrangements she would pay £2,009 4s. 4d. Western Australia now paid £676 19s. 10d.; she would then pay £681 19s. 5d. New Zealand would pay £8,493 18s., on the basis of population, whereas at present she was paying nothing to the guarantee funds. In making this proposal it must be admitted that New Zealand was taking what might be considered a very handsome share of the liability in connexion with the reduction of the cable rates. She would pay, to begin with, £4,387 towards the original guarantee of the loss; she would come in with her share, on the basis of population, on the remaining half with a contribution of £1,595 7s. 7d.; in addition to which she made her contribution to the two guarantee funds (to which at present she paid nothing) of £5,004 10s. 10d. to the Eastern Extension Company, and £1,893 19s. 7d. to the South Australian Land Line Guarantee Fund, making the total contribution of New Zealand £12,880 18s. It will appear, therefore, that, though on the basis of the original contribution the other colonies lost a good deal, in one way it was robbing Peter to pay Paul, because they got it all back in another way through New Zealand's contributions to the two funds. He thought that the proposition was one that would benefit them all. That was the opinion of his Government, and that it would actually give a money relief on the increase of business, to say nothing of the permanence and stability which would be given to the present means of communication with the mother country. Then he would draw attention to what he hoped would be the result of New Zealand joining—that was the inclusion of Queensland.

The Hon. J. KIDD: You might leave that out of the question.

The HON. J. H. GORDON said that, as a universalist, he would give them another chance. He would show how the figures came out, without going into detail, if Queensland came in. Instead of Victoria's present contribution, she would only pay £14,005 6s. 9d.; New South Wales would pay £13,904 19s. 9d.; South Australia, £3,935 4s. 4d.; Tasmania, £1,801 4s. 5d.; and Western Australia, £611 7s. 6d.; Queensland contributing £4,835 5s. 2d.; and New Zealand, £7,614 12s. 1d. Though these figures might not at once come into force, he was in hopes they would eventually be arrived at if Queensland could be induced to join. He hoped that the cablegrams they had from America, to the effect that Sir George Dibbs had been negotiating for a second cable, were erroneous. He believed it would be an unfortunate thing if a second cable were established, and would result in loss to all concerned; he thought it would be patent to any one that there was no room at the present rates for a paying second cable on a fresh route. He thought the proposals of New Zealand were exceedingly fair, and it was only putting on a nominal increase upon the present liability of the other colonies. He moved—"That the proposal by the Government of New Zealand to join the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania in the present guarantees to the Eastern Extension Cable Company and the Government of South Australia be accepted by the colonies mentioned."

The HON. JOHN KIDD said there was no doubt that the offer of New Zealand was a very reasonable one, but the position was forced upon the Government of New South Wales that the amount of the guarantee was rather a serious item. They did not anticipate that they would have had anything like the £15,000 to pay until after the year had closed. The Government had been considering the matter, and had some serious intentions as to withdrawing from the guarantee. The bulk of the guarantee really fell upon New South Wales and Victoria. In looking through the business done, it was in evidence how much South Australia had availed itself of the cable service since the guarantee was entered into. The figures for Victoria were not twice as much as those for South Australia, and the figures for New South Wales were only about one-third more, so that South Australia had got very much the better of Victoria and New South Wales by the larger use they were able to make of the service; therefore the population basis was not the correct one to go on after all, because New South Wales had to contribute nearly four times as much as South Australia to the guarantee. The same remarks applied to the subsidy, but his principal contention was that the New South Wales Government were anxious to relieve themselves of the guarantee altogether. As, however, New Zealand had come in, the increase of business that would accrue with the reduction from 9s. 6d. per word to 2s. 6d. would more largely benefit Victoria and New South Wales than South Australia, and that was a point in favour of agreeing to New Zealand's proposal, and he thought that, with a small modification of the rates which he intended to propose, Victoria and New South Wales, as well as the other contracting colonies, would be quite willing to continue the guarantee. He thought he would be able to show that a small increase of the rates all round would relieve Victoria and New South Wales of their heavy liability, and might enable them to see their way to continue the guarantee. He did not see why there was a necessity, in the first instance, for a reduction from 9s. 6d. to 4s. 2d. a word, which was throwing an additional burden upon the people of each colony, many of whom did not use the cable service at all. He did not see why they should continue the guarantee if the rates were to be fixed on such a scale as compelled the colonies to meet such a large sum as they had to meet in the past year, and, probably, would have to meet in the present year, in the way of guarantee, for what really seemed to be after all a kind of class interest. He thought the delegates would see that it was only reasonable to agree to such a modification as he would suggest. It would have been better if New Zealand had agreed to become party to the subsidy as well as the guarantee, but he thought the guarantee would work out in such a way that it would leave very little for the colonies to make up. And if they had a slight modification of the rates, they might be able to see their way to continue the guarantee and settle the whole question. He was quite willing to second Mr. Gordon's proposal so long as it was understood that it would not embarrass dealing with the further question of withdrawing from the guarantee unless the modification was made. The guarantee was terminable by giving two months' notice at the end of any one year, though the agreement was not very clear as to whether the colonies, as a whole, had to terminate it. He thought,

however,

however, it was so indefinite that any colony, if it found it could not pay this large guarantee, could give notice and withdraw from the agreement. As far as the finances of his colony were concerned, they were very anxious to be careful as to continuing the guarantee unless in a modified form. The subsidy was quite burden enough for that particular interest, and they were not prepared to continue the guarantee unless in a modified way. The modifications would not interfere with the volume of business, and it could be so arranged that those requiring the use of the cable would not feel it very much, and the colonies coming in now would so modify and lessen the risk of the colonies interested that in a very short time they would work out the guarantee altogether. The thing to be regretted was that they had made such a large reduction as from 9s. 6d. to 4s. 2d. a word. Had they made a more reasonable reduction there would have been very little guarantee to be paid. The colony of Victoria had thought proper to revert to a 2d. postage, and he should think they would be in accord with New South Wales in the desire to be very careful as to any increased burden they took upon their shoulders, and also to lessen those they had as much as possible, always providing that the service was not impaired, and he did not think it would be impaired by the modifications he intended to impose. He had not the figures with him at the time, but if it were allowed to stand over until Monday he would submit the matter again. Coming back to South Australia, with the large business they were doing, it was an easier matter to continue the guarantee, because the amount they were paying was not anything like the amount New South Wales and Victoria were paying in proportion to the service they were getting. The New South Wales people were using the cables to the full extent under the 4s. 2d. rate, and as they were paying nearly four times as much subsidy as South Australia, it was out of proportion that they should only use the wires one-third more. As soon as the time worked round, the company might see their way to make a reduction on their own account, but it would be a satisfaction to the colonies to know that by a slight modification of the rates in this way they would not have the risks upon their own shoulders. If the guaranteeing colonies continued to guarantee under the modified scale he would second the motion.

The Hon. J. H. GORDON suggested that Mr. Kidd might move his proposals in the way of an amendment on the motion.

The Hon. JOHN KIDD would like to point out that it could in no way affect the New Zealand people. It would be no modification of their proposal as between the colonies, so that they could raise no objection to the modification. At the present time they were paying full rates, and no doubt they had submitted this proposal for the purpose of being able to give their own people the same reasonable service which the guaranteeing colonies had had secured to them, and the slight modification would not be likely to influence them, except that they would be glad to be relieved of some portion of their obligations. He could not submit an amendment until he had the figures which had been promised to him by Mr. Todd. As to Mr. Gordon's proposal, the sooner New Zealand came in the better; but even if New Zealand came in to-morrow, the modification he proposed would be a proper one to make in connexion with the cable service, and they would be just as free to deal with the question of continuing the contract with the Eastern Extension Company.

The Hon. J. H. GORDON said they could not alter the arrangement with the company until April, 1893; if Mr. Kidd meant to go on with the present arrangement until 1893, and then make a modification, he could follow him, but any modification could only take effect from April, 1893, and they were proposing that New Zealand should come in at once, and take her share of the responsibility of the liability up to the end of the present year. It would be proper for Mr. Kidd to second his motion, on the understanding that the agreement should continue until April, 1893, and then there could be a modification of the rates. He would like to say that although on paper the bulk of the guarantee fell on New South Wales and Victoria, there was this fact to be borne in mind, that the Trans-Continental line was an essential for direct communication with England, that line was built by South Australia, and for many years the other colonies derived all the benefit from it. Of later years all the greater colonies had come in and shared the liability which South Australia had incurred, but still he thought, in fairness, they should remember what South Australia had done. As a matter of fact, the burden of the liability of communication with Europe rested upon the small colony of South Australia. The public debt of the colony was loaded with over half-a-million for the construction of the line, and though they were not paying so much to the funds as the other colonies, he hoped that the other colonies would remember that fact. The colony of New South Wales was charging only 1d. on intercolonial messages, but charging cable messages 2d., and he submitted that messages to England should only be charged as colonial messages. Another fact that did not appear on the papers was that though South Australia appeared to be doing a larger business, it was not really so, because the whole of the press messages from the other colonies were sent to Adelaide, and the business they appeared to do was not really their own business, but the business of New South Wales and Victoria and the other colonies. He thought it only right to point out these facts, with a view of perhaps impressing Mr. Kidd before he submitted his amendment.

The Hon. JOHN KIDD said he only referred to this incidentally, and not with any idea of affecting the resolution on which the subsidy or guarantee was based. He only wanted to relieve the taxpayers, and at the same time avoid injury to the service.

The Hon. J. H. GORDON moved, and the Hon. JOHN KIDD seconded, "That Mr. Warren be heard." —Carried.

Mr. Warren was called in.

Mr. WARREN said Mr. Ward wished him to inform the Conference that he was very anxious that New Zealand should come into the guarantee, if the present contributing colonies would favour the proposal for the reduction of the rates. He could not entertain the proposal to come into the subsidy, because the offer had been made at the last Conference, held at Sydney, that New Zealand should come in without that contribution. Mr. Ward was very anxious that the rate should exist between New Zealand and the colonies of, say, 3s. to Sydney, 3s. to Melbourne, 3s. 6d. to Adelaide, and 4s. to Western Australia, but he (Mr. Warren) pointed out that would be a matter to settle afterwards—let them get the matter of the guarantee settled, and then they could arrange for their own proportions afterwards. Mr. Ward said that New Zealand was prepared to take 6d. for the first ten words, and ½d. for each additional word; he (Mr. Warren) told him he did not think the Conference would take the ½d.; they might come in for 6d. for the ten words, that was their present rate in New Zealand, in addition to the present cable rates. The cable rates were 8s. 6d.

Mr.

Mr. TODD.—And New Zealand take 6d. internal rate and New South Wales take 1d. internal rate, but, between New Zealand and South Australia, New South Wales takes 1s. transit rate.

The PRESIDENT.—What is the rate from New Zealand to South Australia?

Mr. TODD.—8s. 6d. cable, and 1s. New South Wales rate, and 1s. the South Australian rate.

Mr. WARREN.—Mr. Ward was very anxious that some uniform arrangement should be carried out—(say) take 1s. each or 6d. each; that would send a message of ten words from any part of Victoria to any part of New Zealand for 3s.

The PRESIDENT.—What was Mr. Ward's object in suggesting this?

Mr. WARREN.—The company suggested it. Mr. Ward wanted a cheap intercolonial rate, and they said if he came into the general scheme probably the company would entertain his proposal.

Mr. TODD.—It was not of your seeking?

Mr. WARREN.—No; they wanted a cheaper rate for some time past. I went down to see what arrangements could be made. They were talking about laying a cable of their own at a cheaper rate. I asked if it was not possible for them to come to terms. They said, "If you offer us cheaper rates it can be done, no doubt." That was between the colonies.

The Hon. JOHN KIDD.—Had that anything to do with the Eastern Extension Company?

Mr. WARREN.—No; it was simply to try and get New Zealand to join.

The Hon. JOHN KIDD.—In 1889 they sent double the messages they did in 1891.

Mr. WARREN.—The same number, but in an indirect way.

Mr. TODD.—Is there not a considerable delay through New Zealand messages having to be sent through Sydney?

Mr. WARREN.—Yes; I saw several of the merchants in Wellington, and they said they were very anxious to get a direct communication, as they found their messages were delayed for hours.

The Hon. JOHN KIDD.—By sending them to Sydney or Melbourne they get a cheaper rate?

Mr. WARREN.—Yes, but in regard to press work, there is the Press Association, and they get a certain amount of news which is supplied to all the papers in New Zealand, according to the grade of the paper. Take a first-class paper; it would have to pay £500 entrance-fee, and so on. Next, they have reduced it down to £200, £150, and £100. Mr. Ward does not approve of this. He thinks if a low rate were given for press messages, the papers would be able to pass their messages. The company have arranged to pass press messages for 1d. per word. The messages to the Press Association would not be altered.

Mr. SMIBERT.—Mr. Ward does not mention the rate at all for press messages;—what do you propose for your company?

Mr. WARREN.—Individual messages 1d. per word for cable, and afterwards the ordinary rate.

The Hon. J. H. GORDON.—On your estimate of the present business, and your estimate of the future business, how long do you think it would be before this guarantee would be wiped out altogether?

Mr. WARREN.—I should think in two years at the outside, probably in the first year. All the colonies are now suffering from great depression, but I think in four or five years at the outside they will wipe the whole thing off.

The Hon. J. H. GORDON.—You think in four or five years the whole liability would be wiped out by additional business?

Mr. WARREN.—Yes, I think so.

The PRESIDENT said he was pleased the members of the Conference had conducted themselves in such a fair and equitable manner in dealing with proposals of an intercolonial character, and though he agreed with what Mr. Kidd said, they could not shut their eyes to the fact that the more the colonies were connected with each other the better the feeling which would be brought about, and the better the result to business generally. As to the subsidy, the two larger colonies had to pay, as far as this colony was concerned, the loss had been a very serious one, and he quite agreed with Mr. Kidd as to the large and unnecessary reduction that took place on the cable messages. If a small increase took place, he had no doubt the large deficit would be avoided, and the proposal to make a slight increase was worthy the serious consideration of all the colonies. He had great pleasure in supporting the resolution. Though he had not brought the matter under the notice of his colleagues, he was sure they would show the same amount of fairness and equity in considering the matter as they did in all matters of an intercolonial nature.

The Hon. JOHN KIDD thought Mr. Gordon's proposition might be put as relating to the end of the current year.

The Hon. J. H. GORDON accepted the suggestion, but thought it might rather mislead the New Zealand Government to think they were falling in altogether with their proposal, without giving them notice of the *arrière pensée* that Mr. Kidd was going to propose. He thought there should be an *addendum* to the telegram to New Zealand, stating that the Conference intended to make some amendment at the end of the year.

The Hon. JOHN KIDD.—Suppose we do not add that to it, but, in conveying what has been done to the New Zealand Government, state that it is in the province of any guaranteeing colony to give notice two months previous to the expiration of any year during the guarantee.

The Hon. J. H. GORDON suggested that the debate be adjourned, and on the Monday he would bring down an amendment, to the effect that the present arrangement be continued to the end of the present year, and, after that, a modification of the rates be agreed to.

The Hon. JOHN KIDD thought that would meet the point. He would like to say that he had received a telegram from the Postmaster-General of Queensland, to the effect that they were determined not to give way; that they had made up their minds not to have anything to do with the Eastern Extension Company in any way.

Mr. SMIBERT said when he was in Queensland that was the idea they impressed upon him.

The Hon. JOHN KIDD said when he was in Hobart the Postmaster-General of Queensland emphatically stated he would be no party to any agreement with the company, so the Conference need not expect any change there. There was either a falling off in the business of Queensland, or they were doing their business in an indirect way. The figures were given in 1889 at £53,000, and in 1891 it had fallen down to £20,000.

The Hon. JOHN KIDD suggested the adjournment of the debate.

Debate adjourned accordingly.

(2) *Establishment of communication by Telephone between the Capitals of the Colonies represented at this Conference.*

The PRESIDENT said this question had been forced upon the consideration of the Postal Department by the Chamber of Commerce and other mercantile bodies in Melbourne. A deputation from the Chamber of Commerce was to wait upon him on Wednesday, with a view of making further inquiries. He had an estimate prepared by an officer of the Department as to what it would cost to have a telephone line between any one of those large centres, and the results were as follow:—

Estimate for erection of Double Telephone Wire on existing poles between Melbourne and Adelaide.

Distance, 483 miles, viz.: Melbourne to Serviceton, 285 miles; Serviceton to Adelaide, 198 miles.

Copper wire, No. 10 gauge, at 287 lb. per mile—			
Wire required (125 tons at £80)	£10,000	0	0
Erection (including brackets, pins, insulators, and labour, at £10 8s. per double mile)	5,023	4	0
	£15,023	4	0
Proportion, Melbourne to Serviceton, say	£8,900	0	0
Financial results on the whole—			
Interest on outlay, at 5 per cent.	£750	0	0
Maintenance, at 10 per cent.	1,500	0	0
Cost of working, say	500	0	0
Annual expenditure	£2,750	0	0
Possible revenue at different rates, 313 days of 12 hours. Possible number of conversations of 5 minutes' duration, 45,072; only half this number realisable, viz., 22,536.			
The latter number, at 5s., will give revenue of	£5,634	0	0
" " 4s. " "	4,507	0	0
" " 3s. " "	3,380	0	0
" " 2s. " "	2,253	0	0

13th August, 1892. GEORGE SMIBERT, Telegraph Engineer.

Estimate for erection of Double Telephone Wire on existing poles between Melbourne and Sydney.

Distance, 576 miles, viz.: Melbourne to Albury, 190 miles; Albury to Sydney, 386 miles.

Copper wire, No. 10 gauge, at 287 lb. per mile—			
Wire required (150 tons, at £80)	£12,000	0	0
Erection (including brackets, insulators, pins, and labour, at £10 8s. per double mile)	5,990	8	0
	£17,990	8	0
Say £18,000.			
Proportion, Melbourne to Albury	£5,937	0	0
Financial results on the whole—			
Interest on outlay, at 5 per cent.	£900	0	0
Maintenance, at 10 per cent.	1,800	0	0
Cost of working, say	500	0	0
Annual expenditure	£3,200	0	0
Possible revenue at different rates, 313 days of 12 hours. Possible number of conversations of 5 minutes' duration, 45,072; only half this number probably realisable, viz., 22,536.			
The latter number of conversations, at 5s. each	£5,634	0	0
" " 4s. "	4,507	0	0
" " 3s. "	3,380	0	0
" " 3s. "	2,253	0	0

13th August, 1892. GEORGE SMIBERT, Telegraph Engineer.

So that it would be a very costly undertaking, and it would require a considerable patronage to make it pay. It seemed that 4s. a message was the lowest price that could be charged to get anything like a profitable return.

The Hon. JOHN KIDD said it was a very serious matter to enter upon at all.

The Hon. J. H. GORDON said that under the present conditions those figures given by the Chairman had to be qualified by this other fact—that, although the cost was given at so much between Melbourne and Adelaide, and the probable revenue at so much, the revenue must be calculated minus what was taken off from the telegraphic service, and the chances were that, instead of resulting in a profit, it would land the colonies in a loss of some £5,000 or £6,000. The colony of South Australia was hardly prepared to risk any loss in the revenue, and unless the telephonic revenue were fixed at a price which would not only yield a revenue upon the original outlay, but would recoup the telegraphic service for any loss through a telephonic

telephonic service, he could not recommend his Government to adopt it. They had as good and complete a telegraph service as any in the world, and unless the telephonic rate were fixed at a price at least double 5s., he was not prepared to recommend it at present. He thought any rate such as that quoted by the President as the basis for negotiation was outside the question. He would propose that this matter be postponed *sine die*.

The PRESIDENT said he only brought the matter under the notice of the Conference, not with a view of having it passed, but to let the deputation that proposed calling on him know that the various Governments were not prepared to undertake any responsibility in the matter. He quite concurred in what Mr. Gordon said.

The Hon. J. H. Gordon's suggestion was agreed to.

(3) *System of Telegraph Money Orders with a view to prevent Frauds.*

The PRESIDENT said this was with reference to a fraud which had lately been committed on the Victorian Postal Department in a very ingenious manner. It appeared two adventurers came to this colony, and went down to a station in Gippsland. One called at the telegraph office at Traralgon, and, introducing himself to the postmistress as a member of the Department in Melbourne, asked to be allowed to send a message through the wire to his brother operator in Melbourne. Taking advantage of this, he telegraphed a money order communication to his confederate, and telegraphed the code word to the man in Melbourne, and by that means enabled a certain sum of money to be telegraphed as being available in Melbourne. His confederate called at the office, and obtained the sum of £40 from the telegraph master at Melbourne. At first he thought of causing some kind of delay in the payment of those telegrams, and they issued an order that no payments should be made immediately on receipt of the telegraphic order—that an hour should pass after the receipt of the order; but this interfered so much with the carrying out of business that they had to cancel that order and revert to the old system. He (the President) brought the matter under the notice of the Conference to see if some simple means could be adopted to avert those frauds, which might be carried out to a large extent if it were allowed to go unchecked.

The Hon. J. H. GORDON moved—"That the matter be referred to the heads of the Departments, with a view to bringing a report up on Monday."

Mr. SMIBERT said the system of delaying payment for an hour had caused great confusion, and the whole value of the telegraphic money order system was destroyed. The difficulty was that there were a number of discharged employés wandering over the colony who were experts, and those men could go outside an office and hear what was going on.

Mr. TODD thought there might be a certain password adopted, which would go from one to the other. For every message going from Geelong to Melbourne, Melbourne would look for the next password, and a discharged operator would not know that. He (Mr. Todd) made it a rule in Adelaide that an operator should not come to an instrument without permission from the officer in charge. Directly an officer went off duty, he could not come on again to the instrument without going on duty again or without the express permission of the officer in charge.

The motion was carried.

No. 4 was made an order of the day for Monday.

(5) *Compulsory Registration of Articles of Small Value.*

The Hon. J. H. GORDON said in South Australia there was a compulsory registration of all articles of value. A deputation of jewellers waited upon him a few days ago, and pointed out it was advisable for him to have some limitation. People sent pipes and Waterbury watches (worth 15s.) and brooches to have pins put in, and they represented that for such articles it was a great hardship if they had to pay registration both ways. It struck him the request was reasonable, and he told the deputation he would alter the regulation according to their request. He did not know at the time that the rule applied to all the colonies. He would like to know if it would not be a fair thing, with regard to the repairing trade, if the regulations were altered to make it unnecessary to register an article of less value than £1. It might facilitate the transmission of those small articles and yet not invole any risk of loss. He would move—"That the permanent heads be asked to report upon the matter."

The Hon. JOHN KIDD seconded the motion.—Carried.

[*Adjourned to Monday next, at Eleven o'clock.*]

[SECOND DAY.]

MONDAY, 15TH AUGUST, 1892.

The minutes of previous meeting were read and confirmed.

Mr. SMIBERT presented the report which had been drawn up by the permanent heads.

The Hon. J. H. GORDON moved the adoption of the report.—Carried.

Resumption of debate on the Hon. J. H. Gordon's proposition—"That the proposal by the Government of New Zealand to join the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania in the present guarantees to the Eastern Extension Cable Company and the Government of South Australia be accepted by the colonies mentioned."

The Hon. JOHN KIDD said there seemed to be some misapprehension in regard to the business the Conference had in hand. It was looked upon that they had simply to deal with the proposal of New Zealand to come into the guarantee, but he thought before they committed themselves to that they ought to deal with the second order, viz.:—"The advisability or otherwise of the colonies continuing to guarantee to the Eastern Extension Cable Company and the South Australian Government beyond the period

period at present fixed." He thought it would be better to take that as the first order of the day. The modification he intended to submit would come better under that head, and, contingent on that being agreed to, they could then deal with the proposal of New Zealand.

The Hon. J. H. GORDON moved—"That the first order of the day be postponed until the second order had been considered."

Carried.

The Advisability or otherwise of the Colonies continuing the Guarantee to the Eastern Extension Cable Company and the South Australian Government beyond the period at present fixed.

The Hon. JOHN KIDD said he would like to go back into the history of the proposal with regard to the cable service, the reductions that had been made, and the guarantee that was given on those reductions being adopted. His honorable friend, Mr. Gordon, was president of the Conference that sat in Adelaide in 1890, when the question was first opened; and it appeared from his address that he was in hopes that New Zealand and Queensland would not only come into the guarantee but would be induced to come in under the subsidy as well. With that idea, and having in view also the prospect that Great Britain might come under the guarantee as well, they could very well afford to look upon the guarantee as a very small matter, considering that the other colonies would share any loss. He did not intend to weary the Conference with long quotations, but that was the substance of his honorable friend's address. He also found that Mr. Gordon drew the attention of the members of the Conference to a letter that had been sent by Sir John Pender, the Chairman of the Eastern Extension Telegraph Company, proposing to reduce the rates from 9s. 4d. for ordinary messages, 7s. 1d. for Government messages, and 2s. 8d. for press messages, to 5s., 4s. 5d., and 1s. 10d. respectively. If anything like that had been agreed to there would have been no necessity to-day to discuss the matter at all, as the proposal he intended to make would come within the suggestions made by Sir John Pender on behalf of the cable company. Sir John, no doubt, had fuller information, and could make better comparisons as to the probable loss than the members of the Conference could do, and doubtless that fact induced those members to look upon it in a very light manner. They did not anticipate that the loss under the guarantee would be very much, and the various members who spoke at the Conference seemed to think that very little loss would be sustained even with less rates than Sir John Pender proposed. He wished to impress upon this Conference that if Sir John Pender's proposed reductions had been adopted there would have been actually no loss, because the revenue would have been maintained through the increase of business; but he found that the representative from Victoria—the Hon. F. T. Derham—made the proposal that the rates for cablegrams should be 4s. for the public, 2s. for Government messages, and 1s. 10d. for the press, the Eastern Extension Telegraph Company bearing half the loss of revenue, and the other half being equitably divided between Great Britain and the Australian colonies, to be tried for three years. The representive of Victoria took it for granted that not only would Great Britain come in, but the other colonies, which afterwards refused, would come in. Even if the reductions proposed by Mr. Derham had been carried out, and Great Britain had joined in the guarantee, the loss would have been very much smaller than it was at the present time, which loss had fallen upon Victoria and New South Wales. Mr. Derham had quoted some very interesting figures, showing that the increase in consequence of reductions was comparatively small up to 1886. First of all the rates were reduced from £9 9s. 6d. per message of twenty words to 10s. 8d. per word in 1876. Though that was not a reduction if you wanted to send twenty words, there was a facility given for sending a few words; but even with that the revenue, which in 1875 was £104,000, fell off in 1876 to £77,308, so that the reduction did not seem to bring much increase of business. In 1875 the messages were 9,709, but in 1876 they had fallen off to 6,665. There was something inexplicable about that. The increase of business did not take place until 1877, when the messages numbered 12,479, and the revenue was £153,242. That went on until, in 1886, the company reduced the rate to 9s. 4d. a word. The reduction was so small as to lead to a very moderate increase in the business. The business for 1885, the preceding year, was £276,551. The reduction in 1886 so affected the money receipts that there was an absolute falling off to £256,527, or a reduction of about £20,000 from one year to the other. In 1889 it was still further reduced to £237,000, so that, looking at it in that way, the company were not unreasonable as to what they required to be made up—that is, they were prepared to allow the £237,000 to govern the income, whereas they might have fallen back on the income of 1886 or 1885. Mr. Derham went on to draw the conclusion from that that by the very large reductions he proposed the business would be more than doubled; but his expectation seemed to be far more than was actually realised; and in dealing with the question of reducing the cable rates in connexion with the charges it would have been better to have accepted Sir John Pender's basis instead of the other, because if a 5s. rate would not induce business, he did not think it reasonable to expect that a 4s. rate would bring in much more business. He did not think the business would vary very much; the increase would go on just in proportion to what it had been, even with the 5s. rate, so long as the Government rates and press rates were made about the same; and rather than go on incurring this liability he was very anxious that the Conference should agree to a slight modification, so that they might be in a position to lessen the risk considerably, seeing that Queensland would not come in and Great Britain would not assist them in any way. He hoped that the modification he was going to propose would be agreed to by the Conference, otherwise he was afraid that when the amount that New South Wales would have to pay as her share was submitted to Parliament they would pass a resolution to terminate the agreement altogether. The expectations of Mr. Derham had not been realised, and he considered the subsidy was burden enough without the additional burden of the guarantee. It was at the Sydney Conference of 1891 that they agreed to come under the agreement for reduced cable rates. On Saturday, 28th February, 1891, Sir John Bray stated, at Sydney, that the loss under the proposed new agreement was really an imaginary one. Fifty per cent. would be borne by the company itself, and the remainder would be divided proportionately amongst the different colonies. He (Sir John Bray) "regretted exceedingly that the English Government had taken the action it had in refusing to be a contributor. What was proposed at the Adelaide Conference would, in his opinion, with the certain increase of business, involve a loss extending only over one year or thereabouts; and considering that the Government, press, and private messages would be affected by the reduction, he thought that the two outstanding colonies might fairly unite with the others in the subsidy." They all knew the history of that. Sir John Bray was disappointed in his expectations that the loss would be more imaginary than real.

His

His honorable friend, Mr. Duffy, was still more hopeful, if possible; he thought there was no possible risk at all, and he said, speaking in reference to Federation, which was to be one of the inducements to Queensland to come in, that "He thought it rather hard that Queensland should exhibit a desire to stand outside the general arrangements. Mr. Unmack should remember that they were not entering into any permanent but merely into an experimental arrangement for twelve months. The colonies already paid so much hard cash in subsidy to the cable system, and the present proposal was merely a guarantee against loss. The revenue of the Eastern Extension Company was about £231,000, and in reducing the rates the company was prepared to bear one-half of any loss which might accrue, and it only asked that the Australasian colonies should bear any further loss. Now what chance was there of any loss during the first year? Personally, he did not think there was the least prospect of such a contingency. They would be really entering their names to a bond without involving any risk, and their action would not militate against the Pacific cable, in which Queensland and New Zealand were particularly interested. The colonies were free to enter into any arrangement they thought just, and as he had said before, the arrangement suggested would not involve the payment of a further subsidy, but merely the giving of a guarantee against a supposed loss." That, of course, no doubt, led up to the supposition that no loss at all was to be incurred by entering into this guarantee. The Hon. B. S. Bird, from Tasmania, seemed to share in that opinion, and expressed his great regret that as it was only an imaginary sort of thing England and New Zealand could not be persuaded to join in. Mr. Unmack went on to reason the matter out, and he seemed to take a more practical view of it. He said, "The Eastern Extension Company are now offering to bear half the cost upon the reduction, which would lower the cost to those using the cable to about 6s. per word. Why then deceive ourselves by making believe we get a 4s. rate? Why not plainly tell the company we are willing to pay 6s. without any guarantee? That would be acting on correct business principles, and encourage further opposition on the part of those contemplating the construction of a Pacific cable. They had been told that the new arrangement was only an experiment, but he objected to an experiment which was opposed to the principle the colony had always advocated; besides, once let the public have a taste of a 4s. rate and you cannot re-establish a higher one." He seemed to have reasoned out that a considerable loss would be involved, and he would not take the responsibility of joining in the guarantee. That Conference had discussed the question very fully, they went over it several times, and his predecessor, the Hon. D. O'Connor, seemed to share in the expectations of other members of the Conference that they would come out without any loss. He (Mr. Kidd) would not detain them further than to point out that it appeared this agreement as to guarantee was entered on under the misapprehension that very little or no loss would be incurred, so much so that, as far as New South Wales was concerned, they had made no provision on the last estimates to cover any loss. They had not obtained any information as to how the matter was going on, and it had never seemed to strike them as necessary to make any inquiry whatever. They knew they had to guarantee their proportion, but they thought it would be of such a trifling character that it would be unnecessary to make any special provision for it in the estimate, but now they had to make provision for their loss of last year, amounting to £15,000. They would have to submit that to Parliament as soon as Parliament met, and the Government looked upon it as a very serious matter indeed, so much so that as they were always agreeable to pay their proportion of the subsidy, they did not think they would be really involved in anything beyond that, and unless the agreement was modified, he did not think New South Wales would be able to continue. That was the reason he intended to submit a modification of the rates which he did not think would be felt or would affect the amount of business done. He thought there would be a steady increase, notwithstanding the proposals he intended to make, and in view of that, it would get rid of the guarantee, and they would be able to enter into this agreement with the New Zealand Government which was, however, altogether apart from the general guarantee. With regard to the offer of the New Zealand Government, it was very well to say that the loss of New South Wales would be a mere nothing—a couple of hundred pounds a year or so—by accepting the New Zealand offer with its increased responsibility and its increased service, but he did not exactly take that view of it, he felt obliged to deal with the New Zealand offer as it stood. Taking that offer by itself, he thought it was a reasonable one, and that his Government could enter upon this guarantee, because the reduction of the tariff from 9s. 4d. to 2s. 6d. or 3s. would cause an increase of domestic business with the Telegraph Department in this colony. Very few people would be unable to send a telegram at that rate, whereas 9s. or 10s. was a bar to doing business with New Zealand. He thought it likely there would be three or four times as much business done with New Zealand as was done now. If they fell in with their offer, taking it apart from the other, he thought it a very good thing for the colony to agree to—and New South Wales would be very glad to fall in with New Zealand and accept her offer, and no doubt it would be to the advantage of New Zealand to fall in with his proposed modification. He had intended to propose a modification in the Government and press rates, but he had altered his intentions; he did not intend to propose any increase in the Government rates, and for the reasons stated in the letter by Sir John Pender, he would not propose any increase in the press rates. If Sir John Pender thought 1s. 10d. was a fair thing for press rates as against 5s. for ordinary rates, he did not think it would be wise for him (Mr. Kidd) to propose any increase. It was simply going back to his own proposal, and he could not take exception to that. Before he read Sir John Pender's letter he had intended to propose to increase the press rates by 2d. and the Government rates by 1d., but that, however, was not worth considering seriously. He would move, "That, in view of the heavy loss sustained by the principal colonies in connection with the cable guarantee dated 31st March, 1891, it be a recommendation to the respective Governments concerned that the following alteration in the traffic be adopted, with the concurrence of the Eastern Extension Cable Company, and brought into operation on the 1st October next, viz:— Ordinary messages to be increased from 4s. to 4s. 9d. per word." He had at first thought they should not disturb the present year by any alteration, but on thinking it over he came to the conclusion that the sooner they brought it into operation the better. On the returns for the year ending 30th April, 1892, he found that the increased rate of 9d. per word would amount to £37,429. The loss sustained last year was £55,000, so that would only leave about £17,500; the half of that, for which they were liable, would be £8,750. As he had said, he left untouched the Government and the press rates; and he thought the Conference would agree with him that while this difference of 9d. per word would make a large difference in the risk they were incurring, those using the cable would do just as much business as ever, and in a very short time the company would be able if they thought fit to go back to the old rate of 4s. In the meantime they got rid of the responsibility under the guarantee, and he hoped that with the increase of business ends would be made to meet at the end of the present financial year; he thought that would be far better than waiting until the end of the year. He thought with the increased business likely to accrue there would be very little loss to the company below the

the £237,000, which was the basis on which they calculated, or for the guaranteeing colonies. If they did not adopt this modification he would be inclined to say, "Let us withdraw from the guarantee and throw the responsibility upon the company." But recognising that they would not lose much by this, and it would suit all parties, he thought they ought to adopt it conditionally on the companies falling in with it. He hoped the Conference would see its way clear to get rid of this large responsibility under the guarantee, because the colony of New South Wales could not afford it, and, even if they could, he did not think Parliament would vote it. Of course they would have to vote whatever they were responsible for, but he was quite sure a resolution would be submitted to terminate the agreement. He would like to say that he was not proposing to divide the 9d. in any way between the South Australian Government, who were interested in the land line, and the company. If Mr. Gordon thought well to support the proposition he could make any suggestion he thought necessary, but New South Wales would have nothing to do with that, so he did not think it necessary to embody it in his resolution.

The Hon. J. H. GORDON said he had just received the following telegram from the Postmaster-General of Western Australia:—"If all other colonies agree, we will agree also."

The PRESIDENT seconded the Hon. John Kidd's proposal.

The Hon. J. H. GORDON said that in view of the proposition of the Hon. John Kidd, he would only oppose it with great hesitation, if at all. He confessed (and he thought the feeling would be shared by the other delegates) that he did not like to take a retrograde step in a matter like the telegraph service, and it was not without hesitation that he agreed to it; but Mr. Kidd had pretty clearly demonstrated that the expectations that were formed when this reduction was made had not been realised. It was impossible to controvert his arguments showing that the increase of business that the former Conference expected had not come about, and perhaps it was a pity that at the Adelaide Conference they made such a heroic reduction as from 9s. to 4s. for ordinary messages, instead of accepting the proposal of Sir John Pender for a reduction to 5s. only. The subsidy payable by the various colonies in addition to the amount for which they were liable under the guarantee was rather a large amount, and under the circumstances mentioned by the Hon. John Kidd, one could clearly see the difficulties the New South Wales Government would have in having to propose on the estimates an unexpected charge of £15,000 for the past year, and probably another £15,000 for next year, neither of which amounts was contemplated by the Government. Under those circumstances he would support the proposition on behalf of his Government, inasmuch as Government rates and press rates were left untouched, so that what was after all the greatest public convenience, viz., the free interchange of public information, would not be interfered with. He did not think the extra 9d. a word would be such a heavy strain on the mercantile community, on whose behalf the rest of the community had been bearing a considerable burden. The reduction had resulted in a loss, but by raising the rate on ordinary messages to 4s. 9d. per word, they would reduce the loss to some £18,000, of which the colonies would pay half and the cable company the other half, which would be a comparatively light burden, taking the place as it did of the present loss of £55,000. Under these circumstances and inasmuch as it was much better for the colonies to pay this extra rate on ordinary messages than have the whole arrangement break down, which it would do if the colony of New South Wales dropped out, he did not think the company would grumble if they looked at the matter fairly and considered that the expectations of the increased business had not been realised, that the colonies were still bearing their proportion of the subsidy and were willing to bear a fair porportion of the loss. In any case it was better to pay the extra 9d. per word than have the agreement at present existing break down, and the rates restored to their old figures. Coming to the question of the date at which it was proposed this new arrangement should come into force, it appeared to him, seeing the numerous interests that had to be consulted, that the 1st October would be too early. The Cable Company would have to communicate with all the countries through which their lines passed who got a contribution from the rates, and a re-adjustment would have to be made with all of them, and it was pretty clear that no fresh arrangement could be arrived at so early.

The Hon. JOHN KIDD said he was not proposing a reduction that was going to affect the profits of any of those countries, he was proposing an increase, and it was always easier to negotiate when you were going to pay a little more than when it meant a loss. He did not think there would be any difficulty in arranging for the 1st October, people were always ready to have an increase, they did not want time to consider the question.

The Hon. J. H. GORDON admitted there was something in the argument, but still if there was the extra 9d. to divide there might be a good deal of communication as to who would take the spoil.

The Hon. JOHN KIDD would let them take the 9d. and divide it out afterwards. He did not anticipate there would be the slightest delay. He did not see why the suggestion should be made to still continue a losing game. The Governments of the colonies had been very generous in regard to the subsidy, and they would not have been so generous if they had anticipated this heavy loss. He hoped the Conference would see its way to agree to his motion, as it would make it much easier for him to meet Parliament if he could say they had agreed to this.

The Hon. J. H. GORDON thought that a fair adjustment of the rates would be that the South Australian transit rates should be raised to 7d., leaving 4s. 2d. to be divided among the other interests. He would move to that effect.

The PRESIDENT said that the matter had been placed before them in such a clear, business-like manner, that it would be unnecessary for him to enlarge upon it. He thoroughly agreed with the arguments of Mr. Kidd; it seemed too much to expect the Governments of the various colonies to continue to make this heavy loss, when by a slight alteration of the tariff, affecting only one interest, a great deal of the deficit could be made up. He agreed with Mr. Kidd that Mr. Derham did somewhat over-estimate the probable results that would be obtained by the alteration; but no doubt this estimate was framed during a time of great prosperity, and since then there has been a period of commercial depression all over the world. He did not think it would be necessary to revert to the old rates; there might be such an increase of business that a further reduction could be made before many years, especially if they could get the assistance of all the colonies in their undertaking. He was afraid they could not get Queensland, but it was a great thing to get New Zealand to come in. The Government interests and press interests being fully considered, he thought no harm would be done by asking the public to bear a portion of the loss, which would still amount to £17,500.

The resolution was put and carried.

The

The Hon. J. H. GORDON moved—"That the extra rate of 9d. per word be apportioned as follows:—To cable companies, 7d.; to South Australia, 2d."

Seconded by the Hon. JOHN KIDD, and carried.

The Hon. J. H. GORDON moved—"That the Hon. the President of the Conference be authorised to communicate with the Eastern Extension Cable Company and the Governments of the other agreeing colonies (other than New South Wales and South Australia) conveying the result of this Conference, and to have charge of all correspondence relating thereto, and of the arrangements necessary to bring the resolutions of the Conference into effect upon their being confirmed by the various Governments."

Carried.

Order No. 1.

The Hon. J. H. GORDON moved—"That the proposal by the Government of New Zealand to join the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania, in the present guarantees to the Eastern Extension Cable Company and the Government of South Australia be accepted by the colonies mentioned."

The Hon. JOHN KIDD seconded the motion, which was carried.

European Mail Contracts.

The Hon. J. H. GORDON moved—"That, as the existing mail contracts with the Peninsular and Oriental and the Orient Steamship Companies expire in February, 1895, the permanent heads of the Postal Departments of the various contracting colonies be instructed to prepare a report for the next Conference, with a view to a more advantageous basis of arrangement being carried out."

Seconded by the Hon. JOHN KIDD, and carried.

The Hon. JOHN KIDD proposed that the thanks of the Conference be tendered to the President for the able manner in which he had presided over their deliberations, and the successful way in which business they had in hand had been concluded. He also took the opportunity of thanking him for his extreme kindness and hospitality to them since their arrival.

The Hon. J. H. GORDON seconded the motion, thanking him for the able and business-like way in which he had presided, and for the generous courtesy he had extended to the delegates attending from other colonies.

The motion was carried.

The PRESIDENT felt much gratification at the kind and courteous way in which the motion had been carried. It had been almost a labour of love for him, there had been no discord of any kind, and the way in which the respective proposals had been met by New South Wales and South Australia augured well for an even closer union than there had hitherto been.

Votes of thanks were passed to the Permanent Heads of Departments and to the Secretary.

The Conference then adjourned *sine die*.

Sydney: Charles Potter, Government Printer.—1892.

1892-3.

NEW SOUTH WALES.

POSTAL AND TELEGRAPH CONFERENCE, 1893.

REPORT

OF THE

CONFERENCE HELD IN BRISBANE IN MARCH, 1893,

INCLUDING

REPORTS OF PROCEEDINGS, REPORT OF PERMANENT HEADS OF DEPARTMENTS, AND PAPERS LAID BEFORE CONFERENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
18 *May*, 1893.

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POSTAL AND TELEGRAPH CONFERENCE, 1893.

REPORT OF THE DELEGATES TO THE INTERCOLONIAL CONFERENCE HELD IN BRISBANE DURING MARCH, 1893.

The colonies were all represented at the Conference.

The Conference sat on the 20th, 21st, 22nd, and 24th March, 1893.

The following were the principal resolutions carried, viz.:—

POSTAL SERVICE.

REPRESENTATIVE POSTAL UNION CONGRESS.

1. That in the opinion of this Conference one representative should be sent from Australasia on behalf of all the colonies to represent them at the Postal Union Congress.

OCEAN MAIL SERVICE.

2. That in view of the necessity for speedy and regular communication between the United Kingdom and Australasia, this Conference is of opinion that the system of subsidies should be continued, and the mail service maintained by the United Kingdom and the colonies as at present.

3. That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service, on conditions approved by the colonies, from *bonâ fide* British companies (to be performed by one or more companies running on alternate weeks as at present). Before any tenders are accepted, it be a request that they be submitted to the colonies for approval. The principal conditions are set forth in the proceedings of this Conference.

FUMIGATION OF MAILS.

4. This Conference is of opinion that any fumigation of mails for Australasia should be at Adelaide (not at Albany), and at Thursday Island for Northern mails.

CANADIAN-PACIFIC MAIL SERVICE.

5. That this Conference considers it desirable to negotiate for a Canadian-Pacific Postal Service.

SAN FRANCISCO MAIL SERVICE.

6. That this Conference directs that a communication be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

viii.

TELEGRAPH SERVICE.

CONTINUATION OF CABLE GUARANTEE.

1. That this Conference does not consider it desirable, after the recent arrangement as to rates, to give notice to the Eastern Extension Cable Company to terminate the existing guarantee. Queensland objecting.

PACIFIC CABLE ROUTE.

2. That in the opinion of this Conference the time has arrived when a second cable route should be established *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon. South Australia not voting. Western Australia not voting.

HOUR-ZONE TIME.

That it is desirable in the interests of the public that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that on the 135th meridian, or nine hours east of Greenwich.

ELECTRICAL.

That the Report of the Committee containing rules and regulations to be observed for the erection or laying of electric light and power wires be received with the thanks of this Conference to the members of the Committee for their valuable services.

REPORTS OF HEADS OF DEPARTMENTS.

The Report of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters was received and adopted with amendments.

Other matters were considered, and for such see Minutes of Proceedings.

Appended to this report will be found—

1. Minutes of proceedings and reports of debates.
2. Reports of Heads of Departments.
3. Papers laid before the Conference.

Signed on behalf of New South Wales,
JOHN KIDD.

Signed on behalf of Victoria,
AGAR WYNNE.

Signed on behalf of South Australia,
CHARLES TODD.

Signed on behalf of Queensland,
TH. UNMACK.

Signed on behalf of Tasmania,
AGAR WYNNE.

Signed on behalf of New Zealand,
J. G. WARD.

Signed on behalf of Western Australia,
R. A. SHOLL.

Brisbane, 24th March, 1893.

REPORT OF THE PROCEEDINGS AND DEBATES

OF THE

CONFERENCE HELD IN BRISBANE, MARCH, 1893.

EXECUTIVE COUNCIL CHAMBER, QUEENSLAND.

MONDAY, 20 *MARCH*, 1893.

The Conference met at 10 a.m., and the undermentioned gentlemen, representing the Colonies herein named, were present:—

New South Wales:	The Hon. JOHN KIDD, M.L.A., Postmaster-General.
	S. H. LAMBTON, Esq., Deputy Postmaster-General.
	P. B. WALKER, Esq., Secretary Telegraph Service.
Victoria:	The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
	JAMES SMIBERT, Esq., Deputy Postmaster-General.
South Australia:	CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia:	RICHARD A. SHOLL, Esq., Postmaster-General.
Tasmania:	The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania.
	ROBERT HENRY, Esq., Superintendent of Telegraphs.
	HENRY BOYES, Esq., Secretary to the Post Office.
New Zealand:	The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.
	C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
Queensland:	The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General.
	JOHN MCDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

APPOINTMENT OF PRESIDENT.

The HON. J. KIDD (N.S.W.) moved—

"That the Hon. T. Unmack take the chair as President of this Conference."

The HON. A. WYNNE (V.) seconded the motion, which was carried unanimously.

PRESIDENT'S ADDRESS.

The PRESIDENT said: Gentlemen,—I desire to thank you for the honour you have paid to the colony of Queensland in electing me as President of this Conference. I heartily appreciate the honourable position you have placed me in; but at the same time I know that its duties will be comparatively light, because you are one and all acquainted with the business that is to come before us, and with the procedure customary at these Conferences, and I feel that I can depend upon your generosity and kindness to overlook any shortcomings on my part in conducting the business. I desire to take advantage of this opportunity to give you a hearty welcome to Queensland. This is the first Intercolonial Postal Conference held in Queensland, and I am aware that many of you have come to us at this time of the year with most erroneous ideas regarding our climate, but I trust that your present visit will remove those erroneous impressions, and that your experience will be such as to induce you to visit us again on some future occasion at an early date. I hope that you will be pleased with your visit before you leave our shores. When I was at Hobart twelve months ago, and proposed that we should hold the next Conference at Brisbane, I certainly had no idea that we should have been afflicted with a calamity which is second to none that has ever befallen any part of Australia. Though we have suffered greatly by that calamity, I feel that I ought, in the first instance, to offer a few remarks of sympathy to the sister colony of New South Wales and those who have recently suffered by the floods in that colony. I can assure them of the most hearty sympathy of the people of Queensland, and say that although we have suffered severely, yet the Mayor of Brisbane has telegraphed to Maitland asking if any assistance is required, and if help should be needed, I am sure there are those in this colony who, if they have it to spare, will be glad to render assistance. (Hear, hear!) Seeing that all the colonies are represented on this occasion, I should be wanting in my duty—indeed, I should be doing violence to my own feelings—if I did not embrace the opportunity to tender to you, and through you to the people of the colonies you represent, our most hearty, earnest, and sincere thanks for the sympathy and help which have been extended to us in our misfortune. Though the question is entirely outside the business for which we have assembled, I am

sure

sure you will pardon reference to it when I tell you that our feelings compel us to make this public acknowledgment of your kindness, your generosity, and your ready assistance. The crimson thread of brotherhood has impelled you, so to speak, to hold out to us the hearty helping hand of brothers in our distress, and your sympathy and assistance have done much to raise the hopes of those who were well-nigh smitten to the earth with sorrow and loss. I ask you, then, to convey to those you represent our grateful thanks for the generous, kindly, hearty, and noble assistance which has done so much to raise the hopes and rouse the energy of those who have suffered so severely by the flood. We possess that traditional energy and pluck with which Britons are always credited, and we do not despair; we have vast resources in the colony, and are ready and willing to utilise them, and we give you fair notice that we are not, if we can help it, going to be behind any of the other colonies; but will give you a fair race and be at the head if possible. (Hear, hear!) Our losses have been great; our rivers have been comparatively blocked, our railway traffic has been disturbed, and we are at the present time at a great disadvantage, but I am sure you will all be pleased to convey to your respective colonies the intelligence that we are not cowed, but have still the same energy and pluck to overcome all difficulties. (Hear, hear!) At previous Conferences great hospitality has been shown to the representatives of the various colonies, and I had hoped when last year I invited you to come here, to have shown you some of the many beauties of this colony, but unfortunately I have now to ask your forbearance in this respect, as owing to the flood disaster, wherever I may take you, you will see wreck and ruin, though they do not appear so great now as they did a few weeks ago. It will be my endeavour to make your visit as pleasant and comfortable as possible, and I am sure that not only the members of the Government but also the people of the colony will join me in the effort to make your brief stay among us enjoyable, and enable you to leave us with the same good impression we have carried away from the other colonies. The Postal Conferences which have already been held, have done a great deal of good, inasmuch as they have compelled us to keep up with the march of progress adopted by the whole postal authorities throughout the world, and have also enabled us to provide many extra postal facilities for the public. I therefore hope that these Conferences will be maintained and carried on, because we know that much good will result from them; among the other good effects resulting from them in the past, they have gradually tended to foster a federal spirit. This working together in harmony is gradually drawing tighter the bonds of union, and hastening that federation of the colonies which we all desire. The business paper which has been laid before you is compiled, as you are aware, from the notices given by the various colonies represented, and it shows that there is a large amount of business to be discussed. Most of it is of a departmental character, and that, I presume, will be dealt with in the usual way by the permanent heads of the departments, who will then bring up their report to the Conference. Still there are some very important matters for Ministerial discussion, of which, I take it, the foremost will be the appointment of a representative to the Postal Union Congress. This matter, I need scarcely point out, is of the greatest importance to the postal interests of all the Australian colonies, because, as you are aware, the seven colonies, including New Zealand, have but one vote among them. The discussion of this vital subject should call forth the federal spirit which sinks all minor differences and merges all our interests in one in order to secure effective representation at the Postal Conference of the world. I believe that we are all animated by one desire in this matter, and will do all we can to accomplish the object of that desire. At all previous Conferences brevity has been the order of the day, and I am not going to depart from the custom by now enlarging upon any of the proposals on the business paper. I therefore adopt that as my motto, and ask you now to proceed to business. (Hear, hear!)

Mr. BOYES said he had been desired to apologise for the absence of the Postmaster-General of Tasmania.

Mr. C. TODD also tendered an apology for the Hon. WM. COPLEY for his non-attendance, owing to his presence being necessary in South Australia during the general elections.

Mr. GEORGE H. BUZACOTT was appointed Secretary, on the nomination of the Hon. J. G. WARD, seconded by the Hon. J. KIDD.

It was unanimously resolved that the Press be admitted to the proceedings of the Conference.

The following members then presented their commissions:—The Hon. TH. UNMACK, the Hon. J. KIDD, the Hon. J. G. WARD, the Hon. A. WYNNE, Mr. R. A. SHOLL, and Mr. C. TODD.

Mr. R. HENRY stated, that in consequence of the inability of the Hon. the Postmaster-General of Tasmania to attend the Conference, he had wired that gentleman suggesting that the Hon. A. Wynne be commissioned to act on behalf of Tasmania.

NOTICES OF MOTION.

SECOND CABLE ROUTE.

The Hon. J. G. WARD to move,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service.

THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference directs a protest to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the Subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

ELECTRICAL.

In accordance with a resolution passed at the Conference at Hobart recommending the appointment of a Committee of Experts to draft a Code of Rules and Regulations for erection of Electric Light and Power Wires, the Committee met in Sydney on the 13th, 14th, 15th, 16th, and 17th instant.

Mr. TODD now presented the Report, which was ordered to be printed.

The Conference adjourned until 10 a.m. to-morrow.

TUESDAY, 21 *MARCH*, 1893.

The Conference met at 10 a.m.

PRESENT:

New South Wales :	The Hon. JOHN KIDD, M.L.A., Postmaster-General.
	S. H. LAMBTON, Esq., Deputy Postmaster-General.
	P. B. WALKER, Esq., Secretary Telegraph Service.
Victoria :	The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
	JAMES SMIBERT, Esq., Deputy Postmaster-General.
South Australia :	CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia :	RICHARD A. SHOLL, Esq., Postmaster-General..
Tasmania :	The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-Genersl, Tasmania.
	ROBERT HENRY, Esq., Superintendent of Telegraphs.
	HENRY BOYES, Esq., Secretary to the Post Office.
New Zealand :	The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.
	C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
Queensland :	The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General (*President*).
	JOHN MCDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

REPRESENTATION OF TASMANIA.

The HON. A. WYNNE (V.) said he had received a telegram from Mr. John Henry, Postmaster-General of Tasmania, stating that he found it impossible to attend the Conference, and asking him to act in his stead. He (Mr. Wynne) would have much pleasure in acting as the representatives of Tasmania.

REPORT AND RECOMMENDATIONS OF PERMANENT HEADS OF DEPARTMENTS.

Mr. J. MCDONNELL, as Chairman of the Permanent Heads of Departments, presented their report and recommendations with respect to "P. and O. and Orient Contract, 1895," and the "Fumigation of Mails at First Australian Port at Joint Expense."

Ordered to be printed.

1. EXERCISE OF VOTE AND REPRESENTATION AT POSTAL UNION CONGRESS.

The HON. J. G. WARD (N.Z.), in moving—

"That, in the opinion of this Conference, one representative should be sent from Australasia on behalf of all the Colonies to represent them at the Postal Union Congress"—

said: Judging by past experience, it seems to me that it is not desirable to delegate important matters in which the whole of the colonies are concerned to someone who is 12,000 miles distant, and who has not had any opportunity of being brought into close touch with the requirements of the Postal Departments of the various colonies. My own opinion is, that it is of far greater importance to the colonies, now that they are in the Postal Union, that we should have at the Conference connected with the union a representative whom we can rely upon to fairly represent our general requirements and necessities, than it is to hold these Intercolonial Conferences. I am not sure whether it would be practicable to select more than one representative, but after considering the matter it does not seem to me that it will be. That there will be difficulties in making the selection I apprehend, but the colonies must sink any differences of opinion and select one gentleman. I think the representative should be the permanent head of the Postal Department of one of the colonies; and I assume that each colony would make proper representations to whomsoever may be appointed. If it is thought desirable that two representatives should be appointed, by all means let it be considered; but we should certainly have a live representative on the spot, who will be in a position to properly represent the interests of the colonies. I shall not make any further remarks on the subject, but simply move the motion standing in my name.

The HON. J. KIDD (N.S.W.): I will second the resolution, though I regard it as somewhat premature, except as an expression of the opinion of this Conference. The next Postal Union Congress will not be held until 1896, and at the earliest no representative will be appointed before 1895; the representatives who will form the Intercolonial Conference that year will have to choose the representative on behalf of the colonies, and we can have no voice in the matter. We can do nothing to bind any future Conference, but it may be an advantage to the Conference which will have to choose the representative, to know that such an appointment has the approval of this Conference. The mover of the resolution has suggested that a local

a local man should be appointed as representative. Much might be said on that point, but I think that all the colonies would be only too anxious to secure the best man possible, and I agree that our representative should be thoroughly versed in the postal affairs of the colonies. I understand that, at a conference held at Adelaide on one occasion, one gentleman was appointed from the Post Office in London to represent the colonies at the Universal Postal Congress, but that is the only instance in which all the colonies have been represented by the same delegate. I do not think it would be wise to select the representative from among the Agents-General, as in doing so we should run a risk of creating jealousies, and there would be some difficulty in finding out which of them would render the best service. The better course, in my opinion, would be to appoint some one from the colonies. But it will be a question for consideration whether it might not be better for each colony to send a representative, one to be chosen as the delegate and the others to assist and advise him. The subject, however, requires more consideration than I have yet been able to give to it. We shall only be making a recommendation by carrying this resolution, and I support it for the reason that I consider it the best course to be followed in the future, and the appointment would then have been backed up by the resolution of a previous Conference. It is a course that I would approve of if I had a seat in the Conference of 1895. If the colonies decide to have a representative from each, or if—as at present in the case of the Hon. Mr. Wynne, who is acting on behalf of Tasmania as well as Victoria—two colonies have one representative for both, I think that it is worth our while to agree to this resolution for the purpose of making a recommendation.

The Hon. A. WYNNE (V.): Mr. President,—I entertain this resolution favourably, as I think we should have a live representative at the Universal Congress. We want a man who is in touch with colonial postal matters, and able to speak on behalf of all the colonies. It may be somewhat premature to discuss this matter fully at the present time, but it is well to place on record that the members of this Conference favour the motion. It will strengthen the hands of the next or the succeeding Conference.' If we decide that it is advisable to send home a representative, it may then be discussed with regard to the number of permanent heads of departments who should accompany him. My personal feeling is that it is to the interests of the colonies that a person who is in touch with them should represent them at the Postal Congress, and I cordially support the motion.

Mr. C. TODD (S.A.): Mr. President,—I have nothing to say except that I most cordially support the motion of the Hon. Mr. Ward.

Mr. R. A. SHOLL (W.A.): I warmly support the resolution, and I perfectly agree with the Hon. Mr. Ward in that portion of his remarks which suggests that the representative should be the permanent head of one of the departments—one who has a full knowledge of all the details of the working of the Post and Telegraph Departments of the colonies. A motion like this will do a great deal more good than appointing one of the officials connected with the London Post Office, who has no local knowledge of the colonies or their requirements. Of course each colony may like to appoint representatives of their own to confer with the intercolonial delegate who is to vote at the Conference. They might then meet beforehand and decide upon the matters upon which the delegate has to record his vote. With regard to the Hon. Mr. Kidd's remark that this step is premature, perhaps he has in his mind annual Conferences. We cannot speak positively upon that point. It might happen that next year the necessity for a Conference will not be seen, and it can do no harm if this Conference records its opinion that it is necessary that the Australasian colonies should send a representative to the Congress.

The Hon. J. KIDD (N.S.W.): It was decided some time ago at Adelaide that there should be annual Conferences.

The PRESIDENT: In accordance with the practice adopted in preceding Conferences, the President takes part in the discussions, as he represents one of the colonies, and I therefore follow that precedent. At the outset I may say that I am entirely in touch with the proposal. The Hon. Mr. Kidd has not, perhaps, quite looked at the advantages to be derived from an expression of opinion, which is what this resolution aims at, and at the effect it will have upon future Conferences, and upon the various postal authorities, in leading them to mature their ideas and plans upon the subject. Whilst admitting the desirability of sending a man from Australasia who is entirely in touch with the requirements of the different colonies, we must not overlook the fact that whoever may be appointed will primarily be most intimately acquainted with the requirements of his own colony. Now, the diverse circumstances of the various colonies require a considerable amount of reflection before a vote is given upon any subject. We are labouring under this disadvantage, that whilst the colonies have to some extent diverse interests, they have got only one vote in the Postal Congress. This point should not be overlooked by the next Conference, and some instructions to the delegate should be framed, so that the views of the minority may be placed on record. It is apparent that our wants are not thoroughly understood in Europe, and it is just possible—although I should be very sorry to see it—that at some future day one or more of the colonies might decline to be bound by the regulations of the Congress. We have a right to look forward to such a remote contingency, and with that object in view I desire that we should be represented by one who will represent the whole of the interests of all the colonies. It must be the aim of any future Conference to select the most suitable man, and I am sure no local jealousy will be allowed to enter into the selection. (Hear, hear!) The colonies will, I am convinced, always be animated by that federal spirit of give and take, and through our frequent Conferences we know the value of the permanent heads of the departments, so that there will be no difficulty in making our selection. Before the delegate goes home various points can be discussed, and if there is any objection on the part of any colony to any course proposed, the opinion of that colony can be laid before the Congress. Looking at the fact that Australasia has only one vote at the Congress, that vote should be exercised by one who is thoroughly acquainted with the requirements of our postal affairs. At the same time each colony can, if it desires, send another representative. Such representatives would have the right of addressing the Congress, but would not be entitled to vote. That has been the practice hitherto. If we pass this resolution it will do a great deal of good by enabling some scheme to be matured by the various postal authorities to submit to the next Conference.

Mr. C. TODD (S.A.): Allow me to say that one of the most important matters for the consideration of the next Conference will be the careful revision of the Vienna Convention. Letters are coming to us frequently from Berne and other places, calling our attention to difficulties pointed out by different countries belonging to the Union. We shall need to revise the Convention most carefully at our next Conference, and I would suggest that the permanent heads, between this and our next meeting, go carefully through the Convention, with the view of bringing up a report for the consideration of Ministers.

Motion put, and carried unanimously.

REPORT BY THE PERMANENT HEADS OF DEPARTMENTS.

The Conference then proceeded to consider the Report of the permanent heads of Departments (*vide* Appendix B) in detail:—

On the paragraph—

2. P. AND O. AND ORIENT CONTRACT, 1895.

Subsidies.

"The present contracts held by the P. and O. and Orient Companies will expire on the 31st January, 1895.

"The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government and £75,000 by the colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

"The following were the amounts paid by the colonies for the year 1891:—

	£
New South Wales	26,767
Victoria	26,595
Queensland	9,425
South Australia	7,483
Tasmania	3,506
Western Australia	1,224

"In view of the necessity for speedy and regular communication between the United Kingdom and Australasia, we are of opinion that the system of subsidies should be continued, and the Mail Service maintained by the United Kingdom and the colonies as at present"—

The HON. J. KIDD (N.S.W.) said: I beg to move the adoption of this report, so far as it refers to the continuation of the payment of subsidies. This matter has been fully discussed previously, and I know that views opposed to mine are held by some. I find, so far as New South Wales is concerned, and the other colonies also, that up to the time of the reduced postage, the postage rates received actually paid us—left us without any loss, except perhaps some few hundred pounds. The present loss is due to the reduced rates of postage, but I suppose that in the course of two or three years the increased amount of postage paid will enable us to carry on the service without loss. In asking you to agree to a continuation of subsidies I do not propose that we should subsidise our mail services at the present rate. (Hear, hear!) The view that is taken by some, especially those connected with mercantile or other important business, is that they are able to wait; that there is no urgency for a faster mail service such as we have, and is likely to continue. That is that the mails will be carried without the inducement of a subsidy with as much expedition as at present. I rather doubt that. I think that unless the mail carrying companies are bound, as they are by a subsidy, we shall not have that regularity that we have now, and which we expect to be improved upon in future. It will be in the interests of the colonies to continue to make arrangements with what I may term English companies, because we are not likely to accept a tender from any but English companies; and there is no doubt that the thanks of the Australasian colonies are due to the two enterprising companies that have been carrying our mails so satisfactorily up to the present—the P. and O. and the Orient Companies. So far as the colonies in the continent of Australia are concerned we could not have a better service than we have at present, and the question for this Conference to decide is whether the subsidy should be continued or not. We have undoubtedly more control when we pay a subsidy; but we should endeavour to reduce that subsidy as much as possible—to a sum that will enable us to carry on our services without loss. It is not expected that the postal departments in these or any other countries will be profitable, and we do not desire that. But we want to give people in the colonies the best possible service, to be worked in the most economical way, and with full control. That is the object we should have in view and which we should give full consideration to. It may be a matter of indifference to some people whether their letters are two or three days earlier or later, but on behalf of the people generally, and particularly those who are not in a position to use the cable, we should desire to have our mail service carried out with the greatest possible expedition. I believe that we shall achieve that by continuing the subsidy system, although perhaps not at the present scale. It is not due to the subsidy charged that we are making a loss now, but simply because the rate was reduced from 6d. to 2½d. I need not allude to Mr. Heaton's proposal to have a universal penny postage. Those who know anything about the cost of carrying mails in the interior of sparsely settled colonies such as Queensland, South Australia, and Western Australia, and even Victoria, the smallest of the group, will know that it is impossible to give an expression of opinion at all favourable to universal penny postage. We might have a penny rate between the mother country and the colonies; but the necessity for charging 2d. within the colonies is apparent. My principal object now is to point out that no serious loss has been sustained owing to any fault on the part of the companies, the subsidies to which have been of great advantage to the colonies in getting their mails carried as expeditiously and regularly as possible, while giving them a control which they would not otherwise have. I therefore think the system of subsidies should be continued.

The HON. A. WYNNE (V.): I support this proposal most cordially. We have been served very well by our mail-carrying companies in the past, and we cannot do better than follow a good precedent. The regularity of our mails has become a bye-word, and these companies have served us so well

that

that I am satisfied the subsidy principle is the true one, and one which must not be dealt with in a haphazard manner. Whatever companies obtain the contract will be compelled by the regulations to deliver the mails in the time prescribed, because the people here will never be content to receive mails irregularly. The regularity and speed of the mail steamers have made it clear to everyone that the subsidy system is the correct one, and I do not think we can do better than continue that principle.

Mr. C. TODD (S.A.): I think we should all support the motion moved by the Hon. J. Kidd. Judging from past experience and from what we may anticipate in the future, it must be quite clear to all of us that what the colonies require is a regular and efficient mail service; and the only way to secure such a service is by the payment of a fixed subsidy. We have before us the fact that the French and German Governments are paying liberal subsidies to the Messageries Maritimes and the North German Lloyd steamers, and I believe they would be prepared to increase the subsidies in order to enable those companies to gain a footing in the Australian colonies with regard to the carrying of our mails. What we want is a large and powerful line of steamers, such as we have at the present time, and we can only secure this by paying fairly reasonable subsidies to British shipping companies.

The HON. J. G. WARD (N.Z.): I am not going to oppose the motion because the colony I represent is not involved in the question before the Conference; but I am sorry to have to differ from some of the representatives who have spoken on the subject of subsidies to large ocean-going steamers. I believe that the system of paying fixed subsidies is not a right one. Many years ago—before we had such excellent communication as we have now, and were confined to one line of steamers, and when cable rates were so high—it was, perhaps, necessary that the system of subsidising a mail service should be adopted. But, in view of the development which has taken place in the shipping trade, and the enormous reduction in the cost of cable messages, I venture to affirm that the whole question has assumed a different aspect. My own opinion is that the payment for the carriage of mails should be on the basis of weight, and not a fixed subsidy. I do not believe that the introduction of universal penny postage is as far distant as some suppose; and most people are looking forward to a much cheaper means of transit for mails than they have at present. Under the subsidy system the mails are put on board a steamer, and a receipt for them is signed by somebody on behalf of the steamship company; but if a package is lost or damaged, the Department has no claim in respect of that loss or damage. All that is done is to hold an inquiry, in which it is found that somebody is at fault, and a promise is given that the trouble will be obviated in future. As far as the carriage of mails is concerned, we are in a worse position than we are with regard to cargo. When a package of merchandise is put on board, the consignor gets a bill of lading from the company; and if that package is lost, and it is proved that it is the fault of the company, they are held responsible. There is a great deal to be said on the subject of subsidies paid to foreign steamers to enable them to compete with British vessels, as mentioned by Mr. Todd; and if we are going to consider that aspect of the subject we must face the question whether it is right to pay a contribution or not. Having in view the changes which have taken place during the past ten or twelve years, I do not think it is the right thing to continue to pay subsidies.

Mr. R. A. SHOLL (W.A.): I cordially support the motion. I am heartily in favour of the system of subsidies. It has worked well in the past, and I believe it will work well in the future. The Hon. Mr. Ward is of opinion that we should pay for our mails according to the weight of the matter carried. I cannot say positively, but I believe that if the hon. gentleman made a calculation he would find that payment on that system would amount to quite as much as, if not more than, the subsidy, especially if the rate at which mail matter is increasing were taken into consideration. The loss which has accrued to the different colonies under the existing system is due partly to the reduction in postal rates, and partly to other causes. The manner in which the postage is divided between the colonies and England is most unfair to the colonies. Some time ago the Home Government paid a very liberal share of the postage to the colonies, but when the present contract came into force an alteration was made and an apparently very simple system adopted, by which England retained the postage on all the correspondence that was sent from there, and the colonies got the postage on their own correspondence. A little reflection, however, will show that such an arrangement is unfair to the colonies, as the correspondence from England is almost double that from the colonies, and costs very considerably more to deliver in the sparsely populated portions of the various colonies than the Australian mails in the United Kingdom with the immense railway facilities of that country.

The PRESIDENT: On behalf of the colony I represent, I have no objection to continue the present system for a time, but at the same time my opinions are to a large extent in harmony with those expressed by the Hon. Mr. Ward. The occasion for granting subsidies is, I think, fast disappearing, and I believe that in a very few years no further subsidies will be required. But it would be unwise and detrimental to the interests of the colonies and of Great Britain to suddenly discontinue the present system. I trust, however, that the Conference will endeavour to make the term of the subsidy as short as possible. We may fully expect that the amount required for the subsidy will be considerably less than it has been hitherto. With regard to the insecurity of mails referred to by the Hon. Mr. Ward, I may point out that such a thing as the loss of a mail package has never occurred during all the time the service has been in existence, and that, I think, is the best answer that could be made to the fear expressed by the hon. gentleman.

The HON. J. KIDD (N.S.W.), in reply: I have gone through the conditions of the mail contract, and I do not think any company would undertake to sign such a contract, if they had to carry the mails by weight, unless they were paid a very much higher rate than they receive for ordinary cargo. Every safeguard is provided in the contract with regard to loss or damage of mails, and the company have entered into a bond of £20,000 for the proper performance of their contract, so that the colonies are fully protected. As the President has remarked, no report has been made of any loss during all the time the mails have been carried under this system; and ample provision is made, not only for the expeditious delivery of the mails, but also against loss or damage. But there is an additional reason in favour of the subsidy system, in the fact that it avoids all the trouble and bother of weighing every mail in order to ascertain the amount carried by each vessel. The

The Hon. J. G. WARD: They are all weighed when they are made up.

The Hon. J. KIDD: But they are weighed for purposes connected with overland transit, not for the purpose of ascertaining the amount payable for their carriage by water; whatever the bulk or weight of the mails may be, the payment under the subsidy system is the same. I am informed that if the system of payment by weight were adopted, the amount would be about the same, though probably in the long run we have an advantage under the subsidy arrangement. The subsidy is for a certain amount, and supposing that it is a little heavier for the first year or two, by the end of seven or ten years that system will prove the better.

The Hon. J. G. WARD (N.Z.): But what would you do in the event of two or more new lines of steamers coming in during the term of the contract?

The Hon. J. KIDD: Make the best of it for the present, and make better provision for the future.

The Hon. J. G. WARD: By way of personal explanation, I wish to state that both yourself, Mr. President, and the Hon. Mr. Kidd slightly misunderstood what I intended to convey. I did not express any fear of any possible loss of mails. What I wanted to make clear was that whilst we paid enormous subsidies for the carriage of our mails, in the event of the loss of a mail package there is absolutely no redress, in the case of the loss of a package of cargo you have redress. I wished to call attention to that anomalous state of affairs. The fact that a mail bag has never been lost is the best argument which can be adduced in favour of my contention for the abolition of subsidies.

The Hon. J. KIDD: That can be covered by an additional clause or two in the next contract.

Question put and passed.

New Zealand to Join in the Service.

On the recommendation—

"That New Zealand be invited to join in the service"—

The Hon. J. G. WARD (N.Z.) said: I cannot hold out any immediate prospect of our joining in this Federal service. New Zealand is distant from Australia some 1,200 miles by sea. We have, of necessity, to send the mails from the northern portion of the island across America to London in order to insure a speedy service. I refer to the San Francisco mail service. The amount paid for that service last year amounted to about £18,000, the greater portion of which was paid by New Zealand. If we could get as good a mail service for the public of New Zealand as we are now getting, we would be very ready to coalesce in the proposal now made. But we cannot, and we are therefore bound to maintain the San Francisco service. To that service the other colonies contribute upon the basis of 12s. per lb. weight carried for them. In addition to this service we have also to support two direct mail services—the New Zealand Steamship Company and the Shaw-Saville Company's services. Those companies do the bulk of their business with New Zealand, and we support them on the basis of the weight of mail matter they carry for us. We thus have to maintain three mail services. We in addition pay for mails carried for us by the Federal service, for which we pay at the rate of 12s. per lb. The amount is only small, last year our contribution being £812 19s. I hope the other colonies will not imagine that New Zealand is not anxious to join them. We have nothing to gain by opposing this service. On the contrary, if our circumstances did not compel us to support the San Francisco service and our present direct services, we would join heartily, notwithstanding my own views in regard to subsidies. I ask you to accept my explanation of the position of New Zealand. It may be argued that if we agree to join this Federal service we would not have to pay any more than we now pay; but if we joined you, we would have to pay our present services on the basis of weight, a largely reduced sum, and the two companies which now carry our mails are now complaining about the smallness of the contribution they get, so that our position is a difficult one.

The Hon. J. KIDD (N.S.W.): I think this recommendation is a mistake, for the reasons explained by the Hon. Mr. Ward. If any of us represented New Zealand we would take up the same position. Why should they join in our mail service and destroy the one they have got? The Hon. Mr. Ward is quite right in acting in every possible way in the interests of New Zealand. He has shown the small amount his colony paid last year for poundage, and we cannot ask that they should give up a better service and join us, especially in view of their great distance from us.

The PRESIDENT: I quite agree with the remarks made by the last speaker. We cannot ask New Zealand to join us in this matter. It is not necessary to make any further remarks, as the Hon. Mr. Ward has so clearly put the case. As business men we can see the position New Zealand is in, and we cannot expect them to do what would certainly be against their own interests.

Question put and negatived.

Tenders.

On the following recommendation:—

"That the London Post Office be invited to call for tenders on conditions approved by the colonies, from *bonâ fide* English companies (to be performed by one company or by two, in the latter case running alternatively, as at present), but before accepting any tender that all tenders be submitted to the colonies"—

The Hon. J. KIDD (N.S.W.) said: The word "weekly" does not appear in this paragraph. It would be very much better if tenders were called, so as to give two companies the right of joining in a tender. We ought to insist that we have the advantage of two companies. We are not likely to get any company within the next few years to run a weekly service. It would be much better to invite two companies to run an alternative weekly service, as at present. We have only to be consulted afterwards, so far as the payment goes. The Imperial authorities pay rather more than we do, and if we want to have a bigger voice in it, it would be better to make it clear that we consider it better to continue the service by two

companies

companies; if not, the Imperial authorities might strongly advise the acceptance of a tender by one company, and that would not serve us as well as two. I would therefore move that the paragraph be amended to read in this way:—

"That the London Post Office be invited to call for tenders for a weekly service on conditions approved by the colonies, from *bonâ fide* English companies (to be performed by two companies running on alternate weeks, as at present), but before accepting any tender that all tenders be submitted to the colonies."

The HON. A. WYNNE (V.): I regret that I can neither accept nor support this amendment. At present we are confined to two companies. There are really only two companies trading to these colonies that carry mails; and if this motion were carried, it would mean that we would have to pay whatever these two companies insisted upon charging us. I favour the recommendation as originally drafted, so that we may have competition. If one company will carry mails for one-half or two-thirds of what two companies will, why should we throw away one-third of our own money to assist one of the other companies? We shall have no competition if we are restricted to two companies. The great thing is to have competition. We want to have mails carried in the most expeditious way by the cheapest route. We have not the interests of any one or two or more companies at heart; in fact, I would not limit it to one or two companies. Four companies might join in a tender, and let us get tenders at the lowest rates. Then why should we be restricted to English companies? We have some large Australian companies here, which year after year are building larger steamers, and I do not see why they should be prevented from tendering. I do not take "English" to cover "Australian" companies, although that may have been the intention of those who made this recommendation. We have large companies here managed by men of great energy, who are pushing their business day after day. Year after year they put on larger and better appointed boats, and they can carry mails at a greater speed now than the P. and O. or Orient steamers did a few years ago. There are numbers of those boats that run from sixteen to eighteen knots an hour, which is a much greater speed than is required under the present contracts. Therefore, I suggest that the words "or Australasian" be inserted after the word "English." We will then foster our own industry and be better served.

The HON. J. G. WARD (N.Z.): The word "British" will cover "Australasian" as well as "English."

Mr. C. TODD (S.A.): I think there is a good deal of force in what Mr. Wynne has said, and I second his amendment. But, with the exception of that alteration, I think the paragraph might stand as printed. The committee intended that the word "English" should mean "British," so as to exclude the vessels of foreign countries. We shall have plenty of competition, because, as Mr. Wynne said, some of the Australasian companies have now steamers equal to the P. and O. steamers, except perhaps some of the newest vessels built by the latter, and they will compete with the boats now carrying mails.

The HON. J. G. WARD (N. Z.): I would further suggest that in addition to inviting these tenders at the London Post Office, they should be simultaneously called for in the Australian papers. By doing that, some fire would be put into the business, so far as steamship owners are concerned. They would feel we were in earnest, and the English companies would be kept up to the mark. It would not hurt the resolution in any way, and it may do good.

The PRESIDENT: I will read the paragraph embracing all the suggestions which have been made—

"That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service on conditions approved by the colonies, from *bonâ fide* British companies (to be performed by one or more companies running on alternate weeks as at present). Before accepting any such tender that all tenders be submitted to the colonies."

Question, as amended, put and passed.

Term of Contract.

Recommendation—"Term of contract, seven years"—put and passed.

Time of Arrival.

On the next recommendation—

"That it be a stipulation that greater regularity in the time of arrival of mails be insisted upon, as under the present arrangement of alternately slow and fast vessels the equal weekly interval is destroyed"—

Mr. C. TODD (S.A.) said: The vessels do not run alternately, as a matter of fact. We have some comparatively slow boats, which were considered fast a few years ago; and it is a great inconvenience to the commercial public that the mails should arrive at unequal intervals. Merchants and bankers whom I have spoken to have told me that it is not so much a very fast service as a regular service that they require, so that they will know on what morning they will find their mails on their desks.

The PRESIDENT: Leave out the word "alternately."

Amendment agreed to; and question, as amended, put and passed.

Time to be Occupied.

On the recommendation—

"Time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days. The accompanying Return (Appendix C) shows the times occupied by the steamers of the two companies from Brindisi and Naples to Adelaide during the year 1892, the average time taken having been from Brindisi 28 days 17 hrs. 20 min., and from Naples 28 days 22 hrs. 26 min."—

The HON. A. WYNNE (V.) said: I suggest that we call for alternative tenders as to time, say, from twenty-five to thirty days. I feel that in the colonies we must keep up with the march of progress, and

and they are carrying mails between England and America at a faster rate than ours are carried, and during the next seven years I have no doubt they will be carried much faster still. Mails have been delivered in Australia in a little over twenty-five days, and if the companies can do that of their own will when there is a thirty or thirty-two days' service, I think they will make it their business to deliver mails within twenty-five days if we call for tenders and insist upon it. It might be a question of a somewhat greater subsidy, but I am sure that all the colonies would pay a slightly increased rate to have a gain of five days in their mail service. To merchants and other business men five days means a great deal. They will be able to get goods and letters much quicker, and passengers will be more inclined to travel. Time means money, and the faster we compel these boats to travel, the better known will the colonies become, and the more popular as places of resort for European people.

Mr. C. TODD (S.A.): There is no necessity for the suggestion. When tenders are limited we should stipulate that the time is not to exceed, say, thirty days.

The Hon. A. WYNNE (V.): If you say thirty days they will take thirty days.

Mr. C. TODD (S.A.): If any company tenders for less than thirty days that would weigh with those who have to decide upon the tenders. I am sure that the colonies would give the preference to twenty-five days if the subsidy were not extravagantly high, and the companies in their own interests will tender for as speedy a service as possible. I think it would be sufficient to make the limit thirty days. At present it is 32½ days, and the average trip with the Orient boats is 28 days 22 hours 26 minutes, while with the P. and O. boats the average is 28 days 17 hours 20 minutes.

The PRESIDENT: I would suggest that after the words "thirty days" there be inserted the words "or such lesser time as tenderers may offer." I think that will meet the difficulty. (Hear, hear!)

Mr. C. TODD (S.A.): It may interest the representatives present if I mention some quick passages that have been made. The "Britannia" made the passage in 28 days, in March last year; the "Oceana" in 29 days in May last year; the "Ormuz" in 28 days in June; the "Oceana" in 27 days in October; and the "Australien" in 28 days.

Question, as amended, put and passed.

Termini, Delay of Steamers, &c.

The following recommendations were adopted without discussion:—

"That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Albany both ways; the outward steamers to stay at that port not less than six hours."

"That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian colonies or any of them."

"That in any future contract the term 'mails' shall be held to include parcels, but the parcels to be conveyed wholly by sea, as at present.

Calling at Colombo.

On the recommendation—

"That the steamers call at Colombo both ways"—

The Hon. A. WYNNE (V.) said: I do not think we should insist on the steamers calling at Colombo. It is some 500 miles out of the direct route, and calling there causes a loss of about two days. If the steamers ran direct from Aden to Albany, and coaled at the latter place, we should save at least two days. If they wish to call at Colombo, I would not object to their doing so, but it seems unreasonable to make it a condition of their contract that they shall go out of their course.

Mr. C. TODD (S.A.): The permanent heads of departments made this recommendation in the interests of the trade with India, which is a growing one. It would be a very long run from Port Said to Albany, for the boats do not coal at Aden. There is a growing tendency on the part of persons residing in India to make Australia a sanatorium, and those persons who come here in search of health carry away such an impression of the colonies as tends largely to encourage the exportation to that country of our products, especially wine. We also export to India large quantities of copper. If the steamers did not call at Colombo, it would put obstacles in the way of that trade and dislocate our mail service with India and China.

Question put and passed.

Carriage of Frozen Meat, &c.

On the recommendation—

"That it should be a condition of the new ocean mail contract that the steamers should be required to afford all conveniences for the carriage of frozen meat, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same"—

Mr. C. TODD (S.A.) said: I moved that that condition should be inserted at the instance of Mr. Copley, who telegraphed to me as follows:—"When Conference is considering conditions of new ocean mail contracts, freights and conveniences for carriage of fresh fruits to England should be discussed. Freights are now very high and lower charges are necessary to encourage export and enable colonies to develop fruit production."

The

The HON. J. KIDD (N.S.W.) : I should like to have the word "butter" inserted after "meat." I know that the phrase "and other products" includes "butter," but it is likely to become such an important article of export that I think it should be specially mentioned in this paragraph. At the present time, owing to the want of space on the steamers, we are not able to export all our surplus butter.

The HON. J. G. WARD (N.Z.) : I quite agree that the proposed stipulation is a very important one. With regard to butter, I may say that our experience in New Zealand has been that the right way to deal with butter exported to the old country is to freeze it ashore first and then put it into the steamer's freezing chamber, so that if sufficient space is provided for frozen meat, the requirements with regard to frozen butter could be met in the ordinary freezing rooms of the mail steamers.

The PRESIDENT : I look upon the insertion of this provision in the future contract as a matter of great importance to the interests of Australia. Every colony is now striving to increase the number of its products by the export of articles which it is best fitted to produce. Tasmania has its fruit industry ; Victoria its butter industry ; New South Wales its various industries ; and last, but not least, Queensland has its meat industry, which will yet assume proportions that will astonish the old country, and possibly ourselves as well. I must express my pleasure at the really practical nature of the suggestions made by the permanent heads of departments for insertion in the contract. They show that those gentlemen have watched the various interests of the colonies outside their own departments, and kept up with the march of progress.

Amendment—To insert "butter"—agreed to.

The HON. A. WYNNE (V.) : I agree that this is a very important addition to the contract. I would further suggest that in making provision for carrying frozen meat there should be a certain reservation of space for each port. At the present time the mail steamers fill up as they choose, and recently 800 tons of butter were kept back in Victoria for five or six weeks because there was no space available. New South Wales was then thrown over, and one steamer was kept to take away Victorian butter, which was as unfair to New South Wales as the preceding delay was to Victoria. If a reservation was made of a certain amount of space for each port, all parties would know how to prepare their produce for exportation, and no such delays would occur. I move, therefore, the insertion of the words, "That arrangements be made for a certain proportion of space to be reserved for each port of call."

Mr. C. TODD (S.A.) : South Australia will suffer in an intensified degree the inconvenience mentioned by the hon. gentleman, and I shall therefore support the amendment.

The PRESIDENT : I am afraid that by inserting all these conditions we shall be hampering the action of tenderers, and adding very considerably to the amount of subsidy which will be required. One colony will require a much larger space at one season of the year than another. Victoria may ship butter all the year round, but Tasmania cannot ship fruits at all seasons of the year, and will require a great deal more space when fruit is in season than at other times. I think, therefore, that it would be well to withdraw the amendment, and leave this matter to be arranged according to the exigencies and requirements of each port.

The HON. J. KIDD : There is a great deal in what the Hon. Mr. Wynne has said. I can see that we may get into a difficulty if we try to find a fair proportion. That would probably be fixed on the basis of our respective contributions to the subsidy, and in that case Tasmania would be left rather out in the cold. We might, however, insert a proviso that in the new tenders the companies should state what space would be available for butter, meat, and fruit. The Hon. Mr. Ward has pointed out that, if butter is in a frozen condition, it does not matter whether it is put with the meat or not. We are very much hampered through the steamers having only about one-half the accommodation they would have to provide if they were building their steamers now. It is of great importance to the colonies that provision should be made for the carriage by the mail steamers of our frozen meat, butter, and fruit. That is quite as important as anything we are now discussing, and, as was said by the President, it is an evidence that the heads of the departments can go a little outside the range of their departments and recognise what is to the interests of the colonies. I hope the Conference will agree to this, perhaps, in a modified form. The provision that tenderers are prepared to make would influence me in deciding between them quite as much as the amount of subsidy for the carriage of the mails. The question as to how we are to get rid of our surplus produce in the most expeditious way is most important.

The HON. J. G. WARD (N.Z.) moved the omission of the word "all" before "conveniences," and the addition of the following words at the end of the paragraph :—"That tenderers shall state what cold storage space they will be prepared to supply, having due regard to the requirements of each colony."

Amendment agreed to ; and question, as amended, put and passed.

Conditions of Present Contracts.

Recommendation—

"That the other general conditions of the present contracts be agreed to"—

Put and passed.

Abolition of Accelerated Train through France and Italy.

Recommendation—

"In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France those by Orient steamers are carried by ordinary mail train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter $\frac{15}{16}$ of 1d. has to be paid for the Continental transit by such trains against $\frac{3}{8}$ of 1d. by ordinary trains"—

Put and passed.

Apportionment

Apportionment of Subsidy.

On the recommendation—

"That the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present"—

The PRESIDENT said: It will be noticed that there is a considerable alteration proposed here as regard the contribution of the United Kingdom. At present the United Kingdom pays some £95,000 as against £75,000, the collective contribution of these colonies. The United Kingdom now pays a lump sum, and it is now proposed that they should contribute on the basis of the proportion of mail matter. That is a fair proposal.

Question put and passed.

Amendment of P. and O. Contract.

Recommendation—

"That clause 7 of the P. and O. contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry these mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for above"—

Put and passed.

Time of Departure of Mails from Adelaide.

On the recommendation—

"That the day of departure from Adelaide be Thursday, at 1 p.m., reaching Albany in seventy-two hours"—

Mr. C. TODD (S.A.) said: Last evening I received the following telegram from the Hon. Mr. Copley:—"Large deputation of principal merchants and other business people waited on me this morning asking that in the new mail contracts it should be stipulated that the outward-bound steamers should leave here at 4 p.m. instead of noon as at present Also asking that the alteration should be made now if possible Replied would wire you Held out very little hope for change at present but would press the point for new contract. It is of considerable consequence to us saving day's interest on all bank drafts." From the very first the merchants of Adelaide have raised considerable objection to the steamers sailing at 1 o'clock. The London Post Office fixed the hour at noon, but, as the Melbourne express train arrives about a quarter-past 10 o'clock in the morning, it is found to be impossible to get the steamers away before 1 o'clock. Both the companies have complained to me, and the Melbourne agents have also sent in complaints about their being delayed for an hour in Adelaide in consequence of the late arrival of the Melbourne express. On the other hand, my Government wish to consult the convenience and interests of our own population as far as possible; and the time now fixed for closing the mails prevents them from obtaining drafts on the day of the departure of the mail. I therefore move that the hour of departure be 4 o'clock, instead of 1 o'clock, as proposed.

Mr. R. A. SHOLL (W.A.): The permanent heads of the departments kindly fixed the hour at my suggestion that it should be not later than 1 o'clock. As a matter of fact, it is only a very fast steamer like the "Britannia" which has hitherto been able to reach Albany in seventy-two hours, and the consequence would be that our mails may not arrive at Albany before 5 o'clock when the overland special train leaves for Perth. The railway to Beverley is in the hands of a private company, to whom the Government, unfortunately, cannot dictate, and who will not be dictated to. The mails would miss the special train, and could not leave until the next morning by ordinary train, which reaches Beverley that night and remains there until the following morning; thus another twelve hours would be lost. At present the special train leaves Beverley in time to get to Perth at half-past 11 o'clock, so that there would be a delay of twenty-four hours if that train was missed. If the departure of the steamer from Adelaide is delayed until 4 o'clock, as proposed, the special train will certainly be missed. I trust it will not be agreed to. I may mention that under the accelerated service proposed for the next ocean mail contract we shall lose twenty-four hours in the receipt of our English mails through their losing this same train; and I therefore ask the Conference to allow the hour of departure to remain at 1 o'clock, and not cause us to lose a day both ways.

The PRESIDENT: After listening to the representations made by Mr. Sholl, on behalf of Western Australia, we must show that we are actuated by a spirit of forbearance and by a spirit of give and take. He has made out a good case, and I do not see why the Western Australian mails should be inconvenienced in the way mentioned, in order to accommodate the people of South Australia. I am sure that Mr. Todd, with his usual liberality and general view of the position, will admit that he is on the wrong side of the ship on this occasion. The only reason he gave was that the merchants of Adelaide could not get their bank drafts by 1 o'clock.

Mr. C. TODD: Before the mail closes at 10 o'clock.

The PRESIDENT: My own experience, as a man of business for many years, enables me to say that any merchant who is anxious to get a draft in time to catch the mail can order his draft the night before, and send in his cheque for it at 10 o'clock. By doing that no inconvenience need arise. Accounts can be made up, and the amount of the draft known the day before, or else the merchants would be working in very close quarters if they stood a chance of being late. There would be no difficulty in obtaining drafts, and I hope the decision of the Conference will be to give Western Australia the little facility that it requires at our hands, and gracefully concede the point.

Mr. C. TODD (S.A.): We all know that the only *modus vivendi* in this world is compromise. May I suggest that 2 o'clock should be the time? It must be borne in mind that we are having faster steamers and providing for a faster service, and it is only the slow boats that reach Albany too late for the train. Fast boats leaving Adelaide at 2 o'clock on Thursday will arrive there in ample time on Sunday afternoon. We stipulate 72 hours.

Mr. R. A. SHOLL (W.A.): I have quoted the fastest steamer of the P. and O. Company, the "Britannia." She is one of the few that can do it.

Mr. C. TODD (S.A.): I move as an amendment that the time be 2 o'clock.

Amendment put and negatived; and original question put and passed.

Conference with Imperial Government.

The recommendation that—

"It is necessary that early steps be taken to confer with the Imperial Government on the subject of the new contracts, in order that tenders may be invited with as little delay as possible"—.

Put and passed.

3. Fumigation of Mails at First Australian Port at Joint Expense.

On the recommendation—

"We are of opinion that any fumigation of mails should be at Adelaide, and not at Albany, the first port of arrival. If a thorough fumigation is considered advisable, it would be necessary to open the 700 or 800 bags, containing about 250,000 articles, arriving by each steamer, to untie the bundles, and fumigate each article. It is hardly needful, however, to point out that such a course as this would probably delay the mails forty-eight hours, to say nothing of the large expense in providing a staff for opening, retying, and reclosing the mails, the beneficial results, as a preventative, being, as we understand, in the opinion of many medical officers, very doubtful"—

The PRESIDENT said: I may say that this matter has been placed upon the business paper by myself, and I may add that I have not much faith in the system of fumigation. I do not think it accomplishes what we really desire; but, on the other hand, the medical men, to whose opinions we must bow—at all events, the medical men in Queensland—instruct us to have the mails fumigated from any infected port. Of course, we are bound to carry out those recommendations, but at the same time it appears to me that if we are to carry out instructions and to fumigate the mails, we should not carry those mails all over the continent from Adelaide to Queensland and distribute the germs of disease through the railway trains of the different colonies. We must adopt a means of fumigating them at the first port of arrival, and I agree with that portion of the report which names Adelaide. There is no use fumigating at Albany, and I think some means should be adopted of fumigating mails arriving by British-India steamers at Thursday Island. It seems to me that the proposal made is a good one, although, looking at the report which the heads of departments have submitted to us, they have pointed out so many difficulties, that I am inclined to believe they are not very favourable to the project themselves. At the same time, if we admit that the germs of disease can be possibly carried by the mails, then I think you must admit that we ought to put a stop to the possibility of contagion being carried amongst us by dealing with the mails at the first port of arrival. We will then accomplish what we are told will be the means of preventing the spread of contagious disease. Members of the committee have pointed out how many thousands of articles will have to be dealt with. But have not all these articles to be dealt with piecemeal? Every colony will get a few hundred bags, and I think we should be adopting a wise course, if we believe in fumigation at all, in dealing with the matter at the first port of call.

The Hon. A. WYNNE (V.): Will all the bags have to be opened?

The PRESIDENT: The doctors say it is no use unless they are.

The Hon. J. G. WARD (N.Z.): Briefly, my opinion is that it is not desirable that the whole of the mails should be opened at any one place. It is indicated in the report submitted to us that it will cause a delay of forty-eight hours, which is a matter of considerable consequence to people who expect letters as soon as possible after their arrival in the colonies. On one hand we are providing for a large sum of money to subsidise steamers in order to obtain a greater speed, and on the other we are providing for a system which immediately delays matters forty-eight hours. I do not know what the medical officers' opinions are, but I have an idea that if the bags are fumigated it would be sufficient. It seems to me that we are now establishing a very important departure, and one which, while there has been a great deal said by those who are afraid of disease being imported, I certainly think is not a very wise step. If the bags are fumigated at the first landing port, the contents could be fumigated when they have reached their several destinations.

The PRESIDENT: The germs would be carried all over the colonies first.

The Hon. J. G. WARD: All reasonable precautions would be taken by fumigating the bags first and the mails afterwards.

Mr. C. TODD (S.A.): It will be observed that the heads of departments make no recommendation beyond that it is necessary to fumigate the mails thoroughly. All medical men say that if fumigation is to be carried out at all the bags must be emptied, and the contents spread out so that the fumes may reach every article. Therefore, I think there is no alternative but to carry out the suggestion. If the fumigation of the bags would make it safe to carry them in trains, and let each colony deal with its own

mails

mails as it pleases, as Mr. Ward suggested, that will get over a great deal of work at Adelaide, and it is a question which I respectfully suggest should be referred to medical experts—that is, to the medical officers on the boards of health. The Chairman of our Board of Health, who is a medical man, attaches very great importance to the matter, and I was compelled to fumigate all the mails coming from infected places, in the manner I have described.

The Hon. J. KIDD (N.S.W.) : Some plan might be adopted of insisting upon the owners of mail boats carrying out a provision that mails taken on board at infected ports should be fumigated when put on board. Of course, the steamers would be quarantined in the usual way. I think it is better that the bags should be fumigated, and then the mails be sent on to their destination, and fumigated by the colonies receiving them.

The PRESIDENT: We either believe that disease is likely to be spread through the country by the distribution of mail matter, or we do not. If we do not believe that, then we need not take any action; but if we do believe it, we must provide against such dissemination of infectious disease by the fumigation of the contents of mail bags. To fumigate the mail bags is of no use, as that will only kill the germs on the outside of the bags. Scientific and medical men tell us that disease can be carried, and is frequently carried, by the distribution of mail matter received from infected localities. That being so, we are bound to safeguard the people as far as possible by adopting the precautions recommended by experts. The medical men of our Central Board of Health insist that—"The whole of the contents of mails should be spread on the wire shelving, and exposed to sulphurous fumes for at least three hours continuously." If that is necessary, the fumigation of bags is not sufficient. It is suggested that to fumigate the mails at the first port of call would cause a delay of forty-eight hours; I do not think the delay would be so long if proper accommodation were provided, but even if it were, the people would sooner put up with that delay than run the risk of a terrible disease being introduced into the country; and it would be more economical to fumigate the mails at the first port of call than for each colony to do it separately. In any case, we should certainly not be justified in neglecting the precautions recommended by medical men.

Question put and passed.

The Conference then adjourned till 11 o'clock to-morrow.

WEDNESDAY, 22 *MARCH*, 1893.

The Conference met at 11 a.m.

PRESENT:

New South Wales:	The Hon. JOHN KIDD, M.L.A., Postmaster-General.
	S. H. LAMBTON, Esq., Deputy Postmaster-General.
	P. B. WALKER, Esq., Secretary Telegraph Service.
Victoria:	The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
	JAMES SMIBERT, Esq., Deputy Postmaster-General.
South Australia:	CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia:	RICHARD A. SHOLL, Esq., Postmaster-General.
Tasmania:	The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania.
	ROBERT HENRY, Esq., Superintendent of Telegraphs.
	HENRY BOYES, Esq., Secretary to the Post Office.
New Zealand:	The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.
	C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
Queensland:	The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General *(President)*.
	JOHN MCDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

4. CONSIDERATION OF CONTINUANCE OF GUARANTEE WITH CABLE COMPANY.

The Hon. J. KIDD (N.S.W.), in moving—

"That this Conference does not consider it desirable, after the recent arrangement as to rates, to give notice to the Eastern Extension Cable Company to terminate the existing guarantee"—

said: The simple question before us is whether we are going to continue the guarantee with the Cable Company. The history of that guarantee, which is well known to those who took part in connection with it, is this: It was entered into to induce the Eastern Extension Company to agree to the reduction of the rates from something like 9s. 6d. to 4s. per word. The matter was very fully discussed at Adelaide in 1890, and a common understanding was arrived at that a guarantee should be entered into with the company under certain conditions. In February, 1891, in Sydney, the guarantee was agreed

agreed to, after considerable discussion, on the basis of the revenue derived by the company in 1889, which amounted to £237,000, the colonies to pay half the amount of the deficit in the event of the revenue falling below that of 1889, the company bearing the other half. That was all done under the impression that the colonies would have nothing to pay, as the increased business done under the reduced rates would be larger than under the old rates. They looked upon the entering into the guarantee as merely a nominal thing. But, after the first year's experience at the reduced rates, we found that it was something more than nominal. The guarantee was payable on the basis of population; and last year, in addition to the subsidy, New South Wales had to pay about £15,000; Victoria about the same; and the other guaranteeing colonies lesser amounts in proportion to their population. In August last a short Conference was held in Melbourne to consider the desire of New Zealand to come under the guarantee under certain conditions. The principal condition was that the guaranteeing colonies should also guarantee to pay a certain proportion of the loss that might be incurred by the reduction of the cable rates between the Australian colonies and New Zealand from 9s. 6d. to 2s. 6d. per message of ten words. That was agreed to—I myself acting for New South Wales—on condition that the Conference at Melbourne agreed to a slight increase in the cable rates, in order to enable us to get rid of the loss we had incurred under the guarantee. Mr. Zeal, then Postmaster-General of Victoria, agreed with me that we ought to endeavour to adjust the rates, as we had quite enough to pay under the subsidy. New Zealand was admitted under the guarantee, and we agreed to bear half the loss that might arise by the reduction in the rates to New Zealand. We agreed that the rates to England should be raised by 9d. a word, and it was arranged that the new charge should be made from the 1st October last. Owing to difficulties in the way of the E. E. Company coming to terms with other countries—I think the principal hitch took place with India—we were unable to commence under the increased rate until the 1st January last. Before I left Sydney I had a return submitted to me showing the business done during the two months of January and February. There was a considerable increase on the January and February revenue of the previous year, which was thought satisfactory, more especially considering the continued depression in trade, which means less use of the cable than under more prosperous circumstances. These are the figures for those two months: In January, 1892, the number of messages was 7,892, and the number of words, 113,144; and the receipts for that month amounted to £23,077 16s. 4d. In January, 1893, the number of messages was much less, and the number of words was also much less, although the receipts were considerably increased. I feel satisfied, however, that the slight falling off in the number of messages was not due to the increase of 9d., and I think that any business man will agree with me that an increase of 9d. a word would not be likely to prevent the sending of one message. Seeing that there had been a reduction from the high price of 9s. 6d. a word to 4s., we did not think that the additional 9d. per word which was put on for the purpose of trying to save this loss out of the guarantee, would affect the business very much; and it has not affected it very much. Though the increase for January, 1893, was only about £1,000, the receipts being £24,070 7s. 11d., as compared with the receipts for January, 1892, I find that in February, 1893, the revenue increase is considerably more. In February, 1892, there were 7,050 messages, the number of words being 104,416; and the receipts were £20,784 12s. 7d. In February, 1893, there were 7,159 messages, the number of words being 110,775; and the receipts were £22,837 15s. 6d.; so that in that month there was an increase in revenue over February, 1892, of about £2,000. And February being a short month, I think that shows a considerably larger increase than appeared in January. In asking the Conference to agree to the continuance of the guarantee, I may point out that it is wise to do so until we have some prospect at least of some alternate route; as you will see by the conditions of the guarantee that we have a hold on the company. They are bound by the guarantee not to increase the rate beyond the price fixed; and in other ways we have some control over the company with regard to the business, and if we withdraw from the guarantee then they may charge any rate that may suit their fancy. I do not say that they would be likely to do so. I think they would be likely to do business at such rates as would prevent any opposition being started; but seeing that there would be no possibility of opposition for a considerable time, they might, for a season, charge higher rates, because the public would not be so much influenced against them so long as they had the rates reduced before any other cable was brought into working order. Going back to the history of the guarantee, Mr. Todd will remember that Sir John Pender, chairman of the E. E. Company, almost implored the Conference at Adelaide not to dream of reducing the rate below 5s. a word, because it would mean a heavy loss. He was right, and all our friends representing the various colonies were wrong in thinking that the reduction in the rate would more than double the amount of business, and prevent any loss under the guarantee. As I have already pointed out, the loss was a serious one. We thought it serious in these depressed times that we should be called upon suddenly to contribute an additional £15,000, and our friends in Victoria felt the tension in much the same way. That was the groundwork of our reason for making an increase from 4s. to 4s. 9d. We did not increase the Government rates or the Press rates, because they were very much the same as they appeared in the table submitted by Sir John Pender when he suggested that the rate should not be less than 5s. per word. If the rate had been fixed at 5s., we would not have lost anything under the guarantee; but would rather have been a little to the good. That is the position of things; and I think it would be an unreasonable thing for us to give notice, and disturb the present arrangements, for some time at least, by terminating the guarantee entered upon. I think we are in a fair way now not to make much loss under the guarantee, and I do not think there are any grounds for withdrawing from the guarantee. I think I have given all the information worth giving in connection with the question. When we agreed in August last that if we could get the company to agree to the additional 9d. per word, we evidenced by that agreement that we would not disturb the guarantee; and if we give notice next year—we cannot do so until the 31st January next year—to terminate the guarantee, that will be evidence that we do not know our own minds with regard to matters of this kind more than a few months at a time. I think it would unsettle matters too much to attempt to give any such notice; and, for the reasons I have given, I think it would be wiser for this Conference to decide not to give notice to discontinue the guarantee.

Mr. C. TODD (S.A.): I beg to second the motion moved by my hon. friend Mr. Kidd. He has placed the matter so very clearly before the Conference that I do not think I can add anything. The contributions of the different colonies, now that New Zealand comes in, together with the rapidly increasing business, will make the amount to be contributed less and less every year. I find, after the

first

first year's operation under the reduced rate of 4s., the actual loss of revenue to the cable company was £55,040, of which the colonies of Victoria, New South Wales, South Australia, Western Australia, and Tasmania paid one-half in proportion to their population; our proportion of the loss being £27,520. If I bring the second year up to the end of 30th April next—the estimated revenue of March and April being £33,000—the revenue up to the end of April would be £190,723, or more than £8,000 greater than the first year. The first year it was £182,696; the second, the estimated revenue will be £190,723, showing a loss of £47,014, of which one-half, or £23,507, will have to be made good by the colonies. Of course the increased rate only came into operation on the 1st January, and therefore we have only four months of the year—January, February, March, and April—during which the traffic was carried on under the increased rate. Making a very rough estimate indeed of the revenue for the year ending 30th April, 1894, and allowing for little or no increase of business—although I am sure we all expect and hope that the depression existing in the whole of the Australian colonies will soon be removed, and that there will be a rapid extension of business—but I say, allowing for no increase whatever in business, the amount to make good will be about £17,500, and having now the assistance of New Zealand, that small amount will be spread over all the colonies with the exception of Queensland. I have much pleasure in seconding the motion.

The Hon. A. WYNNE (V.): On behalf of Tasmania I am desired to state that that colony is favourable to the continuation of this guarantee. They are not inclined to give notice to terminate it, but consider the question somewhat on the lines mentioned by the Hon. Mr. Kidd; the feeling being that, if business continues to increase, the colonies will not be called upon to pay anything, or the amount will be merely nominal.

The Hon. J. G. WARD (N.Z.): As you will probably follow me, Mr. President, and it being quite likely that you will be in accord with the other colonies, I will put on record how this question has affected New Zealand. In March, 1891, we had a short meeting in Sydney, and New Zealand and Queensland then happened to be in the one boat; we were on the one side. The attitude of New Zealand was not favourable to the arrangement which was then proposed. At that time there was good reason to warrant the stand New Zealand took with Queensland; but the position has been altered by the very large reduction which has been made in the cost of cable messages between the Australian colonies and New Zealand. That has warranted New Zealand in joining in the guarantee for the international and intercolonial cable. What I wish to indicate now is how this question has affected New Zealand revenue. I am bound to say the arrangement has so far been satisfactory. The decrease in the cost of cable messages between New Zealand and Australia has been the very large one of 340 per cent. The actual decrease in the cost of messages has been from 8s. 6d. per ten words to 2s. 6d. per ten words; and when I say that, since the reduction has taken place, the increase in intercolonial messages between New Zealand and Australia has been 84·71 per cent., and the decrease in revenue only 25·31 per cent., I think it will be seen that as far as we are concerned the result must be considered very satisfactory. Then, again, New Zealand has benefited by joining with the other colonies in the guarantee for the international cable by having the rate reduced from 10s. 8d. to 5s. 2d., a reduction of 115 per cent. The result of the working has shown that, although we reduced the rate 115 per cent., we have had an increase of 101·55 in messages, and their value has increased 70·49 per cent. between 1st January and 15th March, over the corresponding period of last year. New Zealand at the present time believes in the guarantee as a good arrangement for the colonies, the commercial world is well pleased with it, and all other interests are satisfied with it. The company have shown a distinct desire to meet the reasonable requirements of the colonies, and I am quite prepared to assist, as far as possible, in this matter. There is a fear that the Eastern Extension Company may become a huge monopoly. Personally, I do not care if they do, so long as they give us reasonable rates and conduct their business as satisfactorily as they have done in the past. I have very much pleasure in supporting the motion of my hon. friend, and I can only hope that the present depression will not continue, and that, with returning prosperity, the guarantee as the outcome of increased business will be proportionately diminished.

The PRESIDENT: On behalf of Queensland, of course, I enter our usual dissent in regard to this matter.

Question put and passed.

5. Report from the Committee of Electric Light and Tramways.

Mr. C. TODD (S.A.), in moving—

"That the Report from the Committee of Electric Light and Tramways be adopted"—

said: It will be remembered that at the Hobart Conference held in 1892, the Minister for Agriculture and Education (South Australia), the Hon. W. Copley, moved, and Mr. Kidd seconded the following motion—

> "That the drafting of a code of Rules and Regulations for erection of electric light and power wires be referred to a committee of experts, consisting of Messrs. E. C. Cracknell, George Smibert, A. F. Matveieff, R. Henry, and C. Todd, representing the Telegraph Departments of New South Wales, Victoria, Queensland, Tasmania, and South Australia; and Messrs. Haes, Arnot, and Callender, representing the Electric Light Companies. Mr. Todd to be convener of the Committee, and the report to be forwarded to the various Postmasters-General."

Mr. Cracknell, as you all know, died a few weeks ago, and Mr. Walker took his place. Mr. Walker also represented the colony of Queensland on the Committee, Mr. Matveieff having retired. Anyone at all acquainted with what has been done in these colonies, and elsewhere, in connection with electric light and power wires, must feel that the time has come when the whole of these works should be constructed under properly devised rules and regulations. It is necessary for the protection of the Post and Telegraph Departments; it is necessary for the public safety; and it is necessary also to secure efficiency. The city authorities of Melbourne and Adelaide are contemplating the

the installation of electric light throughout their streets, and in order to avoid interfering with the working of telephone lines, such a work as that can only be undertaken under strict rules and regulations similar to those adopted in other countries, and especially by the Board of Trade in England. The members of the Committee who met in Sydney were all experts. The Governments were protected by the presence of the permanent heads of the Telegraph Services. The Corporations of the cities of Melbourne and Adelaide were admirably represented by Mr. Arnot, Electrical Engineer of the city of Melbourne, and Mr. Langdon, City Surveyor of Adelaide, while the interests of the Electric Light Companies were well looked after by Mr. Haes and Mr. Callender. We had under consideration the regulations of the Board of Trade on electric lighting lines in England, and we also had before us extracts from the Electric Light Laws and Regulations obtaining in Austria, Hungary, Italy, Belgium, France, and Switzerland. To a very large extent we adopted the rules and regulations of the Board of Trade of England, but we introduced, as we think, many very important alterations in those rules, and added others which will do much, we think, to conserve the safety of the public and the interests of the Telegraph Departments. I have now much pleasure in moving that this report be adopted.

The HON. J. G. WARD (N.Z.): I second the adoption of the report of the committee of experts on this matter. The attention they have given the subject is shown by the report they have submitted. I concur in the remarks made by Mr. Todd, and I may say there are many matters which render it imperative that there should be a uniform system. I think myself the recommendations contained in the report will, to a large extent, remedy many of the evils existing in the past. I have very much pleasure in seconding the motion.

The PRESIDENT: I have been pleased to listen to the remarks made by Mr. Todd, and I think the draft code of rules and regulations in the report placed before us contain many most valuable suggestions for the safeguarding of the electric telegraph systems from interference by electric light wires. At the same time I do not quite agree with the resolution that the report be adopted. I think it would be sufficient if we were to receive the report, because different circumstances may operate in each colony. This is not a matter of intercolonial moment or importance. It is more a matter for the control of the operations of electric light and power companies within each colony, and I think we should not bind ourselves too closely by the adoption of the report. By adopting the report we might be bound, in a measure of speaking, to carry out the suggestions made therein, and circumstances might arise in either colony which would render it advisable to differ from them. The object we have would be served by carrying a motion that the report be received. I have drafted a resolution—

> "That the report of the Committee containing rules and regulations to be observed for the erection or laying of electric light and power wires be received, with the thanks of this Conference to the members of the Committee for their valuable services."

I think that will meet the case better than the adoption of the report, which, I presume, very few of us have yet had an opportunity to read. There is a great difference between adopting and receiving a report. By receiving it, it will be made part of the labours of the Conference.

The HON. J. G. WARD (N.Z.): Received and printed.

The PRESIDENT: The printing has already been moved. If Mr. Todd will withdraw his motion, I shall be pleased to move that the report be received.

Mr. C. TODD (S.A.): I can do no more after what the President has said than, with the permission of the Hon. Mr. Ward, withdraw my motion. After I had moved it, it came across my mind that I was asking the Conference to do something more than it might be willing to do. I think the motion might state that the report should be recommended to the consideration of the different colonial Governments, if the President does not mind.

The PRESIDENT: I don't mind that.

Mr. C. TODD: In the early stages of the Committee's labours I moved three important motions, which were as follows:—

1. "That it is desirable that the laws and regulations relating to the erection of electric light and power wires for the supply of electrical energy should, as far as possible, be uniform throughout the Australian colonies."
2. "That no local or municipal authority, company, or person shall be allowed to lay in, or erect on, or along any street or public thoroughfare any electric light or power wires without statutory authority."
3. "That a Board of Control consisting of, say, three members, be appointed in each colony, under whose supervision all works relating to electric lighting and the transmission of power shall be carried out in accordance with the rules and regulations approved by the Governor in Executive Council; and that a central or intercolonial Board of Control, consisting of representatives from the local boards, should also be appointed to make such amended rules and regulations as may from time to time be necessary, and to deal with matters cognate thereto."

We might merely recommend the report to the consideration of the different Governments, leaving out the word "favourable."

The HON. A. WYNNE (V.): I follow our President in this matter. It is one which will require legislative enactment in each of the colonies to give authority for electric lighting and electric tramways, and no member here can state how the legislature of any particular colony will deal with the matter. Regulations will be framed under the respective Acts, and I do not think, for my part, that I can consent to adopt this report. It ought to be received for consideration, and the work of the Committee will be of great value to the different Parliaments when they come to deal with the matter, but it is beyond our power to insist upon the subject being carried out on the exact lines of this report.

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The PRESIDENT: With all due respect to the opinion of Mr. Todd, who is an expert, whose opinion will be highly valued, I think we should be going far enough if we merely received the report, and embodied it in our proceedings. We all know that we are only on the threshold of the science of electricity, and we do not know but that in the course of a few months some fresh discoveries may be made, which may entirely alter the present valuable suggestions that have been made here. So far as our present knowledge goes, the experience of the experts will no doubt be very fully drawn upon from this report in any colony in which legislation is undertaken. My opinion is that whatever we decide upon in this Conference should be carried out if possible. I do not think we should come to any resolution or bind ourselves to do anything, and then hang fire for two or three years afterwards. Wherever it is possible to carry out any agreement that has been agreed to, it should be done, and as expeditiously as possible; therefore, I think we would be going far enough by simply receiving the report, and any colony will then be in a position to avail itself of it in any legislation upon the subject. It does not follow that it will be legislated upon in all the colonies. There is a great demand in this colony for such an Act, and it is our intention to grapple with the matter, because we are beginning to see the danger arising to the telegraph system, and these suggestions will prove of great value. I hope Mr. Todd will raise no further objection, and agree to merely receiving the report. We acknowledge the great services rendered by the Committee of experts, and if occasion should arise there will be no hesitation in calling them together again.

The Hon. J. G. WARD (N.Z.): I have much pleasure in conforming to the desire of the President, and will consent to the motion being withdrawn.

The PRESIDENT: The motion now will read—

"That the report of the Committee containing rules and regulations to be observed in the erection or laying of electric light and power wires be received with the thanks of the Conference to the members of the Committee for their valuable services."

Question put and passed.

SECOND CABLE ROUTE.

In accordance with notice of motion, the Hon. J. G. WARD (N.Z.), moved—

"That in the opinion of this Conference the time has arrived when a second cable route should be established *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon."

This motion, as you will observe, is one which, if passed, will not commit any of us to any expenditure. I think this Conference should put on record their opinion that it is desirable to have a Pacific cable *viâ* Vancouver to Canada and Europe. It will be for those who deem it desirable to enter upon such an enterprise to submit a proposal—a joint one, I presume, to the several colonies; and the whole scheme can then be carefully considered by the various Governments. My own opinion is that those who are now responsible for the existing cable communication between the Australian colonies and Europe should realise the vast importance to the colonies, as well as to Europe, of having a second cable *viâ* Vancouver, through British territory and under the management of British subjects. We have had proposals submitted, and even surveys made to some extent, in connection with a projected Pacific cable, but so far nothing definite has been accomplished. We are here to express our individual opinions on the subject, and my own idea of a Pacific cable is that one from these colonies should start from Queensland and cross over to New Zealand to a place called Ahipara Bay, then overland to Mongomni, thence to Fiji, and on to Honolulu, thence to the Sandwich Islands, thence to Fanning Island, which belongs to the British Government; from there to Vancouver, thence to the Red River, on the Canadian continent, and thence to the terminus of the cables lying between Newfoundland and Great Britain. Once it is across the Canadian continent it will, of course, be practicable for those who enter into the project to use the Mackay-Bennett cable, and thus duplicate the cable to England. Canada would then be in direct communication with these colonies. According to a proposal formulated a few years ago, the rate for the transmission of messages right from the colonies to England would be 4s. a word, and in return it was stipulated that we should give a guarantee of 4 per cent. on the estimated cost of the cable, which would be about 7,000 miles in length, and cost about £1,500,000, so that roughly speaking the guarantee required would amount to under £70,000 per annum. The scheme would be a gigantic one, and those undertaking it would require very favourable terms; but it would be a great advantage to the colonies, both politically and commercially. It is well known that in time of war a treaty could be entered into for the protection of existing cables.

The PRESIDENT: That has already been done.

The Hon. J. G. WARD: And it would, doubtless, be done in connection with any future cables. But there are special advantages in taking the cable entirely through British territory.

The PRESIDENT: It cannot be done.

The Hon. J. G. WARD: Practically I think it could, and there is a great deal to be said in favour of such a route as compared with any other that might be adopted. I should like to add, that if the Eastern Extension Telegraph Company wish to maintain the business which they have begun between these colonies and England, Sir John Pender will do well to seriously consider the desirability of laying a Pacific cable *viâ* Vancouver. I have no fear of any evil consequences resulting from a monopoly, because I am confident that should there be any abuse of that monopoly the colonies would unite to ensure that what is done is conducive to their general interests. I hope the resolution will be agreed to. I will not take up any further time now, but will content myself with formally moving the resolution.

The Hon. J. KIDD (V.): I second the motion as it stands on the business-paper.

The PRESIDENT: As no one else seems willing to handle this subject, I shall make a few remarks upon it. I am very pleased indeed to see that the opinion which Queensland has entertained for the last eighteen years or more with reference to a Pacific cable is being made the subject of serious discussion.

discussion. The motion before us is very broad, and is just such a one as, I think, ought to be adopted by the Conference, because it leaves the question of route entirely open; and none of us can say, at the present time, where such a cable should go. At the same time, there are circumstances which ought to be taken into consideration; and these I shall briefly touch upon, as the mover of the motion has indicated what route should, in his opinion, be adopted. The colonies of Queensland and New South Wales, who have, as you were informed at the last Conference held at Hobart, entered into a guarantee with a company for the laying of a cable between New Caledonia and Queensland, have been found fault with by the Press for their action. They have been accused of being selfish, of taking into their own hands matters which ought to have been considered by all the colonies conjointly, of binding themselves hard and fast to a foreign company, and of I do not know what other sins and crimes in connection with the matter. So far from receiving any blame from the other colonies, I think they ought to pass a vote of thanks to Queensland and New South Wales for having entered into negotiations which will open up traffic between New Caledonia and Australia, and for having done it at their own expense. The proposal that was made to us involved the comparatively small guarantee of £2,000 per annum from each colony, the Government of France contributing £8,000 per annum towards the service. If we had not accomplished anything more than the opening up of means of communication between New Caledonia and Australia, that in itself would be worthy of recognition. All sorts of erroneous and misleading statements have been made in reference to the future cable extension through New Caledonia. I may say at once, without hesitation, that we have entered into no agreement which at all binds us to extend the cable through that particular company, beyond New Caledonia. We have certainly accepted the offer which was made to construct this cable, which was to form the first link of the cable to Vancouver; and the company bound themselves, if we adopted this, to proceed further with the matter, section by section, but we have not bound ourselves to contribute anything towards the rest. We have simply said that we would contribute to the first section, and whenever the company was ready to make further proposals we said that they would be entertained in a proper manner, not only by ourselves, but by the whole of the colonies and by the other countries that are interested. We told them, "If you can manage to get up the guarantee you require, we shall be very pleased to contribute our share, provided your proposals are reasonable." Then, again, we have been charged with granting the exclusive right of landing a cable in our territory to a foreign company. Nothing could be more void of truth than such a statement. We have certainly made an agreement with this company, allowing them to land a cable on Queensland shores, but we are not precluded from allowing fifty other companies a similar privilege. We are at liberty in that as in every other direction, and we shall be very pleased to join in any proposal that will give us a cable entirely independent of the present company. That is the object we have had in view for the last eighteen years or more, and provided the terms are fairly reasonable we are ready and willing to make a sacrifice in order to get what we consider is an absolute requirement for the Australian colonies. A lot of extravagant remarks have been made about this "foreign" business—about the cable passing through "foreign" territory, and all that sort of thing. Where has our cable business been done hitherto? Has it gone exclusivelyy through British territory? Why, from 1860 to 1875 the whole of the business was done through Java. Then the cable was laid from Port Darwin to Singapore, and our business has since been done along that line. But is the line even now all in British territory? Does it not pass through Egypt and through Persia; and when the line is interrupted do not our cablegrams go through Russia? Are not these all foreign countries? I may be allowed to quote what I said at Hobart last year. On page 97 of the report, when speaking of the proposal to lay a Pacific cable, and referring to the line to New Caledonia, which we had then in view, and which we have still in view, I said: "But whatever route was adopted, the cable would have to pass through some countries where the British Government was not supreme. The route proposed for the Pacific cable would pass first through New Caledonia, which was a French possession; then Fiji, a British possession; then Samoa, which was under the joint protectorate of Great Britain, America, and Germany; then to Honolulu, which was under the joint protectorate of Great Britain, France, and America; and then the Fanning Islands, which were British." That is the only route which can possibly be adopted if you want a Pacific cable. You must go through foreign territory. And where is the harm in going through foreign territory? We have a treaty which protects us. I also referred to this at Hobart when replying to the alleged danger of having our cable communication interrupted in the event of war. I am reported as follows: "He did not think they need trouble themselves much about that question, because, first of all, they had seen how territories frequently changed hands, and as far back as 1884 they would find a treaty of nations by which they bound themselves that all cables in time of war should be considered as neutral." In passing, I may say that during the last week or so I noticed in one of the cables from England that in the House of Commons the British Government were asked if they would make some arrangements for obtaining possession of New Caledonia, and there is a possibility in the air that New Caledonia may some day be got in exchange for some British possession, just as Heligoland was recently parted with, and as other places have been parted with. There is nothing to lead us to believe that New Caledonia is for ever to remain a French possession. The international treaty I referred to is still in existence, and no matter where the cable goes that treaty will protect it. The present proposal is to start from Queensland for some place in New Zealand; but let me point out this to you: I look upon the section to New Caledonia as an accomplished fact, because I am assured that it will be laid by the 1st of August. The distance from New Caledonia to Fiji is 695 miles, while the distance from New Zealand to Fiji is 1,240 miles. Now, there is no company in the world who will construct over 545 miles of cable at an average cost of at least £300 a mile, if they have nothing to gain by it. In addition to this, the Hon. Mr. Ward now proposes that a cable should be laid from New Zealand to Queensland, which is 1,400 miles more, making in all 1,945 miles additional cable to be laid if we discard the section to New Caledonia. It is utterly unlikely that 1,945 miles of cable, at a cost of £300 a mile, will be laid when it is not at all necessary. The arrangement between New South Wales and Queensland and the company is a *bonâ fide* one, and I am in a position to say that by the 1st August the section will be completed to New Caledonia, so that that distance will not have to be laid again. Of course, if it is desired to lay a cable between Queensland and New Zealand, that is another matter; but no company is likely to be willing to proceed to Fiji by a route which would entail the laying

laying of an additional 545 miles. Of course the remainder of the proposed route would be exactly the same as has been advocated by this company. I ask you again to discard from your minds any fear that Queensland or New South Wales is anxious to bind the other colonies or to do any underhand work. The object we have in view, and the object we have accomplished, has been to establish communication between New Caledonia and the colonies. No one will deny that the commercial advantages of that enterprise are very great, especially to several of the other colonies who are not called upon to contribute at all towards the guarantee, but are to have the use of the cable at the ordinary rates. Therefore, if anything, I think we deserve the thanks of the different colonies for having undertaken that business ourselves. I am in a position to say that Captain Audley Coote, who is now in Brisbane, is prepared, if necessary, to lay proposals before us for the immediate extension of that cable. I am not aware whether we are in a position to deal with the matter; but he has substantial guarantees from other countries for this extension We want to have an absolutely independent cable. That is Queensland's notion, whatever the other colonies may think. We do not think a monopoly should be enjoyed by one company; we think it better to have two companies, independent of one another, so that, if one cable is interrupted, we can use the other. Besides, competition is the soul of business. That is why I think an unwise thing has been done by the other colonies in continuing the guarantee to the present company. If the suggestion I made at the Sydney Conference, when the agreement was made with the present company, had been adopted, you would have fared much better. My suggestion was that instead of reducing the rate to 4s. you should make it 6s., because you were deceiving the public by making them pay 4s. over the counter and then paying another 2s. out of the Treasury. By fixing the low rate you prevented opposition, and absolutely played into the hands of the present company. If you had fixed the public rate at 6s. it would have been an inducement to another company to come forward, but now no other company could start unless they charged the same low rate as the present company, whilst the present company is getting additional money out of the Treasury all the same. There has not been a fair chance for a company to start this Pacific cable. But I am perfectly satisfied that this cable will be constructed; and I believe the negotiators of the proposed extension from New Caledonia are in a good position to carry it on. We have never suggested that a French company, or any foreign company, should construct the cable; that is a matter for consideration when the proposals are made. We have merely bound ourselves to guarantee a cable from New Caledonia here; all the rest is as open to us as to the other colonies. I shall have much pleasure in supporting the proposal of the Hon. Mr. Ward to the extent to which he has gone, because that is what Queensland has been striving for during the last eighteen years.

Mr. C. TODD (S.A.): Without venturing to express any opinion as to whether a Pacific cable should be laid or not, perhaps you will allow me, Mr. President, to place before this Conference the financial aspect of the question. Cables are not laid for philanthropic purposes. Companies lay cables that shareholders may get dividends. First, I must tell you that the existing cables and the land lines of Australia, including Western Australia and South Australia, are capable of doing five times the present amount of business. The amount of business done at present under existing rates—which you tell us are too low, because they shut out opposition—keeps pretty steady at 1,200,000 or 1,300,000 words. The promoters of the Pacific cable scheme, when they laid their plans before us, proposed a rate of 4s. Out of that they would have to pay at least 1s. for transmission over the Atlantic cables and across the continent of America. Then 1,300,000 words would have to be divided between two companies, because the rates would be the same by both routes. That would reduce the number of words at the present rate of business to 650,000 words a year, which, at 3s. a word, would amount to £97,500. It would really be less, as Government and Press messages would be charged reduced rates. The cost of these cables has been estimated by the promoters themselves at £2,000,000. The working expenses—including all their stations and staff, maintenance, steamers, and the ordinary renewals and repairs which would have to be effected in a cable extending over 8,000 miles—may be put down at about £60,000 a year. That is the experience of cable companies in other parts of the world. Then the life of a cable can only be put down at twenty years; therefore a reserve fund or an amortisation fund, as it is called, must be put aside during those twenty years for renewals. That would amount to a charge of £75,000 a year. In addition to that, there would be interest to pay upon debentures, which was estimated by the promoters themselves at £40,000; so that the total cost of the Pacific cable would be something like £175,000 a year. The revenue, at 3s. a word, as I have said, is £97,500 a year, or £80,000 less than the yearly expenditure. They asked us for a subsidy, in the first instance, of £100,000. With regard to that subsidy I may point out that the Imperial Government have steadily and firmly set their faces against any subsidy to a cable company. When we wanted to reduce the rates *viâ* Port Darwin we made an application to the Home Government to induce them to take a portion of the burden entailed by the reduced rates, pointing out that England would derive as great a benefit from the reduction as the colonies; but the answer was, "No." Therefore the promoters of the Pacific cable scheme will not be able to look to the Imperial Government for one penny.

The PRESIDENT: They will get it, all the same.

Mr. C. TODD: It does not appear at present that they will do so. The Home Government stated at the Imperial Conference held in 1887 that they could not subsidise one line without subsidising the other. They would feel bound to assist a cable to India and Australia by the present route, quite as much to assist the Pacific cable. Is it likely, I ask, that we can get £30,000 of the subsidy from the United Kingdom and Canada? Canada, we know, takes a very strong and sentimental interest in this scheme, and is prepared to support it; but suppose, for the sake of argument, that the United Kingdom and Canada did contribute £30,000 out of the subsidy, that would leave the Australian colonies a subsidy of £50,000 to be divided between them. That may be roughly divided as follows:—Victoria, £15,000; New South Wales, £15,000; New Zealand, £8,500; Queensland, £5,000; South Australia, £4,000; Tasmania, £2,000; and Western Australia, £500. We see that the revenue of this company, including the subsidy of £80,000, will only amount to £177,500, while the expenses, including £40,000 interest on debentures, will amount to £175,000, leaving no profit for the shareholders. If we exclude the

£40,000 for debentures, that would leave a profit of £42,500; or a little over 2 per cent. I do not think there is any property so risky as a cable property. Its life is only valued at twenty years; but, at all events, I think my figures show that, as a financial scheme, this will not pay. You will be spending £2,000,000 for little or no purpose; because, as I say, the present line can carry five times the existing amount of business. Surely we are not likely to get lower rates by spending £2,000,000 where it is not required. In saying this I am expressing my own opinion, because it would not be right for me to express the opinion of South Australia, which colony is quite prepared to cast in her lot with the Australian colonies in the true spirit of federation.

The Hon. A. WYNNE (Victoria): It would ill become me to criticise the conduct of any other colony, and I do not think the question of this cable to New Caledonia is raised on the Hon. Mr. Ward's motion. I can support the abstract question, because I think it is advisable to have a second route if possible. This motion does not call upon any colony to enter into a guarantee or subsidy, and if we can obtain a cable under the control of a British company, and if possible, altogether on British territory, the greater the benefit to the Australian colonies. Personally, I look upon New Caledonia as a plague spot in the Pacific, with its convict settlement, and I would like to see the transportation of convicts there stopped. To my mind, in time of war, a danger would arise if we were solely depending upon a foreign company. If Great Britain was at war with France or any other country, we could not expect a foreign government or a foreign company to send our cable messages intact to or from Great Britain, or to send them at all. In addition to that, the danger would arise of our messages either being mutilated in transmission or their contents being divulged to our enemies. Therefore, I cordially approve of the suggestion of the Postmaster-General of New Zealand, that if this line is laid it should be through British territory, and under the control of the British Government, or a British company.

The Hon. J. KIDD (N.S.W.): I think there is too much endeavoured to be made out of the dangers that may arise to a cable *viâ* New Caledonia in times of war, and that it is going too far to say it would be rendered useless. I would like to draw your attention to the position the French would be in with regard to this cable. It starts from British territory, and at Vancouver it crosses British territory, and if they wanted to prevent the use of it, as far as British interests are concerned in these colonies they could cut off communication, but what use could they then make of the cable themselves? They could not make any possible use of it, and that brings us to the point already touched upon by the President—that it is almost impossible to get any cable service without touching upon foreign territory. As has been already pointed out, all cables are now recognised as neutral property, and I do not see what possible interest the French Government could have, even in time of war, in preventing the company from doing its business. Take it for granted the company was a French one, and was depending, as it must do, upon the colonies for its business, it would not be a very fatherly kind of action of the country to which it belonged to prevent them doing business. The strongest point is this: Although it would be impossible to get a cable through British territory, of what service would it be to the French? because New Caledonia could be shut off from all communication just as completely as Brisbane was during the late floods, if we chose to stop the transmission of messages through New Caledonia. I do not see how you can make capital out of the fact that in stipulating with any company to carry the cable through New Caledonia, the objections that have been raised have much weight. As far as the colonies of Queensland and New South Wales have gone, what is their position? We understood the company is going to spend £300,000 in carrying a cable to New Caledonia, that is as far as the guarantee has been entered into. That is the estimate of what it will cost. The company, as a condition under this guarantee, say, for working expenses, it will cost £2,400; but if it exceeds that sum the revenue of the company will not be chargeable with it. No company could be expected to undertake the laying of a cable and working it unless they could see their way to make something out of it. Suppose that out of the part laid down between Queensland and New Caledonia they could make 2 per cent. on the expenditure, what position would Queensland and New South Wales be in? They would reduce their liability by £1,000 straight away, and I suppose the President has looked upon the question in that way. If we enter into a guarantee, so far as the first section goes, under such favourable conditions that Government messages are stipulated to be free, and the other concessions embodied in the contract, we will be called upon to pay very little. As already pointed out, so far as the other sections of the cable on to Vancouver are concerned, we are just as free as the Governments of the other colonies; and unless very strong inducements are held out by the company, and the cable is brought under some mixed control, I do not think the colonies would embark further in it unless faith was kept, and some guarantee was given by the French Government that this cable as well as the other cables would be recognised as neutral ground. There is no reason at all, so far as we have gone, to complain of what has been done. We admit the necessity for a second cable, and it is for us to get the best possible service. I scarcely agree with the reasons set forth by the President to get the present company to keep up the rates, to induce some other company to come in. I think the 5s. rate would be sufficient, and I would not be a party to saying to the present company, "Keep up the rate to 6s., so as to allow some other company to come in and cut the ground from under you." In business matters where there is only one house doing a particular kind of business, if you can get them to do business with you on the best possible terms and recognise that they are doing the best that can be done for you, you will have no very great desire to have other men come into the field. The object looked for is not always brought about in that way, as the result of the competition is that those engaged in the business unite and say: "We cannot do business under a certain figure," and the public would be in a better position if the other companies had not started. Perhaps it may be the same with cable services. All cable, tram, steamer, and postal services of whatever kind must pay those who undertake them some return beyond working expenses, and I do not see why we should urge the present company to keep up the rates, in order to induce another company to come into the field. Perhaps the President only referred to that point by way of illustration. To my mind it would be much better if we had another service, and if it can be shown that it would be as great an advantage to have it in the way indicated by the Hon. Mr. Ward, I would have no objection to it. Another thing is that it would not be possible to construct the longer line for

less

less money than the one proposed, and if the cable from New Zealand was adopted it might be taken to Fiji, and the New Zealand Government might then say that they would rather not touch French territory, and they might take a short cut with it to connect with the nearest point in the Pacific, so as to escape New Caledonia. I agree with the resolution, and neither the mover of the resolution nor the representatives of the other colonies will commit themselves, by supporting it, to any proposal to have a line from Queensland to New Caledonia. It is merely an expression of opinion which may hold out some inducement to a company to lay down a line of cable, and it will not interfere with us should a Conference of the Governments subsequently decide upon a better plan than that partly agreed upon by Queensland, by way of New Caledonia. All we have to do now is to recognise the advantage of having a second cable by way of the Pacific and Vancouver. I should be no party to making San Francisco a terminus. If we are to have a second cable at all, it should be by way of Vancouver, and through Canadian territory. On that point I do not think there are two views on the question. I have very much pleasure in supporting the resolution.

The HON. J. G. WARD (N.Z.): I think it as well to refute one or two of the arguments put forth in connection with this matter, or to endeavour to do so. I take first the two points on which the President especially takes exception to the proposal for the cable *viâ* New Zealand. They were, the increased distance by taking the cable *viâ* New Zealand as against New Caledonia, and the going through British territory or otherwise. You ask if a cable company would put down an extra distance of 1,945 miles of cable for nothing? Of course the answer to that is that no cable company would dream of putting down an extra length of 1,945 miles of cable for nothing, but no one proposes that they should get no return for the extra 1,945 miles of cable. New Zealand, as a colony, would stand in proportionately in the guarantee for such a cable; but if you do not take it *viâ* New Zealand, you cannot reasonably claim that that colony should stand in in the guarantee.

The PRESIDENT: What will you pay? Will you pay the interest on the extra cost of £583,000?

The HON. J. G. WARD: The future details would require to be carefully considered. Again, it would be an advantage to have the cable *viâ* New Zealand, as it is recognised by experts that the bottom for the existing cables is not the best that could be found between the colonies, and it is also admitted that a very much better place for putting it would be from Queensland to some place in New Zealand. The argument of Mr. Todd, as to the length of life of a cable, is also in favour of what I have proposed. If we are discussing and contemplating the desirability of having a Pacific cable, why not commence straight and lay the cable between the colonies in the right place? New Zealand will stand in, and bear its proportion of the cost of this cable. The President said that from 1861 to 1875 all the business was done through Java; but that was not a good argument in favour of taking the line through French territory. It would go through British territory by the route I have named.

Mr. C. TODD: The Red Sea and Mediterranean cable passes through only one foreign territory.

The HON. J. G. WARD: The route I propose is much clearer, as far as British territory is concerned, than any other.

The HON. A. WYNNE: We do not bind ourselves to any particular route by this resolution.

The HON. J. G. WARD: What I want to say is this: I do not agree with the President in saying there is anything like an ordinary comparison between the position of our cable service *via* Java and the service *via* New Caledonia. English races all over the world generally will regard a line taken through French territory, and passing through French hands, with a certain amount of disfavour. I take no exception to Queensland, or any colony supporting or guaranteeing this cable; that is their concern. The point is not so much whether the cable would or would not be cut in time of war, but what would occur at such a time would be this: That the British people would have to pass their cable messages through the hands of French officials, and I do not think they would be disposed to do that. If we can get a cable independently of this one, through British territory, we ought to do so. I do not want to allow Mr. Todd to place on record a financial statement which, I think, with all due deference to him, is somewhat misleading. I think I will be able to convince him that he was wrong in his premises and wrong in some of his deductions. For instance, he stated that the length of the cable would be 8,000 miles.

Mr. C. TODD: That is the length stated by the promoters.

The HON. J. G. WARD: The length, allowing for 7 per cent. of slack wire, is about 7,390 miles. He was wrong there to start with. Then the amount which he stated as the cost of the cable, £2,000,000, is £500,000 in excess of the estimate.

Mr. C. TODD: I only gave the promoters' own figures.

The HON. J. G. WARD: We should not mislead ourselves, and I assure him that he is wrong. Then we come to the revenue and the loss. He made a revenue of £97,500, and a loss of £77,500, and then indicated the proportion which each of the colonies would have to pay so as to make up the guarantee of £50,000. When putting the colonies in the position of subscribers to this guarantee, why not have given us—which would only have been a fair and rational thing—the amounts which Suva, Fiji, the Sandwich Islands, and Vancouver would have to guarantee before arriving at the loss? Because it is a matter of record that the Hawaiian Government have already agreed to subscribe £5,000.

Mr. C. TODD: The guarantee, first of all, was £100,000. I reduced it to £80,000, and if the Australian colonies guarantee £50,000, that leaves £30,000 for the United Kingdom, Canada, and the other places you mention.

ADJOURNMENT.

ADJOURNMENT.

Letter from Mr. A. Coote.

The PRESIDENT: I do not wish to curtail the discussion, but I would like to adjourn now until Friday morning at 10 o'clock. The permanent heads of departments must have their report finished, and they cannot finish it this afternoon. Before we adjourn I wish to lay on the table a letter from Mr. Audley Coote, and correspondence *re* the Pacific cable (Appendix D), and move that it be printed.

Question put and passed.

The Conference then adjourned until Friday morning at 10 o'clock.

FRIDAY, 24 MARCH, 1893.

The Conference met at 10 a.m.

PRESENT:

New South Wales:	The Hon. JOHN KIDD, M.L.A., Postmaster-General.
	S. H. LAMBTON, Esq., Deputy Postmaster-General.
	P. B. WALKER, Esq., Secretary Telegraph Service.
Victoria:	The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
	JAMES SMIBERT, Esq., Deputy Postmaster-General.
South Australia:	CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
Western Australia:	RICHARD A. SHOLL, Esq., Postmaster-General.
Tasmania:	The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania.
	ROBERT HENRY, Esq., Superintendent of Telegraphs.
	HENRY BOYES, Esq., Secretary to the Post Office.
New Zealand:	The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.
	C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
Queensland:	The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General (*President*).
	JOHN MCDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

PAPERS.

The following papers were laid on the table, and ordered to be printed :—

(1.) The Return of the Queensland Telegraph Service for 1892.

(2.) Statement of business transacted between New South Wales and international, also New South Wales and New Zealand for the months of January and February, 1893.

(3.) Return of Tasmanian Telegraph Service, 1892.

(4.) Return of New South Wales Telegraph Service for 1892.

SECOND CABLE ROUTE.

Resumption of Debate.

The HON. J. G. WARD, resuming his address on this subject, said: I shall be brief in what I desire to say in connection with this question this morning. When the debate was adjourned I was traversing some of the remarks made by my friend, Mr. Todd. It would appear to me as if that gentleman had taken figures which were furnished several years ago, and it will be generally admitted that if those figures are applied to the existing conditions it will be found that they are largely in excess both as to the cost of the projected cable and the mileage. I do not think, however, that the financial aspect, as indicated by Mr. Todd, is the only one that this Conference should consider. There are many other circumstances of a very important character which should guide us in arriving at a conclusion in regard to this cable. The interests of the people of Fiji, Samoa, the Sandwich Islands, and Vancouver are considerable, and I have no hesitancy in saying that they would largely contribute if they saw a decided effort being made to establish Pacific cable communication. I feel very strongly upon this matter; and if some company does not carry the cable across the Pacific, or does not show a desire to do so at an early date, the interests involved are so great, and the possibilities of developing trade with the Pacific Islands, with Canada, and with America are so immense, it should be a matter for the serious consideration of the Governments of the Australasian Colonies, of Canada, and of England, whether they should not construct this cable themselves. If there are financial considerations which prevent private enterprise from embarking upon this undertaking and going through with it, the interests of Great Britain and its dependencies are such that they cannot afford to neglect the establishment of this communication. When it is remembered that there is a tendency towards an alteration in the American tariffs which will let our wool in free, as well as many other products of these colonies, it is our duty to do all we can to ensure the development of that trade which is now apparent. I am not going to give any expression of opinion upon the proposed cable to New Caledonia,

further than to say, that so far as Queensland and New South Wales are concerned, they show a great amount of enterprise in giving their support to such a project. I have indicated that my desire is to see a cable on such a route as I have suggested, and now move the motion standing in my name.

The PRESIDENT: Before I put this motion I would take the opportunity of making a slight correction in reference to the remarks I myself made on this subject; that is, I desire to refer to the interpretation which the Postmaster-General of New South Wales has placed upon my remarks—that I advocated in 1891 a charge of 6s. per word instead of entering into this guarantee. He seems to have inferred from my remarks that I did so solely for the purpose of encouraging opposition. If I did so, I certainly had no intention of doing so, nor do I believe I did so express myself. My object in advocating that course in 1891 was simply to let the public know exactly what the colonies, or the public, were called upon to pay for their messages. That is to say, I did not wish them to be under the belief that whilst they could go to the counter and only pay 4s., that that was all. Because what is the Treasury ? It belongs to the public, and surely whatever is drawn from the Treasury is contributed by the public. Therefore I maintain that the most straightforward course was to have at once said we were called upon to pay 6s. a word. I well remember a calculation made at that time, which showed that if the charge were 4s. a word another 2s. a word would be required from the Governments, and the company was prepared to lose 2s. I then suggested, in order to have the matter perfectly straight before the public, and let them know what we were paying, we should at once offer to accept messages at 6s. a word, and let the company take the risk for the rest. I do not wish to enlarge upon any other subject, but merely make this explanation in justice to myself.

Mr. C. TODD (S.A.): I wish to say a word, in reply to the Hon. Mr. Ward, in regard to the distance. If we turn to page 98 of the proceedings of the Imperial Conference of 1887, we will see a memorandum by Mr. Sandford Fleming, in which he states:—

	Knots.
(1) Brisbane or Sydney to North Cape, connecting at the former with the Australian telegraph system, at the latter with the telegraph system of New Zealand	1,300
(2) North Cape to one of the Fiji Islands...	1,240
(3) Fiji to Fanning Island	2,270
(4) Fanning Island to one of the Sandwich Islands	1,260
(5) Sandwich Island to Barclay Sound or Port San Juan, Vancouver Island ...	2,730
(6) Barclay Sound, across Vancouver Island and the Straits of Georgia to Vancouver City, the terminus of the Canadian Pacific Railway	100
Geographical miles...	8,900

I do not suppose the earth has become any smaller since that time; but Mr. Audley Coote, of course, leaves New Zealand out.

The Hon. J. G. WARD (N.Z.): I do not think Mr. Todd has replied to what was the point of the argument. I may also be allowed to say that I think, with that astuteness for which he is remarkable, he is rather drawing a red herring across the trail. He should have deducted 1,300 miles from his figures, in order to be in keeping with the argument he was placing before the Conference at a former sitting. According to his then argument, the distance was over 8,000 miles, and now he comes forward and places on record a report from some Imperial Conference.

Mr. C. TODD: It is a memorandum from Mr. Sandford Fleming. He is not an interested person.

The Hon. J. G. WARD: He should have deducted 1,300 miles from the figures he gave at the last Conference. The distance is really 7,359 miles, and the cost would be under £1,500,000 instead of £2,000,000. I do not think the public should be led to believe that this cable would cost £500,000 more than we know it would.

Mr. R. A. SHOLL (W.A.): I just wish to say a word or two on this subject. It is not my intention to oppose the motion, nor is it my intention to support it. I have received a telegram from Sir John Forrest on the subject, and it is his wish that I should not bind the colony on this question.

Question put and carried, South Australia and Western Australia not voting.

The PRESIDENT: Allow me to take the opportunity of congratulating the colonies on this resolution being carried. It is one that will bear fruit in spite of all opposition which may be launched at it by the present company, which has enjoyed a huge monopoly. It is one of the best things ever done by a Postal Conference. I congratulate the colonies on carrying the resolution, and am satisfied you will see, in a very short time, that it will bear fruit.

CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD (N.Z.), in moving, pursuant to notice—

> "That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service"—

said: I move this resolution because it is generally recognised that both passenger and goods trade are likely to develop to very considerable proportions if such a service be established, and in view of the desire of the Canadians to be in touch with the colonies by means of a mail service it behoves us as colonists to give them an indication that we are prepared to negotiate for a Canadian-Pacific Mail Service. Of course we know at the present time a portion of our mail service which would go by this route is carried *viâ* San Francisco. My own opinion is that the United States

States Government has treated the colonies very badly in the attitude which they have adopted for many years towards that service, and if we had a service which would be in the position of a competitive service it would put them on their mettle, and then in the first time in the history of American mail services we would find America subsidising the present service to enable them to compete with an opposition service. I look to see the Canadian and San Francisco services running side by side, competing with one another, and I think a great deal of good to the colonies will result by such competition. Now, if this resolution is carried, it will then, I assume, be necessary for the various colonies to consider how far they will go towards subsidising the service. My own opinion is that if a good service was proposed the whole of the colonies would give some assistance. I therefore move the resolution standing in my name.

The PRESIDENT: I shall be very glad to second the resolution, to induce discussion on the subject.

The Hon. J. KIDD (N.S.W.): As this will not commit the colonies to anything at the present time, I think it is worthy of consideration. Of course we are all aware that it has had consideration for some years past, and that has been brought about more particularly by the Canadian Government itself. They evidently would encourage an enterprise having for its object the establishment of a good line of steamers between the Australian colonies and Vancouver, so as to have a great deal of the trade diverted that otherwise goes to San Francisco. Therefore, I think, it behoves the colonies, especially those on the eastern seaboard, to do something towards opening up negotiations in the direction indicated. Of course the Hon. Mr. Ward, who has submitted this resolution, has laid nothing before the Conference to be dealt with. It is simply an expression of opinion from him that it would be well to open up negotiations with a view to having a better mail service through America, and I presume he desires that it should go through Canadian territory. He has a further resolution later on, referring to the manner in which the United States Government have dealt with the mail service between the colonies and San Francisco to England. However, I will not touch upon that now, because I think he will be able to show us that we will be taking a proper course in trying to encourage negotiations being opened up for the purpose of securing a better service from the colonies to Vancouver and through Canadian territory. I have heard that there are steamers crossing from Japan to San Francisco doing the distance, I think, in about twelve or fourteen days. If we could get a line of powerful boats by giving them some encouragement to run a mail in that direction, we may bring about considerable trade with Canada. I have very grave doubts about expecting much from the United States, as they seem to hedge themselves round so much with tariffs. I have much pleasure in supporting the resolution moved by the Hon. Mr. Ward, and I think negotiations might be opened up between the colonies and Canada with a view of holding out some inducement for a better service than we have at the present time. I think the present service is a very unsatisfactory one. The company has not been able to put faster boats on for the reason that it has had no encouragement. If we are to have the service continued it will be necessary to have a much better service than the present one.

The PRESIDENT: As far as Queensland is concerned, I need not say that we should be very pleased indeed to see this proposed mail service established, because while it may not be so urgently required as a mail service, the commercial advantages to be derived from such a service by the Australian colonies are so important that it must be admitted that it is desirable to give reasonable encouragement to any company that will undertake its establishment. The resolution goes no further than to affirm that it is desirable to negotiate for such a service, and that does not bind us to anything, but at the same time it may open up the subject and lead to the development of a scheme which will probably run concurrent with the establishment of a Pacific cable. If we could get such a mail service as that referred to, it would go a long way towards securing the immediate laying of a Pacific cable, because once regular mercantile and mail service is established between Canada and Australia, a cable service is bound to follow. Therefore, looking at the question from that point of view, we shall be doing a very wise thing in affirming "That it is desirable to negotiate for a Canadian Pacific postal service.

Question put and passed.

THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD (N.Z.), in moving, pursuant to notice—

> "That this Conference directs a communication to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms"—

said: It is known to every one who takes an interest in postal matters that the United States Government has not contributed anything towards the cost of the San Francisco Mail Service since its initiation many years ago. The Imperial Government have contributed to a certain extent, but the principal part of the burden has fallen upon the colonies. The burden did not fall so heavily upon the colonies before the reduction of the letter postage to 2½d. as it has done since that reduction came into operation. When the subsidy formerly paid was abolished, payment by weight was substituted for it; but the railway authorities in the United States have not seen their way to reduce the overland transit rates between San Francisco and New York. I think those rates are excessive, and that the Postmaster-General at Washington should co-operate with the colonies in an endeavour to secure a reduction in them. The time is coming when the United States Government, if they wish to insure a continuance to America of the advantages derived from this mail service, will have to do a great deal more in the way of supporting it than they have ever contemplated doing; and when they will have to decide whether a line of steamers shall continue to ply between San Francisco and the colonies, or be abandoned in favour of a Canadian service. I think that argument may be used as a lever in making representations to the Postmaster-General at Washington, and that the time is opportune for such a representation. I move the resolution.

The

The Hon. A. WYNNE (V.): I second it.

Mr. C. TODD (S.A.): There can be no doubt that the present overland transit rates in the United States are extravagantly high, and that this Conference should do all it possibly can, probably through the London office, to get them reduced. I think we must all concur in the opinion that it is very hard indeed that the United States should so long persistently refuse to assist this mail service. Some time ago New South Wales and Victoria entered into a special arrangement with the United States, but my Government were deterred from joining, because they considered that the convention entered into was entirely one-sided. As a matter of fact, the Australian colonies, which were not parties to the convention, had to pay for the carriage of letters each way; we had to pay 1s. 7d. per lb. on letters fully prepaid from the United States, because the Government of that country refused to contribute to the service. I know that that has since been done away with, but I mention the fact to show that throughout the United States has maintained an ungenerous attitude towards the Australian colonies, and I think we cannot do better than pass the motion.

The Hon. J. G. WARD (N.Z.): I omitted to state that the overland transit rates are 55 cents, or 2s. 8½d. per lb. on letters, and 17 cents, or 8½d. per lb. for other articles. The charges at Postal Union rates would be very low by comparison—namely, 8$\frac{1}{16}$d. per lb., as against 2s. 8½d. per lb. for letters, and 1$\frac{1}{16}$d. per lb. for other articles, as against 8½d.; as a matter of fact, the overland transit rates amount to above 70 per cent. of the total postage.

Question put and passed.

6. Hour Zone Time.

Mr. J. McDONNELL (Q.) said that the heads of Departments had not been able to bring up a report upon this question, but he believed that Mr. Todd was prepared to make a statement.

Mr. C. TODD (S.A.): If it is desired that this matter should be postponed, I will not say anything now; but what I have to say will occupy only a few minutes. I may say, in the first instance, that I explained the whole thing at the Conference held in Sydney in 1891, when it was referred for further consideration to the heads of the Telegraph Departments, the Railway Departments, and the Government Astronomers of the different colonies. Briefly, the question is this: There is a very general feeling which has arisen out of the action taken by Mr. Sandford Fleming in Canada, that the earth should be divided into hour zones, each zone extending over 7½ degrees on either side of each 15th degree of longitude or hour meridian. The hour meridians which pass through Australia are the 120th, which passes through Western Australia, and is 8 hours in advance of Greenwich time; the 135th, which almost bisects the continent, and is 9 hours east from Greenwich; and the 150th, which passes through the eastern portion of New South Wales and Queensland. Following out the hour zone system, if the colonies thought fit to adopt it, instead of the difference of time, calculated in minutes and seconds, which are very perplexing, we should have three times—8 hours, 9 hours, and 10 hours east of Greenwich; and in view of the fact that through the telegraph we have communications of an urgent commercial nature to and from all the commercial centres of the world, I think that this system would be a very great convenience to persons using the telegraph. People in London receiving telegrams from Australia would know that they must make an allowance of 8 hours in the case of Western Australia, 9 hours in the case of South Australia, and 10 hours in the case of Tasmania, Victoria, New South Wales, and Queensland; and I think you will agree that that is a far simpler arrangement than having the difference in longitude or time in hours and minutes as at present. The system prevailing in the different colonies is this: The whole of South Australia, though it extends over 48 minutes, adopts Adelaide time throughout; the whole of New South Wales, though its territory extends so far westward, adopts Sydney time; and I understand that Queensland, in regard to its railways, adopts three different times. Following the practice of the other colonies, Queensland, though its longitude extends from 138 degrees to 152 degrees or 153 degrees, would adopt Brisbane time. At a recent conference of surveyors, held in Melbourne in November last, at which I was present, this matter came under consideration at the instance of Queensland. Mr. McDowall and the Hon. Mr. Gregory urged its adoption, and the following resolution was passed:—

> "That for this purpose the true mean time on the 150th meridian east of Greenwich should be adopted as the standard time for all railway, telegraphic, and other purposes, and that it should be made the legal standard of time within the colonies of New South Wales, Tasmania, Victoria, and Queensland. Also, that South Australia should adopt the same time, or the mean time of the 135th meridian, which is exactly one hour later; and that Western Australia should adopt the mean time of the 120th meridian, which is two hours later."

Looking at Australia as a whole, and having regard to the convenience of the public—seeing, too, that the colonies of South Australia, Victoria, New South Wales, and Queensland are all connected by railway—I must confess that I think it would be better if we adopted only one time, either the 9th hour or the 10th hour. The 9th hour would appear to be the best, because the 135th meridian or centre of the 9th hour zone almost bisects the continent of Australia. The only inconvenience caused by adopting the 135th meridian would be that when the clock struck 9 in Brisbane it would be 10 o'clock or a little past 10, and when it struck 9 at Perth our friends in Perth would know it was 8 o'clock. The name we give to an hour is not of very much consequence. What we do in practical life is to adapt our movements to the duration of daylight. The sun itself is not a correct timekeeper, in one sense. There is a large and varying equation of time, because the sun sometimes passes the meridian before 12 o'clock, and sometimes after 12 o'clock; but we do not find any inconvenience from that. So long as we made all our arrangements accord with what we knew would be the actual hour of the day, whatever the clock might strike, I do not think the difference would cause any practical difficulty. We do not feel any difficulty in South Australia, where we have a range of 48 minutes. In New South Wales there is no difficulty. At Broken Hill there are three times prevailing. The Post and Telegraph Office adopts Sydney time, which is 50 minutes in advance of Adelaide; at the railway station, Adelaide time is kept; whilst at the mines they keep local time. The question for the Conference to consider is this: Are we prepared to go in for the adoption of the hour zone principle in its

its entirety, and say that the whole of Western Australia shall have one time 8 hours in advance of Greenwich; South Australia, 9 hours in advance of Greenwich; and Tasmania, Victoria, New South Wales, and Queensland one time, 10 hours in advance of Greenwich; or shall we adopt only one time throughout? With regard to the adoption of one time, I may say that I consulted the Commissioners for Railways in my colony, and the chairman, Mr. Smith, wrote to me to say that as a matter of convenience for travellers, he was very strongly in favour of the adoption of one time throughout South Australia, Victoria, New South Wales, and Queensland. On speaking to Mr. Mathieson, the chairman of the Queensland Railway Commissioners, I found that he agrees entirely with Mr. Smith's view as to the convenience of the proposal, and thinks that one time would be far better than having three different times. It might perhaps be premature for me to move the adoption of any one particular time, but I will move—

"That it is desirable, in the interests of the colonies, to adopt the hour zone system, or some modification of it."

The Hon. J. G. WARD (N.Z.): I shall second that resolution, and in doing so, I desire to compliment Mr. Todd upon the able exposition of the proposed zone system with which he has favoured the Conference. The amount of research displayed in his utterances shows that he has gone to a great deal of trouble to carefully study the subject. Without knowing how the resolution is regarded by the representatives of the other colonies present, I am bound to say that coming to the Australian colonies at different times as a visitor, I have long since been impressed with the need for some change in the system which the several colonies adopt in recording the time. The practical result of it is that when a man arrives in Melbourne and starts for Sydney, Adelaide, or Brisbane his watch becomes almost useless to him, and he has to inquire at the different stations as he goes along to know how much he has to put his watch backwards or forwards, as the case may be. In New Zealand at one time we laboured under a similar disability in the matter of recording the time. We had no less than four times in different parts of the colony. We found that system inconvenient and unsuitable, and we made up our minds to change it. We have now adopted one mean time, and it has worked admirably. When a man in the North Island gets a telegram now from the South Island he can see at once when it was put in, and he has no need to take off fifty minutes or add half an hour to find it out, as he would have had to do some time ago. The adoption of some system on the lines indicated by Mr. Todd would be a great advantage to receivers and senders of telegrams, and to the users of the railways in the several colonies. I think the adoption of a mean time for these colonies would in no way cause inconvenience, but would, on the contrary, be a very great advantage indeed, and I hope the information Mr. Todd has placed before the Conference, and the resolution he has proposed, will be the means of bringing about the change he desires.

The Hon. J. KIDD (N.S.W.): I also compliment Mr. Todd upon the manner in which he has brought this subject before the Conference. There is no one living in these colonies, who has travelled between them much, who has not felt the inconvenience of the different systems of recording time. Travelling from Melbourne to Adelaide there is a difference of time to be reckoned with; and, as Mr. Todd has pointed out, a traveller may get mixed up with three different ways of keeping the time at Broken Hill. I think it would be well if we could express some definite opinion upon this subject. Though it has not previously been prominently before us, our experience has, I think, shown us the necessity for some uniform system in recording the time by the adoption of some mean time for the whole of the colonies. If we could pass some resolution here recommending the adoption of the medium time—that is, the 9 hours time—it would meet the desires of pretty well all the colonies. I think that would be the proper medium to strike, as it would be right so far as the centre is concerned, and it would not make very much difference either to the east or to the west. New Zealand is not so much concerned, but as there is about two hours difference in time between Australia and New Zealand, two hours could be added for the New Zealand time. I think it would be better to have the medium time I have indicated, rather than three different times for the colonies. The difference in time between New South Wales and Victoria is about 25 minutes, and it is very inconvenient to reckon in travelling, or in transmitting or receiving telegraph messages. For all business people it would certainly be better that we should have one time between the colonies, and I would be glad if the motion made it the nine hours' medium.

Mr. TODD (S.A.): With the sanction of the Hon. Mr. Ward, I would like to amend the resolution, to read as follows—

"That it is desirable in the public interests that the hour zone system should be adopted, or that there should be one time throughout Australia—namely, the 135th meridian, nine hours east of Greenwich."

The Hon. J. G. WARD: I agree to that.

Amendment agreed to.

The Hon. A. WYNNE (V.): Mr. Todd has given very sound reasons why we should support this motion. The change of time at the various borders is just as inconvenient as the break of gauge on our railways. On either side of the Murray—a distance of 80 or 100 yards—there is a difference of twenty-five minutes, and that exemplifies most clearly the necessity for a uniform time all over Australia. Recently I was in India, which is a very large country, and on their railways they have one time for the North and another for the South. That is to some extent inconvenient, but it is a great deal better than having such diversity of time as we have in Australia. One is never sure when travelling as to what is the right time. A traveller has in his mind the time of his own colony, and the moment he crosses the border he is put about by the change. The suggestion emanating from the Hon. Mr. Kidd should commend itself to us all, and I shall cordially support the motion proposed by Mr. Todd. For travellers especially—I speak of them as I have had more experience in that direction of the inconvenience than in connection with the telegraphic department—the present system is most annoying. It is, after all, only a question of becoming accustomed to the difference between the uniform time and the local time, and people will quickly adapt themselves to the change.

On the suggestion of the HON. J. KIDD, the resolution was further amended to read as follows:—

"That it is desirable in the public interests that the hour zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that of the 135th meridian, or nine hours east of Greenwich."

Resolution, as amended, put and passed.

OCEAN MAIL CONTRACT.

Mr. R. A. SHOLL (W.A.) said: I wish to refer to one matter that was dealt with on Tuesday when we were considering the report brought in by the permanent heads of departments, and in explanation I wish to read the following extract from one recommendation in the Report:—"Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne, to call at Albany both ways." It did not strike me at the time that was being dealt with that the present contract with the Orient Company arranges that the steamers shall also call in at Fremantle, or rather at Gages Roads, and I now wish to ask if the Conference will reconsider that recommendation in order to give me an opportunity of moving the insertion of the words "Fremantle or" before "Albany." One of my reasons for wanting this is that we are now undertaking harbour works at the mouth of the River Swan, at Fremantle, and before a new mail contract is entered into those works will be finished, and larger vessels will be able to enter the harbour. It is quite possible that we shall want steamers to call at the principal port in the colony instead of Albany. The other matter is that my Government do not like the idea of steamers reaching Albany on Sunday, which will be very inconvenient for trade in every way. I move that the resolution be recommitted.

The PRESIDENT: Is it the will of the Conference that these subjects be reopened? Of course, when once business has been passed it ought to be final, or there will be no finality to our proceedings at all. If it is your desire I will put the motion.

Question put and passed.

TERMINI, DELAY OF STEAMERS, &c.

Mr. R. A. SHOLL (W.A.): I move that the resolution on page 9 of the printed report, under the head of "Termini, Delay of Steamers, &c.," be amended by the insertion of the words "Fremantle or" before the word "Albany."

The HON. A. WYNNE (V.): Looking at the original contract for the existing service between the Postmaster-General of England and the Orient Company, I find that the purport of Mr. Sholl's suggestion is contained there. The contract gives the company the option of calling at Gages Roads in lieu of King George's Sound. I understand Gages Roads and Fremantle are the same.

Mr. R. A. SHOLL: The resolution only says Albany.

The HON. A. WYNNE: There is no objection to the amendment. I was only showing that the very words you suggest are in the present contract.

Question put and passed.

TIME OF DEPARTURE OF MAILS FROM ADELAIDE.

Mr. R. A. SHOLL (W.A.): The recommendation that has been agreed to under this head says that the day of departure from Adelaide shall be Thursday, at 1 p.m., reaching Albany in 72 hours. I have received a telegram from Sir John Forrest, as follows:—

"Do not like the idea of steamers reaching Albany on Sunday. It will be very inconvenient for trade in every way, and I hope it will be altered."

In deference to his wishes I ask that the matter may be reconsidered. If I must suggest a day for leaving Adelaide I would suggest Wednesday, as at present, in order to raise discussion on the subject.

The PRESIDENT: I must object to Wednesday because then we should have to travel our mails on Sundays.

Mr. R. A. SHOLL: Even as the matter stands now, Thursday is not a convenient day for the other colonies. However, it is only to raise the question that I ask that the day be altered. I know there is a great difference of opinion with regard to the matter, but I think that arrangement would be satisfactory to all the colonies.

Mr. C. TODD (S.A.): I suggest that, instead of 1, the hour should be 2 o'clock. My Minister has telegraphed to me again that 1 o'clock will be no improvement in the present arrangement. We are providing for rapid steamers; the voyage to Albany is to be completed in seventy-two hours, and I do not think it would place Western Australia to the slightest inconvenience, or cause any danger of the mails being too late for the train, if steamers left Adelaide at 2 o'clock. It must be remembered that 2 o'clock Adelaide time is half-past 12 Albany time. A seventy-two hour run would bring the steamers to Albany at 12·30. That gives five hours' margin, which would be a very great deal. I do not think Mr. Sholl can raise any reasonable objection to that proposal. I hope he will kindly concede the suggestion as a tentative measure, at all events, and if it is found wanting it can be altered.

The HON. J. KIDD (N.S.W.): The most convenient way would be to recommit this matter to the permanent heads. They have given it some consideration, and have based a report upon it. I should like to hand in the following telegram I have received from the Sydney Chamber of Commerce in connection with the matter, and move that it be printed:—

"Sydney Chamber of Commerce respectfully suggest in new mail contract that mail steamers should leave Adelaide homewards on Saturdays Mails could close Brisbane Tuesday Sydney Thursday Melbourne

Melbourne Friday Adelaide Saturday thus avoiding trains running Sundays Believe date would also suit West Australia The present day for closing English mails Sydney is most inconvenient and has been protested against by merchants repeatedly HENRY CHAS. MITCHELL Secretary Chamber of Commerce."

The PRESIDENT: With all respect to the Postmaster-General of New South Wales, I think as we have already finally dealt with this matter, it is not within the power of the committee of the permanent heads to deal with it again. If we are to deal with it at all, as we have agreed with the other matter already reopened, whatever Mr. Kidd desires to say should be said without respect to any further expression of opinion from the permanent heads. If we adopt his proposal, our proceedings will become very irregular. I think Mr. Kidd can easily deal with the proposals made by the permanent heads now that the subject is reopened.

Mr. R. A. SHOLL (W.A.): I was not aware that this was in the last report of the permanent heads. I was unavoidably absent last evening, but had I been present I would have pointed out that the question had already been dealt with by the Conference. You cannot go behind that, and that is the reason why I move that the report be recommitted, in order to alter it in a proper manner.

The PRESIDENT: The amendment is that the day of departure from Adelaide be Friday at 1 p.m., reaching Albany in 72 hours. Is there any further amendment to be moved?

The HON. J. KIDD: I move that it be 2 o'clock instead of 1 o'clock, for the reasons pointed out by Mr. Todd, that difference in the time is about 1½ hours. The time taken is 72 hours, and the boats reaching Albany at 5 o'clock, 4½ hours extra would be given. If the Conference agree to the amendment on the amendment, the Adelaide people will be given plenty of time, and there is not the slightest risk of the requirements of Western Australia not being met.

Mr. R. A. SHOLL (W.A.): I should be very glad to give way on that point, but what I said the other day was that with the exception of the "Britannia" and one or two other fast boats, the steamers never arrive to time, viz., noon. If they can make the run in 72 hours, it will be perfectly satisfactory. I shall be only too glad to have the time altered, so long as our mails are not left behind.

The PRESIDENT: Will Saturday 2 o'clock suit Western Australia?

Mr. C. TODD (S.A.): We are going to have fast not slow boats. The contract prescribes seventy-two hours as the time for the run between Adelaide and Albany; and if the steamers leave Adelaide at 2 o'clock sharp—that is, 12·30 o'clock Perth time—they will have seventy-seven hours for the journey, which will be ample. I would suggest that we specify 2 o'clock, and if we find afterwards that the steamers do not arrive in time for Western Australia we can revert to 1 o'clock.

The HON. A. WYNNE (V.) suggested that it would meet the difficulty if they stated "not later" than 2 o'clock.

The HON. J. G. WARD (N.Z.): I think, in order to remove all possibility of the people of Western Australia being inconvenienced in the way described by Mr. Sholl, the resolution should state that the time shall be 2 o'clock, on the understanding that if that is found unsuitable for Western Australia it shall be altered to 1 o'clock. I would suggest that the Hon. Mr. Kidd include that in his amendment.

The HON. J. KIDD (N.S.W.): I have no objection.

The PRESIDENT: The question is—"That the day of departure from Adelaide be Saturday not later than 2 p.m., reaching Albany in seventy-two hours."

Mr. R. A. SHOLL (W.A.): How about the convenience of Western Australia if this time is irrevocably fixed?

The HON. J. G. WARD (N.Z.): It is an honourable understanding that if the time does not suit Western Australia, it will be altered.

Mr. R. A. SHOLL: I am perfectly satisfied, on that understanding.

Question put and passed.

REPORT BY PERMANENT HEADS OF DEPARTMENTS.

Mr. J. McDONNELL (Q.), as chairman of the permanent heads of departments, presented their report on the remainder of the matters remitted to them; and the Conference proceeded to consider *seriatim* the various items contained therein.

The following recommendations were formally agreed to:—

7. POSTAL UNION.

(*a*) (1) Newspaper rates, and (2) printed paper rates to the United Kingdom—

As it is imperative under the Postal Union Convention that newspapers exceeding 4 oz. in weight should bear an additional rate of postage,

We recommend that from the 1st July next the rate to the United Kingdom be—

Each newspaper not exceeding 4 oz.	1d.
Every additional 2 oz. or fraction thereof	½d.

(*b*) Proposal

(*b*) Proposal by Italy, paragraphs 3 and 4, Article 19 of Detailed Regulations, as to deterioration of articles sent as samples—

Italy proposes that the following paragraph be inserted between Nos. 3 and 4 as paragraph 4—

"Articles of an intrinsic value must be defaced in such manner as to make them lose their mercantile value.

"Provided, however, that odd articles which taken singly would have no appreciable value, as also articles of insignificant value clearly sent as specimens, may be despatched in perfectly sound condition, when any defacement whatever would make them lose their character of type or specimen which is the cause of their being forwarded."

We recommend the adoption of this proposal. Present No. 4 paragraph to be No. 5.

(*c*) Proposal by Italy, Article 16 of Convention, subsection (*a*), *re* transmission of coin, &c., also alteration No. 2 of paragraph 3, same Article—

Proposed to substitute for section 2:—"It is forbidden—

"(1) To insert in ordinary correspondence coin, gold, or silver bullion, precious stones, jewellery, and other precious articles, as well as articles of all descriptions liable to Customs duty.

"(2) To insert in registered correpondence gold or silver bullion, precious stones, jewellery, and other precious articles; but only in case their insertion or transmission is forbidden by the legislation of the countries concerned."

We recommend the adoption of this proposal.

(*d*) Proposal by France, Article 16 of Convention, paragraph No. 1, subsection (*a*), *re* manuscript correspondence in commercial papers, &c.

Proposed that subsection (*a*) of Article 16 of Vienna Convention be modified as follows:—

"(*a*) Commercial papers, samples and printed papers which are not prepaid at least partially, *or which contain letters or manuscript notes having the character of actual or personal correspondence*, or which are so fastened as not to permit of an easy verification of their contents."

We recommend that this be adopted.

(*e*) Vote required *re* proposition by United States concerning articles of natural history—

We recommend the adoption of the proposal of the United States, that in subsection 4 of Article 19 of Vienna Convention, after the words "Live bees," to insert "Specimens of Natural History."

And to add a new subsection, No. 5, to read as follows:—

"Natural History specimens, such as dried insects and cocoons, shells, botanic and geological specimens, must be sent for non-commercial purposes, and must be packed in accordance with the general conditions attaching to samples of merchandise."

But that the extension proposed by France to insert "silkworms' eggs" be not agreed to, for the reasons that silkworms' eggs are articles of value, and can be sent at a slightly increased cost by letter or parcel post, and it is undesirable to further extend the concessions under the packet regulations.

(*f*) Correspondence *re* fraudulent stamps—

Queensland and South Australia have, by legislation, already provided for a compliance with Clause 18 of the Principal Convention with regard to fraudulent stamps, and it is recommended that the other colonies should introduce similar provisions in any future Postal Bill.

(*g*) Proposal by Holland, sub-paragraph (*m*), Article 18, of Regulations, *re* requisitions to libraries—

We recommend that subsection (*m*) of Article 18 of Regulations be modified as follows:—

To add after the word "communications," the following: "The front of the card form is exclusively reserved for the address."

(*h*) Proposal by Italy, section 3, Article 11, Convention, and section 3, Article 6, of Regulations *re* "open sea" letters—

That while we approve of the proposal by Italy as follows, that to paragraph 3 of Article 6 of Regulations be added:—

"When necessary that office—*i.e.*, the office in which the correspondence is delivered—to mark this correspondence independently of its ordinary date stamp with a stamp or impression of the word "Packet-boat," an indication which may also be made thereon in writing,"—

we propose that future Conventions should provide that correspondence posted at port of arrival should bear the postage stamp of the country at which the letter was actually posted, and not of the country to which the ship belongs.

(*i*) Proposals by France and Russsia, paragraph 4, Article 18 of Regulations, *re* writing on newspaper cuttings—

The Russian Office proposes that to subsection (*c*) of paragraph 3 of Article 18 of Postal Union Regulations the following be added:—

"To add, in writing or by a mechanical process, to passages cut from newspapers or other periodical publications, the title, date, number, and address of the publication from which the article is extracted."

France proposes to add as follows :—

"To indicate, by writing, at the head of passages cut from newspapers or other publications, the title, date, and address of the newspaper from which the article is extracted."

We recommend that the Russian proposal be accepted.

(*j*) Article 9 of Convention, and 30 of Regulations, *re* correction of address—

With regard to Article 9 of Postal Union Convention, and 30 of Regulations, the question of withdrawal, etc., of correspondence was considered at the Hobart Conference in 1892, when the decision arrived at by the heads of departments, viz., That the present practice under which a letter can be returned to the sender by warrant of the Governor or Minister, as the case may be, answers every purpose, was confirmed.

We recommend that the Berne Bureau be informed in reply to letter of 25th June, 1892, that in every case in which a Union office prefers a request for the return of a letter or the alteration of an address the necessary authority of the Governor or the Minister, as the case may be, will be obtained.

The request should be made to the Central office.

(*k*) Commercial papers, articles grouped together—
(*l*) Surtaxes—Act 5 of Convention—
(*m*) *Re* simplification of general statistics—

We have no recommendation to make under these heads.

(*n*) *Re* England to continue to pay for actual weight instead of according to statistics—

We recommend that the London Post Office should be asked to continue to settle, so far as the Australian transit rates are concerned, on the actual weight instead of statistics—the settlement being made every three months.

(*o*) German proposal *re* Tientsin (Article 38 of Regulations)—

The German Office proposes the following alteration of Clause 1 of Regulation 38:—"The German post offices established at Apia (Samoan Islands), Shanghai, and Tientsin (China), as subordinate to the postal administration of Germany."

We recommend that this proposition be agreed to.

NOTE.—In connection with Postal Union Questions, we desire to add that in view of a letter received from the Berne Office it is necessary for the colonies to extend the limit of weight generally on packets of samples from 8 oz. to 10 oz., except when higher limit exists by mutual arrangement, and on packets of commercial and printed papers, from 4 lb. to 5 lb.

8. India, Limit of Size, &c., Book Packets and Sample Packets.

We propose to agree to exchange with India packets of commercial and printed papers up to 5 lb. and samples up to 12 oz.

9. Indemnity for Loss of Registered Letters.

We propose that the recommendation of the Hobart Conference be adhered to as regards declining to adopt the provisions of the Convention, and providing for a responsibility to the extent of £2 on the loss of a registered article. The Queensland Act, however, provides for this indemnity.

10. Acknowledgment of Receipt.

(*a*) Procedure, if not paid for—

We recommend that persons making inquiry as regards the delivery of registered letters should be called on to pay the fee of 2½d., provided for the acknowledgment of receipt, such fee to be refunded in the case of any delay in delivery being attributable to the Post Office.

(*b*) The General Post Office of each Colony to act as intermediary for transmission of acknowledgment of receipts—

We recommend that the General Post Office of each Colony, or the office of exchange, be the intermediary for the acknowledgment of receipts.

(*c*) Suggestion by France—That details be given by the office of origin, &c.—

We recommend that the old system, in force prior to the Vienna Convention, under which the form of acknowledgment of receipt was filled up by the office of despatch, should be reverted to.

11. Intercolonial Convention (Draft).

We recommend that the further revision of the draft Intercolonial Convention be postponed until the postal laws of all the colonies permit of its being adopted; but we would point out that this Convention—which was, in the first instance, agreed to several years since—has remained in abeyance owing to want of legislation on the part of some of the colonies; and we would urge that no further avoidable delay should take place in procuring the necessary amendment of the law where required, so as to bring into force a measure which will be productive of great public convenience.

12. Parcel Post.

(*a*) Transit Rates (sea)—

It was agreed at the Hobart Conference of 1892 that communication be opened with the steamship companies for a reduction to 1d. per lb. or less.

The

The present Conference has already proposed to include the conveyance of parcels by ocean contract steamers without any extra payment.

We consider that the transit rate of 2d. per lb. now paid between Sydney or Melbourne to New Zealand or Tasmania is too high, and we recommend that the Victorian Postal Department be requested to endeavour to obtain lower rates.

We notice that in the Queensland Act, section 61, provision is made for a payment of 1s. for every 28 lb. weight of parcels.

(*b*) Transit Rates (land)—

We recommend the adoption of the following proposal by New Zealand:—"That Victoria, New South Wales, and Queensland should receive parcels from New Zealand for Eastern Countries, and forward them with their own parcel mails, New Zealand to reciprocate in connection with parcel mails from the other colonies for the South Sea Islands. The rates to be reduced as far as practicable."

(*c*) Extension to New South Wales and United States of America—

It is reported that New South Wales has provided in a Postal Bill for the extension of the parcel post intercolonially and inland, and it is hoped that the measure will soon become law.

We recommend that negotiations be opened with the United States of America with the view to the introduction of the parcel post between the United States and the Australian colonies.

(*d*) Collection of Customs duties at every parcel post office—

It is recommended that the practice which obtains of collecting duty on parcels at the port or place of arrival should be continued.

(*e*) With United Kingdom—

New Zealand suggests that London be requested to modify the agreement between the United Kingdom and the other colonies, so as to secure a uniform standard, preferably that of Queensland, which provides the same British inland rate on foreign as on English parcels.

We recommend that the present system be continued.

(*f*) Without names of senders (unclaimed)—

We recommend that the rules now in force be continued. This matter is fully provided for in the Intercolonial Draft Convention, sections 15 and 20 of Article 21.

(*g*) Insurance (rates, &c.)—

We propose that the recommendation of the Hobart Conference of 1892—namely, that the system of insurance and compensation be not adopted—be adhered to.

(*h*) Postal Union system (intercolonially)—

New Zealand suggests the application of Parcel Post Union principles intercolonially.

We recommend that this be disagreed to.

13. Express Postal Delivery.

We consider that the objections raised at Hobart to the system still exist.

14. Letter Cards.

We have considered the question of the introduction of letter cards inland and intercolonially, but are unable to arrive at a unanimous agreement.

The Representatives of New South Wales and South Australia proposed a 1½d. card, which was disagreed to.

The only colony which uses letter cards is Victoria, where they are charged for at the rate of 1s. 3d. per doz., or 1½d. each, their face value being 1d.

15. Sending Unmarked Stamps to Berne.

We recommend that all stamps sent to the Berne Bureau be cancelled, or marked "specimen."

16 and 23 (*f*). Reconsideration of Packet Rates.

The Representatives of the New South Wales and Victorian Departments proposed that packets containing purely printed matter should be exchanged at a rate of ½d. per 2 oz. with a minimum charge of 1d., but it was decided by a majority that the present rates be continued intercolonially.

17. Uniformity of Statistics in Annual Postal Reports.

It is suggested that the Sydney Office be requested to prepare forms of statistics, with a view to uniformity in the Annual Reports of the Departments of the various Colonies.

18. Telegraph Money Orders.

At the Melbourne Conference of August, 1892, Victoria, New South Wales, and South Australia only being represented, it was agreed to adopt the following regulations in addition to existing precautions:—

"(1) That money order telegrams should be numbered consecutively, and in transmitting the advice the number should appear as a prefix in the body of the message.

"(2) That they should be transmitted through the Chief Office, which, after verifying the number, should advise the paying postmasters.

"(3) Postmaster or officer in charge to be held personally responsible for every money order telegram transmitted from his office.

"(4) Postmaster on no account to allow any operator or officer in the Department unattached to his office, or even his own officers when off duty, to have access to the instrument."

Since then Mr. Edgar of the Melbourne Office, and Mr. Doak of the Sydney Office, have furnished valuable suggestions which are appended, marked *A* and *B*.

As the matter is one which presents considerable difficulty, we recommend that it be remitted for further consideration to the Post Offices of the various Colonies.

19. Classification of Intercolonial Correspondence on Union Lines (Book and Packet Post).

Each colony is doing this as far as possible.

20. Intercolonial Letter Bills (whether to be Retained at Office of Destination).

We recommend that the present practice be continued.

21. Verification Certificates (Intercolonially).

We recommend continuance of present practice.

22. System of Surcharging Intercolonially (Francs and Cents).

We propose that the present system of marking in British money be adhered to.

23. Commercial Papers, Printed Papers, and Sample Post (Exchanged Intercolonially).

(*a*) Detention when unpaid, &c.—

We recommend that the proposal (No. 3) in the Draft Intercolonial Postal Convention be adhered to.

(*b*) Extension of weight and dimensions—

We propose that no alteration be made, as the Parcel Post meets all requirements.

(*c*) Inland sample rate on ordinary articles (question of extending intercolonially)—

&

(*d*) Samples of gloves, boots, &c., at sample rates without being unpaired—

It is customary in all the colonies except New Zealand to exchange all articles of merchandise not exceeding 16 oz. in weight, and we recommend that New Zealand adopt the same.

(*e*) Travellers' cards—

It is considered these should be paid for at letter rate unless entirely printed.

(*f*) Minimum rate for printed papers—

See No. 16.

(*g*) Minimum number of circulars by chromography—

We propose to adhere to the number at present allowed (20). See Article 11 of Draft Australian Convention.

(*h*) Magazines as newspapers in Victoria—

We recommend that the definition of a newspaper as given in Article 10 of the Draft Australian Convention be strictly adhered to so far as present legislation of the colonies permits, and in view of the great importance of uniformity, we suggest that where fresh legislation is needed to secure this desirable result, it should be obtained as early as possible.

(*i*) Bulk parcels of newspapers, departure from regulations by Victoria—

We recommend that no departure be made from the regulations as laid down in Article 2 of the Draft Australian Convention, which provides that no parcel of newspapers pass at bulk rates if it contains less than four (4) newspapers.

(*j*) Postage on invoices bearing printed communications—

Several forms of invoices and accounts containing printed communications of various kinds were submitted for the consideration of the Committee, who gave their opinion upon each; and whilst under the rule which permits of accounts being sent at packet rates, we cannot exclude ordinary trade notices, such as the following:—

"All empties returned must be advised."

"When remitting please return the statement to be receipted." "Terms

"Terms cash, in advance."

"Inspector of British and Foreign newspapers, &c."

"Terms 2½ per cent. discount on cash."

We are of opinion that any printed or written memorandum detached from the invoice or account cannot be admitted even if in the foregoing terms.

On subsection (*j*) of the recommendation—

The Hon. J. G. WARD (N.Z.): I would like to have an understanding with respect to subsection (*j*), and to prevent the necessity for continuously settling disputes it would be well to be agreed as to the practice of marking invoices with rubber stamps. If it is not decided that such marks are printed the question as to whether they are included in the word "printed" or not should be settled. Thousands of these rubber stamps are used, and I think we should provide for this difficulty.

Mr. C TODD (S.A.): The difficulty would be met by inserting the words "whether printed or impressed by rubber or other stamp" after the word "notices," in the 4th line of the subsection. I move that as an amendment upon the recommendation.

The Hon. J. G. WARD: I second that amendment.

Amendment agreed to.

On the motion of the PRESIDENT, the whole of the report to the end of the 23rd recommendation was adopted.

The following recommendations were formally agreed to:—

24. Unclaimed Letters, &c.

(*a*) Intercolonial detention—

We recommend that the course recommended at the Hobart Conference, page 23, item 22, be adhered to.

(*b*) Special request letters returnable direct to senders—

We recommend that present practice be continued.

25. Sea Transit Rates.

(*a*) Between Australia, Tasmania, and New Zealand, on foreign mails (proposed reduction from ½d. per letter and 3s. per cwt. to Union rates)—

Consideration deferred until the laws of some of the colonies are altered, which laws provide for a fixed charge.

(*b*) On mails from New Zealand landed at first port in Australia for further conveyance to destination—

New Zealand has only to pay when mails go beyond Australia.

26. France's Proposal *re* "Round the World" Letters.

We quite concur with France that it is not the function of the Post Office to undertake the duty for the sole purpose of satisfying curiosity of sending letters round the world to fictitious addresses with the view to ultimately coming back to the senders, and we recommend that letters so posted be returned to the senders when practicable.

27. Postal Note System with the United Kingdom.

The London Office having absolutely refused to exchange postal notes with Australia, we have no recommendation to make.

28. Special Trains from Adelaide with English Mails (*re* Payment).

This is a matter which concerns only the Departments of Victoria, New South Wales, and Queensland, and we advise it be left to the Victorian Department to correspond on the subject.

29. Demonetization of Stamps (Inquiry by New South Wales).

We recommend that the present practice of the colonies be adhered to—namely, all obsolete postage stamps in the hands of the Department be destroyed, but that those in the hands of the public be still available (Western Australia dissenting).

30. Reduction of Postage from the United Kingdom.

On recommendation 30, as follows:—

"We think it is undesirable to make any recommendation on this subject. It is a question which, in our opinion, can only be considered as a matter of policy; but we would point out that any further reduction would unquestionably lead to a large loss of revenue, and would certainly involve a reduction of inland and intercolonial rates"—

Mr. C. TODD (S.A.) said: This deals purely with a matter of policy. Mr. Henniker Heaton and others are strongly urging the London Post Office to reduce their rate on letters to 1d., whether the colonies agree to lower their rate or not. The question for us is whether it would be desirable to have letters coming out from England as fully prepaid at 1d. without also lowering our rates.

The

The Hon. J. G. WARD (N.Z.) moved that all the words after "subject" be omitted. As it was entirely a matter of policy, the Conference should give no expression of opinion upon the matter. A movement in the direction of a penny postage might lead to the political heads being driven by the force of public opinion to advocate a different line of policy. Undoubtedly it is a matter of policy, and we as a Conference should not do anything which may perhaps in the future be used for or against a proposal which will affect the whole of the colonies.

The Hon. J. KIDD: It would be very proper to give a reason for agreeing that it is undesirable to make any recommendation on this subject. The ground of the recommendation is that we would lose very heavily by such a reduction. I would suggest that we omit all reference to its being a matter of policy, and I therefore move the omission of the words, "It is a question which, in our opinion, can only be considered as a matter of policy, but."

The Hon. J. G. WARD: I cannot support that amendment. It will be admitted that there is no great probability of such a reduction in the postage rates as that proposed by Mr. Henniker Heaton being brought about during the next few years. Who is going to support such a statement as is contained in the paragraph, if amended as suggested by the Hon. Mr. Kidd, when within a few years the postal business may have so increased, and the cost of conveyance may have so decreased, that the introduction of the penny postage may result in no loss whatever? I consider that Victoria has now a penny postage. If we had in New Zealand the Victorian system of penny letter cards, which close up similar to an envelope, we would consider we practically had a penny postage. These letter cards fold up, and in New Zealand we insist that everything that is enclosed in an envelope shall be charged at the rate of 2d. The permanent heads are fully justified in supplying all the data in their possession to their respective Ministerial heads for the purpose of guiding them in any action that may be taken in the future. I do not think it is desirable to put on record something that is not likely to be applicable for some years, when the whole of the circumstances may be changed altogether. We should not make a recommendation adverse to the proposal, and we should stop at the word "policy." It is a question that can only be considered as a matter of policy, and if the permanent heads stop there they will have done their duty.

The Hon. J. KIDD (N.S.W.): I would like to point out that this question has been raised and dinned in the ears of the Home authorities, who are trying to bring about this universal penny postage as applying to England and its dependencies. It is said that there is a necessity for us to express an opinion from the standpoint of the colonies. The colonies are not in a position to go in for universal penny postage, inasmuch as it will be some years before they can expect to be able to have an intercolonial penny postage. I was of a different opinion twelve months ago; and if we were all in the same position that New Zealand is, I might be of that opinion still. It would be ridiculous for us to go in for penny postage now, because we cannot carry letters inland at that rate, even if we had an over-sea penny postage.

The Hon. J. G. WARD (N.Z.): Why not stop at the word "policy," and make no recommendation?

The Hon. J. KIDD (N.S.W.): I am not speaking on the question of policy at all, but am simply making reference to the justification of the permanent heads in bringing down this report. They know what would be the loss of revenue to the various colonies. In fact, in Victoria they have had to go back to the twopence rate. We would be very glad to have a penny rate in New South Wales; but we cannot afford to do it. We do not want to make a profit out of the Post Office; but we want it to pay its expenses. That is the position we are in, and I expect the other colonies are similarly situated. Why should we hesitate to approve of the recommendation of the permanent heads, and say that this Conference sets its face against the reduction, for the present time at least.

The amendment proposed by the Hon. Mr. Kidd was then agreed to; and question, as amended, put and passed.

The following recommendations were formally agreed to:—

31. Indecent Photographs.

This question was brought under notice by the Representative of South Australia, who submitted some objectionable photographs which had passed through his office.

We consider many of these to be of an obscene character, and we think that the Post Office should not be the means of circulating matter of such a demoralising tendency.

32. Compulsory Registration of Articles of Jewellery (Value less than £1).

This matter was carefully considered at a Postal Conference held in Melbourne in August last year, when the following decision was arrived at:—

> "Having considered this question, we would point out that compulsory registration is required by the postal laws of the colonies, and the principle is recognised by the regulations of the Universal Postal Union. It would, in our opinion, lead to friction and endless disputes between the officials and the public if it were made a function of the former to fix the value of articles of jewellery, &c., with a view to determine whether an article should be registered or not.
>
> "In those colonies where the system has been in operation for several years, we find no difficulties have arisen, and we maintain that the additional security afforded by registration, even of articles of small value, is provided at a very reasonable cost."

We recommend that this decision be adhered to.

33. Functions of Secretarial Office in regard to Post and Telegraph Convention.

We recommend that all replies to circulars from the Berne Office should be answered, as arranged, through the Postmaster-General of South Australia, who will endeavour to obtain unanimity of the various colonies before forwarding the decision to the Berne Office.

As regards Telegraph Convention, see 41.

Put and passed.

34. Franking.

No report to make.

34a. Re-direction.—Uniformity of Charges.

This matter was discussed at the Hobart Conference, when the following recommendation of the Heads of Departments was agreed to:—

"*Item* 19.—*Re-direction Charge; also Charge for return of Dead Letters.*

"We recommend the adoption of the Postal Union practice in its entirety—that is, to make no charge for re-direction if the article is fully prepaid to the country or colony to which it is re-directed. We are aware that under the existing Postal Laws of some of the Colonies the re-direction charge is compulsory, although inoperative as regards Foreign Countries."

Put and passed.

34b. Uniformity of Action as regards Answers to Berne Circulars.

Dealt with above, under 33.

34c. Similarity of Names of Places (Post Offices) in Different Colonies.

Although we are alive to the inconveniences arising from similar names being given to places in various colonies, we see great difficulty in advising any change, but we are of opinion that the inconvenience would be materially lessened if the persons posting letters addressed to those places would be careful to insert the name of the colony. Care should be taken in future to avoid giving to places names which are already in use.

On the motion of the PRESIDENT, the report was adopted up to this point.

35. Cypher Messages.

(*a*) Mode of counting (definition).

In all cases where Messages contain cypher words we consider that the following rule agreed to at the Hobart Postal Conference in 1892 page 25, should be made universal throughout the colonies:—

"Every message consisting wholly or in part of words in secret language, or in words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message: provided that such extra charge shall not in any case exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word."

(*b*) To New Zealand.

That the New Zealand Government be requested to negotiate with the Eastern Extension Telegraph Company, with a view of placing the intercolonial business on the same footing as regards cypher messages as defined above.

The Hon. J. G. WARD (N.Z.): As I understand this, anyone who sends a cypher message has to pay double rates.

Mr. TODD (S.A.): It says "provided such extra charge shall not in any case exceed 50 per cent.," so that if a message be all in cypher it will pay 50 per cent. extra.

The Hon. J. G. WARD (N.Z.): I move the omission of paragraph (*b*). I do not know the reason for that recommendation; but if it is carried I shall recommend our Government to withdraw from that agreement altogether. I will not put our mercantile community in the position of subscribing to the guarantee, and then ask them to put their hands in their pockets and pay 50 per cent. more for cypher messages. The agreement we have made is satisfactory to our colony. The Eastern Extension Company receive a large amount of revenue, and if the New Zealand people have to subscribe 50 per cent. additional for cypher messages I undoubtedly protest against it. I think it is wrong and at variance with the agreement entered into by New Zealand with the other colonies. Moreover, I do not think the representatives of Victoria and New South Wales would advocate that the system should be applied to international cable messages. If not, why should they put in a recommendation asking New Zealand to apply it to intercolonial messages. Who is this proposal to benefit? Not any of the colonies, but the Eastern Extension Company alone. If the majority carry this proposal against me I accept the position, but I say deliberately we will carry out the arrangement I have agreed to as far as the renewal of the contract is concerned; but we will not continue on those conditions in the future, because it is unfair to our colony. It is a breach of the agreement we have entered into, and I am very much surprised that the recommendation has been made.

Mr. C. TODD (S.A.) also spoke.

The Hon. A. WYNNE (V.): I cannot see that any sound reason has been given for the recommendation. It seems to me it will place New Zealand in a worse position than the other colonies. A statement has been made to me that it costs more to send a cypher message to Western Australia than New

New Zealand; but if you argue in the same way, it would cost more to send a cypher message from Brisbane to Melbourne than from Brisbane to Sydney. I cannot see that the difference in cost between one colony and another is a reason why you should increase the rate to New Zealand.

Mr. C. TODD (S.A.): I think the special agreement was overlooked when the recommendation was made.

Amendment put and agreed to; and question put and passed.

The following were formally agreed to:—

36. Urgent Telegrams.

We advise that the system of "Urgent" Telegrams now in force in Queensland, Victoria, Tasmania, New Zealand, and South Australia be adopted generally.

37. Uniform Sunday Telegraph Rates.

We advise that all messages despatched on Sunday be charged double the ordinary rates, excepting cable and Press messages. (New Zealand assenting, except as regards Press rates; Tasmania dissenting.)

38. *Re* Charging Intercolonial Rates to Port Darwin for Corrections.
&
43. Intercolonial Repeats (for Corrections).

We recommend that all intercolonial corrections and repeats should be dealt with in the same manner as provided for under the International Regulations, as follows:—

Rectifying Telegrams.

The receiver of a message may have the whole or part of it repeated on payment of the cost of the telegram demanding the repetition and of the reply to the same.

The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards and of the reply.

The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner:—

"Sydney from Brisbane" (*these words are not charged for*).

"RP. 4" (*representing reply paid four words*).

"Twenty-sixth," (*date of message to be repeated*), "Brown" (*receiver's name*), "Repeat first, fourth, ninth," (*meaning words of the text of the telegram to be repeated*); *or*,

"Twenty-sixth," "Brown" "Repeat word" (*or words*) "after————————."

The reply will be worded as follows:—

"Brisbane to Sydney" (*these words are not charged for*).

"Brown".....(*words repeated*).

39. Registration of Telegraph Code Addresses (Fee).

We recommend that each colony should charge a registration fee of 10s. per annum for all cable code addresses. (Victoria dissenting, as that colony already has a charge of 21s.)

The Hon. J. G. WARD (N.Z.): I should like to express the hope that in cases where the code address has not been registered the heads of Departments will exercise every care to find the addressee. A great deal of inconvenience has arisen to senders in consequence of the messages in one colony not being delivered. We may adopt the system, which I thoroughly approve of, but there will be hundreds of people who know nothing about code addresses. They will send telegrams in the ordinary way, and the subordinate staff, who know it is necessary to have a code address registered, may be a little reckless in seeking the addressee. I hope the question I have raised will be noted.

The Hon. A. WYNNE (V.): It seems to me that 10s. is too low a fee for the registration of a code address. It entails a lot of trouble in the way of reference to books and registers, and would cost the Department a great deal more than 10s. to find the address. I would suggest that the fee be £1 1s., which is little enough for twelve months. I move that as an amendment.

Mr. C. TODD (S.A.): It only applies to cable messages, and I think a registration fee of 10s. per annum for cable code addresses is sufficient. It is not at all improbable that in the near future an alteration will be made in the system of counting, so that instead of saying that names and addresses are free, it will be stated that the charge will be so much, including names and addresses.

The Hon. J. G. WARD (N.Z.): My opinion is that a fee of 10s. is ample. There are plenty of firms who may register ten, twenty, thirty, or forty addresses; I know one firm who registered 170; but if the fee is £1 1s. the chances are that many of these addresses will not be registered. It is not a fair thing to charge the same fee for an intercolonial code registration as for an international one, and I would suggest that the amendment be withdrawn.

The Hon. A. WYNNE (V.): I will withdraw the amendment.

Amendment withdrawn accordingly, and paragraph passed as printed.

The following recommendations were agreed to without discussion:—

40. Multiple Press Messages.

We advise that each administration continue under the existing arrangements, as the Press rates are so widely different that it is unadvisable to make any change at present.

41. Telegraphic Correspondence with International Bureau.

We advise that the present arrangements be continued—viz., that Berne Bureau communicate direct with all the colonies, and *vice versâ*.

42. Postage on Telegrams.

We recommend that the existing arrangement in all the colonies for local messages should not be disturbed, but that on messages addressed to places beyond the colonies the usual postage be charged.

The Hon. J. G. WARD (N.Z.) moved that the report, as amended, be now adopted.

The Hon. J. KIDD (N.S.W.): I wish to have it recorded that New South Wales dissents from Recommendation 36, which deals with "Urgent telegrams."

Question put and passed.

TRANSMISSION OF RESOLUTIONS.

On the motion of the Hon. J. G. WARD (N.Z.), the President was requested to transmit—

(1.) The resolution of the Conference *re* Canadian Mail Service to the Canadian and Imperial Governments.

(2.) The resolution *re* Pacific cable to the Canadian and Imperial Governments, and to all recognised authorities in the several Pacific Islands concerned in such cable service.

(3.) The resolution relative to the renewal of the Federal Mail contract to the Imperial Government.

(4.) The resolution relative to the San Francisco Mail Service to the United States Government.

SOUTH AUSTRALIAN TELEGRAPHIC RETURNS.

The PRESIDENT laid on the table the return of the international telegraphic traffic through South Australia from May, 1891, to February, 1893.

Ordered to be printed.

REPORT.

The PRESIDENT brought up and read the draft report of the delegates, which, after amendment, was adopted.

VOTES OF THANKS.

The Hon. J. KIDD (N.S.W.) said: Mr. President,—It gives me pleasure now, at the close of these proceedings, to move a resolution thanking you for the able manner in which you have presided over the deliberations of this Conference. No other gathering of a similar character has been more ably presided over than has the present Conference. The business way in which you have discharged the duties of President, and the kind consideration you have extended to every member of the Conference, can only evoke from us our very best thanks. In connection with the business of the Conference, nothing has been wanting. You have realised the best possible way of getting through the business. You have had everything in readiness the moment we met, and we have been able to get through the work very much more speedily than I ever anticipated. But it is due to the manner in which you have been able to get the officers under you to have everything prepared for us when we met, and by that means we have been able to get through the business much sooner than we anticipated. Not only have you done that in connection with your position as President of this Conference, and discharged your duties with ability; but you have by your kindness and the manner in which you have received the delegates, from the time you met us on the border to the present moment, seemed to have made it a study to make everything as agreeable and pleasant as possible. We thank you very much for the kindness you have extended to us on behalf of the colony of Queensland, and it redounds very much to the credit of the colony. I do not intend to say much upon this occasion; but greater kindness and greater consideration and hospitality could not have been extended by anyone. I had the pleasure of being at the Conference held at Hobart, and think the system of holding conferences periodically in one colony or another animates the federal spirit which seems to prevail over all the public men of these colonies, and the outcome of which seems to be the realisation of the hopes of many—that before long we will not only have a Customs Union, but that we will have other questions in connection with the Government of these colonies brought into a similar position to the Postal Union. I have expressed a hope that before many years these colonies will be federated, but I think it will be a gradual process, and no surer way can be found to bring that federation about than the federating of one department with another, as the Postal Departments are. We are desirous of having these services federated and worked as though controlled from one central source. With regard to the progress of federation in these colonies, of course that will be a question of time; but the first thing to do is to break down the barriers that exist between the colonies. I do not think we should expect a full measure of federation at once on the scheme set forth in the constitution submitted to the Federal Convention lately held in Sydney. When our Postal Union is followed by a Customs Union the colonies will have gone a very long way in the direction of federation, and we will thus obtain more than by demanding everything at once. Federation seems to be a thing of slow growth; at least, it has been so in other countries. The United States were a very long time before they were able to have the fullest measure of federation there, and the same will be the case here. In Canada they have been able to accomplish what we have been aiming at for some time past and what, I hope, may be consummated here within a few years. But my duty now is to return you our heartiest thanks for the able manner in which you have discharged the duties of President of this Conference and the hospitable way in which you have entertained the representatives of the various colonies since you received us at the border. It is due to you that the

business

business of the Conference has been terminated so speedily, and I have no doubt that good results will accrue from our deliberations. I have much pleasure in moving that the heartiest thanks of the Conference be tendered to the President for his hospitality and the able manner in which he has conducted the proceedings of the Conference.

The Hon. A. WYNNE (V.): I have great pleasure in seconding the motion. I know our President is a man who does not like to hear nice words spoken about himself, and it is therefore very difficult for one to express all one feels; but I must say that he has presided over this Conference in as able a manner as any man could do, and has treated us most generously; his every thought has been for our welfare during our visit to Queensland. The feeling of myself, and I am sure of every other delegate, is one of deep gratitude to him for his kindness and courtesy. Queensland has always taken a leading part in the federation movement, and these meetings of the Postal Conference help to make us all feel that our neighbours are good fellows, from whom we should not be separated by imaginary lines, so to speak, as is the case with New South Wales and Victoria. The boundary between those colonies is really undefined at the present moment, and yet they are separated. But the feeling that the colonies should be united is growing day by day, and I am satisfied that we shall eventually become a united Australia. These Postal Conferences have shown the way, and the establishment of a Customs Union would be a second step in the same direction. On behalf of the colony I represent, I thank you, Sir, for the kindness and courtesy you have shown us since our arrival in Queensland.

The Hon. J. G. WARD (N.Z.): I very heartily echo the sentiments expressed by my friends, the Hon. Mr. Kidd and the Hon. Mr. Wynne. It is not too much to say that since we came here the President has devoted himself exclusively to the business of the Conference and to our entertainment. The result of our deliberations will be to promote uniformity in the conduct of postal business in the different colonies, and no one has done more to promote that than our worthy and esteemed President. When I shook hands with the President I felt that his interest was in Queensland, and far removed from my own in New Zealand; when I shake hands with him at our departure I shall go away feeling that I am not so distant from this colony as formerly, and that I shall want to shake hands with the President more frequently, and that New Zealand also will want to shake hands with Queensland oftener than she has done hitherto. The Postal Conference has done a great deal to bring about this feeling, and I desire to tender my sincere thanks to the President for his courtesy and kindness, and for the efficient manner in which he has presided over the Conference.

Mr. C. TODD (S.A.): I am sure you all understand my feelings when I say that I wish the Hon. Mr. Copley were here to speak on behalf of South Australia. When I go back I shall be able to give him such an account of the reception I have met with at your hands, Sir, as will make him so anxious to meet you that it will not be necessary to remind him that Ministers should be present at these Conferences, as was suggested by the Hon. Mr. Ward. Since our arrival at the border we have received nothing but kindness and courteous attention, and I shall go away feeling more than I did before that I have a friend in the Hon. Mr. Unmack. The success of the Conference and the good fruit it will bear are due very largely to the able manner in which he has presided over its proceedings.

Mr. R. A. SHOLL (W.A.): I cordially echo the sentiments expressed by the delegates who have already spoken, and thank you sincerely, on behalf of myself and the colony of Western Australia, for the very great courtesy and kindness I have received since I have been here.

The Hon. J. Kidd (N.S.W.) then put the motion, which was carried unanimously.

The PRESIDENT: Mr. Kidd, Mr. Ward, and gentlemen,—You have been good enough to refer to the attention which has been paid to you here; but I can only say that, in my opinion, we have not been able to approach anything of the kind shown to us in the sister colonies. Unfortunately, we are labouring under somewhat unfortunate conditions here at present; but I am sure the members of the Government and the people of Queensland would censure me if I had done anything less than I have done for your entertainment during the time you have been with us. We are all glad to know that you appreciate what little has been done for you, and I trust that any kindness and hospitality shown you may be the means of inducing further visits on your part in time to come to this great colony of Queensland. If it does, we will all be glad to welcome you, and pleased to see you. As regards myself, I may possibly never have another opportunity of meeting you officially; but I feel that, though that may be the case, when I travel through the other colonies, as I hope soon to do, I shall find warm friends in every colony I may visit. You have so heartily entered upon your work here, and with a spirit so worthy of representatives of these colonies, that you have in a measure rendered my duties as President merely nominal. I express the hope that, at any future Conference of the kind which any one of you may be called upon to attend, you will meet with a number of gentlemen animated equally with yourselves with the federal spirit, and as kindly and readily disposed to give and take. In that spirit any matters of contention that have arisen during this Conference have been pleasantly passed over and dealt with. I may say, with respect to the remarks made concerning myself, that the bulk of the work has been performed by Mr. McDonnell and Mr. Buzacott. I would say that it has been a source of special satisfaction and pleasure to me to meet you all, and to spend every moment I could spare amongst you. Each one of you has tried to be more kind to me than the other; and in expressing my sincere appreciation of your expressions of thanks to me, I trust you may never think less of me than you do at the present time. (Hear, hear.)

The Hon. J. G. WARD (N.Z.): I have much pleasure in moving that the cordial thanks of this Conference be accorded to the permanent heads for their able services, and also to the secretary, Mr. Buzacott, for the able and courteous manner in which he has discharged his duties. I feel sure that the Ministerial representatives of the different colonies will endorse what I say when I express the opinion that the colonies should be proud of the ability possessed by the heads of their respective postal departments. I have had occasion, during a not very long period of public life, to meet the heads of various departments in the different colonies, and I think it no disrespect to other officers to say that I place in the

the first category the heads of the post and telegraph services. The report they have submitted to us is a sufficient record of the services they have rendered to this Conference; but I feel that we should be wanting in a due appreciation of their services were we not to unanimously pass such a resolution as this, in which we also record our appreciation of the courtesy and ability with which Mr. Buzacott has discharged his duties.

The HON. J. KIDD: I have much pleasure in seconding the resolution. I have had some little experience in connection with heads of departments, and I do not think any country in the world could be better served than we are in these colonies in regard to the heads of the various departments. I also agree with the mover of the resolution that the secretary, Mr. Buzacott, has discharged his duties with ability, and with very great advantage to those who have come in contact with him.

The resolution was carried unanimously.

Messrs. McDONNELL (Q.), LAMBTON (N.S.W.), SMIBERT (V.), HENRY (T.), and BUZACOTT (Secretary) acknowledged the vote of thanks.

VOTE OF THANKS TO THE PRESS AND *HANSARD* STAFF.

The HON. J. KIDD (N.S.W.): I have much pleasure in proposing that our best thanks be accorded to the members of the Press for the able manner in which they have recorded the proceedings of the Conference from day to day. Though the Hon. Mr. Ward formally proposed that the Press should be admitted, the members of the Press are always admitted to Conferences of this kind; and by their record of the proceedings and criticism of the work of the Conference, they enable the public outside to gauge in some way the value of the work we are engaged in. In asking you to carry a vote of thanks to the Press, I think I should include the members of the *Hansard* staff, who have rendered the Conference valuable assistance, and greatly lightened our labours by enabling us each day to have before us the proceedings of the previous day in a concise form.

Mr. TODD (S.A.): I have much pleasure in seconding the vote of thanks proposed by Mr. Kidd.

Question put and passed.

Mr. J. GILLIGAN acknowledged the resolution on behalf of the *Hansard* staff.

PLACE OF MEETING OF NEXT CONFERENCE.

The HON. J. G. WARD (N.Z.): I have a resolution to move which I trust will commend itself to you. In the ordinary course of affairs, I presume that we will hold another Conference in order to develop and mature many important matters which we have initiated. I hope that New Zealand will not be considered as too distant for the meeting of the next Conference. It is quite as easy to get there, and occupies no more time than to get to some places upon your own continent. I am sure it will do the political heads and the permanent heads of departments no harm to see New Zealand, but, on the contrary, it will do them good. I therefore move that the next Conference be held in New Zealand.

The HON. J. KIDD (N.S.W.): I have much pleasure in seconding the resolution. Of course we are not at all sure as to who will compose the next Postal Conference, but we are going to do just what we have been doing all along. Everything we are doing is for the good of the colonies. That is what has influenced us with regard to all our work. It would not be wise for me to go beyond that, as in young countries things in political life are so changeable. We do not know what a week—sometimes even a day—may bring forth. I, for one, would not speak too hopefully of being the representative from my own colony, and I do not think that I very much care. That is the feeling which should animate every representative of the people. For the time being he should do the very best he can in the interests of the country he represents in the place he occupies, whether as a private member or as a member of the Government. I must say this in conclusion that when the day comes when the services of our President are lost to the Government of Queensland it will be very hard to replace him. I have very much pleasure in seconding the resolution.

The PRESIDENT: I do not look upon it as a compliment to any colony to have the Conference held in it. I look upon it as a right. We are all working in the Union, and a fair share should be accorded to every colony. Whoever may be appointed to the next Conference, I am sure they will be just as much pleased to go to New Zealand as to go to any of the other colonies. It is a good thing for public men to associate with their neighbours, and see for themselves the progress that is being made in other colonies. No colony should ask for the Conference to be held in it as a compliment. We are all working in a thoroughly federal spirit, and from that point of view it is as much a right as it is a pleasure to the colony where the Conference meets to have the Conference sitting there and to entertain the other delegates. None of us must think we are a greater colony, or possess greater wealth than others. Let us go and judge for ourselves of the other colonies, and then we can distribute the knowledge we have gained. Wherever we go we can learn something, and from New Zealand we can learn a great deal. The people of that country have roused themselves; and, after a sad experience of many years, they have got themselves through their troubles and difficulties, and they are now the most flourishing people in Australasia. I am sure no one grudges them their prosperity, and I only hope that it will increase a hundred fold. So long as they have such able men at the helm as they have at present, I am sure the colony will go ahead, and that you will all cordially agree to the resolution, whoever may be the next representatives.

Question put and passed.

The proceedings then terminated.

APPENDIX

APPENDIX A.

LIST OF SUBJECTS FOR CONSIDERATION.

MINISTERIAL.

POSTAL.

1. Exercise of vote and representation at Postal Union Congress.
2. P. and O., and Orient Contract, 1895.
3. Fumigation of Mails at first Australian port, at joint expense.

TELEGRAPH.

4. Consideration of continuation of guarantee with Cable Company.
5. Report from Committee *re* Electric Light and Tramways.
6. Hour Zone Time.

DEPARTMENTAL.

POSTAL.

7. Postal Union—
   - (*a*) (1) Newspaper rates, and (2) printed paper rates to the United Kingdom.
   - (*b*) Proposal by Italy, paragraphs 3 and 4, Article 19, Regulations, as to deterioration of articles sent as samples.
   - (*c*) Proposal by Italy, Article 16, Convention, subsection (*a*), *re* transmission of coin, &c., also alteration No. 2 of paragraph 3, same Article.
   - (*d*) Proposal by France, Article 16, Convention, paragraph No. 1, subsection (*a*), *re* manuscript correspondence in commercial papers, &c.
   - (*e*) Vote required *re* proposition by United States concerning articles of natural history.
   - (*f*) Correspondence *re* fraudulent stamps.
   - (*g*) Proposal by Holland, subparagraph (*m*), Article 18 of Regulations, *re* requisitions to libraries.
   - (*h*) Proposal by Italy, section 3, Article 11, Convention, and section 3, Article 6, Regulations *re* "open sea" letters.
   - (*i*) Proposals by France and Russia, paragraph 4, Article 18 of Regulations, *re* writing on newspaper cuttings.
   - (*j*) Article 9 of Convention, and 30 of Regulations, *re* correction of address.
   - (*k*) Commercial papers, articles grouped together. (Article 20 of Regulations.)
   - (*l*) Surtaxes. (Article 5 of Convention.)
   - (*m*) General Statistics (simplification of).
   - (*n*) England to continue to pay for actual weight instead of according to statistics.
   - (*o*) German proposal *re* Tientsin. (Article 38 of Regulations.)
8. India—Limit of size, &c., book-packets and sample packets.
9. Indemnity for loss of registered letters.
10. Acknowledgment of receipt—
    - (*a*) Procedure—if not paid for, &c.
    - (*b*) G.P.O. of each Colony to act as intermediary for transmission of.
    - (*c*) Suggestion by France *re* treatment of.
11. Intercolonial Convention (Draft).
12. Parcel post—
    - (*a*) Transit rates (sea).
    - (*b*) Transit rates (land).
    - (*c*) Extension to New South Wales and United tates of America.
    - (*d*) Collection of Customs duties at every parcel post office.
    - (*e*) With United Kingdom.
    - (*f*) Without names of senders (unclaimed).
    - (*g*) Insurance (rates, &c.).
    - (*h*) Postal Union system (intercolonially).
13. Express postal delivery.
14. Letter cards.
15. Sending unmarked stamps to Berne.
16. Reconsideration of packet rates.
17. Uniformity of statistics in Annual Postal Reports.
18. Telegraph money orders.
19. Classification of intercolonial correspondence on union lines (book and packet post).
20. Intercolonial letter bills (to be retained at office of destination).
21. Verification certificates (intercolonially).
22. System of surcharging (intercolonial, francs and cents).
23. Commercial papers, printed papers, and sample post (intercolonial).
    - (*a*) Detention when unpaid, &c.
    - (*b*) Extension of weight and dimensions.
    - (*c*) Inland sample rate on ordinary articles (extend intercolonially). (*d*) Samples

(*d*) Samples of gloves, boots, &c., at sample rates without being unpaired.
(*e*) Travellers' cards.
(*f*) Minimum rate for printed papers.
(*g*) Minimum number of circulars by chromography.
(*h*) Magazines as newspapers in Victoria.
(*i*) Bulk parcels of newspapers, departure from Regulations by Victoria.
(*j*) Postage on invoices bearing printed communications.

24. Unclaimed letters, &c.—
(*a*) Intercolonial detention.
(*b*) Special request letters returnable direct to senders.

25. Sea transit rates—
(*a*) Between Australia, Tasmania, and New Zealand on foreign mails (reduction from ½d. per letter and 3s. per cwt. to Union rates.)
(*b*) On mails from New Zealand landed at first port in Australia for further conveyance to destination.

26. France's proposal *re* "round the world" letters.
27. Postal note system with the United Kingdom.
28. Special trains from Adelaide with English mails (*re* payment).
29. Demonetization of stamps (inquiry by New South Wales).
30. Reduction of postage from the United Kingdom.
31. Indecent photographs.
32. Compulsory registration of articles of jewellery (value less than £1).
33. Functions of secretarial office in regard to Post and Telegraph Convention.
34. Franking.
34*a*. Redirection—uniformity of charges.
34*b*. Uniformity of action as regards answers to Berne circulars.
34*c*. Similarity of names of places (post offices) in different colonies.

TELEGRAPH.

35. Cypher messages—
(*a*) Mode of counting (definition).
(*b*) To New Zealand.
36. Urgent telegrams.
37. Uniform Sunday telegraph rates.
38. *Re* charging intercolonial rates to Port Darwin for corrections.
39. Registration of telegraph code addresses (fee).
40. Multiple Press messages.
41. Telegraphic correspondence with International Bureau.
42. Postage on telegrams.
43. Intercolonial repeats (for corrections).

APPENDIX B.

REPORT OF COMMITTEE APPOINTED AT THE POSTAL AND TELEGRAPHIC CONFERENCE HELD AT HOBART, 1892, FOR THE PURPOSE OF DRAFTING A CODE OF RULES AND REGULATIONS FOR ERECTION OF ELECTRIC LIGHT AND POWER WIRES.

The following members of the Committee met at Sydney on 13th March, 1893, their meetings extending over the 14th, 15th, 16th, and 17th March:—

CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs, South Australia.

MAJOR P. B. WALKER, C.E., M.I.E.E., Secretary of the Telegraph Service, New South Wales. Also representing Queensland.

GEORGE SMIBERT, ESQ., A.I.E.E., Telegraph Engineer and Chief Electrician of the Victorian Postal Department.

O. HAES, Esq., M.I.E.E., Engineer of the Brush Electrical Engineering Company, Sydney.

J. H. C. LANGDON, Esq., A.M.I.C.E., City Surveyor of Adelaide.

A. J. ARNOT, Esq., A.M.I.C.E., M.I.E.E., Melbourne City Electrical Engineer.

JAS. O. CALLENDER, Esq., A.I.E.E., Callender's Bitumen Telegraph Waterproof Co., Limited, London.

ROBERT HENRY, Esq., Superintendent of Telegraphs, Tasmania.

Mr. P. B. WALKER proposed, and Mr. GEORGE SMIBERT seconded, the appointment of Mr. Charles Todd, C.M.G., as Chairman, which was unanimously agreed to.

Mr.

Mr. Todd, in taking the chair, thanked the members of the Committee for the position of honour to which they had elected him. He pointed out that the Committee had been formed in accordance with a resolution passed at the Postal Conference held in Hobart last year, for the purpose of drafting rules and regulations for erection of electric light and power wires, &c.

It was his mournful duty to announce that one of the members appointed to the Committee had been removed by death; he referred to the late Mr. E. C. Cracknell, whose loss was deeply felt by all. Mr. Cracknell, who first came to the colonies in 1855, was appointed as his assistant in that year, and rendered valuable aid in erecting the first lines of telegraph in South Australia, being those between Adelaide and Port Adelaide, Adelaide and Gawler; also the first intercolonial line between Adelaide and Melbourne. In 1857 he (Mr. Todd) was asked by Captain Martindale, of New South Wales, if he could recommend a suitable person to take charge of the telegraph service about to be started in that colony, and as it was a day of small things in South Australia, he strongly recommended Mr. Cracknell to accept the appointment: and, as Superintendent of Telegraphs in New South Wales—a position that he held up to the time of his death—Mr. Cracknell completed a most distinguished career, and carried out much useful work in the cause of electrical science. The mantle of Mr. Cracknell had now fallen on his old friend, Mr. P. B. Walker, who was worthy of the position, and who, he hoped, would long continue to occupy it.

He next referred to the work that was before the Committee, and suggested that the different Acts and Bills on electric light and power matters should be considered, and a complete set of Rules and Regulations drafted to insure the public safety and protect the interests of the telegraph service in the future erection of all electric light and power wires. That the question of appointing a Board of Control should also be dealt with; and if there was time, he would like the Committee to consider the advisableness of recommending that all telephone circuits should be changed to metallic circuits as soon as possible.

The resolution passed at the Hobart Conference was as follows:—Moved by the Hon. W. Copley, Minister of Agriculture and Education (South Australia), and seconded by the Hon. John Kidd, Postmaster-General of New South Wales—"That the drafting of a code of Rules and Regulations for erection of electric light and power wires be referred to a committee of experts, consisting of Messrs. E. C. Cracknell, George Smibert, A. F. Matveieff, R. Henry, and C. Todd, representing the Telegraph Departments of New South Wales, Victoria, Queensland, Tasmania, and South Australia; and Messrs. Haes, Arnot, and Callender, representing the Electric Light Companies. Mr. Todd to be convener of the Committee, and the report to be forwarded to the various Postmasters-General."

In moving the resolution, the Hon. W. Copley said: "It was well known that electric light and power was making great progress, and it was also known that there were dangers in connection with it if due precautions were not taken. It was necessary before it made any great advance in the colonies that some legislation should be adopted in regard to it. It was well known that terrible instances of the danger of these wires had taken place in New York and other places, and it was also well known that they seriously affected the working of the telegraph and telephone lines, the instruments in some cases having been destroyed by the electric light wires coming in contact with them.

"The main questions to be considered by the proposed Committee were—

1. The means to be taken for preventing the electric light wires affecting, by induction or otherwise, the efficient working of the telegraph and telephone wires.
2. The best methods for the protection of these telegraph lines from mechanical injury by the falling of electric light or power cables.
3. The methods to be adopted for the protection of the telegraph and telephone wires in crossing electric light cables.
4. The length of spans and the height of these cables above streets and buildings.
5. To secure proper insulation of cables.
6. To secure proper supports and safe methods of suspension."

Mr. Todd further said: Since the passing of the foregoing resolution at Hobart, Mr. E. C. Cracknell, Superintendent of Telegraphs, New South Wales, having been removed by death, and Mr. A. F. Matveieff, Superintendent of Telegraphs, Queensland, having retired from the service, the following names had been added, with the concurrence of all the colonies interested, viz.:—Mr. P. B. Walker's name substituted for that of Mr. E. C. Cracknell—Mr. Walker was also authorised to represent Queensland, in the place of Mr. Matveieff; Professor Kernot, at the instance of the Victorian Institute of Engineers; and Mr. J. H. C. Langdon, City Surveyor of Adelaide.

Professor Kernot unfortunately was unable to attend, but wrote to the Chairman as follows:—"I shall be very glad to see some steps taken towards giving the Electric Supply Companies a legal tenure, provided that the restrictions imposed are reasonable.

"Overhead wiring is essential in scattered places like Melbourne and other Victorian cities. To forbid it would be to stop the enterprise absolutely. The experience of the last five years in Melbourne has abundantly proved the safety of overhead wiring for 2,000 volt alternating currents. We have three large companies running at this tension, with altogether, I estimate, nearly 200 miles of high-tension mains in our streets."

A number of valuable papers were laid before the Committee relating to electric lighting and the transmission of electrical energy, the rules and regulations of the Board of Trade of the United Kingdom, extracts from the regulations of other countries, and a paper by Sir. W. Thomson, now Lord Kelvin. A schedule of these papers is appended to this report.

After very careful consideration of these papers, and the special conditions and requirements of the Australian colonies, the following resolutions proposed by Mr. Charles Todd were passed:—

1. "That it is desirable that the laws and regulations relating to the erection of electric light and power wires for the supply of electrical energy should, as far as possible, be uniform throughout the Australian colonies."

2. "That

2. "That no local or municipal authority, company, or person shall be allowed to lay in, or erect on, or along any street or public thoroughfare, any electric light or power wires without statutory authority."

3. "That a Board of Control consisting of, say, three members, be appointed in each colony, under whose supervision all works relating to electric lighting and the transmission of power shall be carried out in accordance with the rules and regulations approved by the Governor in Executive Council; and that a central or intercolonial Board of Control, consisting of representatives from the local boards, should also be appointed to make such amended rules and regulations as may from time to time be necessary, and to deal with matters cognate thereto."

The following Regulations were agreed to by the Committee, and are recommended for adoption by the Australian colonies:—

RULES AND REGULATIONS TO BE OBSERVED IN THE ERECTION OR LAYING OF ELECTRIC LIGHT AND POWER WIRES.

Definitions.

In the following Regulations the expression "Aerial conductor" means any wire or cable for the transmission of electrical energy for light or power purposes placed above ground in the open air.

The expression "Service conductor" means any conductor used to connect any aerial conductor with a consumer's premises.

The expression "Efficient earth" means that when any casing, support for conductors, conducting wire, or other metallic body is required to be efficiently connected to earth, such casing, support, conducting wire, or metallic body shall be deemed to be so connected when it is connected to metallic mains for water supply outside of buildings, or, where these are not available, to a mass of metal having a total surface of at least four square feet, buried to a depth of at least three feet in moist earth, by means of a conductor possessing a mechanical strength, and offering a passage to electrical discharges, equal to that of a strand of seven No. 16 galvanised iron wires.

The expression "Pressure" means the difference of electrical potential between any two conductors through which a supply of energy is given, or between any part of either conductor and the earth; pressure on any alternating current system being taken to be the equivalent of pressure on a continuous current system when it produces an equal heating effect if applied to the ends of a thin stretched wire or carbon filament; and—

(*a*) Where the conditions of the supply are such that the pressure cannot at any time exceed 300 volts if continuous, or the equivalent of 150 volts if alternating, the supply shall be deemed a low pressure supply;

(*b*) Where the conditions of the supply are such that the pressure may exceed the limits of a low pressure supply, but cannot exceed 3,000 volts, or the equivalent of 3,000 volts, whether continuous or alternating, the supply shall be deemed a high pressure supply;

(*c*) Where the conditions of the supply are such that the pressure may on either system exceed 3,000 volts, or the equivalent of 3,000 volts, the supply shall be deemed an extra high pressure supply.

Mains, services, and other conductors and apparatus are referred to as low pressure, high pressure and extra high pressure mains, &c., according to the conditions of the supply delivered through the same, or particular portions thereof.

The expression "Earth return" means that the earth is used as a passage for a return circuit solely, or is assisted by a metallic conductor.

The expression "Electrical energy" shall mean the capacity for doing work by electricity.

The expression "Constituted authorities" means the Boards of Control appointed by the several Australian Governments.

Overhead Conductors.

1. *Height from ground, and distance from buildings, &c.*—An aerial conductor in any street or thoroughfare shall not, in any part thereof, be at a less height from the ground than 20 feet; or, where it crosses a street, 30 feet, or within 6 feet of any building or erection other than a support for the conductor, except where brought into a building for the purpose of supply.

2. *Aerial conductors over housetops.*—Where necessary to run aerial conductors over the top of any buildings, they shall be kept at least 7 feet clear above the buildings; and all poles placed on buildings shall be fixed in shoes or plates, so that the downward pressure may be distributed over a large surface; such poles must be properly stayed with stranded galvanised iron or steel wires, and be efficiently connected to earth.

3. *Maximum intervals between supports.*—Every aerial conductor shall be attached to supports at intervals not exceeding 200 feet where the direction of the conductor is straight, or 150 feet where this direction is curved, or where the conductor makes a horizontal angle at the point of support. If suspending wires are used, as required in Regulation 17, the span for straight lines may be increased to 250 feet.

4. *Angle of crossing thoroughfares.*—Wherever possible a conductor should cross a street at right angles, and in no case shall the angle between such conductor and the direction of the street at the place of such crossing be less than 60 degrees, and the span shall be as short as possible.

5. *Supports, construction and erection of.*—Every support of aerial conductors shall be of a durable material and properly stayed against forces due to wind pressure, change of direction of the conductors, or unequal lengths of span, and the conductors must be securely attached to insulators fixed to the

the supports by a non-metallic ligament. The factor of safety for the suspended wires shall be at least 6, and for all other parts of the structure at least 12, taking the maximum possible wind pressure at 35 lb. per square foot.

6. *Connection of support to earth.*—Every support, if of metal, shall be efficiently connected to earth, and every other support which shall be exposed in such a position as to be liable to be affected by lightning shall be protected by a lightning conductor fastened to the support along its entire length, and projecting above the support to a height of at least 6 inches, such lightning conductor to be efficiently connected to earth, and possess a mechanical strength, and offer a passage to electrical discharges, equal to that of a strand of seven No. 16 galvanised iron wires.

7. *Lightning protectors.*—Every aerial conductor shall be protected by efficient lightning protectors of pattern approved by the constituted authorities.

8. *High pressure conductors laid above ground.*—Where any high pressure conductors, other than aerial conductors, are placed above the surface of the ground, they shall be completely enclosed in brickwork, masonry, or cement concrete, or in strong metal casing efficiently connected to earth, for a height of at least 10 feet above the ground.

9. *Crossing other wires.*—Where any aerial conductor is erected so as to cross one or more telegraph, telephone, or other wires, it may pass over, under, or between such wires, provided precautions are taken to keep such conductor at least 1 foot clear of the other wires in all directions; and both the aerial conductor and the telegraph and telephone wires shall be respectively affixed to separate supports, placed within 6 feet of the point of intersection where practicable, but in no case to exceed 10 feet, and further protected from coming in contact under any circumstances by guard irons or wires; all such guard irons or wires to be efficiently connected to earth.

10. *Service conductors.*—All service conductors shall be laid from the main cable, being joined thereto at a point as near as possible to a pole or support, direct to insulators attached to the building or premises to be served, and lead upward therefrom to tubes or channels of insulating and non-inflammable material, through which they shall pass into the building. Where they run along the outside of any building they shall be kept at least 12 inches apart, and be affixed to insulators. The tubes or channels to be sloped downwards from the inside to the outside of the building.

11. *Maximum working current.*—The maximum working current in any aerial conductor shall not be sufficient to raise the temperature of the conductor in any part to such an extent as to materially alter the physical condition or specific resistance of the insulating covering, if any, or in any case to raise such temperature to a greater extent than 30° Fahrenheit, and efficient automatic means shall be provided which will render it impossible for this maximum working current to be by any accident exceeded to the extent of 25 per centum, even for short intervals of time; and special care shall be taken that the cross sectional area and conductivity at joints is sufficient to avoid local heating, and that the joints are properly soldered and protected against corrosion.

12. *High pressure conductors to be insulated.*—Every high pressure aerial conductor shall be continuously insulated with a durable and efficient material, to be approved by the constituted authorities, to a thickness of not less than one-tenth of an inch, and in cases where the extreme difference of potential in the circuit exceeds 2,000 volts the thickness of the insulation shall be increased by one-thirtieth of an inch for every 1,000 volts, or part thereof. This insulation shall be further efficiently protected on the outside against injury or removal by abrasion. If this protection be wholly or partly metallic, it shall be efficiently connected to earth so, however, as not to cause undue disturbance to other electric lines or works by electrostatic induction or otherwise.

13. *Low pressure conductors to be insulated.*—Every low pressure aerial conductor shall be continuously insulated with a durable and efficient material, to be approved by the constituted authorities, and shall be further efficiently protected on the outside against injury by removal or abrasion. If this protection be wholly or partly metallic, it shall be efficiently connected to earth.

14. *Specification of insulation.*—The material used for insulating any aerial conductor must be such as will not be liable to injurious change of physical structure or condition when exposed to any temperature between the limits of 10° F. and 150° F., or to contact with the ordinary atmosphere of towns or manufacturing districts.

15. *Minimum insulation resistance allowable—Indicator of leakage.*—The insulation resistance of any circuit using high pressure or extra high pressure aerial conductors, including all devices for producing, consuming, or measuring energy, connected to such circuit, shall be such that should any part of the circuit be put to earth, the leakage current shall not exceed one twenty-fifth of an ampere in the case of continuous currents, or one-fiftieth of an ampere in the case of alternating currents. Every such circuit containing high pressure or extra high pressure conductors shall be fitted with an indicating device, which shall continuously indicate if the insulation resistance of either conductor fall below the conditions required by this regulation.

16. *Earth return.*—No earth return shall be allowed on any electric light or power circuit.

17. *Suspension of conductors.*—Every aerial conductor having a sectional area greater than 7, No. 18, S.W.G., shall be suspended by means of non-metallic ligaments to a suspending wire, securely affixed to the support and efficiently connected to earth at every point of support. Where the conducting wires shall be crossed, as provided in Regulation 20, the suspending wires shall also be crossed in the same manner. All suspending wires, if of iron or steel, shall be galvanised.

18. *Conductors to be fastened to inside of insulators.*—In all cases where aerial conductors are supported by insulators, such conductors must be fastened to the inside of the insulators, except where guard irons are used, so that in the event of the conductor fastening giving way, the conductor will not fall to the ground.

19. *Minimum sectional area of conductors.*—No single wire less than No. 14, S.W.G., shall be used, and no smaller wire than No. 20, S.W.G., shall be used in any stranded cable. No stranded cable shall have a sectional area less than the equivalent of No. 14, S.W.G.

20. *Protection*

20. *Protection of telegraph and telephone wires from interference.*— Except where otherwise permitted by the constituted authorities, in the case of aerial conductors carrying alternating currents, the two conductors constituting the lead and return for any circuit shall be run parallel with each other, and at a distance apart not exceeding 18 inches; and the position of such lead and return shall be interchanged by crossing every half mile, or at least once in any shorter length of parallel telegraph or telephone wire, which would be liable to induction.

21. *Conductors not to be placed on telegraph or telephone poles.*—In no case, without special permission from the Postmaster-General, shall any aerial conductor be attached to any pole or support carrying a telegraph or telephone wire.

22. *Owner of conductor responsible for supports.*— The owner of every aerial conductor and support shall be responsible for the efficiency of the same, and every support shall bear a distinctive mark, approved by the constituted authorities, to indicate the ownership.

23. *Maintenance.*—Every aerial conductor, including its supports and all the structural parts and electrical appliances and devices belonging to or connected with such conductor, shall be duly and efficiently supervised and maintained by or on behalf of the owners as regards both electrical and mechanical conditions.

24. *Transformers.*—Where transformers are attached to street poles, they shall be securely fixed thereto, at a height of at least eighteen feet above ground, and shall be provided with switches and fusible cut-outs placed in the lead and return of the high pressure or extra high pressure conductors, in such a manner that the transformer can be completely disconnected from the supply mains, and the whole apparatus shall be enclosed in a watertight covering, which, if of metal, shall be efficiently connected to earth, and necessary precautions shall be taken to render it impossible for the low pressure or secondary conductors to receive current from the high pressure or primary conductors.

25. *Unused conductors to be removed.*—No wire or support or attachment thereto shall remain erected for more than one month after it has ceased to be in use, unless the owner or owners intend within a period not exceeding three months to take it again into use, and of such intention shall give notice to the constituted authorities.

26. Every aerial conductor shall be placed and used with due regard to electric lines and works from time to time used, or intended to be used, for the purpose of telegraphic or telephonic communication, or the currents in such electric lines and works, and every reasonable means shall be employed in the placing and use of aerial conductors, to prevent telegraph and telephone wires being injuriously affected, whether by induction or otherwise, to the entire satisfaction of the Postmaster-General.

27. (*a*) Upon the proclamation of these Regulations in the Government *Gazette*, every owner of an aerial conductor for the supply of electrical energy shall forthwith furnish the Postmaster-General and the constituted authorities with a description and plan showing the mode and position in which such conductor is erected.

(*b*) The Postmaster-General and the constituted authorities, upon consideration of such description and plan, may require such alteration in the position or mode of erection or mode of use of such conductor, or compliance with such other conditions as he or they may think fit, having regard to the protection of the electric lines or works of the Postmaster-General; and any failure on the part of the body or person owning or using, or entitled to use, the said conductor to comply with such requirements shall be deemed to be a non-compliance with these Regulations.

(*c*) Any notice required to be served upon the Postmaster-General and the constituted authorities under these Regulations may be served by being addressed to them and left at, or transmitted through the post to their authorised addresses, and any notice required to be served on the body or person owning or using, or entitled to use, any aerial conductor may be served by being addressed to such body or person, and left at, or transmitted through the post to, their or his office or last known place of address.

28. In no case shall any of the foregoing Regulations be departed from, unless with special permission of the constituted authorities.

NOTE.—All existing electric light or power conductors shall be so altered as to comply with these Regulations, and all future work connected with the erection of electric light and power conductors must be carried out under these Regulations, to the entire satisfaction of the constituted authorities.

UNDERGROUND CONDUCTORS.

Pending the adoption of Regulations, where conductors are laid underground, the system to be employed shall be approved by, and the work carried out to the satisfaction of, the constituted authorities.

ELECTRIC TRAMWAYS.

It appears that Queensland is the only colony that has taken any legislative action with regard to electric tramways, and appended to this Report will be found a copy of the Act and Regulations approved by His Excellency the Governor in Executive Council of that colony.

Mr. R. Henry supplied the following information respecting an electric tramway now being constructed in Hobart:—The company, having obtained parliamentary powers to construct tramways, are now putting down eight miles of electric tramways on what is known as the overhead trolley system, between Hobart and its suburbs. To avoid interference with the telegraph and telephone wires it has been found necessary in some cases to lay the latter underground where they cross the aerial conductor of the tramway.

Until rules and regulations are framed for the control of tramway and power wires, permission should be given by the Government to allow such work to be carried out under proper supervision, the interests of the Postmaster-General and the safety of the public being in every respect conserved.

TELEPHONE WIRES.

The Committee advise that the telephone system should be changed to metallic circuits as soon as possible, with a view of reducing the difficulties connected with induction.

CONCLUSION.

While clause 9 of the foregoing Regulations permits electric light and power wires, where crossing telegraph and telephone wires, to pass between them, the Committee are of opinion that this should be avoided wherever possible, and would recommend that electric light and power wires in the principal parts of any town or city should be placed underground as early as possible.

The Committee recommend that there should be periodical inspections of all electric light and power leads, and works carried out under these Regulations by a properly qualified inspector appointed by the Government.

As the consideration of the many important and complicated questions involved with regard to underground wires, electric tramways, and the transmission of power generally, could not be dealt with in the time at the disposal of the Committee, it is recommended that the Governments should authorise the Committee to meet again at an early date to consider Rules and Regulations relating to underground conductors, transformers, electric tramways, and the transmission and supply of electrical energy.

CHARLES TODD, *Chairman.*
GEO. SMIBERT
P. B. WALKER
ROBT. HENRY
JAS. O. CALLENDER
A. J. ARNOT
OSWALD HAES
J. H. C. LANGDON.

APPENDIX 1.

LIST OF PAPERS, &c., TABLED BY THE FOLLOWING MEMBERS OF THE COMMITTEE FOR REFERENCE.

BY MR. CHARLES TODD:—

Postal and Telegraphic Conference, Hobart, 1892.
Board of Trade Regulations for the protection of the public safety and of the Electric Lines and Works of the Postmaster-General. (1888 Act.)
Board of Trade Regulations and Conditions under the 1882 and 1888 Acts, and of the Notting Hill Electric Lighting Order. (1889.)
Board of Trade Rules with respect to applications for Licenses and Provisional Orders, &c.
Board of Trade Provisional Order under the Electric Lighting Acts 1882 and 1888.
Electric Lighting Act, 1882. (Great Britain.)
" " " 1888. (Great Britain.)
The Gas and Electric Lighting Act, 1891. (South Australia.)
Extracts of Austrian Electrical Regulations of 1885.
" Hungarian Law of 1888.
" Italian Law of 1889.
" Belgian Law of 1887.
" French Law of 1888.
" Swiss Federal Law of 1889.

BY MR. GEORGE SMIBERT:—

Bill to facilitate and regulate the supply of Electricity for lighting and for other purposes. (Victoria.)
The A.U. Alcock Electric Light and Motive Power Company's Act. (Victoria.)
Special Report, and Report from the Select Committee on the Telegraphs Bill. (United Kingdom.)

BY MR. O. HAES:—

London Overhead Wires Act, 1891.
London County Council By-laws, 1891.
Report of Electrical Commission, District of Columbia.
Provisional Order relating to Cambridge, Dover, Hove, etc., 1890.

By Major P. B. WALKER:—

Digest of Law of Electric Lighting. (Hayward.)
Borough of Newcastle Electric Lighting Act. (New South Wales.)
Municipal Council of Sydney Electric Lighting Act. (New South Wales.)
Australian Gaslight Company Electric Lighting and Supply Act. (New South Wales.)
Hillgrove and Armidale Water Power Electric Act. (New South Wales.)
Sydney Electric Lighting Act. (New South Wales.)
List of Electric Lighting Central Stations in Great Britain.
Abstracts relating to six points mentioned in Mr. Copley's remarks.
Article on Electric Lighting and Public Safety, by Sir William Thomson (now Lord Kelvin).
The Law relating to Electric Lighting. (Bower & Webb.)

By Mr. JAS. O. CALLENDER:—

Correspondence between the Board of Trade, Messrs. Crompton and Co., the Brush Electric Co., and others, and the Electrical Section of the London Chamber of Commerce, on the Board of Trade Rules for Overhead Wires for Electric Lighting purposes.
Major P. Cardew's Paper read before the Institute of Electrical Engineers, on the Treatment, Regulation, and Control of Electric Supply by the Legislature and Board of Trade.
Wellington Electric Lighting Act, 1891. (New Zealand.)

By Mr. A. J. ARNOT:—

Seventh Annual Report of the Board of Gas and Electric Light Commission of the Commonwealth of Massachusetts. (1892.)
Terms and Conditions under which permission is given to erect Electric Lighting Wires in the streets and public ways in the City of Melbourne.
Report of a Special Meeting of the Victorian Institute of Engineers to discuss the Electric Lighting Bill.

APPENDIX 2.

REGULATIONS FOR THE PROTECTION OF THE PUBLIC SAFETY AND OF THE ELECTRIC LINES AND WORKS OF THE POSTMASTER-GENERAL, AND OF OTHER ELECTRIC LINES AND WORKS, PRESCRIBED BY THE BOARD OF TRADE UNDER THE PROVISIONS OF THE ELECTRIC LIGHTING ACT, 1888.

In these regulations the words, terms, and expressions to which by the Electric Lighting Acts, 1882 and 1888, meanings are assigned, shall have the same respective meanings, provided that in these regulations—

"Energy" means electrical energy, and for the purposes of the Electric Lighting Act, 1888, and these regulations, electrical energy shall be deemed to be an agency within the meaning of the word electricity as defined in the Electric Lighting Act, 1882.

"Conductor" means an electric wire or line used for the supply of energy.

"Aerial conductor" means a conductor which is placed above ground and in the open air.

"Low pressure conductor" means a conductor in which the difference of electric potential either between that conductor and earth or between that conductor or any part thereof and any other conductor on the same poles or supports does not exceed 300 volts, if the supply be on the continuous current system, or the equivalent of 150 volts if on the alternating current system. A difference of potential on the alternating current system shall be deemed to be the equivalent of a difference of potential on the continuous current system, when it produces an equal heating effect if applied to the ends of a thin stretched wire or carbon filament.

"High pressure conductor" means a conductor in which the difference of electric potential as above described is greater than that of a low pressure conductor.

Regulations.

1. An aerial conductor in any street shall not in any part thereof be at a less height from the ground than 20 feet, or where it crosses a street, 30 feet, or within 6 feet of any building or erection other than a support for the conductor, except where brought into a building for the purpose of supply. Height from ground and distance from buildings, &c.

2. Every aerial conductor shall be attached to supports at intervals not exceeding 200 feet where the direction of the conductor is straight, or 150 feet where this direction is curved, or where the conductor makes a horizontal angle at the point of support. Maximum intervals between supports.

3. Every support of aerial conductors shall be of a durable material, and properly stayed against forces due to wind pressure, change of direction of the conductors, or unequal lengths of span, and the conductors and suspending wires (if any) must be securely Supports, construction and erection of.

securely attached to insulators fixed to the supports. The factor of safety for the suspended wires shall be at least 6, and for all other parts of the structure at least 12, taking the maximum possible wind pressure at 50 pounds per square foot. No addition need be made for a possible accumulation of snow.

Connection of support to earth.

4. Every support, if of metal, shall be efficiently connected to earth, and if of wood or other non-conducting material, shall be protected from lightning by a lightning conductor fastened to the support along its entire length, and projecting above the support to a height of at least six inches, such lightning conductor being efficiently connected to earth.

Efficient earth connection defined.

A support shall be efficiently connected to earth when it is connected to metallic mains for water supply outside of buildings, or, where these are not available, to a mass of metal having a total surface of at least four square feet, buried to a depth of at least three feet in moist earth, provided that in either case the connecting conductor must possess a mechanical strength, and offer a passage to electrical discharges, equal to that of a strand of seven No. 16 galvanised iron wires.

Lightning protectors.

5. Every aerial conductor shall be protected by efficient lightning protectors of pattern approved by the Board of Trade.

Angle of crossing thoroughfares.

6. Where any conductor crosses a street, the angle between such conductor and the direction of the street at the place of such crossing shall not be less the 60 degrees, and the spans shall be as short as possible.

Crossing other wires.

7. Where any aerial conductor is erected so as to cross any other aerial conductor or any suspended wire used for purposes other than the supply of energy, precautions shall be taken by the owners of such crossing conductor against the possibility of that conductor coming into contact with the other conductor or wire, or of such other conductor or wire coming into contact with such crossing conductor by breakage or otherwise.

Maximum working current.

8. The maximum working current in any aerial conductor shall not be sufficient to raise the temperature of the conductor in any part to such an extent as to materially alter the physical condition or specific resistance of the insulating covering, if any, or in any case to raise such temperature to a greater extent than 30° of Fahrenheit's thermometer, and efficient automatic means shall be provided which will render it impossible for this maximum working current to be by any accident exceeded to the extent of 25 per centum, even for short intervals of time; and special care shall be taken that the cross sectional area and conductivity at joints is sufficient to avoid local heating, and that the joints are protected against corrosion.

High pressure conductors to be insulated.

9. Every high pressure aerial conductor must be continuously insulated with a durable and efficient material to be approved by the Board of Trade, to a thickness of not less than one-tenth part of an inch, and in cases where the extreme difference of potential in the circuit exceeds 2,000 volts, the thickness of insulation must not be less in inches or parts of an inch than the number obtained by dividing the number expressing the volts by 20,000. This insulation must be further efficiently protected on the outside against injury or removal by abrasion. If this protection be wholly or partly metallic it must be efficiently connected to earth, so, however, as not to cause undue disturbance to other electric lines or works by electrostatic induction or otherwise.

Specification of insulation.

10. The material used for insulating any high pressure aerial conductor must be such as will not be liable to injurious change of physical structure or condition when exposed to any temperature between the limits of 10° F. and 150° F., or to contact with the ordinary atmosphere of towns or manufacturing districts.

Minimum insulation resistance allowable.

11. The insulation resistance of any circuit using high pressure aerial conductors, including all devices for producing, consuming, or measuring energy, connected to such circuit, shall be such that should any part of the circuit be put to earth, the leakage current shall not exceed $\frac{1}{25}$th of an ampere in the case of continuous currents, or $\frac{1}{50}$th

Indicator of leakage.

of an ampere in the case of alternating currents. Every such circuit containing high pressure conductors shall be fitted with an indicating device which shall continuously indicate if the insulation resistance of either conductor fall below the conditions required by this Regulation.

Suspension of conductors.

12. Every aerial high pressure conductor shall be efficiently suspended by means of non-metallic ligaments to suspending wires, so that the weight of the conductor does not produce in it any sensible stress in the direction of its length, and the insulated conductors and suspending wires, where attached to supports, shall be in contact only with material of highly insulating quality, and shall be so attached and guarded, that in case they break away it shall not be possible for them to fall away clear of the support.

Protection of telegraph and telephone wires from interference.

13. In the case of aerial conductors carrying alternating currents, the two conductors constituting the line and return for any circuit shall be run parallel with each other, and at a distance apart not exceeding eighteen inches.

Owner of conductor responsible for supports.

14. The owner of every aerial conductor shall be responsible for the efficiency of every support to which such conductor is attached, and every support shall be efficiently marked with such mark indicating the ownership of the conductor as the Board of Trade shall approve.

Maintenance.

15. Every aerial conductor, including its supports and all the structural parts and electrical appliances and devices belonging to or connected with such conductor, shall be duly and efficiently supervised and maintained by or on behalf of the owners as regards both electrical and mechanical conditions.

16. An

16. An aerial conductor shall not be permitted to remain erected after it has ceased to be used for the supply of energy, unless the owners of such conductors intend within a reasonable time again to take it into use. Unused conductors to be removed.

17. Every aerial conductor shall be placed and used with due regard to electric lines and works from time to time used or intended to be used for the purpose of telegraphic communication or the currents in such electric lines and works, and every reasonable means shall be employed in the placing and use of aerial conductors to prevent injurious affection, whether by induction or otherwise, to any such electric lines or works or the currents therein.

18. (*a.*) A notice describing every aerial conductor erected or used for the supply of energy shall forthwith, upon receipt of these regulations, be served upon the Postmaster-General, together with a plan showing the mode and position in which such conductor is erected.

(*b.*) The Postmaster-General, upon consideration of such notice and plan, may require such alteration in the position or mode of erection, or mode of use of such conductor, or compliance with such other conditions as he may think fit, having regard to the protection of the electric lines or works of the Postmaster-General, and any failure on the part of the body or person owning or using, or entitled to use, the said conductor to comply with such requirements shall be deemed to be a non-compliance with these regulations.

(*c.*) Any notice required to be served upon the Postmaster-General under these regulations may be served by being addressed to him, and left at, or transmitted through the post to the General Post Office, London, and any notice required to be served on the body or person owning or using, or entitled to use, any aerial conductor may be served by being addressed to such body or person and left at, or transmitted through the post to, their or his office or last known place of address.

APPENDIX 3.

Queensland.

ANNO QUINQUAGESIMO QUARTO

VICTORIÆ REGINÆ.

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No. 16.

An Act to Amend "The Tramways Act of 1882."

ASSENTED TO 20TH NOVEMBER, 1890.

WHEREAS it is desirable to amend "*The Tramways Act of* 1882" in certain particulars: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and concent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled, and by the authority of the same, as follows:— Preamble.

1. This Act may be cited as "*The Tramways Act of* 1882 *Amendment Act of* 1890," and shall be read and construed with and as an amendment of "*The Tramways Act of* 1882," hereinafter called the "Principal Act." The Principal Act and this Act may together be cited as "*The Tramways Acts*, 1882-1890." Short title.

2. Except as hereinafter otherwise provided, the several terms defined by the Principal Act shall, in this Act, have the same meanings as are therein assigned to them respectively. Interpretation clause.

In the Principal Act and this Act the term "Council" shall not, except as next hereinafter provided, be deemed to include a Joint Local Authority constituted for administrative purposes only; within the meaning of the eleventh section of "*The Local Authorities (Joint Action) Act of* 1886":

Provided that, whenever the district of a Joint Local Authority constituted for the purpose of regulating the traffic within such district comprises the whole of the area in which a tramway of a company has been constructed, such Joint Local Authority shall for the purposes of the fifty-fourth section of the Principal Act be deemed to be the Council.

3. When a company obtains the concurrence of the Council in the use of electric force transmitted by wires or cords as a motive power upon the tramway, it shall be lawful for the company to erect and maintain in any street, along or across which the tramway Provisions for electric force transmitted by wires.

tramway is authorised to be laid, such posts or pillars, of wood, iron, or other material, as may be necessary for supporting the wires or cords used for transmitting the electric force, and to place, suspend, and maintain suspended therefrom, such wires or cords as may be necessary for transmitting such force:

Provided that the poles or pillars shall be of such height and dimensions and at such distances from one another, and the wires or cords shall be kept at such a height above the surface of the earth, and the company shall observe such precautions to avoid the falling of any such wire or cord, and to secure the effectual insulation thereof, as the Governor in Council may from time to time prescribe.

Power to construct, maintain, and renew works and appliances necessitated by use of motive power other than horses.

4. When a company obtains the concurrence of the Council in the use of any motive power other than horses, or in the substitution of any such other motive power for horses, in connection with a tramway of the company, whether such tramway is already constructed or is proposed to be constructed, then and in every such case, for the purpose of constructing, maintaining, renewing, or reconstructing any works or appliances necessary or expedient for the efficient working of such tramway by means of such motive power, the company may, subject to the provisions of the Principal Act in that behalf, from time to time, do all or any of the acts following, that is to say:—

(1) Break up a street;

(2) Alter the position of gas pipes or water pipes, or, with the approval of the Postmaster-General, of telegraphic wires, posts, or apparatus;

(3) Make alterations in any existing works and appliances of the company, and execute other works, and provide other appliances whether temporary or permanent.

Special provision as to companies where Tramways are in operation.

5. When a company which has already constructed tramways in accordance with the provisions of the Principal Act desires to substitute other motive power in the place of horses, and has obtained the concurrence of the several councils concerned in that behalf, the company need not, for the purpose of reconstructing such tramways in so far as it is necessary or expedient so to do, comply with any of the conditions, or do any of the acts or things, prescribed by Part II. of the Principal Act in relation to the construction of a tramway; but in the exercise of the powers aforesaid the company shall be subject to all other provisions of the Principal Act, so far as the same are applicable thereto, and so far as the same are not expressly varied by this Act.

Power to construct, maintain, and work temporary tramways during execution of alterations.

6. When by reason of the execution of any works or alterations under any of the powers conferred by the two last preceding sections, it is, in the opinion of the company, necessary or expedient temporarily to remove, or discontinue the working of, an existing tramway, the company may temporarily remove, or discontinue the working of, the same accordingly, and may, subject to the approval of the council, construct in the same street in which such tramway is laid, or in a street adjacent thereto, a temporary tramway in lieu of the tramway so removed or discontinued, and, subject to the like approval, may maintain and work the same so long as occasion may require:

Provided that the company shall complete such works or alterations with all reasonable expedition, and shall upon the completion thereof replace the tramway in its original position and completely restore the street upon which such temporary tramway was laid, to the reasonable satisfaction of the council.

Cost of works necessitated by the exercise of powers reserved under sections 41 and 42, by whom to be borne.

7. Whenever, by reason of the exercise of any of the powers reserved to the council or to any other person or persons by the forty-first and forty-second sections of the Principal Act, it is necessary or expedient for a company to execute any works for the purpose of altering the levels of a tramway worked by any motive power other than horses, or for the purpose of securing, restoring, or renewing such tramway, or otherwise in relation to the premises, then and in every such case the cost and expenses of and connected with the execution of all such works shall be borne by the council or other the person or persons for the time being exercising such powers as aforesaid, and the company may recover the same as liquidated damages from such council, person, or persons, anything in the Principal Act to the contrary notwithstanding.

Power to restrict fares limited.

8. Except with the consent of a company in that behalf first had and obtained, the powers conferred upon the Governor in Council by the seventy-eighth section of the Principal Act shall not be exercisable so as to reduce the fares which the company may lawfully demand for the conveyance of passengers upon its tramway as prescribed by the fifty-eighth section of the said Act.

Company empowered to sell its undertaking.

9. A company may, with the consent of the Governor in Council and in manner prescribed by its memorandum and articles of association, sell its undertaking in relation to a tramway or any portion of such undertaking to any person or persons, corporation or company:

Provided always that the company shall first offer to sell to the council such undertaking or portion thereof, and shall enter into no contract for the sale of the same with any other person or persons, corporation, or company, until the expiration of six calendar months from the date of such offer, or unless before the expiration of such time the council has refused to purchase the same, and in the event of the council purchasing the same the amount of purchase money shall be ascertained in accordance with the provisions of the second paragraph of the eighty-fourth section of the Principal Act.

When

When any such sale has been made, all the rights, powers, authorities, and obligations of the company in respect of the undertaking sold shall be transferred to and vested in and may be exercised by and shall attach to the person or persons, corporation or company, to whom the same has been sold, in the same manner and to the same extent as such rights, powers, authorities, and obligations were previously vested in, exercisable by, and attached to the company.

Powers of the council under section 65 of the Principal Act limited.

10. The discontinuance in the working of an existing tramway for the space of three calendar months in pursuance of the powers conferred by the fifth section of this Act, or a resolution passed or order made for winding up a company for the purpose of effecting or facilitating such sale as is by the last preceding section authorised, shall not empower the council to remove or take possession of a tramway of the company under the provisions of the fifty-sixth section of the Principal Act.

Company empowered to purchase undertaking.

11. A company may at any time, with the consent of the Governor in Council and in manner prescribed by its memorandum and articles of association, purchase the undertaking of another company in relation to a tramway or any portion of such undertaking, from the company, mortgagee, or other person in lawful possession of the same, at such price and upon such terms and conditions as may be mutually agreed upon.

And when such purchase has been effected, all the rights, powers, authorities, and obligations of the last-mentioned company, mortgagee, or other person in respect of the undertaking purchased, shall be transferred to and vested in, and may be exercised by, and shall attach to the company which has purchased the same in the same manner and to the same extent as such rights, powers, authorities, and obligations were previously vested in, exercisable by, and attached to the company, mortgagee, or other person as aforesaid.

Power to postpone time for compulsory purchase.

12. Where a company desires to work its tramway by means of motive power other than horses in the first instance, or to substitute other motive power in the place of horses in the working thereof, and has obtained the concurrence of the council in that behalf, the Governor in Council may by Order in Council, upon the petition of the company under its corporate seal, postpone the time limited by the eighty-fourth section of the Principal Act for the compulsory purchase of the tramway to any time not exceeding a period of twenty-five years from the date of the concurrence of the council in the working of such tramway by means of motive power other than horses:

Provided that the Governor in Council may, by the Order in Council, direct that such postponement shall not take place unless the company, within a period not exceeding three years from the date of the Order in Council, does all things necessary for working the tramway by the motive power, other than horses, for which the concurrence of the council has been obtained.

Effect of compulsory purchase on mortgage.

13. In the event of any such compulsory purchase as in the last preceding section mentioned being made subject to any existing mortgage the following consequences shall ensue, that is to say:—

Thereupon—

(1) The principal moneys and interest secured by any such mortgage shall cease to be a charge upon any of the property of the company, including its uncalled capital, other than that purchased by the council;

(2) The company shall be absolutely discharged from all liability in respect of the principal moneys and interest secured by any such mortgage, and from all actions, suits, accounts, claims, and demands for or in respect of the same, or for or in respect of any such mortgage or anything relating thereto, anything in the twenty-fifth section of the Principal Act to the contrary notwithstanding;

(3) The principal moneys and interest respectively secured by every such mortgage shall be a charge upon the property and revenues of the council so purchasing as aforesaid; and

(4) Such council shall be liable for the principal moneys and interest secured by every such mortgage in the same manner as if an express covenant in that behalf had been inserted in every such mortgage on the part of and under the common seal of such council, and as if every such mortgage had been made or granted by such council instead of by the company.

Compulsory purchase not deemed breach of covenant implied in section 15 of Principal Act.

14. No such compulsory purchase as in the last preceding section mentioned shall be deemed to constitute a breach of any covenant implied under the provisions of the fifteenth section of the Principal Act.

Form of mortgage debenture.

15. Every mortgage debenture issued or given by a company shall be in the form or to the effect of the Schedule to this Act, instead of in the form or to the effect prescribed by the Principal Act.

And the First Schedule to the Principal Act is hereby repealed.

16. The

Publication in *Gazette* of Order in Council to be conclusive evidence of compliance with conditions.

16. The publication in the *Gazette* of any Order in Council purporting to be made in pursuance of the Principal Act or this Act shall be conclusive evidence that all necessary conditions preliminary to the making of such Order have been duly complied with.

Saving of other powers vested in company.

17. All the powers conferred by this Act shall be deemed to be in addition to and not in derogation of any other powers conferred upon a company by the Principal Act or any Act amending or in substitution of the same, and the company may exercise any such other powers in the same manner as if this Act had not been passed.

THE SCHEDULE.

FORM OF DEBENTURE.

The Company.

No. Debenture for £ £

Payable at [*state place of payment*] on the day of

Issued by the Company, under "*The Tramways Acts*, 1882-1890."

On presentation of this debenture at [*state place of payment*] on or after the day of the bearer thereof will be entitled to receive £

Interest on this debenture will cease after the day when the payment falls due, unless default is made in payment.

The amount secured by this debenture is secured upon [*state whether the whole tramway assets and uncalled capital, or if only a portion, specify it*], as provided by section fifteen, subsection one, of "*The Tramways Act of* 1882," which is as follows [*set forth section fifteen, subsection one, of the said Act*]:—

This debenture is subject to the power of purchase reserved to the council by "*The Tramways Acts*," 1882-1890"; and upon such purchase this debenture will cease to be a charge upon any of the property of the said company other than that purchased by the council, but in lieu thereof will be a charge upon the property and revenues of the council, and the said company will thereafter be discharged from all liability; but the council will be liable in respect of the same in the same manner as if this debenture had been issued by the council instead of by the said company.

Issued under the corporate seal of the said company the day of

[L.S.] A.B. } Directors.
C.D. }

CONDITIONS APPROVED BY THE GOVERNOR IN COUNCIL, BRISBANE, 17TH NOVEMBER, 1892.

1. Poles to be of suitable dimensions and to be not less than twenty-five feet in height, and so placed as not to interfere with telegraph poles or wires.

2. Poles to be distant one from another not more than one hundred and thirty feet.

3. Supporting wires to be not less than twenty-three feet in height above the surface of the earth.

4. Conducting and trolly wires to be not less than twenty-two feet in height above the surface of the earth.

5. Conducting and trolly wires to be insulated in a suitable manner to the satisfaction of the Postmaster-General, and so as to prevent the current being conveyed to the non-conducting poles or wires.

6. Proper precautions must be observed to the satisfaction of the Postmaster-General to prevent the falling of wires or cords; also, for protecting the trolly wires by steel guard wires running parallel to them, not less than six inches away, as a precaution against accident from the falling of telegraph, telephone, or other wires.

7. Special arrangements, approved by the Postmaster-General, to be made at crossings.

8. A second or return wire to be provided instead of using the earth as a return circuit.

9. The conducting wire to be carried at the opposite side of the respective streets or roads to that on which the telegraph or telephone lines are placed.

10. Each section to be provided with automatic devices for switching off from the power stations.

LIST OF ELECTRIC LIGHTING CENTRAL STATIONS IN GREAT BRITAIN.

City, town, or district.	Name of company, if any.	Date of provisional order of license.	The period at which the lighting commenced.	System of lighting used, and names of makers of dynamos.	Power used.	Engines and boilers and their horse-power.	Total number of arc lamps now in use, C.P., and cost per hour.	Total number of incandescent lamps now in use, C.P., and cost per hour.	Number of arc lamps and incandescent used in street lighting.	Number of lamps added during the past twelve months.	The present arrangement for carrying out the lighting.	Present capacity in lamps of generating station.	Description of mains.	Length of mains now laid.	Cost of construction of central stations.	Percentage of the indicated engine power obtained at the terminals of the dynamo under conditions of normal work.	Coal consumption per hour for a unit, 1,000 watts delivered at dynamo terminals. Prices per ton and quality of coal.	Price per unit.	Cost of street lighting (if any) compared with gas.	Price of gas per 1,000 feet.	Name and address of engineer-in-chief.	Additional remarks.	Total cost of mains.	Total works' cost per unit.	Total cost per unit, including depreciation, redemption, and management charges.	Approximate number of units generated during six months.	Number of units consumed during six months.	Yearly revenue per S.C.P. lamp.	Average daily consumption of watts; daily output in watts for six months.
ST. AUSTELL	Veale and Co., Ltd.		March, 1886	Low tension	Steam	Compound engines 170 H.P.						1,300 16-C.P.	Underground				Welsh	1s. 3d. per hour for 16 C.P.			J. M. Coon	Several motors are used for printing, grinding, stonemasons' work, &c.					8s.	
BATH	City of Bath Electric Lighting Co.	June, 1891	June 24th, 1890.	Thomson-Houston for street lighting. Brush alternating for private lighting	Steam	Babcock-Wilcox boilers, Raworth's engines 600 H.P.	10 1,200-C.P.	6,200 8-C.P.	84 arcs	2,200	Contract for seven years	10,000 incandescent, 200 arcs	Underground, Callender's solid system	40	£35,000			10½d.	6d.	Double	2s. 8d.	M. C. Ollsson		£8,000					
BIRMINGHAM	Birmingham Electric Supply Co., Ltd.	August, 1889	April, 1891	Low tension Crompton dynamos	Steam	Willans and Robinson steel Lancashire type	38 arcs, 1,500-C.P.	7,900 16-C.P.		18 arcs, 2,700 16-C.P.	Provisional order	10,000 16-C.P., ultimate capacity 25,000 lamps	Underground, Crompton culvert with copper strip for feeders; Callender's solid system for distributing mains	6,260 yards				8d.		2s. 7d.	J. C. Vaudrey, M.I.E.E., 14, Dale End, Birmingham							
BRADFORD	Corporation			Two-wire low tension Siemens dynamos and batteries	Steam	Willans engines Lancashire boilers							Underground Siemens armoured cable																
BRIDLINGTON	Local authority		1890	Thomson-Houston arc lighter		Motive power hired from saw mill	18 arcs of 1,200 C.P.	Equal to 11,800 8-C.P.		8,000		8,000 8-C.P.	Underground armoured cables	¾ mile							R. Railton Brown	Lamps run during summer season							
BRIGHTON	Corporation	1893	1891	Two-wire low tension Goolden dynamos	Steam	Willans engines and Lancashire boilers		16,000 8-C.P.					Overhead insulated cables	4 miles	£11,000			Welsh, 21s.	7d.		2s. 9d.	Arthur Wright				107,000		97,000 maximum output	
BRIGHTON	Brighton and Hove Electric Light Co.			Alternating current transformers	Steam	Fowler boilers and engines		20,000 8-C.P.					Overhead insulated cables	14 miles					7d.		2s. 9d.	G. J. Philpot							
BUCKINGHAM	Buckingham Electric Light Co. (private)	1889	1890	Low pressure and accumulators. Two Elwell-Parker dynamos	Steam and water	20 H.P. by water, 20 by steam		3,004 16-C.P.	None	50	License	600	Overhead	600 or 800 yards	£1,200	No data		25s. per lamp per annum	4s. 6d.	Rogers and Son							
CHAGFORD	G. H. Reed		Sept. 1st, 1891	Alternating transformer (Hedgelog) Siemens Bros. dynamos	Water			300 8-C.P.	20 32-C.P.		Contract		Underground, lead-covered paraffin paper insulation	1,800 yards	£2,000			£1 per year, 16 C.P.	6s. 8d.	George Reed, The Factory, Chagford							
CHELMSFORD	Crompton and Co.	1890	May 14th, 1890	Alternating current and continuous arc lighting	Steam	Multi-Lancashire and Paxman boilers, Willans engines	19 10-ampères	1,500 private, 1,000 street, 8-C.P.	19 arcs, 250 32-C.P. in.	1,000	Board of Trade license	4,000	Overhead and underground	14 miles of street	£14,000	75 per cent.		6·3 lb. Welsh	1s. to 6d. sliding scale; first year averages 7d.	Same	4s. 6d.	A. H. Pott				47,600		10s. 6d.	
COWPEN QUAY and WATERLOO, BLYTH	Sanderson and Co.			Brush arc lamp in series	Steam	Babcock boiler, Chandler engine	19 2,000-C.P.	Only nine in station	19 are lamps		Contract for five years	25 lamps of 2,000-C.P.	Overhead fluid insulator	About 4 miles	£2,000	Stated to be 85 per cent		6d. per hour for arcs		3s. 9d.	R. S. Mytton	This company does street lighting only						
DUBLIN	Corporation	1890 and 1892	September, 1892	High tension alternating for incandescent direct for arc current	Steam	3 compound engines of 350 H.P. 3 compound 751 H.P.	80 arcs of 1,200-C.P.	1,200 16-C.P.	80			10,000 8-C.P.	Underground vulcanised rubber in cast-iron pipes	20 miles	£31,000		Welsh	7d.		3s.	M. Ruddle							
EASTBOURNE	Eastbourne Elec. Light Company	1891	Feb., 1882	Lowrie-Parker alternators and Lowrie-Hall transformers in parallel, transforming from 1,800 to 100 in consumers' houses. Series circuit for arc lighting: Brush arc machines	Steam	Fowler and Co.'s engines and boilers, total engine H.P. 400	20 2,000-C.P.	7,000 8-C.P.	16 arc lamps	1,000	License	4,500 16-C.P.	Underground insulated cables drawn into cast-iron pipes	9 miles		70 per cent.	9 lb., Best Welsh, 23s. per ton	9d.		9d.	H. W. Wilkinson, Central Station, Eastbourne Electric Light Company				110,000		10s.	
EXETER	Exeter Electric Light Co.	1891	September, 1889	High tension alternating (Merbey). High tension series arc (Thomson-Houston)	Steam	Two compound horizontal non-condensing 120 H.P., each by Fowler; and two Wellinghouse triple expansion of 25 H.P.	35 of 1,200-C.P.	4,000 8-C.P.	None	1,300 8-C.P.	Provisional order	7,000 8-C.P.; 60 arcs	Fowler-Waring underground cable (concentric)	About 9 miles	£16,000	Over 85 per cent. at full load	10·8 lb Nixon's Navigation	7½d., or by contract, 5s. per C.P.		3s. 1d.	T. P. Wilmshurst, Electric Light Station, Exeter		£4,000	2·4d.	5d.	85,000		8s. by contract, 11s. by meter	114,000 maximum load
FAREHAM	Fareham Electric Light Co.		September 1st, 1890	Thomson-Houston	Steam	Ransome, Sims and Co. com. engine	21 1,200-C.P.	92 20-C.P., 320 16-C.P.	20 arcs; 90 incand.		Contract for three years		Overhead and underground	16 miles	£5,000 (with mains)		Welsh	1s. per C.P. per annum	About the same	3s. 9d.		Meters being put in, 8s. per unit					8s.	20,000
GALWAY	Galway Electric Co.	1890	June, 1889	Low tension, Crompton and Statter dynamos	Water power	2 100-H.P. Hercules turbines, 12-foot fall	2 2,000-C.P. 1½d. per hour	3 200-C.P., 8d. per hour	Two arcs	150 8-C.P.	Provisional order	3,000 to 4,000 8-C.P.	Underground and overhead	4 miles				5d.		8s. 9d.	J. E. Pearce, Electric Light Co., Galway	Water power (13 feet head) obtained from lake 15 by 20 miles				16,000		
GLASGOW	Corporation			Low pressure three-wire		Willans engines						12,000	Bare copper in culverts					7d.		2s. 9d.	W. Arnot							
HALIFAX	Halifax Mutual Electric Light and Power Supply Co., Ltd.	None	January, 1889	Low tension, two-wire, 110 volts. Blakey, Emmott, and Co.'s dynamos	Steam	Two Lancashire boilers, 150 I.H.P. each	80 2,000-C.P. (10d.)	400 16-C.P.	None	100 16-C.P., 10 arcs		2,000 lamps of 8-C.P. At present fully loaded	Overhead wires	10 miles				8d., or by contract		2s. 2d.	Managing Director W. Emmott							
HASTINGS	Hastings and St. Leonard's Electric Light Co.			Alternate current transformer, Mordey	Steam	Brush		4,000 8-C.P.					Underground	30 miles				8d.		3s. 9d.	E. T. Mercer							
KESWICK	Keswick Electric Light Co.	No Provisional order	Sept. 1st, 1889	Alternate current transformers (Kapp 30 unit made by Johnson and Phillips)	Water	Turbines (Victor) 63 H.P.	1 300-C.P. 1s. per hour	730 17-C.P.			Contract		Overhead on Johnson and Phillips fluid insulators					1s. per C.P. per annum		4s.	W. R. Rice, engineer in charge							
LIVERPOOL	Liverpool Electric Supply Co.	1889, 1891, and 1892	1883	Direct current, 110 volts, Siemens and Crompton dynamos	Steam	Willans engines, Lancashire boilers 2,000 H.P. indicated	20 1,000-C.P. to 2,000-C.P. each	18,000 16-C.P.	None	2,000 16-C.P.	Provisional orders	37,000 16-C.P.	Underground Callender system	50 miles				7½d.		3s.	A. Bromley Holmes					350,000		
LONDON DISTRICTS:—																												
BELGRAVIA and PIMLICO	Westminster Electric Supply Corporation	August 26, 1889	March 2nd, 1891	Generation at 200, and distribution in two parallels of 100 volts each. Battery in parallel with 200-volt dynamo, Crompton and Siemens dynamos	Steam	Willans and Davey-Paxman engines, Davey-Paxman "Economic" boilers and Fraser of same kind. Total I.H.P. 700 (not yet condensing)		Total three stations 98,820 8-C.P.	None		Provisional order	30,800 8-C.P.	Underground copper in Kennedy type culverts. Insulated cable in Callender conduit	Total length of streets in which mains have been laid, 82 miles		No data		5·7 for December	7d. per Board of Trade unit		3s.	Prof. A. R. W. Kennedy, F.R.S., M.I.C.E.							
CHELSEA parish and a portion of KENSINGTON parish	Chelsea Electricity Supply Co., Ltd.	Sept. 1885, for Chelsea: Aug. 1889, for Kensington	September, 1889	Low pressure and secondary batteries (E.P.S.) in sub-stations with continuous current motor transformers, constant pressure at feeding points, Elwell-Parker dynamo	Steam	7 Willans and Robinson G.G. engines 80 I.H.P., two Willans and Robinson H.R. engines 125 I.H.P. Babcock and Mill's boilers	Two	35,000 8-C.P.	None	8,000 8-C.P.	Provisional order	40,000 8-C.P.	Underground Callender-Webber bitumen concrete conduits and Callender's bitumen cable. Drawing-in system and feeding points	About 20 miles		No data		Welsh	8d. per Board of Trade unit		3s. 1d.	Frank King.							
ST. JAMES'S, WESTMINSTER	St. James's and Pall Mall Electric Light Co., Ltd.	License, 1888, provisional order 1890	April 4th, 1890	Three-wire continuous low-pressure current from dynamos by Siemens Bros., and Latimer Clark, Muirhead	Steam	Willans engines, 3,300 indicated H.P., six Davey-Paxman locomotive boilers, 3,000 effective H.P.	About 50 scattered over the district	45,000 8-C.P.		8,000 8-C.P.	Provisional order	60,000 8-C.P., 100,000 wired	Underground bare copper strip on porcelain insulators in iron culvert armoured cable, iron pipes and vulcan rubber services	8 miles, including services and small cable runs		Over 80 per cent.	Average of 7 lb. throughout the year (1891) Welsh	7d.		3s. 1d.	Sydney T. Dobson, A.M.I.C.E., of Mason's Yd., Duke Street, St. James's.							
KENSINGTON	Kensington and Knightsbridge Electric Lighting Co., Ltd.	Licenses and provisional orders obtained, 1887 and 1888	Jan., 1887	Low tension with secondary batteries, Siemens and Crompton and Co., dynamos	Steam and water	Willans engines, 1,800 H.P., Babcock boilers, 2,180 H.P.				9,203 8-C.P.	Provisional order	59,865 8-C.P.	Underground copper-strip in culvert and Henley's cable in iron pipes, three-wire and feeder systems	11 miles and 700 yards		83 per cent. full load, 76 per cent. half. Mean 81 per cent.	Best in any one month, 6·5 lb. Welsh	8d., with rebate to large consumers according to scale		3s. 1d.	R. E. Crompton, Mansion House Buildings, E.C.							
MARTIN'S-IN-THE-FIELDS	Electricity Supply Corporation, Ltd.		October 29th, 1890	Direct current, low tension, 100 volts. Mather and Platt dynamos	Steam	Willans and Robinson 1,000 H.P.	10 2,000-C.P.	25,000 8-C.P.	None	15,000 8-C.P.	Provisional order	45,000 8-C.P.	Underground Callender cables run in Callender bitumen casing	14 miles		No data		7d.		3s. 1d.	H. A. Earle, Mather and Platt, 16 Victoria street, S.W.							
MAYFAIR	Westminster Electric Supply Corporation, Ltd.	August 26th, 1889	March 21th, 1891	This station is still working on two-wire system with batteries in parallel with dynamos, but is about to be changed over. Elwell-Parker and Crompton dynamos	Steam	Willans engines, Paxman "Economic" boilers, and similar boilers by Fraser. Total 1,540 I.H.P., non-condensing	About six arcs		None		Provisional order	62,500 8-C.P.	Underground copper in Kennedy type culvert. Insulated cable in Callender conduits	Total length of streets in which mains have been laid, 9·5 miles		No data		7d.		3s.	Prof. Kennedy.							
NOTTING HILL	Notting Hill Electric Light Company		May, 1891	Direct current Crompton's dynamos	Steam	Willans engines, Babcock and Wilcox boilers	Seven	10,000 8-C.P.		2,500	Provisional order	20,000	Underground, three-wire system	8 miles	£26,000	75 per cent.	Between 8 and 9 lb.	8d.		3s. 1d.	George Schulz, Central Station, Bulmer Place, W.							
ST. PANCRAS	Electricity department of the Vestry	1893	Nov. 9th, 1891	Continuous current 110 volts, three-wire system Kapp's multipolar dynamos	Steam	William triple expansion engines. Babcock and Wilcox boilers		11,000 16-C.P.	86 arcs being erected	8,000	Provisional order	10,000 16-C.P., 90 arcs	Underground culverti. Bare copper strip on insulators	5½ miles	£92,000, including mains	No data		6d.; and 3d. for day supply		2s. 9d.	J. T. Baron, M.I.E.E., Vestry Hall, St. Pancras		£34,894					
WESTMINSTER	Westminster Electric Supply Corporation, Ltd.	Aug. 26th, 1889	Nov. 11th, 1890	Generation at 200 volts and distribution in two parallels of 100 volts each; batteries in parallel with 200-volt dynamos, Goolden, and Mather and Platt	Steam	Willans engines, Babcock boilers, total I.H.P. of engines 1,120 not yet condensing	About a dozen arcs		None		Provisional order	45,000 8-C.P.	Underground. Copper in Crompton culverts and insulated cable in pipes and casing	Total length of streets in which mains are laid, 4·8 miles		No data		7d.		3s.	Prof. A. B. W. Kennedy.							
LYNTON	Hans H. Benn			Alternate current transformer	Water	C. L. Batt's turbine		1,200 8-C.P.	378 C.P.												Hans H. Benn							
NEWCASTLE	Newcastle and District Electric Lighting Co., Ltd.			Alternate current transformer	Steam	Parsons's turbines		10,500				License	Ultimate capacity will be 50,000	Underground						1s. 9½d.	W. O. Hunter							
NEWCASTLE	Newcastle Electric Supply Co.	1889	1890	Alternate current transformer 2,000 volts, Mordey	Steam	Robey engines, Lancashire boiler		14,366 8-C.P.					Underground concentric cables	10 miles		66 per cent.		21 lb. steam coal 5s. 10d.	4½d.	1s. 10d.		Figures given are for twelve months' working						
NORTHAMPTON	Northampton Electric Light and Power Co., Ltd.	1890	March, 1891	Direct current low tension. Crompton dynamos	Steam	Three Scott and Hodgson's compound engines, 120 I.H.P. each; two Daniel Adamson Lancashire boilers, 120 lbs. steam	20 from 5 to 20 ampères	4,000 8-C.P.	7 100-C.P.	1,000 8-C.P.	Provisional order	7,000 8-C.P.	Crompton's underground mains	2 miles	£7,000	No data	Hard Steam, 12s. 9d.	9d. a unit, subject to 10 per cent. discount	2s. 4d.	B. B. Benle, Angel Lane, Northampton					30,000			
NOTTINGHAM	Muirhead and Co.		March, 1891	Low tension. Clark, Muirhead and Co.	Steam	Marshall and Co.	4 arcs, 2,000-C.P.	600 16-C.P.		200	License	570 16-C.P.	Overhead wires	1 mile	£3 000		10s. 3d.	7d. or 3½d. per 16-C.P. per annum		2s. 6d.	J. Parr							
OXFORD	Oxford Electric Light Co.		June, 1892	H.T. continuous Parker dynamos motor generator transformers at sub-stations	Steam	Triple expansion surface condensing engines, locomotive boilers	16 1,200-C.P.	5,000 8-C.P.	16 arcs	All since June, 1892	P.O.	15,000 8-C.P.	H.T. Silvertown, L.T. Callender's lead-covered	8 miles L.T., 7 miles H.T.			Welsh	8d.			J. H. M. McLean							
PRESCOT	British Insulated Wire Co.		September, 1892	Brush alternating system	Steam	Raworth, Browett, and Tangye	12 2,000-C.P.	1,000 12-C.P.	12 arcs			5,000	Underground B.I.W. system	12 miles	£7,000 approximate	80 per cent.	Steam coal	7d.		4s. 8d.			£3,000				10s. 6d. to 15s.	
PRESTON	National Electric Supply Co., Ltd., Preston	1890	October, 1890: temporary plant	Three-wire low tension system. Latimer Clark, Muirhead, and Co.	Steam	Bellis compound	Fifty	6,000 8-C.P.		3,000 8-C.P.; 30 arcs		30,000 8-C.P.	Underground 3-wire	5 miles			Slack	15 per cent. discount if paid within 21 days		3s. 9d.	F. F. Bennet, Laurel Villas, Ashton-on-Ribble, Preston	Transformed from temporary to permanent station				41,000	40,000	6s. 8d.	100,000 daily output
READING	Laing, Wharton, and Down Syndicate		March, 1889	Thomson-Houston	Steam	Two Brownett-Lindley 25 H.P. and Westinghouse, one at 50 H.P., one at 25 H.P.	71 arcs at 1,200-C.P.	600 8-C.P.	None		Agreement with Corporation	Plant fully loaded	Overhead	4½ miles		No data	Coke	Arc by contract. Incandescent by meter		3s.	F. F. Yeatman, The Island, Reading							
SHEFFIELD	Sheffield Electric Light and Power Co.			Alternate current transformer	Steam							6,000 8-C.P.										Company object to give details on account of alterations						
SOUTHAMPTON	Southampton Electric Light Co.	1890	May, 1891	Low tension three-wires with batteries, Crompton dynamos	Steam	Two Marshall boilers, 20 and 40 N.H.P.; one Robey 40 N.H.P. engine; Willans, 60	13 arcs	2,500 8-C.P.	None	1,500	License	2,700 8-C.P.	Underground Crompton system	1½ miles	£4,200	£4,000		10d., with rebate		2s. 10d.	K. A. Scott-Moncrieff		£8,000	3·5d		24,000	22,000		12,200
TAUNTON	Taunton Electric Light Co.		1886	Thomson-Houston	Steam	Willans	78 arcs	920 16-C.P.	37 arcs	7 arcs and 500 8-C.P.	Provisional Order	90 arcs, 1,300 16-C.P.	Overhead and underground	8 miles				16s. per ton	6d.	3s. 9d.	H. E. Hunt							
THETFORD	Electric Light Co., Ltd.		August, 1888	Lawrence, Scott dynamos	Steam	Barrell and Sons' engines, 1·25 H.P. 1·10 H.P.	20 500-C.P.	450 16-C.P.			P.O.	1,000 16-C.P.	Overhead	3 miles	£3,000		Cobbles, 17s. 6d.	8d.		5s.	R. Carter							
WEYBRIDGE	Weybridge Electric Light Co.	June, 1891	March, 1890	Thomson-Houston system	Steam	Two 75 H.P. compound engines; one 100 H.P. boiler		500 16-C.P.	120 16-C.P.	3,500 16-C.P.	Provisional order	1,200	Overhead	7 miles			9 lb.	9d.		4s. 6d.	Percy Mossop, Weybridge Electric Works							
WATERFORD	Waterford Electric Light Co.		September, 1887	Thomson-Houston system, four T.-H. arc dynamos, and two T.-H. composite field alternators	Steam	120 H.P. Fowler (horizontal), 120 Marshall, two loco. boilers	34 1,200-C.P.	None	34 1,200-C.P., back streets lighted by oil		Contract	Working at full capacity	Overhead			No data				4s. 6d.	P. Peters, Elec. Light Depôt, Waterford							
WICKWAR			October, 1888	Two-wire 200 volts, Elwell-Parker	Steam and water	Davey-Paxman 60 I.H.P., Adams 15 I.H.P., one 36 feet overshot water-wheel		220	20 incan.	5 public	Public subscriptions	240 16-C.P.	Overhead bare copper wires	2½ miles	£700		Forest of Dean, 10s. per ton		None made	F. G. Ansell	Street lamps are lit only from Oct. 1st to April 1st	£70		4d.	4,000			

APPENDIX C.

REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS.

In pursuance of the instructions of the Honourable the Delegates assembled in Conference, we have carefully considered the questions remitted to us, and have to report, as follows:—

*2. P. and O. and Orient Contract, 1895.

The present contracts held by the P. and O. and Orient Companies will expire on the 31st January, 1895.

The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government and £75,000 by the colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

The following were the amounts paid by the colonies for the year 1891:—

	£
New South Wales	26,767
Victoria	26,595
Queensland	9,425
South Australia	7,483
Tasmania	3,506
Western Australia	1,224

In view of the necessity for speedy and regular communication between the United Kingdom and Australasia, we are of opinion that the system of subsidies should be continued, and the Mail Service maintained by the United Kingdom and the Colonies as at present.

We recommend:—

That New Zealand be invited to join in the service.

That the London Post Office be invited to call for tenders on conditions approved by the colonies, from *bonâ fide* English companies (to be performed by one company or by two, in the latter case running alternatively, as at present), but before accepting any tender that all tenders be submitted to the colonies.

The following to be some of the principal conditions:—

That the term be 7 years.

That it be a stipulation that greater regularity in the time of the arrival of mails be insisted upon, as under the present arrangement of alternately slow and fast vessels the equal weekly interval is destroyed.

That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days. The accompanying Return (see Appendix A) shows the times occupied by the steamers of the two companies from Brindisi and Naples to Adelaide during the year 1892, the average time taken having been from Brindisi, 28 days 17 hrs. 20 min., and from Naples 28 days 22 hours 26 min.

That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Albany both ways, the outward steamers to stay at that port not less than six hours.

That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian colonies or any of them.

That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.

That the steamers call at Colombo both ways.

That it should be a condition of the new ocean mail contract that the steamers should be required to afford all conveniences for the carriage of frozen meat, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same.

That the other general conditions of the present contracts be adhered to.

In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France those by Orient steamers are carried by ordinary mail train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter, $\frac{15}{16}$ of 1d. has to be paid for the Continental transit by such trains against $\frac{3}{8}$ of 1d. by ordinary trains.

That the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present.

That

* Amended by Conference, see page 63.

That clause 7 of the P. and O. contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for above.

That the day of departure from Adelaide be Thursday, at 1 p.m., reaching Albany in 72 hours.

It is necessary that early steps be taken to confer with the Imperial Government on the subject of the new contracts, in order that tenders may be invited with as little delay as possible.

3. Fumigation of Mails at First Australian Port at Joint Expense.

We are of opinion that any fumigation of mails should be at Adelaide, and not at Albany, the first port of arrival. If a thorough fumigation is considered advisable it would be necessary to open the 700 or 800 bags, containing about 250,000 articles, arriving by each steamer, to untie the bundles, and fumigate each article. It is hardly needful, however, to point out that such a course as this would probably delay the mails 48 hours, to say nothing of the large expense in providing a staff for opening, retying, and reclosing the mails, the beneficial results as a preventative being, as we understand the opinion of many medical officers, very doubtful.

7. Postal Union.

(*a*) (1) Newspaper rates, and (2) printed paper rates to the United Kingdom—

As it is imperative under the Postal Union Convention that newspapers exceeding 4 oz. in weight should bear an additional rate of postage,

we recommend that from the 1st July next the rate to the United Kingdom be—

Each newspaper not exceeding 4 oz. ... ... 1d.
Every additional 2 oz. or fraction thereof ... ... ½d.

(*b*) Proposal by Italy, paragraphs 3 and 4, Article 19 of Detailed Regulations, as to deterioration of articles sent as samples—

Italy proposes that the following paragraph be inserted between Nos. 3 and 4 as paragraph 4—

"Articles of an intrinsic value must be defaced in such manner as to make them lose their mercantile value.

"Provided, however, that odd articles which taken singly would have no appreciable value, as also articles of insignificant value clearly sent as specimens, may be despatched in perfectly sound condition, when any defacement whatever would make them lose their character of type or specimen which is the cause of their being forwarded."

We recommend the adoption of this proposal. Present No. 4 paragraph to be No. 5.

(*c*) Proposal by Italy, Article 16 of Convention, subsection (*a*), *re* transmission of coin, &c., also alteration No. 2 of paragraph 3, same Article—

Proposed to substitute for section 2:—"It is forbidden—

"(1) To insert in ordinary correspondence coin, gold, or silver bullion, precious stones, jewellery, and other precious articles, as well as articles of all descriptions liable to Customs duty.

"(2) To insert in registered correpondence gold or silver bullion, precious stones, jewellery, and other precious articles; but only in case their insertion or transmission is forbidden by the legislation of the countries concerned."

We recommend the adoption of this proposal.

(*d*) Proposal by France, Article 16 of Convention, paragraph No. 1, subsection (*a*), *re* manuscript correspondence in commercial papers, &c.

Proposed that subsection (*a*) of Article 16 of Vienna Convention be modified as follows:—

"(*a*) Commercial papers, samples and printed papers which are not prepaid at least partially, *or which contain letters or manuscript notes having the character of actual or personal correspondence*, or which are so fastened as not to permit of an easy verification of their contents."

We recommend that this be adopted.

(*e*) Vote required *re* proposition by United States concerning articles of natural history—

We recommend the adoption of the proposal of the United States, that in subsection 4 of Article 19 of Detailed Regulations, after the words "Live bees," to insert "Specimens of Natural History."

And to add a new subsection, No. 5, to read as follows:—

"Natural History specimens, such as dried insects and cocoons, shells, botanic and geological specimens, must be sent for non-commercial purposes, and must be packed in accordance with the general conditions attaching to samples of merchandise."

But that the extension proposed by France to insert "silkworms' eggs" be not agreed to, for the reasons that silkworms' eggs are articles of value, and can be sent at a slightly increased cost by letter or parcel post, and it is undesirable to further extend the concessions under the packet regulations.

(*f*) Correspondence

(*f*) Correspondence *re* fraudulent stamps—

Queensland and South Australia have, by legislation, already provided for a compliance with Clause 18 of the Principal Convention with regard to fraudulent stamps, and it is recommended that the other colonies should introduce similar provisions in any future Postal Bill.

(*g*) Proposal by Holland, sub-paragraph (*m*), Article 18, of Regulations, *re* requisitions to libraries—

We recommend that subsection (*m*) of Article 18 of Regulations be modified as follows :—

To add after the word "communications," the following: "The front of the card form is exclusively reserved for the address."

(*h*) Proposal by Italy, section 3, Article 11 of Convention, and section 3, Article 6, of Regulations *re* "open sea" letters—

That while we approve of the proposal by Italy as follows, that to paragraph 3 of Article 6 of Regulations be added :—

"When necessary that office—*i.e.*, the office in which the correspondence is delivered—to mark this correspondence independently of its ordinary date stamp with a stamp or impression of the word "Packet-boat," an indication which may also be made thereon in writing,"—

we propose that future Conventions should provide that correspondence posted at port of arrival should bear the postage stamp of the country at which the letter was actually posted, and not of the country to which the ship belongs.

(*i*) Proposals by France and Russia, paragraph 4, Article 18 of Regulations, *re* writing on newspaper cuttings—

The Russian Office proposes that to subsection (*c*) of paragraph 3 of Article 18 of Postal Union Regulations the following be added :—

"To add, in writing or by a mechanical process, to passages cut from newspapers or other periodical publications, the title, date, number, and address of the publication from which the article is extracted."

France proposes to add as follows :—

"To indicate, by writing, at the head of passages cut from newspapers or other publications, the title, date, and address of the newspaper from which the article is extracted."

We recommend that the Russian proposal be accepted.

(*j*) Article 9 of Convention, and 30 of Regulations, *re* correction of address—

With regard to Article 9 of Postal Union Convention, and 30 of Regulations, the question of withdrawal, etc., of correspondence was considered at the Hobart Conference in 1892, when the decision arrived at by the heads of departments, viz., That the present practice under which a letter can be returned to the sender by warrant of the Governor or Minister, as the case may be, answers every purpose, was confirmed.

We recommend that the Berne Bureau be informed in reply to letter of 25th June, 1892, that in every case in which a Union office prefers a request for the return of a letter or the alteration of an address the necessary authority of the Governor or the Minister, as the case may be, will be obtained.

The request should be made to the Central office.

(*k*) Commercial papers, articles grouped together—
(*l*) Surtaxes—Article 5 of Convention—
(*m*) *Re* simplification of general statistics—

} We have no recommendation to make under these heads.

(*n*) *Re* England to continue to pay for actual weight instead of according to statistics—

We recommend that the London Post Office should be asked to continue to settle, so far as the Australian transit rates are concerned, on the actual weight instead of statistics—the settlement being made every three months as at present.

(*o*) German proposal *re* Tientsin (Article 38 of Regulations)—

The German Office proposes the following alteration of Clause 1 of Regulation 38:—"The German post offices established at Apia (Samoan Islands), Shanghai, and Tientsin (China), as subordinate to the postal administration of Germany."

We recommend that this proposition be agreed to.

NOTE.—In connection with Postal Union Questions, we desire to add that in view of a letter received from the Berne Office it is necessary for the colonies to extend the limit of weight generally on packets of samples from 8 oz. to 10 oz., except when higher limit exists by mutual arrangement, and on packets of commercial and printed papers, from 4 lb. to 5 lb.

8. INDIA, LIMIT OF SIZE, &C.

We propose to agree to exchange with India packets of commercial and printed papers up to 5 lb. and samples up to 12 oz.

9. INDEMNITY FOR LOSS OF REGISTERED LETTERS.

We propose that the recommendation of the Hobart Conference be adhered to as regards declining to adopt the provisions of the Convention, and providing for a responsibility to the extent of £2 on the loss of a registered article. The Queensland Act, however, provides for this indemnity.

10. ACKNOWLEDGMENT

10. Acknowledgment of Receipt.

(*a*) Procedure, if not paid for—

We recommend that persons making inquiry as regards the delivery of registered letters should be called on to pay the fee of 2½d., provided for the acknowledgment of receipt, such fee to be refunded in the case of any delay in delivery being attributable to the Post Office.

(*b*) The General Post Office of each Colony to act as intermediary for transmission of acknowledgment of receipts—

We recommend that the General Post Office of each Colony, or the office of exchange, be the intermediary for the acknowledgment of receipts.

(*c*) Acknowledgment of receipt. Proposal by France—"That details be given by the office of origin, &c."—

We recommend that the old system, in force prior to the Vienna Convention, under which the form of acknowledgment of receipt was filled up by the office of despatch, should be reverted to.

11. Intercolonial Convention (Draft).

We recommend that the further revision of the draft Intercolonial Convention be postponed until the postal laws of all the colonies permit of its being adopted; but we would point out that this Convention—which was, in the first instance, agreed to several years since—has remained in abeyance owing to want of legislation on the part of some of the colonies; and we would urge that no further avoidable delay should take place in procuring the necessary amendment of the law where required, so as to bring into force a measure which will be productive of great public convenience.

12. Parcel Post.

(*a*) Transit Rates (sea)—

It was agreed at the Hobart Conference of 1892 that communication be opened with the steamship companies for a reduction to 1d. per lb. or less.

The present Conference has already proposed to include the conveyance of parcels by ocean contract steamers without any extra payment.

We consider that the transit rate of 2d. per lb. now paid between Sydney or Melbourne to New Zealand or Tasmania is too high, and we recommend that the Victorian Postal Department be requested to endeavour to obtain lower rates.

We notice that in the Queensland Act, section 61, provision is made for a payment of 1s. for every 28 lb. weight of parcels.

(*b*) Transit Rates (land)—

We recommend the adoption of the following proposal by New Zealand:—"That Victoria, New South Wales, and Queensland should receive parcels from New Zealand for Eastern Countries, and forward them with their own parcel mails, New Zealand to reciprocate in connection with parcel mails from the other colonies for the South Sea Islands. The rates to be reduced as far as practicable."

(*c*) Extension to New South Wales and United States of America—

It is reported that New South Wales has provided in a Postal Bill for the extension of the parcel post intercolonially and inland, and it is hoped that the measure will soon become law.

We recommend that negotiations be opened with the United States of America with the view to the introduction of the parcel post between the United States and the Australian colonies.

(*d*) Collection of Customs duties at every parcel post office—

It is recommended that the practice which obtains of collecting duty on parcels at the port or place of arrival should be continued.

(*e*) With United Kingdom—

New Zealand suggests that London be requested to modify the agreement between the United Kingdom and the other colonies, so as to secure a uniform standard, preferably that of Queensland, which provides the same British inland rate on foreign as on English parcels.

We recommend that the present system be continued.

(*f*) Without names of senders (unclaimed)—

We recommend that the rules now in force be continued. This matter is fully provided for in the Intercolonial Draft Convention, sections 15 and 20 of Article 21.

(*g*) Insurance (rates, &c.)—

We propose that the recommendation of the Hobart Conference of 1892—namely, that the system of insurance and compensation be not adopted—be adhered to.

(*h*) Postal Union system (intercolonially)—

New Zealand suggests the application of Parcel Post Union principles intercolonially.

We recommend that this be disagreed to.

13. Express Postal Delivery.

We consider that the objections raised at Hobart to the system still exist

14. Letter Cards.

We have considered the question of the introduction of letter cards inland and intercolonially, but are unable to arrive at a unanimous agreement.

The Representatives of New South Wales and South Australia proposed a 1½d. card, which was disagreed to.

The only colony which uses letter cards is Victoria, where they are charged for at the rate of 1s. 3d. per doz., or 1½d. each, their face value being 1d.

15. Sending Unmarked Stamps to Berne.

We recommend that all stamps sent to the Berne Bureau be cancelled, or marked "specimen."

16. Reconsideration of Packet Rates.

The Representatives of the New South Wales and Victorian Departments proposed that packets containing purely printed matter should be exchanged at a rate of ½d. per 2 oz. with a minimum charge of 1d., but it was decided by a majority that the present rates be continued intercolonially.

17. Uniformity of Statistics in Annual Postal Reports.

It is suggested that the Sydney Office be requested to prepare forms of statistics, with a view to uniformity in the Annual Reports of the Departments of the various Colonies.

18. Telegraph Money Orders.

At the Melbourne Conference of August, 1892, Victoria, New South Wales, and South Australia only being represented, it was agreed to adopt the following regulations in addition to existing precautions:—

"(1) That money order telegrams should be numbered consecutively, and in transmitting the advice the number should appear as a prefix in the body of the message.

"(2) That they should be transmitted through the Chief Office, which, after verifying the number, should advise the paying postmasters.

"(3) Postmaster or officer in charge to be held personally responsible for every money order telegram transmitted from his office.

"(4) Postmaster on no account to allow any operator or officer in the Department unattached to his office, or even his own officers when off duty, to have access to the instrument."

Since then Mr. Edgar of the Melbourne Office, and Mr. Doak of the Sydney Office, have furnished valuable suggestions which are appended, marked *A* and *B*.

As the matter is one which presents considerable difficulty, we recommend that it be remitted for further consideration to the Post Offices of the various Colonies.

19. Classification of Intercolonial Correspondence on Union Lines (Book and Packet Post).

Each colony is doing this as far as possible.

20. Intercolonial Letter Bills (whether to be Retained at Office of Destination).

We recommend that the present practice be continued.

21. Verification Certificates (Intercolonially).

We recommend continuance of present practice.

22. System of Surcharging Intercolonially (Francs and Cents).

We propose that the present system of marking in British money be adhered to.

23. Commercial Papers, Printed Papers, and Sample Post (Exchanged Intercolonially).

(*a*) Detention when unpaid, &c.—

We recommend that the proposal (No. 3) in the Draft Intercolonial Postal Convention be adhered to.

(*b*) Extension of weight and dimensions—

We propose that no alteration be made, as the Parcel Post meets all requirements.

(*c*) Inland sample rate on ordinary articles (question of extending intercolonially)—

&

(*d*) Samples of gloves, boots, &c., at sample rates without being unpaired—

It is customary in all the colonies except New Zealand to exchange all articles of merchandise not exceeding 16 oz. in weight, and we recommend that New Zealand adopt same.

(*e*) Travellers' cards—

It is considered these should be paid for at letter rate unless entirely printed.

(*f*) Minimum rate for printed papers—

See No. 16.

(*g*) Minimum

(*g*) Minimum number of circulars by chromography—

We propose to adhere to the number at present allowed (20), as provided by Article 11 of Draft Australian Convention.

(*h*) Magazines as newspapers in Victoria—

We recommend that the definition of a newspaper as given in Article 10 of the Draft Australian Convention be strictly adhered to so far as present legislation of the colonies permits, and in view of the great importance of uniformity, we suggest that where fresh legislation is needed to secure this desirable result, it should be obtained as early as possible.

(*i*) Bulk parcels of newspapers, departure from regulations by Victoria—

We recommend that no departure be made from the regulations as laid down in Article 2 of the Draft Australian Convention, which provides that no parcel of newspapers pass at bulk rates if it contains less than four (4) newspapers.

(*j*) Postage on invoices bearing printed communications—

* Several forms of invoices and accounts containing printed communications of various kinds were submitted for the consideration of the Committee, who gave their opinion upon each; and whilst under the rule which permits of accounts being sent at packet rates, we cannot exclude ordinary trade notices, such as the following:—

"All empties returned must be advised."

"When remitting please return the statement to be receipted."

"Terms cash, in advance."

"Inspector of British and Foreign newspapers, &c."

"Terms 2½ per cent. discount on cash."

We are of opinion that any printed or written memorandum detached from the invoice or account cannot be admitted even if in the foregoing terms.

24. Unclaimed Letters, &c.

(*a*) Intercolonial detention—

We recommend that the course recommended at the Hobart Conference, page 23, item 22, be adhered to.

(*b*) Special request letters returnable direct to senders—

We recommend that present practice be continued.

25. Sea Transit Rates.

(*a*) Between Australia, Tasmania, and New Zealand, on foreign mails (proposed reduction from ½d. per letter and 3s. per cwt. to Union rates)—

Consideration deferred until the laws of some of the colonies are altered, which laws provide for a fixed charge.

(*b*) On mails from New Zealand landed at first port in Australia for further conveyance to destination—

New Zealand has only to pay when mails go beyond Australia.

26. France's Proposal *re* "Round the World" Letters.

We quite concur with the French Office that it is not the function of the Post Office to undertake the duty for the sole purpose of satisfying curiosity of sending letters round the world to fictitious addresses with the view to ultimately coming back to the senders, and we recommend that letters so posted be returned to the senders when practicable.

27. Postal Note System with the United Kingdom.

The London Office having absolutely refused to exchange postal notes with Australia, we have no recommendation to make.

28. Special Trains from Adelaide with English Mails (*re* Payment).

This is a matter which concerns only the Departments of Victoria, New South Wales, and Queensland, and we advise it be left to the Victorian Department to correspond on the subject.

29. Demonetization of Stamps (Inquiry by New South Wales).

We recommend that the present practice of the colonies be adhered to—namely, all obsolete postage stamps in the hands of the Department be destroyed, but that those in the hands of the public be still available.

30. Reduction of Postage from the United Kingdom.

† We think it is undesirable to make any recommendation on this subject. It is a question which, in our opinion, can only be considered as a matter of policy; but we would point out that any further reduction would unquestionably lead to a large loss of revenue, and would certainly involve a reduction of inland and intercolonial rates.

31. Indecent

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* Amended by Conference, first paragraph, fourth line, after the words "ordinary trade notices," to insert "*whether printed or impressed by rubber or other stamp.*"

† Amended in Conference by the omission of the words, "It is a question which, in our opinion, can only be considered as a matter of policy; but."

31. Indecent Photographs.

This question was brought under notice by the Representative of South Australia, who submitted some objectionable photographs which had passed through his office.

We consider many of these to be of an obscene character, and we think that the Post Office should not be the means of circulating matter of such a demoralising tendency.

32. Compulsory Registration of Articles of Jewellery (Value less than £1).

This matter was carefully considered at a Postal Conference held in Melbourne in August last year, when the following decision was arrived at:—

"Having considered this question, we would point out that compulsory registration is required by the postal laws of the colonies, and the principle is recognised by the regulations of the Universal Postal Union. It would, in our opinion, lead to friction and endless disputes between the officials and the public if it were made a function of the former to fix the value of articles of jewellery, &c., with a view to determine whether an article should be registered or not.

"In those colonies where the system has been in operation for several years, we find no difficulties have arisen, and we maintain that the additional security afforded by registration, even of articles of small value, is provided at a very reasonable cost."

We recommend that this decision be adhered to.

33. Functions of Secretarial Office in regard to Post and Telegraph Convention.

We recommend that all replies to circulars from the Berne Office should be answered, as arranged, through the Postmaster-General of South Australia, who will endeavour to obtain unanimity of the various colonies before forwarding the decision to the Berne Office.

As regards Telegraph Convention, see 41.

34. Franking.

No report to make.

34a. Re-direction.—Uniformity of Charges.

This matter was discussed at the Hobart Conference, when the following recommendation of the Heads of Departments was agreed to:—

"*Item* 19.—*Re-direction Charge; also Charge for return of Dead Letters.*

"We recommend the adoption of the Postal Union practice in its entirety—that is, to make no charge for re-direction if the article is fully prepaid to the country or colony to which it is re-directed. We are aware that under the existing Postal Laws of some of the Colonies the re-direction charge is compulsory, although inoperative as regards Foreign Countries."

34b. Uniformity of Action as regards Answers to Berne Circulars.

Dealt with above, under 33.

34c. Similarity of Names of Places (Post Offices) in Different Colonies.

Although we are alive to the inconveniences arising from similar names being given to places in various colonies, we see great difficulty in advising any change, but we are of opinion that the inconvenience would be materially lessened if the persons posting letters addressed to those places would be careful to insert the name of the colony. Care should be taken in future to avoid giving to places names which are already in use.

35. Cypher Messages.

(*a*) Mode of counting (definition).

In all cases where Messages contain cypher words we consider that the following rule agreed to at the Hobart Postal Conference in 1892, page 25, should be made universal throughout the colonies:—

"Every message consisting wholly or in part of words in secret language, or in words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message: provided that such extra charge shall not in any case exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word."

*(*b*) To New Zealand.

We recommend that the New Zealand Government be requested to negotiate with the Eastern Extension Telegraph Company, with a view of placing the intercolonial business on the same footing as regards cypher messages as defined above.

36. Urgent Telegrams.

We advise that the system of "Urgent" Telegrams now in force in Queensland, Victoria, Tasmania, New Zealand, and South Australia should be adopted generally.

37. Uniform Sunday Telegraph Rates.

We advise that all messages despatched on Sunday be charged double the ordinary rates, excepting cable and Press messages. (New Zealand assenting, except as regards Press rates; Tasmania dissenting.)

38. Intercolonial

* Negatived by Conference.

38. Intercolonial Rates to Port Darwin for Corrections.

&

43. Intercolonial Repeats (for Corrections).

We recommend that all intercolonial corrections and repeats should be dealt with in the same manner as provided for under the International Regulations, as follows :—

Rectifying Telegrams.

The receiver of a message may have the whole or part of it repeated on payment of the cost of the telegram demanding the repetition and of the reply to the same.

The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards and of the reply.

The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner :—

"Sydney from Brisbane" (*these words are not charged for*).

"RP. 4" (*representing reply paid four words*).

"Twenty-sixth," (*date of message to be repeated*), "Brown" (*receiver's name*), "Repeat first, fourth, ninth," (*meaning words of the text of the telegram to be repeated*) ; *or*,

"Twenty-sixth," "Brown" "Repeat word" (*or words*) "after————————————."

The reply will be worded as follows :—

"Brisbane to Sydney" (*these words are not charged for*).

"Brown".....(*words repeated*).

39. Registration of Telegraph Code Addresses (Fee).

We recommend that each colony should charge a registration fee of 10s. per annum for all cable code addresses. (Victoria dissenting, as that colony already has a charge of 21s.)

40. Multiple Press Messages.

We advise that each administration continue under the existing arrangements, as the Press rates are so widely different that it is unadvisable to make any change at present.

41. Telegraphic Correspondence with International Bureau.

We advise that the present arrangements be continued—viz., that Berne Bureau communicate direct with all the colonies, and *vice versâ*.

42. Postage on Telegrams.

We recommend that the existing arrangement in all the colonies for local messages should not be disturbed, but that on messages addressed to places beyond the colonies the usual postage be charged.

43. International Repeats (for Corrections).

(See 38).

JOHN McDONNELL,
Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs, Queensland, Chairman.

S. H. LAMBTON,
Deputy Postmaster-General, New South Wales.

P. B. WALKER,
Secretary Telegraph Service, New South Wales.

JAMES SMIBERT,
Deputy Postmaster-General, Victoria.

CHARLES TODD, C.M.G., M.A., F.R.S.,
Postmaster-General and Superintendent of Telegraphs, South Australia.

C. LEMON, Ph.D.,
Superintendent of Telegraphs, New Zealand.

ROBERT HENRY,
Superintendent of Telegraphs, Tasmania.

HENRY BOYES,
Secretary to the Post Office, Tasmania.

RICHARD A. SHOLL,
Postmaster-General and General Superintendent of Telegraphs, Western Australia.

REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS ON "2. P. AND O. AND ORIENT CONTRACT, 1895," AS AMENDED BY THE CONFERENCE.

2. P. and O. and Orient Contract, 1895.

The present contracts held by the P. and O. and Orient Companies will expire on the 31st January, 1895.

The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government and £75,000 by the colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

The following were the amounts paid by the colonies for the year 1891:—

	£
New South Wales	26,767
Victoria	26,595
Queensland	9,425
South Australia	7,483
Tasmania	3,506
Western Australia	1,224

In view of the necessity for speedy and regular communication between the United Kingdom and Australasia, we are of opinion that the system of subsidies should be continued, and the Mail Service maintained by the United Kingdom and the Colonies as at present.

We recommend:—

"That the London Post Office be invited to call for tenders *in Great Britain and Australasia for a weekly service* on conditions approved by the colonies, from *bonâ fide British* companies (to be performed by *one or more* companies *running on alternate weeks* as at present). Before accepting any such tender that all tenders be submitted to the colonies."

The following to be some of the principal conditions:—

That the term be 7 years.

That it be a stipulation that greater improvements in the time of the arrival of mails be insisted upon, as under the present arrangement of slow and fast vessels the equal weekly interval is destroyed.

That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days, *or such lesser time as tenderers may offer*. The accompanying Return (see Appendix D) shows the times occupied by the steamers of the two companies from Brindisi and Naples to Adelaide during the year 1892, the average time taken having been from Brindisi, 28 days 17 hrs. 20 min., and from Naples 28 days 22 hrs. 26 min.

That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Fremantle or Albany both ways, the outward steamers to stay at that port not less than six hours.

That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian colonies or any of them.

That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.

That the steamers call at Colombo both ways.

That it should be a condition of the new ocean mail contract that the steamers should be required to afford conveniences for the carriage of frozen meats, *butter*, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same, *and that tenderers shall state what cold storage space they will be prepared to supply, having due regard to the requirements of each colony.*

That the other general conditions of the present contracts be adhered to.

In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France those by Orient steamers are carried by ordinary mail train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter, $\frac{15}{16}$ of 1d. has to be paid for the Continental transit by such trains against $\frac{3}{8}$ of 1d. by ordinary trains.

That the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present.

That clause 7 of the P. and O. contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for above.

That the day of departure from Adelaide be *Saturday, not later than* 2 *p.m.*, reaching Albany in 72 hours.

It is necessary that early steps be taken to confer with the Imperial Government on the subject of the new contracts, in order that tenders may be invited with as little delay as possible.

APPENDIX A.

APPENDIX A.

Central Telegraph Office,
Melbourne, 16th August, 1892.

SIR,—I beg leave to submit a scheme for the prevention of counterfeit Money Orders being sent by telegraph. It consists of lettered numbers.

1. The ordinary book of Money Orders as supplied to offices will do. The book to be used for orders issued and a prepared list of lettered numbers for orders paid.

2. No second book necessary.

3. All telegraph orders to pass through the Head Office.

The present Telegraph Money Order form may be used, but I would respectfully suggest the adoption of the form, copy herewith, to be used in the Chief Telegraph Office for the convenience of the Controller.

4. Orders may be issued to offices as at present, consecutively numbered, the only change proposed is in lettering the numbers, to be done as the Controller desires. Example—

AD	CF	BC	CA	EC	FA	AB
50	51	52	53	54	55	56, &c.

An almost unlimited number of different letterings can be made—about 14,000.

5. To illustrate the working of the scheme, Port Albert wishes to telegraph £2 to Melbourne.

The Money Order is made out in the usual way, the number and letters placed thereon by P.M. and the order sent. The Controller compares it with his duplicate slip; if correct the order is passed for payment.

The present system of telegraphing Money Orders is a source of temptation, for instance:—

Any intermediate station hearing a Money Order going through, knows what the next number is, and all particulars, and when the distant station has finished he can earth the line, thus cutting off the distant station, and send a counterfeit order, at the same time using the signal call of the distant station, without his being aware of it.

The system proposed effectually prevents the above, as it is scarcely possible to even guess what the letters of the next number are.

Again, Port Albert wishes to telegraph £2 to Ballarat. He telegraphs to the Controller, who compares or checks as before; the Controller then inserts Ballarat's next paying number, obtained from "The prepared list of lettered numbers for orders paid" (*see* paragraph 2); this is then sent to Ballarat, who in turn compares with his own duplicate list for orders paid.

6. Postmasters cannot telegraph Money Orders from one to another; the Controller only having knowledge of the lettered numbers of the different offices authorises payment. The scheme is applicable to other colonies. Perth, Adelaide, Hobart, Melbourne, Sydney, and Brisbane could arrange a lettered list respectively, and another list for their branch offices.

7. An objection may be urged against lettered numbers, owing to the liability of mistakes, but with the same care that is used by operators in transcribing the initials of the christian names of payee and remitter or of the signature and address of ordinary business messages, mistakes need not occur. Of course, Postmasters must not disclose the lettered numbers to anyone. *A relieving officer can take a supply with him, the P.M. placing those in his possession under lock and key till he resumes duty, or send them by registered mail to the Controller.*

No extra books or bookkeeping is necessary, merely two duplicate lists of the numbers required by the Controller; these can readily be compiled at the time that an order-book, or part of one, is being supplied to the different offices.

I have, &c.,

H. S. EDGAR, Operator.

The Deputy Postmaster-General, General Post Office.

APPENDIX B.

Referring to previous papers in the matter of Telegraph Money Orders, I now beg to forward herewith for consideration a set of amended Rules for the guidance of postmasters, etc.

The principal feature in these Rules, which I may say are based on the Rules in operation in the United Kingdom and also in New Zealand, are as follows:—

1. It is proposed to increase the rate of commission chargeable on Telegraph Money Orders to double the ordinary rate now charged, making the charge for sums under £5, one shilling; and for sums between £5 and £10, two shillings. Intercolonial rates to be increased in same proportion. At present no distinction is made in the Money Order charges whether the order is sent by telegraph or not, and I think it will be seen that the proposed rate is only reasonable when it is pointed out that the clerical work and the risk in connection with this class of order is more than twice as much as in an ordinary Money Order transaction. The charge in England is double the ordinary rate, and in New Zealand the extra charge is 3d. in the £, or 2s. 6d. extra for £10.

2. As it has been thought that a further check should be introduced as a preventative against fraud, it is provided in Rules 13 and 14 that the Telegram of Advice must be examined and initialled by the postmaster at the paying office on its receipt at his office, and the receipt from the payee must be initialled by the paying officer at the time of payment, and the payment must be verified by the signature of a responsible witness. With these exceptions the other alterations relate to detail instructions, and are, as I have already mentioned, based on the English and New Zealand Rules, and their adoption in this Colony would be a great advantage.

A. J. DOAK,
Superintendent.

The Secretary,
24th October, 1892.

TELEGRAPH MONEY ORDERS.

PROPOSED AMENDED RULES (SUBMITTED BY MR. DOAK) FOR THE TRANSACTION OF TELEGRAPHIC MONEY ORDER BUSINESS.

(For guidance of Postmasters, &c.)

1. Orders may be tranmitted by telegraph to all Money Order Offices in New South Wales, and also to all offices in the Colonies of Queensland, South Australia, Tasmania, Victoria, and Western Australia, with which there is telegraphic communication. (Money Orders must not be forwarded to or from offices connected by telephone only.)

2. The charge for a Telegraph Money Order is double the ordinary rate of commission, and in addition a charge at the ordinary minimum rate for the telegram advising the paying office.

3. As the issuing office only communicates with office of payment, the remitter should be directed to inform by wire the person who is to receive payment.

4. Telegraph Money Orders are not negotiable through banks.

5. Telegraph Money Orders may be issued during the ordinary Money Order Office hours, but if a Telegraph Order is applied for so near the hour of closing for the office of issue as to make it doubtful whether the telegram of advice will reach the office of payment before such closing hour, the remitter should be warned that there may be some risk of the order not being paid the same day.

6. Should several Telegraph Orders be applied for on a small country office on any one day, the remitter should be informed that there may be some delay in effecting payment as sufficient funds may not be in hand.

7. When a Telegraph Order is applied for, the remitter must be requested to fill up the ordinary Money Order Requisition Form, and to write across it the words "By telegraph."

8. Having ascertained that the amount of cash received for the order, the commission, and the telegraph charges are correct, the Postmaster will prepare and hand to the remitter a receipt on T. M. O. Receipt Form, No. 12. When two or more Telegraph Orders are issued to the same remitter in favour of same payee, one receipt will do, but the first and last numbers of the orders with the word "inclusive" should be entered thereon, the total amounts of the orders and the charges respectively being entered in proper places.

9. The Postmaster will then fill in the particulars on the ordinary Money Order Form next in numerical order for issue in the usual way, and then cancel it by writing legibly and boldly across the face of it "Telegraph Money Order." This cancelled form must be attached to the issue side of the Daily Money Order Account and sent forward to chief office.

10. The Postmaster must then prepare a telegram of advice to the officer of payment on Telegraph Message Form, stating in figures the number of the order, and in words the names of payee and remitter, and the amount and code word for same. In the case of several orders being sent at the same time from the same remitter to the same payee, commission at the full rate for each order must be charged (*see* Rule 2), but only one telegram of advice will be necessary, and the telegraphic charge would be for one telegram only at a rate and a half. It will not be necessary to give the number of each order, the first and last numbers being sufficient, but it must be distinctly understood that the full amount must be written in words and code for same. The Postmaster must see that this telegram of advice is forwarded immediately after the order is issued.

11. In event of a telegram of advice not reaching the office of payment, the Postmaster may, at the request of the person requiring payment, send to the alleged office of issue a telegram inquiring whether the order has been issued. The cost of this telegram, with the reply, must be paid for by the person making the application, but should there appear to have been an error on the part of the officer of the department, the amount so paid will be refunded to payee of the order on application to the Superintendent of Telegraphs.

12. The letters T.O. must be inserted against the entry in the Money Order Journal and Daily Account.

13. On the receipt of a telegram of advice at the paying office, the Postmaster must carefully compare the amount and code, and, if correct, he must verify the same by affixing his initials and date stamp to the telegram of advice; but if the advice be incorrect in any particular the Postmaster must at once send a telegram to the issuing office, and ask for explanation. He must then prepare a receipt from the payee on T.M.O. Form, No. 13.

14. The applicant for payment of a Telegraph Order must furnish the name of the remitter, and give satisfactory evidence that he is the person entitled to receive payment, before the order can be paid, and the Postmaster must, at the time of payment, initial the voucher and obtain the signature of a responsible witness to it.

15. The payee's receipt must be entered on the credit side of the Daily Money Order Account, and in every other respect treated in the same way as an ordinary paid Order. The letters T.O. should, however, be written against the entries in the accounts.

16. Should repayment of a Telegraph Money Order be required, application must be made to the Superintendent of the Money Order Office, Sydney, enclosing with such application the receipt form obtained by the remitter.

Should transfer of payment be required from one office to another, application must be made in the usual way to the Superintendent.

No repayment or transfer can be made by telegraph without authority from Superintendent.

17. In all other respects Telegraph Money Orders are subject to the ordinary Money Order Regulations.

APPENDIX D.

STATEMENT showing the TIME of LEAVING NAPLES and ARRIVAL at ADELAIDE of the STEAMERS of the ORIENT LINE for the YEAR 1892.

Name of Steamer.	LEFT NAPLES.		ARRIVED AT ADELAIDE.		TIME OCCUPIED.		
	Date.	Time.	Date.	Time.	Days.	Hours.	Minutes.
	1891.						
Austral	14 December ...	4·0 a.m.	13 January ...	5·20 a.m.	30	1	20
Cuzco	28 December ...	2·42 „	27 January ...	4·5 „	30	1	33
Oroya	11 January ...	5·0 „	9 February ...	1·45 p.m.	29	8	45
Orizaba	25 January ...	3·0 „	23 February ...	1·12 „	29	10	12
Orient	8 February ...	2·25 „	9 March ...	7·30 a.m.	29	4	5
Ormuz	22 February ...	3·4 „	21 March ...	12·37 „	27	21	41
Orotava	7 March ...	3·5 „	5 April ...	6·20 „	29	3	15
Ophir	21 March ...	3·57 „	18 April ...	8·22 „	28	4	19
Oruba	4 April ...	...	2 May ...	...	...	...	...
Austral	18 April ...	3·30 a.m.	18 May ...	7·30 a.m.	30	4	0
Cuzco	2 May ...	...	31 May ...	...	...	...	...
Oroya	16 May ...	5·30 a.m.	13 June ...	7·35 a.m.	28	2	15
Orizaba	30 May ...	4·10 „	28 June ...	3·0 p.m.	29	11	50
Orient	13 June ...	1·56 „	13 July ...	7·8 a.m.	30	5	12
Ormuz	27 June ...	3·0 „	22 July ...	6·40 p.m.	25	15	40
Orotava	11 July ...	3·10 „	8 August ...	6·50 a.m.	28	3	40
Oruba	25 July ...	...	22 August ...	...	...	...	...
Austral	8 August ...	2·40 a.m.	6 September ...	4·50 p.m.	29	14	10
Cuzco	22 August ...	3·5 „	22 September ...	1·9 a.m.	30	22	56
Ophir	5 September ...	3·46 „	30 September ...	11·50 p.m.	25	21	4
Orizaba	19 September ...	6·50 „	18 October ...	10·20 „	29	15	30
Oroya	3 October ...	3·0 „	31 October ...	1·0 „	28	10	0
Orient	17 October ...	3·28 „	15 November ...	10·35 a.m.	29	7	10
Ormuz	31 October ...	Noon	29 November ...	8·45 „	28	20	15
Orotava	14 November ...	6·0 a.m.	13 December ..	3·15 „	29	21	15
Oruba	28 November ...	3·40 „	26 December ...	1·30 „	27	22	10

NOTE.—The average time occupied in transit was 28 days 22 hours 26 minutes.

STATEMENT showing the TIME of LEAVING BRINDISI and ARRIVAL at ADELAIDE of the STEAMERS of the P. and O. LINE for the YEAR 1892.

Name of Steamer.	LEFT BRINDISI.		ARRIVED AT ADELAIDE.		TIME OCCUPIED.		
	Date.	Time.	Date.	Time.	Days.	Hours.	Minutes.
Massilia	7 December ...	2·20 a.m.	7 January ...	4·57 a.m.	31	2	37
Oriental	21 December ...	5·30 „	20 January ...	1·27 „	29	19	57
Victoria	4 January ...	2·15 „	31 January ...	4·30 p.m.	27	2	15
Oceana	18 January ...	1·58 „	14 February ...	5·24 „	27	3	33
Valetta	1 February ...	1·50 „	2 March ...	3·41 „	30	1	51
Arcadia	15 February ...	1·15 „	13 March ...	8·0 a.m.	27	6	45
Ballarat	29 February ...	1·20 „	30 March ...	1·57 p.m.	30	0	37
Parramatta	14 March ...	1·5 „	14 April ...	1·50 „	31	0	45
Britannia	28 March ...	1·5 „	22 April ...	9·5 a.m.	25	8	0
Massilia	11 April ...	12·45 „	11 May ...	9·23 „	30	8	38
Oriental	25 April ...	10·12 „	23 May ...	12·12 p.m.	28	0	2
Victoria	9 May ...	5·56 „	5 June ...	3·37 „	27	9	33
Oceana	23 May ...	12·34 „	19 June ...	3·40 „	27	15	10
Valetta	6 June ...	12·23 „	7 July ...	7·46 a.m.	31	6	23
Arcadia	20 June ...	12·30 „	17 July ...	11·28 „	27	10	58
Rome	4 July ...	...	1 August ...	...	...	...	...
Ballarat	18 July ...	12·50 a.m.	17 August ...	12·32 p.m.	30	11	42
Parramatta	1 August ...	3·22 „	31 August ...	3·45 „	30	12	23
Massilia	15 August ...	12·40 „	14 September ...	4·0 „	30	15	10
Britannia	29 August ...	12·38 „	25 September ...	5·0 „	27	16	22
Carthage	12 September ...	2·50 „	13 October ...	5·0 a.m.	30	2	10
Victoria	26 September ...	1·8 „	24 October ...	7·0 „	28	5	52
Oceana	10 October ...	1·15 „	5 November ...	3·0 „	26	1	45
Arcadia	24 October ...	5·45 „	20 November ...	7·55 „	27	2	10
Rome	7 November ...	1·20 „	6 December ...	4·11 „	29	2	49
Ballarat	21 November ...	2·0 „	21 December ...	3·40 p.m.	30	13	40
Australia	5 December ...	4·59 „	30 December ...	10·51 a.m.	25	5	52

NOTE.—The average time occupied in transit was 28 days 17 hours 20 minutes.

APPENDIX E.

APPENDIX E.

FURTHER CORRESPONDENCE *RE* PACIFIC CABLE *VIA* NEW CALEDONIA, &c.

THE UNDER SECRETARY AND SUPERINTENDENT OF TELEGRAPHS, BRISBANE, *to* THE HON. AUDLEY COOTE.

Post and Telegraph Department,
Brisbane, 28th February, 1893.

SIR,—I have the honour to bring under your notice, as Agent and Representative of the Societé Française des Telegraphs Sous Marins, the accompanying copy of a cablegram recently appearing in the public Press of this Colony, and referring to the action of the French Government with regard to the submarine cable between Queensland and New Caledonia, and would also invite attention to Clauses 2 and 7—copies herewith—of the agreement entered into by the Societé Française des Telegraphs Sous Marins and the Government of Queensland.

In these circumstances, I am directed by the Hon. the Postmaster-General to inquire whether the conditions set forth in the cablegram alluded to—and which are not embodied in the above-mentioned contract—are correct, and to state further that should such be the case the Queensland Government cannot subscribe to the conditions, and must look upon them as foreign to the agreement with your Company.

I have, &c.,
JOHN McDONNELL.

[*Enclosure No.* 1 *of above letter.*]

Copy of Extract from *The Brisbane Courier* of 21st February, 1893.

CABLE MESSAGES.

(*From our London correspondent.*)

CABLE BETWEEN QUEENSLAND AND NEW CALEDONIA.

London, February 15.

The French Government has submitted to the Chamber of Deputies a Bill to subsidise the laying of a cable before the 22nd of September next between Queensland and New Caledonia, on the ground that inconvenience and delay arise from the want of telegraphic communication between Australia, the present telegraph terminus, and New Caledonia. It is proposed to grant £8,000 yearly for thirty years, on condition that the cable and all its belongings shall be entirely French. It must be laid by a French staff, on a French ship, and controlled by a French directorate in Paris, which control is not to be parted with unless by the special consent of the French Government. Queensland's promise to give this foreign venture exclusive landing rights for thirty years forms part of the scheme, but there is no reference to, or provision for, or promise of assistance towards, any extension of the cable across the Pacific, which, according to the Postal report of the Queensland Government for 1891, was to form a principal feature of the project.

This scheme is adversely criticised in London, as being likely to prevent the future construction of a British cable to Queensland, and as encouraging foreign enterprise. Mr. Sandford Fleming and other Canadians, as well as several Australian statesmen, have in the past objected to any Pacific cable not entirely under British control.

[*Enclosure No.* 2 *of above letter.*]

2. The said cable shall form part of the Main Pacific Cable connecting Queensland with Vancouver, San Francisco, or such other place in North America as may hereafter be determined.

7. As soon as the Main Pacific Cable connecting Queensland with North America as aforesaid shall be completed, the guarantee hereinbefore mentioned shall be re-arranged, and shall form part of any joint guarantee which may be given by any other Countries or Colonies in consideration of the laying of the Main Pacific Cable.

COPY OF TELEGRAM FROM AUDLEY COOTE, HOBART, TASMANIA, *to* HON. T. UNMACK, POSTMASTER-GENERAL, BRISBANE, 6TH MARCH, 1893.

"[Press telegrams purposely misleading Agreements strictly adhered to Cable ship leaves June Shall arrive Brisbane fourteenth arrange further extension."

THE HON. AUDLEY COOTE, HOBART, *to* THE HONOURABLE THE POSTMASTER-GENERAL, BRISBANE, QUEENSLAND.

Hobart, 4th March, 1893.

"NEW CALEDONIA AND PACIFIC CABLE."

SIR,—Will you please let me refer to the cable messages and paragraphs that have appeared in the Southern Press, which have been made to say the Company that I represent do not intend to go beyond New Caledonia with the cables.

I have again the pleasure to inform you that it is the intention—as it always has been—of the Company to go on with the laying of the cables from New Caledonia to Fiji, Samoa, and beyond, so soon

as

as it is convenient for your Government to enter into a further agreement; and please let me give you a further assurance, that I have full powers to enter into binding contracts with your or any of the Australian Governments for this purpose.

Again, the newspapers I refer to have forgotten, or do not take the trouble to learn, that it is impossible to lay a cable through the Pacific Ocean from Australia to any part of North America without landing at some place outside the British sphere of influence—for instance, "Samoa," this archipelago is under the protection of Germany, America, and England; then, again, "Hawaii," this kingdom is under the protection of France, America, and England; so the cable going *viâ* New Caledonia can do no possible harm to Australia, for, in case of England being drawn into a war, Queensland could disconnect the Pacific cable at any moment should it be found necessary. Then, again, if the Press would but refer to the Government despatches printed in all the Gazettes in the year 1884, they would find that a binding contract had been entered into "with all the Nations of the World" to protect submarine cables; this compact was signed in Paris in the year 1884, and the Australian Colonies are each specially mentioned.

Should your Government think the present time is opportune, I shall be prepared to enter into a contract for laying the cables beyond New Caledonia, for which purpose I shall be glad to discuss the matter with you, before the Conference takes place in Brisbane on the 17th instant, as I have now every hope that England, France, Germany, and Canada will assist in the laying of this cable from your shores to cross the Pacific Ocean. I therefore take this opportunity to inform you that I shall be in Brisbane on the 14th instant, when I shall be glad if you will grant me an interview on this very important international undertaking. I may add, in conclusion, that the New Caledonia cable will be ready for shipment in May next, and the cable ship will leave for Sydney (where she will coal) in June, reaching Bundaberg early in August, when that section of the cable now under review will be laid with all despatch, and communication established between the two shores.

I have, &c.,

AUDLEY COOTE.

COPY.] Brisbane, 21st March, 1893.

To the Hon. the Postmaster-General, Brisbane.

Re PACIFIC CABLE.

SIR,—I notice in to-day's paper that a notice of motion has been tabled at the Postal Conference to consider the route of the Pacific Cable.

I have now the honour to refer to my last letter, and telegram to you, in reference to what you brought under my notice, in regard to a statement that had appeared in some of the newspapers referring to previous negotiations, the pith of which is as follows, viz. :—

That the New Caledonia Cable was to be laid by a French staff, on a French ship, and controlled by a French directorate in Paris.

This part of the statement is so far correct, but grossly exaggerated and misleading; that is to say, the directorate in Paris will control this first section of the proposed cable until the next section is laid, for they have been bound by the Governments of Queensland, New South Wales, and France to work and maintain the cable or the guarantee will cease, so they are bound to look after their own property and keep it in working order.

Then the statement goes on to say—"Queensland promises to give this foreign venture exclusive landing rights for thirty years."

I need hardly say that this is the first time that I have heard of such a promise, and contradict it absolutely.

The aim of the Company is to lay and maintain the Pacific Cable in a way that I will again explain.

Negotiations for crossing the Pacific with this cable are still pending, as they have been for many years; but success is now at hand in the near future.

Canada comes first, who have long been anxious to have this cable landed on her Pacific shores; that Government have long ago informed me they are willing to join in the guarantee, and are always ready to send two delegates to a Conference, that is hoped will be held in Australia, to decide upon the terms of the guarantee.

Next *en route* comes Hawaii. The Government has already passed an Act of Parliament, giving as their share a subsidy of 25,000 dollars a year for fifteen years, as a contribution for their section of the cable, and have also promised to extend the time to thirty years so soon as the main Pacific cable is laid.

In regard to Hawaii, should anything arise, such as a change of Government in that Kingdom (which is not at all likely) I have been assured by both parties of the Government there will be nothing arise to prevent their assistance being faithfully carried out. Besides, that kingdom is under the protection of England, France, and America, so this subsidy has a threefold backing. Thence it is proposed to land at Faning Island, now just annexed by England; thence Samoa. The assistance to be asked to the guarantee here will be Germany, America, and England; the proportion from each is yet to be decided.

Thence Fiji, which is virtually New South Wales, but the Imperial Government have long been asked by the local authorities, through their Governor, to assist in the guarantee.

Thence New Caledonia, thence Queensland. So the Pacific Cable, the moment it leaves New Caledonia, will be no more under the control of France than any other country or colony joining in the joint purse guarantee.

In regard to the route, if you will please look at the chart, it will be seen the route that is proposed is by far and away the best, and the one the cable is most likely to earn the guarantee on.

Besides,

Besides, the whole aim of Australia is to obtain an independent and duplicate line. It would be impossible to do so if the Pacific cable were to go *viâ* New Zealand, as the cable between Australia and that colony is owned and controlled by the Eastern Extension Telegraph Company. In fact, some of the Governments interested have always informed me they would not join in any guarantee without a promise was given that the Pacific Cable Company would not enter into any joint purse arrangement with any other company, their aim being a complete and independent line.

In conclusion, will you please let me add, the company and capitalists I represent and am associated with cannot be held responsible for the various statements that find their way into the Press, as it is quite possible some of these statements may have been inspired by secret allies of some rival telegraph company. I can only again give you this further assurance—the intention is, as it always has been, to continue on with this work, section by section, until the Northern terminus is reached, and that it is impossible to get through the Pacific Ocean with a cable without touching at some place outside the sphere of British influence, and that all Governments interested, and joining in this joint purse guarantee, will, as I have always informed you, "stand on the same ground floor."

I may further add, the first section of this cable now under review, about "1,020 miles," is now being made, at the rate of about seventeen miles a day, and I hope to have it laid in the first week in August next.

I shall be glad if you will bring this letter under the notice of the Postal and Telegraph Conference now sitting.

I have the honour to be, sir,
Your most obedient servant,
AUDLEY COOTE.

P.S.—To guide you as to distances and to the lengths of cables, in one stretch (that we do not fear), and they will be worked on the duplex system, the following are the distances in nautical miles, allowing 7 per cent. for slack:—

Sandy Cape, Queensland to Noumea	740+ 51	=	791
Noumea to Levuka, Fiji	740+ 51	=	791
Levuka, Fiji, to Apia, Samoa	640+ 45	=	685
Samoa to Hawaii, *via* Faning Island, the stretch of cable	2,259+158	=	2,417
*Hawaii to Vancouver, about	2,500+175	=	2,675
Total			7,359

* From Hawaii to San Francisco the distance is 2,160 miles.

APPENDIX F.

NOTICE PAPER.

TUESDAY, 21 *MARCH*, 1893.

Notices of Motion—

SECOND CABLE ROUTE.

The Hon. J. G. WARD to move,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service.

THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference directs a protest to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the Subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

WEDNESDAY, 22 *MARCH*, 1893.

4. Consideration of continuance of Cable Guarantee with Cable Company.

5. Report from Committee of Electric Light and Tramways.

Notices of Motion—

SECOND CABLE ROUTE.

The Hon. J. G. WARD to move,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

CANADIAN

CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

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THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference directs a protest to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the Subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

FRIDAY, 24 MARCH, 1893.

SECOND CABLE ROUTE.

Resumption of Debate on Mr. WARD's motion,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

Notices of Motion—

CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service.

THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference directs a protest to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the Subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

APPENDIX G.

QUEENSLAND TELEGRAPH SERVICE, 1892.

Post and Telegraph Department,
Brisbane, 16th March, 1893.

		1st January, 1893.	
Number of Telegraph Stations		354	
Miles of Line-wire		17,646	
Miles of Line		9,996½	
Total cost of construction to date, 1st January, 1893		£837,184 4 2	
Approximately — Number of Messages transmitted, "cash"		901,533	
Approximately — " " " "O.H.M.S."		80,832	
Approximately — Revenue		£78,298 14 1	
Value of O.H.M.S.		£8,431 6 7	

INTERNATIONAL:—		£ s. d.
Number messages transmitted, 1,042	value	3,658 13 4
Number messages received, 916	"	1,538 13 4
		5,197 6 8
Net revenue to Queensland, or proportion of value in favour of Queensland		£210 10 8

TELEPHONES:—	
Number of Telephones, 31st December, 1892	726
Amount received in 1892 for Telephones	£4,529 11 3

JOHN McDONNELL,
Under Secretary and Superintendent Electric Telegraphs.

APPENDIX H.

APPENDIX H.

NEW SOUTH WALES TELEGRAPH SERVICE, 1891.

Number of Stations at 31st December	674
Miles of Line	11,697 m. 50 chs.
Miles of Wire	24,780 m. 29 chs.
Cost of Construction	£767,871 17 11
Number of Messages transmitted	3,578,807
Revenue	£198,531 8 1

NEW SOUTH WALES TELEGRAPH SERVICE, 1892.

Number of Stations at 31st December	706
Miles of Line	...
Miles of Wire	26,235 m. 71 chs.
Cost of Construction	£801,917 13 5
Number of Messages transmitted	2,578,197
Revenue	£185,014 1 5

APPENDIX I.

TASMANIAN TELEGRAPH SERVICE, 1892.

Number of Telegraph Stations	153
Miles of Line	1,470
Miles of Wire	2,432
Total Cost of Construction	£67,372
Number of Messages, Paid	279,622
„ „ Free	47,882
Revenue, Gross	£28,369 19 7
„ Net	£14,093 5 0

ROBT. HENRY,
Superintendent of Telegraphs, Tasmania.

APPENDIX J.

STATEMENT OF BUSINESS TRANSACTED BETWEEN NEW SOUTH WALES AND INTERNATIONAL, ALSO NEW SOUTH WALES AND NEW ZEALAND, FOR THE MONTHS OF JANUARY AND FEBRUARY, 1893.

January.—New South Wales to International: messages, 1,443; value, £3,747 11s. 4d.

February.—New South Wales to International: messages, 1,335; value, £3,543 10s. 3d.

January.—International to New South Wales: messages, 1,676; New South Wales proportion, £135 7s. 1d.

February.—International to New South Wales: messages, 1,539; New South Wales proportion, £155 15s. 4d.

January.—New South Wales to New Zealand: messages, 1,056; value, £37 19s. 11d.

February.—New South Wales to New Zealand: messages, 1,271; value, £45 6s. 5d.

January.—New Zealand to New South Wales: messages, 996; value, £304 19s. 5d.

February.—New Zealand to New South Wales: messages, 1,690; value, £269 13s. 3d.

NEW SOUTH WALES TO INTERNATIONAL, 1892.

	Messages.	Value. £	s.	d.
January	1,448	3,426	8	11
February	1,417	3,446	7	2
March	1,469	3,271	15	2
April	1,426	3,128	19	4
May	1,395	3,265	3	0
June	1,544	3,641	13	11
July	1,417	3,203	19	11
August	1,509	3,619	4	5
September	1,534	3,529	15	9
October	1,660	3,771	14	1
November	1,641	3,684	6	9
December	1,681	3,858	9	5

INTERNATIONAL TO NEW SOUTH WALES, 1892.

	N.S.W. Proportion. £	s.	d.
January	149	1	7
February	126	10	4
March	145	18	11
April	126	19	9
May	124	11	11
June	134	5	3
July	129	7	0
August	116	17	0
September	120	17	2
October	147	7	10
November	150	18	4
December	144	8	9

Messages received 14,558

S. H. LAMBTON,
Deputy Postmaster-General.

APPENDIX K.

INTERNATIONAL TELEGRAPH TRAFFIC.

FROM MAY 1ST, 1891, TO FEBRUARY 28TH, 1893, COMPARED WITH THE YEARS 1889 AND 1890.

NOTES.

An agreement made at the Sydney Conference of 1891, between Cable Company and the following Colonies :—South Australia, Victoria, Tasmania, New South Wales, and Western Australia, to reduce the Tariff from May 1st, 1891. Cable Company to be guaranteed their 1889 receipts—viz., £237,736.

Similar agreement made between the Contributing Colonies, agreeing to guarantee South Australia £37,552 per annum.

From May 1st, 1891, Cable Rates (Contributing Colonies), Adelaide to London, &c., reduced FROM 9S. 4D. TO 4S. PER WORD, and rates to other parts of the World reduced in proportion. GOVERNMENT MESSAGES 3S. 6D. PER WORD, and PRESS MESSAGES 1S. 9D. PER WORD.

From January 1st, 1893, an all round increase of 9D. PER WORD was made on ORDINARY OR PUBLIC MESSAGES, Government and Press Messages not being affected. Through insufficient notice the extra charge of 9d. per word was not collected by India, Burmah, and Ceylon until January 16th, 1893.

From January 1st, 1893, New Zealand joined in with the Contributing Colonies.

COMPARATIVE STATEMENT showing the INCREASE to BUSINESS since the altered RATES came into OPERATION from 1ST MAY, 1891.

TOTAL NUMBER OF MESSAGES.

—	1889.	1890-1.	1891-2.	1992-3.
May	4,882	5,590	6,749	6,867
June	4,852	5,481	6,556	7,177
July	5,277	5,347	7,018	7,074
August	5,155	5,526	6,941	6,950
September	4,989	5,483	6,855	6,907
October	5,886	5,926	7,543	7,681
November	6,065	5,975	7,235	8,034
December	5,513	6,110	7,101	7,864
			1892.	1893.
January	5,468	5,758	7,892	7,826
February	4,798	5,047	7,050	7,159
March	5,183	5,485	7,764	
April	4,841	5,338	6,870	
Total	62,909	67,066	85,574	

10 MONTHS' BUSINESS—
Increase over 1889 figures during 1891 of 34 per cent.
„ „ „ 1892 of 39 per cent.

SHOWING

SHOWING the NUMBER of MESSAGES to and from each COLONY, as above.

—	1889.	1890-1.	1891-2.	10 Months of 1892-3.
South Australia	8,122	10,429	12,021	11,258
Victoria	21,541	22,149	31,691	26,118
Tasmania	791	891	1,569	1,076
New South Wales	18,211	18,406	29,104	25,824
New Zealand	8,361	8,673	5,925	5,583
Queensland	4,619	5,044	2,513	1,638
Western Australia	1,264	1,474	2,751	2,042
Total	62,909	67,066	85,574	

TOTAL NUMBER OF WORDS.

—	1889.	1890-1.	1891-2.	1892-3.
May	67,319	70,057	95,438	105,860
June	62,930	67,840	95,390	105,859
July	63,915	71,630	101,783	105,666
August	62,563	69,004	102,371	102,767
September	60,295	68,555	103,356	102,410
October	73,928	73,213	112,948	113,717
November	79,334	72,525	105,546	119.390
December	65,846	69,703	105,684	113,068
			1892.	1893.
January	68,628	66,994	113,144	107.545
February	61,926	65,082	104,416	101,775
March	64,818	66,679	118,469	
April	62,415	65,996	116,646	
TOTAL	793.917	827.278	1,275,191	

10 MONTHS' BUSINESS—
Increase over 1889 figures during 1891 of 56 per cent.
„ „ „ 1892 of 61 per cent.

INTERNATIONAL TELEGRAPH SERVICE.

SHOWING the NUMBER of WORDS to and from each COLONY, as above.

—	1889.	1890-1.	1891-2.	10 Months of 1892-3.
South Australia	147,804	181,101	255,138	226,363
Victoria	291,436	292.850	538.440	436,061
Tasmania	7,122	7,968	14,418	9,270
New South Wales	193,747	194,724	370,633	320,120
New Zealand	90,722	83,871	46,672	50,843
Queensland	53,068	54,989	20,407	14,894
Western Australia	10,018	11,775	29,483	20.506
TOTAL	793,917	827,278	1,275,191	

TOTAL RECEIPTS.

—	1889.	1890-1.	1891-2.	1892-3.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May	26,396 11 7	27,747 10 9	20,586 8 7	21,057 2 8
June	25,556 11 2	26,952 6 1	20,037 17 2	21,141 3 2
July	26,418 4 1	28,015 11 2	20,516 9 10	21.266 19 4
August	25,992 13 0	27,477 19 9	21,158 6 4	20,671 5 9
September	25,185 18 1	26,867 2 10	21,112 13 7	20,802 15 8
October	31,423 12 3	30,229 8 2	23,067 5 1	23,005 0 10
November	32,497 19 10	29,876 8 6	21,397 11 8	23,656 13 4
December	27,603 5 11	28,842 8 3	21,206 14 2	22,645 15 7
			1892.	1893.
January	27.329 14 10	27,792 13 0	23,077 16 4	24.070 7 11
February	24,739 9 6	25,729 7 3	20,784 12 7	22,837 15 6
March	26,571 7 1	26,288 15 0	22,859 3 9	
April	24,920 17 0	25,648 12 2	20,825 5 1	
TOTAL	324,636 4 4	331,468 2 11	256,633 4 2	

SHOWING

SHOWING the TOTAL RECEIPTS on MESSAGES to and from each COLONY.

—	1889.	1890-1.	1891-2.	10 Months of 1892-3.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South Australia	39,067 5 5	48,405 11 1	34,695 0 7	30,784 14 7
Victoria	119,680 7 0	117,652 3 10	103,363 13 6	88,990 4 7
Tasmania	3,543 6 9	3,708 18 7	3,344 9 11	2,154 14 5
New South Wales	85,306 17 2	87,749 2 2	76,594 14 11	68,637 17 6
New Zealand	48,156 19 11	44,212 4 9	24,024 7 0	20,070 10 7
Queensland	24,755 8 5	24,740 18 4	8,820 7 4	6,373 2 6
Western Australia	4,125 19 8	4,999 4 2	5,790 10 11	4,143 15 7
TOTAL...	324,636 4 4	331,468 2 11	256,633 4 2	

SOUTH AUSTRALIAN REVENUE.

—	1889.	1890-1.	1891-2.	1892-3.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May	3,052 6 5	3,203 6 10	2,127 8 9	2,265 11 9
June	2,951 3 8	3,146 15 8	2,106 13 2	2,244 19 2
July	3,050 12 10	3,282 18 6	2,179 15 8	2,264 15 11
August	2,985 2 5	3,353 12 4	2,187 10 4	2,168 7 10
September...	2,931 6 2	3,060 2 0	2,235 18 10	2,167 7 7
October	3,625 1 7	3,485 7 11	2,408 16 3	2,377 15 8
November	3,698 19 0	3,426 12 2	2,234 2 0	2,459 8 10
December	3,169 8 2	3,269 5 1	2,187 13 0	2,299 3 9
January	3,191 15 5	3,169 14 0	2,424 14 8	2,889 3 8
February	2,912 8 11	2,972 6 2	2,178 0 1	2,736 17 9
March	3,102 19 9	3,059 18 4	2,478 7 0	
April	2,880 15 5	3,015 1 3	2,388 6 11	
TOTAL	37,551 19 9	38,445 0 3	27,137 6 8	

INTERNATIONAL TELEGRAPH SERVICE.

AUSTRALIAN GUARANTEE FUND.

—	1st Year.	2nd Year.
1891.	£ s. d.	£ s. d.
May	14,450 7 9½	15,099 18 10
June	14,291 19 3	15,130 11 2⅓
July	14,612 6 1	15,122 3 8
August	14,986 18 0½	14,694 11 11⅓
September	14,981 14 2	14,669 6 5
October	16,456 18 2½	16,276 6 4
November	15,262 17 8	16,841 8 5
December	15,097 18 9½	16,065 19 7½
1892.		1893.
January	16,351 4 11	17,338 9 2⅓
February	14,890 14 10	16,484 7 2⅓
March	16,313 1 3	
April	15,000 15 5½	
TOTAL	£182,696 16 5½	

CHARLES TODD,
Postmaster-General and Superintendent of Telegraphs.

Sydney : Charles Potter, Government Printer.—1893.

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ACTS AMENDMENT BILL.

(MESSAGE No. 9.)

Ordered by the Legislative Assembly to be printed, 12 *October*, 1892.

JERSEY, *Message No.* 9.

Governor.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to amend the law relating to the Post Office, to provide for the issue of Postal Notes, and for the exemption of the same from Stamp Duty, and for other purposes in connection therewith.

Government House,
Sydney, 11*th October*, 1892.

[3*d.*] 313—

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE ENLARGEMENT OF THE POST AND TELEGRAPH OFFICE AT PARRAMATTA, PARISH OF ST. JOHN, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)
By Deputation from His Excellency:
FREDK. M. DARLEY,
Lieutenant-Governor.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the Enlargement of the Post and Telegraph Office at Parramatta, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the town of Parramatta, parish of St. John, county of Cumberland, and Colony of New South Wales, being part of land granted to the Trustees of the Presbyterian Church: Commencing on the western boundary of Church-street, at the south-eastern corner of a stone pillar forming the southern termination of a dwarf stone wall fronting the Presbyterian Church; and bounded thence on the east by the aforesaid western boundary of Church-street bearing north 6 degrees 37 minutes 30 seconds east $30\frac{3}{10}$ links; on the north by other part of the aforesaid grant by a line bearing north 84 degees 55 minutes west 2 chains $11\frac{1}{10}$ links; on the west by a line bearing south 6 degrees 6 minutes west $30\frac{3}{10}$ links; and on the south by the northern boundary of land occupied by the Post and Telegraph Office bearing south 84 degrees 55 minutes east 2 chains $10\frac{9}{10}$ links, to the point of commencement, be the said several dimensions a little more or less,—containing $10\frac{2}{10}$ perches or thereabouts, and said to be in the possession and occupation of the Trustees of the Presbyterian Church, Parramatta.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this fourteenth day of July, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE ENLARGEMENT OF THE POST AND TELEGRAPH OFFICE, MANLY, PARISH OF MANLY COVE, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the Enlargement of the Post and Telegraph Office at Manly, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the village of Manly, parish of Manly Cove, county of Cumberland, being allotment 2, section C, of the Brighton Estate, and containing by admeasurement 15¼ perches: Commencing on the western side of Whistler-street, at a point bearing north 1 degree 26 minutes east 40 feet from its intersection with the northern side of Fountain-street; and bounded thence by a line forming the northern boundary of allotment 1, the present Post and Telegraph Office site, bearing north 88 degrees 52 minutes west 102 feet 9 inches to the eastern side of East Promenade; thence by the said promenade bearing north 1 degree 7 minutes east 40 feet 5 inches; thence by a line forming the southern boundary of allotment 3 bearing south 88 degrees 57 minutes east 102 feet 11 inches to the western side of Whistler-street before mentioned; and thence by that street bearing south 1 degree 26 minutes west 40 feet 7 inches, to the point of commencement,—as surveyed and shown on plan catalogued Ms. 624, Sy.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-fourth day of October, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892-3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE ERECTION OF A POST AND TELEGRAPH OFFICE AT BALMAIN WEST.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the Erection of a Post and Telegraph Office at Balmain West, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Contructing Authority as a Trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate at Balmain West, parish of Petersham, county of Cumberland, and Colony of New South Wales: Commencing at the intersection of the north-eastern side of Weston-street with the north-western side of Darling-street; and bounded thence on the south-east by the last-mentioned street bearing north 14 degrees 47 minutes east 50 feet; thence on the north-east by a line bearing north 62 degrees 43 minutes west 140 feet 5¼ inches; thence on the north-west by a line bearing south 15 degrees 41 minutes west 50 feet to the north-eastern side of Weston-street before mentioned; and thence on the south-west by that side of that street bearing south 62 degrees 46 minutes east 141 feet 2¾ inches, to the point of commencement,—as shown on plan catalogued Ms. 637 Sy., containing 25¼ perches, and said to be in the possession of the Trustees of the Presbyterian Church.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of December, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES FOR TELEGRAMS AND IN FEES FOR MAINTENANCE OF PRIVATE TELEPHONE LINES.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office, Sydney, 21 March, 1892.

In accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of Minmi being included in the list of stations in the Newcastle District between which Telegrams may be transmitted at the reduced rate of 6d. for the first ten words,—to date from the 1st proximo.

T. M. SLATTERY.

General Post Office, Sydney, 19 August, 1892.

In accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of the rates for the transmission of Telegrams from Wentworth and Tareena to any station in South Australia (except stations on the Port Darwin line), being assimilated to those now charged for telegrams from Broken Hill and Silverton to that Colony, viz.:—1s. for the first ten words and 2d. for every additional word,—to date from the 1st October next.

JOHN KIDD.

General Post Office, Sydney, 25 August, 1892.

With reference to the *Gazette* notice, dated the 25th March, 1890, it is hereby notified that the Inland Rate of 1s. for the first ten words and 1d. for each additional word, will in future be chargeable on Telegrams passing between Boggabilla and all stations in Queensland.

JOHN KIDD.

General Post Office, Sydney, 12 April, 1892.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following reduced fees being charged for the maintenance of Private Telephone Lines (*i.e.*, lines not connected with the Central Exchange), namely:—For the first mile £5 per annum, for every additional mile or fraction thereof £1 per annum,—to date from the 1st July next.

JOHN KIDD.

1892.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(NOTIFICATION OF REDUCTION IN RATES FOR TELEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office, Sydney, 14 September, 1892.

In accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of Charlestown being included in the list of stations in the Newcastle District between which telegrams may be transmitted at the reduced rate of 6d. for the first ten words—to date from the 1st proximo.

JOHN KIDD.

General Post Office, Sydney, 17 September, 1892.

In pursuance of the arrangement in existence between this Colony and Victoria, under which the Inland Rate of 1s. for the first ten words, and 1d. for each additional word, is charged on all telegrams transmitted to and from Border Stations in one Colony and all stations in the other, it is hereby notified, for public information, that Cobram, in Victoria, will henceforth be treated as a Border Station under this arrangement.

JOHN KIDD.

[3d] 303—

1892.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(TELEPHONE REGULATIONS)

Presented to Parliament by Command.

General Post Office,
Sydney, 20th October, 1892.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Amended Regulations in connection with the Telephone System being introduced on the 1st January next.

JOHN KIDD.

REGULATIONS.—TELEPHONE SYSTEM.

1. Applications for connection with the Telephone System through the Central Exchange, or otherwise, should be forwarded to the Superintendent of Electric Telegraphs, General Post Office, Sydney.

2. The erection of the lines will be carried out by the Government, and the applicant may have the option of either paying the cost of erecting the line and providing instruments, which in such case will become his property, or of leasing the same.

3. Should the former alternative be chosen, the following conditions must be complied with:—

4. The cost of the line and intrument or instruments, which must be approved of by the Department, must be paid previous to the line being handed over for use.

5. Each commercial subscriber, including all places of business, medical or legal practitioners, &c., will be required to pay, in advance, a fee for attendance and maintenance of five (5) pounds per annum for lines not exceeding one mile in length; and for lines over one mile in length, five (5) pounds per annum for the first mile, and two (2) pounds ten (10) shillings per annum for each additional mile or fraction thereof.

6. Each domestic subscriber, including all private houses at which no business is carried on, will be required to pay, in advance, a fee for attendance and maintenance of four (4) pounds per annum for lines not exceeding one mile in length; and for lines over one mile in length, four (4) pounds per annum for the first mile, and two (2) pounds per annum for each additional mile or fraction thereof.

7. An additional fee of two (2) pounds ten (10) shillings per annum is payable on lines which connect with Branch Exchanges, for the use of the trunk line or lines connecting the branches with the Central Exchange, and which are erected at the Government expense.

8. Where private lines are erected to connect with the Exchange lines already in existence, and the whole distance does not exceed 1 mile, no additional maintenance will be charged for the line; but instead thereof one pound (£1) per annum for each extra set of telephones or other apparatus used; and where the lines are over 1 mile in length an additional fee of 12s. 6d. for every quarter of a mile or fraction thereof.

9. Persons occupying offices in the same building can jointly subscribe to the Telephone Exchange under the same Exchange number, on paying, in addition to one ordinary subscription, £3 a year for each additional set of instruments fixed in the several offices of the said joint subscribers, who will have to provide an attendant for their own local switch-board, or should additional instruments not be required, on paying £2 a year for each additional name to be inserted on the list of subscribers. Partners in firms can have their names published separately in the telephone lists upon payment of a fee of £1 per annum for every additional name.

10. For private lines not connected with a Telephone Exchange and not exceeding 1 mile in length, a maintenance fee of five pounds (£5) per annum will be charged, and for lines exceeding 1 mile in length, five pounds (£5) per annum for the first mile, and one pound (£1) per annum for every additional mile or fraction thereof

11. All attendance and maintenance fees must be paid before the 31st January in each year, otherwise the lines will be disconnected.

12. Should the applicant decide to become a lessee, the following will be the charges, terms, and conditions:—

Sydney Telephone Exchange.

13. Providing line of 1 mile or under, 1 telephone set complete, and service at Exchange	£12	per annum.
Each additional quarter mile of line or under	£1	do
Extra telephone sets for extension lines	£5	
Extension bell and switch, £1; including service at Exchange	£6	do

Switch-board with two or more numbers, per number..... 10s. per annum
Extra telephone sets for use in same building, each..... £3 10s. do
Switch-board for ditto (same rate as above, extra), per number..... 10s. do
Magneto extension bells, each ..... 10s. do
Indicators without bell or batteries, each 10s. do
Indicators with bell and batteries, each £1 do
Special appliances, as per agreement.

14. The above rates include attendance, adjustments, repairs, and renewals of instruments and batteries.

15. Mileage to be calculated radially from the Exchange, General Post Office, George-street, Sydney, as the centre.

16. New lines to be taken for at least two years, after which one calendar month's notice must be given of intention to discontinue the use of the line.

17. Rent to be charged from the date of connection. The first year's rent to be paid in advance, and thereafter yearly in advance.

18. All telephone instruments, batteries, &c, are the exclusive property of the Government, and may be removed upon the determination of the contract, for which purpose the Superintendent of Telegraphs or his officers are to have free access to the premises of the lessee.

19. The Superintendent of Telegraphs or any officer appointed by him is also to have free access for inspection purposes whenever required.

20. Should any lessee be six months or more in arrears with his rent, and fail to pay the same, on being requested to do so, the Superintendent of Telegraphs shall have power to cancel the agreement, remove the name of the subscriber from the list, and enter upon the premises for the purpose of removing all instruments, wires, &c., without prejudice to the right of the Superintendent of Telegraphs to claim the rent due.

Suburban Telephone Exchanges.

21. Fifteen subscribers required for a day service, and twenty-five subscribers for a day and night service.

The rates for local connections with Suburban Exchanges are as under, subject to the same conditions as the subscribers to the Sydney Exchange.

Providing line of 1 mile or under, 1 telephone set complete :—
For business people ..... £10 per annum.
For private houses..... £6 do
Each additional quarter of a mile or under ..... £1 do
For connection with subscribers to the Sydney Exchange, through central office at per mile of trunk line ..... £1 do extra

Country Telephone Exchanges.

22. Fifteen subscribers required for a day service only. The rates for connection with the country Exchanges are as under, subject to the same conditions as subscribers to the Sydney Exchange.

Providing line of 1 mile or under, one telephone set complete :—
For business people ..... £10 per annum.
For private houses ..... £6 do
Each additional quarter of a mile, or under ..... £1 do

Private Telephone Lines.

23. Any person can be supplied with a private line on the following terms and conditions.

If within a radial distance of 20 miles of Sydney :—
Line not exceeding 1 mile ..... £5 per annum.
Every additional quarter of a mile ... £1 do
Telephones per set, complete ..... £2 10s. do

In any other part of the Colony beyond the 20 mile radius at rates to be fixed by the Superintendent of Telegraphs.

The first year's rent to be paid in advance, and thereafter yearly in advance.

24. Except where a shorter time is specially arranged for, the agreement to be for a period of three years, but the Superintendent of Telegraphs may, in special cases, determine the agreement before the three years have expired. A lessee can withdraw at the end of the three years, and at any time thereafter on giving three months' notice.

25. The lessee of a private line will not be allowed to permit the use of such line for any other than his own business.

26. Telephones in connection with the Exchanges are for the use of subscribers or lessees only.

27. Any infringement of the above rules will render the subscribers or lessees liable to have their Telephones disconnected, without prejudice to the right of the Superintendent to claim the maintenance fee or rent for the remainder of the term.

28. Subscribers or lessees requiring their wires or instruments removed from one building or room to another will be charged the net cost of labour and material expended on such removal.

29. If the removal involves an extension of line beyond the mileage paid for, the maintenance fee or rental will be increased accordingly.

30. The subscriber or lessee will be required to pay for all damage to instruments beyond ordinary wear and tear.

31. With a view to facilitate business, and for the better conduct of the system, telephone messages containing unbecoming expressions must be refrained from, and language of an obscene nature or of a character calculated to provoke a breach of the peace is strictly forbidden. Any violation of this regulation will render the offender liable to have his telephone disconnected from the Telephone Exchange and the line dismantled.

Telephone Bureaus.

32. The following are the charges to be paid by the public for the use of Government Telephones wherever established in the Colony at a Bureau Station :—

33. Where the line in use is not more than three miles long, an uniform charge of sixpence for the use of the same for any period not exceeding five minutes, and a further charge of sixpence for every additional five minutes or portion of five minutes. Where the line in use is over three and under ten miles long the charges are one shilling for the use of same for any time not exceeding five minutes, and a further charge of one shilling for every additional five minutes or portion of five minutes. Where the line is over ten miles long, special rates to be fixed.

34. No person is allowed the use of the line for more than five minutes consecutively, if other applicants are waiting to use it.

35. In cases where the line may be engaged, applications will be registered, and connections will be made in the order of priority of application.

Sydney : Charles Potter, Government Printer.—1892.

[3d.]

1892-3.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(AMENDED REGULATION IN REGARD TO CYPHER TELEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, Sec. 6.

General Post Office, Sydney, 13 January, 1893.

In accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of the adoption of the following amended Regulation in regard to cypher telegrams, to date from the 1st instant :—

"Every message consisting, wholly or in part, of words in secret language, or of words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message, provided that such extra charge shall not in any case exceed 50 per centum on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word."

JOHN KIDD.

1 3d. 642—

1892-3.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REGULATION IN CONNECTION WITH RECEIPTS FOR TELEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

Postal and Electric Telegraph Department,
General Post Office, Sydney, 15 May, 1893.

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to approve of the adoption of the following regulation in connection with receipts for telegrams lodged for transmission over the telegraph lines of the Colony:—

Receipts for telegrams lodged at any telegraph office for transmission, showing the amounts paid for such, will be given to senders on payment of a charge of one penny (1d.) for each receipt.

Forms of receipt to be filled in by senders, and handed in with the messages for the initials of the Receiving Clerk and impression of the office date-stamp thereon.

JOHN KIDD.

[3d.] 987—

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TELEGRAPHIC SUBSIDIES.

(AGREEMENT RELATING TO THE PAYMENT OF.)

Ordered by the Legislative Assembly to be printed, 13 *December*, 1892.

AN AGREEMENT dated the first day of November one thousand eight hundred and ninety-two and made between his Excellency the Right Honorable Victor Albert George Earl of Jersey &c. &c. &c. Governor and Commander-in-Chief in and over the Colony of New South Wales and its Dependencies by and with the advice and consent of the Executive Council of the Colony of New South Wales of the first part His Excellency the Right Honorable John Adrian Louis Earl of Hopetoun &c. &c. &c. Governor and Commander-in-Chief in and over the Colony of Victoria and its Dependencies by and with the advice and consent of the Executive Council of the Colony of Victoria of the second part His Excellency the Right Honorable Algernon Hawkins Thomond Earl of Kintore &c. &c. &c. Governor and Commander-in-Chief of the Province of South Australia and its Dependencies by and with the advice and consent of the Executive Council of the said Province of the third part His Excellency Sir William Cleaver Francis Robinson Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George Governor and Commander-in-Chief in and over the Colony of Western Australia and its Dependencies by and with the advice and consent of the Executive Council of the Colony of Western Australia and its Dependencies of the fourth part and His Excellency Sir Robert George Cruickshank Hamilton Knight Commander of the Most Honorable Order of the Bath Governor and Commander-in-Chief of the Colony of Tasmania and its Dependencies by and with the advice and consent of the Executive Council of the Colony of Tasmania of the fifth part.

WHEREAS on the thirty-first day of March one thousand eight hundred and ninety-one an agreement was made between Her Most Gracious Majesty the Queen on behalf of the respective Governments of New South Wales Victoria South Australia Western Australia and Tasmania thereinafter referred to as the "Contracting Colonies" and the Eastern Extension Australasia and China Telegraph Company Limited hereinafter called "the said Company" whereby it was agreed (*inter alia*) that the said Company would from and after the first day of May one thousand eight hundred and ninety-one transmit certain telegraphic messages at the reduced rates therein referred to and that if in any year while the reduced rates continued in force by virtue of the said agreement the total receipts of the said Company and the Cis-Indian Administrations in respect of the Australasian traffic after deducting all out-payments to other telegraphic administrations should be less than the sum of two hundred and thirty-seven thousand seven hundred and thirty-six pounds Her Majesty would cause to be paid to the said Company out of the Consolidated Revenue Funds of the Contracting Colonies a sum equal to half the amount by which such receipts should be less than the said sum of two hundred and thirty-seven thousand seven hundred and thirty-six pounds a copy of which said agreement is appended hereto And whereas the said recited agreement was so made and entered into by Her Majesty at the request of the Contracting Colonies as each of the Contracting Colonies doth admit and affirm on the condition that the Contracting Colonies should pay the several contributions herein set forth Now it is agreed between the respective Governments of the Colonies of New South Wales Victoria the Province of South Australia the Colonies of Western Australia and Tasmania herein called "the Contracting Colonies" as follows:—

1. That the Colony of Tasmania shall from the first day of May one thousand eight hundred and ninety-one jointly with the Colonies of New South Wales Victoria the Province of South Australia and the Colony of Western Australia become a contributor in respect of the annual subsidy of thirty-two thousand four hundred pounds payable to the said Company out of the Consolidated Revenues of the Colonies of New South Wales and Victoria under and by virtue of a certain agreement dated the sixth day of May one thousand eight hundred and seventy-nine made between Her Most Gracious Majesty the Queen and the said Company a copy of which said agreement is appended hereto*: 2.

* As a copy of this Agreement was included in the Postmaster-General's Annual Report for the year 1879, which was laid before Parliament on the 30th June, 1880, it is not thought necessary to reprint it.

2. That the Colonies of New South Wales Victoria the Province of South Australia and the Colony of Western Australia shall from the first day of May one thousand eight hundred and ninety-one become contributors jointly with the Colony of Tasmania to the annual subsidy of four thousand two hundred pounds payable by the said Colony of Tasmania to the said Company under and by virtue of a certain agreement dated the fourteenth day of March one thousand eight hundred and eighty-nine made between the Government of Tasmania and the said Company a copy of which said agreement is appended hereto*: The said annual subsidy of four thousand two hundred pounds shall be paid to the said Company by the Colony of Tasmania and the Colonies of New South Wales and Victoria and the Province of South Australia and the Colony of Western Australia shall pay their respective proportions of the said subsidy to the Colony of Tasmania:

3. That the Province of South Australia shall collect from the other Contracting Colonies the respective amounts of their respective contributions towards any sum the Contracting Colonies shall be liable to pay to the said Company under the said agreement dated thirty-first day of March one thousand eight hundred and ninety-one and hereinbefore recited and shall pay to the said Company the amount which the Contracting Colonies are liable to pay to the said Company under the said agreement:

4. That each of the Contracting Colonies shall contribute towards such sum (if any) as shall in each year be required to bring the revenue derived by the Province of South Australia on international telegrams up to the sum of thirty-seven thousand five hundred and fifty-two pounds in the event of the revenue of the said Province derived from such international telegrams in any year not reaching that amount:

5. That the amount of the contributions respectively agreed to be borne by the Contracting Colonies shall in all cases be calculated ratably on the basis of the respective populations of each of the Contracting Colonies and for the purposes of this agreement the respective populations of each of the Contracting Colonies as ascertained at the census taken in the year one thousand eight hundred and ninety-one shall be deemed to be the population of each of such Contracting Colonies until the next census shall have been taken when the respective populations as then ascertained shall be deemed to be such populations and so on as each succeeding census shall be taken so long as this agreement shall remain in force:

6. That all payments to be made in respect of the contributions provided for by this agreement shall be made annually as soon as practicable after the thirtieth day of April in each year:

7. That if the power of determination contained in the said agreement of the thirty-first day of March one thousand eight hundred and ninety-one shall be exercised and the said agreement shall become terminated then the provisions of this agreement shall cease and determine and the arrangements in force immediately prior to the time of the making of the said agreement of the thirty-first day of March one thousand eight hundred and ninety-one shall be revived and come into force immediately upon such determination.

In witness whereof the hands of the said parties and the Public Seals of the respective Contracting Colonies were affixed hereto the day and year firstly above written.

SEAL OF THE PROVINCE OF SOUTH AUSTRALIA. KINTORE.

SEAL OF THE COLONY OF VICTORIA. HOPETOUN.

SEAL OF THE COLONY OF NEW SOUTH WALES. JERSEY.

SEAL OF THE COLONY OF TASMANIA. R. G C. HAMILTON.

SEAL OF THE COLONY OF WESTERN AUSTRALIA. W. C. F. ROBINSON.

APPENDIX NO. 3.

ARTICLES of Agreement made this fourteenth day of March, one thousand eight hundred and eighty-nine, between the Government of Tasmania (hereinafter called "the Tasmanian Government"), by the Honorable Bolton Stafford Bird, Treasurer of the Colony of Tasmania, in accordance with the resolution of the Parliament of Tasmania agreed to on the seventeenth day of October, one thousand eight hundred and eighty-eight, of the one part; and the Eastern Extension, Australasia, and China Telegraph Company, Limited (hereinafter called "the Telegraph Company"), of the other part.

Whereas these presents are supplemental to certain Articles of Agreement (hereinafter called "the principal Agreement"), dated the 24th day of January, 1868, and made between the Tasmanian Government of the one part, and the Telegraph Construction and Maintenance Company, Limited (hereinafter called "the Construction Company") of the other part. Whereby it was covenanted and agreed that the Construction Company would manufacture and lay down an electric telegraph cable between Tasmania and the Colony of Victoria, upon such terms and conditions as therein mentioned. And whereas the Construction Company manufactured and laid down the said electric telegraph cable in accordance with the terms of the principal Agreement. And whereas the Telegraph Company have acquired by purchase all

* Already laid before Parliament (Legislative Assembly, 30th July, 1891; Legislative Council, 6th August, 1891), and printed.

all the rights and interests of the Construction Company under the principal Agreement and have taken upon themselves all the liabilities and responsibilities to which at the time of such purchase the Construction Company were liable under the same Agreement. And whereas the parties hereto are desirous of modifying the terms of the principal Agreement in manner hereinafter expressed.

Now these presents witness that for the considerations herein appearing, each of them, the Tasmanian Government and the Telegraph Company (so far as the stipulations and provisions hereinafter expressed and contained are to be performed and observed by them respectively and the parties claiming under them respectively) do hereby covenant with the other of them and their assigns as follows (that is to say) :—

Article 1. Article 6 of the principal Agreement shall be extended in manner following—namely the Telegraph Company and their assigns shall have the exclusive right of submarine telegraphic communication between the Colony of Victoria and the Colony of Tasmania, and *vice versâ*, for a period of twenty years, to commence from the time when the period of twenty years referred to in Article 6 of the principal Agreement (hereinafter referred to as "the current period of twenty years") shall have expired, and such right shall continue in force during the extended period of twenty years, subject only to determination in case the responsibility of the Tasmanian Government in respect of the sum of £4,200 per annum (hereinafter made payable by them to the Telegraph Company) shall cease and determine under the provisions of Article 3 of this Agreement; and in that event the exclusive right of submarine telegraphic communication hereby granted for the said extended period of twenty years shall cease and determine with that responsibility.

Article 2. The Tasmanian Government hereby guarantee and agree to pay to the Telegraph Company and their assigns during the whole of such extended period of twenty years the sum of £4,200 per annum by equal quarterly payments, the first payment thereof to be made on the 1st day of August, 1889; and the Telegraph Company hereby release and give up to the Tasmanian Government all their right, title, interest, claim, and demand (if any) under the principal Agreement to the said sum of £4,200 per annum, after the expiration of the said current period of twenty years, such annual sum of £4,200, whether paid under this Article or under Article 3 of the principal Agreement, is hereinafter referred to as "the said subsidy."

Article 3. The said subsidy shall continue and remain in force during the extended period of twenty years provided the telegraphic communication remains in good working order and uninterrupted, but in the event of a cessation of such communication for a period of thirty consecutive days the said subsidy shall be suspended until the line has again been placed in working order (without prejudice however to the payment of any moneys due on the said subsidy up to the date of the stoppage), but should an interruption in such communication extend beyond twelve calender months at any one time, the responsibility of the Tasmanian Government in respect of the said subsidy shall cease and determine. Provided that if any interruption to such communication shall arise from destruction or injury of or to the cable by reason of war, rebellion, or any such like cause, the said subsidy shall continue; but the Telegraph Company or their assigns shall in this event be bound, at the request and cost of the Tasmanian Government, to restore such communication.

Article 4. Article 5 of the principal Agreement shall as from the date hereof be deemed null and void to all intents and purposes whatsoever, it being the intention of the parties hereto that the Tasmanian Government shall not henceforth be entitled to have any excess over the sum of £7,000 referred to in that Article refunded to them, but that the whole of the net profits (including the said subsidy) arising in every year from the said line of telegraph shall belong to the Telegraph Company and their assigns, whether such net profits shall in any year exceed the sum of £7,000 or not.

Article 5. The Tasmanian Government shall have full power at any time to reduce the scale of charges for the transmission of all or any telegrams to be transmitted by the said cable between Tasmania and the Colony of Victoria, and *vice versâ*, and the Telegraph Company and their assigns shall in each year be entitled to take the whole of the proportion of the moneys collected and receivable by them from all sources in respect of such telegrams, which proportion of such moneys is hereinafter referred to as "the message receipts," and if after any such deduction in the scale of charges, the message receipts shall not in any year of the said current period of twenty years, or of the said extended period of twenty years, by reason of such deduction or otherwise, amount to the sum of £5,600, the Tasmanian Government shall guarantee and pay to the Telegraph Company and their assigns the difference between the message receipts and the said sum of £5,600; and any payment made by the Tasmanian Government under this article shall be in addition to the said subsidy, and is hereinafter referred to as "the message receipts guarantee."

Article 6. If any arrangement shall at any time hereafter be made between the Telegraph Company or their assigns on the one hand, and the Government of Tasmania and the Government or Governments of any other Australasian Colony or Colonies on the other hand, whereby the Government of Tasmania and any such other Government or Governments as aforesaid shall agree with the Telegraph Company or their assigns to pay to them a joint aggregate sum to cover both the subsidies and message receipts guarantees for the time being payable by the Tasmanian Government, or such other Government or Governments as aforesaid, or shall agree with the Telegraph Company or their assigns only to pay to them a joint subsidy, or to give to them a joint message receipts guarantee, then the said subsidy and message receipts guarantee hereby made payable by the Tasmanian Government to the Telegraph Company or their assigns, or the said subsidy or message receipts guarantee alone (as the case may be), shall be deemed to be merged in or satisfied by the payment by the Tasmanian Government of their share in such joint aggregate sum, or in such joint subsidy or joint guarantee (as the case may be), but so nevertheless that if at any time during the said current period of twenty years, or during the said extended period of twenty years, the joint aggregate sum, or the joint subsidy or message receipts guarantee, shall for any reason whatsoever cease to be payable, then the said subsidy

and

and the message receipts guarantee hereby made payable, or the said subsidy or guarantee alone (as the case may be), shall revive and again become payable under the principal Agreement and this Agreement, in the same manner in all respects as if the same respectively had not under this Article ceased to have become payable.

Article 7. All accounts between the Tasmanian Government and the Telegraph Company and their assigns with respect to the message receipts guarantee shall be adjusted quarterly, and the balance appearing on such accounts to be due to the Telegraph Company or their assigns shall be paid by the Tasmanian Government within one calender month from such adjustment, and for the purpose of taking and verifying such accounts the Tasmanian Government shall have the right to inspect the books of the Telegraph Company or their assigns at all reasonable times, and at their own costs and charges to take extracts therefrom.

Article 8. This agreement is subject to the approval of and adoption by the Tasmanian Government, and if such approval and adoption shall not be duly given by resolution of the Parliament of Tasmania within calendar months from the date hereof, this Agreement shall be void, and the rights and interests of the parties hereto shall rest upon the terms of the Principal Agreement, as if this Agreement had not been executed.

Article 9. Except so far as the principal Agreement is modified by this Agreement, the principal Agreement, so far as the provisions thereof are now subsisting and capable of taking effect, shall remain in full force.

Article 10. The Tasmanian Government shall, during the current period of twenty years and during the extended period of twenty years, cause all cable apparatus and telegraph instruments of the Telegraph Company or their assigns, which are used solely for the purpose of the principal Agreement and this Agreement, to be relieved from all customs duties and wharfage rates, and shall also cause every vessel belonging to the Telegraph Company or their assigns, which shall be used by the Telegraph Company or their assigns for the purpose of repairing the said electric telegraph cable or any duplicate thereof, and in which any such cable apparatus or telegraph instruments as aforesaid shall be imported into Tasmania, to be exempt from all port dues payable by vessels trading to or from Tasmania, and shall also during the current period of twenty years and during the extended period of twenty years repay the Telegraph Company such sums as will be sufficient to recoup the Telegraph Company any taxes, Parliamentary or otherwise, which the Company shall be required to pay in Tasmania.

(Signed) B. STAFFORD BIRD. SEAL.

Signed, sealed, and delivered by the said Bolton Stafford Bird, in the presence of—

(Signed) J. E. PACKER.

The Corporate Seal of the Eastern Extension, Australasia, and China Telegraph Company, Limited, was hereunto affixed in the presence of—

EASTERN EXTENSION, &C., COMPANY'S SEAL AFFIXED 31ST JANUARY, 1889.

(Signed) JAMES ANDERSON, Director.
(Signed) F. E. HESSE, Secretary.

[3d.] Sydney: Charles Potter, Government Printer. —1892.

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TELEGRAPH OPERATORS.

(RETURN SHOWING NUMBER OF STAFFS IN HEAD OFFICE AND HOURS WORKED BY.)

Ordered by the Legislative Assembly to be printed, 13 *April*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 15, *of* 6 *April*, 1893.]

Questions.

15. MR. LONSDALE *asked* THE POSTMASTER-GENERAL,—
(1.) How many staffs are employed in the Operating Department, Head Office, during the twenty-four hours?
(2.) The hours each staff are employed during the day?

Answers.

(1.) Six.

(2.)		Operators employed.
	8·30 a.m. till 3 p.m., 6½ hours	65
	8·30 „ „ 4 „ 7½ „	13
	3 p.m. till 8·15 „ 5¼ „	68
	4 „ „ 10 p.m. 6 „	10
	8 „ „ 1 a.m., 5 „	6
	1 a.m. „ 8·30 „ 7½ „	2

The staffs change every month alternately. In connection with the amalgamation the question of rearranging the hours of attendance of the operators is receiving attention.

[3*d*.] 850—

1892.

NEW SOUTH WALES.

SUBMARINE CABLE BETWEEN AUSTRALIA AND VANCOUVER, VIA NEW CALEDONIA.

(PROPOSED CONSTRUCTION OF.)

Ordered by the Legislative Assembly to be printed, 4 October, 1892.

SCHEDULE.

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[*Memo.*—In the report of the proceedings of the Conference held at Hobart in March, 1892, will be found an account of the action agreed upon there in regard to this matter.]

No 1.

The Secretary to the Post Office to The Crown Solicitor, Sydney.

[Urgent.]

Sir, General Post Office, Sydney, 31 March, 1892.

I am directed to forward to you herewith certain correspondence with the Honorable Audley Coote, and other papers, relative to the proposed construction of a submarine cable between Australia and Vancouver, from which you will see that the Postmaster-General, on behalf of the Government of New South Wales, has agreed to guarantee two thousand pounds (£2,000) a year towards the cost of a cable from Queensland to New Caledonia (as the first instalment of the proposed cable across the Pacific to Vancouver), and to have the necessary agreement prepared in the matter, to be signed in triplicate.

I am, therefore, to request that you will be so good as to cause steps to be taken for the preparation, on the lines laid down in the Honorable Audley Coote's letters to the Postmaster-General, dated respectively the 7th and 15th March, 1892, of such agreement at your earliest convenience.

I have, &c.,
S. H. LAMBTON.

[*Enclosures.*]

Sir, "Hôtel Métropole," 7 March, 1892.

Referring to our conversation some few days ago on the subject of a submarine cable to start from the shores of Queensland, in the Pacific Ocean, to New Caledonia as the first section of the proposed Pacific cable..

I have now the honor to inform you that I have visited Queensland, and you will have received a telegram from the Chief Secretary of that colony informing you that his Cabinet had agreed to accept my proposal, and the Executive Council confirmed it on the following day.

I will now give you the exact wording of my letters on which the Queensland agreement is based, merely substituting the words New South Wales. I may here say, before I left Brisbane the law officers of the Crown were drafting an agreement based on the lines of these letters, and the Postmaster-General of that colony is bringing it to Sydney to be signed here.

With these few words of explanation, I will now give you the proposal I have to make to your Government, viz. :—It is found to be absolutely necessary that a guarantee of £12,000 a year must be secured to satisfy the bond-holders, and as the Government of France are the most interested for the time being, that Government have agreed to give their guarantee of £8,000 a year for thirty years ; so that now I have only to ask that your Government will join with the Government of Queensland and give a guarantee of interest of £2,000 a year each for a similar term, for which I propose that New South Wales and Queensland shall receive the following concessions in return.

For the whole term of the guarantee the Government of New South Wales and the Government of Queensland shall have the free use of this cable for their own Government messages, up to the extent of their guarantee in each year.

Besides this, for all messages passing over their land lines in connection with this cable to and from New Caledonia, the Government of New South Wales and the Government of Queensland shall each receive 1s. per message, and for every extra word over ten they shall receive 1d. per word each.

As this New Caledonia cable will be about 900 miles in length, Queensland has agreed, after carefully thinking the matter out, that a fair rate to be charged over this cable will be 6s. for a ten-word message, including address and signature, and 6d. extra for every additional word.

By comparing these rates with those of the New Zealand cable, I feel sure you will see they are most reasonable, their rates being 9s. 6d. for a ten-word message and under, including address and signature, with 1s. extra for every additional word.

Whilst on this subject please let me add that we shall only be too glad to reduce the charges directly the business warrants it, our aim being to create such a business over the cable that will, in the course of three or four years at the most, enable it to earn more than the guarantee, for I find the business that is likely to be done over this cable in a few years will far and away more than cover the guarantee. If these conclusions be correct, and I have gone carefully into the business that is likely to result, permit me to say that a guarantee of interest is only just and equitable, and on the lines of sound public policy, for the Governments of the two great colonies of New South Wales and Queensland to extend a helping hand to this Corporation, who are willing to undertake a work of this magnitude and importance, although it is, as I have already said, confidently expected that this cable will, in a few years, yield a fair revenue. Still it is not expected the income in the first three or four years will be sufficient to warrant its being laid without Government aid.

Although I have been obliged to ask that this guarantee shall extend to thirty years to satisfy the bond-holders, it is never anticipated for one moment that the Government will be called upon to make up any part of the guarantee after the first few years of communication being established.

To give an example of what I have above stated. The small colony of Tasmania gave her guarantee of £4,200 a year, that is running forty years, for their short cable of only 200 miles in length, to connect them with Australia, but that cable has been earning far and away more than the guarantee, and, as a consequence, the Government are not called upon to pay anything.

I am also anxious that it should be distinctly understood in the proposal that I make, that as soon as the main Pacific cable is laid, the guarantee that I now ask shall be rearranged, and come into, and form part of any, joint-purse guarantee given by any of the other colonies joining in a guarantee for the main Pacific cable, so that the Governments of New South Wales and Queensland shall then stand on the same ground floor as the other colonies when the main Pacific cable is laid, and this we now have every hope will be in the course of two or three years at the outside, and to further assure you that there is every likelihood of this being done, I herewith give you the following route that has been decided upon, viz.:—From Queensland to New Caledonia, then Fiji, thence Samoa, thence Faning Island, thence Honolulu, thence San Francisco or Vancouver, either of the two lastnamed places to be decided upon by the Australian Governments; arrangements have also been made with the various Governments *en route*.

Leaving the New Caledonia section of the cable for one moment, I should like to explain the position New South Wales will hold when the main Pacific cable is laid, viz.:—The approximate cost to complete the main cable is about £2,000,000, upon which a sum equal to 4 per cent. guarantee will be most likely asked, which means about £80,000 a year, of which Canada has promised to give her share in proportion to population, and the Government of Hawaii have passed a special Act of Parliament giving as her share an absolute subsidy of £5,000 a year. The King of Samoa has given the absolute right for landing cables into and out of that archipelago, and we have every reason to believe that England and Germany will assist on behalf of that place towards a guarantee. The authorities of Fiji have recommended and asked that the Imperial Government give £5,000 a year, and the last Congress of the United States of America gave £5,000 towards completing the survey from San Francisco to Honolulu, which was finished about two months ago, so that when communication is established across the Pacific, it is anticipated that the proportion of guarantee New South Wales will be called upon to contribute with the other colonies towards the main Pacific cable will be about £15,000; of course, the £2,000 guarantee that I now ask for the New Caledonia cable, will then be merged into the whole joint purse, and form a part of it, in which each colony and country will pay its share, and, as I have already said, each colony will stand on the same ground floor.

Returning again to the New Caledonia cable now under review, since I last saw you I have been in cable communication with the Société Française des Télégraphes Sous-marins, Paris, and also the leading capitalists of the world interested in cables, in regard to the number of years the guarantee should run, and they again affirm that the money market is so altered, in fact, some of the investors, specially in England, require double the amount of guarantee for a shorter term than thirty years. I then urged upon them to accept twenty-one years, renewable for nine years longer by the Governor in Council, and I have just received a final telegram in reply as follows:—

"It is imperative that the guarantee should extend to thirty years to satisfy our bond-holders. The Home Government have acquiesced."

The working expenses of this New Caledonia cable shall not exceed in any one year the sum of £2,400. It being understood that the working expenses shall be a first charge against the receipts from messages going over the cable, all the receipts over and above the working expenses are to go towards the annual reduction of the guarantee of £12,000, to be shared at the rate of one-sixth for the Government of New South Wales, one-sixth for the Government of Queensland, and two-thirds for the Government of France.

Of course, we undertake to keep the cable in working order. If it should become silent, and remain so, for twenty-one days, then the guarantee shall cease until the cable is in working order again.

I enclose under cover of this letter copy of my power of attorney, which I trust you will find in proper order, and accompanying this is a chart showing the whole route with distances marked.

I shall be glad if you will consider this letter at your early convenience, as I promised the Government of Queensland to let them know the result of my negotiations with you.

I have, &c.,

AUDLEY COOTE.

The Postmaster-General, Sydney.

Re

3

Re New Caledonia Cable.

Sir, Hobart, 15 March, 1892.

Referring to our interview with the Hon. T. Unmack, Postmaster-General of Queensland, when last we met in Sydney, and to the verbal understanding entered into at that meeting, viz., that the negotiations for the proposed cable should be continued at Hobart, as all parties interested were leaving Sydney for that city within twenty-four hours.

In compliance with your desire, I have now the honor to add to my previous letters, and further assure you of our firm determination of continuing on, and to lay the cables from New Caledonia section by section, until the northern termini in the Pacific Ocean is reached.

For this special purpose I herewith enclose the following documents, in which will be seen that I have obtained certain concessions and privileges to enable those with whom I am associated to continue on with the cables from New Caledonia, *via* the different islands in the Pacific Ocean, to Vancouver.

I need not point out to you that these concessions are of a valuable nature, and that they will by themselves act as a strong incentive towards the prompt construction of the cables.

[*Enclosures.*]

1. Copy of Samoan concession, giving the exclusive right to lay the cables.
2. Copy of letter from the Minister of Foreign Affairs, Honolulu (W. L. Green), to myself.
3. Special Act of Parliament of Hawaii, authorising a subsidy of £5,000 a year for their section of the cable.
4. Copy of memorandum of association of the Pacific Ocean Telegraph Company (Limited), now being registered in Paris, with a capital of fifty million francs, in which I am associated, and the advisory representative in Australia and the Pacific, in conjunction with the Société Française des Télégraphes Sous-marins, and its own great capital.
5. Copy of letter from the Prime Minister of Canada (Sir John Macdonald) to myself.
6. Copies of cable messages to and from the Société Française des Télégraphes Sous-marins and myself, written in plain English from our special codes (one received as late as last night), all of which are registered, and bear the stamp of the Hobart, Sydney, and Brisbane offices, in which you will see I am authorised to inform you that the Société Française des Télégraphes Sous-marins will immediately undertake the construction of the Fiji and Samoa cables, if a guarantee of interest can be obtained.

I have now the honor to inform you that, as soon as the New Caledonia cable is finished, I undertake, on behalf of the Société Française des Télégraphes Sous-marins, to immediately carry on the next section to Fiji, and upon that section being finished, to the third section, viz., Samoa, and so on until Honolulu and Vancouver are reached. Provided that an equitable guarantee is subscribed by the Australian Colonies, and other interested parties, with the understanding, as already mentioned in my previous letters, viz., that the guarantee I now ask shall be re-arranged, and come into, and form a part of, any joint-purse guarantee for the Pacific cable, so that the Government of Queensland and the Government of New South Wales shall stand on the same ground floor as all other Governments and parties interested.

I have, &c.,

The Postmaster-General, Sydney. AUDLEY COOTE.

[*Enclosure* 1.]

To all to whom these presents shall come, I, Malietoa, King of Samoa, send greeting:

Know ye that I do hereby give and grant unto Audley Coote, Esquire, and his assigns, the several exclusive rights and privileges hereinafter mentioned; that is to say,

1st. The exclusive right, for the period of twenty-one years, to lay electric cables into, and out of, Samoa, and its dependencies, and wherever necessary to connect the shore ends of the cables by means of land telegraphs, and to erect and maintain those also, but this grant shall not be so construed as to infringe upon the vested rights of foreign land-owners.

2nd. The right to charge for the transmission of telegraphic messages over any such land lines, at rates to be determined upon by the joint concurrence of the Government of Samoa and the projectors.

3rd. If there be any land telegraphs connecting the different sides of the islands, or between the islands belonging to the Government of Samoa, the right of having all cable messages transmitted over such lines at the same price which is usually charged for local messages.

Provided always that the grant above written is upon the express condition that the said Audley Coote, or his assigns, shall do, perform, and carry out the acts, matters, and things hereinafter mentioned.

1st. Shall lay and maintain an electric cable, or cables, to Samoa for twenty-one years.

2nd. Shall commence the same within eighteen months from the date whenever the rights shall have obtained for laying the same from the several Governments of Australia and America, and the intervening islands.

3rd. Shall complete the same and open for public traffic within two years thereafter.

4th. Shall transmit all cable messages on behalf of any Government at 10 per cent. under the usual rates.

Given under my hand and seal at Mulmun, in Samoa, this 2nd day of May, A.D. 1884.

(L.S.) MALIETOA TUPU,
King of Samoa.

I certify that I hold the original of the above concession signed "Malietoa Tupu," King of Samoa, and with the seal bearing the inscription, "Malietoa Tupu, Samoa," attached, and that the above is a true copy of such concession, having been examined and compared therewith by me, this 15th March, 1892.

CHAS. H. ELLISTON,
Solicitor, Hobart.

[*Enclosure* 2.]

Act of 1884 amended by Act of 1886.

Dear Sir, Department of Finance, Honolulu, H.I., 8 July, 1887.

His Majesty's Government feel fully committed to the project of securing as soon as possible for Hawaii a place upon the world's telegraphic circuit, and its members pledge themselves to an earnest effort to secure the legislation necessary to enable them to contract in advance for the payment of such sudsidy as the Acts above cited provide for. The

The satisfactory nature of your proposition, as contained in your letter of July 2nd, renders the present legal impediment doubly regrettable, but you may rest assured of the efforts of this Government to incorporate the substance of your proposition into law at the earliest session of our Legislature, the success of which efforts we do not doubt.

With respect to your proposition to connect the Islands of this Group by cable, as set forth in paragraphs 11 and 12 of your said letter, while they are considered by this Government as satisfactory, yet it is considered advisable to defer definite action thereon until legislation is obtained which will permit this Government effectively to contract for the advantages of a main ocean cable, as outlined by you.

Your proposition as to a grant of an exclusive right to land cables upon our shores is not objectionable, providing other conditions are favourable, especially the project of an early completion of the cable projected by you.

In conclusion, I would state that the entire Cabinet would be prepared to have a contract entered into with you to-day on the terms conveyed in your letter now under reply did the different laws which have been passed allow of it, and to which I have already referred you, and which have also been explained to you at your meeting with the members of the Cabinet this morning.

They will, as soon as possible, draw up a form of contract with you, embodying the different points, and forward it to you, and further undertake to introduce a Bill at the first session of the Legislature, to be called within ninety days, to authorise such contract.

I have, &c.,
W. L. GREEN,
Minister of Finance.

Audley Coote, Esq., Honolulu.

[*Enclosure* 3.]

An Act to authorise the Hawaiian Government to contract for the construction and maintenance of Submarine Electric Telegraph Cables.

BE it enacted by the King and the Legislature of the Hawaiian Kingdom :—

Section 1. The Minister of Finance, with the concurrence of the Cabinet, is hereby authorised to enter into a contract with any person or corporation for the construction, laying, and maintaining of a Submarine Electric Cable from and between some point within the boundaries of the United States of America or elsewhere and some point upon one or more of the Islands of this Kingdom in substance as hereinafter provided.

Section 2. Such contract may by its terms provide for the grant, concession, and confirmation by the Hawaiian Government to any such person or corporation (hereinafter named and referred to as the constructors) of the sole and exclusive right and privilege to construct or land a Submarine Electric Telegraph Cable or Cables which shall reach from any point upon the shores of any Island of the Hawaiian Group to any point within the boundaries of the United States of America or elsewhere for and during a period not exceeding fifteen years from the 1st day of January, 1891, in the discretion of the Minister of Finance.

Provided, however, that the Minister of Finance may, at any time after the 1st day of January, 1892, require assurances from such constructors, that such cable shall be completed from some point on the North American continent or elsewhere to some Island of the Hawaiian Group, not later than the 1st day of January, 1894; and if the said constructors, upon such request being made, shall fail to give such assurance in that behalf as shall be satisfactory to the Hawaiian Government, then the exclusive right and privilege, the grant of which is hereinbefore authorised, shall, at the option of the said Cabinet, at once, or at any time thereafter, lapse and become void, upon notice to that effect being given to the said constructors.

And further provided, that the concession and grant hereinbefore authorised shall not be so construed as to disable, prevent, or preclude the Hawaiian Government, in its discretion, from consenting to the laying or landing through its waters, or upon its shores, of any Submarine Telegraph or other Electric Cable or Cables which, during the period of fifteen years hereinbefore mentioned, shall be constructed or laid or sought to be constructed, or laid or landed, upon Hawaiian shores, by or on behalf of any foreign Government.

Section 3. Such Contract may further provide for the payment of the Hawaiian Government to said constructors of an annual subsidy, not to exceed twenty-five thousand dollars, in legal tender of the Hawaiian Kingdom, for and during a period not to exceed fifteen years from the date of the establishment over such Cable, of telegraphic communication between the city of Honolulu and some point on the North American Continent or elsewhere. Provided that such communication shall be established not later than the 1st day of January, 1894.

[*Enclosure* 4.]

Memorandum of Association of the Pacific Ocean Telegraph Company (Limited).

1. The name of the Company is "The Pacific Ocean Telegraph Company (Limited)."
2. The Registered Office of the Company will be situate in France.
3. The objects for which the Company is established are :—

(*a*) The establishing, making, maintaining, working, and using of telegraphs, telegraphic, telephonic or other communication, as well overland as submarine, from, in and between Australia, New Caledonia, and other Islands or places in Australasia or the Pacific Ocean, British America, the United States of America or any of them, or any section or portion of such communication, or in or between any other countries or places.

(*b*) To apply for, obtain, purchase, or acquire any concessions, powers, rights, subsidies, or privileges already granted or to be granted by the Legislature of Great Britain, or France, or any Colonial Legislature or Foreign Government, or other Public Authority, and to undertake and fulfil the conditions or obligations of or incideut to any such concessions, powers, rights, subsidies or privileges.

(*c*) To enter into, make and fulfil any contracts or arrangements with the Home Government, of France, the Imperial Government, of the United Kingdom, or any Foreign or Colonial Legislature, or Government or other Public Authority, relative to the construction, acquisition, maintenance, letting, hiring, use or working of any telegraphs or other communications used or intended to be used in connection with the objects or purposes of the Company. (*d.*)

(*d*) To acquire, rent, or hold any lands or works in New Caledonia, the United Kingdom, or Australia, the United States, British America, Islands in the Pacific or other places aforesaid, or between any places or points forming or intended to form part or parts of any telegraphic route between these countries or any places therein, or any intermediate or other places, or any of them, or any section or portion, or extension of any such telegraphic communication, and to acquire, hire, work, use, and sell or dispose of all or any inventions, patent rights, ships, plant, machinery, goods, merchandise, or other property, and to make any profitable use or disposition of the same respectively when not required for the other purposes of the Company.

(*e*) To enter into agreements and contracts upon any terms for working or using any telegraphic, telephonic, or other communications established by any Governments, companies, or persons, or for any Governments, companies, or persons working or using such telegraphic, telephonic, or other communications established by this Company, or for the interchange, collection, receipt, forwarding, and distribution of messages, or for any combination, partnership, alliance, or joint-purse, traffic working, or other arrangements with any Governments, companies, or persons.

(*f*) To sell, exchange, lease, mortgage, charge, manage, and otherwise deal with or dispose of the Company's undertaking, or any part thereof, or any real or personal property of the Company of any kind whatsoever, or any share or interest therein.

(*g*) To purchase the business and property of, or to amalgamate or unite with, sell to, or buy from, or absorb or be absorbed by any Company or Companies having any objects, purposes, or business similar to or connected with or calculated to aid or promote any of the objects, purposes, or business of the Company.

(*h*) On the occasion of any sale or purchase to or from any Government or Company, or of any union with any other Company or Companies, to enter into any arrangements whereby the shareholders of the selling Company, or any of them, may receive in compensation, or part compensation, for the sale of their interest, securities of the purchasing Government or securities or shares in the purchasing Company.

(*i*) To register or incorporate the Company as a Joint Stock Company or Société Anonyme or other Association, according to the laws of any Foreign or Colonial State or Dominion.

(*j*) To lend, invest, and deal with the moneys of the Company not immediately required, upon such terms and securities, and in such manner as may from time to time be determined.

(*k*) To raise money upon loan or otherwise, for the purposes of the Company.

(*l*) Generally, to do and perform all such other acts and things as may be necessary for the proper development of the business of the Company, or are or may be incidental or conducive to the attainment of the aforesaid objects, or any one or more of them.

4. The liability of the members is limited.

5. The capital of the Company is 50,000,000 francs. The shares in the capital, whether original or increased, may be divided into different classes with any preferential, special, or qualified rights or privileges which may be assigned thereto by or in accordance with the regulations and contracts for the time being of the Company.

[*Enclosure* 5.]

Dear Sir, Ottawa, Canada, 24 January, 1891.

I have to acknowledge the receipt of your esteemed favour of the 10th December, on the subject of the Pacific Cable. I lose no time in informing you that your communication is very gratifying.

I shall submit it to our Cabinet without delay, and write you more fully hereafter.

Believe me, &c.,

The Hon. Audley Coote, M.L.C., Hobart, Tasmania. JOHN A. MACDONALD.

[*Enclosure* 6.]

Copy of cablegrams from Audley Coote to Société Française des Télégraphes Sous-marins.

9 March, 1892.

QUEENSLAND have decided to accept our offer. I am meeting with opposition in New South Wales. They are anxious if you will proceed promptly as possible to Fiji and Samoa, after New Caledonia Cable is finished. Please reply to this and my previous telegrams immediately.

Société Française des Télégraphes Sous-marins to Audley Coote.

14 March, 1892.

BOARD decided to pursue to end cables Fiji and Samoa with all possible despatch. We authorise you to inform the Governments that we are ready to proceed at the same time as New Caledonia Cable to Fiji, provided you can arrange with them for a guarantee. We will also couple up Hawaiian Archipelago on terms you named that Government.

No. 2.

The Crown Solicitor to The Secretary to the Post Office, Sydney.

Sir, Crown Solicitor's Office, Sydney, 2 April, 1892.

I have the honor to return herewith the papers relating to the proposed contract to be entered into with the Société Française des Télégraphes Sous-marins, relating to the construction of a submarine cable between Queensland and New Caledonia, as the first instalment of the proposed cable across the Pacific to Vancouver.

I have now the honor to enclose draft agreement, which, when approved by the Minister and the Hon. Audley Coote, can be returned to me for engrossment. The agreement is drawn on the same lines as the agreement between the Company and the Queensland Government, with a few slight alterations. Clause 10 is new.

I would recommend that the agreement be engrossed in four parts, so that it can be executed in duplicate here by Mr. Coote, as attorney for the Company, and can also be sent home in duplicate for execution by the Company in Paris. This will get over any difficulty that might possibly arise with reference to the power of attorney under which Mr. Coote will sign the agreement, such power being drawn up in French and apparently according to French forms.

This Government is to have the free use of the cable for Government messages. As the Company's terminus in Australia will be in the colony of Queensland, I suppose that the necessary arrangements have been made between the two Governments for the user of the cable.

I have, &c.,
ERNEST A. SMITH,
Crown Solicitor.

Submitted.—The draft agreement seems to be in terms of the correspondence.—S.H.L., 5/4/92. Approved.—J.K., 5/4/92.

No. 3.

The Secretary to the Post Office, Sydney, to The Crown Solicitor, Sydney.

Sir, General Post Office, Sydney, 6 April, 1892.

In reference to your letter of the 2nd instant, No. 92-211, I have the honor to return herewith the papers relating to the proposed contract with the Société Française des Télégraphes Sous-marins, for the laying and maintaining of a submarine cable between Queensland and New Caledonia, as the first instalment of the proposed cable across the Pacific to North America, and to inform you that the Postmaster-General approves of the agreement which you submitted, and also of your recommendation that it be executed in duplicate by Mr. Audley Coote here, as attorney for the Company, and in duplicate by the Company in Paris.

I have, &c.,
S. H. LAMBTON.

No. 4.

Minute for The Executive Council.

Requesting authority to enter into an agreement with the Société Française des Télégraphes Sous-marins for the construction of a submarine cable between Queensland and New Caledonia.

General Post Office, Sydney, 6 April, 1892.

I REQUEST authority to enter into an agreement with the Société Française des Télégraphes Sous-marins, for the construction of a submarine cable for the purpose of establishing telegraphic communication between the shores of Queensland and New Caledonia, as part of a proposed main Pacific cable connecting Queensland with North America, such agreement stipulating, amongst other necessary provisions,—

1. That the Government of New South Wales shall guarantee the payment to the Company before mentioned for the period of thirty years the sum of £2,000 per annum, or such smaller sum as shall, together with one-sixth of the net sum received by the Company for messages passing over the cable during the year after deducting working expenses, which are not to exceed £2,400 per annum, amount to £2,000.

2. That the Government shall have the free use of the cable for all Government messages up to a maximum value of £2,000 in each year.

3. That the minimum rate to be charged by the Company for the transmission of messages from Queensland to New Caledonia shall be for messages of ten words or less (including address and signature) 7s. (of which the Company shall receive 6s. and the New South Wales Government 1s.), and for every additional word 7d., of which the Company shall receive 6d. and the Government 1d.

JOHN KIDD.

The Executive Council advise that authority be granted to enter into the agreement herein referred to, for the construction of a submarine cable between Queensland and New Caledonia.—ALEX. C. BUDGE, Clerk of the Council, 12/4/92. Confirmed, 19/4/92. Approved.—JERSEY, 12/4/92.

No. 5.

The Crown Solicitor to The Secretary to the Post Office, Sydney.

Re New Caledonian Cable.

Sir, Crown Solicitor's Office, Sydney, 11 April, 1892.

I have the honor to enclose the departmental papers herein, together with four engrossments of agreement by the Postmaster-General and the Société Française des Télégraphes Sous-marins.

The two documents marked "A" can be executed here, Mr. Coote executing as attorney for and on behalf of the Company. Mr. Coote should also sign and make the enclosed statutory declaration, and execute the agreement endorsed on each of the said documents.

It will be noticed that the time is left blank in the endorsed agreements. This has been done so that the Postmaster-General may arrange that with Mr. Coote.

The other two marked "B" can be handed to Mr. Coote for transmission to Paris for execution by the Company there. The seal of the Company should be affixed in accordance with the articles of association of the said Company and notarially attested, and, on their being returned to the attorney of the Company duly completed, the Postmaster-General can then execute the same, and such documents can be exchanged.

A certificate of the incorporation of the Company duly attested according to French law should also be obtained.

Before the execution of the agreement it should be confirmed by the Executive Council, and authority given to sign on behalf of the Government.

I have, &c.,
E. A. SMITH,
Crown Solicitor.

No. 6.

No. 6.

Minute for Executive Council.

Submitting copy of proposed agreement for construction of a cable between Queensland and New Caledonia, and requesting authority to execute same.

General Post Office, Sydney, 11 April, 1892.

REFERRING to my minute of the 6th instant, requesting authority to enter into an agreement with the Société Française des Télégraphes Sous-marins for the construction of a submarine cable between Queensland and New Caledonia, I now transmit herewith for approval a copy of the proposed agreement, and I request authority to sign the same on behalf of the Government.

JOHN KIDD.

The Executive Council approved the agreement herewith submitted, and advised that authority be granted to execute the same.—ALEX. C. BUDGE, Clerk of the Council, 12/4/92. Confirmed, 19/4/92. Approved.—JERSEY, 12/4/92.

No. 7.

A. Coote, Esq., Hobart, to The Postmaster-General, Sydney.

Sir, Hobart, 19 May, 1892.

I have the honor to acknowledge receipt of your letter covering the agreement for the laying of the New Caledonia cable, upon which the stamp of New South Wales has been impressed.

I herewith return in exchange the agreement I held, that requires the stamp of the Colony impressed upon it. After which will you please hold as already agreed upon.

I have, &c.,

AUDLEY COOTE.

Matter should be noted for Estimates.—S.H.L., 27/5/92, Superintendent Telegraphs to note for Estimates and return.—S.H.L., 30/5/92. Accountant to note.—E.C.C., 30/5/92. Noted.—C.S.G., 30/5/92. Returned, 2/6/92.

No. 8.

THIS indenture made and entered into this 22nd day of April, 1892, between the Société Française des Télégraphes Sous-marins, carrying on business at Paris, in France (hereinafter designated the said Company, of the one part, and John Kidd, the Postmaster-General of the Colony of New South Wales, as such Postmaster-General, and acting for and on behalf of the Government of New South Wales), hereinafter designated the said Postmaster-General, of the other part. Whereas the said Company has lately agreed with the Government of the colony of Queensland to make, construct, and lay down a submarine cable for the purpose of establishing telegraphic communication between the shores of Queensland and New Caledonia. Now this indenture witnesseth that the said Company do hereby for themselves and their successors covenant with the said Postmaster-General and his successors in office, and the said Postmaster-General, for and on behalf of the Government of New South Wales, doth hereby covenant and agree with the said Company and its successors in manner following, that is to say:—

1. The said Company shall, within eighteen months from the date of these presents, manufacture and lay down a submarine telegraph cable between the shores of Queensland and New Caledonia: Provided always that if after shipping the said cable the said Company are prevented by an inevitable accident or other cause beyond their control from laying down the said cable within the time hereinbefore mentioned, such further time shall be allowed as may be agreed upon by the said parties of these presents.

2. The said Company shall work and maintain the said cable at their own cost.

3. The said cable shall form part of the main Pacific cable connecting Queensland with Vancouver, San Francisco, or other such places in North America as may hereafter be determined.

4. The said Company shall keep the said cable in good working order, and if it should become silent, or unable to be used, and remain so for twenty-one days,* then the guarantee hereinafter mentioned shall cease from the expiration of such twenty-one days until the said cable is restored and is again in good working order.

5. The expenses of working the said cable by the said Company shall not exceed £2,400 per year, which sum shall in no case include expenses in connection wite repairs or renewal of cable.

6. The amount of the working expenses of the said cable (other than the expenses in connection with repairs or renewal) of cable shall be a first charge against the amount received for all messages passing over the said cable.

7. The said Company having agreed to manufacture and lay the said cable on the express conditions that the Governments of France, New South Wales, and Queensland should guarantee that the said Company shall receive the sum of £12,000 per year, over and above the said expenses of working the said cable for a period of thirty years, two-thirds of the said amount to be guaranteed by the Government of France and one-sixth each by the respective Governments of New South Wales and Queensland. The said Postmaster-General for and on behalf of the said Government of New South Wales, subject to the conditions and provisoes hereinafter contained, doth hereby guarantee the payment to the said Company for the period of thirty years from the date when the said cable shall be opened for the transmission of messages, the yearly sum of £2,000, or such smaller sum as shall, together with one-sixth of the net sum received by the said Company for messages passing over the said cable during the year (after deducting the working expenses) amount to the sum of two thousand pounds (£2,000).

8. The Government of New South Wales shall have the free use of the said cable for all Government messages, provided that the value of these messages sent over the said cable shall not during the said year exceed the sum of £2,000.

9. As soon as the main Pacific cable connecting Queensland with North America as aforesaid shall be completed, the guarantee hereinbefore mentioned shall be rearranged, and shall form part of any joint guarantee which may be given by any other countries or colonies in consideration of the main Pacific cable. 10.

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* NOTE.—This period changed to thirty days. See subsequent correspondence.

10. The minimum rate to be charged by the said Company for the transmission of messages from Queensland to New Caledonia shall be for messages of ten words or less (including the address and signature) 7s. (of which the said Company shall receive 6s. and the New South Wales Government 1s.), and for every additional word 7d. (sevenpence), of which the said Company shall receive 6d. and the New South Wales Government 1d. (one penny).

11. The gross amount received by the said Company in each year for all messages transmitted by by the said cable during the year shall be applied first in paying the expenses of working the said cable, such expenses not to exceed £2,400 per year, and of the balance of such receipts one-sixth part shall be applied in reduction of the amount to be paid by the New South Wales Government under the guarantee mentioned in clause 6 of these presents.

12. The said Company will at all times keep accurate and regular accounts of all moneys received by the said Company in each year for all messages transmitted, and of all expenses incurred in working the said cable, and will on the first day of January and first day of July in each year deliver to the Postmaster-General a true statement of such accounts for the preceding half-year, and will, if required, verify such accounts by the statutory declaration of the Manager or responsible officer of the Company in Queensland, and by the production of the necessary books, papers, and vouchers to the agent of the Postmaster-General. The said Postmaster-General shall not be bound to pay the sums named in clause 6 until such accounts as aforesaid have been delivered to him, and, if required, verified as aforesaid.

13. The said Company undertakes to reduce the charge for the transmission of messages by the said cable as soon as the increase in the number of messages transmitted shall reasonably warrant such reduction.

14. In the construction of these presents, the expression "The Postmaster-General," shall mean and include the Postmaster-General for the time being of the Colony of New South Wales.

In witness whereof, the said Company hath hereunto affixed to these presents its Common Seal, and the said Postmaster-General has hereunto set his hand and seal, the day and year first hereinbefore written.

Société Française des Télégraphes Sous-marins, by its attorney,—
(L.S.) AUDLEY COOTE.

Signed with the name, and sealed with the seal, and delivered as the act and deed of the said Company, by its attorney, the Honorable Audley Coote, duly constituted and appointed by deed, dated the 12th day of December, 1891, in the presence of—
S. H. LAMBTON,
Secretary, Post Office, Sydney. (L.S.) JOHN KIDD.

Signed, sealed, and delivered by the said Postmaster-General, in the presence of—
S. H. LAMBTON,
Secretary, Post Office, Sydney.

It is hereby agreed between the parties to the within written indenture—and the Honorable Audley Coote, the attorney for the within-named Company, doth hereby covenant and agree with the Postmaster-General that a duplicate of the within written indenture shall be duly executed by the Company, and handed to the said Postmaster-General within twelve months from this date, and that in the event of such indenture not being so executed and delivered within the time aforesaid, the Postmaster-General may, by notice in writing, addressed to the said Audley Coote, at Hobart, Tasmania, and sent through the post, cancel the within written indenture, and thereupon the same and all covenants therein shall become void.

As witness the hands and seals of the said parties—Société Française des Télégraphes Sous-marins, by its attorney,—
(L.S.) AUDLEY COOTE.

Witness,—S. H. LAMBTON, (L.S.) JOHN KIDD.
Secretary, Post Office, Sydney. (L.S.) AUDLEY COOTE.

No. 9.

The Under Secretary, General Post Office, to The Secretary to the Post Office, Sydney.

Sir, Brisbane, 11 July, 1892.

With reference to the application of Mr. Audley Coote, on behalf of the Société Française des Télégraphes Sous-marins, asking for an extension of time for preparing the proposed cable from Queensland to New Caledonia, should the same become silent, or unable to be used, I have the honor to inform you that the Postmaster-General has agreed to extend the time from twenty-one to thirty days, on the understanding that you agree to the change.

Enclosed herewith please find a copy of our reply to Mr. Coote.

I have, &c.,
JOHN McDONNELL,
Under Secretary.

[*Enclosure.*]

Sir, Post and Telegraph Department, Brisbane, 11 July, 1892.

Referring to your letter of the 20th ultimo, and to your interview, I am directed to inform you that the Postmaster-General has approved of an alteration in Clause 2a of the agreement entered into by him with the Société Française des Télégraphes Sous-marins, for the establishment of cable communication between Queensland and New Caledonia, whereby the number of days during which the cable may be silent, or unable to be used, before cessation of guarantee can commence, will be increased from twenty-one to thirty days, on the understanding that the New South Wales Government also agree to the change.

At the same time Mr. Unmack desires me to say that this application for amendment of the terms of the agreement so recently entered into, does not, in his opinion, redound to the credit of the Company.

I have, &c.,
JOHN McDONNELL,
Under Secretary.

Hon. Audley Coote, M.L.C., Hobart.

Sydney: Charles Potter Government Printer.—1892.

[6*d.*]

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STEAM SERVICE BETWEEN SYDNEY AND VANCOUVER.

(MESSAGE No. 10.)

Ordered by the Legislative Assembly to be printed, 7 June, 1893.

R. W. DUFF, *Governor.*

Message No. 10.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the granting of a subsidy towards the monthly steam service now being performed between Sydney and Vancouver by Mr. James Huddart.

Government House,
Sydney, 7th June, 1893.

3d.] 999—

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CLOSING OF WALKER-STREET NORTH, AND EXTENSION OF BELLEVUE-STREET, ST. LEONARDS.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 6 *September*, 1892.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 4th February, 1892, That there be laid upon the Table of this House,—

"Copies of all plans, papers, documents, and reports referring to the closing of "Walker-street North, St. Leonards, and the extension of Bellevue-street "through vacant Crown lands."

(*Mr. Vaughn.*)

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No. 1.

The Mayor of St. Leonards to The Secretary for Lands.

Sir, Borough of St Leonards, Council Chambers, 6 September, 1886

I have the honor, in the general interests of the ratepayers of this Borough, to request that you will be pleased to extend Bellevue-street from its present termination at Rosalind-street to Ernest-street, as marked on the accompanying sketch.

This extension is desirable for the following reasons —

1 It will facilitate access to Ernest-street and Walker-street

2. It will enable the Council to meet a difficulty certain to arise in the immediate future in connection with the drainage of Rosalind and Bellevue Streets, as the extension will intersect a creek which forms the boundary of Bell's 20 acres and the water reserve.

At present the natural fall of the ground discharges the surface water on Bell's land through Crown land, but in view of the rapid increase of population in the locality, and the certain nuisance that will arise from the flow of sewage from houses in the locality, I am of opinion that unless the street is extended as now asked, the Borough Council of St. Leonards will find itself involved in litigation with ratepayers.

Owing to the natural features of the land in this Borough, the work of draining without going through private property is exceptionally difficult, and the Council has already experienced trouble and pecuniary loss in connection with the matter, so much so that I consider it my duty, in the interests of the Borough, to obviate as far as possible the occurrence of similar difficulties in the future; and with that object in view, I now suggest for your consideration the advisableness of closing Walker-street between Ernest-street and the creek, and the continuation of Bellevue-street from Rosalind-street to Ernest-street. This would not interfere with the site for public pound, as the closing of Walker-street would compensate for the land taken to continue Bellevue-street

The vacant piece of land shown between the proposed continuation of Bellevue-street, and lots Nos 6 and 9 might, I venture to suggest, be sold by the Government to the owners of those allotments at its full market value, or submitted to public competition in the usual way.

I have, &c ,

BENJAMIN JENKINS,

Mayor

Acknowledge.—G E H (for Under Secretary), 13/9/86 Acknowledged,—The Surveyor-General —G.E H. (for Under Secretary), B C , 13/9/86

Mr District-Surveyor Deering is requested to furnish a report as to whether the proposed alteration in the town design would be advantageous in the public interests —A J Sropp (*pro* Surveyor-General), 5/10/86

J. W. Deering, Esq., Metropolitan District Surveyor,—Proposed alteration of design of town of St. Leonards.—John W. Deering, 21/10/86. No 2,934,—Forwarded to the Metropolitan District Surveyor with my report, No. 86-53, of 1st November, 1886 —Stephen E. Perdriau, Government Surveyor.

No 2.

No. 2.

Mr. Surveyor S. E. Perdriau to The Metropolitan District Surveyor.

Sir, Sydney, 1 November, 1886.

1. In compliance with your instructions, No. 86-2,934, of 21st October, 1886, I have the honor to report that I cannot agree with the proposal of the Mayor of St. Leonards to produce Bellevue-street to Ernest-street, as shown in pencil on sketch, as it would be a loss to the Government.

2. I beg to suggest an equally good and more economical way of connecting Bellevue and Walker Streets, viz., by producing the former street to a point about 45 links south of the creek forming the southern boundary of Bell's 20 acres, thence joining with Walker-street by a turn; *vide* tracing.

3. Leaving the area west of the proposed new street, which is about 350 feet by 40 feet, for a public pound.

4. That portion of the present public pound, edged yellow on sketch, would then revert to the Crown; in exchange for which the Borough Council would have the area embraced by the proposed new street, and the proposed new public pound.

5. I may mention that the portion of Walker-street, between Ernest-street and the creek is admirably adapted for road purposes also.

6. That the area above mentioned is particularly well situated, and is ample in size for a public pound, which is now seldom if ever used, the practice being for the inspector of nuisances to summon offenders, instead of as formerly impounding.

7. In some municipalities the land granted for public pounds remains unfenced, not being required for that purpose.

I have, &c.,
STEPHEN E. PERDRIAU,
Government Surveyor.

S.G.O., 1886; 335-1 and tracing herewith.—S. E. Perdriau, 1/11/86. Report to the Under Secretary, No. 3,177 of this date.—John W. Deering, 16/11/86.

No. 3.

The Metropolitan District Surveyor to The Under Secretary for Lands.

16 November, 1886.

Borough Council of St. Leonards applying for a southerly extension of Bellevue-street.

1. The Borough Council apply that Bellevue-street may be extended to Ernest-street through the land now reserved as a public pound, in lieu of that part of Walker-street coloured red on tracing.

2. This course would prove to be a loss to the Government by making that part of the pound reserve remaining too small for subdivision or any other purpose.

3. It is proposed by Mr. Surveyor Perdriau to extend Bellevue-street, as shown upon tracing by the letters A, B, C, D, E, F, through Crown land, and to set apart the area A, B, G, H as a public pound.

4. The course now proposed is desirable, both for the Crown and for the Borough, and I recommend that it should be approved.

JOHN W. DEERING,
Metropolitan District Surveyor.

The Under Secretary for Mines.—S.F., B.C., 18/11/86. Mr. District-Surveyor Deering is requested to cause the extension to Bellevue-street southerly to be laid out as recommended by him.—A. J. Stopps (*pro* Surveyor-General), 12/1/87. J. W. Deering, Esq., Metropolitan District Surveyor. Mr. Surveyor Perdriau.—J. W. Deering, 29/1/87; No. 265.

No. 4.

The Council Clerk, St. Leonards, to The Under Secretary for Mines.

Sir, Borough of St. Leonards, Council Chambers, 21 December, 1886.

Referring to a conversation between yourself and the Mayor of this Borough, concerning an application for the extension of Bellevue-street (Roads 86-2,866), I am directed by His Worship to say that if, as he understood you to say, the preservation of a site for a public pound in any way interferes with the desired extension, this Council would be agreeable to the cancellation of the reserve for public pound, and for any land that might thereby become available to be added to the reserve for public recreation, or dealt with in any other way that might appear desirable to the Department.

I have, &c.,
W. BARNETT SMITH,
Council Clerk.

Acknowledge.—G.E.H., 23/12/86. The Council Clerk, St. Leonards, informed, 23/12/86. The Surveyor-General.—G.E.H. (for Under Secretary), B.C., 23/12/86.

It is recommended that the Borough Council of St. Leonards be informed that instructions have been issued for the survey of the extension to Bellevue-street southerly, as recommended by the District Surveyor and Mr. Surveyor Perdriau.—A. J. Stopps (*pro* Surveyor-General), 12/1/87.

Inform.—G.E.H. (for Under Secretary), 12/1/87. The Council Clerk, St. Leonards, informed, 14/1/87. The Surveyor-General.—G.E.H. (for Under Secretary), 14/1/87.

Bellevue-street, St. Leonards.—Forwarded to Mr. Surveyor Perdriau in connection with instruction No. 265, of 29 January, 1887. The street may now be continued straight through. *Vide* also separate instructions No. 267, of this date, for subdivision for sale at auction of the adjoining land.—John W. Deering, Metropolitan District Surveyor, 29/1/87. No. 266. Mr. Surveyor Perdriau.

No. 5.

No. 5.

The Under Secretary for Mines to The Council Clerk, St. Leonards.

Sir, Department of Mines, Sydney, 14 January, 1887.

With reference to your letter of the 21st ultimo, respecting the extension of Bellevue-street, St. Leonards, I have the honor to inform you that instructions have been issued for the survey of the extension of Bellevue-street southerly, as recommended by the District Surveyor and Mr. Surveyor Perdriau.

I have, &c.,
GERRARD E. HERRING,
(*Pro* Under Secretary).

No. 6.

Memo. from The Metropolitan District Surveyor to Mr. Surveyor S. E. Perdriau.

District Survey Office, Department of Lands, Sydney, 29 January, 1887.

When carrying out my instructions, No. 266, of this date, Mr. Perdriau will be good enough to subdivide, in accordance with the accompanying design, the land adjoining each side of Bellevue-street, as approved to be continued.

JOHN W. DEERING,
Metropolitan District Surveyor.

This land is very valuable, and should bring a good price to Government.—J. W. Deering, 29/1/87.

No. 7.

Mr. Surveyor S. E. Perdriau to The Metropolitan District Surveyor.

Sir, Sydney, 7 February, 1887.

1. In connection with instructions Nos. 265, 266, and 267, on papers enclosed herein, I have the honor to forward a tracing, showing a proposed alteration in the design of the town of St. Leonards, for the approval of the Executive Council.

2. The alteration consists in the closing of a small part of Walker-street, and the production of Bellevue-street southerly to Ernest-street.

3. On papers, S.G.O., 1886, 335-3, enclosed, it is intimated that the Borough Council of St. Leonards forego any claim they may have to that part of the reserve for public pound which will remain when Bellevue-street shall have been produced; also, to that part of Walker-street which it is proposed to close.

4. Also, on my tracing, I show the manner in which I propose to subdivide the area abutting on Bellevue-street, which will become vacant Crown land when the above proposed alteration in the street shall have been effected.

I have, &c.,
STEPHEN E. PERDRIAU,
Government Surveyor.

I should state that the alterations herein suggested have been applied for by the Borough Council of St. Leonards. *Vide* letters enclosed.—S.E.P.

Papers, S.G.O., Roads, 1886, 335–2 and 335–3, and instructions 87–265, 266, and 267, enclosed herewith; also a tracing to illustrate this report.—S.E.P., 7/2/87. Report to the Under Secretary, No. 1,254, of this date.—John W. Deering, 20/5/87.

No. 8.

The Council Clerk, St. Leonards, to The Under Secretary for Mines.

Sir, Borough of St. Leonards, Council Chamber, 6 April, 1887.

I am directed by His Worship the Mayor to inform you that the following resolution has been adopted by this Council, viz.:—"That the Government be urged to immediately extend Bellevue-street in a straight line through to Ernest-street, as recommended by the Mayor in his letter to the Minister for Lands of 6th September, 1886." I am also directed to request that you will give effect to your letter of 14th January, 86-3,941, Roads, as speedily as possible, in order that the extension may be carried out.

I have, &c.,
W. BARNETT SMITH,
Council Clerk.

Acknowledge.—G.E.H. (for the Under Secretary), 7/4/87. Acknowledged. The Surveyor-General.—G.E.H. (for the Under Secretary), B.C., 7/4/87.

No. 9.

The Metropolitan District Surveyor to The Under Secretary for Lands.

District Survey Office, Department of Lands, Sydney.

Proposed continuation of Bellevue-streeet, St. Leonards, through Crown land and pound reserve to Ernest-street, and closing part of Walker-street thereby rendered unnecessary; parish of Willoughby, county of Cumberland; No. 1,254; 20th May, 1887.

1. The Borough Council of St. Leonards apply that Bellevue-street may be continued southerly to Ernest-street. (*Vide* enclosed tracing "B.")

2. The land affected by such continuation is partly unreserved Crown land, and partly portion o an old pound reserve which the Council are willing should be cancelled and the remainder disposed of as the Crown may decide. (*Vide* Roads, 86–335–3 enclosed.)

3. The Council also apply that the portion of Walker-street, from Ernest-street to the water-course, which would be rendered unnecessary by the continuation of Bellevue-street as proposed, may be done away with. The street access to the recreation reserves would still be ample, and the Council are the trustees of this reserve.

4. After consideration, I beg to recommend that the Council's application be complied with, and the necessary action taken to alter the design of the town accordingly, as indicated on enclosed tracing "B," under section 107, Crown Lands Act of 1884.

5. When this has been effected the designed allotments shown on the tracing will be available for auction sale, and would, in all probability, command a very satisfactory price.

6. The Department of Mines should, it is presumed, be communicated with in reference to the proposed abolition of the pound at this place. Such action might be taken concurrently with the preliminaries to the proposed alteration of design.

I have, &c,
JOHN W. DEERING,
Metropolitan District Surveyor.

Submitted.—F.H.W., 26/5/87. May be approved, subject to the consent of the Mines Department in respect of the pound reserve.—S.F., 29/6/87. Approved.—T.G., 30/6/87. The Under Secretary for Mines.—R.H.D. (for the Under Secretary), B.C., Lands, 12/7/87.

No. 10.

The Chief Inspector of Stock to The Under Secretary for Mines.

Department of Mines, Stock Branch, Sydney, 16 July, 1887.

Subject:—Proposed continuation of Bellevue-street, through reserve for public pound at St. Leonards.

In this case application is made by the Borough Council of St. Leonards for the extension of Bellevue-street through the land (1 acre 0 rood 36 perches) now reserved for the St. Leonards pound; and Mr. Surveyor Perdriau reports that the Council forego any claim they may have to that part of the reserve which will remain.

This, unless another site is to be selected, would practically abolish the pound, and the Council might perhaps be asked whether another site has been found, as it is very neeessary that there should be a pound in the borough.

ALEX. BRUCE,
Chief Inspector of Stock.

Approved.—H.W., 19/7/87. Council Clerk asked. 26/7/87.

No. 11.

The Council Clerk, St. Leonards, to The Chief Inspector of Stock.

Sir, Borough of St. Leonards, Council Chambers, 3 August, 1887.

Referring to your communication of 25th July, inquiring whether any other pound site had been selected in lieu of the one crossed by the proposed extension of Bellevue-street, I am instructed to inform you that no other site has been given in substitution of the one originally granted.

I have, &c.,
W. BARNETT SMITH,
Council Clerk.

No. 12.

The Chief Inspector of Stock to The Under Secretary for Mines.

Department of Mines, Stock Branch, Sydney, 10 September, 1887.
Minute Paper.

Subject:—That pound-yard at St. Leonards be removed to east side of proposed street.

Memo.—Since this was written, I have seen Captain Jenkins on the ground, and I would now suggest that the pound-yard be removed to the east side of the proposed street, and either erected on the creek on the portion marked reserved for access, and a fresh road left for access; or that the portion marked for access be left for that purpose, and the yards erected to the south of that.

ALEX. BRUCE,
Chief Inspector of Stock.

Submitted for approval.—G.E.H. (for the Under Secretary), 12/9/87. Approved.—F.A., 17/9/87. The Under Secretary for Lands.—B.C., 11/9/87. A.B. (for Under Secretary). Mr. District-Surveyor Deering.—R.H.D., 23/9/87. Mr. Perdriau, for report or survey.—J. W. Deering, 3/10/87, No. 2,505.

The proposed pound site is now indicated by yellow tint on tracing marked "B" herein. Transmitted to the Metropolitan District Surveyor with my report dated 6th October, 87-76.—Stephen E. Perdriau, Government Surveyor.

No. 13.

Mr. Surveyor Perdriau to The Metropolitan District Surveyor.

Sir, Sydney, 6 October, 1887.

In obedience to your instructions, No. 87-2,505, of 3rd October, I have the honor to report that I have interviewed Captain Jenkins, Mayor of St. Leonards, with regard to the above-mentioned matter, and enclose herewith his letter to me, stating that he considers the piece of land measuring 40 feet by about 90 feet, and adjoining on its southern side the reserve for access shown on tracing herein marked "B," will be ample for a pound for the Borough of St. Leonards.

Papers, Miscellaneous, 87-11,994, enclosing tracing marked "B," herewith; also letter from the Mayor of St. Leonards.—S.E.P., 6/10/87.

2.

2. This site is in lieu of 1 acre 0 rood 36 perches, previously set apart for a pound, through which Bellevue-street produced will pass, and the site will have 40 feet frontage to that street when so produced.

If this site be approved, it will be marked on the ground when Bellevue-street shall have been produced as proposed. It is not necessary to mark it until the production of Bellevue-street shall have been finally dealt with.

I have, &c.,
STEPHEN E. PERDRIAU,
Government Surveyor.

[*Enclosure.*]

St. Leonards, 6 September, 1887.

About 40 feet by 90 feet will be ample for a pound for St. Leonards.

I request that the reserve for access, shown on your tracing of proposed extension of Bellevue-street be retained, and that the pound site be the adjoining land to the south, with 40 feet frontage to Bellevue-street.

BENJAMIN JENKINS,
Mayor.

S. E. Perdriau, Esq.

Forwarded to the Metropolitan District Surveyor with my report, No. 87-76 of 6th October.—Stephen E. Perdriau, Government Surveyor.

No. 14.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Continuation of Bellevue-street, St. Leonards, through Crown land and old pound reserve to Ernest-street, closing part of Walker-street thereby rendered unnecessary, and new site for pound; alteration of design, section 107, Crown Lands Act of 1884—No. 2,884, 14th November, 1887.

It is submitted that, after the alteration of design has been effected, the area, about 40 feet x 90 feet, coloured yellow, on tracing "B" may be reserved for the pound, as arranged with the Stock Branch (Mines Department) and the Mayor of St. Leonards; and that the necessary action for alteration of design, &c., should now proceed, in accordance with decision on Ms. 87-6,536, enclosed.

Two tracings are forwarded herewith for exhibition at Lands Office and either the local Council Chamber or Police-station; a tracing is also retained in the District Survey Office.

JOHN W. DEERING,
Metropolitan District Surveyor.

Recommendation submitted.—R.H.D., 22/11/87. F.H.W. S.F. Approved.—T.G., 6/12/87. Gazetted, 23/12/87. Council Clerk with tracing, 23/12/87. Ministerial Branch,—With a view to advertisement in local newspaper.—J.O'D. (*pro* R.H. De Low), 30/12/87. Done.—B.J.A., 9/1/88.

No. 15.

Gazette Notice.

Department of Lands, Sydney, 23 December, 1887.

Proposed Alteration of Design of the Town of St. Leonards.

It is hereby notified for public information, that at the expiration of three calendar months from this date, it is intended to obtain authority, under the provisions of the 107th section of the Crown Lands Act of 1884, to alter the design of the town of St. Leonards, by closing that part of Walker-street between Ernest-street and the creek forming the south boundary of G. A. Bell's 20 acres, and by extending Bellevue-street to meet Ernest-street.

Tracings showing the proposed alteration may be inspected at the Town Hall, St. Leonards, and at the Lands Department, Sydney.

THOS. GARRETT.

No. 15a.

The Under Secretary for Lands to The Council Clerk, St. Leonards.

Sir, Department of Lands, Sydney, 23 December, 1887.

I am directed to transmit herewith, for your information, and for public inspection, a tracing showing proposed alteration of design of the town of St. Leonards, which was notified in the *Government Gazette* of this date.

I have, &c.,
R. H. DE LOW
(For the Under Secretary).

No. 16.

A. Armstrong, Esq., to The Under Secretary for Lands.

Sir, Land Agency Office, 70, Pitt-street, Sydney, 14 February, 1888.

Referring to published notice calling for objections to the opening through Crown lands, town of St. Leonards, of a continuation southward of Bellevue-street. As an adjacent property owner and resident I have the honor to enter the most emphatic objection to such action for the following reasons.

1st. Such street is in no way required as an outlet for residents north of Falcon-street, owing to the fact that all such must turn westward to Miller-street, and this can as easily be done by Rosalind-street as by Falcon-street to which proposed new street would lead. St. Leonards park blocks Walker-street, and renders access by wheeled traffic to St. Leonards impossible, so that it is absolutely necessary for Miller-street to be the only street which parties resident in the northern part of the town can use, and this is in every way accessible by the streets originally laid out, and the proposed street will not in any way increase such accessibility. 2nd.

2nd. The vacant Crown land which such street would completely spoil is of considerable value to either the State or the Municipality, to the former as a valuable site to be retained for the erection of any kind of public institution, the necessity for which must arise out of the rapidly increasing growth of so important a suburb, or to the latter as a site for the erection of such municipal institutions as the growth of a large borough must eventually create. Even in the present day it might with considerable advantage be made use of as a pound. In the whole of the North Shore Boroughs, with the exception of North Willoughby, there is no provision whatever made to guard against the terrible annoyance of stray cattle; and at the present moment reports are called for by the Borough Council of St. Leonards upon the best way of dealing with justifiably loud complaints of this existing nuisance.

3rd. The opening of the street referred to will have the effect of turning two half-acre allotments adjacent to such new street, originally surveyed with 66 feet frontage to Rosalind-street, and 66 feet frontage to Ernest-street, respectively, each with 330 feet depth, into frontage allotments with depth of original frontage only—subject only to their owners increasing such depth slightly by the purchase of the narrow strip left between the new street and their lands, and thus converting an acre of land into a long narrow strip of building ground similar to the instance furnished within the same section at the corner of Miller-street and Ernest-street, where an owner of a similarly shaped allotment has erected thirteen houses, with well and cesspit all within a depth of 66 feet, an instance which, I submit, should act as a strong argument against the Crown encouraging by survey, opportunity for the erection of dwellings so severely detrimental to the sanitary welfare of a rapidly growing suburb.

Should the owners of these allotments not purchase, a still greater danger is created by the opportunity afforded for building, fronting the new street, with depths to such buildings of only about 30 feet.

Should the opening of a new street be necessary, which I do not think likely, I respectfully submit that it would be far more advantageous in the public interest to continue Walker-street northward through G. D. Bell's 20 acre grant, to a point opposite Rosalind-street, resuming so much of the grant referred to as would be found necessary, and thus preserve in the interest of the State one of the few vacant blocks of Crown lands, the retention of which is sure to prove advantageous to the public.

I have, &c.,

A. ARMSTRONG.

End of March, 1888, to await other objections if made.—R.H.D., 16/2/88.

No. 17.

J. P. Abbott, Esq., M.P., to The Under Secretary for Lands.

Sir, 6 and 7, Wentworth Court, Sydney, 8 March, 1888.

As a resident of the northern part of the town of St. Leonards, I have the honor to protest against the sub-division shown in exhibited plan, extending Bellevue-street southward to Ernest-street through vacant Crown lands.

The Crown land held intact has a great prospective value, in view of the fact that it lies adjacent to the proposed railway station, and as subdivided it will, if sold, afford opportunity for the erection of a class of residence dangerous to the health of a portion of the suburb not yet rendered unhealthy by small allotments.

I would add, that all residents northward of the proposed street have full access already provided by way of Rosalind-street to Miller-street, which must still be used by persons traversing the proposed new street, as Walker-street is blocked by St. Leonards Park; and Miller-street is, and always must be, the central point of traffic.

I have, &c.,

J. P. ABBOTT.

Reference to papers, Ms. 87-2,220, *Gazette*, 23/12/87. To await receipt of any other objections.—R.H.D., 12/3/88. End of March.

No. 18.

W. Cleland, Esq., to The Under Secretary for Lands.

Sir, Ernest-street, St. Leonards, 23 March, 1888.

Being a property-owner and resident in Ernest-street, St. Leonards, adjacent to where it has been proposed that Bellevue-street should be carried through Crown lands from Rosalind-street to Ernest-street, I have the honor to protest against the proposed street being opened, and the closing of the northern part of Walker-street, as I consider it likely that it would alter the whole character of the neighbourhood, and would be detrimental to my property.

Furthermore, the street is unnecessary, as the tendency of traffic is to Miller-street, the main thoroughfare southward, and is not required by the residents in that locality; which is borne out by the fact that a petition was presented to the Municipal Council of St. Leonards, signed by a large number of property-owners, against the opening of the said street.

I furthermore believe that, if this street was extended as proposed, it would be the means of causing dwellings of an undesirable kind being erected, and result in the depreciation of the properties already built.

I therefore urge my protest against the alteration of the present street, and have the honor to be,

Yours, &c.,

W. CLELAND.

No. 19.

No. 19.

Messrs. J., W., and T. W. Jago, and Malcolm Wilson to The Under Secretary for Lands.

Sir, St. Leonards, 23 March, 1888.

We, the undersigned, owners of land within the town of St. Leonards, respectfully and emphatically protest against the proposed extension of Bellevue-street through Crown land, on the grounds that the proposed subdivision of Crown lands is one calculated to be of serious effect on the present healthiness of the vicinity. Allotments with so narrow a depth, and likely to lead to a class of erection calculated to be of serious effect in a suburb of such growing importance. That such street is not required in the interests of adjacent residents or the public generally, as quite sufficient outlet to the main centre of traffic is afforded by way of Rosalind-street to Miller-street, which street must necessarily remain a central point of traffic, from the fact that Walker-street is blocked by St. Leonards Park.

The piece of Crown land is of considerable value, and its prospective value, in view of proposed railway to Cremorne, is still more considerable, and in the State interest it is by no means advisable that it should be cut up to such severe disadvantage as is proposed by exhibited plan.

We are, &c.,
JOHN JAGO,
Builder, Miller-street, St. Leonards.
WILLIAM JAGO,
Mason, Miller-street, St. Leonards.
THOMAS W. JAGO,
Builder, Miller-street, St. Leonards.
MALCOLM WILSON,
Mason, Holterman-street.

Special. Perhaps it would be as well for the Board to investigate these objections.—R.H.D., 27/3/88. Submitted.—F.H.W. S.F. Refer to Board for above-named purpose.—T.G., 19/5/88. The Metropolitan Land Board.—R.H.D. (for the Under Secretary), B.C., Lands, 21/5/88.

Notice of meeting, 30/7/88, to John Jago, Wm. Jago, T. W. Jago, and Malcolm Wilson (care of Wm. Jago), and to W. Cleland and J. P. Abbott, A. Armstrong, and Council Clerk, St. Leonards.—C.W.T., 16/7/88.

No. 20.

Decision of Local Land Board.

Crown Lands Act of 1884—(Part II., Section 14, Sub-section 4).

New South Wales, } to wit. }

Misc. 88-3,553
L.B. 88-2,477.

WHEREAS, on the 30th and 31st day of July, 1888, it became a matter for investigation and report by us on the applications made to the proposed alterations of the design of the town of St. Leonards, under the provisions of section 107 of the Crown Lands Act of 1884, viz., the extension of Bellevue-street through Crown lands, &c., to Ernest-street; and having taken evidence and inquired into the said matter, we forward the evidence and exhibits brought before us by the objectors, and by the Mayor of the Municipality, and we find that the balance of evidence appears to us to be in favour of the proposed extension as being likely to benefit the general public.

Given under our Hands, at Sydney, in the Colony of New South Wales, this 31st day of July, 1888,—
T. WARRE HARRIOTT,
Chairman.
FRED. A. FRANKLIN,
HENRY EAGAR,
Members.

In view of the Land Board's report, it is submitted whether the proposed alteration of design should now be carried out.—J.O'D., 11/8/88. F.H.W. S.F. C.O. Extension approved.—H.P., 21/8/88. Correspondence Branch,—Please inform writers 88-3,553, 4,096, 2,889, and 1,738, and Mayor of St. Leonards, of decision.—J.O'D. (*pro* R. H. DE LOW). Above informed, 30/8/88.—H.L.F. For Executive Council; minute *re* alteration of design, 1/9/88.

[*Enclosures.*]

THIS deponent, *Stephen Edward Perdriau*, Government Surveyor, being duly sworn, maketh oath, and saith as follows: I made the survey of which the tracing before me is the plan; I think the opening of the street proposed will afford better access from the centre of the borough to the north and east parts; this is principally the use of the extension; it is also an easier way for traffic; I know of no objection to opening the street; I presume that the portion of Walker-street shown on the plan coloured brown would become Crown land, and might be sold as well as adjacent Crown land on the western side of the street; I do not think that it would be objectionable for sale of the land in allotments if building clauses be inserted restricting each allotment to one dwelling-house.

By Mr. Cope, Solicitor: The drainage from these houses would be across the park by a creek which goes through it, unless provision were made to divert it.

Sworn by Stephen E. Perdriau, at Sydney, this 31st day of July. 1888,— STEPHEN E. PERDRIAU.

T. WARRE HARRIOTT, Chairman.
FREDK. A. FRANKLIN, HENRY EAGAR, Members.

THIS deponent, *Ernest G. Clarke*, of St. Leonards, Borough Engineer, being duly sworn, maketh oath and saith as follows: I see the plan of the proposed extension of Bellevue-street; it would give access to properties in Bellevue-street to the north, and also to the eastward towards the Military Road; I am of opinion it would be a public benefit to open the street as proposed; it will assist to carry out a sewerage scheme in that part of the district which will be required shortly; if Walker-street were extended to Rosalind-street it would make it very hard to make it accessible on account of a sudden drop; I have estimated the cost of extending Bellevue-street as proposed; I believe it could be done for £200, that is, to make it fit for wheel traffic from Ernest-street to Rosalind-street. *By*

By Mr. Cope: I know some of the residents are objecting to the extension—those giving evidence here are the only ones I know of; I have been four months in the employ of the Council; when the proposed road is made the sewage will run down into the park unless provision is made for its prevention, that is, it would run into the creek at the foot of the street, and thence into the park; it is the natural fall for the sewage and the way it now goes.

Sworn by Ernest G. Clarke, at Sydney, this 31st day of July, 1888,— GAINS CLARKE.

T. WARRE HARRIOTT, Chairman.
FRED. A. FRANKLIN, HENRY EAGAR, } Members.

THIS deponent, *William Cleland*, of St. Leonards, being duly sworn, maketh oath and saith as follows:—*By Mr. Cope*: I own property in Ernest-street, three allotments off from the proposed street corner; I am 132 feet from the back of Massey's terrace in Miller-street; I live on my property; I protest against the street being extended, as it would seriously affect the value of my property; the new frontage might cause buildings to be erected with their back premises abutting on my land; the street is not required in my opinion; I have seen a petition from adjoining property-holders objecting to the opening of the street; that petition has been forwarded to the Borough Council.

By Mr. Jenkins: The street is not necessary to the property northward; Miller-street would be sufficient access, although the proposed extension would give direct access to Ernest-street; the main traffic is along Miller-street.

Sworn by William Cleland, at Sydney, this 31st of July, 1888,— W. CLELAND.

T. WARRE HARRIOTT, Chairman.
FRED. A. FRANKLIN, HENRY EAGAR, } Members.

THIS deponent, *John Jago*, builder, of North Shore, being duly sworn, maketh oath and saith as follows:—*By Mr. Cope, solicitor*: I have been an Alderman of the borough for a long period, and until recently, till I left for England in 1885; I was much interested in obtaining parks and reserves for the borough with Mr. Tunks; I have always known the 48 acres 3 roods 21 perches as a water reserve and now dedicated as a park lying eastward of Walker-street; if the proposed alterations are carried out as shown on the plan it will shut off access to the park, and the back premises of any houses built on the allotments will abut on the park; I know a terrace of houses on the opposite corner; Massey's terrace; it is not far away from the proposed street; I know he owns the land abutting on a narrow strip of land shown on plan and adjoining the proposed street; the terrace is about 10 chains away; the land the terrace is on is about 66 feet by 330 feet; there are thirteen houses on it, I think; I think there are wells; if the strip of land is treated as Massey's has been it will be a curse to the district; I took action with Mr. Tunks twenty years ago to get this site made a pound reserve site for market purposes; we did not think the street extension would be a public benefit and do not think so now; I do not think the extension is required for access at the end of the proposed street; there is a clump of rocks rising about 15 or 16 feet, and to make a road along as proposed it would cost at least £1,000; that is, to make the adjoining streets (Rosalind and Bellevue) a proper level.

By Mr. Jenkins: I do not know that any action has been taken to reduce the 15 feet or 16 feet of rock; I have property in Rosalind and Walker Streets, and I think closing Walker-street will affect its value injuriously if the street is altered; my son has property also in Miller-street, which he considers would be injured by proposed alteration of the street; there are two residents in Bellevue-street north of Rosalind-street; my property in Rosalind-street is about 10 chains from the proposed street; my Walker-street property is about 4 chains.

Sworn by John Jago, at Sydney, this 31st of July, 1888,— JOHN JAGO.

T. WARRE HARRIOTT, Chairman.
FRED. A. FRANKLIN, HENRY EAGER, } Members.

THIS deponent, *Andrew Armstrong*, of St. Leonards, being duly sworn, maketh oath and saith as follows: I was an Alderman of the St. Leonards Borough up to February last; I am one of the objectors to the street extension which has been a bone of contention in the Council for twelve years past; people interested in the land wishing to have it opened; some five years ago the owners of allotments 6 and 9 immediately adjacent to the proposed street extension signed a petition for opening the street; a larger petition more numerously signed was afterwards made and upon that petition the question was referred to the then Works Committee; their report was adverse to the opening of the proposed street: some of the same people signed the counter petition; the matter remained in abeyance for years; I became mayor in 1884 and 1885, and submitted a minute for the consideration of the Council, with the result that it was decided to ask the Crown to dedicate the land for municipal purposes; clearly the minute passed was adverse to the street being formed there; the Crown refused to dedicate, as the application was indefinite as to purpose; the application was again repeated and the Council specified a purpose; when I went out of office the matter remained in abeyance; I was still an alderman; the next stage was a proclamation; the previous resolutions had not been rescinded, and no discussion on the subject had been renewed; I then moved in the Council for a return of all papers; the Works Committee contained aldermen owning adjoining land, blocks 6 and 9, whose value would be increased tenfold by the new street; they made a recommendation to the Council that the request by the Mayor should be adopted, which recommendation was carried by the Mayor's casting vote; I attended that meeting and voted; the road proposed does not assist access; land to the east is occupied by a Chinese garden; the street proposed will not give any further access; that is already given by the Crown street; about 8 chains away, on the opposite corner, there is a row of houses on the same section; they are semi-detached, and allotments are 66 feet deep; this class of property is exceedingly undesirable; the strip of land that will be left will have 16 feet less depth than the land upon which the cottages are placed; there is an existing street to the wharf, as shown on the plan; I consider the proposed street will be better suitable for a high school.

By Captain Jenkins: I recollect visiting the proposed street when the question was first mooted, but I do not recollect what was said; in my objection to the extension I have recommended that Walker-street should be extended northward through Bell's land to Rosalind-street; this extension would not be more impracticable than Bellevue-street extension; as a matter of fact, I knew that *Gazette* notice was being prepared before the *Gazette* was issued of the proclamation.

Sworn by Andrew Armstrong, at Sydney, this 30th of July, 1888,— A. ARMSTRONG.

T. WARRE HARRIOTT, Chairman.
HENRY EAGAR, Member.

THIS deponent, *John William Deering*, Metropolitan District Surveyor, being duly sworn, maketh oath and saith as follows:—*By Mr. Cope, solicitor*: I caused the survey to be made of the proposed extension of Bellevue-street and made a plan of it; I recognise the tracing produced as a tracing from the plan of survey; I know the 43 acres 1 rood 21 perches marked on the tracing to be reserved as a park, and I believe it has gone on for dedication; if part of Walker-street, as indicated on the tracing coloured brown, is closed, access on that side will be closed to the park; the land might be added to the park, or might be formed into an access to the park; there is ample access without this piece of Walker-street, so that there is no objection to a sale of it in subdivisions, in allotments, as sketched on the tracing produced.

Sworn by John William Deering, at Sydney, this 31st of July, 1888.— JOHN W. DEERING.

T. WARRE HARRIOTT, Chairman.
FRED. A. FRANKLIN, HENRY EAGAR, } Members.

THIS

THIS deponent, *Benjamin Jenkins*, Mayor of St. Leonards, being duly sworn, maketh oath and saith as follows :—*By Mr. Cope, solicitor* : I knew of the proposed alteration of the design of town of St. Leonards; I knew of the proclamation of 23rd December last; certain ratepayers asked the Council to take action to extend the street, and upon that action a recommendation was made by me; I applied at their instance after a report to the Works Committtee; I do not know of any minute of the Council objecting to the extension of the street; I do not know of any petition; the Council did not act under any petition for extension; I do not know what will become of a portion of Walker-street that will be done away with, but I suppose the Government will resume it in place of the land that has been taken; the land available for sale will be 37 feet deep at one end and 50 feet at the other and 660 feet frontage; I want the street for the public irrespective of what may be done with the strip of land; Massey has a terrace in Miller-street, but I do not know the depth of the land; it was shallow, but it has been added to; Mr. M'Mahon, the late Mr. Atchison (?), and Mr. Massey were amongst the ratepayers who urged the extension of the street by the Council; I do not think the extension of the street will add anything to Mr. Massey's property; whether the street is carried on now or not the site will be necessary for draining; I wrote, as Mayor, for the extension of the street after receipt of report of the Works Committee, and the Council had endorsed my action.

By Chairman : I believe that the extension of the street (Bellevue) is in the interest of the general public, and the access to the cemetery assisted materially for people coming from the Military Road; access by Rosalind-street I do not consider ample for people coming from eastward and southward.

Sworn by Benjamin Jenkins, at Sydney, this 30th July, 1888,— BENJAMIN JENKINS.

T. WARRE HARRIOTT, Chairman.
HENRY EAGAR, Member.

Exhibited before the meeting of Local Land Board, at Sydney, 31st July,—T. WARRE HARRIOTT, Chairman. Papers *re* extension of Bellevue-street, 11/3/87.

RETURN prepared by order of Council, by resolution passed 5th March, 1887.

Extension of Bellevue-street.

Extracts from minutes of Council Meeting, 5th June, 1883.

1. Petition received from several ratepayers and residents of the Borough, requesting that the portion of Walker-street, from Ernest-street to its termination at the fence of the property of the late G. A. Bell, be closed, and that Bellevue-streeet be continued southward from Rosalind-street to Ernest-street, through Government land.

It was arranged that the aldermen would meet on the ground on Saturday afternoon and inspect the locality.

NOTE.—No trace of the petition referred to among records of Council.

2. Meeting, 7th August, 1883.

The Clerk then read the petition from ratepayers and residents of the Borough, praying that Bellevue-street be continued southward from Rosalind-street to Ernest-street.

On the motion of Alderman Jago, and seconded by Alderman M'Alpine, this was ordered to stand over until next meeting.

3. Meeting, 4th September, 1883.

The petition from ratepayers and residents of the Borough, petitioning for the continuation of Bellevue-street from Rosalind to Ernest-street, was again considered.

Moved by Alderman Armstrong; seconded by Alderman M'Leod,—

"That the Government be requested to open Walker-street to Rosalind-street."

Moved by Alderman Fisher; seconded by Alderman Jenkins,—

"That the request contained in petition be acceded to."

On putting the question, it was found that the votes were equal, the Mayor declining to vote.

4. Meeting, 2nd October, 1883.

Moved by Alderman Armstrong; seconded by Alderman M'Alpine,—

"That this Council affirms the desirability of applying to the Department of Lands for vacant land, situated within section 27 of the town of St. Leonards, to be dedicated as a reserve for Municipal purposes; and further decided, in the interest of ratepayers situated within that section northward thereof, that the most advisable way of opening streets will be by continuing Walker-street northward to a point opposite the northern part of Rosalind-street, to meet same, and that the Council Clerk be instructed to make application to this effect to the Honorable the Minister for Mines.

Moved by Alderman Bell, as an amendment; seconded by Alderman Jago, and agreed to,—

"Theat the whole Council form a Committee to visit and inspect the locality on Saturday next, at 3 p.m."

5. Meeting, 5th February, 1884.

Alderman Armstrong presented a petition from ratepayers against the continuation of Bellevue-street southwards to meet Ernest-street, and suggesting that the better way would be to continue Walker-street northward to opposite Rosalind-street eastward. Ordered to stand over until next meeting.

6. Meeting, 4th March, 1884.

Alderman Phillips moved the adoption of following recommendation from Works Committe,—

"That a road 12 feet wide be made to Mr. Massey's premises, at a cost of not more than £40, and that Bellevue-street should be opened through to Ernest-street."

Alderman M'Alpine moved, as an amendment, Alderman Fisher seconded,—

"That it be dealt with along with other matters referring to Bellevue-street," which was agreed to.

7. Meeting, 1st April, 1884.

Letter read from Mr. W. Clelland, explaining his action in obtaining signatures to a petition for the continuation of Walker-street, and with regard to statements said to have been made in the Council with reference thereto.

8. Meeting, 1st April, 1884.

Two petitions, one in favour of prolonging Bellevue-street southward to Ernest-street; the other for continuing Walker-street nortward and Rosalind-street eastward to meet; and also Mr. Massey's letter, offering £10 towards making track in Bellevue-street, were read, when Alderman M'Alpine moved, and Alderman Fisher seconded, *pro forma*,—

"That it is desirable to apply to the Department of Mines for vacant land, situated within section 27 of the town of St. Leonards, to be dedicated as a reserve for municipal purposes, and that, in the interest of ratepayers situated within that section and sections northwards thereof, the most advisable way of opening streets will be by continuing Walker-street northward opposite the eastern end of Rosalind-street, and the continuation of Rosalind-street to meet same, and that the Council Clerk be instructed to make application to this effect to the Honorable the Minister for Mines."

Moved by Alderman Adams, as an amendment; seconded by Alderman Phillips,—

"That this Council affirms the desirability of applying to the Department of Mines for vacant land situated within section 27 of the town of St. Leonards, to be permanently dedicated as a reserve for municipal purposes, and that the deeds be applied for."

The amendment was declared to have been carried, and the motion lost.

NOTE.—None of the petitions or letters referred to in foregoing extract appear among the records of the Council.

Sir,

11

Sir, Council Chambers, St. Leonards, 2 April, 1884.

I have the honor, by direction of the Municipal Council of St. Leonards, to apply that the vacant land on the eastern side of section 27 of the township of St. Leonards, and situate between Ernest and Rosalind Streets, be permanently dedicated as a reserve for municipal purposes, and, on the approval of the Honorable the Minister for Lands of such dedication, that the deeds may be issued to this Council as early as may be convenient.

I have, &c.,
WILLIAM H. McLEAN,
Council Clerk.

The Under Secretary for Lands, Sydney.

Sir, Department of Lands, Sydney, 22 April, 1884.

In reference to your letter, of 2nd instant, applying for the dedication of the vacant land, situated on the eastern side of section No. 27, in the township of St. Leonards, I have the honor to request that you will be good enough to state the particular purpose for which the land in question is required.

I have, &c.,
CHARLES OLIVER,
Under Secretary.

The Council Clerk, St. Leonards.

Sir, Borough of St. Leonards, Council Chambers, 6 September, 1886.

I have the honor, in the general interests of the ratepayers of this Borough, to request that you will be pleased to extend Bellevue-street from its present termination at Rosalind-street to Ernest-street, as marked in the accompanying sketch.

This extension is desirable for the following reasons :—

1. It will facilitate access to Ernest and Walker Streets, and
2. It will enable the Council to meet a difficulty certain to arise in the immediate future in connection with the drainage of Rosalind-street and Bellevue-street, as the extension will intersect a creek, which forms the boundary of Bell's 20 acres and the water reserve.

At present the natural fall of the ground discharges the surface water on Bell's land through Crown land, but in view of the rapid increase of population in the locality, and the certain nuisance that will arise from the flow of sewage from houses in the locality, I am of opinion that unless the street is extended as now asked, the Borough Council of St. Leonards will find itself involved in litigation with ratepayers.

Owing to the natural features of the land in this Borough, the work of draining without going through private property is exceptionally difficult, and the Council has already experienced trouble and pecuniary loss in connection with the matter, so much so, that I consider it my duty, in the interests of the Borough, to obviate as far as possible, the occurrence of similar difficulties in the future, and with that object in view I now suggest for your consideration the abvisableness of closing Walker-street, between Ernest-street and the creek, and the continuation of Bellevue-street, from Rosalind-street to Ernest-street. This would not interfere with the site for public pound, as the closing of Walker-street would compensate for the land taken to continue Bellevue-street.

The vacant piece of land shown between the proposed continuation of Bellevue-street and lots Nos. 6 and 9 might, I venture to suggest, be sold by the Government to the owners of those allotments at its full market value or be submitted to competition in the usual way.

I have, &c.,
BENJAMIN JENKINS,
Mayor.

The Honorable The Minister for Lands, Sydney.

Sir, Department of Mines, Sydney, 14 September, 1886.

I have the honor to acknowledge the receipt of your letter, dated the 6th instant, requesting that Bellevue-street be extended to Ernest-street, and I am instructed to inform you that the matter shall receive immediate attention.

I have, &c.,
GERARD HERRING
(For the Under Secretary).

The Mayor, St. Leonards.

Sir, Borough of St. Leonards, Council Chambers, 21 December, 1887.

Referring to a conversation between yourself and the Mayor of this Borough, concerning an application for an extension of Bellevue-street, I am directed by His Worship to say that if, as he understood you to say, the preservation of the site for a public pound in any way interferes with the desired extension, this Council would be agreeable to the cancellation of the reserve for public pound and for any land that might thereby become available to be added to the reserve for public recreation or dealt with in any other way that might appear advisable to the Department.

I have, &c.,
W. BARNETT SMITH,
Council Clerk.

G. Herring, Esq., District Survey Office.

Sir, Department of Mines, Sydney, 14 January, 1887.

With reference to your letter of the 21st ultimo, respecting the extension of Bellevue-street, St. Leonards, I have the honor to inform you that instructions have been issued for the survey of the extension of Bellevue-street southerly, as recommended by the District Surveyor and Mr. Surveyor Perdriau.

I have, &c.,
GERARD HERRING
(For the Under Secretary).

The Council Clerk, St. Leonards.

Sir, 65, Market-street, Sydney, 30 July, 1888.

As owner of a large portion of block 30, St. Leonards town subdivision having frontages to Bellevue, Rosalind, Amherst, and Miller Streets, I am decidedly in favour of the proposed extension of Bellevue-street to Ernest-street, as I believe it will improve the value of all adjacent properties.

I have, &c.,
ROBERT W. CONWAY.

The Chairman, Local Land Board, Sydney.

Exhibited before the Local Land Board meeting, at Sydney, on 30th July, 1888,—T. WARRE HARRIOTT, Chairman.

Dear Sir, "Tarella," St. Leonards, 30 July, 1888.

I do not intend to appear before the Local Land Board to-day in reference to the extension of Bellevue-street to Ernest-street.

After seeing the street and the proposed extension I see no objection to it if the adjacent Crown lands are reserved and not sold.

Yours, &c.,
J. P. ABBOTT.

Captain Jenkins, Mayor of St. Leonards.

Exhibited before meeting of Local Land Board, at Sydney, on 30th July, 1888,—T. WARRE HARRIOTT, Chairman.

[*Extract from Minutes.*]

5 April, 1887.

THE Mayor, as Chairman, presented the following report from the Works Committee, recommending :—

1. That Denison-street be repaired, at a cost not to exceed £25.
2. That the kerb and concrete guttering in Amhurst-street be continued to West-street, and similar guttering laid on north side from Mr. Gates' houses to West-street.
3. That Flat-street from Miller-street to Rose-street, be formed 30 feet wide, in accordance with plan.
4. That the Government be urged to immediately extend Bellevue-street in a straight line through to Ernest-street, as recommended by the Mayor in his letter to the Minister for Lands, of 6th September, 1886, and that the street be now cleared for entire length.

5. That the Council approve of the deviation, in route of proposed tramway to Long Bay, and sanction the line as set forth in the amended Bill.
6. That levels of Grosvenor-street as per plan and section be adopted.

Resolved, on the motion of Alderman A. Armstrong; seconded by Alderman Cowles,—

"That the report be considered *seriatim*."

Moved by Alderman Bell; seconded by Alderman Cowles, and negatived,—

"That clause 2 be amended by omitting kerb and guttering on south side of Amhurst-street."

Moved by Alderman A. Armstrong; seconded by Aldermen Cowles, and negatived,—

"That recommendation No. 4, *re* extension of Bellevue-street be postponed till next meeting."

Moved by Alderman Eaton; seconded by Alderman Massey, and negatived,—

"That recommendation No. 5 be amended to read—That Mr. Brown be informed that the proposed deviation in tramway routes will not be sanctioned by the Council."

The various clauses were then passed.

On the motion of Alderman Bell; seconded by Alderman J. Armstrong, the report was adopted.

Exhibited before the meeting of the Local Land Board, at Sydney, on 31st July, 1888,—T. WARRE HARRIOTT, Chairman.

No. 21.

The Under Secretary for Lands to The Mayor of St. Leonards.

Sir, Department of Lands, Sydney, 30 August, 1888.

Referring to your representations in the matter of the proposed extension of Bellevue-street to Ernest-street, St. Leonards, I have the honor to inform you that, in view of the report of the Local Land Board to the effect that the balance of evidence appears to be in favour of the proposed extension, as being likely to benefit the general public, the Secretary for Lands has approved of such extension being carried out.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 22.

The Under Secretary for Lands to W. Cleland, Esq.

Sir, Department of Lands, Sydney, 30 August, 1888.

Referring to your letter of the 23rd March last, protesting against the extension of Bellevue-street, St. Leonards, to Ernest-street, I have the honor to inform you that, in view of the report of the Local Land Board to the effect that the balance of evidence appears to be in favour of the proposed extension, as being likely to benefit the general public, the Secretary for Lands has approved of such extension being carried out.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 23.

The Under Secretary for Lands to J. P. Abbott, Esq., M.P.

Sir, Department of Lands, Sydney, 30 August, 1888.

Referring to your letter of the 8th March last, protesting against the proposed extension of Bellevue-street to Ernest-street, St. Leonards, I have the honor to inform you that, in view of the report of the Local Land Board to the effect that the balance of evidence appears to be in favour of the proposed extension, as being likely to benefit the general public, the Secretary for Lands has approved of such extension being carried out.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 24.

The Under Secretary for Lands to A. Armstrong, Esq.

Sir, Department of Lands, Sydney, 30 August, 1888.

Referring to your letter of the 14th February last, protesting against the proposed extension of Bellevue-street to Ernest-street, St. Leonards, I have the honor to inform you that, in view of the report of the Local Land Board to the effect that the balance of evidence appears to be in favour of the proposed extension as being likely to benefit the general public, the Secretary for Lands has approved of such extension being carried out.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 25.

The Under Secretary for Lands to Messrs. J. W. and T. W. Jago, and M. Wilson.

Gentlemen, Department of Lands, Sydney, 30 August, 1888.

Referring to your letter of the 23rd March last, protesting against the proposed extension of Bellevue-street to Ernest-street, St. Leonards, I have the honor to inform you that, in view of the report of the Local Land Board to the effect that the balance of evidence appears to be in favour of the proposed extension, as being likely to benefit the general public, the Secretary for Lands has approved of such extension being carried out.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 26.

A. Armstrong, Esq., to The Under Secretary for Lands.

Sir, Union Chambers, 70, Pitt-street, 31 August, 1888.

Referring to your letter advising that not sufficient objections have been lodged to justify the Sydney Land Board in recommending that Bellevue-street, St. Leonards, should not be further extended through Crown lands, I have the honor to state that such extension would be severely detrimental to the value of an original Crown grant owned by me adjacent, and to prevent such loss, I have instructed my solicitors, Messrs. Cope and King, to take immediate action, and apply to the Supreme Court for an injunction against such extension.

I have, &c.,
A. ARMSTRONG.

No. 27.

Messrs. Cope and King to The Under Secretary for Lands.

Sir, 139, Pitt-street, Sydney, 5 September, 1888.

Referring to your letter of Mr. Armstrong of the 30th ultimo relating to the proposed extension of Bellevue-street to Ernest-street, St. Leonards, we have the honor to inform you that Mr. Armstrong has instructed us to take the necessary steps of petitioning the Government to appoint a nominal defendant in order that proceedings may be taken to prevent such extension being carried out.

We, therefore, trust that no further action will be taken pending the matter being tested.

We have, &c.,
COPE AND KING.

No. 28.

Office Memorandum.

Proposed extension of Bellevue-street, St. Leonards.

21 September, 1888.

On the 23rd December, 1887, a notice was published in the *Gazette* to the effect that, under the 107th section of the Crown Lands Act, it was proposed to alter the design of the town of St. Leonards, by closing that part of Walker-street, between Ernest-street and the creek forming the south boundary of G. A. Bell's 20 acres, and by extending Bellevue-street to meet Ernest-street.

The proposed extension of Bellevue-street was objected to by some of the residents, and the matter was referred to the Metropolitan Land Board, who decided that the balance of evidence appeared to be in favour of the proposed extension as being likely to benefit the general public.

Messrs. Cope and King have now requested, on behalf of Mr. A. Armstrong, that the Government appoint a nominal defendant, in order that proceedings may be taken to prevent such extension being carried out.

Mr. Armstrong states that such extension would be severely detrimental to the value of an adjacent original Crown grant owned by him.

Submitted that a reference be made to the Crown Solicitor as to the necessity of appointing a nominal defendant in this case.

R.H.D.

Special.—F.H.W.

Inform Messrs. Cope and King that as far as the Department is aware there is yet no cause of action, and therefore no necessity to appoint a nominal defendant. If they desire to restrain the Department from extending Bellevue-street, it is thought that the proper course to pursue would be to move the Supreme Court for an injunction.—C.O., 1/10/88.

Messrs. Cope and King so informed.—H.L.T., 1/10/88.

No. 29.

The Under Secretary for Lands to Messrs. Cope and King.

Gentlemen, Department of Lands, Sydney, 1 October, 1888.

With reference to your letter of the 5th ultimo, on behalf of Mr. Armstrong, respecting the proposed extension of Bellevue-street to Ernest-street, St. Leonards, and asking that a nominal defendant may be appointed by the Government with a view to legal proceedings being taken, I have the honor to inform you that so far as this Department is aware there is yet no cause of action, and, therefore, no necessity to appoint a nominal defendant.

I may add that if your client desires to restrain the Department from extending Bellevue-street it is thought that the proper course to pursue would be to move the Supreme Court for an injunction.

I have, &c.,
CHARLES OLIVER,
Under Secretary.

No. 30.

Minute for the Governor and Executive Council.

Subject :—Recommending alteration of design of the town of St. Leonards.

Department of Lands, Sydney, 5 October, 1888.

It is recommended to His Excellency the Governor and the Executive Council that the design of the town of St. Leonards be altered, under the provisions of the 107th section of the Crown Lands Act of 1884, as proposed in the *Government Gazette* of the 23rd December, 1887, the necessary preliminary action prescribed by that section having been taken.

JAMES N. BRUNKER.

The

The Executive Council advise that the design of the town of St. Leonards be altered in terms of the said Act in the manner proposed.—ALEX. C. BUDGE, Clerk of the Council, 11/10/88. Minute 88-48. Approved.—CARRINGTON, 11/10/88. Confirmed, 17/10/88. Gazetted and Land Agent informed, 27/10/88. Mr. Deering, 2/11/88.

[*Enclosure.*]

Department of Lands, Sydney, 23 December, 1887.

PROPOSED ALTERATION OF DESIGN OF THE TOWN OF ST. LEONARDS.

IT is hereby notified, for public information, that, at the expiration of three calendar months from this date, it is intended to obtain authority under the provisions of the 107th section of the Crown Lands Act of 1884 to alter the design of the town of St. Leonards by closing that part of Walker-street between Ernest-street and the creek forming the south boundary of G. A. Bell's 20 acres, and by extending Bellevue-street to meet Ernest-street.

Tracings, showing the proposed alteration, may be inspected at the Town Hall, St. Leonards, and at the Lands Department, Sydney.

THOS. GARRETT.

No. 31.

Gazette Notice.

Department of Lands, Sydney, 27 October, 1888.

ALTERATION OF DESIGN OF THE TOWN OF ST. LEONARDS.

IT is hereby notified, for public information, that the design of the town of St. Leonards has been altered, under the provisions of the 107th section of the Crown Lands Act of 1884, by closing that part of Walker-street between Ernest-street and the creek forming the south boundary of G. A. Bell's 20 acres, and by extending Bellevue-street to meet Ernest-street.

Tracings, showing the alteration, may be inspected at the Town Hall, St. Leonards, and at the Lands Department, Sydney.

[Ms. 88-13,665] JAMES N. BRUNKER.

No. 32.

Petition.

Residents, St. Leonards, against certain alterations in design of town of St. Leonards.

To the Honorable Members of the Executive Council of New South Wales,—

WE the undersigned owners of property, residents of St. Leonards, and persons directly interested in property situated within the northern part of St. Leonards, adjacent to vacant Crown lands adjoining the western boundary of Cammaray Park, through which it is proposed to extend Bellevue-street southward, respectfully protest against such an alteration in the design of the town of St. Leonards, under which we purchased our various holdings in the belief that no action of the Crown would lead to any alteration of such design calculated to act detrimentally to the value of such land.

We respectfully desire to bring under your notice that the only application made to the Crown for such opening, is made in distinct opposition to a resolution arrived at, and still unrescinded in the records of the Borough Council of St. Leonards, and that such application was made without the knowledge or authority of such Council by the Mayor at the instance of a committee containing two aldermen, who are the only two individuals in the whole town of St. Leonards to whom such alteration in the town of St. Leonards will be advantageous, and we earnestly request that, before such alteration is carried out, fuller inquiry be effected, which inquiry we respectfully submit will prove:—

Application Roads, 86-335 over 4 is in consequence of a resolution adopted by the Council.—J.L.

1st. That consequent upon several sections of the town of St. Leonards having been surveyed, with corner allotments having 1 chain frontage to one street, with 5 chains frontage and depth, such long frontages have been used instead of the short frontages with long depths as was evidently the intention of the original surveyors. Such allotments have been built upon closely, and are at present a severe blot upon the progress of the Borough, and bid fair to become productive of all diseases which follow insufficient sanitary room.

2nd. The proposed new street will open up two such allotments—a frontage of 330 feet with 66 feet depth only—and past experience demonstrates in fact, within the same section, and in one instance by the same owner as owns land fronting the proposed street, that the proposed street will afford opportunity for the erection of a row of houses, with living-rooms, walls, and cesspits all crowded within a depth of 66 feet.

3rd. The fact that a small strip of land from 35 to 50 feet, will be between such building land, is a mere minor mitigation of the evil, and in no way justifies the Crown altering the design of a town to the severe detriment of purchasers of land by approved plan.

Any street, if of use at all must be held to be a public benefit.—J.L. Quite correct, but whoever acquires the additional frontage will pay the Crown for it.—J.L. ? Not suitable for such purpose either as regards area, form or locality.—J.L.

4th. By existing design every allotment sold by the Crown has frontage, and the proposed extension cannot by any posibility give better access to any person resident within any portion of the town. Cannot in fact be of use to any person other than the owners of the two adjoining allotments lying westward of the proposed extension. And these, we submit, have respectively the frontage they had with their purchases, and are not entitled to more at the public expense.

5th. The land through which such street is proposed to be taken is the only vacant Crown land within the town of St. Leonards. It lies, centrally situated, within a portion of the town rapidly becoming populated. And is already of considerable value—its value will be reduced about three-fourths by the proposed street extension. In fact it is an admirable site for a northern branch of the High School, or for any of the public institutions which must necessarily follow so great a population, as it is evident within the course of a few years will be resident within St. Leonards.

In

In conclusion we beg to point out that we purchased by a plan and design of a town, believing that only grave reasons, showing a great public good to be gained could alter, and we submit that no valid reason has yet been shown for an alteration which will severely detract from the value of our several purchases, and which alteration is of no advantage whatever to the public, and which will result merely in giving to owners of two original grants 660 feet frontage where they purchased only 66 feet, at a cost to the Crown of a valuable piece of vacant land worth some thousands of pounds.

Not giving but selling; if it is decided to dispose of the land in question. —J.L.

THOMAS DALLON,
Whealleigh, land-owner.
W. CLELAND,
Ernest-street, land-owner.
W. E. BRESNETT,
Ernest-street, land-owner.

[*Here follow sixteen other signatures.*]

Refer to Lands.—C.W., B.C., 12/11/88. Mr. District-Surveyor Deering.—R.H.D. (for Under Secretary), B.C., Lands, 20/11/88.

No. 33.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Approved alteration of design of town of St. Leonards, by continuing Bellevue-street from Rosalind-street to Ernest-street, and closing part of Walker-street.—No. 116, 16th January, 1889.

1. THE alteration has now been noted on the map and plans, and Mr. Surveyor Perdriau instructed to make the necessary survey of the new site for pound, and the reserve for access (memo. of instruction No. 115, of this date); also to survey the new portion of Bellevue-street, for alignment (instruction No. 117 of this date, on Roads 86-335-5).

2. A protest by petition against the alteration, received subsequently to the alteration being approved by the Governor, has been reported on by my report No. 118, of this date.

3. It is now submitted whether the available Crown land, coloured pink on enclosed tracing, shall be subdivided into allotments, as indicated by broken lines, and offered for sale at auction, or survey and sale remain in abeyance for the present.

I am of opinion such allotments would meet with ready sale at satisfactory prices.

J. W. DEERING,
Metropolitan District Surveyor.

The District Surveyor's reports hereon, and on 88-829 (next paper), are submitted. The alteration of design protested against on 88-14,574 has already been carried out. Special.—R.H.D., 30/1/89. F.H.W. The memorialists may, perhaps, be informed in terms of this report. Submitted as to sale of land coloured pink on the tracing.—S.F., 1/2/89. Approved; sale to proceed.—W.J.L., 11/2/89. Correspondence Branch, 20/2/89. A. Armstrong informed, 26/2/89. Mr. District-Surveyor Deering.—R.H.D. (for Under Secretary), 8/3/89.

No. 34.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Petition, *per* A. Armstrong, from owners of property and residents of St. Leonards, against the approved alteration of design of that town, by continuing Bellevue-street from Rosalind-street to Ernest-street.—No. 118, 16th January, 1889.

1. THE alteration referred to has been approved, and effected, in terms of the Crown Lands Act, after careful consideration and favourable report, both by the District Surveyor and the Land Board.

2. It is submitted that the statements in this petition do not necessitate any interference with the course decided upon, and already given effect to.

JOHN W. DEERING,
Metropolitan District Surveyor.

No. 35.

The Under Secretary for Lands to A. Armstrong, Esq.

Sir, Department of Lands, Sydney, 26 February, 1889.

Referring to the petition forwarded by you from owners of property and residents of St. Leonards, against the approved alteration of design of that town, by continuing Bellevue-street from Rosalind-street to Ernest-street, &c., I am directed by the Secretary for Lands to inform you that the alteration referred to has been approved and effected in terms of the Crown Lands Act after careful consideration and favourable report by the District Surveyor and the Land Board, and that the statements in the petition do not necessitate any interference with the course decided upon and already given effect to.

I have, &c.,
H. CURRY
(For the Under Secretary).

No. 36.

A. Armstrong, Esq., to The Secretary for Lands.

Sir, Union Chambers, 70, Pitt-street, 27 February, 1889.

Referring to your letter of 26th instant, replying to a petition forwarded against the extension of Bellevue-street, St. Leonards, southward, and declining to interfere with the proposed opening, I have to state that such opening will so severely damage the value of my property which consists of an original Crown grant to Flood, fronting Walker-street North; and as I purchased such grant on the faith of Government

Government plan of subdivision, which plan I submit cannot be altered to the detriment of individuals, who have purchased and erected buildings on the faith of such original plan. I desire, therefore, to notify that, if the street is opened as advised, I will proceed against the Crown for damages for any injury which will accrue to my property, and I have consequently advised my solicitors, Messrs. Cope and King, to proceed as may be necessary.

I have, &c.,
A. ARMSTRONG.

Submitted in connection with the District Surveyor's report on 89-829, the decision on 89-830 (next paper), and the action taken on 88-12,593. The alteration of the design of St. Leonards by extending Bellevue-street was notified in the *Gazette* of the 27th October last, in consequence of the Land Board's report on 88-9,583. Suggested the decision be upheld.—R.H.D., 20/3/89.

Special,—Submitted that the alteration of design be not departed from, as it is evidently a public benefit. As regards Mr. Armstrong's threat, it is apparently only necessary to remind that gentleman that the action taken was in pursuance of the power vested in the Government by section 107 of the Crown Lands Act of 1884.—S.F., 29/3/89.

I can see no reasonable grounds for reversing the action already taken by my predecessor. See minute, 11/2/89.—J.N.B., 1/6/89.

No. 37.

J. F. Cullen, Esq., M.P., to The Secretary for Lands.

Honorable Sir, Sydney, 2 April, 1889.

I have the honor to draw your attention to the enclosed tracing of a Government reserve at Ernest-street, St. Leonards, which has recently been subdivided for sale in depths ranging from 37 feet to 80 feet. I understand that the matter is to be considered at a meeting of the St. Leonards Borough Council on Tuesday next, and my object in writing is to urge that further action by the Government in the matter should be delayed till the advisability of selling this land has been considered in the light of any valid objections that may then be raised.

I feel sure that you will be averse to any avoidable diminution of reserves within suburban areas, and that you will but still more seriously, at the danger to the health of the community, threatened by a Government sub-division with depths of only 37 to 80 feet.

I have, &c.,
J. F. CULLEN.

[Very urgent.] This is the case in which Mr. A. Armstrong recently wrote to the Department.—S.F., 3/4/89. Please see submission on Miscellaneous, 89-3,069.—R.H.D., 5/4/89. The Under Secretary. Submitted.—S.F., 5/4/89. Inform Mr. Cullen, M.P., in terms of my minute of this date, on 89-3,069.—J.N.B., 1/6/89. Inform Mr. Armstrong also.—R.H.D., 3/6/89. Correspondence Branch. J. F. Cullen, Esq., M.P., and A. Armstrong, 6/6/89.

No. 38.

The Council Clerk, St. Leonards, to The Secretary for Lands.

Sir, Borough of St. Leonards, Council Chambers, 26 April, 1889.

I have the honor, by direction of His Worship the Mayor, to inform you that the Council has again had under consideration the proposal to extend Bellevue-street southerly to meet Ernest-street, and close that part of Walker-street between Ernest-street and the creek forming the south boundary of G. A. Bell's 20 acres, in accordance with tracing referred to in *Gazette* notice No. 8,387, 23rd December, 1887, and has adopted a resolution approving of the proposed extension and alteration in design of the town as recommended by the Land Board, and directing that the Government be requested to dedicate the land on the eastern side of such extension for public recreation, and the land on the western side for municipal purposes, to be used as a depôt for storing goods and materials, such as metal, drain-pipes, timber, &c., &c., the property of this Council.

I have, &c.,
W. BARNETT SMITH,
Council Clerk.

No. 39.

The Under Secretary for Lands to A. Armstrong, Esq.

Sir, Department of Lands, Sydney, 6 June, 1889.

Referring to your letter of the 27th February last, protesting against the alteration of design of town of St. Leonards and subdivision of Government reserve at Ernest-street, I am directed by the Secretary for Lands to inform you that he sees no reasonable grounds for reversing the action already taken by his predecessor in approving of the sale of the land in question being proceeded with.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 40.

The Under Secretary for Lands to J. F. Cullen, Esq., M.P.

Sir, Department of Lands, Sydney, 6 June, 1889.

Referring to your letter of the 2nd April last, protesting against the subdivision for sale of the Government reserve at Ernest-street, St. Leonards, I am directed to inform you that the Secretary for Lands sees no reasonable grounds for reversing the action already taken by his predecessor in approving of the sale of the land in question being proceeded with.

I have, &c.,
F. H. WILSON
(For the Under Secretary).

No. 41.

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No. 41.

Mr. Surveyor Perdriau to The Metropolitan District Surveyor.

Sir, 54, Bridge-street, 5 September, 1889.

In compliance with your instructions, No. 89-1,680, dated 28th June, on cover to Miscellaneous 89-6,164, I have the honor to transmit herewith the plan and field notes of my survey of thirteen allotments, Nos. 600 to 612 inclusive, situate in the town of St. Leonards, parish of Willoughby and county of Cumberland, measured for auction sale. Total area, 1 acre 29 perches.

2. The plan has been drawn for photo-lithography as instructed.

3. Cost of survey, &c. :—Field work, 2 days, at £3 3s., £6 6s.; office work, plan calculations, &c., 4 days at £2 2s., £8 8s.; total cost, £14 14s.

I have, &c.,
STEPHEN E. PERDRIAU,
Government Surveyor.

S. 40-1,093, plans and papers, Miscellaneous 89-6,164, herewith.—S.E.P., 5/9/89. Plan to Government Printer for photo-lithography, 4/9/89, 2,720.—H.S. Mr. District-Surveyor Deering.—R.H.D. (for Under Secretary), 9/89. Checked and charted.—C.S. SPENCER, 12/9/90. Send memo. to Mr. Surveyor Perdriau, requesting him to be so good as to report as to value of these allotments and as to upset prices and any special conditions.—E.T., District Surveyor, 28/10/90.

No. 42.

Mr. Surveyor Perdriau to The Metropolitan District Surveyor.

Sir, 43, Phillip-street, 24 October, 1890.

In compliance with your verbal instructions I have the honor to recommend upset prices for the above-mentioned allotments as follows, viz. :—

Allotments Nos. 606 and 607, £4 15s. per foot; No. 608, £3 15s. per foot; No. 600, £3 10s. per foot; Nos. 609 to 611, £3 per foot; No. 612, £2 15s. per foot; Nos. 603 to 605, £1 10s. per foot; Nos. 601 and 602, £1 5s. per foot,—as shown in red figures on litho. plan herewith.

2. The above-mentioned prices are, I estimate, between 80 per cent. and 90 per cent. of the present actual value, and have been arrived at after careful inspection and inquiry, and comparison with recent sales of, and prices asked for, allotments in the neighbourhood.

3. This land will not sell at the present time unless it is cheap and on easy terms. I have assumed that terms such as follows will be given, viz. :—

Ten per cent. deposit; 15 per cent. in three months, and the balance in annual payments extending over three years from date of sale, with 5 per cent. interest added.

4. These allotments are fairly well situated for building purposes.

I have, &c.,
STEPHEN E. PERDRIAU,
Government Surveyor.

Lithograph plan herewith, showing upset prices proposed in red.—S.E.P., 24/10/90. Cost of fulfilling this instruction, 1 day field and office, £2 2s.—S.E.P., 24/10/90. The Metropolitan District-Surveyor.—E.B., 27/10/90.

These papers are now forwarded to the Under Secretary for Lands. The survey has been effected in accordance with the decision on papers 89-830 Miscellaneous (enclosed), and it is now recommended that the portions numbered 600 to 612, shown on enclosed lithograph be offered for auction sale at the prices and on the terms stated in enclosed schedule marked "A."—E. TWYNAM, District-Surveyor, 5/11/90. No. 1,983. The Under Secretary for Lands.

A.

SCHEDULE showing upset prices and terms of sale proposed for portions 600 to 612, parish Willoughby, county Cumberland, at St. Leonards.

No. of Portion.	Upset price per foot.	Deposit.	Terms, balance.
	£ s. d.		
600	3 10 0	25 per cent.	The balance in three annual instalments extending over three years from date of sale, with 5 per cent. interest added.
601	1 5 0	25 ,, ...	
602	1 5 0	25 ,, ...	
603	1 10 0	25 ,, ...	
604	1 10 0	25 ,, ...	
605	1 10 0	25 ,, ...	
606	4 15 0	25 ,, ...	
607	4 15 0	25 ,, ...	
608	3 15 0	25 ,, ...	
609	3 0 0	25 ,, ...	
610	3 0 0	25 ,, ...	
611	3 0 0	25 ,, ...	
612	2 15 0	25 ,, ...	

No. 43.

Office Memorandum.

Proposed sale of allotments in the town of St. Leonards.

2 December, 1890.

In view of the District Surveyor's report, it is submitted that allotments 600 to 612, parish of Willoughby, county Cumberland, at St. Leonards, be sent to auction at the upset prices suggested (*vide* schedule marked "A" herewith), and that the terms of sale be 25 per cent. deposit. The balance to be paid in three equal annual instalments of 25 per cent., together with interest at the rate of 5 per cent. per annum; and, further, the sale be held at the rooms of Messrs. Richardson and Wrench, Pitt-street, Sydney, and they be offered the usual terms for conducting the sale, viz., ½ per cent. commission, and the sum of £20 to cover the cost of advertising, &c., &c., in connection with the sale.

The aggregate upset price is £1,800. E.A.B.

F.H.W. (for the Under Secretary), 6/12/90. May stand over for the present.—J.N.B., 8/12/90. End of March.—E.A.B. Mr. Brunsden, 13/4/91. Resubmitted.—E.A.B., 20/4/91. W.H.C. (*pro* Under Secretary), 23/4/91. I think this land will elicit better competition when the railway is further advanced.—J.N.B., 23/4/91. End of September, 1891. Mr. Brunsden,—Please see decision of 23rd April last.—E.A.B., 19/10/91. W.H.C., 24/10/91. F.H.W., 24/10/91. Please ascertain when railway will be finished, and show on tracing its approximate position, also, what is its distance from the land in question.—W.H.C., 6/11/91. Will the District Surveyor please show the position of the railway on the enclosed lithograph?—E.A.B. (*pro* Under Secretary), 10/11/91. The Metropolitan District Surveyor. Railway line shown on enclosed lithograph in red broken lines.—T. Elwin (for the District Surveyor), 11/11/91. The Under Secretary. Mr. Lander,—Make inquiry at the Works Department as to when this section of the line will be completed.—E.A.B., 19/11/91.

I am informed at the Works Department that the contract should be completed by the 5th July, 1892, the date fixed, but that there was a possibility of the contract not being completed by that date.—A.J.L., 19/11/91. Mr. Brunsden.

This case is now resubmitted. The position of the railway line is shown on enclosed lithograph, from which it appears that the land in question is 1 mile from St. Leonards' station, and about three-quarters of a mile from the nearest point of the line, the contract time for completion of which is 5th July, 1892, but which time will probably be exceeded.

No. 44.

Office Memorandum.

Subdivision for auction sale, town of St. Leonards.

20 November, 1891.

On the 23rd April last Mr. Secretary Brunker directed that the sale of this land should be delayed until the construction of the railway line from Milson's Point to St. Leonards was further advanced.

For Schedule A see No. 42.

The relative positions of the railway line, and the land for sale, are shown on the local sketch on the enclosed lithograph.

The land is distant about 1 mile from the St. Leonards' station, and about three-quarters of a mile from the nearest point on the railway, but as the land is nearer to the cable tramway, its sale will probably be not much influenced by the construction of the railway.

The contract time for the latter expires on 5th July, 1892.

It is submitted whether auction sale at the upset prices recommended by the District Surveyor (*see* Schedule A) shall be proceeded with. E.A.B.

W.H.C., 23/11/91. F.H.W. Submitted.—W.H., 23/11/91. Approved.—H.C., 24/11/91. The Metropolitan District Surveyor.—E.A.B. (*pro* Under Secretary), 24/11/91.

No. 45.

Office Memorandum.

Re proposed sale of thirteen portions of land, situated at St. Leonards.

2nd December, 1891.

It is submitted that the auction sale of the above-mentioned portions takes place on the ground on Saturday afternoon, at 3 o'clock, and that the terms of sale be:—Deposit, 25 per cent, ; the balance to be paid in three equal annual instalments of 25 per cent., together with interest at the rate of 5 per cent. per annum ; and further, whether the sale is to be placed in the hands of Messrs. Richardson and Wrench (Limited) on the usual commission of ½ per cent., with the sum of £20* for advertising, &c., in connection with the sale. It may be pointed out that the firm of Clarke and McIntyre has applied to conduct any sales at St. Leonards, &c., but Messrs. Richardson and Wrench have conducted all metropolitan Crown land sales for many years, and have given every satisfaction. E.A.B.

Submitted.—A.S., 3/12/91. F.H.W. W.H., 4/12/91. Approved. The sale may be given to Messrs. Richardson and Wrench.—H.C., 8/12/91.

Inform Messrs. Clarke and McIntyre that the Minister has had their letter of the 25th ultimo under consideration, but has decided that Messrs. Richardson and Wrench shall conduct the approaching sale of land at North Shore.—E.A.B. (*pro* Under Secretary), 10/12/91.

Messrs. Clarke and McIntyre informed, 11/12/91. Mr. Marr. Inform Richardson and Wrench when the date of sale is fixed.—E.A.B., 11/12/91. Mr. Elwin.—E.C.M. (for E.A.B.), 14/12/91.

*£15 allowed after withdrawal of part of land.—E.A.B., 19/1/92.

No. 46.

No 46.
The Under Secretary for Lands to Messrs. Clark and McIntyre.

Gentlemen, Department of Lands, Sydney, 11 December, 1891.

Referring to your letter of 25th ultimo, asking that any sales of Crown lands at St. Leonards be entrusted to you, I have the honor to inform you that the Minister has had the same under consideration in connection with a sale proposed to be held there, but has decided that such sale shall be conducted by Richardson and Wrench (Limited).

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 47.
Gazette Notice.

Department of Lands, Sydney, 22 December, 1891.

LAND SALE.

IN pursuance of the provisions of the "Crown Lands Act of 1884," I, the Minister for Lands, do hereby notify that the following lots of land will be offered for sale by public auction, at the undermentioned place, at 3 o'clock p.m., on the day specified, at the upset price affixed to each lot respectively.

HENRY COPELAND.

Sale on the ground, at St. Leonards, on Saturday, the 27th day of February, 1892, at 3 o'clck p.m.

COUNTRY LOTS.

TERMS :—Deposit, 25 per cent.; balance in three equal annual instalments of 25 per cent., with interest at the rate of 5 per cent.

	Area.	Upset price per foot.	Frontage.	County.	Parish.	Situation.
	a. r. p.	£ s. d.				
600	0 0 15½	3 10 0	34 feet ½ inch to Rosalind-street; 120 feet to Bellevue-street.	Cumberland...	Willoughby.	Situated about ⅛ of a mile northerly from St. Leonards Park on thewestof,and partly adjoining,Cammeray Park, about 1¾ miles northerly from Milsons Point,and about ½ mile northerly from the present tramway terminus at St. Leonards, having frontage to Ernest, Bellevue, and Rosalind Streets.
601	0 0 13	1 5 0	94 feet 6 inches to Bellevue-street	do ...	do ...	
602	0 0 13	1 5 0	90 feet to Bellevue-street.....	do ...	do ...	
603	0 0 12¼	1 10 0	80 do do	do ...	do ...	
604	0 0 12¾	1 10 0	80 do do	do ...	do ..	
605	0 0 13¼	1 10 0	80 do do	do ...	do ...	
606	0 0 20¾	4 15 0	120 feet to Bellevue-street; 49 feet 1½ inch to Ernest-street.	do ...	do ...	
607	0 0 22	4 15 0	120 feet to Bellevue-street, 50 feet to Ernest-street.	do ...	do ...	
608	0 0 14¾	3 15 0	32 feet 3½ inches to Ernest-street..	do ...	do ...	
609	0 0 12¼	3 0 0	40 feet to Bellevue-street.....	do ...	do ...	
610	0 0 12½	3 0 0	40 do do	do ...	do ...	
611	0 0 12¼	3 0 0	40 do do	do ...	do ..	
612	0 0 14½	2 15 0	40 feet 6 inches to Bellevue-street	do ...	do ...	

No. 48.
J. F. Cullen, Esq., M.P., to The Under Secretary for Lands.

Sir, Post Office Chambers, Sydney, 28 December, 1891.

I desire to draw your attention to a *Gazette* notice of the 22nd instant, of metropolitan sale of a reserve of 1 acre at St. Leonards.

In the first place, I submit that this reserve should not be sold at all, but should be handed over to the Borough Council for public purposes.

Failing that, I would urge that in no case should the land be sold on the advertised plan. This single acre has been divided into no fewer than thirteen lots, with depths averaging less than 50 feet. In fact, the land is of such a shape that, if sold at all for residential purposes, it will be turned into a plague spot and an eyesore to neighbouring owners.

Yours, &c.,
J. F. CULLEN.

Acknowledged, 5/1/92.

In view of the statements in this letter, the Metropolitan District Surveyor may perhaps be asked to furnish a report. The land is gazetted for sale on Saturday, the 27th day of February next.—E.C.M., 6/1/92. Mr. Bronsden.

The Metropolitan District Surveyor for report.—E. A. BRONSDEN, 6/1/92. [Very urgent.]

No. 49.
The Metropolitan District Surveyor to The Under Secretary for Lands.

J. F. Cullen, M.P., objecting to sale of Crown land at Bellevue-street, North Sydney.

8 January, 1892.

THE matter of opening of Bellevue-street and sale of the residue of Crown land not required for that thoroughfare has received full consideration, and has been approved, notwithstanding much opposition.

Mr. Cullen, M.P., now objects to such sale, alleging (*a*) that the land should be vested in the Borough Council for public purposes, but he does not specify a purpose; (*b*) also that the subdivision is injudicous in respect of area of allotment, affirming that if used for residential occupation it will become a plague spot.

(*a*) As to subdivision, I may state that the allotments were measured previous to my taking charge of the metropolitan district, otherwise it is possible that a different design might have been adopted, but at the same time there is no weighty objection to advance against them as defined, and in respect of dimensions they are no worse than hundreds of others sold year by year.

(*b*)

(*b*) With respect to the second, and apparently more serious objection, I have to state that the conditions of the ground are perfectly sound, and the surface rocky, slopy, and well drained. It is not for me to put an interpretation on Mr. Cullen's words; but assuming that he means that the land may be further subdivided with frontage to Bellevue-street, I have to state that the same objections might be urged against any subdivision of any land. I may state my opinion, viz., that the allotments westward of the road will be purchased by the proprietors of adjoining land, so as to secure double frontage.

I do not think the objections advanced are of sufficient weight to warrant reversal of the proceedings which have been taken.

E. TWYNAM,
District Surveyor.

In view of this report, and of Messrs. Secretaries Lyne's and Brunker's decisions on former protests (*vide* Miscellaneous 88-14,574 and 89-3,069), it is submitted that the sale advertised for 27th proximo be proceeded with.—E.A.B., 11/1/92.

W.H.C., 11/1/92. F.H.W., 12/1/92. In view of the Chief Surveyor's report, no reasonable grounds exist for withdrawing the land from sale.—W.H., 13/1/92.

No. 50.

E. M. Clark, Esq., M.P., to The Secretary for Lands.

Sir, Parliament House, Sydney, 13 January, 1892.

My attention has been directed by a number of aldermen and residents of my electorate, to a *Gazette* Notice, dated 22nd December, 1891, wherein it is proposed, to sell in pursuance of the provisions of the Crown Lands Act of 1884, a strip of land at St. Leonards, which I understand originally formed portion of Cammeray Park, and I have been requested to protest against the sale of this land. The Municipal Council has spent large sums, far in excess of any amounts voted to them for public parks, and they look upon this as an invasion upon their rights, when the land would be very useful for Municipal purposes; already it is proposed to establish a pound near the spot; and other projects are in view, for which such land might be useful. Apart from all that, the proceeds of such sale, to all intents and purposes, belong to the people of St. Leonards, and should be devoted for their benefit, as more than £2,000 has been spent out of the Municipal funds for park improvements, which is about the value of this land. The importance of the Borough of North Sydney will shortly demand the purchases or resumption of some central site for the erection of a suitable town hall, and the possession of this land, which they should hold as trustees for the people, would be a valuable asset for the purpose.

I trust you will see your way clear to reconsider this matter and not sell any portion of the public reserves at St. Leonards, as they are none too numerous for the future requirements of this electorate, and that in this particular matter you will take into consideration that the Borough of North Sydney is the largest in point of population and revenue now working under the Municipalities Act, and that large sums of the public funds have been, and are now being spent in park improvements. As for example, £200 per annum is the sum handed by the Department to the Council, for this purpose, and there are employed a park ranger at £60 per annum, a man at 8s. a day—£125; two men at 7s. 6d. per day each, £234; or in all for maintenance, alone £419 per annum.

Without lighting, asphalting, fencing, &c., which cost is considerable.

I have, &c.,
EDWARD M. CLARK.

The narrow strip fronting portion 27 may go on to auction as advertised. The piece between Cammeray Park and Bellevue-street may be withdrawn and dedicated as part of Cammeray Park. This is a valuable concession as the land is estimated to be worth about £1,100, yet I think it would be a pity (considering the future of St. Leonards) that such a valuable park should probably be disfigured through the effect of a small subdivision.—H.C., 16/1/92.

Mr. Lander,—For withdrawal notice. Then to Mr. Swete to inform Messrs. Cullen and Clarke, M's.P., and the auctioneers.—E.A.B., 16/1/92. Portions 607 to 612 withdrawn, schedule noted, and notice to Government Printer.—A.J.L., 18/1/92. Mr. Swete, J. F. Cullen and E. M. Clark, M's.P., informed, 18/1/92. Richardson and Wrench informed (with slips), 19/1/92. Mr. Marr, as to lithos. —E.A.B., 19/1/92.

No. 51.

E. M. Clark, Esq., M.P., to The Secretary for Lands.

Sir, Parliament House, Sydney, 14 January, 1892.

In my letter of yesterday's date, I was mistaken in my statement that the land alluded to was part of the Cammeray Park, I understand it is not so, although almost adjoining, but at the same time has always been reserved for Municipal purposes.

I beg to make the correction.

Yours, &c.,
EDWARD M. CLARK.

No. 52.

The Under Secretary for Lands to E. W. Clark, Esq., M.P.

Sir, Department of Lands, Sydney, 18 January, 1892.

In reply to your letter of 14th instant, protesting against the sale of portions 600 to 612, parish of Willoughby, advertised to be offered at auction on the 27th proximo, I have the honor to inform you that Mr. Secretary Copeland has decided that the narrow strip fronting portion 27 may go on to auction as advertised, but that portions 607 to 612 may be withdrawn from sale and dedicated as part of Cammeray Park.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 53.

No. 53.

The Under Secretary for Lands to J. F. Cullen, Esq., M.P.

Sir, Department of Lands, 18 January, 1892.

Referring to your letter of 28th ultimo, protesting against the sale of the land at St. Leonards, advertised to be offered at auction on 27th proximo, I have the honor to inform you that the Secretary for Lands, after careful consideration, has decided to allow portions 600 to 606 to go on to auction as advertised, but has given directions to withdraw the other portions (607 to 612) from sale, in order that they may be added to, and dedicated as part of Cammeray Park.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* R.H.D.)

No. 54.

Gazette Notice.

Department of Lands, Sydney, 18 January, 1892.

WITHDRAWAL OF LAND FROM SALE.

NOTICE is hereby given that the undermentioned portions of land advertised for sale by auction on the date specified below have been withdrawn from sale.

WILLIAM HOUSTON,
Under Secretary.

Date of sale, 27th February, 1892; place of sale, St. Leonards; particulars of land, portions Nos. 607 to 612, parish of Willoughby, county of Cumberland; number of papers, Aln. 92-219.

No. 55.

The Under Secretary for Lands to Messrs. Richardson and Wrench (Limited).

Gentlemen, Department of Lands, Sydney, 19 January, 1892.

I am desired by the Secretary for Lands to request that you will be good enough to conduct the sale advertised to be held on the ground at St. Leonards, on 27th February next, as per slips attached, upon the usual terms, viz.:—Half per cent. commission and an allowance for advertising and incidental expenses, not to exceed £15. Portions 600 to 606, parish Willoughby, county Cumberland.

Lithographs showing the position of the land to be offered will be forwarded to you in due course.

I have, &c.,
WM. HOUSTON,
Under Secretary.
(*Per* W.H.C.)

No. 56.

J. F. Cullen, Esq., M.P., to The Under Secretary for Lands.

Sir, Post Office Chambers, Sydney, 20 January, 1892.

I beg to thank you for your letter *re* proposed sale of reserve at Ernest and Bellevue Streets, North Sydney. The deputation already fixed for Friday morning, will, with the Minister's kind permission, refer to this matter.

Yours, &c.,
J. F. CULLEN.

No. 57.

Deputation.

Shorthand Notes. 22 January, 1892.

DEPUTATION consisting of Mr. Cullen, M.P., the Mayor and Aldermen of North Sydney *re* sub-division of land near Cammeray Park.

The deputation said that they thought the Department's officer, had laid out the land in a very dangerous way.

The blocks had only 50 to 75 feet depth, and it was not right that Government should set the example of sub-dividing land into such small blocks. They would have a lot of rookeries built there. On the grounds of sanitation they would urge that it should not be sold as now laid out.

The Mayor asked that the land might be given to the Council for storage purposes, they had applied for it before, but got no definite answer. They had no land for the purpose, and a depôt of the kind was very necessary for a borough. He was sure that if the Minister saw the land, he would not sell it.

The Minister (Mr. Copeland), did not think the arguments of the Mayor were sufficiently logical to prevent the Government going on with the sale, if he had asked that the land be thrown into the street to make a large avenue he could have understood them better, the land was not suited for a storage depôt, but was more so for residences. The people who owned the land at the back might purchase it in order to get frontage to the park. He had already given them one block valued at £1,100, and he thought they ought to be satisfied with that.

The Mayor.—Well give us half of it for storage purposes. It will not bring £1 a foot if offered for sale.

The Minister.—I will look through the papers again, and see what I can do.

WALTER D. BINGLE.

In

In view of the last paragraph of this report it is submitted whether the sale of portions 600 to 606 is to be proceeded with.—E.A.B., 27/1/92. Special. The Under Secretary.—W.H.C., 27/1/92. What facilities have the Council at present for storage or municipal purposes?—W.H., 27/1/92.

[Urgent.] Mr. Elwin,—Will you please furnish a litho. showing what reserves in the North Sydney Municipality are vested in the Council.—E.A.B., 28/1/92. [Urgent.] A lithograph is now enclosed upon which is indicated by green colour the reserves which have been vested in the Borough Council of North Sydney.—T. ELWIN, 28/1/92. Mr. Bronsden. Received.—E.A.B., 30/1/92.

For the information of the Under Secretary, in reply to his minute of 27th ultimo. It will be seen that the only reserves vested in the Council are five reserves for public recreation, and one for public baths.—E.A.B., 1/2/92.

The Under Secretary.—W.H.C., 1/2/92. Submitted.—W.H., 1/2/92.

No. 58.

A. Armstrong, Esq., to The Secretary for Lands.

Sir, Union Chambers, 70, Pitt-street, Sydney, 27 January, 1892.

I have the honor to direct the favour of your attention to vacant Crown land, part of section 27, town of St. Leonards.

It has been proposed by your Department to close the northern end of Walker-street, so as to enable this piece of Crown land to be more advantageously subdivided, and I understand that action has already been taken to declare that portion of the street closed under the assumed powers given to the Minister "to alter a subdivision."

I respectfully contend that the power "to alter a subdivision" does not apply to the case, and that the street cannot be closed without reference to Parliament under the Proposal clauses. This contention I make under the belief that the formation of a borough is a complete dedication of all streets embraced, and that Parliament wisely provided that no dedication once made should be cancelled without direct reference under the Proposal clauses of the Land Act.

Apart entirely from the legality of the question, it is most unwise, and opposed to the public interests that so valuable a site should be destroyed and cut into allotments to abut on the park, and I respectfully request that you should direct a resubmittal of the papers, and cause the whole question to be brought under your review with the object of cancelling the whole of the action taken in the past.

I have, &c.,

A. ARMSTRONG.

Attach to papers and send them in.—H.C., 28/1/92. Can you give a reference to the previous papers please.—J.O.D. (*pro* Under Secretary), 30/1/92. The Chief Surveyor, immediate. Please state particulars of this case and report action taken.—E.T., 2/2/92. Mr. Elwin, Metropolitan Survey Office. The land referred to was approved for sale, but in view of several protests portions 607 to 612 have been withdrawn from sale. The papers, Alienation 91-10,661, are now with the Minister for further consideration as to the disposal of the remaining portions.—T. ELWIN, 5/2/92. The District-Surveyor.

Before taking final action in the matter of dealing with this land, unless a final decision has been given, I would suggest that the papers might be referred to me for consideration as to any alternative course.—ED. TWYNAM, 5/2/92. The Under Secretary.

Allotments 607 to 612 which cover the land which was formerly embraced by this part of Walker-street have been withdrawn from sale with a view of being made an extension to Cammeray Park. Mr. Armstrong may, perhaps, be so informed.—E.A.B., 8/2/92. Inform. The purpose of the withdrawal should be intimated.—W.H., 8/2/92. Mr. Armstrong informed, 8/2/92.

On further consideration, after hearing the statements of the deputation with reference to parks, &c., perhaps all parties may be satisfied by dedicating portions 602, 603, 604, 605, and 606 to purposes of a public park, and 600 and 601 may be reserved for storage purposes for the use of the Municipal Council.—H.C., 9/2/92.

Send notice to *Gazette* and inform Richardson and Wrench; also the Council Clerk.—E.A.B., 10/2/92. Schedule noted, and notice to *Gazette*.—A.J.L., 10/2/92. Richardson and Wrench and Council Clerk of North Sydney informed, 10/2/92.

No. 59.

The Council Clerk, St. Leonards, to The Under Secretary for Lands.

Sir, Borough of North Sydney Town Hall, 28 January, 1892.

In reference to the proposed sale of Crown lands portions 600 to 612, parish of Willoughby, and letter from your Department 92-219, addressed to E. M. Clark, Esq., M.L.A., intimating that the honorable the Minister for Lands has decided that the narrow strip fronting portion 27 may go on to auction, but that portions 607 to 612 may be withdrawn from sale and dedicated as part of Cammeray Park, I am directed to request that the honorable the Minister for Lands will be good enough to again consider the matter with a view to the dedication of portions No. 600 to 606 for Municipal purposes.

I am directed to remind you of the growing importance of this Municipality, the population of which is thickly settling in the immediate neighbourhood of this land, and to point out that a depôt for the storage of pipes and goods is much needed in that locality.

There is no other Crown land available, and if this is sold there will be no possibility of meeting future requirements in this respect.

I have, &c.,

W. BARNETT SMITH,
Council Clerk.

No. 60.

No. 60.

A. Armstrong, Esq., to The Secretary for Lands.

Dear Mr. Copeland, Union Chambers, 70, Pitt-street, Sydney, 3 February, 1892.

I feel sure that the whole question of lengthening Bellevue-street, St. Leonards, southward, closing Walker-street north of Falcon-street, destroying a valuable piece of Crown land in order to open a street which will be utterly useless when opened, and by the subdivision proposed to be formed placing back premises against a park fence, has never been thoroughly understood in your Department.

I will be glad to explain the whole of the circumstances to you on the ground whenever you can spare an hour, and will keep any appointment you make.

Yours, &c.,
A. ARMSTRONG.

No. 61.

A. Armstrong, Esq., to The Secretary for Public Works.

Dear Mr. Lyne, Union Chambers, 70, Pitt-street, Sydney, 5 February, 1892.

The Government propose to sell publicly on 15th instant some Crown lands at St. Leonards, and the subdivision embraces a street fronting Cammeray Park, which has been closed, I maintain illegally, by a former Government. Should this sale continue to be advertised I feel it to be my duty to take every possible step to stop it. It will place in the hands of two individual owners of land 660 feet of frontage, with 66 feet depth, allotments surveyed, with 66 feet frontage and 330 depth, and these individuals will build so as to create an everlasting standing nuisance. It will also take away an important park frontage and substitute back premises abutting on a park—a nuisance which the Crown would not commit under clear understanding of the position.

Last night at my investigation Mr. Vaughn carried a motion for the tabling of all papers in connection with the illegal closing of the street; and I now ask that your influence should be used in preventing the sale advertised for the 15th instant until the Crown has further time to effect inquiry into the legality of the street closing.

Yours, &c.,
A. ARMSTONG.

I should be glad to know how the matter stands.—W.J.L., 6/2/92. Inform as per decision of this date on alienation 92–389. Honorable W. J. Lyne informed, 8/2/92.

No. 62.

A. Armstrong Esq., to The Under Secretary for Lands.

Dear Mr. Houston, Union Chambers, 70, Pitt-street, Sydney, 5 February, 1892.

I wrote officially to your Department on 27th ultimo, emphatically objecting to the action of the Crown in selling Walker-street North, St. Leonards. The subdivision of that street, I maintain, is illegal, and if the sale is insisted upon I must ask some of my Member friends to move the adjournment of the House and get the question thoroughly discussed.

I wrote privately to Mr. Copeland, asking him to view the ground before day of sale, but as he is absent from town my letter has not reached him.

I shall be glad to show you the spot and thoroughly explain how injurious the closing of Walker-street is to the public interests any time you wish, say, Saturday afternoon.

Yours, &c.,
A. ARMSTRONG.

P.S.—My letter of 27th January, copy herewith, has not received acknowledgment.

[*Enclosure.*]

Sir, Union Chambers, 70, Pitt-street, Sydney, 27 January, 1892.

I have the honor to direct the favour of your attention to vacant Crown land, part of section 27, town of St. Leonards. It has been proposed by your Department to close the northern end of Walker-street, so as to enable this piece of Crown land to be more advantageously subdivided, and I understand that action has already been taken to declare that portion of the street closed under the assumed powers given to the Minister to alter a subdivision.

I respectfully contend that the power to alter a subdivision does not apply to the case, and that the street cannot be closed without reference to Parliament under the Proposal clauses. This contention I make under the belief that the formation of a borough is a complete dedication of all streets embraced, and that Parliament wisely provided that no dedication once made should be cancelled without direct reference under the Proposal clauses of the Lands Act.

Apart entirely from the legality of the question, it is most unwise and opposed to the public interests that so valuable a site should be destroyed and cut into allotments to abut on the park, and I respectfully request that you should direct a resubmittal of the papers and cause the whole question to be brought under your review, with the object of cancelling the whole of the action taken in the past.

I have, &c.,
A. ARMSTRONG.

No. 63.

The Under Secretary for Lands to A. Armstrong, Esq.

Sir, Department of Lands, Sydney, 8 February, 1892.

In reply to your letters of the 27th ultimo and 5th instant, protesting against the closing of the north end of Walker-street, St. Leonards, I have the honor to inform you that allotments 607 to 612, which cover the land formerly embraced by the part of Walker-street in question, have been withdrawn from sale, with a view to being made an extension to Cammeray Park.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 64.

The Under Secretary for Lands to The Secretary for Public Works.

Sir, Department of Lands, Sydney, 8 February, 1892.

Referring to Mr. Armstrong's protest against the sale of land at St. Leonards, advertised to be held on 15th instant, and to his statement that part of Walker-street has been illegally closed, I have the honor to point out that portions 607 to 612, which cover the land formerly embraced by part of the street in question, have been withdrawn from sale, with a view to being made an extension to Cammeray Park.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 65.

The Under Secretary for Lands to The Council Clerk, North Sydney.

Sir, Department of Lands, Sydney, 10 February, 1892.

With reference to the land advertised for sale at St. Leonards on 27th instant, I have the honor to inform you that the Secretary for Lands has directed that the balance be withdrawn from sale, and portions 602, 603, 604, 605, and 606, dedicated to purposes of a public park, and portions 600 and 601, reserved for storage purposes, for the use of the North Sydney Municipal Council.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 66.

The Under Secretary for Lands to Messrs. Richardson and Wrench.

Gentlemen, Department of Lands, Sydney, 10 February, 1892.

I am directed by the Secretary for Lands to inform you that all the portions advertised for sale at St. Leonards on 27th instant, have been withdrawn from sale.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 67.

Gazette Notice.

Department of Lands, Sydney, 11 February, 1892.

WITHDRAWAL OF LAND FROM SALE.

NOTICE is hereby given that the undermentioned portions of land advertised for sale by auction on the date specified below have been withdrawn from sale.

WILLIAM HOUSTON,
Under Secretary.

Date of sale, 27th February, 1892; place of sale, St. Leonards; particulars of land, portions Nos. 600 to 606, parish of Willoughby, county of Cumberland. No. of papers, Misc. 92-389 Ind.

No. 68.

The Under Secretary for Lands to A. Armstrong, Esq.

Sir, Department of Lands, Sydney, 11 February, 1892.

In reply to your letter of 9th instant, I have the honor to inform you that in view of the representations of the North Sydney Municipal Council, the Secretary for Lands has withdrawn from sale the whole of the lands advertised to be offered at St. Leonards, on 27th instant.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 69.

The Under Secretary for Lands to A. Armstrong, Esq.

Sir, Department of Lands, Sydney, 26 February, 1892.

With further reference to your letter of the 9th instant, relative to the proposed disposal of certain land at St. Leonards, I have the honor to inform you that the Secretary for Lands, after due consideration of the matter, sees no necessity to stay action on the decision already arrived at, viz., to dedicate portions 602 to 606 for a public park, and to reserve portions 600 and 601 for storage purposes for the use of the Municipal Council.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

[One plan.]

Sydney: Charles Potter, Government Printer.—1892.

[1*s.* 9*d.*]

APPENDIX Nº70

Nº of Lith. A.89.125

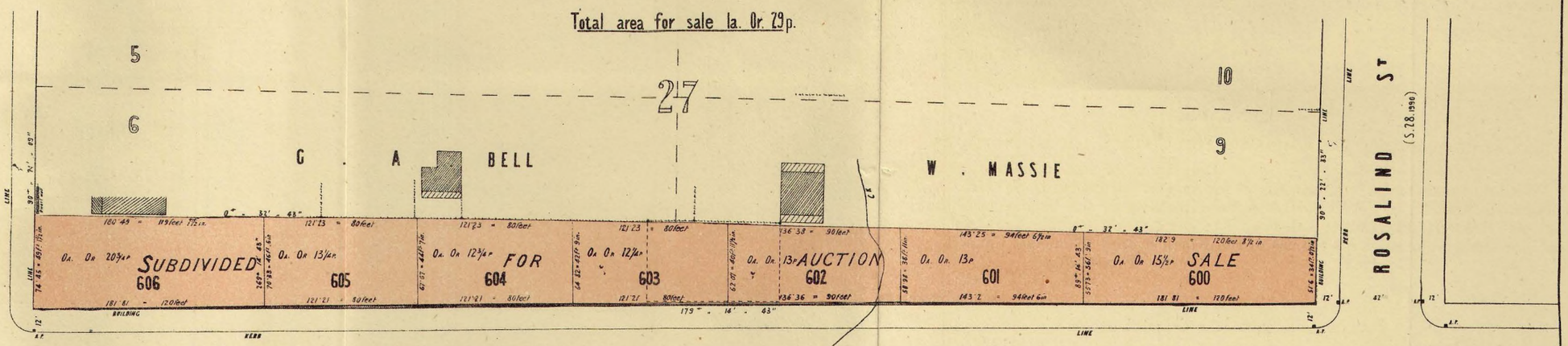
The Catalogue Nº of the Original Plan is S.40.1093

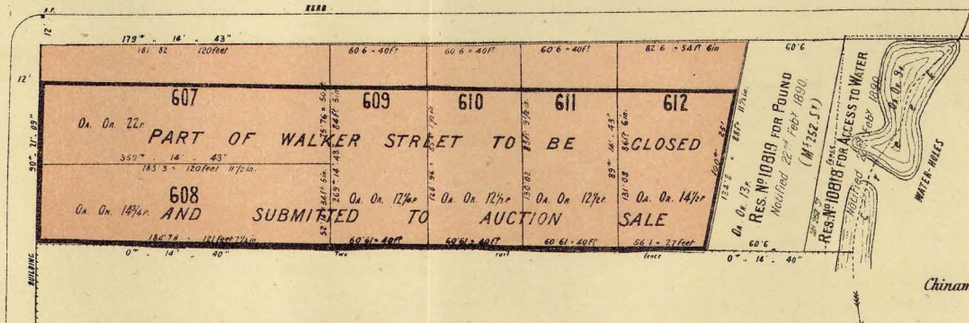
PLAN OF 13 ALLOTMENTS NUMBERED 600 TO 612 INCLUSIVE TOWN OF ST LEONARDS

L.D. Metropolitan

PARISH OF WILLOUGHBY COUNTY OF CUMBERLAND

Total area for sale 1a. 0r. 29p.





WALKER ST

(S.1.1930 Sh.A)

ERNEST ST

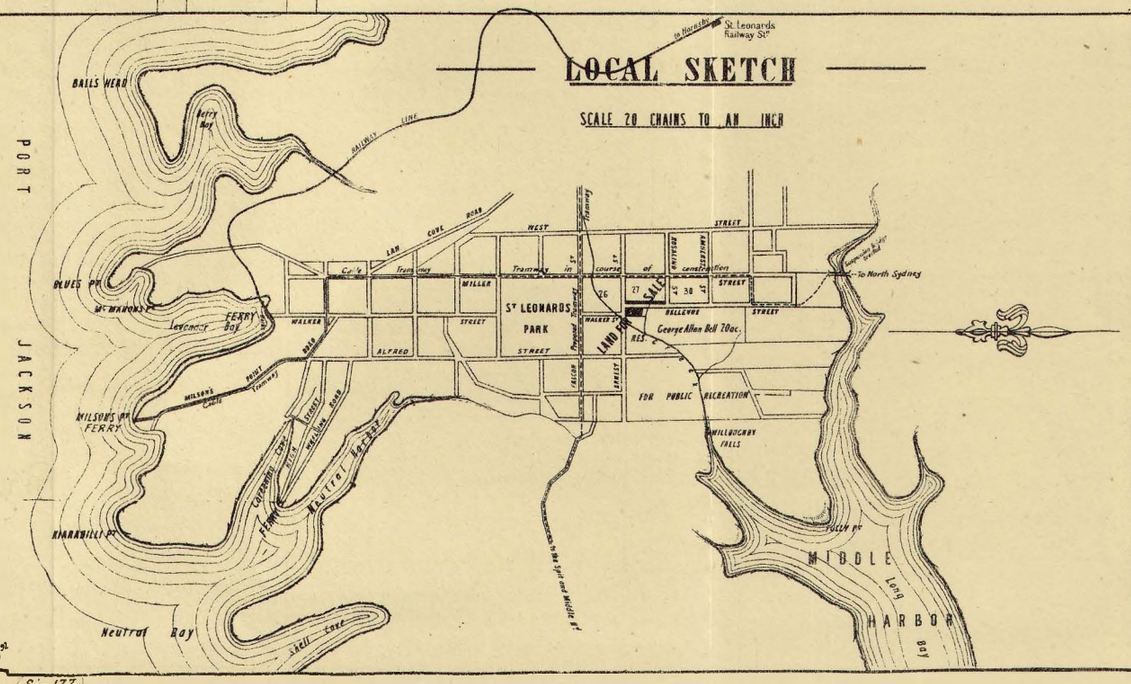
RESERVE FOR ACCESS TO WATER AND PUBLIC RECREATION

48A. 3R. 21P. EX ROAD

DEDICATED 12TH MARCH 1869. C.10.2063 (ROLL)

LOCAL SKETCH

SCALE 20 CHAINS TO AN INCH



SCALE 50 LINKS TO AN INCH

Assumed Magnetic Meridian

NOTE

Marked in accordance with regulations. Survey completed 29th August 1889.

~~Sale on the Ground at St Leonards on Saturday 27th February 1892 at 3 p.m.~~
~~Country Lots. Portions Nos 600 to 612.~~

Transmitted to the Metropolitan District Surveyor with Field-notes and my letter of the 5th September Nº 89/79

Stephen E Perdriau
Govt Surveyor

(Sig 177.)

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

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD BETWEEN CUDAL AND DAVY'S PLAINS.

(CORRESPONDENCE REPORTS, &c., HAVING REFERENCE TO THE REOPENING OF THE.)

Ordered by the Legislative Assembly to be printed, 6 September, 1892

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 8th September, 1891, That there be laid upon the Table of this House,—

"Copies of all papers, correspondence, reports, &c., having reference to "the reopening of the public road between Cudal and Davy's Plains."

(*Mr. Barbour for Dr. Ross.*)

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No. 1.

Petition.

To The Honorable the Minister for Mines, Sydney,—

The humble Petition of the undersigned inhabitants of the villages of Cudal and Cargo, and others interested,—

SHOWETH:—

(1.) That your Petitioners are greatly inconvenienced in their business relations by the unnecessary length of the road between Cargo and Cudal.

(2.) That the road is, comparatively speaking, straight from Cargo to within 2½ miles or 3 miles of Cudal, and then is diverted from its straight course, and makes a circuit of about 6 miles, making the distance from Cargo to Cudal 12 or 13 miles, instead of 9 or 10 miles.

(3.) That your Petitioners believe a road could be opened without any material injury to private property by following the route here suggested, which would remove the incovenience at present felt and prove a boon to your Petitioners and the inhabitants of the district:—From a road commencing at the north-east corner of F. W. Fraser's portion No. 49, of 80 acres, parish of Boree-Cabonne, county of Ashburnham; thence by its eastern boundary to F. W. Fraser's portion No. 50, of 120 acres; thence by its eastern boundary, through Crown land, to Oakey Creek; thence through Crown land, to join road passing through F. Tapp's portions Nos. 100, 101, 162, &c, to join the Cargo road.

(4.) That the road above suggested would, with the exception of about 35 chains, pass through Government land, and the whole distance required to be opened would be about 1½ mile.

Your Petitioners would therefore pray that you may be pleased to take the foregoing into your favourable consideration, in order that a report may be obtained as to the best way to remove the difficulty and inconvenience under which we labour at present, and cause a more direct road to be opened between Cargo and Cudal.

And your Petitioners will, as in duty bound, ever pray.

M. LANNAN.
FRANK VINCENT.
J. L. VINCENT.
and 124 others.

[Presented by Dr. Ross, M.P., and Mr. Lannan.]

H.W., 26/11/84. The Surveyor-General for report.—H.W., B C., 27/11/84.

Mr. Crouch is requested to report as to the necessity for this road in the interests of the public, and with reference also to instructions of the 16th June, No. 84-362.—A. J. STOPPS (for Surveyor-General), 23/1/85. Mr. H. A. Crouch, District Surveyor.

Transferred to Mr. Surveyor Thurburn for report. I think a road in the direction of that sought is necessary. The other papers referred to relate to a different road.—H. A. CROUCH, D.S., 28/6/85. Replied to by my letter of 17th March, No. 85-23.—CHAS. THURBURN, Surveyor.

No. 2.

Mr. M. Lannan to The Under Secretary for Mines.

Sir, Cudal, 12 February, 1885.

On the 26th November last a deputation, consisting of Andrew Ross, Esq., M.D., M.L.A., S. Landaner, Esq., J.P., and myself, had the honor of waiting upon you, in the absence of the Chief Secretary for Mines, to present a petition from the inhabitants of the villages of Cudal and Cargo, praying that a more direct road should be opened between the said villages.

As since that date up to the present time no further action seems to have been taken, and the inhabitants are getting anxious to know what is going to be done, I shall feel obliged if you can kindly inform me what steps are being taken to have the prayer of our petition granted, and the great inconvenience which the inhabitants suffer by the unnecessary length of the Cudal-Cargo Road removed.

I have, &c.,
M. LANNAN.

Forwarded to Mr. Crouch in connection with instructions of 26th January, No. 85-46.—A. J. STOPPS, 12/3/85. Mr. H. A. Crouch, District Surveyor. Mr. Surveyor Thurburn will please place with previous papers.—H. A. CROUCH, D.S., 18/3/85. Replied to by my letter of 19th, No. 85-23.—CHAS. T. THURBURN.

No. 3.
Mr. Surveyor Thurburn to The Surveyor-General.

Sir, District Survey Office, Orange, 19 March, 1885.

In accordance with instructions No. 85–46, of 23rd January, issued to Mr. District Surveyor Crouch, and transferred to me, I inspected the deviation of part of the road from Cargo to Cudal in the parishes of Bowan and Boree-Cabonne, county of Ashburnham, applied for by residents in the district, and have now the honor to report. 84-466 Road and tracing herewith.

2. That the road from Cargo, as far north as portion 68–9, parish of Bowan, requires no alteration. From this point it makes a great detour to the eastward, although the country between this and Cudal is very suitable for road purposes, and one could be obtained that would save about 2 miles in distance.

3. I inspected the route proposed by petitioners to the east of Fraser's, portions 129–3 and 130–3, joining the one measured through portion 132–4. For an important road as this one is, I do not consider the proposed route suitable. The road through portion 132–4, passes over impracticable country, and should this line be adopted it would have to be resurveyed in a better situation. Close beside the place where it would cross Oakey Creek it would cut across a water-course, which is dammed up a little lower down, and when the dam is full the water would be thrown back for a considerable distance up the creek, and the ground would consequently be liable to be very boggy. The banks of Oakey Creek are very steep, and either a bridge or else a very long and extensive cutting would be required in order to make it practicable at all. On the north side there is a very steep pinch for about 8 chains, but the worst part of it could be to a great extent avoided by cutting into portion 129, as shown by dotted line on tracing, but in any case it would be a bad piece of road. From the top of the hill to Cudal it would pass over very good country, and there would be no difficulty in procuring a good road.

4. This road Mr. Wall objects to strongly, on account of cutting across his dam, and also on account of the road through portion 132–4, which, fenced, would cut off the back parts of the paddock from the water in the creek.

5. The route that I would recommend as being the most direct, as passing over the best ground, and inflicting the least injury to the several land-owners, is shown in tracing by red band. It would start from about the north-west corner of portion 68–0; thence to the south-west corner of portion 120–5; thence along the western boundary of this portion to the road between portions 142 and 147; thence along the road westerly and northerly to the Cudal and Cargo Road. This road would pass over very good country, without one single steep grade upon it, and the only difficulty would be the crossing of the Oakey Creek. There is a very good bridge site at the south-west corner of 120–5, as the banks of the creek at this place are of the same height, and the channel is deep and narrow. Should it be decided not to have a bridge but only a cutting, I consider the best crossing-place would be at the head of the sharp bend of the creek shown on tracing. I would, however, recommend that, should instructions be issued for survey, the surveyor be directed to consult with the Road Superintendent, in order that the road may include the site he may select for a crossing whether it be for a bridge or a cutting.

6. Two enclosures would be severed by this road, the one to the south of the creek forming Mr. Wall's horse paddock, fenced along the creek with an old 2-rail fence, and along the road to Cargo with a 1-rail and 5-wire fence, worth about £50 per mile. The other enclosure (log fence, worth £30 per mile) is the road between portions 142 and 143, which has been included within Bunden's cultivation paddock, and for which no compensation should be granted.

7. I consulted Mr. Wall with reference to the road, and he stated that he would raise no objections whatever to it, provided he obtained sufficient compensation for fencing it on either side, and this at (say) £60 per mile, would cost £90. I also saw Mr. Vincent, lessee of Fraser's portions, and he also stated that he would offer no objections to the proposed road, but Mr. Burton I did not meet. No compensation for fencing that part of the road between portions 120–5 and 147 would have to be paid, as the road would pass through unenclosed lands. With the exception of the cultivation on the road between portion 142 and 143, no improvements are interfered with.

8. I considered the advisability of making use of the road between portions 146 and 147, but the grade along that line is very much steeper, and not to be compared with the one between portions 120–5 and 147.

9. A more direct and equally good road could be obtained along the dotted track on tracing, passing through portions 127, 116, and 147, but the injury it would inflict by severance would be very considerable, and I would not recommend it.

10. This road is the main through one from Cargo and the surrounding district to Cudal. The traffic at the present time is not very large, as the bulk of the produce grown at Cargo goes towards Orange. When the railway to Forbes has been constructed, and a station erected at Cudal, all the traffic from Cargo must go towards Cudal, and then the importance of this road will quite justify the expense of opening it.

11. In view of the above I would respectfully recommend the survey and opening of the road shown by red band on tracing.

I have, &c.,
CHAS. THURBURN.

Submitted. Under this report the road recommended by Mr. Thurburn is proposed for adoption. I think the road will be of sufficient importance to justify the erection of a bridge, and would suggest that reference should be made to the Commissioner for Roads, with a view to the local Road Superintendent being requested to mark site, either for bridge or cutting, as may be determined.—H. A. Crouch, D.S., 21/3/85.

Forwarded to Mr. District-Surveyor Crouch, for the survey of the road recommended. Reference has been made to Works Department on papers, Roads 84/466–4, in order that the local Road Superintendent may be authorised to confer with the surveyor entrusted with the work, or to mark, in anticipation of survey, a suitable site for the crossing at Oakey Creek.—A. J. Stopps (for Surveyor-General), 27/5/85. Mr. H. A. Crouch, District Surveyor.

Transferred to Mr. Acting-Surveyor Chambers for survey. I have conferred with Mr. Scarr on the subject, and he informs me that he thinks the bridge site can be selected without his assistance without difficulty. Should Mr. Chambers be there before, a cutting will not be recommended.—H. A. Crouch, D.S., 17/6/85.

No. 4.

The District Surveyor, Orange, to The Surveyor-General.

Deviation in the road from Cargo to Cudal, reported upon by Mr. Surveyor Thurburn's letter, No. 85-23.

THE above matter is one of some urgency, and as a salaried surveyor will be in the locality in the course of a week, it is suggested that the instruction for survey might be expedited.

22nd May, 1885. H. A. CROUCH, D.S.

Instruction for the survey will be prepared to-day for issue.—A. J. STOPPS, 27/5/85. Mr. H. A. Crouch, District Surveyor, Orange.

No. 5.

The Surveyor-General to The Commissioner and Engineer for Roads.

Road from Cargo to Cudal, parishes of Bowan and Boree-Cabonne, county of Ashburnham.

INSTRUCTIONS for the survey of part of a road from Cargo to Cudal as indicated in red colour on accompanying tracing, have this day been issued to the District Surveyor at Orange.

This survey will include a crossing of Oakey Creek which, before the road can be made available for public use, will require expenditure in bridging or in making practical approaches.

Illustrative tracing enclosed

Reference is made to Works Department, as it is considered desirable that the local Road Superintendent should confer with the Surveyor or mark, in anticipation of survey, a suitable site for crossing.

A. J. STOPPS

27th May, 1885. (For Surveyor-General).

Mr. Scarr for report.—W.B., 29/5/85. Report on separate paper.—P.S., 4/6/85. Under Secretary, B.C. The Commissioner for Roads, B.C. Road Superintendent marks road required, and that bridge should ultimately be provided.— W.B., 5/6/85.

No. 6.

Mr. Road-Superintendent Scarr to The Commissioner and Engineer for Roads.

Orange, 4 June, 1885.

Road from Cargo to Cudal—Proposed deviation—Oakey Creek.

THE road at present in use and coloured brown on the tracing, makes a detour of, say, $1\frac{3}{4}$ miles, or 178 chains by the proposed deviation, against 315 chains by the proposed road.

I entirely concur with Mr. Surveyor Thurburn that the road as proposed by him, and shown by red band on the tracing, is a good one, and the most direct, the only objection to be advanced against its adoption being that without a bridge or crossing over the creek it is impracticable.

To the expenditure of money in making a crossing over a deep creek like this I am strongly opposed. It would spoil the bridge site, and be liable to damage by flood, causing constant expense in repairs, and act as a trap to people in time of flood by inducing them to attempt the crossing here to save the extra distance in travelling the present road, upon which an expensive and substantial bridge of stone and iron has lately been erected.

This bridge was erected in the position it occupies to meet the joint requirements of three roads, viz., Cargo to Cudal, Cudal, *via* Paling's Yards, to Canoblas, and Rydal to Big Flat, Deep Creek, &c.

Both the latter roads are almost of as much importance as the Cargo to Cudal road, so that the present bridge will still be required for this traffic, if that from Cargo to Cudal be deviated to the proposed deviation.

The only question is whether the traffic on the Cargo to Cudal road is now or likely to become of sufficient importance to justify the expense necessary to make this deviation practicable, by the erection of a bridge on it over Oakey Creek. I am of opinion it will be, as this road will, upon the extension of the railway to Cudal, be the most important feeder to that railway, approaching it at Cudal.

The traffic now is considerable, and daily increasing, and will eventually be very large.

I think the road should be surveyed and opened, leaving the question of the bridge for consideration later on, when the traffic justifies it.

I will mark the best site for the bridge on my next visit, and before the surveyor reaches the place.

PERCY SCARR,

Road Superintendent.

The Under Secretary for Mines.—J.R., B.C., 8/6/85. The Surveyor-General.—G.E.H. (*pro* U.S.), B.C., 9/6/85. Forwarded to Mr. District-Surveyor Crouch, in connection with previous instructions.—A. J. STOPPS (for Surveyor-General), 24/6/85. Mr. H. A. Crouch, District Surveyor. Forwarded to Mr. Chambers in connection with previous instructions.—H. A. CROUCH, D.S., 1/7/85. Dealt with by survey under letter of this date, No. 68.—P. CHAMBERS, 31/10/85.

No. 7.

Mr. Acting-Surveyor Chambers to The Surveyor-General.

Sir, Wellington, 31 October, 1885.

I have the honor to transmit herewith the plan and book of reference of a deviation in the road from Cargo to Cudal, in the parishes of Bowan and Boree-Cabonne, in the county of Ashburnham, measured by me on the 27th July last, in compliance with instructions, No. 204, of 27th May, 1885, to Mr. District-Surveyor Crouch, transferred to me.

It

It will be seen that in effecting this survey, the design furnished in the case has been generally adhered to. Since leaving the locality, however, I have learnt that the popular feeling is in favour of the adoption of a more direct line to Cudal from the crossing of the Oakey Creek at the south-west corner of portion 120–5, to follow the old track to Henry Burton's, somewhat as shown on Mr. Thurburn's tracing herein, and which is practicable and unenclosed.

The country is chiefly timbered with box, undulating and stony, and with the exception of the flat on the south side of the creek, which is very good arable land suitable for grazing purposes only.

I have, &c.,
P. CHAMBERS.

Book of Reference of part of Road from Cudal to Cargo, viz.: From the north-east corner of F. W. Fraser's 52¾-acre conditional purchase, por. 147, parish of Boree-Cabonne, to a reserved road within G. Talbot's and Australian Joint Stock Bank's 88-acre conditional purchase, por. 211, parish of Bowen, county of Ashburnham, to be opened as a parish road under the Act of Council, 4 William IV No. 11, and to be resumed under the 110th clause of the Act 48 Vic. No. 8.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Character and State of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.
											a. r. p.
1	From the north-east corner, and along and within the east boundary of F. W. Fraser's 52¾-acre C.P., por. 147, to the right bank of Oakey or Bourimbla Creek, parish of Boree-Calonne.	Francis William Fraser, C.P.	Francis William Fraser.	Undulating box forest.	South ..	5,830	Nil....	Nil.....	Nil....	1 chain	5 3 10
2	From the right to the left bank of Oakey or Bourimbla Creek, being a northern boundary of H. C. Wall's, now Australian Joint Stock Bank's, 202¾-acre C.P., por. No. lxvi over liv, parish of Bowen.	Bed of creek	.....	.....	,,	100	,, ..	,, ...	,, ..	1 ,,	0 0 16
3	From the last-mentioned boundary to the west boundary of H. C. Wall's, now Australian Joint Stock Bank's, 82¼-acre C.P., por. lxvi over liv.	Australian Joint Stock Bank, C.P.	Henry Cuff Wall.	Box forest; poor soil.	South-easterly.	1,330	,, ..	,, ...	,, ..	1 ,,	1 2 0
4	From the last-mentioned boundary to the west boundary of G. Talbot's, now Australian Joint Stock Bank's, 40-acre C.P., por. xxx over viii.	Australian Joint Stock Bank, C.P.	Henry Cuff Wall.	,,	,,	1,840	,, ..	,, ...	, ..	1 ,,	1 3,20
5	From the last-mentioned boundary to the west boundary of G. Talbot's, now Australian Joint Stock Bank's, 88-acre C.P., por. 211.	Australian Joint Stock Bank, C.P.	George Talbot.	,,	,,	1,220	,, ..	,, ...	,, ..	1 ,,	1 1 0
6	From the last-mentioned boundary to the reserved road within G. Talbot's, now Australian Joint Stock Bank's, 88-acre C.P., por. 211.	Australian Joint Stock Bank, C.P.	George Talbot.	Box forest; very good arable soil.	,,	1,874	One ..	,, ...	,, ..	1 ,,	1 3 10

No. 8.

The Surveyor-General to The Under Secretary for Mines.

The accompanying plan and book of reference of part of road from Cudal to Cargo, viz.: from the north-east corner of F. W. Fraser's 52¾-acre conditional purchase, portion 147, parish Boree-Cabonne, to a reserved road with G. Talbot's (now Australian Joint Stock Bank's) 88-acre conditional purchase, portion 211, parish of Bowen, county of Ashburnham, are forwarded with the view to the opening of the line as a parish road under the Act of Council 4, William IV No. 11, and for resumption under the 110th clause of the Act 48 Vic. No. 18 (*see* schedule of conditional purchases enclosed).

A. J. STOPPS,
(For Surveyor-General).

B.C., 12th June, 1886.

R. 3,039–1,603. Tracing herewith for the Police Office at Cudal. Submitted for approval.—G.E.H. (for U.S.), 16/6/86. Approved.—J.F., 18/6/86. Minute, 18/6/86.

No. 9.

Dr. Ross, M.P., to The Secretary for Mines.

The Hon. the Minister for Mines,—

Sir,

Sydney, 18 June, 1886.

I have the honor to enclose application for a road from Cudal to Cargo, as shown in the enclosed plan or sketch. The road will be considerably shortened and much more advantageous to the public.

The plan clearly defines what is required, and I hope the matter will receive your earliest and most favourable consideration, and thus be the means of conferring a boon on the inhabitants and travelling public. If you deem it necessary you may call for a report.

I have, &c.,
DR. ROSS.

[*Enclosure.*]

Dear Sir,

Cudal, 16 June, 1886.

Enclosed please find a rough plan of the road we want, also of the one we asked for and the one the Government surveyed, which you see is no better than the one at present in use. The one we wish to have is Chambers' road shortened and marked on enclosed sheets thus ═══

Yours truly,
W. SHIELD.

Dr. Ross, M.P.

No. 10.

No. 10.
Minute for The Governor and Executive Council.

Subject :—Preliminary notification of, and proposed resumption of land for road.

Department of Mines, Sydney, 18 June, 1886.

THE authority of His Excellency the Governor and the Executive Council is sought for the opening of the undermentioned line of road, as shown by the accompanying plan and book of reference, in accordance with the provisions of the Act 4th, William IV. No. 11, and for the resumption, under 110th section of Act 48 Vic. No. 18, of so much of the land within conditional purchases as may be required for said road, viz.:—Part of road from Cudal to Cargo, viz.:—From the north-east corner of F. W. Fraser's 52¾-acre conditional purchase, portion 147, parish of Boree-Cabonne, to a reserved road within G. Talbot's (now Australian Joint Stock Bank's) 88-acre conditional purchase, portion 211, parish of Bowan, county of Ashburnham.

JAMES FLETCHER.

The Executive Council advise that the intended formation of the road referred to be notified in terms of the said Act, and the land resumed.—ALEX. C. BUDGE, Clerk of the Council. Min. 86-27, 22/6/86. Confirmed, 29/6/86. Approved.—CARRINGTON, 22/6/86. His Excellency the Governor and the Executive Council. Bench, Cudal, 3rd July, 1886; notified 13th July, 1886; folio 4,682; C.X.C., 14 July, 1886. Advertised 15th.

No. 11.
Mr. F. Vincent to The District Surveyor, Orange.

Sir, Cudal, 5 July, 1886.

A road has recently been surveyed by Mr. Surveyor Chambers from George Tapp's Crossing, on the Oakey Creek, parish of Boree-Cabonne, to Cudal, running through James Higgins' (late Thomas Hadley's) land and my land (late F. W. Fraser's 107 acres), which road is doing me considerable harm by taking the best of my cultivation land to the extent of more than 4 acres, and will do other damage to my land. The road is only required for the private use of Messrs. Frank and George Tapp, and will not benefit the district in the least.

A road on the eastern boundary of Frank Tapp's selection would not be objected to by any party, and would run through Crown land and a small portion of uncleared land, and would be a great benefit to Cudal and Cargo, and also suit the requirements of Mr. Frank Tapp and Mr. George Tapp better than the road lately surveyed by Mr. Chambers, and would do no serious damage to any person.

I think, sir, when you see Mr. Surveyor Chambers' report you will quite agree with me in this matter.

Hoping you will favourably consider this, I have, &c.,

FRANK VINCENT.

No. 12.
The Bench of Magistrates, Cudal, to The Under Secretary for Mines.

Court-house, Cudal, 7 July, 1886.

THE plan and book of reference, as per number in margin, and description, have been duly received for exhibition as required by law.

Description of Road.

Mines No 86-2,097.

Part of road from Cudal to Cargo, viz.:—From the north-east corner of T. W. Fraser's 52¾-acre conditional purchase, portion 147, parish of Boree-Cabonne, to a reserved road within G. Talbot's (now Australian Joint Stock Bank's) 88-acre conditional purchase, portion 211, parish of Boree, county of Ashburnham.

W. HENRY SOUTER, A.C.P.S.
(For the Bench).

No. 13.
Gazette Notice.

PRELIMINARY NOTIFICATION OF PARISH ROADS.

Department of Mines, Sydney, 13 July, 1886.

HIS Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the several parish roads mentioned in the schedule appended hereto, to be maintained at the expense of the parishes through which they pass: Notice is hereby given that, in accordance with the provisions of the Act 4, William IV No. 11, plans and books of reference, showing the intended lines of the roads in question, are now deposited at the office of the Surveyor-General in Sydney, and the police office mentioned.

It is requested that any well-grounded objections that may exist to the formation of the roads in question may be transmitted in writing to the Clerk of the Executive Council within one month from this date.

By His Excellency's command,

JAMES FLETCHER.

Schedule referred to.

Roads No.—86-2,097, 82-466-8, S.G., R. 3,039. Description of roads,—Part of road from Cudal to Cargo, viz.:—From the north-east corner of F. W. Fraser's 52¾-acre conditional purchase, portion No. 147, parish of Boree-Cabonne, to a reserved road within G. Talbot's (now Australian Joint Stock Bank's) 88-acre conditional purchase, portion No. 211, parish of Bowan, county of Ashburnham. Names of reputed owners or occupiers through whose properties the roads pass,—F. W. Fraser, conditional purchase, bed of creek; A.J.S. Bank, conditional purchases; H. C. Wall, G. Talbot. Police office at which the plan and books of reference have been lodged,—Cudal.

No. 14.

Gazette Notice.

PROPOSED RESUMPTION OF LAND FOR ROAD UNDER 110TH SECTION OF ACT 41 VICTORIA No. 18, LAND DISTRICT OF MOLONG.

Department of Mines, Sydney, 13 July, 1886.

NOTICE is hereby given that it is proposed to resume so much land as is embraced in certain conditional purchases (described in the appended schedule), the same being required for the following road, viz.:—Part of road from Cudal to Cargo, viz., from the north-east corner of F. W. Fraser's 52¾-acre conditional purchase, portion No. 147, parish of Boree-Cabonne, to a reserved road within G. Talbot's (now Australian Joint Stock Bank's) 88 acres, portion No. 211, parish of Bowan, county of Ashburnham. (Roads 86–2,097.)

JAMES FLETCHER.

SCHEDULE referred to.

Catalogue Number.	Number of C.P.	Parish.	Parish Number.	Name of Conditional Purchaser.	Area of portion.	Area resumed.
					a. r. p.	a. r. p.
A 2,183-1,770.....	76–366 ...	Boree-Cabonne ...	147	F. W. Fraser	52 3 0	5 3 10
A 78-1,770	69–465...	Bowan	LXVI-LIV	Henry Cuff Wall (now Australian Joint Stock Bank).	202 3 0	1 2 0
A 287-1,770.....			LXVI-LV		82 2 0	1 3 20
A 2,914-1,770.....	79–243 ...	„	30-VIII	George Talbot (now Australian Joint Stock Bank).	40 0 0	1 1 0
			211		88 0 0	1 3 10

No. 15.

The Rev. Z. Barry to The Secretary for Mines.

Sir, St. Matthias, Paddington, 13 July, 1886.

A road was applied for by petition of the inhabitants of Cargo and Cudal, about the end of the year 1884, as a direct road between the two towns, and also connecting them with the farming district of the Barringan, the present route being a roundabout of over 6 miles, which would be thus reduced to about three.

Mr. Surveyor Chambers has, however, surveyed two roads, one of which he has already shown in the Court-house, inviting objections before gazetting, and the other is of course to follow; as, if the former be opened, the latter will be also necessary.

Neither of those roads is the one petitioned for by the people, neither would give them satisfaction. They are both too long; and the road they asked for is central between them, and would serve alone every purpose attempted by the other two. Moreover, this central road would lead directly up to the place where the railway station is now pegged out; and it will be necessary, whether the other roads are opened or not.

I send herewith maps of the adjoining districts with three roads marked in red; the most eastern is the one proposed by Mr. Surveyor Chambers; the western, that surveyed by him in addition; and the central is the route asked for.

The railway route is marked in blue.

The inhabitants are about to petition the Department of Mines for the adoption of some central road instead of the two already surveyed; and I have the honor to suggest that the eastern line be not gazetted until this matter be taken into further consideration.

This is altogether a public affair, but there is a small matter affecting my own land in the surveyed western road, which I desire to bring before you, although it is of little consequence in comparison. I allude to the queer zig-zag way in which you perceive the road is carried so as to come on my land (Minnie Farm) at the north, and thus to add to the expenses of fencing.

Already my holding is unusually cut up by roads, so that the expense of fencing 640 acres will be as much as £700, and I think I might have been spared this artificial contrivance to make matters worse.

Will you be good enough to preserve the old maps for me.

I have, &c.,

ZACHARY BARRY.

The Surveyor-General for report; maps herewith.—H.W., B.C., 13/7/86. Acknowledged, 14/7/86.

No. 16.

The Rev. M. Smith to The Secretary for Mines.

Hon. Sir, Church of England Parsonage, Cudal, 23 July, 1886.

I take the liberty of writing you on the long vexed question of necessary roads to the town of Cudal from the district lying south, in the hope of helping to bring about a satisfactory and pacific settlement of this long standing grievance.

As resident clergyman of this parish, I am in a position from personal knowledge of the country in question to give an opinion in the matter of roads.

Being myself much hindered and inconvenienced in the prosecution of my parochial duties, through the absence of proper roads, and witnessing the unhappy results of contention and variance among the settlers, are my reasons for troubling you by writing.

I enclose a crude but correct tracing of the roads in use and proposed, a more complete tracing, showing the lands, will shortly be forwarded, I believe, together with a petition which is being signed in favour of the road which I shall proceed to recommend.

Road No. 4, on the right of the enclosed tracing, shows the only road from Cargo, &c., to Cudal at present, and its circuitousness will at once explain the strong and general expression of dissatisfaction from the travelling public.

No.

No. 3 is the road lately surveyed and gazetted, a copy of which is lying at the Court-house for approval or otherwise, and I hereby state my objection to it. It zig-zags too much towards its terminus, and junctions the present Cargo road too much to the east, and at too great an angle.

A recommendation has been forwarded a few days ago, and presented by Dr. Ross, that the road be shorter, and the elbow avoided by taking a straight course to Cudal after crossing the creek, as shown by dotted lines on tracing.

But this road would cut across a large portion of Fraser's land in a very awkward manner. Moreover, should this one be adopted, it will necessitate the opening of another road 2 or 3 miles down the creek, which would needlessly increase the number of crossings, and of course construction of bridges.

No. 1 road, as shown on the left of tracing, is a road that F. Tapp and G. Tapp have had surveyed, to which there are sundry and serious objections raised, made by the farmers and landowners through which the road is taken.

This was, I believe, a very old road, and was open and used for many years. Latterly it has been fenced across at several places by so many different persons. There has been litigation and much bad feeling caused by attempting to force a road. It is quite obvious that he needs, and must have, a road sooner or later. To get to Cudal his only road is all round by the old road No. 4, and road No. 3 is practically as bad. He has, however, stated to me his willingness to give up any further contention for the road No. 1, if the road No. 2, as shown on centre of tracing, can be obtained. This road No. 2 would thus answer all parties; and would be much better for people going to Cudal from Barragan South. The centre road No. 2 goes through very little private land, as the tracing accompanying petition will show It passes almost all the way on Crown lands. It was applied for by petition in 1884, and I almost think once since. It is the one out of the possible few straight roads that have been regarded with general favour by the travelling public.

I know of no one who has, or can have made an objection to it, unless it be the lessee of Davy's Plains Run. I hope, hon. sir, that you will give this matter your earnest and favourable consideration; and hoping that I may have succeeded in throwing some light on the matter, and that soon we shall have the road that will give most good with least harm,

I am, &c.,
M. SMITH.

Acknowledge.—G.E.H. (for U.S.), 27/7/86. Acknowledged, 27/7/86. The Surveyor-General.—G.E.H. (for U.S.), B.C., 27/7/86.

No. 17.

Mr. F. W. Fraser to The Under Secretary for Mines.

Sir, Granville, 26 July, 1886.

A notice appearing in the *Government Gazette* of 13th instant to the intent to resume 5 acres 3 quarters 10 poles, portion No. 147, conditional purchase, parish of Boree-Cabonne, county of Ashburnham, for a road Cudal to Cargo, which portion I protest against giving up, unless a good substantial fence be erected on the line of road, or a satisfactory remuneration is received, I will endeavour to impede all progress as to the above.

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

Claim will be considered at proper legal stage.—G.E.H. (for the Under Secretary), 28/7/86.

No. 17½.

The Clerk of the Executive Council to The Under Secretary for Mines.

Sir, Executive Council Office, 16 August, 1886.

Part of road from Cudal to Cargo, county of Ashburnham.

Referring to your letter of the 14th July, I do myself the honor to inform you that no objection has been lodged with me to the formation of the proposed parish road noted in the margin.

I have, &c.,
ALEXANDER C. BUDGE,
Clerk of the Council.

Exhibition of plan, &c., 23/8/86. Reminder, 24/8/86. The Surveyor-General.—G.E.H. (for U.S.), B.C., 26/8/86.

No. 18.

The Surveyor-General to The District Surveyor, Orange.

18 August, 1886.

Several claims and objections have been made with reference to this road, and also with regard to the proposed road, the instruction for survey of which was sent to Mr. Crouch, 27th November, 1885. Instruction No. 378, on papers 84–186–1 to 7, and also statements are made that an intermediate road would be more satisfactory to the public, cause less damage to private property, and obviate the necessity for the establishment of either of the other roads. It is, therefore, thought desirable that a further investigation and report be obtained on the three routes referred to, and as perhaps a bridge over the creek will be necessary in any case, the local Works officer might be consulted.

A. J. STOPPS
(For Surveyor-General).

Dealt with by my memorandum, No. 25 of the 26th September, 1887.—H. A. Crouch, District Surveyor.

No. 19.

No. 19.

Mr. Acting-Surveyor Chambers to The Surveyor-General.

Sir, Walli, 18 September, 1886.

In reply to your memorandum of 12th June last, respecting difference in length of the east boundary of portion 147, in the parish of Boree-Cabonne, in the county of Ashburnham, as shown by Mr. Licensed-Surveyor Conolly, and found by me, I have the honor to transmit herewith a sketch illustrative of my investigation of the entire portion in question, from which it will be seen where errors have occurred in the original survey. I have, &c.,

P. CHAMBERS.

Mr. Gerard, 22 September. Enclosing tracing might be catalogued, and correct lengths shown in red thereon, with reference to this letter.

Forwarded for the information of the Surveyor-General.—H. A. CROUCH, District Surveyor, 24/9/86.

No. 20.

Petition.

To The Honorable the Minister for Mines, Sydney,—

The humble Petition of the Inhabitants of the towns of Cargo and Cudal and others,—

SHOWETH :—

(1.) That, at the end of the year 1884, a petition was forwarded asking for a shorter road between Cudal and Cargo, *i.e*, the centre road marked on the attached plan.

(2.) That another road has been surveyed, and plans of it are exhibited now at the Court-house, Cudal, for approval, or reverse, of the public, *i.e.*, the eastern road marked on attached plan. Reference No. 86-2,097.

(3.) That the latter road does not meet with the approval of the public, for the following reasons,—1st. It is not the most direct road ; 2nd. It is taken too far to the east, and in consequence will be almost useless to some of the people the road applied for was calculated to benefit; 3rd. If it is opened, instead of the road applied for, another road will be absolutely necessary.

(4.) That, in consequence of the road having been surveyed so far to the east, another, and additional road, has already been asked for and surveyed, *i.e.*, the western road, shown on attached plan.

(5.) That, if the centre road is opened, there will be no necessity for either of the eastern or western roads, but if the centre road is not granted, or some slight modification of it, both of the others will be required, which would necessitate two crossings to the creek, in addition to the greater amount of damage to property, which would be done by opening two roads instead of one.

(6.) That, so far as your Petitioners are competent to judge, there is no difficulty on the centre road, but a first-class road can be obtained all the way.

(7.) That the centre road passes through Crown or unimproved land all the way, in such a way as to do the least possible damage ; whereas, a good deal of damage will be done to private property if both of the other roads are opened.

Your Petitioners pray that you will take the foregoing into your most favourable consideration, in order that the central road (on attached plan) as nearly as possible, as previously petitioned for, may be opened to shorten the distance between Cudal and Cargo, and to give direct access to the town of Cudal for the residents of Eastern Barragan and Messrs. Frank and George Tapp, instead of opening the roads referred to in paragraphs 2 and 4 of this our Petition.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

JAMES AND B. LIVEMORE.
JOHN LIVEMORE.

[*Here follow* 125 *signatures.*]

Mr. Crouch for report in connection with instructions on papers 84-466 over 1 to 16, sent to him 19th August, 1886 ; instructions No. 141.—A. J. STOPPS (for the Surveyor-General) 31/8/86. Mr. H. A. Crouch, District Surveyor.

Dealt with by my memo. No. 25, of the 26th September, 1887.—H. A. CROUCH, District Surveyor

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No. 21.

Petition.

To The Honorable the Minister for Mines, Sydney,—

The humble Petition of the undersigned farmers and business people, residents of Cudal, Cargo, and Bowan Park,—

SHOWETH :—

That a shorter road to Cudal is most urgently required.

That the road by the telegraph line, from Cargo to Cudal, gazetted in the *Gazette* notice of the 15th July last, with a slight alteration, is the most advantageous for the greatest number.

That it is the shortest road, over good land, with a good site for a bridge at the creek, and approved of both by the Survey and Road Departments.

That the road recently petitioned for is needlessly increasing the distance ; would be a great inconvenience and hardship to your petitioners, and condemned by officers of the Survey and Road Departments as presenting two many difficulties, and almost impracticable and expensive site for a bridge at the creek.

We humbly ask you to grant our Petition, and, as in duty bound, your Petitioners will ever pray.

JOHN GRANT, J.P., freeholder, Belubula.
WILLIAM ROBINSON, J.P., freeholder, Canowindra.
JOHN GEORGE CHURCH, J.P., Cargo.

[*Here follow* 242 *signatures.*]

[Presented by Mr. Dalton, M.P.]

Forward to the Surveyor-General for report, and inform Mr. Dalton, M.P.—H.W., 1/10/86. Mr. Dalton, M.P., 2/10/86. The Surveyor-General.—G.E.H. (for U.S.), B.C., 5/10/86. Forwarded to Mr. District-Surveyor Crouch, in connection with instruction No. 86-141 and 86-146, dated 19th August and 1st September respectively.—A. J. STOPPS (for Surveyor-General), 28/10/86. H. A. Crouch, Esq., District Surveyor, Orange.

No. 22.

Mr. Tapp, presenting Resolutions of Public Meeting.

Cudal, 23 February, 1887.

A PUBLIC Meeting was held here this evening in the School of Arts, W. Shields, J.P., in the Chair, when the following resolutions were put to the meeting and carried unanimously.

Moved by W. H. Couch, J.P., and seconded by G. Windred, "That in the interests of the inhabitants of the town and district of Cudal, it is imperatively necessary to obtain a more direct road from Cargo, viz., from Mr. Wall's gate to this town; that the road should be continued from said gate to the creek at John Coles' original selection, and thence to Cudal by the road known as Mr. Wall's road. That by adopting this road more convenience will be given, and the roads to the east and west of it lately surveyed by Mr. Chambers will not be required, thereby saving much expense to the Department."

Moved by Mr. Way, seconded by Mr. Vincent, "That the foregoing resolution be handed to Mr. Tapp, with the view of bringing under the notice of the Honorable Minister for Roads with the assistance of the Member for this electorate."

W. SHIELD, Chairman.

[Presented by Mr. Tapp, 16/3/87.]

Forward to the Surveyor-General for report and inform.—H.W., 16/3/87. Acknowledged, 16/3/87. The Surveyor-General.—G.E.H. (for U.S.), B.C., 16/3/87. Forwarded to Mr. District-Surveyor Crouch in connection with instructions 86-173, dated 29th October, 1886.—A. J. STOPPS (for Surveyor-General), 24/3/87. Previous instructions, No. 110. H. A. Crouch, Esq., District Surveyor, Orange.

Dealt with by my memo. No. 25, of the 26th September, 1887.—H. A. CROUCH, D.S.

No. 23.

Mr. W. Shield to The Secretary for Lands.

Dear Sir, Cudal, 13 August, 1887.

I do myself the honor to inform you that a public meeting of the residents of the town and district of Cudal was held in February last, when resolutions were passed praying the Government to open a direct road from the present Cargo Road to Cudal, commencing at Mr. Wall's gate, thence to J. Cole's selection, and from thence direct to Cudal. Such resolutions were signed by myself, as chairman of the meeting, and sent to your office by a Mr. F. Tapp.

I may further state that the inhabitants of this district will feel very thankful if you will inform them if such resolutions were received at your office, and if so, what steps have been taken therein.

I have, &c.,

W. SHIELD.

It is recommended that Mr. Shield be informed that the resolutions referred to were received, and that the Surveyor has been instructed to report as to the necessity of the proposed road in the interests of the public.—A. J. STOPPS (for Surveyor-General), 29/8/87. The Under Secretary for Lands. Inform.—S.F., 5/9/87. W. Shields informed.—H.L.T., 5/9/87.

No. 24.

The Under Secretary for Lands to Mr. W. Shield.

Sir, Department of Lands, Sydney, 5 September, 1887.

With reference to your letter of the 18th ultimo, respecting the opening of a road from the present Cargo Road to Cudal, &c., I have the honor to inform you that the resolutions referred to therein were received, and the Surveyor has been instructed to report as to the necessity for the proposed road in the interests of the public.

I have, &c.,

STEPHEN FREEMAN

(For the Under Secretary).

No. 25.

The Rev. M. Smith to The Secretary for Lands.

Honorable Sir, The Vicarage, Cudal, 14 September.

In accordance with your kindly-expressed wish when being interviewed in Cudal on the subject of a direct road into Cudal, that we should write you personally on the matter, I take this liberty of embracing the opportunity. Since your late visit to Cudal the chairman of our last meeting, held a few months ago, received a long-delayed answer from the Department, in answer to a letter of his asking if said petition had been received, and, if so, what had been done. In this communication we are informed that the petition was duly received, and that the necessary steps were being taken to have the desired road reported on. So far, this is satisfactory, but still nothing is done here as yet towards that object.

I have, for your information, enclosed a rough draft of the road as now in use. It is not taken from scale, and hence is not perfect, but the shape of the road, and the distances stated from point to point, are as near correct as possible in a rude sketch from memory. You will there see, sir, something of the grievance we complain of, and which for years we have been trying to rectify, so far in vain.

The

The dotted black-ink lines mark the road to Cudal now in use—the violet line describes the road we ask for.

I hope, sir, you will be able to do something for us in conferring this great boon upon us. It is a serious and material inconvenience to me in the prosecution of my pastoral duties and visits in the Cargo direction, as indeed it is to everyone who has to make such an unreasonable detour to get to and fro from Cargo to Cudal, and *vice versa*. During my nearly four years' occupation of this parish we have had many public meetings on the subject, and forwarded several petitions, and still we are without a road.

Thanking you for the permission and instruction to rewrite you direct, and hoping you will be able to do us this great service.

I have, &c.,

M. SMITH.

Put with papers, and let me know how case stands.—T.G., 16/9/87. Mr. Stopps.—S.F., 16/9/87.

No. 26.

Mr. W. Shield to The District Surveyor, Orange.

Sir, Cudal, 14 September, 1887.

Being Chairman of a public meeting held here in February last, I forwarded to the Department resolutions praying that a road be opened from the Cargo Road, at a point known as Mr. Wall's gate, to Cudal, by Mr. J. Cole's selection.

I again wrote the Minister for Lands on the 13th of last month, and received the enclosed reply, which I do myself the honor to forward, hoping you will cause the matter to be proceeded with as soon as possible.

I have, &c.,

W. SHIELD.

No. 27.

The District Surveyor, Orange, to Mr. Acting-Surveyor Chambers.

Deviation in the road between Cargo and Cudal, with branch to road reserved through portion No. 68–0, parish of Bowen; county Ashburnham.

A RECOMMENDATION has been submitted in favour of the survey of the road shown by red band on tracing herewith, and should Mr. Chambers be in the locality before the formal instructions are received, in order to save time, I would request him to proceed with the measurement.

After leaving the ground the line near the dam shown by red dots, appeared to have some consideration in its favour fencing and direction; but I think it would pass over more unsound ground and would be more objectionable to Mr. Wall.

If on inspection and inquiry this does not prove to be the case, that route may be adopted at Mr. Chambers' discretion.

26th September, 1887–60.

H. A. CROUCH, D.S.

Dealt with by survey under my letter of this date, No. 91.—P. CHAMBERS, 31/12/87.

No. 28.

The District Surveyor, Orange, to The Surveyor-General.

Sir, District Surveyor's Office, Orange, 26 September, 1887.

In reply to your instructions of the 18th August, 86–141, relative to the different deviations proposed in the road between the towns of Cargo and Cudal, I have the honor to report that the matter has remained in my hands for some time, as I was desirous that the railway proposals should be first considered by Parliament, and if the railway route, *via* Cudal were approved, that the site for station might be ascertained before submitting my report.

In view, however, of the numerous communications received, the diverse opinions expressed, and my contemplated lengthy absence at an early date, I thought it would be desirable to make inspection and further inquiry, and to report before leaving.

2. On the large tracing accompanying the different routes herein referred to have been distinctively shown, and to that I have the honor to invite attention.

3. The road at present in use between the towns is shown by brown band marked A. On this road there is considerable traffic, as Cudal is the principal business centre in the district. If the railway be constructed, this traffic must largely increase, as the adjacent country is of a very rich character, but even if not constructed, I think the traffic will be sufficient to warrant the adoption of the road hereafter recommended.

The users of the road complain strongly of the circuitous route that is now involved in travelling from H. C. Hall's 42¼ acres, portion No. 69–0, round by the bridge at Robert's, over Oakey Creek, whereby a distance of at least 2 miles is needlessly traversed, and they seek relief.

4. With a view of affording that relief—on Mr. Surveyor Thurburn's report—the road marked B, shown by blue band, was surveyed with Mr. Wall's concurrence, but this is not considered satisfactory, as in the endeavour to interfere as little as possible two rather awkward turns were made, directness of route was sacrificed, and the best country was not followed.

5. A petition was presented for a modification of this route shown by dotted blue lines marked B^1, and this route meets with some favour. It is represented that parts of the road on the southern side of the creek are very boggy in winter, and the petition appears to have been largely signed by those who have but little interest in the road. Mr. Fraser strongly objects to this line, as he correctly states that it would do much injury to the at present unenclosed portions Nos. 116, 147, and 179, by cutting the back part off—entirely from water. The route appears to me to follow the best ground altogether with easiest grades, and I should recommend it, notwithstanding the injury to Mr. Fraser's property, were it not for the fact that it would not suit the residents to the south-east and east, a consideration which is entitled to great weight in the decision

6. I may here, perhaps, refer to the road marked C, which was surveyed with a view of affording direct communication from Tapp's crossing to Cudal, for some three or four residents to the south. This road has been strongly objected to, on account of the damage it would do to cultivated land and private property. The objections appear to me well founded, and I cannot recommend any further action thereon, more especially as the route recommended in the next paragraph, will answer for the persons who petitioned for it.

Roads—84-466-11 466-17 466-22

7. The communications noted on the margin have been made in support of the route marked D, which appears to find the most general favour. It is rather more stony and more hilly, but it is, within a chain or two, the same length as BB[1], it will afford the required communication to those residents who sought route C, and it will be of great value to residents in the Berrigan country, parish of Toogong. Owing to the extent of Crown land traversed, the cost of fencing will not, I think, be much greater than it would be on route BB[1], but this cannot be accurately determined until after survey. The owners of the properties traversed on the north side of the creek, Messrs. Fraser and Barry, are in favour of this route, and will not offer any objection to its dedication. Mr. Wall was not at home during my visit, but I understand that he strongly objects to it. These objections as set forth in Mr. Thurburn's report, Roads, 84–466–3, appear to me to have but little force, and I cannot see that it would be any more injurious to Mr. Wall's interest than the route marked BB[1]. Either a crossing or a bridge could easily be constructed at the site chosen for crossing Oakey Creek.

8. At the southern extremity of the deviation, the road fenced and in use does not follow any surveyed line. The fence between the points marked 1 and 2, would require removal, and that part of the road abandoned, notwithstanding that it has been drained, and about 1 chain of it metalled. From 2 to 3, a branch line would have to be surveyed and continued to 4 along the road in use to meet the road in portion 68–0, property reserved to accommodate the down creek traffic. The old maps show that such a road was reserved through portion No. 132–4, but it is not shown on the recent lithographs.

9. Notice was sent to all the principally-interested parties about a week ago, and yesterday, under such appointment, ten gentlemen met me at the Court-house, Cudal, to whom the bearings of the case were explained and they were unanimously in favour of route D.

10. After careful consideration and inspection, I think it would be well to have the survey of this route effected, and I would beg to recommend accordingly.

I have, &c.,
H. A. CROUCH,
District Surveyor.

A special visit and report have been made by the District Surveyor on the subject of a shorter road between Cargo and Cudal, by which it appears that the more recently-advocated route, to start from near Wall's portion of 42¼ acres, thence to cross Oakey Creek, near Cole's selection, will be more suitable for general use than either of the two roads previously advocated and surveyed. It is, therefore, recommended that this route be surveyed, and that Dr. Ross, M.P., and the applicants (papers 11, 17, 22, and 24) be informed of the decision arrived at.—A. J. STOPPS (for Surveyor-General), 8/10/87.

The Under Secretary for Lands for approval.—S.F., 13/10/87. Approved.—T.G., 15/10/87. Reverend Zachary Barry, D.D., Messrs. John Livemore, James Livemore, T. J. Curtis, and others; W. Shield, Reverend M. Smith, A. Ross, M.D., M.P., and Thomas Dalton informed.—H.L.T., 18/10/87.

No. 29.

The Under Secretary for Lands to The Rev. Z. Barry, D.D.

Reverend Sir, Department of Lands, Sydney, 18 October, 1887.

With reference to your letter of the 13th July, 1886, respecting the proposed deviation in the road between Cargo and Cudal, I am directed by the Secretary for Lands to inform you that a special visit and report have been made by the District Surveyor on the subject of a shorter road between those places, by which it appears that the more recently-advocated route, to start from near Wall's portion of 42¼ acres, thence to cross Oakey Creek, near Cole's selection, will be more suitable for general use than either of the two roads previously advocated and surveyed, and that this route will now be surveyed for proclamation, &c.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

The undermentioned gentlemen were informed, in similar terms to this letter, on the same date, viz.:—Messrs. Thomas Dalton, M.P., Legislative Assembly; Jas. Livemore, John Livemore, T. J. Curtis and others, Cargo; A. Ross, Esq., M.D., M.P., Legislative Assembly; W. Shield, Esq., J.P., Cudal; and the Reverend M. Smith, the Vicarage, Cudal.

No. 30.

Question and Answer.

Legislative Assembly, Wednesday, 19 October, 1887.

(9.) ROAD BETWEEN CUDAL AND DAVY'S PLAINS RUN.—DR. ROSS *asked* THE SECRETARY FOR MINES:—

(1.) When will the road applied for between Cudal and the Davy's Plains run, *via* Mr. Tapp's, be open for the use of the public?

(2.) What is the cause of the delay in opening the road, and when is it likely to be declared opened, or proclaimed a public road?

MR.

Mr. Abigail answered,—This question should have been asked of the Secretary for Lands, but I have received the following reply:—

(1.) It is not intended to open the road which has been surveyed *via* Tapp's crossing.

(2.) The expectation by the District Surveyor that there would be some proposals for a railway route *via* Cudal, the adoption of which would affect the selection of the most suitable site for a road, has caused some delay in this matter; but, in view of the numerous communications received, and the divers opinions expressed, a special inspection and inquiry has recently been made, and it has been decided to survey a road from near Wall's 42¼ acres, thence across Oakey Creek, near Cole's selection, which will be a more suitable route than either of the two routes previously advocated and surveyed.

No. 31.

The Surveyor-General to The District Surveyor, Orange.

Road, Cargo to Cudal.

Mr. Crouch is requested to cause survey to be made of the road across Oakey Creek, *via* Wall's, as suggested by him and approved by the Secretary for Lands. (See Roads 84–466–28.)

19 October, 1887.

A. J. STOPPS
(For Surveyor-General).

Plan of this road was forwarded with Mr. Acting-Surveyor Chambers' letter, 31st December, 87–91, to District Surveyor. These papers should have been returned therewith.—H. A. Crouch, District Surveyor.

The Surveyor-General, 3/3/88.

No. 32.

Mr. Acting-Surveyor Chambers to The District Surveyor, Orange.

Sir, Wellington, 31 December, 1887.

I have the honor to transmit herewith the plan of the deviation in the road between Cargo and Cudal, in the parishes of Bowan and Boree-Cabonne, in the county of Ashburnham, with branches to the road reserved through portions 68 and 162, in the parish of Bowan, measured by me on 2nd November last, in accordance with your instruction No. 60 of 26th September, 1887.

In passing through reserve 376, I traversed both routes indicated on design as suitable for this road, but was induced to adhere to that shown by red band, for several reasons; chief among which may be mentioned the sounder nature of the ground, the less injury to water frontage, and the more central position assumed with regard to traffic approaching the south side of the creek from east and west, in which latter direction I have run a short connecting road with that already reserved through measurements.

Mr. H. C. Wall, the present lessee of the Davy's Plains Run, very strongly objects to either line, though more particularly to the one I have discarded, and I enclose his letter to me on the subject. The suggestion of a road along part of the east boundary of portion 162, has probably received your attention. The gully upon which the dam is situated deepens as portion 162 is approached, but the crossing of the Oakey Creek at the north-east corner of the portion appears fairly suitable for a bridge, and the grade is easy from that point to the east boundary of portion 80, where the road now surveyed by me turns northward. The space between the dam and the creek may be somewhat limited, as Mr. Wall states (the sketch being slightly in error in this respect); but I am convinced that, before traffic of importance adopts this route to Cudal, a bridge must be constructed, and the selection of a site may require some slight alterations that cannot now be foreseen. It will be found that I have increased the width of the road at the actual creek crossing to meet probable contingencies.

On reaching the east side of portion 50, in the parish of Boree-Cabonne, the road proceeds northwards to the Cudal village reserve, without deviation at the north-east corner of portion 49, according to design, as I think the ridge will not be found to be so great an obstacle to traffic, as it may seem at first sight, and the rocky nature of the ground is favourable for road-making.

A book of reference accompanies this report as usual.

I have, &c.,
P. CHAMBERS.

Mr. Chambers has departed slightly from the route directed with, I think, questionable judgment. I think it important that a right of way should be established with as little delay as possible, and therefore I beg to recommend that steps for the formal opening of this road might be taken at once.—H. A. Crouch, District Surveyor, 31/1/88.

[*Enclosure.*]

Forwarded with my letter of this date, No. 91.—P. C. Chambers, 31st December, 1887.

Sir, Davy's Plains, Cudal, 14 November, 1887.

I wish to call attention to the many objections to the present position of the line of road you have recently laid out through my paddock to Cudal.

The road as now surveyed runs through the centre of a very rich flat making it totally useless, and completely cutting off the whole of the creek water, from a large paddock of 1,500 acres. This flat is impassable in wet weather, and would require a large outlay to make it fit for ordinary traffic.

The cutting required at the creek requires more space (there being only about 10 chains between the dam and the creek), as in time of flood the flood-water from the dam would run over into the cutting and soon destroy both.

I would suggest that the original road as measured by Mr. Surveyor Toms be run through to Mr. Tapp's gate, and from thence north, down Mr. Tapp's fence to the creek, there a good crossing could be made, and an easy ascent to Cudal. This line presents no difficulties, does not cut up the land into useless portions, is not objected to by anyone, and has many advantages to recommend it. The old road surveyed by Mr. Toms runs over good hard stony country, is not boggy, and would require no outlay. The crossing below the dam could be easily made accessible in all weathers by a very small outlay in stoning it. Having seen the state of the land in all weathers, I trust you will see the value of my suggestions, and submit the same with your approval to the District Surveyor.

I am, &c.,
HENRY C. WALL.

14

Book of reference of part of road from Cudal to Cargo, viz. : from the north boundary of J. M. Tarves' (now Z. Barry's) 286-acre conditional purchase, portion 127, parish of Boree-Cabonne, to a north-eastern corner of J. Craven's (now A.J.S. Bank's) 320-acre conditional purchase, portion 132 over 4, parish of Bowan, with two branch roads, viz. : No. 1 to the east boundary of F. Tapp's 140-acre conditional purchase, portion 162, and No. 2 to a road within H. C. Wall's (now A.J.S. Bank's) 82-acre 2-rood conditional purchase, portion LXVI over LV, county of Ashburnham, to be opened as a parish road, under the Act of Council, 4 William IV No. 11, and resumed under the 110 clause of the Act 48 Victoria No. 18.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Character and state of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.
											a. r. p.
1	From the north to south boundary of J. M. Tarves' (now Z. Barry's) 286 acres, part of C.P. portion 127, parish of Boree-Cabonne.	Zachary Barry, C.P.	Zachary Barry, C.P.	Open forest	South ..	873	None..	None.....	None..	1 chain	0 3 20
2	From the last-mentioned boundary to a point on the west boundary of F. W. Fraser's 200-acre C.P., portion 116, at the north-east corner of F. W. Fraser's 80-acre C.P., portion 130 over 3 (49 on map).	Boundary road.	Boundary road.	,, ..	,, ..	3,100	,, ..	,, ...	,, ..	,, ..	3 0 16
3	From a point on the last-mentioned boundary about 300 links north of the last-mentioned corner along and within part of the west boundary of F. W. Fraser's 200-acre C.P., portion 116, to the north-west corner of F. W. Fraser's 67 acres 1 rood, portion 179.	Francis W. Fraser, C.P.	Francis W. Fraser, C.P.	,, ..	,, ..	2,300	,, ..	,, ...	,, ..	,, ..	2 1 10
4	From the last-mentioned corner along and within the west boundary of F. W. Fraser's 67-acre 1 rood, C.P., portion 179, to its south-west corner.	Francis W. Fraser, C.P.	Francis W. Fraser, C.P.	,, ..	,, ..	1,674	..	,, ...	,, ..	,, ..	1 2 30
5	From the last-mentioned corner to a point on the east boundary of F. W. Fraser's 120-acre C.P., portion 129 over 3 (50 on map).	Crown	Crown ..	,, ..	,, ..	3,237	,, ..	,, ...	,, ..	,, ..	3 0 20
6	From the last-mentioned boundary to the right bank of the Bourimbla or Oakey Creek, forming the south boundary of F. W. Fraser's 120-acre C.P., portion 129 over 3 (50 on map).	Francis W. Fraser, C.P.	Francis W. Fraser.	.....	Southerly	1,550	....	.....	....	1 chain to about 170 links	1 3 0
7	From the right to the left bank of Bourimbla or Oakey Creek.	Bed of creek	Bed of creek.	.....	South-easterly.	100 (nine).	....	.....	....	200 links	0 1 10
8	From the left bank of Bourimbla or Oakey Creek to a north-east corner of J. Craven's (now Australian Joint Stock Bank's) 320-acre C.P., portion 132 over 4, parish of Bowan; branch No. 1.	Crown and reserved road.	Crown and reserved road.	.....	Easterly.	9,812	....	.....	....	100 ,, and 200 ,,	10 0 20
1	From a point on the main road to the east boundary of F. Tapp's 140-acre C.P., portion 162 of a reserved road, parish of Bowan; branch No. 2.	Crown	Crown ..	.....	North-westerly.	About 1,400	....	.....	....	100 ,,	1 1 20
1	From a point on the main road within J. Craven's (now Australian Joint Stock Bank's) 320-acre C.P., portion 132 over 4 to the south boundary of H. C. Wall's (now Australian Joint Stock Bank's) 202 acres 3 roods (part of C.P.), portion lxvi over liv, parish of Bowan.	Australian Joint Stock Bank.	Australian Joint Stock Bank.	.....	North-easterly.	860 (nine).	....	.....	....	100 ,,	0 3 20
2	From the last-mentioned boundary to a road within H. C. Wall's (now Australian Joint Stock Bank's) 32 acres 2 roods (part of C.P.), portion lxvi over lv.	Australian Joint Stock Bank, C.P.	Australian Joint Stock Bank.	Open forest	North-easterly.	873 (max).	None ..	None.....	None ..	1 chain	0 3 10

No. 33.

Mr. F. Tapp to Dr. Ross, M.P.

Dear Sir, Stirling, Cudal, 11 January, 1888.

In re proclamation of road to Cudal, Messrs. Couch and Shields, Js.P., the Rev. M. Smith, and others, have requested me to apply to you to assist them in the above matter. We wish to know when the road lately surveyed by Mr. Surveyor Chambers, and recommended by Mr. District-Surveyor Crouch, will be proclaimed.

We thank you for the trouble you have already taken in reference to this business, and fear that your patience must be exhausted; but it is a matter of great importance to this community, I myself having to travel 8 miles to the mill or post-office, which is only 2 miles in a direct line.

I am, &c.,

FRANK TAPP.

[Presented by Dr. Ross, 12th January, 1888.]

The Under Secretary, Department of Lands.—G.E.H. (for U.S.), B.C., 13/1/88.

It is recommended that Dr. Ross, M.L.A., be informed that the plan of this road has been received, and that after necessary action in this office the case will be sent on for preliminary notification in the *Government Gazette*.—A. J. Stopps (for Surveyor-General), 15/2/88. The Under Secretary for Lands.

Approved.—S.F., 16/2/88. Dr. Ross, M.P., so informed, 17/2/88.

No. 34.
The Under Secretary for Lands to Dr. Ross, M.P.

Sir, Department of Lands, Sydney, 17 February, 1888.

Referring to the letter presented by you from Mr. Frank Tapp, of Stirling, Cudal, respecting the road from that place to Davy's Plains Holding, I have the honor to inform you that the plan of this road has been received, and after necessary action in this Department the case will be sent on for preliminary notification in the *Government Gazette*.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

No. 35.
The Acting Surveyor-General to The Under Secretary for Lands.

R. 3,414-1,603. Tracing herewith for the Police Office at Cudal.

The accompanying plan and book of reference of part of road from Cudal to Cargo, viz.:—From the north boundary of J. M. Tarves' (now Z. Barry's) 286-acre conditional purchase, portion 127, parish of Boree-Cabonne, to a north-eastern corner of J. Craven's (now Australian Joint Stock Bank's) 320-acre, conditional purchase, portion 132–4, parish of Bowen, with two branch roads, viz.:—No. 1 to the east boundary of F. Tapp's 140-acre conditional purchase, portion 162; and No. 2 to a road within H. C. Wall's (now Australian Joint Stock Bank's) 82-acre 2-rood conditional purchase, portion LXVI-LV, county of Ashburnham, are forwarded with the view to the opening of the line as a parish road, under the Act of Council 4, William IV. No. 11, and for resumption under the 110th clause of the Act 48 Victoria, No. 18. (See Schedule of conditional purchases enclosed.)

E. TWYNHAM,
29th February, 1888. Acting Surveyor-General, B.C.

For approval.—S.F., 15/3/88. Approved.—T.G., 16/3/88. Minute, 20th March, 1888.

No. 36.
Minute for The Governor and Executive Council.

Subject:—Preliminary Notification of, and proposed resumption of land for road.

Department of Lands, Sydney, 20 March, 1888.

The authority of His Excellency the Governor and the Executive Council is sought for the opening of the undermentioned line of road, as shown by the accompanying plan and book of reference, in accordance with the provisions of the Act 4, William IV No. 11, and for the resumption, under 110th section of Act 48 Victoria No. 18, of so much of the land within conditional purchases as may be required for said road, viz.:—Part of road from Cudal to Cargo, viz., from the north boundary of J. M. Tarves' (now Z. Barry's) 286-acre conditional purchase, portion No. 127, parish of Boree-Cabonne, to a north-eastern corner of J. Craven's (now Australian Joint Stock Bank's) 320-acre conditional purchase, portion No. 132–4, parish of Bowan, with two branch roads, viz., No. 1 to the east boundary of F. Tapp's 140-acre conditional purchase, portion 162, and No. 2, to a road within H. C. Wall's (now Australian Joint Stock Bank's) 82-acre 2-rood conditional purchase, portion No. LXVI–LV, county of Ashburnham.

THOMAS GARRETT.

The Executive Council advise that the intended formation of the road referred to be notified, in terms of the Act specified, and the land resumed.—ALEX. C. BUDGE, Clerk of the Council. Minute 88–13, 29/3/88. Confirmed, 10/4/88. Approved.—CARRINGTON, 29/3/88. Bench, Cudal, with P. and B.R., 14th April, 1888. Notified, 20th April, 1888, folio 2,845. C.X.C., 21st April, 1888. Advertised, 25th April, 1888. Await objection.

No. 37.
The Bench of Magistrates, Cudal, to The Secretary for Lands.

Cudal, 16 April, 1888.

Roads No. 84-466-36.

The plan and book of reference, as per number in margin, and description, have been duly received for exhibition, as required by law.

Description of Road.

Part of road from Cudal to Cargo, viz.:—From the north boundary of J. M. Tarves' (now Z. Barry's) 286-acre conditional purchase, portion No. 127, parish of Boree-Cabonne, &c., with two branch roads, parish of Bowan, county of Ashburnham.

W. HENRY SOUTER, A.C.P.S.
(For the Bench).

No. 38.
The Bench of Magistrates, Cudal, to The Under Secretary for Lands.

Cudal, 19 April, 1888.

Roads No. 84-466-36.

The plan and book of reference, as per number in margin, and description, have been duly received for exhibition, as required by law.

Description of Road.

Part of road from Cudal to Cargo, viz.:—From the north boundary of J. M. Tarves' (now Z. Barry's) 286-acre conditional purchase, portion 127, parish of Boree-Cabonne, &c., with two branch roads, &c., parish of Bowan, county of Ashburnham.

W. HENRY SOUTER, A.C.P.S.
(For the Bench).

No. 39.

No. 39.

The Clerk of the Executive Council to The Under Secretary for Lands.

Sir, Executive Council Office, 23 May, 1888.

Referring to your letter of the 21st April, I do myself the honor to inform you that no objection has been lodged with me to the formation of the proposed parish road noted below.

I have, &c.,
ALEXANDER C. BUDGE,
Clerk of the Council.

Part of road from Cudal to Cargo, viz., from the north boundary J. M. Tarves' (now Z. Barry's) 286-acre conditional purchase, portion No. 127, parish of Boree-Cabonne, to a north-eastern corner of J. Craven's (now Australian Joint Stock Bank's) 320-acre conditional purchase, portion No. 132–4, parish of Bowan, with two branch roads, &c., county of Ashburnham.

Bench, Cudal, reminded, 1/6/88.

It is thought desirable that a report be obtained on enclosed objections (84–466 over 40 and 41) to present survey and the deviations proposed thereon, as it is stated that the present survey has a steep gradient over a stony hill, and is more circuitous than the suggested deviations. The deviation would be within Crown land, with the exception of the part through portion 132–4, and the plan shows a hut at north-west corner of that portion.—A. J. Stopps (for Surveyor-General), 11/6/88. .The District Surveyor at Orange.

No. 40.

Mr. W. H. Couch to The Under Secretary for Lands.

Sir, Auburn Vale, Cargo, 26 May, 1888.

Having been a member of a deputation which waited on you at Cudal on the 30th August last, in reference to the opening of a road from a point on the Cargo-Molong Road, near Mr. Wall's gate, from thence to Cudal, I do myself the honor to bring under your notice that this road, as per map now lying at the police office at Cudal for inspection, is suitable to the general public; subject, however, to one exception, that at a point about 50 chains from its junction with the Cargo-Molong Road, the old road, which has been remarked by Mr. Surveyor Chambers, should not be adhered to, as shown per map, as at this point it is more circuitous, and leads over a very steep hill of rocks, and impracticable for traffic in its present state; wherein the adoption of a new line, a few chains north of this point, which was also marked out and surveyed at the same time by the same surveyor for the express purpose of avoiding this obstruction, would shorten the distance, and is perfectly practicable, and level, and would not do the least injury to anyone. Trusting you will take this matter into your favourable consideration,

I have, &c.,
W. H. COUCH.

No. 41.

Messrs. F. Tapp and W. Shield to The Secretary for Lands.

Sir, Cudal, 26 May, 1888.

In reference to road to Cudal, we most respectfully beg to inform you, that the plan of above road, now lying in the Court-house, does not give satisfaction; that it has a steep gradient over a stony hill, and is further round than the other road surveyed at the same time by Mr. Chambers; that the road from Tapp's gate, should follow the fence to the creek, and thence to the proposed crossing; that the portion shown in red in enclosed plan should be cancelled. With this alteration, we believe it will give general satisfaction.

We are, &c.,
FRANK TAPP,
W. SHIELD.

No. 42.

The Bench of Magistrates, Cudal, to The Under Secretary for Lands.

Police Office, Cudal, 30 May, 1888.

Memo.—Roads No. 84-466-36.

The plan and book of reference, as per number in margin, and description, have been duly exhibited for forty days, as required by law.

Description of Road.

1st. Part of road from Cudal to Cargo, viz., from the north boundary of John Tarves' (now C. B. Barry's) 286-acre conditional purchase, portion 127, parish of Boree-Cabonne, &c., with two branch roads, &c., parish of Bowan, county of Ashburnham.

2nd. Road from the Bowan and Orange Road, within George Frecklington's 40-acre conditional purchase, portion No. 53–1 (97 on map) to the left bank of Oakey or Bourimbla Creek, parish of Barton, county of Ashburnham.

W. HENRY SOUTER, Clerk
(For the Bench).

No. 43.

The Under Secretary for Lands to The Bench of Magistrates, Cudal.

Gentlemen, Department of Lands, Sydney, 1 June, 1888.

I have the honor to request you to state whether the plan and book of reference of road, viz.:—Part of road from Cudal to Cargo, &c., parishes of Boree-Cabonne and Bowan, county of Ashburnham, enclosed in letter from this Department, dated 14th April, 1888, have been exhibited for public inspection, as required by law.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

No. 44.

No. 44.

Telegram from the Acting Clerk of Petty Sessions, Cudal, to The Under Secretary for Lands.

Re plans and books of reference mentioned in your letter of 1st instant, they are sent by post to-day.

W. H. SOUTER,
A.C.P.S.

No. 45.

The District Surveyor, Orange, to The Acting Surveyor-General.

Part of road from Cudal to Cargo.—Reply to instructions, 14th June, 88-73.

THE route, A C D, shown on tracing, now asked for, was traversed by Mr. Chambers, and abandoned for the reasons set forth in the second paragraph of his report, Roads 84-466-33, and I think the objections raised are somewhat exaggerated.

2. As the question of a deviation has been raised—the decision on which must be influenced by the relative cost of construction, and as there is little doubt that a bridge will ultimately have to be erected on this road, I have the honor to suggest that the Commissioner for Roads be invited to have a report obtained from the Local Roads Officer—

1st. The cost of formation of surveyed road, A to D, *via* B.
2nd. The cost of formation of deviation sought A to D, *via* C.
3rd. The cost of forming direct surveyed road at E.
4th. The cost of bridge about D.
5th. The cost of culvert at H, on alternative road sought.

At the same time, that officer might also be requested to mark a bridge site, if hereafter required, and to report whether any deviations from the surveyed line are in his opinion necessary.

H. A. CROUCH,
District Surveyor.

As the District Surveyor's office tracing of Mr. Chambers' survey is not at hand, it is requested that a tracing might be prepared at head office and placed with papers.

No. 46.

The District Surveyor, Orange, to Mr. Acting-Surveyor Chambers.

Deviation in the Road, Cargo to Cudal.

I UNDERSTAND that Mr. Scarr will recommend the adoption of the alternative line traversed by Mr. Chambers, and I am informed by Mr. Tapp that Mr. Wall has withdrawn his objections to this line.

Under the circumstances I think it would be advisable, if any further marking be required on the alternative line, to effect such before leaving the locality.

I think the road along Tapp's fence might also be marked—junctioning with above road after crossing the gully before dam, previous marking not to be obliterated.

H. A. CROUCH,
12th July, 1888. District Surveyor.

Dealt with by survey under letter of this date No. 61.—P. CHAMBERS, 31/8/88.

No. 47.

Mr. F. Tapp to The District Surveyor, Orange.

Deviation in the road, Cargo to Cudal.

Sir, Stirling, Cudal, 9 July, 1888.

In reference to our troublesome road. When you visited Cudal I was in hopes that it was finally settled, and as far as I was concerned it might have been, for either of the lines surveyed by Mr. Chambers on his last visit would suit me; however, on the part of the Cargo people, Mr. Crouch was determined to object to going over the hill, so I called on Mr. Wall, and he told me he was willing for the lower road to be adopted. If the upper one to my gate was cancelled—and in its place a road from my gate down the fence to the creek and thence to the crossing between the dam and the creek at Fraser's fence. This is the best line for all parties, and agreeable to Mr. Fraser also. It saves Mr. Wall from having two roads through his land, which he must have if the telegraph line is adopted, besides giving me no relief. Mr. Crouch's objection to the road shown in plan at the Court-house, not starting from a point further up his lane, is, I think, rather frivolous. I am sure you see the inconvenience I am under. In fact, the value of my land is materially affected by want of access to the town. If you could see your way to modify the plan on these lines, I should be grateful to you, and would undertake to put a culvert over the gully at my fence at my own expense.

I am, &c.,
FRANK TAPP.

Mr. Tapp might, perhaps, be informed that a report has been sought from the Commissioner for Roads as to cost of formation of the different roads, and that when such particulars are supplied a further report will be made by me to the Under Secretary for Lands.—H. A. CROUCH, District Surveyor, 11/7/88.

The Chairman, Local Land Board, Orange. Inform writer accordingly, and return papers to the District Surveyor.—C.E.F., 16/7/88. Writer informed accordingly, 28/7/88.

No. 48.

The Surveyor-General to The Commissioner and Engineer for Roads.

Road, Cargo to Cudal. 11 July, 1888.

THESE papers are forwarded to the Commissioner and Engineer for Roads for his consideration, and his attention is invited to the objections on papers 84–466/40 and 41, to the line of road as surveyed and shown on enclosed tracing "A," and also to District-Surveyor Crouch's report dated 19th June last, on 84–466/43, and his opinion is sought as to the best route and the one which he desires should be adopted. Any deviations or alterations which might be thought desirable may be shown on tracing "A."

A. J. STOPPS
(For Surveyor-General).

Mr. Scarr, Urgent.—W.B., 17/7/88. Report herewith.—P.S., 28/7/88. The Commissioner for Roads. B.C., 16/7/88.

No. 49.

The District Surveyor, Orange, to Mr. Acting-Surveyor Chambers.

Deviation in road, Cargo to Cudal, at Mr. Wall's.

A DEVIATION has been sought in the road surveyed by Mr. Chambers, seeking the adoption of the alternative line near the creek, which Mr. Chambers traversed at my request, but decided not to recommend. Mr. Tapp seeks the same deviation, and also asks that another line may then be surveyed along his eastern fence to the creek. Papers have been returned to Sydney, but I have communicated with Mr. Scarr on the subject, and if he desires to inspect in company with Mr. Chambers, Mr. Chambers will please arrange accordingly.

22nd June, 1888.

H. A. CROUCH,
District Surveyor.

Personal inspection of road as surveyed and recommended by me, and of deviations sought were made with Mr. Nicholson, of Roads Office, Orange, on 25th ultimo.—P. CHAMBERS, 14/7/88.

No. 50.

Mr. Road-Superintendent Scarr to The Commissioner and Engineer for Roads.

Road, Cargo to Cudal—Proposed deviation through Wall's land at Davy's Plains.

Roads Office, Orange, 28 July, 1888.

I HAVE carefully examined both the routes referred to in the papers, and regret I cannot fall in with the opinion expressed by Mr. Surveyor Chambers in his report, 466-33; that the route shown on plans by firm red band is the best.

This route I have marked A B D on the larger plan, and the alternative line (the broken red line) A C D, to make this plan coincide with the smaller plan which accompanied, and is referred to in Mr. District-Surveyor Crouch's minute, 466–43.

Roads 84-466-105

I object to the line A B D, chiefly on account of the steep grade from A to Q, and because this ascent, which is 1 in 8 or 9, and the corresponding descent from O, *via* B, to D are altogether unnecessary and serve no good purpose whatever.

My further objection to this route is, that by it the traffic from both sides A and F would be taken out of a direct course—not only without any advantage—but with the decided disadvantage of the steep grade A to O, referred to above. The grade from B to D is not so steep, but still it is an ascent where none is necessary.

The argument of Mr. Chambers (and which he gives as the chief ground for selecting this route), that the ground is sounder, has to my mind no force, as no sounder or more suitable ground could be desired than that on the broken red line A C D.

As far as C, the line skirts the base of the Rocky Hill O, where the ground is just sufficiently stony to make it well adapted for a road without offering obstructions requiring expenditure, whilst from C to D it passes over a dry flat drained effectually on one side by the Oakey Creek, and on the other by the gully shown on plan.

The gully will require only an ordinary drain pipe or a ballast crossing, costing, say, £10.

I omitted to say that on the line A B D, there is a ridge of rocks at O, which renders that line at present impassable, within the limits of the surveyed road. To remove this will cost, say, £25. I do not think it necessary to at present encumber the consideration of the question with the relative cost of the two lines, as, beyond the small items given above, no works would be required to make either line available, and as to ultimate construction, the cost would be the same, except for the little extra length, *via* A B D.

To suit the traffic from the direction of Tapp's Gate (F), I would suggest that a road should be secured from F to D, by the broken red line. This would pass wholly through Crown lands, and the only work required will be a crossing over the gully, above the dam, at a cost of, say, £10; but this is not absolutely necessary at the present time, as the traffic can cross the gully below the dam, or indeed almost at any point, without difficulty.

The Oakey Creek, I may add, will be impassable for vehicles without a bridge, costing, say, £450, inclusive of approaches. Two 35-foot spans would be required.

I would point out that in the vicinity of this place a sum of £1,283 was expended in the erection of bridges in the year 1884, over this creek, viz., one of two 27-foot spans of stone and iron at Roberts'

2 miles above, and another at Barrigan Crossing, of 40-foot span, 3 miles below, also of stone and iron; and as there is a crossing-place (Tapp's) 1 mile below the place now in question, it appears to me that the further expenditure of the sum named for another bridge would not be justified by the comparatively small traffic now using the road, and, unless the traffic increases beyond reasonable expectations, I am of opinion this expenditure should be opposed.

Beyond the creek, in the direction of Cudal, a deviation from the line marked by Mr. Chambers will be required at E to avoid an impracticable mass of rocks.

PERCY SCARR,
Road Superintendent.

Should be transmitted to the Surveyor-General. No doubt Mr. Scarr, though deprecating outlay on this road, thinks it should be secured for future use, 31/7/88. The Under Secretary for Lands (for Surveyor-General), B.C., 31/7/88.

No. 51.

The Surveyor-General to The Under Secretary for Lands.

Road Cudal to Cargo.

Two alternative deviations of the road, Cudal to Cargo, have been measured, with a view to shorten the route between those places.

A petition of settlers, presented by Dr. Ross, M.P., led, in the first instance, to action being taken, and that gentleman has, more than once, asked questions in Parliament respecting the progress of the matter.

The route last surveyed, with deviations suggested by the Works Department, would apparently be satisfactory to the persons requiring to use the road, but on this line, as on the other deviations, Oakey Creek must be crossed, and without a bridge vehicles could not get over.

The local Works officer states that a bridge would cost £450, and points out that in the year 1884 the sum of £1,280 was expended in the erection of two bridges over this creek; one 2 miles above the point in question, for the crossing of the road at present in use, and one 3 miles below it, both being of stone and iron, and he expresses an opinion that the traffic is insufficient to justify further expenditure in bridges.

The proposed deviation would sever alienated land, involve some expenditure in fencing, and would shorten the distance between Cudal and Cargo by 2¼ miles. The distance by the road at present in use is 12½ miles. The shorter one would be about 10¼ miles.

If a railway from Orange to Forbes were constructed, as at one time intended, and a station established at Cudal, the traffic would, perhaps, be largely increased, and much might then be fairly urged in favour of the shorter route; but it is understood that the present railway proposals do not include this line.

In the absence of a railway to give rise to increase of traffic, it seems to be undesirable to establish under 4th William IV No. 11, the shorter route now under consideration, for should it be established, that fact would be used as a lever to obtain the bridge, and the Crown might be involved in further expenditure for construction and maintenance of the road, and the road in present use would not be superseded.

A. J. STOPPS
(For Surveyor-General).

14th August, 1888.

Submitted that, in view of this report, there is not sufficient justification for the establishment of the proposed road.—S.F., 18/88/8. Submission approved.—H.P., 25/8/88. Dr. Ross, M.P., informed.—H.L.T., 4/9/88.

The papers giving the Ministerial decision in this case are sent to the Commissioner and Engineer for Roads for his information.—A. J. Stopps (for Surveyor-General), 11/9/88. Mr. Scarr.—W.B., 13/9/88.

No. 52.

Mr. Acting-Surveyor Chambers to The District Surveyor, Orange.

Road Survey.

Molong, 31 August, 1888.

I now have the honor to transmit herewith the plan of an alternative deviation in part of the road from Cargo to Cudal, in the parish of Bowan in the county of Ashburnham, measured by me on 16th July, 1888, in accordance with your memorandum of the 12th of that month, proposed to be opened as a parish road in lieu of part of the deviation surveyed by me on 2nd November, 1887, plan of which was transmitted under my report of 31st December, 1887, No. 91.

2. I have also marked the road along part of the west boundary of portion 162 as directed, and, as indicated on plan, Mr. Tapp being communicated with on the subject, and personally testifying his approval.

3. I have not obliterated any previous marking made in connection with this road.

I have, &c.,
P. CHAMBERS.

This survey was effected as Mr. Chambers was in locality, and was informed that the local Road Superintendent would recommend its adoption. As, however, instructions have not been received it is presumed that further action is not intended, and papers are forwarded for information.—H. A. Crouch, D.S., 16/2/91.

[*Enclosure.*]

[*Enclosure.*]

Book of Reference of deviation in part of the road from Cargo to Cudal, parish of Bowan, county of Ashburnham, to be opened as a parish road, under the Act of Council, 4 William IV No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Character and State of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.
	From the south-east corner of H. C. Wall's C.P., portion LXVI-LIV. of 202¾ acres, to the west boundary of J. Craven's C.P., portion 132-4, of 320 acres.	H. C. Wall.	H. C. Wall	Generally stony.	North westerly.	33	Nil....	Old wire fence.	Nil....	100 links	a. r p. 3 1 8

To accompany my report of 31st August, 1888, No. 61.

P. CHAMBERS,
Surveyor.

No. 53.

The Under Secretary for Lands to Dr. Ross, M.P.

Sir, Department of Lands, Sydney, 4 September, 1888.

I am directed by the Secretary for Lands to inform you that, with a view to shorten the route between Cudal and Cargo, two alternative deviations have been measured, but in view of the small present and prospective traffic, and of the facts that alienated land would be severed, and the Crown called upon to pay compensation for fencing, as well as the cost of erecting another bridge, it has been decided not to establish either deviation.

I have, &c.,
STEPHEN FREEMAN
(For the Under Secretary).

[Seventeen Plans.]

Sydney: Charles Potter, Government Printer.—1892.

[5*s.* 6*d.*]

4-12-84
4 466
1

APPENDIX A.

TRACING

Enclosure to No 1

Of Portions of the Parishes of Boree Cabonne and Bowan

County of Ashburnham

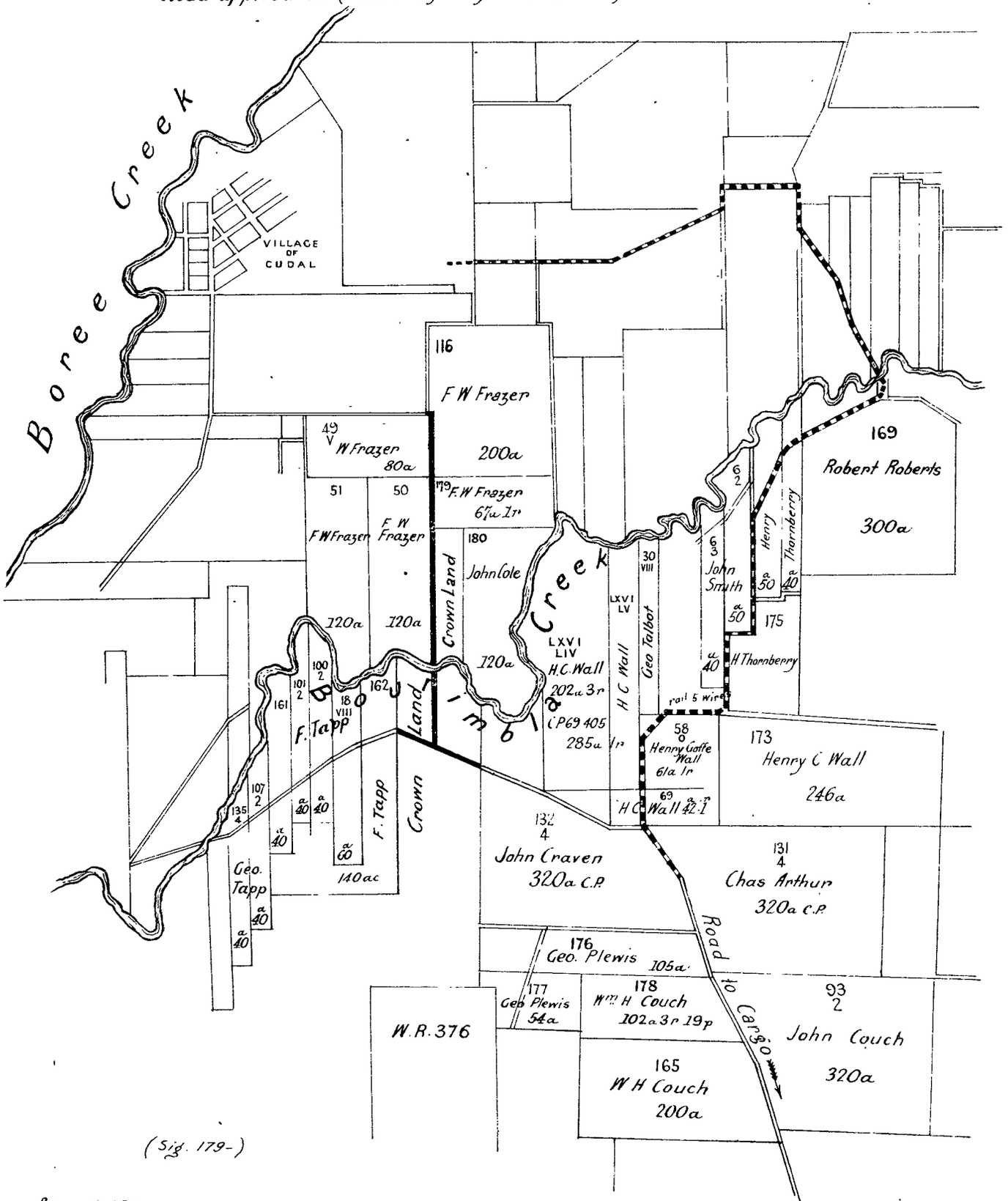
Showing the Road now in use between the Villages of

Cudal and Cargo

and also the New Road applied for.

Note. Road now in use (shown on Original by a dotted Red Line) - On this Plan thus - ▬▬▬

Road applied for (Shown on Original by a Red Band) - On this Plan thus - ▬▬▬



(Sig. 179-)

Prepared by J. Elden
Exam? by [illegible] 9.8.32

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

R^{ce} 84/466/3

APPENDIX B. — TRACING — Enclosure to No 3.

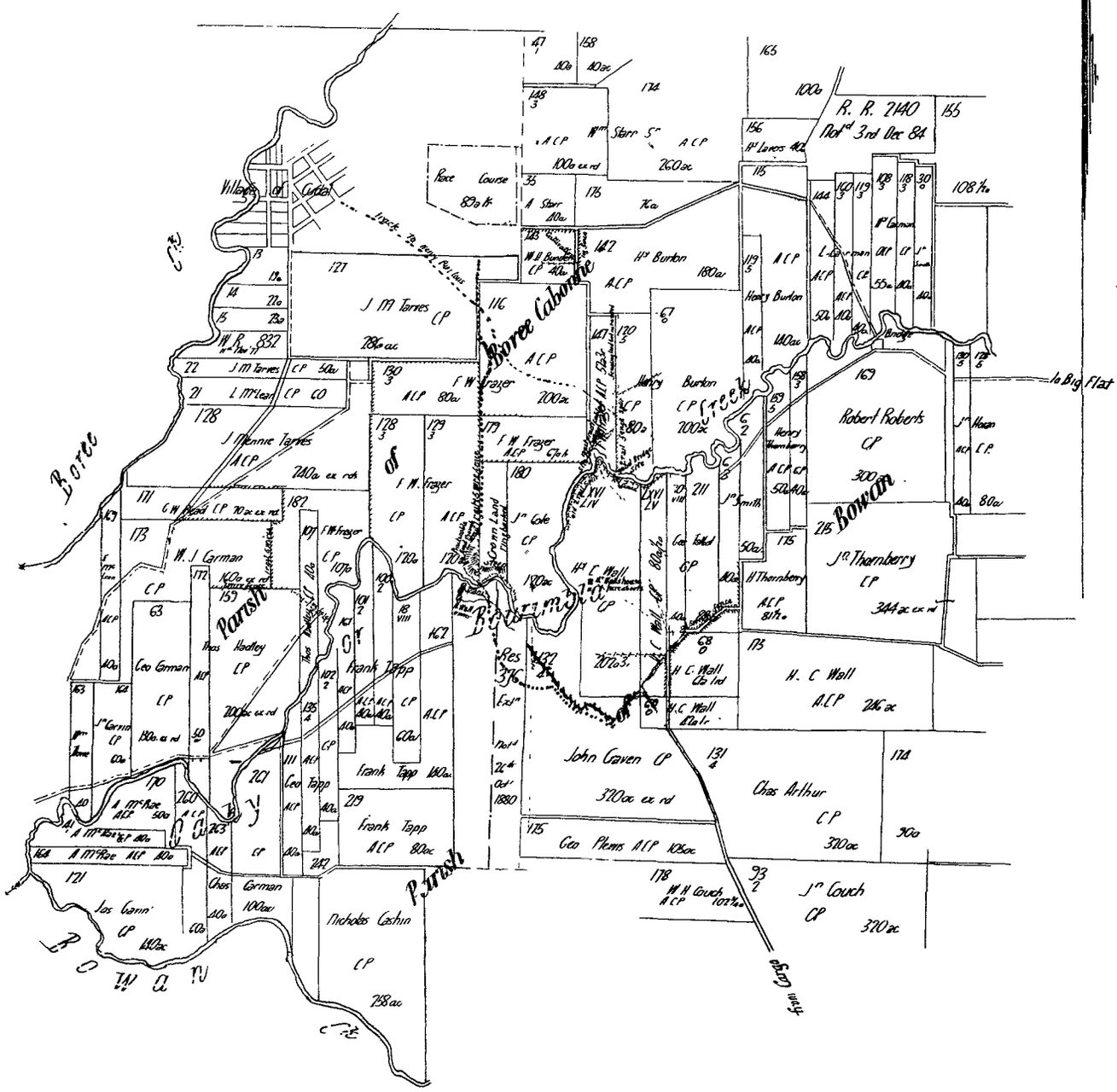
— Shewing —

— proposed deviation of part of the Road from Cargo to Cudal —

— Parishes of Boree Cabonne and Bowan —

— County of Ashburnham —

— Scale: 40 Chains to an inch —



— NOTES —

Road in use shewn by Brown Band

Proposed deviation shewn by Red Band

Transmitted to the Surveyor General with my letter of the 19th March No 85/23

Sig 179.

Chas. Thurburn
Surveyor

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

Enclosure to No 5.

APPENDIX C.

Plan

Showing

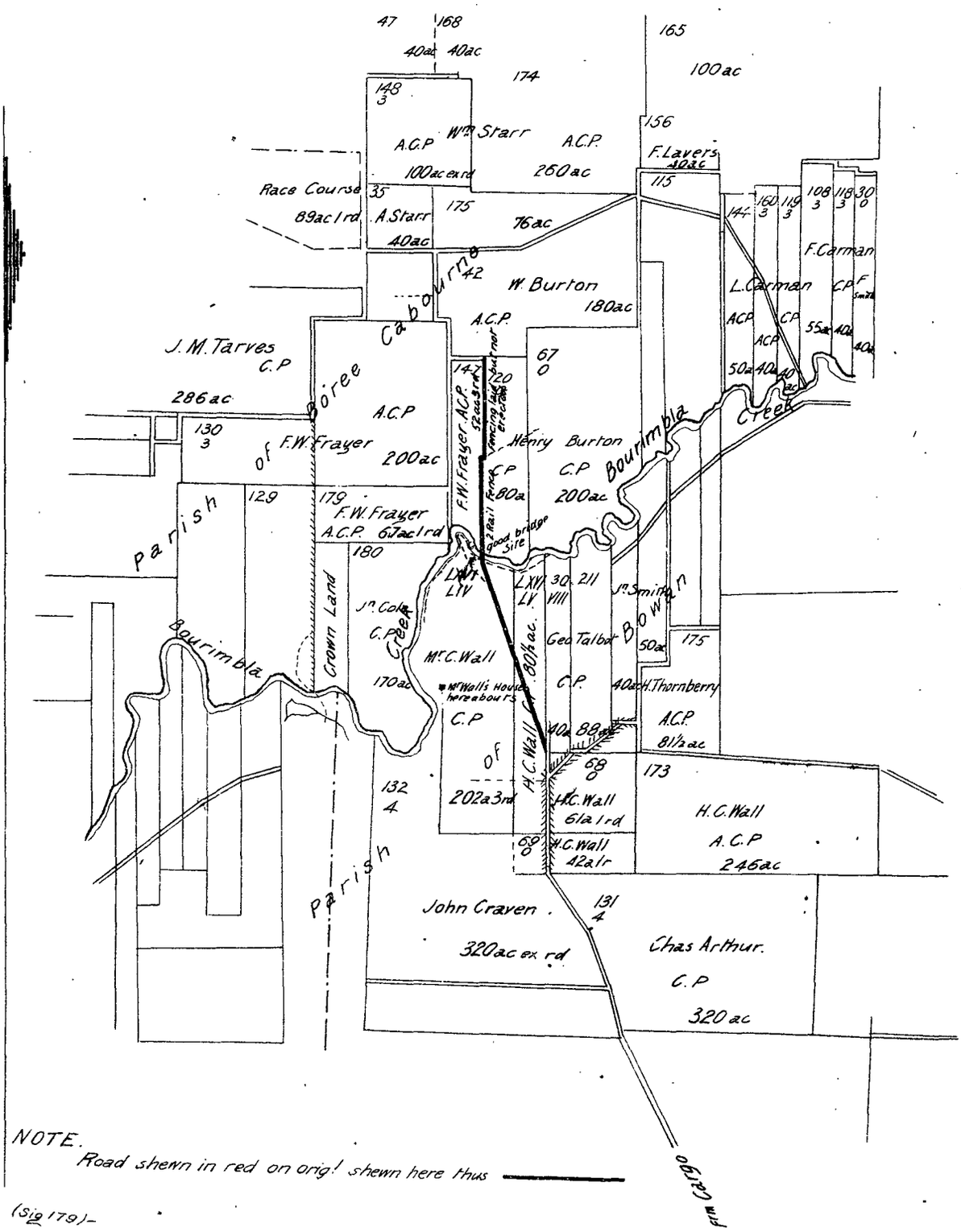
proposed deviation in part of the Road from Cargo to Cudal.

Parishes of Boree Calbourne and Bowan.

County of Ashburnham.

Scale.

0 10 20 30 40 80 120 Chains



NOTE.

Road shewn in red on orig! shewn here thus ———

(Sig 179)–

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

Surveyor General's Office
12 11 85
1884 466
6
Roads Branch

APPENDIX D
R3039 1603

PLAN

deviation in road from Cargo to Cudal

Enclosure to N° 7

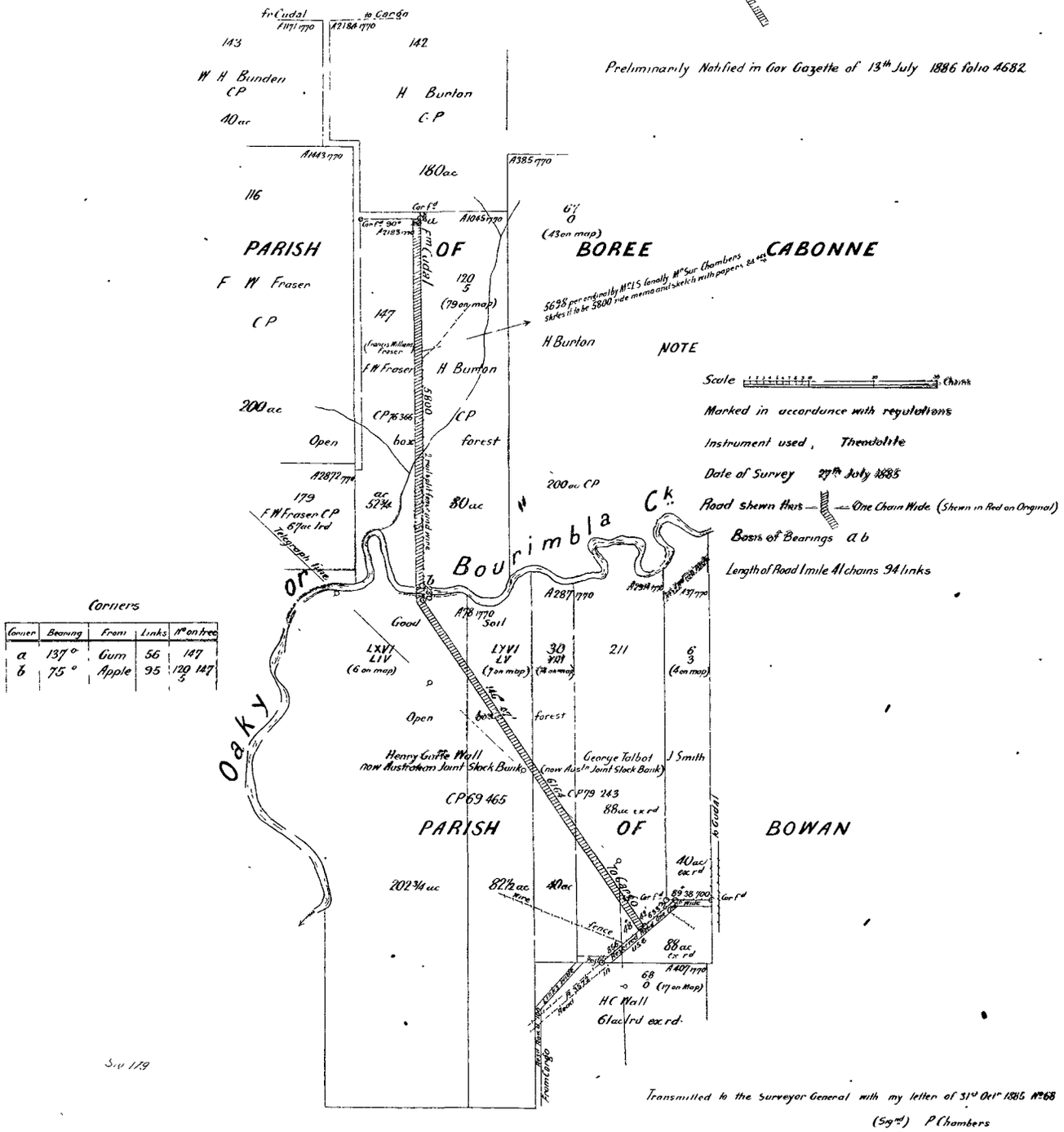
PARISHES OF BOWAN AND BOREE CABONNE
COUNTY OF ASHBURNHAM

Proposed to be opened as a Parish Road under Act of Council 4 Wm IV No 11
And to be resumed under the 110th Clause of the Act 38 Victoria No 18

Note - Road Proposed to be opened One Chain Wide shewn (Red on Original) thus ——— on this Plan

Laid before the Executive Council
on the 22nd of June 1886
(Sgnd) Alex I Bundy
Clerk of the Council

Preliminarily Notified in Gov Gazette of 13th July 1886 folio 4682



Corners

Corner	Bearing	From	Links	Nº on tree
a	137°	Gum	56	147
b	75°	Apple	95	120 147 5

S.v 179

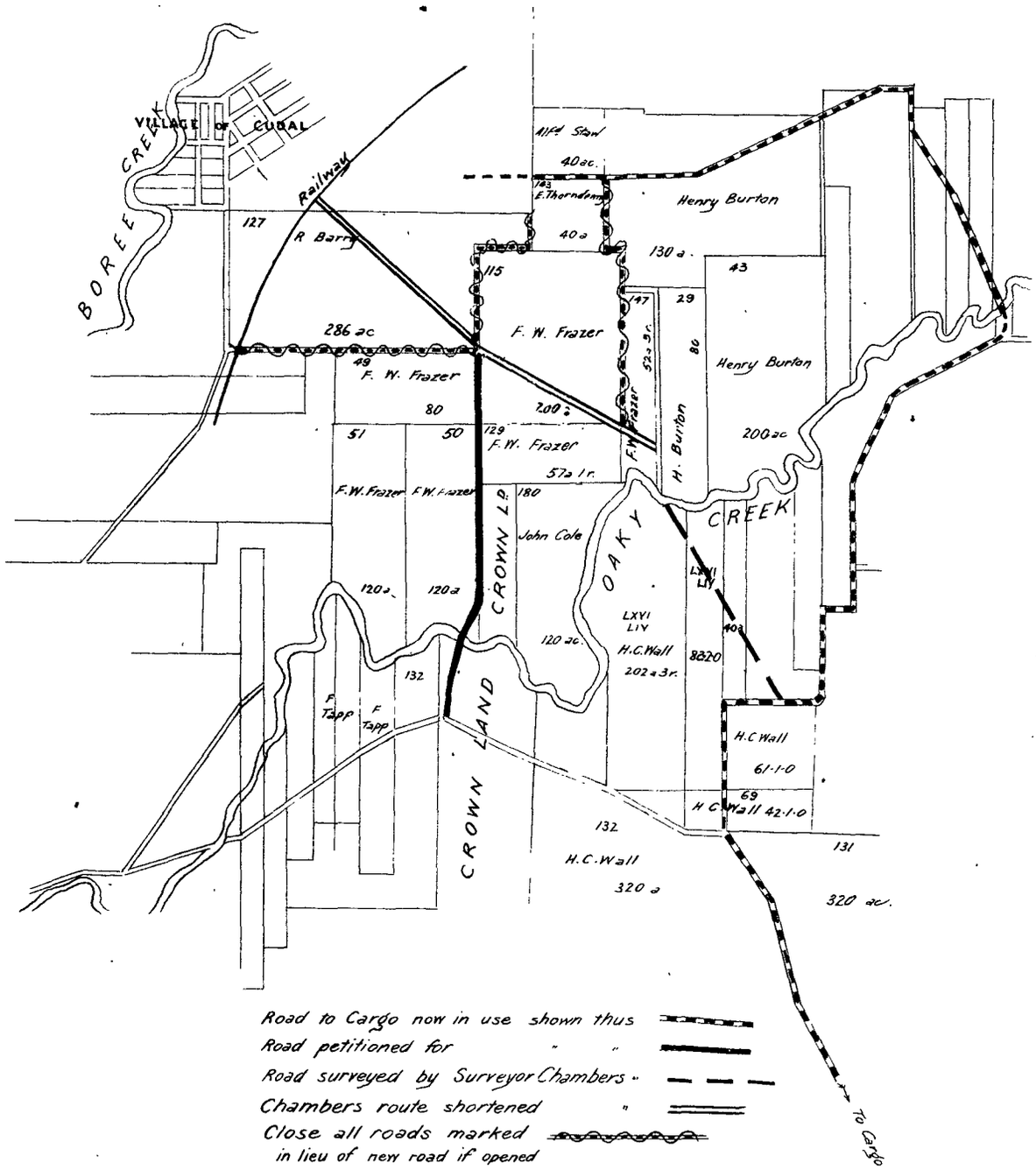
Transmitted to the Surveyor General with my letter of 31st Oct 1885 N°68
(Sgnd) P Chambers
Surveyor

Prep'd by J Elder
Lic'd Surveyor

R3039 1603

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

APPENDIX E. Enclosure to No 9.



Road to Cargo now in use shown thus
Road petitioned for " "
Road surveyed by Surveyor Chambers "
Chambers route shortened "
Close all roads marked
in lieu of new road if opened

(Sig. 179-)

Parishes of Boree, Cabonne and Bowna
County Ashburnham

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

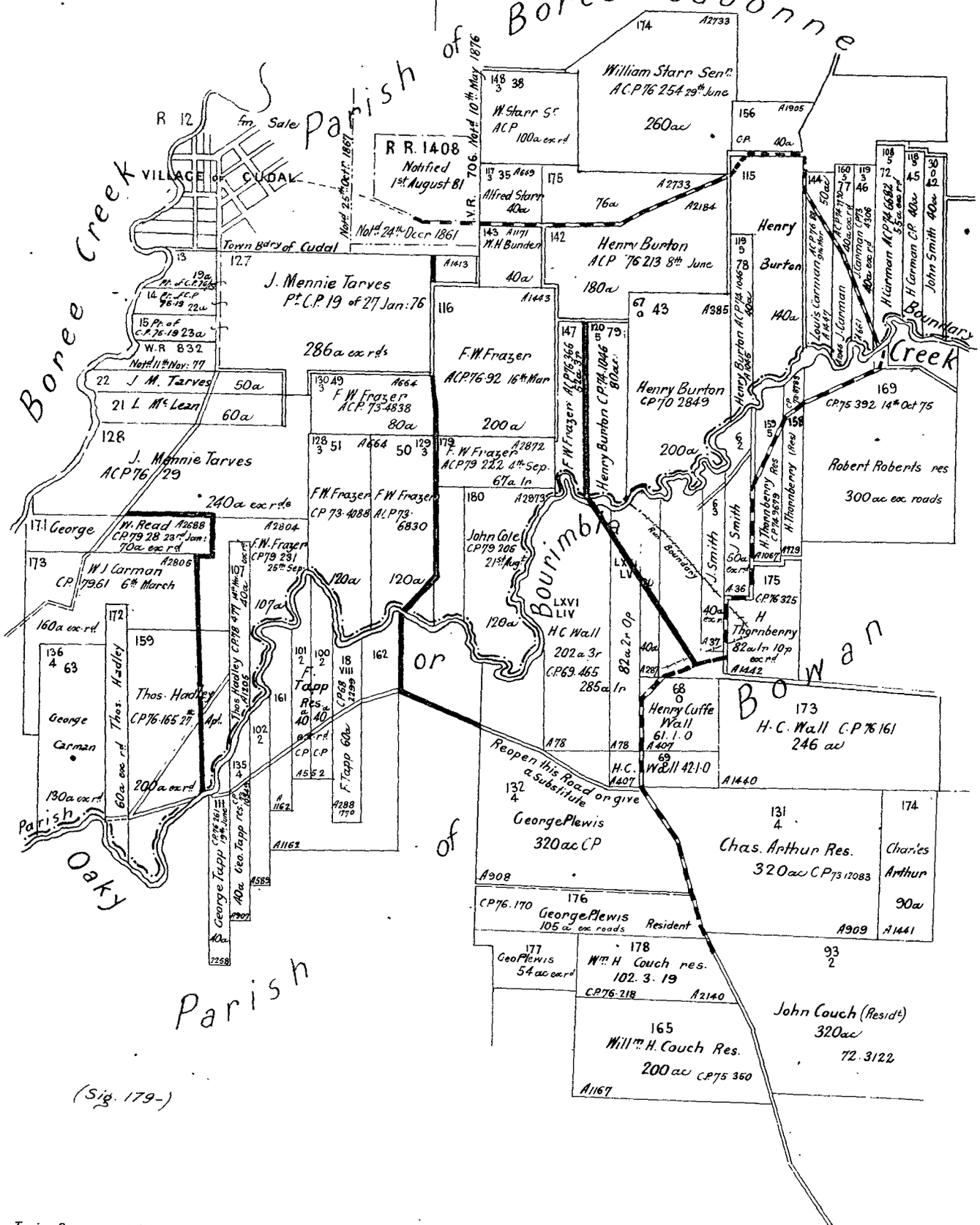
84 466/11

APPENDIX F TRACING FROM Enclosure to No. 15

— Parish Maps of Boree Cabonne & Bowan —
— COUNTY OF ASHBURNHAM. —

Scale — 20 40 60 80 Chains

—Note—Red on Original is shown thus ▬ and thus ▬ on this Copy



(Sig. 179-)

Tracing Prepared by J. Elder
Exam.d by [illegible] 3.8.92

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

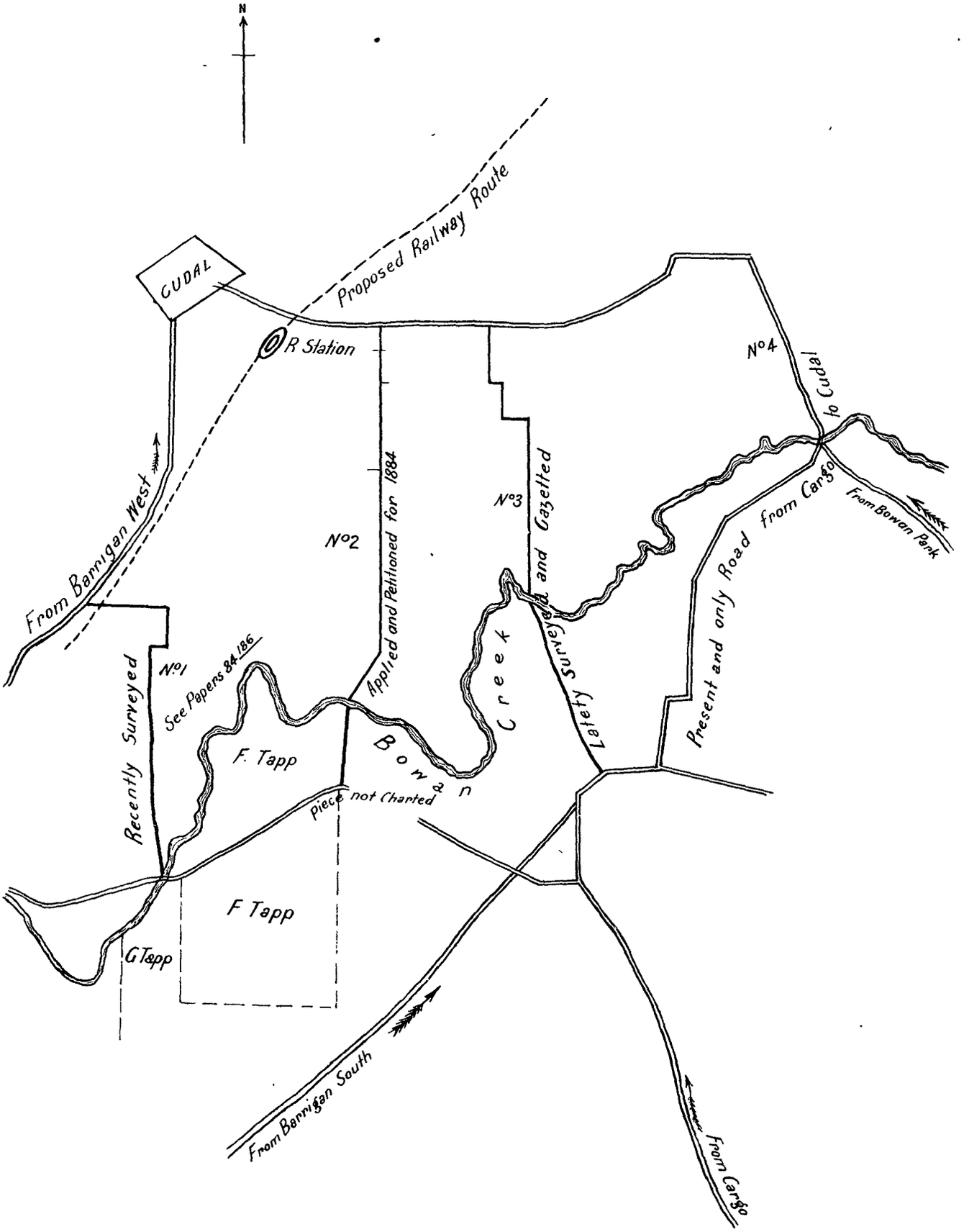
APPENDIX G

Department of Mines
86 2362
Roads Branch

Surveyor Generals Office
Enclosure
1884 466
12
Roads Branch

Top

Enclosure to No. 16



Sig 179

Bottom

Prepared by J Elder
Examined by
9 8 92

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

84 466/17 APPENDIX H

TRACING

Enclosure to No 20

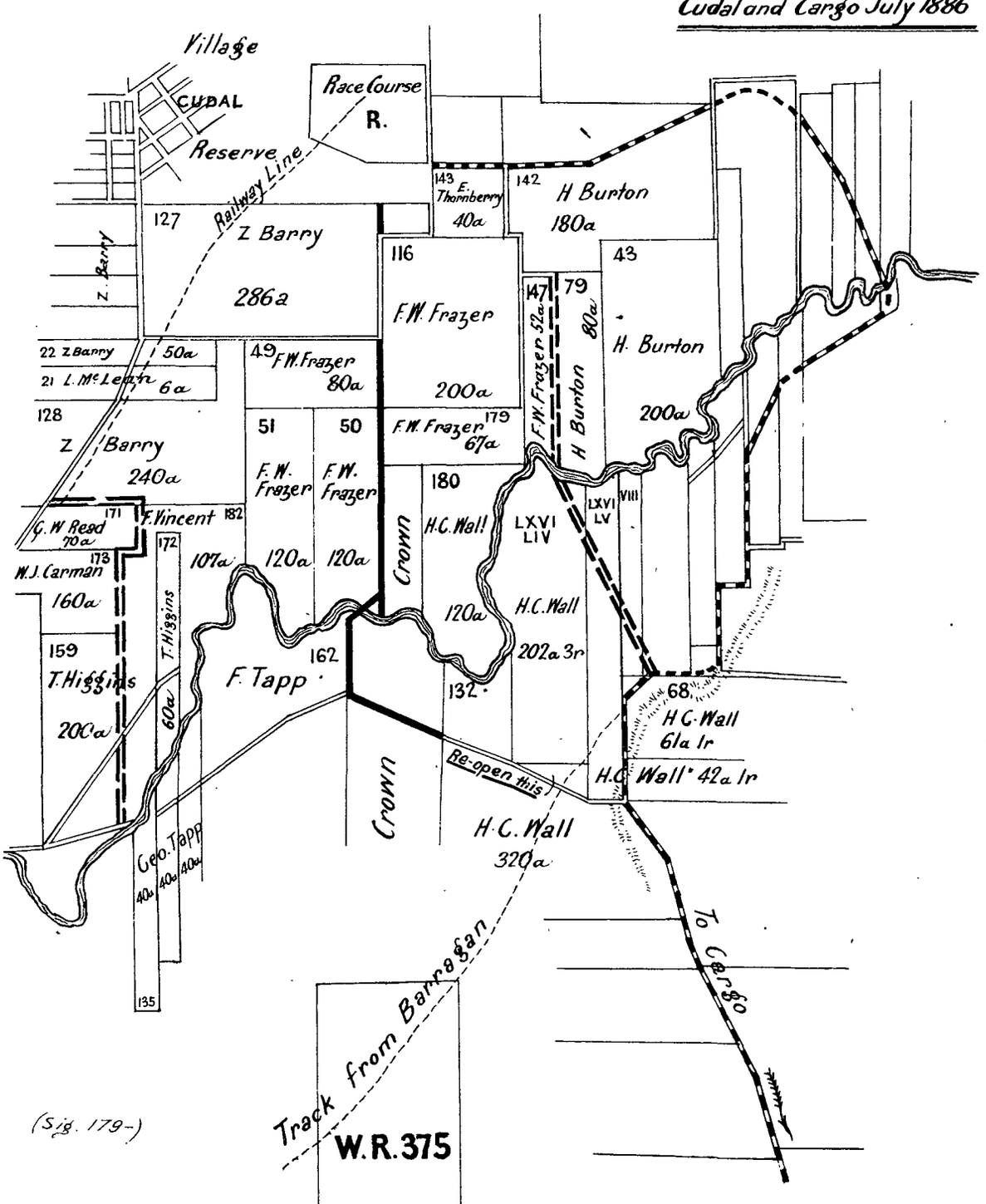
Of portions of Parishes of Boree Cabonne and Bowan in the County of Ashburnham

Showing Roads recently surveyed, and the Road Petitioned for in 1884 by inhabitants of

Cudal and Cargo

Note - Present Road to Cargo (shown on Original by Red dotted line) thus ------ on this Plan
Roads recently Surveyed (shown on Original by Fine parallel Red lines) thus ═══ on this Plan
Road applied for 1884 and in attached Petition (shown on Original by stout Red Line) - is shown on this Plan thus ▬▬▬

Attached to Petition from Cudal and Cargo July 1886



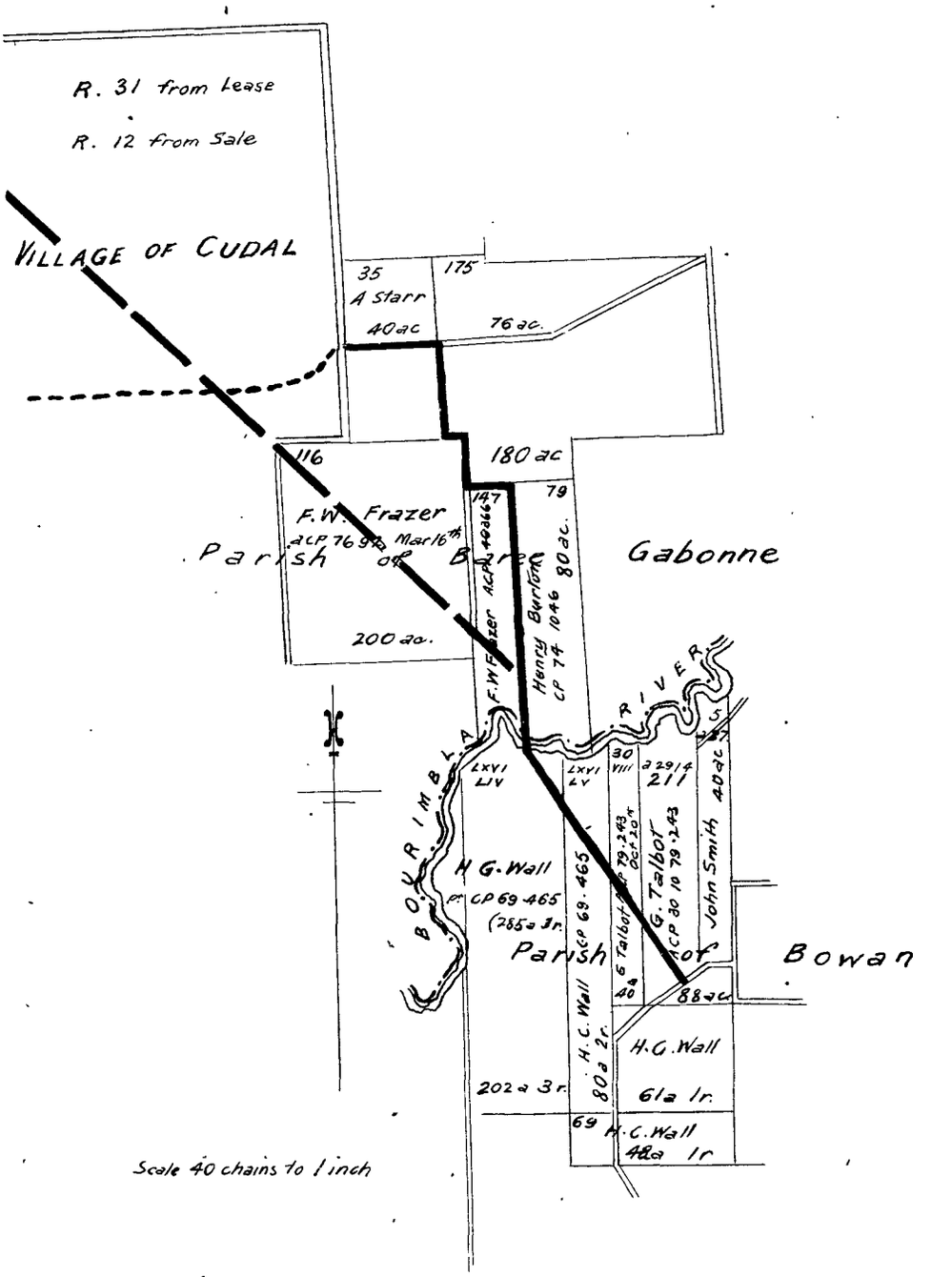
(Sig. 179-)

Prepared by J. Elder
Exam'd by [illegible] 3.8.32

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

APPENDIX 1.

Enclosure to No. 21.



NOTE:- Road tinted red on Original shown thus ——————
Green line on Original " " —— —— ——
Broken red line on Original " " — — — — — —

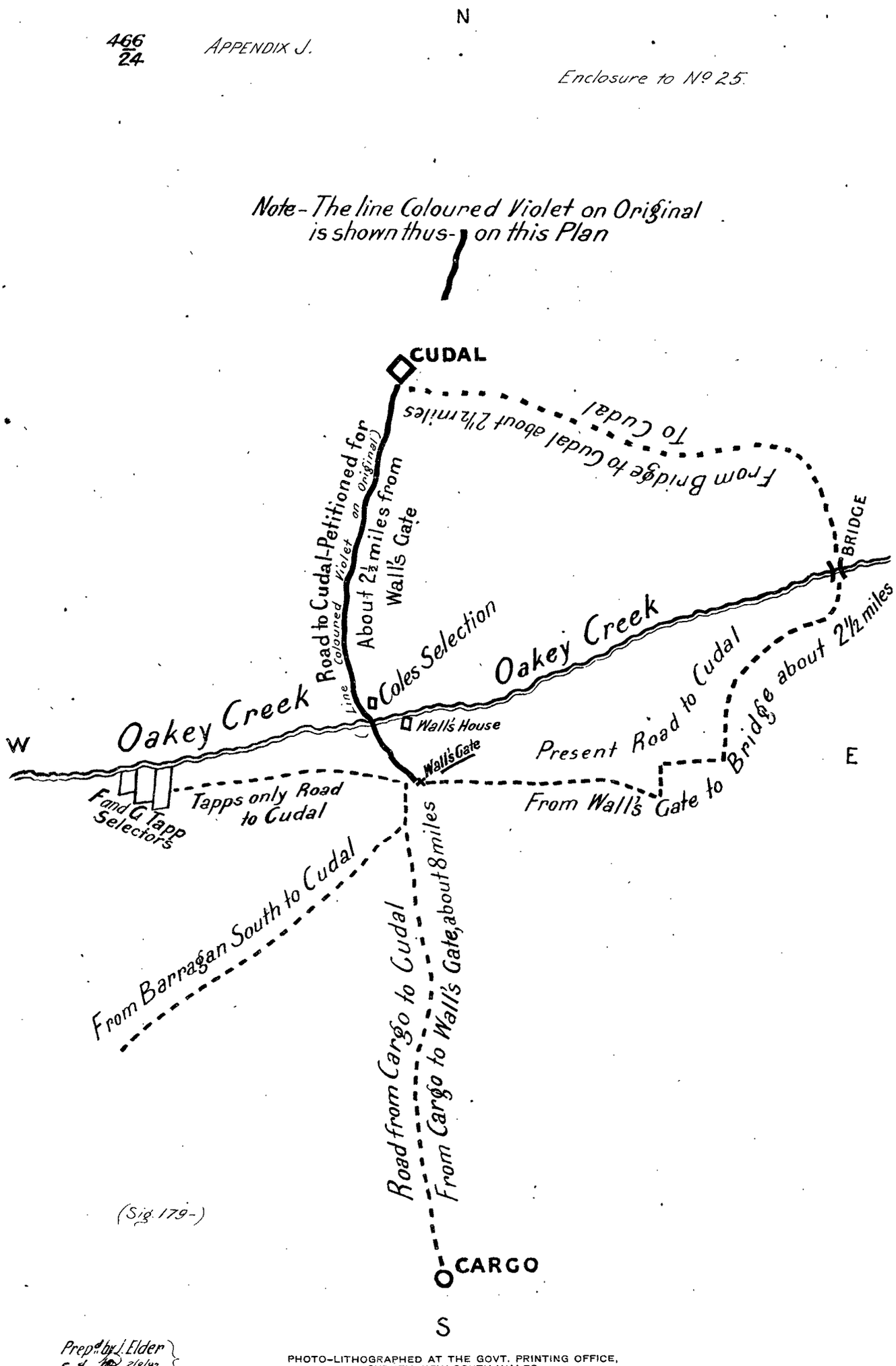
(Sig. 179-)

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

466
24

APPENDIX J.

Enclosure to No. 25.



(Sig. 179-)

Prep.d by J. Elder
Ex.d [illegible] 2/8/92

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

APPENDIX K.

Enclosure to N°28

TRACING

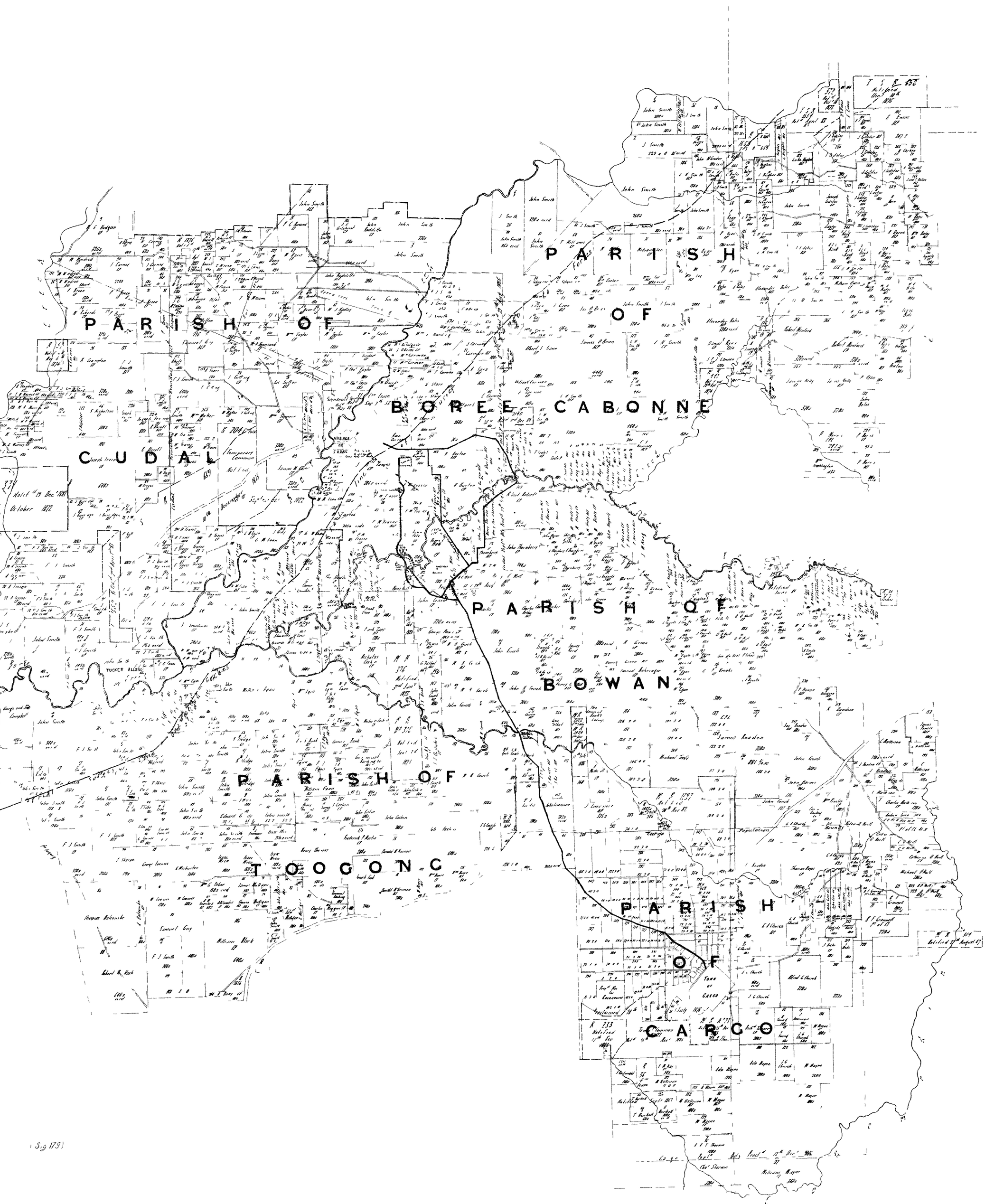
shewing the country between the Parishes of

CUDAL AND CARGO

COUNTY OF ASHBURNHAM

Scale of Chains

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



Sg 179

APPENDIX L.

Enclosure to No 32

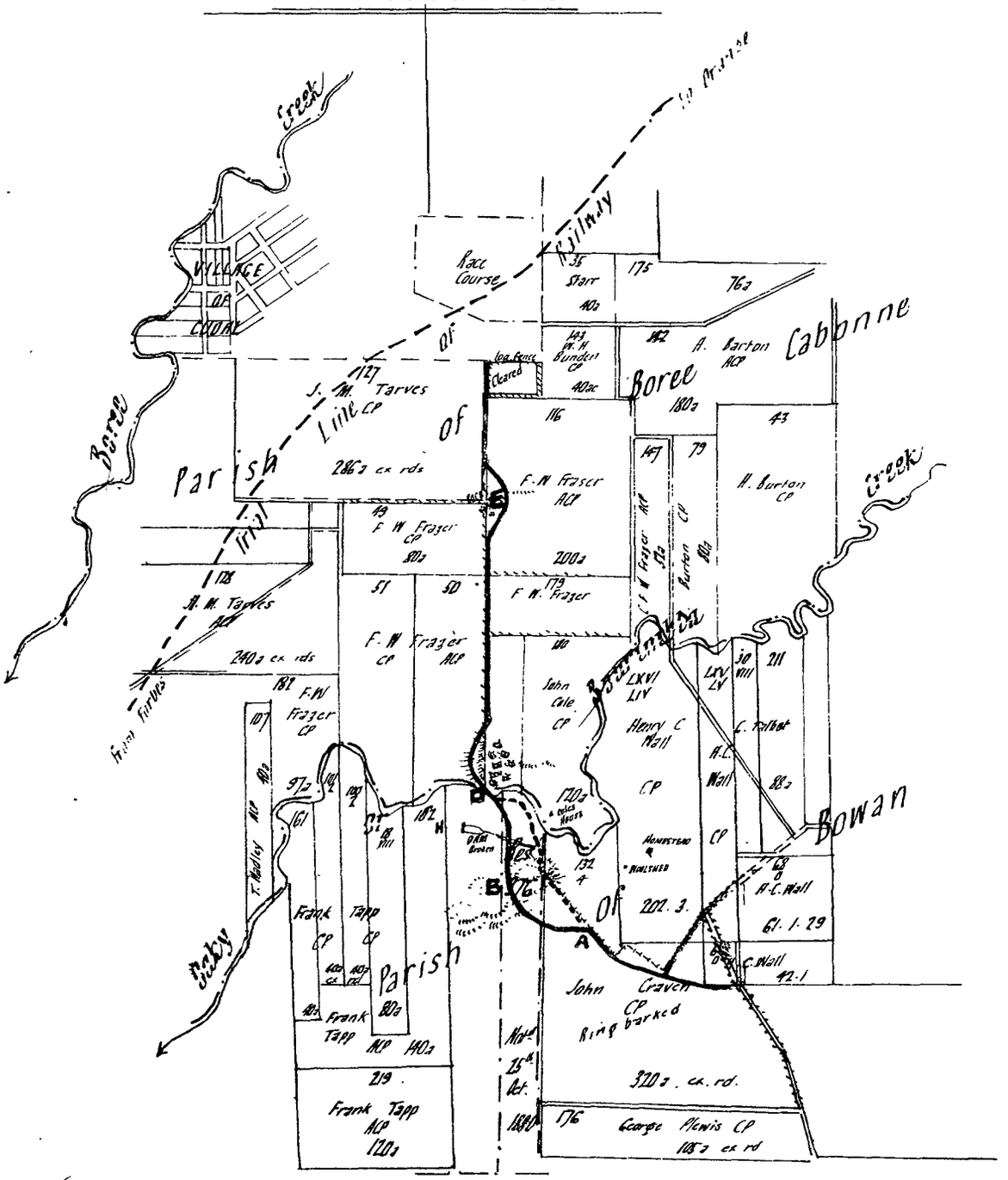
Tracing

Shewing by Red band - Road to be Measured

Parishes of Bowan & Boreelabonne

County of Ashburnham

Scale 40 chains to an inch



(Sig 179.)

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

M

Department of Lands
3 2 88
1884 466
33
Roads Branch

APPENDIX M

Enclosure to No 32

Laid before the Executive Council
on the 29th March 1888
(Sig^nd) Alex C Budge
Clerk of the Council

R 3414 1603

PLAN

— of road between Cargo and Cudal, and two branch roads —

PARISHES OF BOWAN AND BOREE CABONNE
COUNTY OF ASHBURNHAM

Proposed to be opened as a Parish Road under Act of Council 4th William IV No 11
And resumed under the 110th clause of the Act 48 Victoria No 18

—Note- Proposed Road 1 Chain and 2 Chains Wide shown (in Redon Original) on this Plan thus-

Chains 0 1 2 3 4 5 6 7 8 9 10 20 30 40 Chains
Scale of Chains

Preliminarily Notified in Gov Gazette of 20th April, 1888, folio 2845

From Cudal

143
W. H Blunden
C P
40ac

127

PARISH OF BOREE CABONNE

116

J M Tarres now
part of C P 76 19
Zachary Barry
286ac ex rds

Francis W Fraser
A C P 76 92

49
(130/3)
Under Cultivation
Francis Wm Fraser
A L P
80ac

200ac

50
(129/3)

179
Francis W Fraser
A C P 79 222
67¼ ac

Francis Wm Fraser

180

A C P
73 6830

J. Cole

120 ac

C P

Henry C Wall now
Aust Joint Stock Bank
C P 69 465

120ac

Bourimbla

Dam

162

Branch No 1
from Toogong

F Iapp
A C P

PARISH OF BOWAN

W R 376 extd

Notified
25th Oct 80

140 ac ex rd
(S/d 179-)

J Craven
C P 73 3550
now Aust Joint Stock Bank

320ac ex rd

Creek

LXVI LIV
LXVI LV
G Talbot
30 VIII
211
6 3
J Smith

ACP
ACP
40ac ex rd
88ac ex rds
40ac
68 0
H. C Wall
61 1/4 ac ex rd
69 0
H C Wall
42 1/4 ac ex rd

202¾ ac
82½ ac

Under Arbitration No 2

To Cudal
To Cargo

Transmitted to the District Surveyor with my letter of 31st December 1887 No 91
(Sig^re) P Chambers
Surveyor

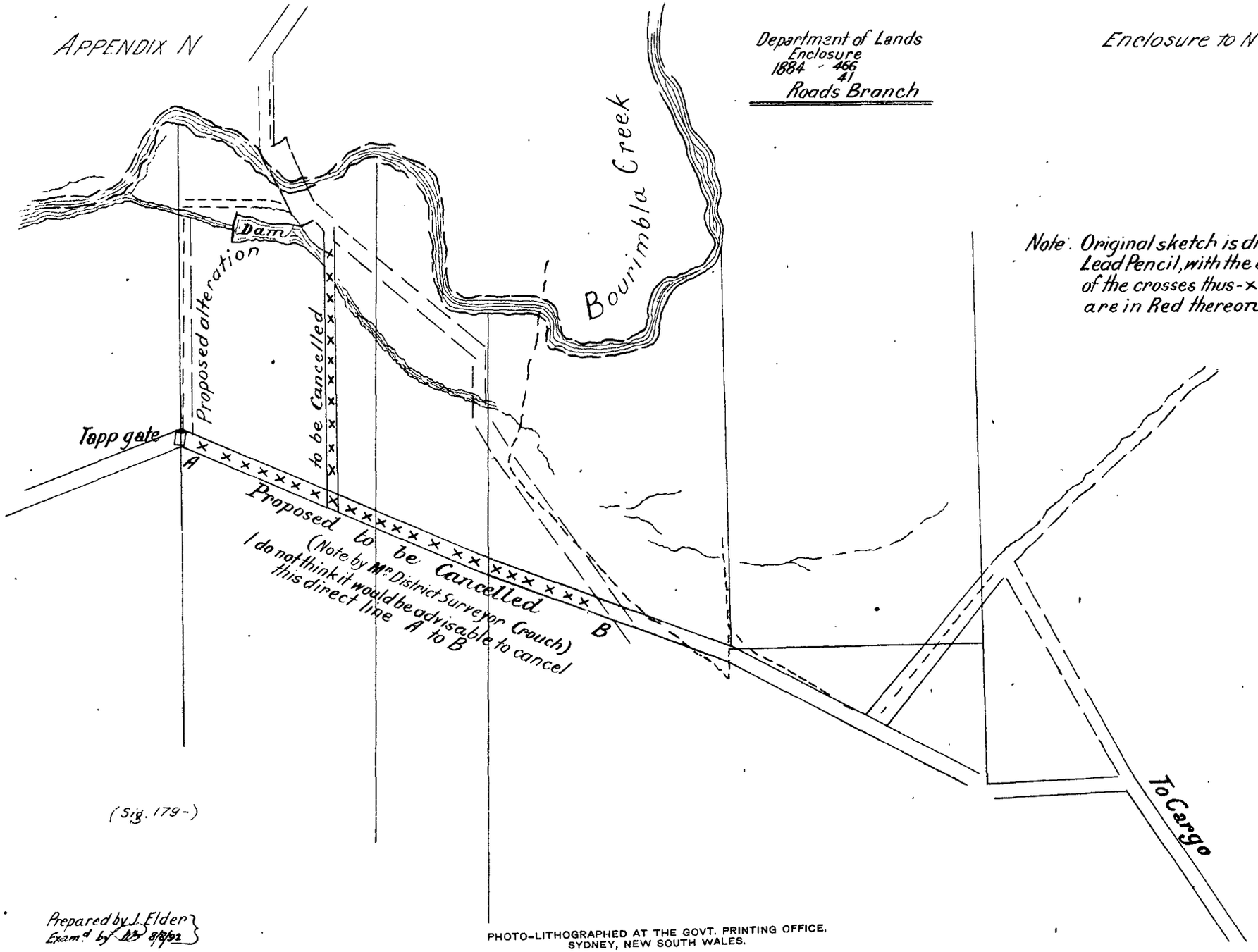
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE
SYDNEY NEW SOUTH WALES

Prep^d by J Elder
Exam^d by [illegible]

APPENDIX N

Department of Lands
Enclosure
1884 - 466
41
Roads Branch

Enclosure to No 41.



Note: Original sketch is drawn in Lead Pencil, with the exception of the crosses thus - x x x x x which are in Red thereon

(Sig. 179-)

Prepared by J. Elder
Exam.d by [illegible] 8/8/82

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

Department of Lands
3 2 88
1884 466/33
Roads Branch

R 3414 1603

APPENDIX O

Enclosure to No 47

Laid before the Executive Council on the 29th March 1888
(Sigd) Alex C Budge
Clerk of the Council

PLAN

"A"

— of road between Cargo and Cudal, and two branch roads —

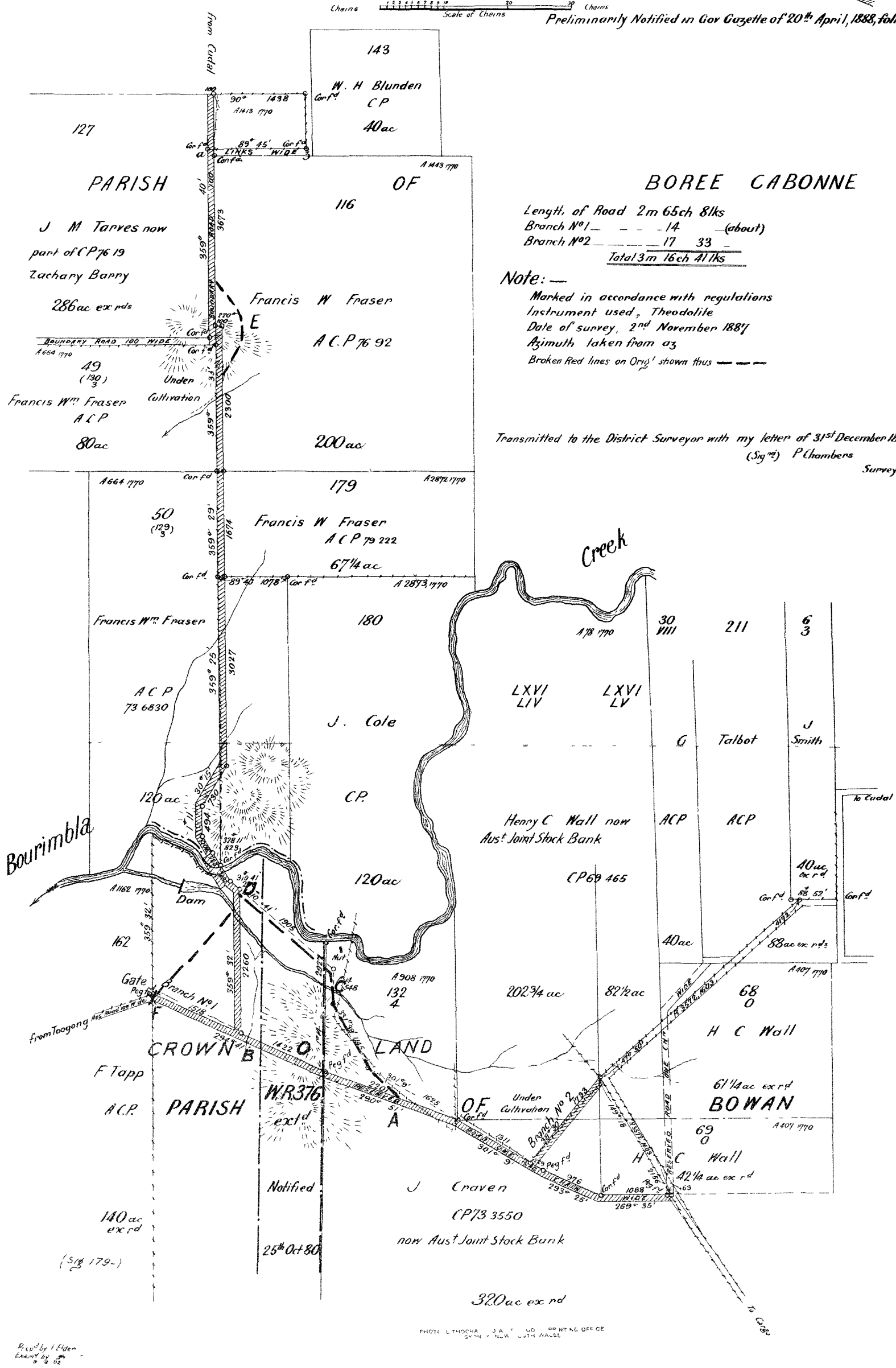
PARISHES OF BOWAN AND BOREE CABONNE
COUNTY OF ASHBURNHAM

Proposed to be opened as a Parish Road under Act of Council 4th William IV No 11
And resumed under the 110th clause of the Act 48 Victoria No 18

—Note- Proposed Road 1 Chain and 2 Chains Wide shown (in Red on Original) on this Plan thus-

Chains — Scale of Chains — Chains

Preliminarily Notified in Gov Gazette of 20th April, 1888, folio 2845



BOREE CABONNE

Length of Road 2m 65ch 81lks
Branch No 1 — — — 14 — (about)
Branch No 2 — — — 17 33 —
Total 3m 16ch 41lks

Note:—
Marked in accordance with regulations
Instrument used, Theodolite
Date of survey, 2nd November 1887
Azimuth taken from a3
Broken Red lines on Orig' shown thus — — —

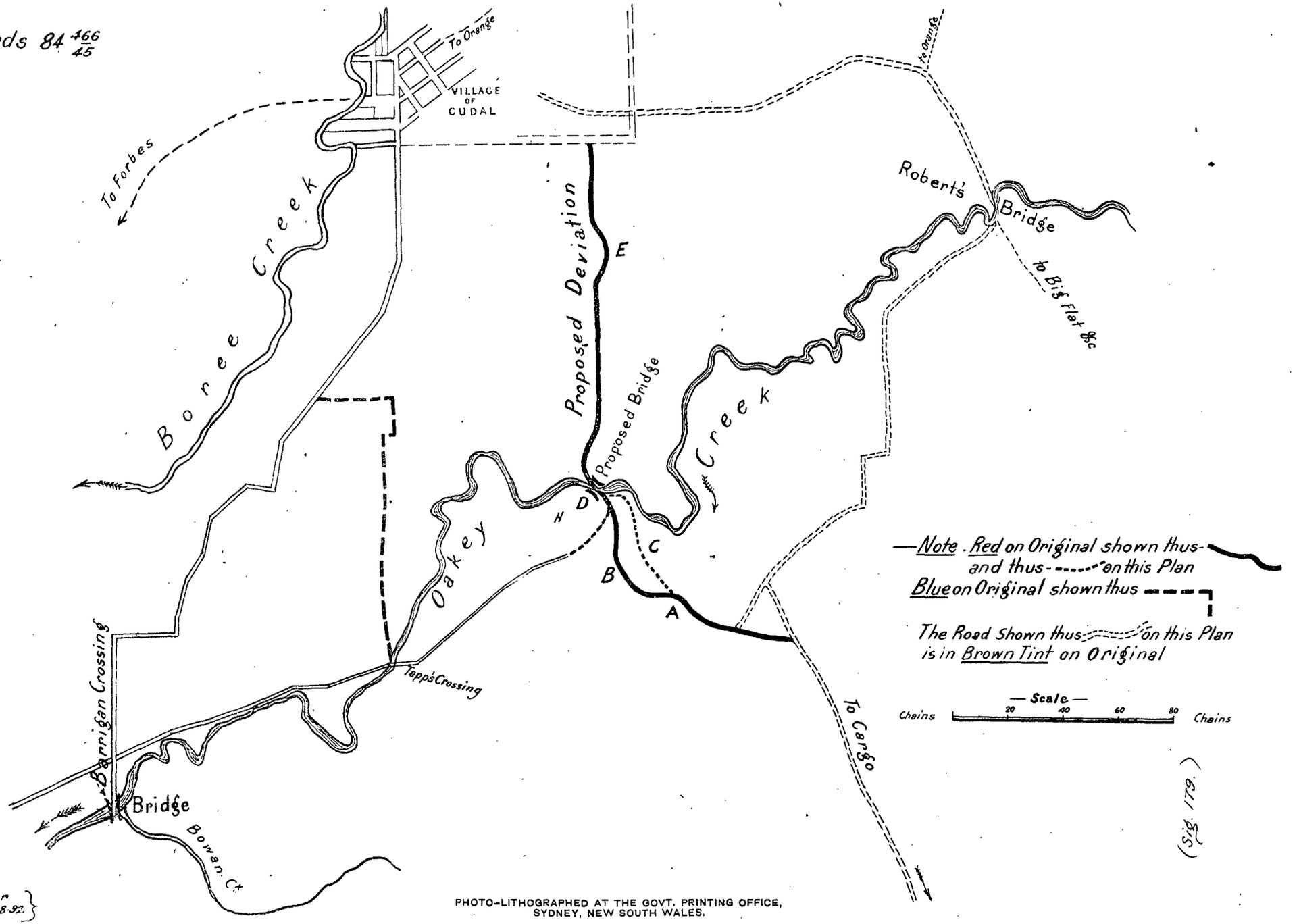
Transmitted to the District Surveyor with my letter of 31st December 1887 No 91
(Sigd) P Chambers
Surveyor

PHOTO LITHOGRAPHED AT THE GOVERNMENT OFFICE SYDNEY NEW SOUTH WALES

Prepd by I Elder
Exam'd by

Roads 84 466/45

Enclosure to No. 50.



—Note. Red on Original shown thus——— and thus - - - - - on this Plan
Blue on Original shown thus — — —

The Road Shown thus ——— on this Plan is in Brown Tint on Original

— Scale —
Chains 20 40 60 80 Chains

APPENDIX P

(Sig. 179.)

Prepared by J. Elder
Examd by [illegible] 9.8.92.

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

APPENDIX Q

Department of Lands
23.2.91
1884 466
47
Roads Branch

R 3414 a 1603

Enclosure to No 52.

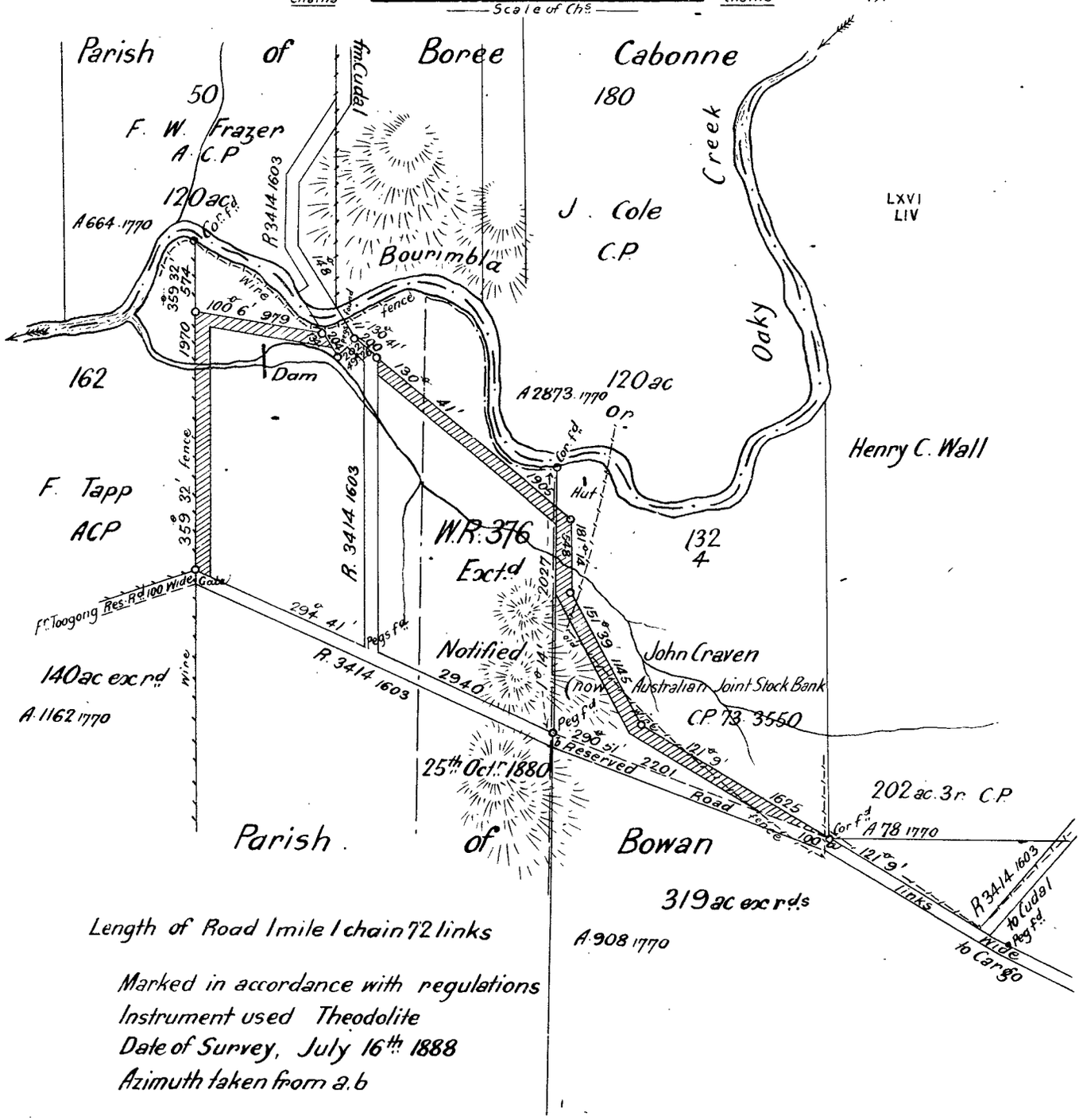
PLAN

of proposed deviation in road from Cargo to Cudal
Parish of Bowan County of Ashburnham

Part proposed to be Resumed under the 42nd Clause of the Act 53 Victoria No 21

— Note - Proposed Deviation one Chain wide shown in Red on Original, on this Plan thus –

Chains 0 5 10 20 25 Chains
Scale of Chs



Length of Road 1 mile 1 chain 72 links

Marked in accordance with regulations
Instrument used Theodolite
Date of Survey, July 16th 1888
Azimuth taken from a.b

Transmitted to the District Surveyor, Orange, with my letter of 31st Aug. 1888. 61

Sig. 179

(Signd) P Chambers
Surveyor

Prep.d by J. Elder
Exam.d [illegible]
3.8.92

R. 3414 a. 1603

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

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS AND BRIDGES.

(RETURN SHOWING TOTAL EXPENDITURE ON, SINCE 1857.)

Ordered by the Legislative Assembly to be printed, 1 *December*, 1892.

ROADS AND BRIDGES EXPENDITURE.

Year.	Expenditure by Officers of Department.	Expenditure by Trustees.	Expenditure by Sewerage Department.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1857 ... ... }	100,000 0 0	.....	.....	100,000 0 0
1858 ... ... }				
1859	46,621 16 10	.....	.....	46,621 16 10
1860	114,585 18 5	.....	.....	114,585 18 5
1861	199,208 6 10	.....	.....	199,208 6 10
1862	85,641 4 0	50,000 0 0	.....	135,641 4 0
1863	154,497 7 4	70,000 0 0	.....	224,497 7 4
1864	185,248 3 11	70,000 0 0	.....	255,248 3 11
1865	123,867 4 0	30,822 0 0	.....	154,689 4 0
1866	109,075 12 8	39,731 0 0	.....	148,806 12 8
1867	147,750 14 6	38,667 0 0	.....	186,417 14 6
1868	140,086 10 4	36,923 0 0	.....	177,009 10 4
1869	152,323 5 0	40,802 0 0	.....	193,125 5 0
1870	141,863 2 4	40,336 0 0	.....	182,199 2 4
1871	182,726 11 0	40,501 0 0	.....	223,227 11 0
1872	144,257 5 6	34,728 0 0	.....	178,985 5 6
1873	247,858 9 0	36,098 0 0	.....	283,956 9 0
1874	257,366 5 8	41,524 0 0	.....	298,890 5 8
1875	356,002 10 0	45,564 0 0	.....	401,566 10 0
1876	366,802 14 0	37,153 0 0	.....	403,955 14 0
1877	413,625 4 8	51,550 0 0	.....	465,175 4 8
1878	497,032 17 5	24,280 0 0	.....	521,312 17 5
1879	649,773 11 5	25,428 0 0	409 12 3	675,611 3 8
1880	614,708 11 3	28,800 0 0	3,206 18 0	646,715 9 3

Year.	Expenditure by Roads Department.	Expenditure by Trustees.	Total.
	£	£	£
1857 to 1880	5,430,923	782,907	6,213,830
1881	484,567	23,186	507,753
1882	577,212	24,722	601,934
1883	613,847	24,938	638,785
1884	750,584	27,722	778,306
1885	800,962	24,404	825,366
1886	628,379	28,414	656,793
1887	721,994	45,433	767,427
1888	663,929	31,503	695,432
1889	632,398	31,361	663,759
1890	770,809	34,500	805,309
1891	965,688	31,990	997,678
Total ... £	13,041,292	1,111,080	14,152,372

1891.—Total expenditure by Municipalities, £1,090,536, including the City of Sydney, £343,793.

At the close of 1891, besides roads maintained by the Government, 6,281 miles of roads and streets belonging to and maintained by Municipalities of the Colony. Of these roads—

(Sydney, 115 miles) 2,146 miles regularly formed and metalled;
1,252 „ formed;
while 2,883 „ were not formed.

Above for 1891 includes administrative expenses of Department, expenditure on punt approaches, and similar expenses incidental to the road traffic of country.

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COBHAM LAKE.

(PETITION FROM CERTAIN SQUATTERS, HOMESTEAD LESSEES, AND OTHERS OF THE WESTERN DIVISION OF THE COLONY, PRAYING FOR THE CONSTRUCTION OF A ROAD ACROSS COALLY FLAT, NEAR MILPARINKA.)

Received by the Legislative Assembly, 11 *April*, 1893.

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

The Petition of squatters, homestead lessees, carriers, contractors, storekeepers, hotelkeepers, mechanics, shearers, and labourers of the Western Division of New South Wales,—

HUMBLY SHOWETH:—

That the fresh-water lake, known as Cobham Lake, is situated at the junction of the Broken Hill and Wilcannia Roads, and is thirty-two miles south of Milparinka, on the travelling stock road from Queensland to the Southern markets.

That the lake is seven miles in circumference.

That it has a very central position, and has always been a most important watering and camping place.

That the Evelyn Creek is the principal source of supply to this lake.

That owing to the flat nature of the country through which the creek passes, at a place called Coally Flat, and the silting up of the creek at this particular spot, the water flowing down the creek has been for some years past diverted from its natural course, and turned into a salt lake on Yantara Run, where it is wasted.

That Cobham Lake is rapidly drying up, and will soon be completely dry, in consequence of this divergence of Evelyn Creek supply.

That three floods have now passed into the salt lake, instead of into Cobham Lake, and the channels into the salt lake have become so deep as to prevent water flowing into Cobham Lake.

That the Department of Public Works has for some time recognised the importance in the public interests of constructing a road across the Coally Flat, by means of an embankment, which at the same time would confine the Evelyn Creek water to its natural channel, and, in the opinion of your Petitioners, would make the water in Cobham Lake permanent.

That the proposed work involves the construction of a road, and also the divergence of water to its natural channel in Evelyn Creek. In consequence of this latter part of the scheme the Department of Public Works has no power to enter upon the work without the co-operation of the Water Conservation Department.

That your Petitioners pray that your Honorable House will be pleased to sanction the proposed work to be carried out under the superintendence of the two Departments aforesaid.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow* 418 *signatures.*]

[3*d*.] 856—

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE DEVIATION OF THE ROAD FROM WYRALLA TO ROUS, PARISH OF MEERSCHAUM, COUNTY OF ROUS.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Deviation of the Road from Wyrallah to Rous, at Wyrallah, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Contructing Authority as a Trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

1st. All that piece or parcel of land situate in the parish of Meerschaum, county of Rous, and Colony of New South Wales, being part of allotments 30 and 31 of section 8 on a plan deposited in the Land Titles Office, Sydney, numbered 1,104: Commencing on the north-eastern boundary of Bridge-street, at a point distant $55\frac{3}{10}$ links north-westerly from the southernmost corner of allotment 30 aforesaid; and bounded thence on the south-west by Bridge-street bearing north 59 degrees 20 minutes west 1 chain $52\frac{1}{2}$ links; on the north by a line bearing north 79 degrees 42 minutes east 1 chain $81\frac{6}{10}$ links; on the east by the west boundary of a lane bearing south 1 chain $1\frac{6}{10}$ links; and on the south by a line bearing south 79 degrees 42 minutes west $48\frac{3}{10}$ links, to the point of commencement,—be the said several dimensions a little more or less, containing $18\frac{1}{4}$ perches or thereabouts, and said to be in the possession and occupation of James Breckenridge.

2nd. All that piece or parcel of land situate in the parish of Meerschaum, county of Rous, and Colony of New South Wales, being part of allotments 5, 6, 7, 19, 20, 21, 22, and 24 of section 6 on a plan deposited in the Land Titles Office, Sydney, numbered 1,104: Commencing on the east boundary of Miriam-street, at a point bearing south and distant $15\frac{1}{10}$ links from the north-west corner of allotment 24 aforesaid; and bounded thence on the south by lines bearing north 77 degrees 25 minutes east 1 chain $92\frac{8}{10}$ links, north 41 degrees 29 minutes east 3 chains $57\frac{9}{10}$ links, north 59 degrees 32 minutes east 1 chain $78\frac{3}{10}$ links, north 65 degrees 45 minutes east $88\frac{2}{10}$ links, and south 82 degrees 34 minutes east 1 chain $73\frac{2}{10}$ links, to the west boundary of Agnes-street; on the east by that boundary bearing north 1 chain and $\frac{8}{10}$ of a link; on the north by lines bearing north 82 degrees 34 minutes west 1 chain $88\frac{1}{2}$ links, south 65 degrees 45 minutes west 1 chain $21\frac{9}{10}$ links, south 59 degrees 32 minutes west 1 chain $99\frac{6}{10}$ links, south 41 degrees 29 minutes west 3 chains $41\frac{1}{10}$ links, and south 77 degrees 25 minutes west 1 chain 38 links to the aforesaid east boundary of Miriam-street; on the west by that boundary bearing south 1 chain $2\frac{1}{2}$ links, to the point of commencement,—be the said several dimensions a little more or less, containing 3 roods 32 perches or thereabouts, exclusive of a lane 20 feet wide crossing the land in a northerly direction, and said to be in the possession and occupation of James Breckenridge.

3rd. All that piece or parcel of land situate in the parish of Meerschaum, county of Rous, and Colony of New South Wales, being part of allotment 10, section 8, on a plan deposited in the Land Titles Office, Sydney, numbered 1,104: Commencing at the south-east corner of that allotment; and bounded thence on the south by its south boundary bearing west 1 chain $28\frac{6}{10}$ links; on the north-west by lines bearing north 61 degrees 31 minutes east 1 chain $29\frac{8}{10}$ links and north 77 degrees 25 minutes east 15 links to the west boundary of Miriam-street; and on the east by that boundary bearing south $65\frac{1}{10}$ links, to the point of commencement,—be the said several dimensions a little more or less, containing $6\frac{3}{4}$ perches or thereabouts, and said to be in the possession and occupation of Isaac William Ball.

4th. All that piece or parcel of land situate in the parish of Meerschaum, county of Rous, and Colony of New South Wales, being part of allotments 11 and 12 of section 8 on a plan deposited in the Land Titles Office, Sydney, numbered 1,104: Commencing at the north-east corner of allotment 11 aforesaid; and bounded thence on the north by the north boundary of that allotment bearing west 1 chain 28$\frac{6}{10}$ links; on the north-west by lines bearing south 61 degrees 31 minutes west 21$\frac{4}{10}$ links and south 79 degrees 42 minutes west 2 chains 56$\frac{8}{10}$ links to the west boundary of allotment 12 aforesaid, being the east boundary of a lane; on the west by that boundary bearing south 1 chain 1$\frac{6}{10}$ links; on the south-east by lines bearing north 79 degrees 42 minutes east 2 chains 91 links and north 61 degrees 31 minutes east 1 chain 29$\frac{1}{2}$ links to the west boundary of Miriam-street; and on the east by that boundary bearing north 44 links, to the point of commencement,—be the said several dimensions a little more or less, containing 1 rood 20$\frac{1}{2}$ perches or thereabouts, and said to be in the possession and occupation of Nathan J. Simmons.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-eighth day of April, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

Sydney: Charles Potter, Government Printer.—1892.

[3*d*.]

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE DEVIATION OF THE ROAD FROM BENDOLBA TO WANGAT, PARISH OF FOSTERTON, COUNTY OF GLOUCESTER.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER "THE PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, the Deviation of the Road from Bendolba to Wangat, at Tighe's Hill, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of "The Public Works Act of 1888" as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under "The Lands for Public Purposes Acquisition Act," as adopted by "The Public Works Act of 1888": Now, therefore, I the said Governor, with the advice aforesaid, in pursuance of "The Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Fosterton, county of Gloucester, and Colony of New South Wales: Commencing on the eastern side of a road 1 chain wide at a point bearing east 11 chains 17 links from the south-east corner of Abraham Tighe's portion No. 12 of 40 acres; and bounded on the north by the following traverse lines, being the northern side of a proposed road deviation 1 chain wide bearing south 71 degrees 35 minutes east 2 chains 92 links, south 33 degrees 22 minutes east 2 chains 12 links, south 27 degrees 43 minutes east 2 chains 45 links, south 19 degrees 14 minutes east 4 chains 5 links, south 62 degrees 51 minutes east 1 chain 91 links, south 80 degrees 58 minutes east 1 chain 80 links, north 57 degrees 16 minutes east 3 chains 80 links, north 48 degrees 30 minutes east 2 chains 86 links, north 37 degrees 9 minutes east 2 chains 86 links, north 72 degrees 50 minutes east 1 chain 54½ links, south 56 degrees 8 minutes east 3 chains 14 links, south 19 degrees 34 minutes east 1 chain 16 links, south 74 degrees 51 minutes east 1 chain 5 links, north 63 degrees 9 minutes east 2 chains 35 links, south 19 degrees 27 minutes east 2 chains 39 links, south 53 degrees 3 minutes east 86 links, south 72 degrees 24 minutes east 2 chains 77 links, north 83 degrees 46 minutes east 3 chains 87 links, north 88 degrees 22 minutes east 3 chains 5½ links, south 86 degrees 26 minutes east 2 chains 2½ links, and south 84 degrees 9 minutes east 1 chain 50 links respectively, to the south-western side of a road 1 chain wide; thence along that road in a south-easterly direction to its intersection with the southern boundary of aforesaid 1-chain road deviation; thence on the south by that boundary, being lines bearing north 84 degrees 9 minutes west 4 chains 80 links, north 86 degrees 26 minutes west 1 chain 96 links, south 88 degrees 22 minutes west 2 chains 97 links, south 83 degrees 46 minutes west 4 chains $4\frac{1}{10}$ links, north 72 degrees 24 minutes west 3 chains $15\frac{1}{10}$ links, north 53 degrees 3 minutes west 1 chain $33\frac{2}{10}$ links, north 19 degrees 27 minutes west 1 chain $55\frac{4}{10}$ links, south 63 degrees 9 minutes west 1 chain $59\frac{6}{10}$ links, north 74 degrees 51 minutes west 1 chain $95\frac{6}{10}$ links, north 19 degrees 34 minutes west 1 chain $35\frac{2}{10}$ links, north 56 degrees 8 minutes west 2 chains $33\frac{3}{10}$ links, south 72 degrees 50 minutes west $74\frac{6}{10}$ links, south 37 degrees 9 minutes west 2 chains $63\frac{7}{10}$ links, south 48 degrees 30 minutes west 3 chains $3\frac{6}{10}$ links, south 57 degrees 16 minutes west 4 chains $25\frac{8}{10}$ links, north 80 degrees 58 minutes west 2 chains 34 links, north 62 degrees 51 minutes west 2 chains $46\frac{2}{10}$ links, north 19 degrees 14 minutes west 4 chains $37\frac{6}{10}$ links, north 27 degrees 43 minutes west 2 chains $32\frac{7}{10}$ links, north 33 degrees 22 minutes west 1-chain $72\frac{5}{10}$ links, and north 71 degrees 35 minutes west 4 chains 20 links respectively, to the south-eastern side of a 1-chain road; thence along the south-eastern side of that road in a north-easterly direction, to the point of commencement,—be the said several dimensions a little more or less, containing 5 acres 1 rood and 5 perches or thereabouts, and said to be in the possession and occupation of Abraham Tighe.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this sixth day of August, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A ROAD ADJOINING THE SHAFTESBURY REFORMATORY, PARISH OF ALEXANDRIA, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, the construction of a Road, adjoining the Shaftesbury Reformatory, to connect the Old and New South Head Roads, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land containing by admeasurement $36\frac{2}{5}$ perches, situate in the parish of Alexandria, county of Cumberland, and Colony of New South Wales: Commencing at the south-eastern corner of allotment 26 of the Vaucluse Estate subdivision; and bounded on the north by the southern boundary of that allotment, being a line bearing south 89 degrees 53 minutes west to the New South Head Road; on the north-west by part of a south-eastern side of that road, being a line bearing south 12 degrees 27 minutes west $51\frac{2}{10}$ links; on the south by a line bearing north 89 degrees 53 minutes east 4 chains $70\frac{1}{2}$ links to the western side of the Vaucluse Road; and on the east by part of the western side of that road bearing north-westerly, to the point of commencement,—being part of an area within the Vaucluse Estate reserved for Churches and Chapels.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-ninth day of September, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE DEVIATION OF THE ROAD AT FRENCHMAN'S LANE.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, Deviation of Road at Frenchman's-lane, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Great Marlow, county of Clarence, and Colony of New South Wales, being part of portions 100, 101, and 102: Commencing on the south-west boundary of portion 100 at a point distant 375 links from its north-western corner; and bounded thence on the south-east by lines bearing 39 degrees 51 minutes 643½ links, 64 degrees 16 minutes 380 links, 59 degrees 33 minutes 312 links, 59 degrees 14 minutes 802 links, 89 degrees 39 minutes 446½ links, 51 degrees 37 minutes 1,122½ links; on the north-east by a line bearing 319 degrees 18 minutes 50 links; on the north-west by lines bearing 231 degrees 37 minutes 1,103 links, 269 degrees 39 minutes 442½ links, 239 degrees 14 minutes 815½ links, 239 degrees 33 minutes 310 links, 244 degrees 16 minutes 389 links, 219 degrees 51 minutes 654 links to the south-west boundary of portion 100; on the south-west by part of the south-west boundary of that portion bearing 130 degrees 50 links, to the point of commencement,—containing 1 acre 3 roods and 16½ perches, and said to be in the possession of M. Duggan, J. F. Adam, and G. Adam.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of January, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR DEVIATION OF ROAD AT RIVER BANK, DENMAN.)

Presented to Parliament pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER "THE PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor, Administering the Government.*

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, Deviation of the Road at River Bank, Denman, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of "The Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under "The Lands for Public Purposes Acquisition Act" as adopted by "The Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of "The Public Works Act of 1888," do declare by this notification to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a Corporation sole, on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto, or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Denman, county of Brisbane, and Colony of New South Wales: Commencing at a point on the western side of the road from Denman to Muswellbrook bearing north 21 degrees 5 minutes east 16 chains 10 links from the north-east corner of section 6, village of Denman; and bounded thence by lines bearing north 14 degrees 15 minutes east 9 chains 14 links, north 44 degrees 49 minutes east 10 chains 42 links, south 39 degrees 53 minutes west 9 chains 61 links, and south 21 degrees 5 minutes west 9 chains 51 links, to the point of commencement, containing 3 roods 31½ perches or thereabouts, and said to be in the possession of Michael Doyle.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of April, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR A ROAD FROM GREIG'S FLAT TO PIPE CLAY CREEK.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37,

NOTIFICATION OF RESUMPTION OF LAND UNDER "THE PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor, Administering the Government.*

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a road from Greig's Flat to Pipe Clay Creek, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of "The Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under "The Lands for Public Purposes Acquisition Act," as adopted by "The Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of "The Public Works Act of 1888," do declare by this notification to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a Corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever, and to the further intent that the legal estate therein together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of lands hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situate in the parish of Yowaka, county of Auckland, and Colony of New South Wales, within the following boundaries: Commencing at a point bearing south 89 degrees 42 minutes west and distant 1 chain 16½ links from the north-east corner of James O'Conor's portion number 54 of 50 acres; and bounded thence on its eastern sides by lines bearing south 36 degrees 39 minutes 55 seconds west 1 chain 32·6 links, south 14 degrees 13 minutes 23 seconds east 7 chains 43·6 links to the western side of the existing road from Back Creek to Pambula; thence by that boundary bearing south 53 minutes west 3 chains 83¾ links; thence on part of the west by a line bearing north 14 degrees 13 minutes 23 seconds west 1 chain 33·56 links; thence on its southern side by lines bearing south 73 degrees 56 minutes 37 seconds west 7 chains 81·15 links, south 67 degrees 54 minutes 52 seconds west 4 chains 48¼ links, south 57 degrees 39 minutes 2 seconds west 7 chains 98·35 links, south 30 degrees 18 minutes 52 seconds west 4 chains 5 links, to the south boundary of the said James O'Conor's portion number 54; thence by that boundary bearing south 89 degrees 53 minutes west 1 chain 16 links to a point distant 41·1 links from the south-west corner of the said James O'Conor's portion 54; thence on its northern sides by lines bearing north 30 degrees 18 minutes 52 seconds east 4 chains 88·13 links, north 57 degrees 39 minutes 2 seconds east 8 chains 31·65 links, north 67 degrees 54 minutes 52 seconds east 4 chains 62½ links, north 73 degrees 56 minutes 37 seconds east 7 chains 89·6 links; thence on its western sides by lines bearing north 14 degrees 13 minutes 23 seconds west 9 chains 28 links, north 36 degrees 39 minutes 55 seconds east 1 chain 4·9 links to the northern boundary of the said James O'Conor's portion number 54; thence by that boundary bearing north 89 degrees 42 minutes east 1 chain 25½ links to the point of commencement,—containing an area of about 3 acres 2 roods and 12 perches, and said to be in the possession of J. O'Conor.

2nd. Also, all that piece or parcel of land situate in the parish of Yowaka, county of Auckland, and Colony of New South Wales, within the following boundaries: Commencing at a point bearing north89degrees 53 minutes east distant 41·1 links from the south-west corner of James O'Conor's portion number 54; and bounded on its northern sides by lines bearing south 30 degrees 18 minutes 52 seconds west 1 chain 43¾ links, south 75 degrees 42 minutes 19 seconds west 5 chains 67½ links, south 57 degrees 53 mimutes 34 seconds west 6 chains 43·18 links, north 72 degrees 2 minutes west 6 chains 83 links, south 80 degrees 56 minutes 28 seconds west 4 chains 98·2 links, north 55 degrees 37 minutes 10 seconds west 4 chains 72·6 links, north 83 degrees 3 minutes 8 seconds west 2 chains 56¼ links, south 66 degrees 10 minutes 37 seconds west 3 chains 26 links, south 37 degrees 27 minutes west 3 chains 62·15 links, north 59 degrees 32 minutes 6 seconds west 1 chain 24 links, north 8 degrees 3 minutes 6 seconds west 4 chains 90·64 links, north 46 degrees 8 minutes 49 seconds west 5 chains 72·45 links, north 3 degrees 14 minutes 42 seconds west 2 chains 92·84 links, north 76 degrees 52 minutes 20 seconds west 2 chains 5·86 links, south 63 degrees 32 minutes west 4 chains 35 links, north 85 degrees 4 minutes 30 seconds west 2 chains 52 7 links, north 45 degrees 27 minutes 55 seconds west 3 chains 45¾ links, north 26 degrees 20 minutes 20 seconds east 5 chains 55·33 links, north 47 degrees 27 minutes 3 seconds west 3 chains 10½ links, south 79 degrees 19 minutes 22 seconds west 9 chains 82¾ links, north 77 degrees 52 minutes 46 seconds west 3 chains 58·32 links, north 67 degrees 56 minutes 51 seconds west 15·95 links to the western boundary

of Charles Edward Bland's A.C.P. portion number 55; thence by that boundary bearing south 2¾ minutes east 1 chain 5·1 links; thence on its southern sides by lines bearing south 77 degrees 52 minutes 46 seconds east 3 chains 72·04 links, north 79 degrees 19 minutes 22 seconds east 9 chains 52·8 links, south 47 degrees 27 minutes 3 seconds east 1 chain 85·38 links, south 26 degrees 20 minutes 20 seconds west 5 chains 52·67 links, south 45 degrees 27 minutes 55 seconds east 4 chains 54·16 links, south 85 degrees 4 minutes 30 seconds east 3 chains 16·8 links, north 63 degrees 32 minutes east 4 chains 27·13 links, south 76 degrees 52 minutes 20 seconds east 95·04 links, south 3 degrees 14 minutes 42 seconds east 2 chains 57·3 links, south 46 degrees 8 minutes 49 seconds east 5 chains 77·2 links, south 8 degrees 3 minutes 6 seconds east 5 chains 4·3 links, south 59 degrees 32 minutes 6 seconds east 2 chains 60·65 links, north 37 degrees 27 minutes east 4 chains 25·03 links, north 66 degrees 10 minutes 37 seconds east 2 chains 72·9 links, south 83 degrees 3 minutes 8 seconds east 2 chains 4·3 links, south 55 degrees 37 minutes 10 seconds east 4 chains 88 links, north 80 degrees 56 minutes 28 seconds east 5 chains 14 links, south 72 degrees 2 minutes east 7 chains 5·7 links, north 57 degrees 53 minutes 34 seconds east 6 chains 47½ links, north 75 degrees 42 minutes 19 seconds east 5 chains 93·63 links, north 30 degrees 18 minutes 52 seconds east 2 chains 44·3 links to the south boundary of the said James O'Conor's portion number 54; thence by that boundary bearing south 89 degrees 53 minutes west 1 chain 16 links to the point of commencement,—containing an area of about 8 acres 3 roods 36 perches, and said to be in the possession of C. E. Bland.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of April, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

Sydney: Charles Potter, Government Printer.—1893.

[3*d*.]

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR DEVIATION OF ROAD, BULLI PASS TO SHERBROOK AND CATARACT RIVER.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY,
Lieutenant-Governor, Administering the Government.

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, deviation of the road Bulli Pass to Sherbrooke and Cataract River, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to :—

SCHEDULE.

All that piece or parcel of land situate in the parish of Southend, county of Cumberland, and Colony of New South Wales, within the following boundaries: Commencing at a point on the eastern boundary of Robert Taylor, now Knight's, C.P. No. CLI, bearing south 65 degrees 36¾ minutes east and distant 13 chains 40½ links from the north-east corner of George Knight's C.P. No. CL of 66 acres; and bounded thence on the west by the eastern boundary of the said Robert Taylor, now Knight's, C.P. No. CLI bearing south 1 degree 30 minutes east 2 chains 58 links; thence on the south-west by lines bearing south 24 degrees 17 minutes 5 seconds east 8 chains 61 links and south 22 degrees 11 minutes 53 seconds east 26 chains 29·8 links to its intersection with the Main South Coast Road; thence on the south by that road bearing north 42 degrees 48 minutes 7 seconds east 1 chain 10·3 links; thence on the north-east by lines bearing north 22 degrees 11 minutes 53 seconds west 25 chains 85 links and north 24 degrees 17 minutes 5 seconds west 11 chains and $\frac{9}{10}$ of a link to the point of commencement, containing an area of 3 acres 1 rood and 37 perches, exclusive of road, and said to be in the possession of the Trustees of the estate of the late Sir G. W. Allen.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this thirteenth day of April, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR PUBLIC ROAD FROM ARMIDALE TO HILLGROVE)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. (L.S.) FREDK. M. DARLEY, *Lieutenant-Governor, Administering the Government.*

Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the formation of a Public Road from Armidale to Hillgrove, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee for the purpose of such Public Road as aforesaid: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land, situate in the parish of Metz, county of Sandon, and Colony of New South Wales, being part of portion 125: Commencing at the north-west corner of that portion; and bounded thence on the west by part of its western boundary bearing south $39\frac{3}{10}$ links; thence on the south and south-east by lines bearing north 85 degrees 59 minutes east 4 chains $58\frac{2}{10}$ links, north 76 degrees 26 minutes east 2 chains $18\frac{7}{10}$ links, north 46 degrees 3 minutes east 5 chains $47\frac{1}{2}$ links, to the eastern boundary of portion 125 aforesaid; thence on the east by part of that boundary bearing north 5 minutes east $29\frac{7}{10}$ links to the north-eastern corner of portion 125; and thence on the north-west and north by the northern boundaries of portion 125, being lines bearing south 56 degrees 18 minutes west 8 chains 18 links and north 89 degrees 55 minutes west 3 chains 84 links, to the point of commencement,—containing 2 roods 30 perches, or thereabouts, and said to be in the possession of Henry Morton.

In witness whereof I have hereto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this first day of May, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR PUBLIC ROAD FROM CAMPBELLTOWN TO WEDDERBURN.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37,

NOTIFICATION OF RESUMPTION OF LAND UNDER "THE PUBLIC WORKS ACT OF 1888," 51 VICTORIA, No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor, Administering the Government.*

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Public Road connecting a certain point on the Road from Campbelltown to Wedderburn with another point on the said road, and passing over the land described in the Schedule hereto, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of "The Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under "The Lands for Public Purposes Acquisition Act," as adopted by "The Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of "The Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulating in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the "Public Works Act of 1888" for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever, and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to :—

SCHEDULE.

All that piece or parcel of land situate in the parish of St. Peters, county of Cumberland, and Colony of New South Wales, within the following boundaries: Commencing on the northern boundary of G. C. Westgarth's 50 acres, at a point on the south side of surveyed road from Campelltown to Wedderburn bearing south 81 degrees 1¼ minutes east 11 chains 45·4 links from the angle on south side of said road and near the south-west corner of S. Larkins, now Graham Bros.' portion 38 of 30 acres; and bounded thence on the north by the said surveyed road bearing south 81 degrees 1¼ minutes east 1 chain 21¼ links; thence on the north-east by lines bearing south 25 degrees 27¼ minutes east 28 chains 81·65 links and south 13 degrees 33⅔ minutes east 6 chains 75¼ links to its intersection with the said surveyed road; thence on the south by that road bearing south 52 degrees 23¾ minutes west 1 chain 9½ links; thence on the south-west by lines bearing north 13 degrees 33⅔ minutes west 7 chains 9½ links and north 25 degrees 27¼ minutes west 29 chains 39¾ links, to the point of commencement, containing an area of 3 acres 2 roods 16½ perches or thereabouts, and said to be in the possession of G. C. Westgarth and the Crown.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this first day of May, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER BOX CREEK, PARISH OF GREGORY, COUNTY OF WALJEERS.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)
By Deputation from His Excellency:
FREDK. M. DARLEY,
Lieutenant-Governor.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, a Bridge over Box Creek, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto, or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece of land situated in the parish of Gregory, county of Waljeers, and Colony of New South Wales, being part of Crown portions 2, 3, and 4, containing 6 acres 17½ perches: Commencing at a point on the southern boundary of Crown portion 2 aforesaid bearing east 8 chains 58¾ links from the south-west corner thereof; and bounded thence on the south-west by lines bearing north 7 degrees 17 minutes west 14 chains 36 links, north 12 degrees 31 minutes west 35 chains 22½ links; on the south-east by a line bearing south 89 degrees 14 minutes west 10 chains 58¾ links to a point bearing north 53 degrees 38 minutes west 14 chains 27 links from the north-west corner of Crown portion 2 aforesaid; thence on the south-west by a line bearing north 46 minutes west 1 chain; thence on the north-west by a line bearing north 89 degrees 14 minutes east 11 chains 40 links; thence on the north-east by lines bearing south 12 degrees 31 minutes east 36 chains 8½ links, south 7 degrees 17 minutes east 14 chains 53¼ links to a point on the southern boundary of Crown portion 2 aforesaid; thence along that boundary bearing west 1 chain and ¾ of a link, to the point of commencement.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this fourteenth day of July, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER STONEQUARRY CREEK, AT PICTON, PARISH OF PICTON, COUNTY OF CAMDEN.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)
By Deputation from His Excellency:
FREDK. M. DARLEY,
Lieutenant-Governor.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, a Bridge over Stonequarry Creek, at Picton, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of the land hereinbefore referred to:—

All that piece or parcel of land 1 chain wide, situated in the parish of Picton, county of Camden, being a 1-chain road on the northern boundary of the Picton Government Township, and running from the Great Southern Road in an easterly direction to Stonequarry Creek: Commencing on the north-west corner of J. Hook's land as fenced; and bounded on the west by a fence bearing north 49 minutes east 100$\frac{2}{10}$ links to a peg; bounded on the north by a line bearing north 87 degrees 6 minutes east 770 links to the western side of Stonequarry Creek; thence along Stonequarry Creek in a southerly direction about 100 links to a tree which forms the north-east corner of J. Hook's land; thence on the south by the northern boundary of J. Hook's block, being a fence standing over 30 years, and bearing south 87 degrees 6 minutes west 800 links to J. Hook's north-west corner as fenced, being a point on the eastern side of Argyle-street, and the point of commencement,—containing by admeasurement 3 roods and 6 perches, and said to be in the possession of W. Coull.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this fourteenth day of July, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command;

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER ORPHAN SCHOOL CREEK AT CANLEY VALE, PARISH OF ST. LUKE, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that certain public work, that is to say, a Bridge over Orphan School Creek, at Canley Vale, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulating in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose, aforesaid, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland, and Colony of New South Wales, being part of a grant of 100 acres to J. Nelson, and of a grant of 300 acres to James Larra, comprised in application plan No. 7,749 at the Land Titles Office: Commencing at the intersection of the north-western side of Liverpool Road with the north-eastern side of Coleraine-street; and bounded thence on the south-east by the north-western side of Liverpool Road bearing north 27 degrees east 46 chains 35·6 links; thence on the north-east by a line forming the south-western boundary of Liverpool Road bearing north 46 degrees 44 minutes west 97·9 links to its intersection with the southern boundary of Hamilton Road; thence on the north by that boundary bearing south 86 degrees 19 minutes west 55·7 links; thence on the north-west by a line bearing south 13 degrees 13 minutes west 3 chains 73·3 links; thence again on the north-west by a line bearing south 26 degrees 58 minutes west 42 chains 40 links to the north-eastern side of Coleraine-street aforesaid; thence by that boundary bearing south 30 degrees 8 minutes east 59·6 links, to the point of commencement, be the said several dimensions all a little more or less,—containing 2 acres 2 roods and 1 perch or thereabouts (exclusive of a 1-chain road crossing in a westerly direction), and said to be in the possession of Messrs. Lackey.

2nd. All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland, and Colony of New South Wales, being part of allotment 4, section B, on a plan deposited at the Land Titles Office, numbered 1,330: Commencing at the intersection of the north-western side of Liverpool Road with the north-eastern side of Rye Road; and bounded thence on the south-east by the north-western side of Liverpool Road bearing north 26 degrees 43 minutes 30 seconds east 124 feet 4 inches to the south-eastern corner of allotment 5; thence on the north-east by the south-western boundary of allotment 5 bearing north 78 degrees 30 minutes west 17 feet 1 inch; thence on the north-west by a line bearing south 26 degrees 43½ minutes west 124 feet 4 inches to the north-eastern side of Rye Road; thence by that boundary bearing south 78 degrees 30 minutes east 17 feet 1 inch, to the point of commencement, be the said bearings and distances all a little more or less,—containing 7½ perches or thereabouts, and said to be in the possession of J. H. Laycock.

3rd. All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland, and Colony of New South Wales, being part of allotment 6, section B, on a plan deposited at the Land Titles Office, numbered 1,330: Commencing at a point bearing north 26 degrees 43 minutes 30 seconds east 322 feet 4 inches from the intersection of the north-western side of Liverpool Road with the north-eastern side of Rye Road; and bounded thence on the south-east by the north-western side of Liverpool Road bearing north 26 degrees 43½ minutes east 331 feet 8 inches to the right bank of Orphan School Creek; thence by that bank westerly about 16 feet 6 inches; thence on the north-west by a line bearing south 26 degrees 43½ minutes west 330 feet to the north-eastern boundary of allotment 7; thence on the south-west by that boundary bearing south 78 degrees 30 minutes east 17 feet 1 inch, to the point of commencement, be the said bearings and distances all a little more or less,—containing 20 perches or thereabouts, and said to be in the possession of G. H. Cooper.

4th. All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland, and Colony of New South Wales, being part of allotment 4 of section A on a plan deposited at the Land Titles Office, numbered 1,330: Commencing at the intersection of the north-western side of Liverpool Road with the south-western side of Rye Road; and bounded thence on the south-east by the north-western side of Liverpool Road bearing south 26 degrees 43 minutes 30 seconds west 124 feet 4 inches; thence on the south-west by part of the north-eastern boundary of allotment No. 3 bearing north 78 degrees 30 minutes west 17 feet 1 inch; thence on the north-west by a line bearing north 26 degrees 43½ minutes east 124 feet 4 inches to the south-western side of Rye Road; thence by that boundary bearing south 78 degrees 30 minutes east 17 feet 1 inch, to the point of commencement, be the said bearings and distances all a little more or less,—containing 7½ perches or thereabouts, and said to be in the possession of Edward Hanbury.

5th. All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland, and Colony of New South Wales, being part of allotments 5 and 7 of section B, on a plan deposited at the Land Titles Office, numbered 1,330: Commencing at a point bearing north 26 degrees 43½ minutes east 124 feet 4 inches from the intersection of the north-western side of Liverpool Road with the north-eastern side of Rye Road; and bounded thence on the south-east by the north-western side of Liverpool Road bearing north 26 degrees 43½ minutes east 198 feet to the south-eastern corner of allotment 6; thence on the north-east by the south-western boundary of allotment 6 bearing north 78 degrees 30 minutes west 17 feet 1 inch; thence on the north-west by a line bearing south 26 degrees 43½ minutes west 198 feet to the north-eastern boundary of allotment 4; thence on the south-west by part of that boundary bearing south 78 degrees 30 minutes east 17 feet 1 inch, to the point of commencement, be the said bearings and distances all a little more or less,—containing 12 perches or thereabouts, and said to be in the possession of — Westacott.

6th. All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland, and Colony of New South Wales, being part of allotments 1, 2, and 3 of section A, on a plan deposited at Land Titles Office, numbered 1,330: Commencing at a point bearing south 26 degrees 43½ minutes west 124 feet 4 inches from the intersection of the north-western side of Liverpool Road with the south-western side of Rye Road; and bounded thence on the south-east by the north-western side of Liverpool Road bearing south 26 degrees 43½ minutes west 306 feet 8½ inches to the southern corner of aforesaid subdivison, at which point the Liverpool Road widens from 33 feet to 49 feet 6 inches; thence on the west by the western boundary of allotment No. 1 bearing north 1 degree 15 minutes west 35 feet 2 inches; thence on the north-west by a line bearing north 26 degrees 43½ minutes east 271 feet 1 inch to the south-western boundary of allotment 4; thence by that boundary bearing south 78 degrees 30 minutes east 17 feet 1 inch, to the point of commencement, be the said bearings and distances all a little more or less,—containing 17½ perches or thereabouts, and said to be in the possession of J. H. Laycock.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-eighth day of April, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

Sydney: Charles Potter, Government Printer.—1892.

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1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH AN APPROACH TO CUTTAGEE LAKE BRIDGE, PARISH OF BERMAGUI, COUNTY OF DAMPIER.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, an Approach to Cuttagee Lake Bridge, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Bermagui, county of Dampier, and Colony of New South Wales, being part of portion 132: Commencing at a point on the north bank of Cuttagee Lake, bearing south 58 degrees 17 minutes east 9 chains 13½ links from the south-west corner of portion 132; and bounded thence on the west by a line bearing north 3 chains 80 links to the southern boundary of a reserved road; thence on the north-east by that boundary bearing south 61 degrees 53 minutes east 1 chain 70 links and south 79 degrees 7 minutes east 9 chains 65½ links; thence on the east by the west side of the aforesaid road bearing south 5 chains 32 links; thence on the north-west by the south-east side of the aforesaid road bearing north 76 degrees east 3 chains to the north bank of Cuttagee Lake; thence on the south by that bank westwards to the point of commencement,—be the said bearings and distances all a little more or less, containing 4 acres 1 rood 11 perches or thereabouts, and said to be in the possession of Thomas O'Neill.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-third day of August, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER KHORIBAKH CREEK, AT TATTERSALL'S.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, a Bridge over Khoribakh Creek, at Tattersalls, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorsied work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Wollom, county of Gloucester, and Colony of New South Wales, being part of portion $\frac{3}{2}$ of 50 acres: Commencing at a point on the east side of a reserved road one chain wide bearing north 5 degrees 47 minutes east 14 chains $11\frac{1}{10}$ links from the south-west corner of that portion; and bounded thence on the east by the following traverse lines, north 35 degrees 44 minutes east $48\frac{8}{10}$ links, north 11 degrees 31 minutes east 4 chains $60\frac{6}{10}$ links, north 10 degrees 42 minutes east 2 chains $45\frac{1}{2}$ links to the right bank of Khoribakh Creek; on the north-east by the right bank of that creek upwards to its intersection with the south side of a reserved road one chain wide; thence on the north-east by the south-west side of the aforesaid reserved road; thence on the west by the east side of aforesaid reserved road southerly, to the point of commencement,—containing by admeasurement 1 acre more or less, and said to be in the possession of M. Busteed.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this thirteenth day of September, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER TUMBLEDOWN CREEK, PARISH OF EFFINGTON, COUNTY OF DURHAM.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, a Bridge over Tumbledown Creek, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

All that piece or parcel of land situate in the parish of Effington, county of Durham, and Colony of New South Wales, being a part of J. Hawthorn's original grant of 1,500 acres: Commencing at a point on the south-east side of a road one chain wide leading from Dunmore to Clarence Town bearing north 40 degrees 26 minutes east and distant 4 chains 86 links from the north-east corner of portion 86; and bounded thence on the north-west by the south-east side of the aforesaid road, being lines bearing north 40 degrees 26 minutes east 2 chains 51 links, and north 56 degrees 47 minutes east 4 chains $59\frac{7}{10}$ links, and north 64 degrees 56 minutes east 6 chains $24\frac{5}{10}$ links; thence on the south-east by a line bearing south 57 degrees 33 minutes west 13 chains $18\frac{5}{10}$ links, to the point of commencement,—be the said several dimensions all a little more or less, containing 2 roods 34 perches or thereabouts, and said to be in the possession of W. Hack.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-ninth day of September, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER GOULBURN RIVER, AT SANDY HOLLOW, PARISH OF ARNDELL, COUNTY OF HUNTER.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Bridge over the Goulburn River, at Sandy Hollow, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Arndell, county of Hunter, and Colony of New South Wales, being part of portion 13 of 1,010 acres, originally granted to John Town: Commencing at a point on the north-western side of a road one chain wide leading from Mudgee to Muswellbrook bearing north 43 degrees east and distant 135 links from a corner of the said road, from whence lines bear south 49 degrees 45 minutes west 11 chains and north 43 degrees east 11 chains (vide plan No. R. 1,124a-1,603, Lands Dept.); and bounded thence on the west by lines bearing north 1 degree 15 minutes west 2 chains $16\frac{3}{10}$ links and north 19 degrees 26 minutes west 4 chains 38 links to the right bank of the Goulburn River; thence on the north by that bank downwards bearing north 70 degrees 34 minutes east 1 chain 50 links; thence on the east by a line bearing south 19 degrees 26 minutes east 5 chains 30 links to the north-western side of the aforesaid road; thence on the south-east by the north-western side of the aforesaid road bearing south 43 degrees west 2 chains $45\frac{3}{10}$ links to the point of commencement; be the above dimensions all a little more or less, containing 3 roods 26 perches or thereabouts, and said to be in the possession of Thomas Hungerford.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of November, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER BOOROWA RIVER, AT BEVERLEY, &c.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Bridge over Boorowa River, at Beverley, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the land hereinbefore referred to :—

SCHEDULE.

All that piece or parcel of land situate in the parish of Boorowa, county of King, and Colony of New South Wales, being part of portions 58 and 59 of 22 acres 3 roods and 26 acres 2 roods respectively, comprised within the following boundaries: Commencing at a point on the western boundary of portion 58 bearing north 8 minutes east 11 chains 13 links from the south-west corner of that portion; and bounded thence on the west by the eastern boundary of a road 1 chain and 50 links wide bearing north 8 minutes east 2 chains $83\frac{6}{10}$ links; on the north-west by a line bearing north 32 degrees 4 minutes east 17 chains $46\frac{1}{10}$ links to the left bank of the Boorowa River; on the north-east by that river downwards 1 chain 50 links; and on the south-east by a line bearing south 32 degrees 4 minutes west 19 chains $86\frac{7}{10}$ links, to the point of commencement,—be the said dimensions a little more or less, containing 2 acres 3 roods 8 perches or thereabouts, and said to be in the possession of Cardinal Moran, Trustee of the Roman Catholic Church.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this nineteenth day of December, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER SHOALHAVEN RIVER AT BALLALLABA.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

(L.S.)

JERSEY, *Governor.*

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say a Bridge over Shoalhaven River, at Ballallaba, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Bendoura, county of St. Vincent, and Colony of New South Wales, being a part of Ann Cartwright's original grant of 1,280 acres: Commencing at a point on the north-east side of a road one chain wide from Braidwood to Cooma, bearing south 5 degrees 18 minutes east 34 chains 53 $\frac{5}{10}$ links from a corner of said road, from which lines bear north 20 degrees 26 minutes east and south 5 degrees 18 minutes east (vide road plan R. 2,334–1,603 Lands Dept.); and bounded thence on the north-west by a line bearing north 25 degrees 40 minutes east 35 chains 74 links to the left bank of the Shoalhaven River; thence on the north-east by the left bank of that river upwards south 71 degrees 7 minutes east 100 $\frac{7}{10}$ links; thence on the south-east by a line bearing south 25 degrees 40 minutes west 37 chains 53 links to the north-east side of aforesaid road, Braidwood to Cooma; and thence on the south-west by the north-east side of aforesaid road north 5 degrees 18 minutes west 1 chain, 94 $\frac{4}{10}$ links, to the point of commencement,—be the above dimentions all a little more or less, containing 3 acres 2 roods and 26 perches or thereabouts, and said to be in the possession of J. Burns.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this third day of January, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

189–23.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR BRIDGE OVER STONY CREEK, NEAR YOUNG.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor, Administering the Government.*

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Bridge over Stoney Creek, near Young, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Young, county of Monteagle, and Colony of New South Wales, being part of J. Allen's portion 929: Commencing at an angle on the northern side of a reserved road 1 chain 50 links wide bearing north 80 degrees 15 minutes west 32 chains 80$\frac{7}{10}$ links from the south-east corner of that portion; and bounded thence on the north by a line bearing south 71 degrees 5 minutes west 8 chains 4 links to the right bank of Stoney Creek; on the south-west by that bank upwards to the produced northern side of the aforesaid road; thence on the south by a line bearing north 63 degrees 20 minutes east 7 chains 86 links being part of the northern side of above road and its prolongation, to point of commencement,—containing by admeasurement 1 rood and 28 perches more or less, and said to be in the possession of Edmund John Allen.

2. All that piece or parcel of land situate in the parish of Baxter, county of Monteagle, and Colony of New South Wales, being part of John Allen's portion 106: Commencing at the intersection of the northern boundary of a 1-chain road with the western side of a reserve for crossing purposes being a point bearing north 21 degrees 31 minutes west 1 chain 7½ links from the south-west corner of such reserve; and bounded thence on the south by the aforesaid northern boundary of road bearing west 6 chains 67 links; on the north west by a line bearing north 32 degrees 11 minutes east 7 chains 23·8 links to the left bank of Stoney Creek; on the north-east and north by that bank upwards to the north-western boundary of the crossing reserve; on the south-east by the north-western boundary of that reserve bearing south 38 degrees 15 minutes west 60 links; again on the south-east by part of the south-western boundary of the said reserve being a line bearing south 21 degrees 31 minutes east 19½ links, to the point of commencement,—containing by admeasurement 2 acres and 22 perches more or less, and said to be in the possession of Edmund John Allen.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of April, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892–3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR BRIDGE OVER WILSON RIVER AT BALLENGARRA.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor, Administering the Government.*

WHEREAS I, Sir FREDERICK MATTHEW DARLEY, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Bridge over Wilson River, at Ballengarra, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888" as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Lieutenant-Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare, by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situate in the parish of Cairncross, county of Macquarie, and Colony of New South Wales, being part of portion 93: Commencing at a point where the western side of road from Ballengarra Public School to Ballengarra Wharf intersects the north-eastern side of road from Rolland's Plains to Ballengarra Wharf; and bounded thence by lines bearing north 11 degrees 46 minutes west 1 chain 75½ links and north 83 degrees 48 minutes west 5 chains 61½ links to the Rolland's Plains Road; thence along the north-eastern side of that road bearing south 68 degrees 37 minutes east 6 chains 37$\frac{7}{10}$ links, to the point of commencement,—containing 1 rood 35 perches, or thereabouts, and said to be in the possession and occupation of John Johnson.

2nd. All that piece or parcel of land situate in the parish of Cairncross, county of Macquarie, and Colony of New South Wales, being part of portion 93: Commencing on the eastern side of the road from Ballengarra Wharf to Public School through John Johnson's 50 acres, No. 93, at its intersection with the north-eastern side of the road from Rolland's Plains to Ballengarra Wharf; thence bearing north 11 degrees 46 minutes west 2 chains 15$\frac{7}{10}$ links and south 83 degrees 48 minutes east 1 chain 9½ links to the Wilson River; thence down that river, to the point of commencement,—containing 16 perches, or thereabouts, and said to be in the possession of John Johnson.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twelfth day of April, in the year of our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1892.

NEW SOUTH WALES.

MILITARY FORCES OF THE COLONY.

(REPORT FOR 1891.)

Presented to Parliament by Command.

The Major-General Commanding the Military Forces to The Principal Under Secretary.

Sir, Military Staff Office, Sydney, 6 April, 1892.

I have the honor to submit my Report on the Military Forces for the year 1891. In Appendix A will be found the establishment and strength of the various corps, &c., on the 1st January last.

Artillery Forces.

Permanent Artillery.—Owing to the receipt of, and orders for increased armament of the latest type, with complicated and delicate machinery, the construction of additional works, and the closer affiliation of the Permanent and Partially-paid Artillery, it was deemed advisable to submit a proposal for a slight increase to this corps for the current year. This, however, has been negatived, and the establishment is identical with that maintained last year.

The non-effectives during 1891 were made up of 53 discharged, 7 deaths, and 59 desertions, of which 16 deserters returned to the corps. The synopsis of discharges is as follows:—Termination of limited engagement, 8; by purchase, 12; medically unfit, 8; free, 3; incorrigible and worthless, 1; service no longer required, 1; misconduct, 7; transferred, 7; not likely to become efficient, 3; convicted by civil power, 3; total 53, as against 81 of the preceding year.

The desertions show an increase of 13, and were principally due to the harassing work imposed on the field battery through inconvenient and insufficient stabling accommodation.

The number of courts-martial (39) shows a slight increase from cause above stated, but otherwise the general conduct of the corps has been good.

The field battery went through a special course of instruction under the chief instructor, and is in a creditable state of efficiency. The horses in charge are in excellent condition, and of a very superior type. The garrison batteries have also undergone special courses of instruction in all types of guns mounted in the batteries. Shot and shell practice at stationary and moving targets, repository exercises, making up ammunition, filling shell and examination of ordnance, have been carried on under their own officers. The field battery has done a large amount of work in the transport of guns, carriages, ammunition, and stores, during the year. The garrison batteries have also been employed scraping and painting guns and projectiles, mounting, dismounting, and moving ordnance. The drill, condition of arms, accoutrements, and clothing, were satisfactory; the books generally well posted; the barracks clean and in good order; the batteries and magazines in charge satisfactorily kept, and the ordnance fit for service.

A detachment, consisting of 1 officer, and 11 non-commissioned officers and men, was detailed for the permanent occupation of the works at Wollongong.

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Captains Savage and Morris were sent to England to go through the "long Artillery course" at Woolwich, Shoeburyness and Oakhampton, followed by a special course at Waltham Abbey, in regard to the manufacture of powder, &c., also a course of position-finding in the Isle of Wight. It is to be hoped that the practice of sending officers to England for instruction will not be allowed to lapse, whereby the men will be instructed by their own officers, on the latest principles.

Provost.—The administration and discipline maintained at the Military Provost has been satisfactory, and the prisoners have been usefully employed in works connected with the barracks.

Partially-paid Artillery.—As in the case of the Permanent Artillery an increase was sought for this corps in the shape of an additional field battery, to complete the brigade, in accordance with the recommendation of General Sir Bevan Edwards, K.C.B., also of a garrison battery to replace No. 2 battery re-organized as a field battery. These very necessary increases were not entertained.

The clothing, arms, and accoutrements are maintained generally in good order; but there is room for improvement as regards the care of accoutrements by Nos. 4 and 8 batteries.

The gun drill of No. 1 field battery is satisfactory, and that of No. 2, lately transferred from the garrison branch, is progressing. Officers, non-commissioned officers and others, have received valuable instruction in riding, driving, and sword drill, and 16-pounder gun drill with the horses of the Permanent Artillery. The officers commanding regiment and batteries report most favourably as to the advantages of this arrangement over that which previously obtained of hiring riding and draught horses from contractors. By a statement furnished me by Colonel Spalding, C.M.G., when in acting command of the Artillery Forces, I am led to infer that the annual cost of maintaining these horses closely approximates to that hitherto incurred in the hire of horses for artillery and transport purposes. These services are for the most part performed by the artillery horses, consequently their value to the Government, the increased efficiency resulting to both Permanent, and Partially-paid Batteries, with comparative immunity from accident, may be reckoned as a distinct gain over the former arrangements.

The garrison batteries have been drilled to 10 in., 9 in., and 80-pounder R.M.L. guns, and Nordenfeldts, repository work, and company drill, all of which have been performed with zeal and intelligence. Shot and shell practice has been carried out from all natures of heavy guns mounted at the forts; the various classes of machine guns were brought into action against moving targets, with satisfactory results.

Fortress formation was practised at the Easter Camp, and on the 25th of April, 15th of August, and the 24th of October, the last being a night parade, when the electric light was brought into play. Under this special exercise every officer, non-commissioned officer, and gunner of the Artillery forces is told off to his position in the batteries, which consequently is known both to him and his officers; thus on an emergency no confusion should arise, nor valuable time be lost in manning the guns.

On completion of the fitting of the School of Gunnery, Victoria Barracks, courses of evening lectures, drills, &c., will be established for the especial benefit of the Partially-paid Artillery.

Considerable work has been done under the Chief Instructor of Artillery, Major Churchward, R.A., viz.:—Two courses of instruction in gunnery at Middle Head, and course of instruction to the field battery. Examination and instruction of Permanent Artillery Officers in riding school, and sword exercises. Instruction in range and position finding to Permanent Artillery and staff instructors, and in artillery drills to field and garrison batteries Partially-paid Artillery. Instructional course in 6-in. B.L. gun drill to staff instructors. Under this officer, who also performs the duties of fire-master, all the master gunners were put through a course of instruction in examination of ordnance, incorporation of powder, making up cartridges, and filling shells; incorporation of all pebble powder, and charges made up to complete the equipment of all magazines; examination, and taking impression of bores of all heavy guns, and Permanent Field Battery guns. Testing small arm ammunition, fuzes, tubes, &c., the making-up of Nordenfeldt ammunition, and the erection of the necessary machinery for same.

It will be gathered by the above report that the Artillery Forces have materially progressed in efficiency.

Submarine Miners.

Permanent.—On the representation of the Commanding Engineer an increase of sappers was proposed on the Estimates for current year, additional men being required for the efficient working of the submarine mining boats, and the general supervision of the mining stores, but the establishment remains as heretofore.

During the year one man has been discharged as unfitted for the duties of his corps, three recruits have been enlisted, and two deaths occurred through the lamentable accident at Middle Head on the 3rd of April.

The clothing, arms, and accoutrements are maintained in good order.

The Corps has been generally engaged in keeping the submarine mining stores, apparatus, electric light, gear, &c., in working order, and testing the same when required; also assisting at instructional parades of Partially-paid Corps. Two months were occupied in transferring stores from Berry's to Chowder Bay. All preliminary arrangements were made by the corps for the instruction, training, and exercise of both branches during the Easter Camp.

Captain Lee, Commanding the Corps, has returned from a course of instruction in England.

Partially Paid.—The clothing, arms, and accoutrements were found generally in good order.

Owing to the unfinished state of the mining establishment at Chowder Bay, and other causes, the corps has been denied proper facilities for drill and instruction; nevertheless, under such imperfect conditions it performed, at inspection, various exercises smartly and efficiently, reflecting credit on officers, non-commissioned officers, and men.

Commanding Engineer's Department.

During the years 1889-90-91 various additions and alterations have been effected in existing works, and new batteries have also been constructed. The operations of the late Commanding Engineer (Colonel de Wolski, R.E.) have been materially hampered, and the completion of works delayed to the present day, by the discovery of bad work on the part of contractors prior to above period. A submarine mining establishment, with quarters and offices complete, has been built, and the submarine mining stores have been transferred thereto. Preliminary steps have been taken for the erection of a gun-wharf for the Ordnance Store Department. The new rifle range at Randwick is in process of completion. Extensive repairs and additions to quarters, barracks, and other military buildings, in a state of disrepair, have been effected. Stables for the field-battery Permanent Artillery, and a School of Gunnery, at the Victoria Barracks, have been erected. The parade-ground has been extended, and lighted for night-drill, roads reformed and drained, and the Artillery workshops are in course of completion. A survey of Port Jackson has been made for submarine mining purposes, and minor ones of Bird Island, Chowder Bay, and George's Head, and Spectacle Island. A sea-wall has been erected, and various buildings put up for the use of the Royal Navy at the last-named place. Repairs and additions have been carried out in connection with the magazines at Goat Island.

Medical Service.

Permanent Medical Staff.—A Permanent Corps of fifteen of all ranks was organised in 1891, for the performance of the medical services of the Garrison, the working of the hospital, care of patients, medical and surgical field equipment and ambulances, attendance at shot practice, and to act as a nucleus to the partial-paid branch of this service.

During the year 197 recruits, out of 245 who presented themselves, were passed as "fit" for the Permanent Artillery, 3 for the Permanent Submarine Miners, and 13 for the Permanent Medical Staff Corps, the average height, weight, and chest measurement being as follows:—

Artillery—5 ft. 9½ in.; 11 st., and 37 in.
Miners—5 ft. 6¼ in.; 9 st. 6½ lb., and 36 in.
Medical Staff—5 ft. 9⅞ in.; 11 st. 1¾ lb., and 37½ in.

Of

Of admissions into the hospital there were 375, of which many required detention but for a day or two; 31 were detained not over 24 hours, 70 were detained not over 3 days, 126 were detained not over 7 days, 64 were detained not over 14 days, 84 were detained over 14 days.

There were 7 admissions from the Partially Paid Forces, viz.:—Cavalry, 1; Artillery, 2; and Submarine Miners, 4; and 7 deaths occurred in hospital.

The hospital is maintained in an effective and complete condition, and in touch with modern ideas as to requirements and sanitation, a fact confirmed by the absence of enteric fever and diseases of a kindred nature.

The following is the table of injuries and diseases:—

Acute, specific, 2; alimentary canal, 21; injuries, 95; nervous system, 19; eye and skin, 35; respiratory organs, 62; genito-urinary, 64; general diseases, 77.

The medical register of the recruits of the Partially-paid Forces shows a distinct improvement in the physique, as compared with the previous year, the average measurements being as under:—

Artillery—Height, 5 ft. $8\frac{1}{5}$ in.; weight, 10 st. $8\frac{1}{2}$ lb.; chest, $35\frac{1}{4}$ in.
Engineers—Height, 5 ft. $8\frac{1}{4}$ in.; weight, 9 st. $10\frac{1}{8}$ lb.; chest, $35\frac{1}{8}$ in.
Submarine Miners—Height, 5 ft. $7\frac{4}{5}$ in.; weight, 10 st. $3\frac{7}{8}$ lb.; chest, $35\frac{1}{5}$ in.
Mounted Infantry—Height, 5 ft. $9\frac{1}{10}$ in.; weight, 10 st. 8lb.; chest, $36\frac{1}{4}$ in.
1st Regiment, Infantry—Height, 5 ft. $8\frac{1}{2}$ in.; weight, 10st. $7\frac{1}{2}$ lb.; chest, $35\frac{1}{2}$ in.
2nd Regiment, Infantry—Height, 5 ft. $7\frac{2}{3}$ in.; weight, 10 st. $1\frac{1}{2}$ lb.; chest, $35\frac{2}{3}$ in.
3rd Regiment, Infantry—Height, 5 ft. $8\frac{1}{3}$ in.; weight, 10 st. $10\frac{1}{3}$ lb.; chest, $37\frac{1}{2}$ in.
4th Regiment, Infantry—Height, 5 ft. $8\frac{1}{5}$ in.; weight, 10 st. $13\frac{1}{7}$ lb.; chest, $35\frac{3}{4}$ in.
Medical Staff Corps—Height, 5 ft. $8\frac{2}{3}$ in.; weight, 10 st. 12 lb.; chest, $35\frac{1}{2}$ in.
Commissariat and Transport Corps—Height, 5 ft. $9\frac{1}{2}$ in.; weight, 11st. $6\frac{5}{8}$ in.; chest, $36\frac{3}{4}$ in.

Partially-paid Medical Staff.—The establishment of this corps has been raised from 71 to 114 of all ranks. The progress made in special drills and exercises has been highly satisfactory. The officers have attended courses of instruction in stretcher drill and special ambulance duties, and evince great interest in promoting the efficiency of the medical service. The non-commissioned officers are appointed by competitive examination in theoretical and practical work.

The number of medical officers available is far too small to be effective on an outbreak of war, when the scattered nature of the fortified works and the disposition of the field force is considered.

Partially-paid Corps not Affiliated to Permanent Corps.

Cavalry.

The establishment of this corps has been raised from $6\frac{1}{2}$ to 8 troops, numbering 428 of all ranks.

Clothing, arms, accoutrements, and horse appointments in good order. Drill, generally good; but more practise required in sword and lance exercises. The new cavalry drill recently adopted by the British Cavalry, as copied from the German Uhlans, has been practised with satisfactory results. Cossack post duties, advance and rear guards, dismounted volley firing, and reconnaissance, have demanded attention, as suited to Colonial requirements. This corps has developed into a smart body of men, possessed of considerable *esprit de corps*, and the horses are of an exceptionally good stamp.

Engineers.

Clothing, arms, and accoutrements in good order, and the infantry exercises are performed in an excellent manner. The corps was inspected in barrel-piering, bridging, construction and tracing of gun-pits, preparation of charges to be electrically fired for mining, modelling, &c. The drills were efficiently and smartly executed, and reflected great credit on officers, non-commissioned officers, and men.

Mounted

Mounted Infantry.

The establishment has been raised from 6 to 8 companies, and numbers 428 of all ranks.

Clothing, arms, accoutrements, and horse appointments, in good condition; drill generally good, especially as the men have been considerably handicapped by the substitution of the long rifle for the carbine, which is more difficult of manipulation. The corps is serviceably mounted, and composed of a useful, zealous, and effective body of men.

Infantry.

The clothing, arms, and accoutrements are maintained in an effective condition. The four Regiments are well drilled to the various exercises of infantry; the interior economy is good, and they are possessed, in a high degree, with the qualities which constitute reliable troops. The most necessary training for the infantry soldier, viz., field-firing, has received special attention during the year.

The present establishment is fixed at no less than 1,166 short of the total number of *trained* infantry laid down by competent authorities as *absolutely essential at the outbreak* of hostilities. The situation is serious, as the colony may be caught insufficiently prepared to meet attack. The cost of raising the additional infantry *personnel* would, for pay and uniform, under the partial payment system, amount to about £16,324 per annum, or at the rate of £14 per head, a sum which I gather from recent discussion in Parliament is unlikely to be granted. The question of completing the establishment to the required number, and on more economical lines, has, for a considerable time, engaged my attention; and a scheme was accordingly submitted for utilising a minor portion of the Reserves for this purpose. Under some such system the men could be supplied at less than half the cost, and given a certain amount of military training every year, they, when fused with the greater body, would not materially weaken the reliability and effectiveness of existing Regiments.

Commissariat and Transport Corps.

This corps is numerically insufficient for the duties required of it. It has, however, done most useful work, and in a manner satisfactory to the troops. The work of the past year has been performed, as regards transport, with far greater economy than obtained under previous arrangements, with the additional advantages that both supply and transport will be carried out on dependable lines, with men under military control and discipline. The officer commanding this newly-organised corps has shown a thorough appreciation of the requirements of the service, and deserves great credit for the present efficiency of his command.

RESERVES.

Scottish Rifles.

This is the only drilled corps existing under the purely Volunteer system. It maintains its character as a sterling body, and it is to be regretted that a sufficiency of recruits cannot be enrolled to form a battalion of four companies 500 strong. The corps, small as it is, has exhibited an excellent example of patriotism and tenacity of purpose, and has attained a creditable condition of efficiency.

Rifle Companies.

These are composed of men who have attained considerable skill in the use of the rifle, and have thus far amply fulfilled the conditions of their constitution. This standard of training is now deemed too low, if the reserves are to assume their proper value and position in the scheme of defence, a view supported by the Colonial Defence Committee in London. It is to be hoped that the reorganization and classification of these Reserves may form the subject of early consideration.

Musketry.

The results obtained are good and show a decided improvement over those of previous year. The total number of the Partially-paid Forces exercised was 2,741, as against 2,420 in 1890. The classification, omitting Staff, Artillery, Engineers, and Submarine Miners, is as follows:—

	1890.	1891.	
Marksmen	849	1,031	A.
1st class	616	681	
2nd class	382	364	
3rd class	373	366	

Per centages:—

Marksmen	38·24	42·22	B.
1st class	27·75	27·89	
2nd class	17·21	14·90	
3rd class	16·80	14·99	

The figure of merit of the whole Force is 145·39, as compared with 131·33 for 1890. By table B it is proved that although the number of men exercised is greater the per centage of marksmen has increased 3·987 per cent., and the per centage of 3rd class shots has decreased 1·81 per cent.

The best shot in the Force is Colour-Sergeant A. Creary, of the Ashfield Company, 2nd Regiment, with a total score of 200 points.

The best shot of the Staff is		Warrant Officer Holman	181 points.
,, ,, ,,	Cavalry	Trooper J. Graham	184 ,,
,, ,, ,,	Mounted Infantry	Sergeant T. M'Clymont ...	194 ,,
,, ,, ,,	1st Regiment ...	Sergeant J. S. Carey	183 ,,
,, ,, ,,	2nd Regiment ...	Private A. H. Kercher... ...	181 ,,
,, ,, ,,	3rd Regiment ...	Colour-Sergeant A. E. Rose ...	197 ,,
,, ,, ,,	4th Regiment ...	Private J. Lewes	196 ,,

MUSKETRY COURSE, 1891.

Cavalry.

Corps.	As per alphabetical roll.	Exercised.	Partially exercised.	Not exercised.	Marksmen.	1st class.	2nd class	3rd class.	Figure of merit, 1890.	Figure of merit, 1891.	Best shot in each Company.	Best shot in Regiment.
A Troop, Sydney ...	43	31	Nil	12	6	16	2	13	.....	57·12	Trooper G. Jenkins... 161	Trooper J. Graham, 184. (Robertson).
B ,, Illawarra...	48	43	,,	5	17	25	10	8	.....	111·25	,, T. Stewart... 159	
C ,, W.Camden	48	42	,,	6	19	30	...	12	.....	117 94	Sergt. E. Blencowe... 161	
D ,, Maitland...	47	34	1	12	15	24	7	3	.. ...	147·49	,, W. M. Loggan 174	
K ,, Parramatta	45	36	Nil	9	18	27	7	2	.....	157·22	,, F. Weston 177	
Totals	231	186	1	44	75	122	26	38	.....	147·75		

Mounted Infantry.

A Co., Tenterfield...	50	35	Nil.	15	4	14	10	11	151·50	103·91	Pt. A. Holly 169	Lce.-Sergt. T. M'Clymont, 194 (Inverell).
B ,, Bega	50	34	,,	16	16	27	4	3	176·09	160·90	Sergt. J. Underhill ... 174	
C ,, Queanbeyan	50	45	,,	5	31	41	3	1	128·15	194·19	Pt. R. McFarlane..... 171	
D ,, Picton	42	38	,,	4	14	23	7	8	169·97	126·55	Sergt.-Major J. Reeves 184	
E ,, Campbellt'n	40	34	,,	6	10	20	7	7	207·79	117·10	Pt. A. Robertson ... 192	
F ,, Inverell ...	50	41	,,	9	24	35	4	2	183·70	185·75	,, J. M'Clymont ... 186	
Totals	282	227	...	55	99	160	35	32	169·53	148·66		

Mounted Infantry.

Field Firing.

A Company, Tenterfield, averaged	10·72 per man.	D Company, Picton, averaged	11·72 per man.
B ,, Bega, ,, ...	10·20 ,,	F ,, Inverell, ,, ...	11·44 ,,
C ,, Queanbeyan ,, ...	9·02 ,,	E ,, Campbelltown, not exercised.	

Average for Regiment, 10·62.

Corps	As per alphabetical roll.	Exercised.	Not exercised.	Partially exercised.	Marksmen.	1st class.	2nd class	3rd class.	Figure of merit, 1890.	Figure of merit, 1891.	Best shot in each Company.	Best shot in Regiment.
Engineers	119	36	83	Nil	10	20	11	5	151·91	120·76	Corpl. Tait, 166.	
P.P.S. Miners..... ...	120	11	109	„	2	6	4	1	65·96	113·15	„ Pantlin, 146.	
Totals	...	...	...	...	...	...	...	...	...	...		
1st Regiment.												
A Co., Head Quar.	63	55	8	Nil	10	34	5	16	104·71	91·21	Corpl. A. Russell ... 162	Sergt. J. S. Carey, 183, (Albury.)
B „ „ „	61	53	8	„	13	25	14	14	85·59	98·56	Pt. J. Munday 165	
C „ „ „	63	55	8	„	16	35	10	10	72·67	118·89	„ P. M'Arthur..... 175	
D „ „ „	64	54	10	„	22	35	10	9	142·13	134 85	Corpl. W. Seymour 172	
E „ Parramatta	69	63	6	„	21	43	13	7	122·63	132·61	Lce.-Sergt. J. B. Roy 181	
F „ Yass	52	36	16	„	17	27	6	3	104·60	153·16	Corpl. A. A. Barber... 173	
G „ Wagga.....	61	46	14	1	25	37	8	1	147·34	182·93	C.-Ser. W. A. Howarth 174	
H „ Albury.....	64	38	26	Nil	15	28	4	6	151·60	143·74	Corpl. T. J. Humphries 171	
I „ Young	62	44	18	„	16	24	8	12	150·42	115·55	Lce.-Corpl. T. M'Veigh 161	
K „ Hunter's Hl	65	53	10	2	27	38	9	6	136·77	159·92	Pt. Rattenbury 177	
Totals	624	497	124	3	182	326	87	84	121·85	133·14		
2nd Regiment.												
A Co., Head Quar.	66	44	22	Nil	13	26	8	10	88 45	114·00	Pt. G. Kennedy 162	Pt. A. H. Kercher, 181, (Goulburn.)
B „ „ „	64	39	25	„	10	25	5	9	63·29	107·46	Cr-Sergt. W. E. Hall 174	
C „ „ „	68	45	23	„	9	20	8	17	88·27	77·95	Sergt. G. Nicholson... 180	
D „ „ „	65	44	21	„	2	16	9	19	83·55	57·81	Corpl. T. J. Lang ... 140	
E „ Kiama	67	60	7	„	28	45	11	4	151·46	180·58	Pt. H. F. Mood 178	
F „ Ulladulla ...	65	45	20	„	19	32	3	10	157·41	136·57	„ T. J. Cork 171	
G „ Goulburn...	68	63	5	„	41	49	9	5	170·60	186·11	„ R. Everett 174	
H „ Bowral.....	63	48	15	„	17	30	5	13	177·36	115·99	„ J. Sutton 170	
I „ Ashfield ...	67	55	12	„	25	42	6	7	113·57	145·93	Sergt. F. J. Keen ... 177	
K „ Cooma	43	30	13	„	14	23	2	5	139·28	146·60	Pt. E. S. Mawson ... 168	
Totals	636	473	163	Nil	178	308	66	99	123·31	126·90		

Cr.-Sergt. A. Creary, 200 points, is best shot in the Force, Ashfield Co., 2nd Regiment.

3rd Regiment.												
A Co., Windsor...	54	51	Nil	3	25	39	8	4	137·43	171·90	Pt. F. Hannabus ... 183	Cr.-Sergt. A. E. Rose, 197 (Wellington).
B „ Bathurst...	66	58	1	7	33	48	6	4	144·72	179·53	Corp. S. Boardman... 177	
C „ Orange ...	79	69	Nil	10	45	58	7	4	179·45	189·97	Pt. J. Fisher 175	
D „ Richmond	57	49	„	8	23	37	7	5	128·38	178·04	Sergt. E. Ezzy..... 174	
E „ Lithgow ...	76	57	„	19	16	31	14	12	154·09	111·04	„ J. Thirlwell ... 165	
F „ Mudgee ..	77	64	„	13	25	40	11	13	137·38	127·81	„ C. Casimer ... 194	
G „ Wellington	67	45	3	19	21	31	9	5	134·82	161·72	Corp. W. Schons ... 193	
H „ Molong ...	48	40	Nil	8	29	39	1	Nil	180·02	214·87	Pt. H. Cady..... 174	
I „ Dubbo ...	71	59	„	12	33	45	4	10	123·20	158·65	„ T. L. Peters 174	
K „ Penrith ...	56	41	„	15	6	21	12	8	72·04	98·20	„ J. Lennox 155	
Totals	651	533	4	114	256	389	79	65	139 15	159·18		
4th Regiment.												
A Co., Newcastle..	64	54	Nil	10	22	33	10	11	113·50	131·11	Sergt. J. Snipe..... 185	Pt. J. Lewes, 196 (Wallsend)
B „ Maitland...	67	55	„	12	25	40	11	4	179·15	158·52	Pt. T. Ferran 183	
C „ Singleton...	64	49	„	15	28	46	1	2	167·27	184·40	„ J. Cusick 173	
D „ Morpeth...	64	50	1	13	21	37	8	5	144·50	151·52	Segt. T. H. Wright... 172	
E „ Wallsend...	65	52	Nil	3	31	54	6	2	139 59	173·94	„ A. Cook 176	
F „ Tamworth..	58	44	„	14	17	35	4	5	106·60	144·99	„ M. Ryan 178	
G „ Muswellbro'	61	45	„	16	20	33	6	6	126·84	148·99	„ G. Smith 172	
H „ Lambton...	67	62	„	5	28	51	8	3	179·12	161·98	Pt. F. Rouse 173	
I „ Armidale...	69	56	„	13	31	47	6	3	139·92	176·96	„ W. T. Plant 166	
K „ Glen Innes	67	49	„	18	18	31	11	7	170·73	134·57	„ W. Sully 182	
Totals	646	526	1	119	241	407	71	48	146·72	156·70		
Staff.												
Staff Sergeants	...	14	...	...	13	14	...	...	...	247·28	W. O. R. Hollman ... 181	

FIELD

Field Firing.

Field firing was carried on by all the partially-paid companies of Infantry with the exception of Cooma, and the head-quarter Companies of the 2nd Regiment, who were unable to fire on account of the weather. On account of the small areas at the disposal of country corps the practise is confined to volley, independent, and attack practice.

Result of Practices.

1st Regiment.			2nd Regiment.		
A	Company, Head Quarters ...	41 06	A	Company, Head Quarters ...	Not Exercised.
B	,, ,, ...	37·69	B	,, ...	
C	,, ,, ...	41·06	C	,, ...	
D	,, ,, ...	44·44	D	,, ...	
E	,, Parramatta	35 77	E	,, Kiama	49·40
F	,, Yass	41·81	F	,, Ulladulla	45 85
G	,, Wagga	50·08	G	,, Goulburn	44·46
H	,, Albury	44·87	H	,, Bowral	33·92
I	,, Young	40·52	I	,, Ashfield	36·85
K	,, Hunter's Hill ...	35·07	K	,, Cooma	Not exercised.
	Average of Regiment ...	41·24		Average of Regiment ...	42·09

3rd Regiment.			4th Regiment.		
A	Company, Windsor	45·41	A	Company, Newcastle	38·25
B	,, Bathurst	43 36	B	,, Maitland	51·14
C	,, Orange	54·37	C	,, Singleton	44·73
D	,, Richmond	46 05	D	,, Morpeth	44·28
E	,, Lithgow	42 67	E	,, Wallsend	46·33
F	,, Mudgee	51·44	F	,, Tamworth	45·97
G	,, Wellington	46 40	G	,, Muswellbrook ...	48 78
H	,, Molong	50·35	H	,, Lambton	50 52
I	,, Dubbo	47·34	I	,, Armidale	42 76
K	,, Penrith	39·07	K	,, Glen Innes	40 57
	Average of Regiment ...	46 64		Average of Regiment ...	45·33

MUSKETRY COURSE OF RESERVE RIFLE COMPANIES FOR 1891.

Northern Reserves.

Corps.	On alphabetical roll.	Exercised.	Not exercised.	Partially exercised.	Marksmen	1st class.	2nd class.	3rd class.	Figure of merit	Best shot.	Score.
Armidale	52	25	27		16	5	3	1	191·04	C. A. Jackes	170
Branxton	66	33	28	5	8	13	9	3	126·27	G. Russell	167
Ballina	52	25	25	2	7	9	8	1	137·64	W. Graham	150
Cassilis	42	27	15	...	4	15	8		127·95	Capt. Piper	142
Dungog	62	36	26	.	9	18	7	2	139·29	G. Kelly	177
Gunnedah	125	79	44	2	46	24	6	3	188·29	R. Parnell	179
Grafton	51	41	10		27	12	2	...	201·90	Treas. Platt	188
Glen Innes	49	26	23		17	4	2	3	184 81	H. Lancaster	198
*Gosford	...	...	...	.	.	...	...	...	..	..	...
Haydonton	90	48	37	5	17	15	14	2	145 06	Capt. Moxham	169
Inverell	115	87	25	3	30	35	18	4	148 01	Treas. Cooper	187
Lismore	31	22	9		16	5	1	...	209 99	R. W. Simes	168
Little Plains	60	46	11	3	13	13	15	5	125·96	W. Salmon	171
Merriwa	54	35	19	...	7	12	9	7	104 08	W. E. Leggett	165
Murrurundi	54	39	15	...	13	17	8	1	148 36	H. A. Rixon	174
*Maclean	...	...	...	. .	..	.			.	..	...
Newcastle	61	31	30	...	25	5	1		232 73	W. Alsop	192
Narrabri	116	56	51	9	20	26	8	2	152·12	Treas Spencer	187
Nullamana	50	16	34	...	8	2	3	3	152 56	H. Wyndham	184
Quirindi	95	51	40	4	22	24	3	2	164 30	R. Allen	166
Scone	36	18	18		8	7	2	1	166 33	T. G A. Miller	171
Singleton	48	36	12	. .	27	8	1		217·47	Sec. Robinson	180
Stroud	31	19	11	1	7	4	7	1	143·32	S. Finlay	164
Taree	44	36	7	1	6	11	17	2	116 94	A. Longworth	171
Tenterfie'd	35	25	8	2	7	8	8	2	132·92	G. Kilminster	162
Tamworth	90	54	36		33	15	5	1	196 37	Sec Grieve	185
Tingha	73	52	21		15	14	20	3	132 48	F. J. Wells	162
Uralla	42	23	19		16	12	3	2	130 04	F J. O'Connor	158
West Maitland	57	44	12	1	25	10	6	3	177 90	F. Herman	189
Wardell	38	31	7	...	3	12	11	5	92·87	Sec. Connochie	142
Wingham	62	53	9	.	6	18	19	10	88 32	Capt. Andrews	144
Walcha	57	38	13	6	19	17	2	. .	181·31	D. Thursby	172
Totals	1838	1152	642	44	467	390	226	69	151 90		

*Note.—Gazetted, but not formed.

Corps.	On alphabetical roll	Exercised	Not exercised	Partially exercised	Marksmen	1st class	2nd class.	3rd class.	Figure of merit	Best Shot.	Score.
5TH REGIMENT SCOTTISH RIFLES.											
A. Company	48	28	19	1	9	6	5	8	109 54	Pt. Christie, S. T	167
B. Company	48	23	25	...	2	6	8	7	67 86	„ Robinson, D.	133
Totals	96	51	44	1	11	12	13	15	88 70		
M. WESTERN AND SOUTHERN RESERVES.											
Adaminaby	88	52	30	6	9	15	16	12	91 16	G. R. Mould	147
Alexandria	76	38	34	4	9	11	8	10	100 84	F. E. Coates	177
Adelong Crossing	34	26	8	.	8	12	2	4	129 57	F. G. Scott	164
Bathurst	48	35	13	...	23	8	2	2	193 85	F. R. Kenny	184
Berry	69	55	13	1	24	24	7		167 83	W. M'Clellan	172
Balmoral	40	23	12	5	10	6	4	3	150 86	A. G. Blatch	190
Braidwood	89	75	14	...	21	22	17	15	116 28	J. Daley	178
Bombala	122	86	32	4	41	28	13	4	166 75	E. Greaves	179
Bateman's Bay	49	37	11	1	4	18	14	1	111 56	D. Latta	161
Bulli and Woonoona	67	60	7	..	16	27	6	11	84 56	J. Griffiths	153
Bega	67	52	10	5	18	20	12	2	166·57	J Rixon	176
Blackheath	35	22	6	7	4	5	11	2	111·63	J. Bettington	153
Burrawang	64	55	9	..	16	18	18	3	136 16	S. Hayter	166
Broken Hill	140	58	81	1	16	21	10	11	108 93	J. Winter	169
Coolangatta	33	28	4	1	9	13	6	...	153 71	M. M'Hatton	163
Campbelltown	57	49	7	1	19	20	10	..	160 97	J. Sherack	171
Camden	51	46	3	2	25	16	5	...	189 70	J. Moore	198
Cobar	72	47	24	1	12	21	12	2	133 27	A. Adam	162
Condobolin	68	38	28	2	7	14	11	6	107 19	W. Wills	160
Cootamundra	72	50	21	1	23	18	5	4	163 98	W. Dickinson	182
Dubbo	61	53	8	...	19	16	10	8	136 07	L. E Semser	186
Forbes	95	54	39	2	25	20	8	1	172 34	A McPhee	176
Fairfield	42	35	7		15	14	3	3	157 93	C. W. Morton	169
Germanton	49	29	20		20	6	1	2	196 20	J. Bruce	174
Goulburn	65	37	26	2	16	10	6	5	150 29	W M. H Quirk	177
Grenfell	73	41	28	1	13	16	6	9	116 74	J. E. Gibb	163
Gundagai	47	36	10	1	17	10	4	5	159 06	J. Worldon	187
Gerringong	84	78	5	1	30	26	15	7	145 37	D Sharpe	174
Hill End	58	36	20	2	14	15	2	5	141 05	W. Gard	157
Hargreaves	40	33	7	...	17	14	2	...	183 35	A. Daly	182
Jamberoo	69	53	12	4	21	19	9	4	153 26	J. Spinks	181
Junee	55	24	30	1	8	10	6	.	150 37	A. Blatch	190
Kangaroo Valley	60	59	1		30	18	9	2	176 44	D. C Pryce	178
Katoomba	43	38	5	.	17	8	6	7	141 94	S. Tiernan	169
Leichhardt	66	51	14	1	27	19	5		181 97	B. Young	174
Lithgow	28	23	5		16	4	3		208·96	H. Everitt	195
Manly	48	13	18		11	12	3	4	139 63	G. Adams	163
Molong	68	35	32	1	15	12	8		134 42	C Parker	169
Moss Vale	82	73	6	3	25	22	21	5	141 94	W Jones	179
Mount Victoria	41	27	14	..	13	7	4	3	158 54	W. C. Farran	179
Mulgoa	42	32	7	1	10	7	8	7	106 66	J. W. Gibson	182
Milton	42	35	7	...	20	6	8	1	160 94	C. McLean	185
Mongarlowe	55	37	18	..	14	16	5	2	102·34	— Pearce	155
Narrandera	47	31	16		16	13	1	1	179 32	F. Duval	190
Nowra	38	32	6	..	14	13	.	5	147 16	J. McArthur	160
Orange	56	41	15	.	27	8	5	1	204 51	J. W. Torpy	191
Oberon	65	52	12	1	11	17	11	13	98 55	G. Spier	164
Parramatta	47	30	17	.	18	7	4	1	189 37	F. H. Furnival	180
Picton	82	61	19	2	34	17	6	4	178 44	Dan. Sell	180
Paddington	36	25	8	3	2	14	5	4	95·76	T. Houlton	144
Queanbeyan	48	39	8	1	21	13	4	1	179 86	E. G. Hornbush	169
Redfern No. 1	50	30	19	1	8	11	5	6	116 52	C. J. Betts	160
Shellharbour	34	29	5		18	8	3		200 02	J. G. Hicks	180
Smithfield	39	23	14	2	14	6	2	1	183 98	J. Stern	182
St. Leonards	42	33	9		22	9	2	.	208 11	G. James	182
Sydney	48	34	14		25	7	1	1	212 69	C. Butcher	178
Snowy River	70	43	25	2	2	16	21	4	92 79	D. Crisp	139
Wagga	70	54	16	.	27	17	4	6	206 83	J Riddle	196
Wentworth Falls	49	41	6	2	13	10	8	10	83 76	C. Loften	176
Wellington	42	30	10	2	6	15	4	5	111 94	H. Nancarrow	154
Totals	3,515	2,512	925	78	1005	845	427	235	149·22		

RECAPITULATION.

MUSKETRY Course of Reserves for 1891.

Corps	On alphabetical roll	Exercised	Not exercised	Partially exercised	Marksmen	1st class	2nd class	3rd class.
M.W. and S. Reserves	3,515	2 512	925	78	1,005	845	427	235
Northern Reserves	1,838	1,152	642	44	467	390	226	69
5th Regiment Scottish Rifles	96	51	44	1	11	12	13	15
Totals	5,449	3,715	1,611	123	1,483	1,247	666	319

Continuous Training.

The nine days training at Easter was carried out for Garrison Artillery and Submarine Miners, as usual at the Heads, and for the Field Force, at Campbelltown. The latter site was found to be admirably suited to the purpose, for by the good will of the residents of the district a convenient and healthy camping ground was provided and a large area of country was available for manœuvre on an extended scale. Ample scope was thus afforded to all branches of the service for the performance of their special exercises, and through the courtesy of the Honorable John Kidd, M.P., a suitable range was placed at the disposal of the troops, and thus for the first time field firing by battalions was enabled to be practised.

The attendance at the Heads amounted to 969 of all ranks, and a large amount of useful work was got through, marred, however, by the terrible accident in the Submarine Mining Corps, which caused the death of 2 officers and 1 Non-commissioned officer, R.E., and one bugler; and injuries, more or less severe, to 10 sappers. The attendance at Campbelltown amounted to 3,485.

The conduct in both camps was exceptionally good; officers and men exhibited zeal and interest in their duties, and it is not too much to say that the amount of useful work accomplished was as much as could be reasonably expected of any troops.

Ordnance Stores.

The field gun ammunition is maintained up to the reserve of 600 rounds per gun; that relating to garrison ordnance, to an average of 321 per gun; and small arm ammunition, at the rate of 500 rounds per rifle for 10,000 stand of arms; for machine guns 2,643,187 rounds are available.

The reserve of military powder still remains stored in a hulk at Middle Harbour, The construction of magazines for military ammunition reserves, recommended to be built at Newington, on the Parramatta River, is still in abeyance. Important indents, notably for the artillery service, have not yet been complied with.

The 9-2″ B.L. guns are in course of receipt from England; and 10 Maxim guns, on travelling carriages, with 200,000 rounds have arrived.

The labour establishment, allowed for the combined Military and Civil sub-departments, have been represented as inadequate, and unless supplemented the ever-increasing calls made on the department cannot be promptly and satisfactorily met.

It is to be noted that the Military vote is unfairly saddled, year by year, with the cost of care, labour, &c., connected with the storage, receipt, and issue of powder and explosives for Civil purposes. Speaking approximately, no less than £12,000 out of the total estimate as originally submitted for current year may be debited to that account, and I may properly point out that the Military vote is sufficiently burdened with service requirements without extraneous assistance of this nature.

General Remarks.

Establishment.—I have strongly to urge the desirability of determining the fixed establishment to be maintained during peace, with revised scheme for its effective expansion in anticipation of war, and that applications for the formation of corps beyond such establishment should be rigorously refused. In absence of a policy of this description the annual estimates are apt to be unnecessarily expanded, to the prejudice of real requirements. The question of the reorganisation of the Partially-paid Forces as Militia has not been dealt with.

Permanent Officers.—In any reorganization of the forces it is to be hoped that fixity may be given to the emolument of officers, as in the Imperial Service, and based upon the importance and responsibility of the office held. Under the present practice individual salaries are liable to variation, consequently an ever present anxiety is felt by officers, and dissatisfaction and distrust is engendered to a degree which is neither conducive to the well-being and efficiency of the Service nor the maintenance of due self-respect. If an officer is unfitted for his position he should be removed; and this brings me to the question of retirement. The want of a scheme for this purpose, on lines approximating either to those

obtaining

obtaining in the Imperial Service, or, in default, to those of the Civil Service of the Colony, is becoming a serious question, as no absolute provision exists for getting rid of those who through accident, age, infirmity, or incapacity may become an incubus to the Service. Officers, as a rule, have no sufficient means outside their salaries, and they must perforce stick to the Service as long as the Service will stick to them. There is no healthy stimulus of promotion held out to the junior ranks, similar to that of Imperial Regiments, where the retirement of officers is rendered compulsory through effluxion of time, and I cannot but think that without some such prospect of personal advancement loss of efficiency must result.

Field Guns.—The propriety of replacing the obsolete guns of the Field Battery Brigade with weapons and equipment of the most recent pattern has been under consideration and inquiry. A recommendation on the subject will, at an early date, be submitted for the consideration of the Government.

Magazine Rifle.—A Magazine rifle has now been definitely adopted by the Imperial Service, and the question of local supply will immediately be taken in hand by the Committee of Defence, and their recommendation submitted to the Government.

Mobilization.—The mobilization scheme is at the present time undergoing revision, and will shortly be completed to date, and regulations bearing on the same have been framed for the new Medical and Commissariat and Transport Departments.

Rifle Range.—The new rifle range at Randwick was opened for the annual meeting of the New South Wales Rifle Association in October last. The experience gained during the progress of the shooting affirmed the necessity of alteration and addition, which will be effected without delay.

United Service Institute.—The Committee of the United Service Institution have offered increased facilities for the acquirement of knowledge on matters of military science, and the practice of the war game has been steadily prosecuted under the direction of Major Churchward, R.A. Major Lassetter, of the South Staffordshire Regiment, also conducted a topographical class. Two papers have been read during the year, viz., "The Organization and Equipment of Harbour Defences," by Lieutenant-Colonel Boddam, and "Ambulance Organization, its Equipment and Transport for Mounted Services," by Brigade Surgeon Lieutenant-Colonel Williams, Principal Medical Officer.

Thursday Island and Port Darwin.—In April last I proceeded, in conjunction with the Commandants of Victoria, South Australia, and the Representative of the Tasmanian Forces, to inspect and report upon the proposed defence of Thursday Island and Port Darwin, and their joint report is in the hands of the Government. The construction and armament of the works at those places is being proceeded with, as also measures for providing the necessary garrisons.

JOHN S. RICHARDSON, Major-General,
Commanding Forces.

RETURN OF THE MILITARY FORCES, NEW SOUTH WALES.

Branch of Service.	Officers.	Warrant and Non-commissioned Officers.	Other Ranks.	Enrolled Strength.	Wanting to Complete.	Establishment.
General Staff—						
Executive	3	...	...	3	...	3
Clerical	1	9	...	10	...	10
Departmental—						
Commanding Engineer	2	6	...	8	..	8
Firemaster	1	2	...	3	...	3
Musketry	1	6	...	7	...	7
Quartermaster	1	2	2	5	..	5
Paymaster	2	4	..	6	...	6
Ordnance	2	4	6	12	...	12
Regulars—						
New South Wales Artillery	22	93	441	556	2	558
Permanent Submarine Miners	1	6	14	21	2	23
Medical Staff Corps	2	5	8	15	...	15
Permanent Staff (Unattached)	...	7	4	11	...	11
Honorary Chaplains	3	...	...	3	...	3
Partially Paid Corps—						
Cavalry, 8 Troops	21	75	317	413	15	428
Artillery, 9 Batteries	31	121	380	532	48	580
Engineers, 2 Companies	7	16	96	119	1	120
Submarine Miners, 2 Companies	7	16	92	115	5	120
Mounted Infantry, 8 Companies	19	55	315	389	38	427
Infantry, 4 Regiments	136	336	2,227	2,699	135	2,834
Commissariat and Transport Corps	1	8	30	39	1	40
Medical Staff Corps, 2 Companies	7	18	66	91	22	113
Reserves—						
Scottish Rifles, 2 Companies	5	3	84	92	108	200
Rifle Companies, 90	3	10	5,281	5,294	...	5,294
Totals	278	802	9,363	10,443	377	10,820

JOHN S. RICHARDSON, Major-General.

Sydney: Charles Potter, Government Printer.—1892.

[1s.]

1892.

NEW SOUTH WALES.

REPORT

OF THE

ROYAL COMMISSION

APPOINTED TO

INQUIRE INTO THE MILITARY SERVICE

OF

NEW SOUTH WALES.

APPOINTED JUNE 10, 1892.

Presented to Parliament by Command.

SYDNEY : CHARLES POTTER, GOVERNMENT PRINTER.

[7s. 6d.] 52—a 1892.

Commission.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and so forth,—

To our trusty and well-beloved—

Major-General ALEXANDER BRUCE TULLOCH, Companion of the Most Honorable Order of the Bath, Commandant of the Military Forces of Our Colony of Victoria, President;

MAHLON CLARKE COWLISHAW, Esquire, J.P.;

The Right Worshipful WILLIAM PATRICK MANNING, Mayor of the City of Sydney;

ALFRED WILLIAM MEEKS, Esquire; and

JAMES LAIDLEY MORT, Esquire, J.P.,—

Greeting:—

KNOW ye, That We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorise and appoint you, or any three or more of you, as hereinafter mentioned, to make a diligent and full inquiry into the existing state of the Forces of all descriptions enrolled for Military Service within Our Colony of New South Wales; and to scrutinize and examine concerning the organization and efficiency thereof; to estimate the strength of officers and men necessary for the economical maintenance of a sufficient and effective Military Service; and generally to report as to what is, and what should be, the condition of the said Forces in respect of numbers, discipline, and general organization; and that you have special regard to the necessity of strict and just economy in the maintenance of such service, consistently with the effective military protection of Our said Colony: And We do, by these presents, grant to you, or any three or more of you, at any meeting or meetings to which all of you shall have been duly summoned, full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means: And We do give you power, at your discretion, to procure such clerical and other assistance as you may deem necessary for enabling you duly to execute this Our Commission: And Our further will and pleasure is, that you do within two months after the date of this Our Commission, certify to Us, in the office of Our Colonial Secretary, under your or any three or more of your hands and seals, what you shall find touching the premises: And We hereby command all Government Officers and other persons whomsoever within Our said Colony, that they be assistant to you and each of you in the execution of these presents: And We appoint you the said Major-General ALEXANDER BRUCE TULLOCH, to be President of this Our Commission, which said Commission We declare to be a Commission for all purposes of the Act 44 Victoriæ No. 1, intituled, "*An Act to regulate the taking of evidence by Commissioners under the Great Seal.*"

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony of New South Wales to be hereunto affixed.

Witness, Our Right Trusty and Well-beloved Cousin and Councillor, VICTOR ALBERT GEORGE, EARL OF JERSEY, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Our Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this tenth day of June, in the fifty-fifth year of Our Reign, and in the year of Our Lord one thousand eight hundred and ninety-two.

(L.S.) JERSEY.

By His Excellency's Command,

(L.S.) F. B. SUTTOR.

Entered on record by me, in REGISTER OF PATENTS, No. 14, pages 520–1, this eleventh day of June, one thousand eight hundred and ninety-two.

For the Colonial Secretary and Registrar of Records,

(L.S.) CRITCHETT WALKER,
Principal Under Secretary.

FIRST EXTENSION OF COMMISSION.

WHEREAS it is necessary to extend the time by which the Commissioners are to make their report in the above matter: Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the said Commissioners are to make such report to and for a further period of one month beyond the time in and by the said Commission appointed for such purpose, namely, the tenth August, one thousand eight hundred and ninety-two.

Given under my hand at Government House, Sydney, this ninth day of August, one thousand eight hundred and ninety-two.

JERSEY.

By His Excellency's Command,
F. B. SUTTOR.

SECOND EXTENSION OF COMMISSION.

WHEREAS the time appointed for the return of the Commission in the above matter was, by an instrument dated the ninth day of August last, extended for a period of one month, and whereas it is necessary to extend the same still further: Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the Commission are to make their return to and for a further period of one month beyond the time in and by the aforesaid instrument appointed for the purpose, to take effect from the tenth instant.

Given under my hand at Government House, Sydney, this eighth day of September, one thousand eight hundred and ninety-two.

JERSEY.

By His Excellency's Command,
F. B. SUTTOR.

MILITARY SERVICE INQUIRY COMMISSION.

MINUTES OF PROCEEDINGS.

MONDAY, 13 *JUNE*, 1892.

The Commission met at the Colonial Secretary's Office.

PRESENT:—

Major-General A. B. Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | W. P. Manning, Esq., J.P.,

A. W. Meeks, Esq.

The Commission was read by the Secretary.

It was resolved that a return be obtained of the numbers of all the Military Forces of New South Wales, Victoria, Queensland, South Australia, and New Zealand; also the Reports of the several Commandants for the past two years, 1890–1891. Also, that a return be obtained showing—(1) The constitution of the forces; (2) the number of guns in the line of coastal defence; (3) the age, length of service and military experience of all field officers now serving in the Military Forces of New South Wales.

Resolved, that a sum of £250 be applied for from the Treasury to defray the current expenses of the Commission.

It was agreed that the members of the Commission should meet at the Town Hall, and should sit three days in each week, commencing Tuesday, 21st inst., at 4 p.m.

Decided that the Press be excluded from all meetings of the Commission, and that no information be afforded to any newspaper or periodical regarding the deliberations of the Commission, or any evidence adduced before them.

[The Commission adjourned till the 21st June.]

TUESDAY, 21 *JUNE*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,

J. Laidley Mort, Esq., J.P.

The President read a letter which he had received from Mr. Cowlishaw, a member of the Commission, dated Melbourne, 20 June, 1892, informing him that he would not be able to attend any meetings during the current week, on account of his absence from Sydney. This had been explained to the Acting-Premier by Mr. Cowlishaw when the latter accepted a seat on the Commission.

The minutes of the last meeting were read and confirmed.

Major-General J. S. Richardson, C.B., Commanding New South Wales Military Forces, was examined.

[The Commission adjourned till the 23rd June.]

WEDNESDAY, 23 *JUNE*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,

J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The President referred to a paragraph which had appeared in the *Evening Standard*, dated Melbourne, 13 June, 1892, in which he was reported to have expressed himself as "struck with the chaos in which he found affairs" relating to the New South Wales Military Forces. The following is a copy of Major-General Tulloch's letter, refuting the statements imputed to him, which was read this day at the meeting, and ordered to be entered in the minutes:—

Sir, Melbourne, 15 June, 1892.

I am directed by Major-General Tulloch to inform you that the statement in the *Evening Standard*, 13 June, is absolutely untrue.

The Major-General never made any such statement as that attributed to him, and much regrets that a Victorian newspaper should insert such an unwarrantable paragraph in reference to another colony, especially at a time a Royal Commission is considering the subject of defence organisation.

I have, &c.,

F. S. L. PENNO, Lt.-Col.,

The Editor, *Evening Standard*. Assist. Adjt-General.

Major-General Richardson, C.B., was further examined.

Captain W. A. Cuthell, Instructor of Musketry, was also examined.

[The Commission adjourned till the following day, 24 June.]

THURSDAY,

THURSDAY, 24 *JUNE*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.
W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Major-General Richardson, C.B., was further examined.
Captain Cuthell was also again examined.
[The Commission adjourned till 27th June.]

MONDAY, 27 *JUNE*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.,
A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
A letter was read from Mr. Joseph O'Brien, dated 14 June, 1892, applying for the post of clerk and messenger. Sanctioned at 8s. per day, to commence from 14th instant.
Major-General Richardson, C.B., was further examined.
Colonel Roberts, C.M.G., Military Secretary and Superintendent of Military Stores and Explosives, was also examined.
[The Commission adjourned until the 29th June.]

WEDNESDAY, 29 *JUNE*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.,
A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Colonel Roberts, C.M.G., was further examined.
[The Commission adjourned till the 1st July.]

FRIDAY, 1 *JULY*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.,
A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Colonel Roberts, C.M.G., was further examined.
Colonel Spalding, C.M.G., Commanding Artillery Forces, New South Wales, was also examined.
The accounts for the month of June were passed.
[The Commission adjourned till the 6th July.]

WEDNESDAY, 6 *JULY*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the chair.
A. W. Meeks, Esq., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Captain J. J. Byron, Queensland Artillery, was examined.
Resolved, that two type-written copies of the evidence taken from day to day should for the future be supplied to the Commission.
[The Commission adjourned till the 12th July.]

TUESDAY, 12 *JULY*, 1892.

The Commission proceeded by steamer to inspect the line of coast in and around Broken Bay, Pitt Water, and Cowan Creek, returning to Sydney on 14th July.

THURSDAY, 14 *JULY*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.
A. W. Meeks, Esq., | W. P. Manning, Esq., J.P.,
M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Secretary reported that a further sum of £250 had been paid by the Treasury to the credit of the President.
Colonel Spalding, C.M.G., was further examined.
[The Commission adjourned till the following day.]

FRIDAY,

7

FRIDAY, 15 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Esq., J.P.,
A. W. Meeks, Esq., | W. P. Manning, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Captain J. C. Barlow, R.N., H.M.S. "Orlando," Flagship Australian Squadron, was examined.
[The Commission adjourned till the following day.]

SATURDAY, 16 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.,
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Captain Hixson, R.N., Commanding N. S. Wales Naval Forces, was examined.
[The Commission adjourned till the 18th July.]

MONDAY, 18 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

A. W. Meeks, Esq., | M. C. Cowlishaw, Esq., J.P.,
J. Laidley Mort, Esq., J.P., | W. P. Manning, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Lieut.-Colonel H. D. Mackenzie, Assistant Adjutant-General New South Wales Military Forces, was examined.
[The Commission adjourned till the following day.]

TUESDAY, 19 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Major J. S. Churchward, R.A., was examined.
[The Commission adjourned till the following day.]

WEDNESDAY, 20 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Captain St. Clair, R.N., in charge of Naval Depôt, Sydney, was examined.
Lieut.-Colonel Eden, Commanding Metropolitan, Western, and Southern Reserves, was also examined.
[The Commission adjourned till the following day.]

THURSDAY, 21 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

J. Laidley Mort, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.,
W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Lieut.-Colonel F. R. de Wolski, Royal Engineers, was examined.
[The Commission adjourned till the following day.]

FRIDAY, 22 *JULY*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

J. Laidley Mort, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.,
A. W. Meeks, Esq., | W. P. Manning, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Lieut.-Colonel F. R. de Wolski was further examined.
[The Commission adjourned till the following day.]

SATURDAY,

SATURDAY, 23 *JULY*, 1892.

PRESENT :—

W. P. Manning, Esq., J.P., in the Chair.

A. W. Meeks, Esq., | M. C. Cowlishaw, Esq., J.P.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Lieut.-Colonel F. R. de Wolski was further examined.
[The Commission adjourned until the 27th July.]

WEDNESDAY, 27 *JULY*, 1892.

PRESENT :—

W. P. Manning, Esq., J.P., in the Chair.

A. W. Meeks, Esq., | M. C. Cowlishaw, Esq., J.P.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Lieut.-Colonel Paul, Commanding Public School Cadet Force, was examined.
[The Commission adjourned till the 30th July.]

SATURDAY, 30 *JULY*, 1892.

PRESENT :—

W. P. Manning, Esq., J.P. in the Chair.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Major Blanchard, Assistant Commissary-General of Ordnance, was examined.
[The Commission adjourned until 2nd August.]

TUESDAY, 2 *AUGUST*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.

J. Laidley Mort, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.,
W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
A letter was received from Major-General Richardson, C.B., requesting that he might be heard in any matter coming to the notice of the Commission which might be deemed to question his administration either as Officer Commanding the Forces, or as President of the Defence Committee.
Receipt to be acknowledged.
Major Blanchard, A. C.-G. of Ordnance, was further examined.
Colonel Renny-Tailyour, Royal Engineers, Commanding Engineers, New South Wales Forces, was also examined.
The accounts for the month of July were passed.
The Secretary reported that a further sum of £500 had been paid by the Treasury to the credit of the President.
[The Commission adjourned until the 3rd August.]

WEDNESDAY, 3 *AUGUST*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Colonel Renny-Tailyour, Royal Engineers, was further examined.
Mr. R. J. Thorpe, Inspector of Ordnance Machinery, was also examined.
It was decided that application be made to the Colonial Secretary for an extension of the time within which the Report of the Commission is to be submitted to His Excellency the Governor, as fixed by Letters Patent, dated 10 June, 1892.
[The Commission adjourned till the following day, 4th August.]

THURSDAY, 4 *AUGUST*, 1892.

PRESENT :—

Major-General Tulloch, C.B., President.

J. Laidley Mort, Esq., J.P., | W. P. Manning, Esq., J.P.,
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Colonel Wells, Commanding New South Wales P.P. Artillery, was examined.
Colonel C. F. Stokes, Commanding 4th Regiment New South Wales Infantry, was also examined.
[The Commission adjourned until the following day, 5th August.]

FRIDAY,

FRIDAY, 5 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Esq., J.P.,
W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Colonel C. F. Stokes was further examined.
Mr. A. J. Millar, Secretary to the Sydney Reserves, was also examined.
Captain T. R. Barlee, Commanding Sydney Reserves Rifle Company, was also examined.

[The Commission adjourned till the following day.]

SATURDAY, 6 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P. | J. Laidley Mort, Esq., J.P.,
W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.

The Commission proceeded to visit the forts and armaments of Port Jackson in the launch "Nea."

[The Commission adjourned till the 8th instant.]

MONDAY, 8 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

J. Laidley Mort, Esq , J.P., | M. C. Cowlishaw, Esq., J.P.,
W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Colonel Goodlet, Commanding 2nd Regiment New South Wales Infantry, was examined.
Colonel W. T. Farrell, Commanding 1st Regiment New South Wales Infantry, was also examined.
Ordered that a letter be written to Lieut.-Colonel Mackenzie, Assistant Adjutant-General, informing him that the corrections to his evidence given before the Commission on the 18 July cannot be allowed, but that, if he desire it, he may attend again before the Commission and offer any explanations or amendment to his evidence.

[The Commission adjourned till the 9th instant.]

TUESDAY, 9 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Fsq., J.P.,
W. P. Manning, Esq., J.P., | A. W. Meeks. Esq.

The minutes of the last meeting were read and confirmed.
The Hon. J. M. Creed, M.L.C., was examined.

[The Commission adjourned till the following day.]

WEDNESDAY, 10 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.,
A. W. Meeks, Esq., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
Mr. J. Sheldon, M.L.A., was examined.
Lieut.-Colonel Mackenzie afterwards attended relative to the amendments he desired to make to his evidence of the 18th July.
Mr. E. W. O'Sullivan, M.L.A., was also examined.

[The Commission adjourned till the following day.]

THURSDAY, 11 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

J. Laidley Mort, Esq., J.P., | W. P. Manning, Esq., J.P.,
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.
Lieut.-Colonel M. McDonald, Commanding New South Wales Cavalry Regiment, was examined.
Lieut.-Colonel Otter, Commanding "Victorian Rangers," was also examined.
Commander Collins, Secretary of Defence, Victoria, was also examined.

A letter was received from the Principal Under Secretary, informing the President that, by an instrument under the hand and seal of His Excellency the Governor, dated 9th August, 1892, the time for presenting the report of the Commission was extended for a period of one month.

[The Commission adjourned until the following day.]

FRIDAY 12 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.,
J. Laidley Mort, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.

Brigade Surgeon Lieut.-Colonel W. D. C. Williams, P.M.O., New South Wales Forces, was examined.

Commander Collins, R.N., was further examined.

[The Commission adjourned until the following day.

SATURDAY, 13 *AUGUST*, 1892.

PRESENT:

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | M. C. Cowlishaw, Esq , J.P.,
A. W. Meeks, Esq. | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

F. A. Wright, Esq.. M.L.A., was examined.

Commander Collins, R.N., was further examined.

[The Commission adjourned till the 15th August.]

MONDAY, 15 *AUGUST*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.

M. C. Cowlishaw, Esq., J.P., | A. W. Weeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

F. A. Wright, Esq., M.L.A., was further examined.

Critchett Walker, Esq., C.M.G , Principal Under Secretary, was also examined.

[The Commission adjourned till the following day.]

TUESDAY, 16 *AUGUST*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.

M. C. Cowlishaw, Esq., J.P., | J. Laidley, Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

Major Dettman, Staff Officer, Public Schools Cadet Force, was examined.

Mr. W. H. Turner, Head-master, Fort-street Model School, was also examined.

[The Commission adjourned till the following day.]

WEDNESDAY, 17 *AUGUST*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.

M. C. Cowlishaw, Esq., J.P. | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commission proceeded to inspect the Ordnance Stores under charge of Major Blanchard, A.C.-G.

[The Commission adjourned till the following day.]

THURSDAY, 18 *AUGUST*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.

M. C. Cowlishaw, Esq , J.P. | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commission proceeded to Victoria Barracks, and visited the Artillery workshops, Field Battery stables, and Hospital. The Field Hospital Equipment was also inspected.

[The Commission adjourned till the following day.]

FRIDAY,

FRIDAY, 19 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,
M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

A letter was read from Major-General Richardson, C.B., dated 19 August, 1892, stating that he was prepared to appear before the Commission, *re* Colonel de Wolski's evidence, whenever required to do so.

Ordered that General Richardson be informed that the Commissioners do not consider further evidence necessary; but, if he desire it, they are prepared to receive a written statement of anything further he may have to say.

The Commission proceeded to consider their Report.

[The Commission adjourned till the following day.]

SATURDAY, 20 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Mannning, Esq., J.P., | M. C. Cowlishaw, Esq., J.P.,
J. Laidley Mort, Esq., J.P., | A. W. Meeks, Esq.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the 22nd August.]

MONDAY, 22 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,
M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the following day.]

TUESDAY, 23 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the following day.]

WEDNESDAY, 24 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

A. W. Meeks, Esq., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

Colonel W. H. Holborow, Commanding 3rd Regiment New South Wales Infantry, was examined.

[The Commission adjourned till the following day.]

THURSDAY, 25 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commission proceeded to further consider their Report.

[The Commission adjourned till the following day.]

FRIDAY, 26 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.,

The minutes of the last meeting were read and confirmed.

The Commission proceeded to further consider their Report.

[The Commission adjourned till the following day.]

SATURDAY,

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SATURDAY, 27 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Secretary reported that a further sum of £500 had been paid by the Treasury to the credit of the President in the Bank of New South Wales.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the 29th August.]

MONDAY, 29 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

W. P. Manning, Esq., J.P., | A. W. Meeks, Esq.,
M. C. Cowlishaw, Esq., J.P., | J. Laidley Mort, Esq., J.P

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the following day.]

TUESDAY, 30 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the following day.]

WEDNESDAY, 31 *AUGUST*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

The accounts for fees, salaries, and accounts in connection with the Commission were passed for the month of August.

[The Commission adjourned till the following day.]

THURSDAY, 1 *SEPTEMBER*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the following day.]

FRIDAY, 2 *SEPTEMBER*, 1892.

PRESENT:—

Major-General Tulloch, C.B., President.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
W. P. Manning, Esq., J.P., | J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Secretary reported that a further sum of £250 had been placed by the Treasury in the Bank of New South Wales to the credit of the President.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the 5th September.]

MONDAY,

MONDAY, 5 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the following day.]

TUESDAY, 6 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the following day.]

WEDNESDAY, 7 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the following day.]

THURSDAY, 8 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the following day.]

[*FRIDAY*, 9 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the 12th September.]

MONDAY, 12 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the previous meeting were read and confirmed.
A letter was read from the Colonial Secretary, dated 10th September, 1892, forwarding an instrument under His Excellency the Governor's hand, and the seal of the Colony, prolonging the time for the extension of the Commission until the 10th October, 1892.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the 14th September.]

WEDNESDAY, 14 *SEPTEMBER*, 1892.

PRESENT:—

W. P. Manning, Esq., J.P., in the Chair.
M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.
The Commissioners proceeded to further consider their Report.
[The Commission adjourned till the 16th September.]

FRIDAY,

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FRIDAY, 16 *SEPTEMBER*, 1892.

PRESENT :—

W. P. Manning, Esq., J.P., in the Chair.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Secretary reported that a further sum of £150 had been authorised by the Treasury to be placed to the credit of the President in the Bank of New South Wales.

The Commissioners proceeded to further consider their Report.

[The Commission adjourned till the 19th September.]

MONDAY, 19 *SEPTEMBER*, 1892.

PRESENT :—

W. P. Manning, Esq., J.P., in the Chair.

M. C. Cowlishaw, Esq., J.P., | A. W. Meeks, Esq.,
J. Laidley Mort, Esq., J.P.

The minutes of the last meeting were read and confirmed.

The Commissioners proceeded to further consider their report.

The accounts were passed for the month of September.

The report was adopted and signed by every member of the Commission.

Resolved,—"That the thanks of the Commission be awarded to the Town Hall authorities for the use of the rooms and offices allowed to the members of the Commission, and that a letter be forwarded to the Town Clerk to that effect."

[The Commission adjourned *sine die*.]

MILITARY SERVICE INQUIRY COMMISSION.

REPORT.

To His Excellency the Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The Commission, appointed to inquire into the existing state of the Forces of all descriptions enrolled for Military Service within the Colony of New South Wales, and to scrutinise and examine concerning the organisation and efficiency thereof, to estimate the strength of officers and men necessary for the economical maintenance of a sufficient and effective Military Service, and generally to report as to what is and what should be the condition of the said forces in respect of numbers, discipline, and general organisation; also, as to the necessity of strict and just economy in the maintenance of such Service consistently with the effective military protection of the Colony, have agreed to the following Report:—

The members of the Commission held their first meeting on the 13th day of June, 1892. Although the time allowed for the Commission has been limited, the Commissioners have made a thorough investigation of everything necessary, and appended submit all the evidence given except a small amount with reference to naval matters and information as regards foreign powers, which it is deemed undesirable to publish.

In the first place, it may be as well to point out that Sydney, owing to its proximity to the open sea and to the great harbour-like openings, such as Broken Bay and Botany, with the smaller bays adjacent, is particularly liable to the danger of what may be called surprise attack. Invasion, for the purpose of holding any part of the Colony, may be put entirely out of the question; but the capture of Sydney, and the destruction of the stores and appliances of the Naval base of the British Squadron in Australian waters, would be of such inestimable advantage to any maritime Power with which Great Britain might be at war, that it may be safely affirmed that those Foreign Powers with which we might some day be engaged in hostilities, have long ago worked out in the most complete detail everything necessary for such an undertaking, and that in the Intelligence Departments of the Powers referred to the very fullest information connected with our forts and batteries, together with the weak points of the Colonial Naval and Military organisation, are very fully known, and that the Departments in question are kept thoroughly posted up with the very latest alterations or additions.

In 1890 the Colonial Defence Committee at the War Office directed special attention to the danger of attack at the very commencement of hostilities, and it would be folly to conceal from the public the fact that the warning is more needed now than it was then.

The state of the defence force in general is unsatisfactory, and in order to provide for the security of the City alone extensive reforms are needed, and should be promptly effected.

The

The evidence of certain witnesses shows how defective the political administration has been in the past, most important papers having been put on one side for months or simply entirely ignored. Under these circumstances, the Commission consider the creation of a Minister of Defence, who might be also Minister for some other department where the work is light, is an absolute necessity.

As there is now a complete Department arranged for the Secretary of Defence at present styled Military Secretary, there would be no additional cost to the Colony, but whoever the Minister may be he should be one who takes an interest in the defence question. The responsible advisers of the Minister must be the Naval and Military Commandants; to attempt to make the Secretary of Defence a Military adviser, as the minute of appointment appears to make him, must inevitably cause friction, and at last bring the administrative machine to a standstill. The Secretary, being a civil servant, must not be allowed any executive military functions, his rank if Naval or Military being honorary only. If the Secretary were permitted to retain executive rank, he might some day, by reason of the death or invaliding of those senior to him, find himself in a situation to be placed in executive command, and from his position might be able to bring pressure to bear to obtain it, although he may have been for years at secretarial work and quite out of touch with modern Naval and Military experience.

The Commission find the present total annual expenditure on the Naval and Military defence force of the Colony to be about £282,068. They have carefully considered all the requirements, and have prepared estimates as appended which will reduce the expenditure to £232,102, making a saving of practically £50,000, and giving a more efficient force, comprising 370 Permanent Artillery, 900 Partially-paid Garrison Artillery, 800 mounted men, 18 field guns, to be subsequently increased to 24, and 5,000 Infantry, all ready for instant mobilisation, with an organisation which would permit of the battalions being gradually expanded, should it be necessary to do so in the event of prolonged war and the possibility of Australia being seriously attacked. Included in the above £232,000 is also a modern ship of war rented from the Imperial Government on the same terms as the present squadron at an estimated cost of about £6,000 per annum, being interest on its value.

It is satisfactory to be able to report that the forts and batteries, when completed, will be sufficient; but unfortunately the armament is largely composed of guns of an obsolete type, and at present there is an insufficient supply of ammunition in the Colony for the heavy guns.

As regards the Naval defence it may be said that with the exception of two small and somewhat doubtful torpedo boats built here, which have required much alteration, and the maintenance of which in the Estimates is quoted at £1,800 per annum, besides other amounts mentioned in connection with them in the Supplementary Estimates, a Colonial Naval defence in Port Jackson can hardly be said to exist, notwithstanding that £12,000 per annum is expended thereon. The ship "Wolverene," costing £2,500 per annum, although admirably suited for a training-ship for boys, as a defence is practically useless, and has been a regular "white elephant" to the Colony, having in the last ten years cost £44,000.

The Admiralty, when handing her over in 1883, stated she was useless as a fighting ship and would be broken up if sent home. If naval gunnery had not been entirely altered since then, the armament thrown in with her might have been useful for instruction purposes, but the old-fashioned 64-pr. truck guns are now just as much out of date as flint-lock muskets, and to take the "Wolverene" to fight an action, as stated in evidence was the intention, with her antiquated guns, would be to sacrifice the lives of a magnificent body of men in a ship which naval experts state to be as useful in naval warfare in the present time as Noah's Ark, and one that the smallest gun-boat, armed as they are now and protected by special bulkhead compartments, could knock to pieces in ten minutes.

A scheme is referred to in the proceedings of the Local Committee of Defence to turn the harbour steamers to account, but beyond furnishing a bare statement as to their number, tonnage, and speed, nothing appears to have been done.

Viewing all the circumstances, the Commission is of opinion that to make the local Naval force efficient it is unquestionably necessary to have as Commandant an officer from the active list of the Royal Navy on a three years' engagement, the testimony of Naval officers all tending to show that in the present time of rapid changes and improvements in naval warfare, an officer who is more than three years

away

away from England begins to get out of touch with modern naval requirements. The present Naval Commandant left the Imperial Navy upwards of thirty years ago, and therefore it is unnecessary to say more on this subject.

In the event of hostilities with a maritime power, the English Squadron would certainly not remain anchored in Port Jackson. Now that portion of the Eastern Seas which is comprised in the Australian Command, including all Australia and New Zealand, is of immense extent, and under these circumstances it is only natural to conclude that occasionally no man-of-war might be within hundreds of miles of Sydney, and that the local traders and coasting steamers might, for limited periods, be subject to capture, or the port blockaded by an enemy's cruiser or even by an enemy's large fast armed mail steamer specially constructed as they now are for such purposes. Therefore to protect the traffic on the New South Wales coast and to prevent the capture or destruction of steamers entering or leaving Port Jackson by such a steamer it is very necessary to have a local man-of-war belonging to the Colony which is not liable to be taken to distant parts of Australian waters in the way the ships of the "Special Squadron" now are.

The Commission therefore suggests that a very fast modern ship of war be hired from the Admiralty on the same terms as the ships of the Australian Squadron, the full crew to be made up of the men of the Naval Brigade. A small permanent complement would be necessary to keep the ship in order, and the cost of the same including Commander's pay and all maintenance expenses, as well as the £6,000 interest on the cost, would, by the calculations furnished to the Commission by Captain St. Clair, be amply covered by £10,000 per annum. As torpedo and gunnery instruction, and also engineers attending the torpedo boat are included, a saving under these heads would be effected in the Naval Brigade Vote, and the item of £1,800 eliminated.

Everything connected with the local Naval defence, and all the necessary organisation for protection of the harbours, would require to be entirely confided to the Naval Commandant, arrangement being however made to obtain the sanction of the Admiralty to regular inspection and report by the Commander-in-Chief of the Squadron in Australian waters.

The New South Wales Naval Forces consist of a Naval Brigade and a corps of Naval Artillery Volunteers. The blue-jackets and petty officers of the Naval Brigade are stated to be thorough seamen, one-half having, it is asserted, served at least ten years in the Imperial Navy, and are therefore invaluable as naval-fighting material. The organisation at present is decidedly more military than naval, and will, in all probability, have to be recast so soon as the force is placed under a Naval officer with modern ideas.

The Naval Artillery Volunteers are not seamen, but are drilled and dressed as such. The Naval Brigade being more than sufficient for the requirements of the port from a naval point of view, it is difficult to know why such a force as the Naval Artillery Volunteers was created. In the United Kingdom the Admiralty have decided that men who are not seamen are out of place in a Naval force, and would be really an encumbrance to the Naval authorities in time of war. The Naval Artillery Volunteers are not required for Naval work, but they would be certainly useful in their proper place in the coast batteries. It is therefore proposed that the Naval Artillery Volunteers as such be disbanded and re-formed as two batteries of the Partially-paid Artillery, an increase in the latter force being urgently needed.

The land forces after allowing the necessary protection for the forts and batteries at Newcastle and the Hawkesbury Bridge, show but 1,370 Infantry available to prevent surprise landings to destroy the new coast batteries near Bondi, or a disembarkation in force in Botany Bay. The 4,000 reserves, so called, are really only rifle clubs, and are useless for reinforcing the Infantry regiments before they are drilled and disciplined. The danger of attempting to fill up the ranks of small battalions with such men was clearly pointed out in the remarks on General Edwards' report by the Colonial Defence Committee, War Office, which were forwarded to the different Australian Governments for general information by the Secretary of State for the Colonies in August, 1890.

The Field Artillery is considerably under the strength considered necessary by the Colonial Defence Committee, War Office. The guns are of an almost obsolete type, and that practical training in battle-firing, so essential for Field Artillery in the present day, has apparently never been given.

The Cavalry and Mounted Infantry are ample as regards numbers, but do not appear to have any proper system of regimental transport, which is necessary to make them effective.

The Ambulance Service is good, but very much in excess of what is required under local circumstances.

The Commissariat and Transport Service answer present purposes, but will have to be recast when a proper mobilisation scheme is considered.

No regular scheme of defence, as regards the actual positions to be taken up and entrenched towards either Broken Bay or Botany Bay, has been really worked out, nor even reliable Military maps of the districts prepared, those shown to the Commission being pronounced by engineer experts as either incorrect or useless.

The distribution of the forces in the event of hostilities threatening, as laid down by the Local Defence Committee, gives only the bare outline of a scheme, and does not comply with the instructions on this subject contained in the War Office circular forwarded by the Colonial Office, 18th November, 1886. Even officers commanding regiments know nothing of the special work which would be assigned to each in the defence of the Colony, and owing to the uncertainty of the present Act under which the different branches of the defence force serve, not even the Assistant Adjutant-General can state who would succeed to the command in the event of anything happening to the Commandant during hostilities.

Owing to there being no Garrison Instructor, as there is in the Imperial Service, few of the officers in the Partially-paid Force have much professional knowledge beyond ordinary drill, they having to pick up as best they can, reading by themselves, what is sufficient to enable them to pass the written examinations required for promotion.

The method of supplying warlike stores and accounting for the same, is unsatisfactory, but is undergoing revision. Accoutrements, specimens of which as supplied to the forces as imported and others made in the colonies, were exhibited to the Commission, and the latter, although costing slightly more, were so much superior that it is deemed advisable to recommend that all such articles as can be produced in the colonies, including clothing, great-coats, &c., should be obtained here, tenders being called for the supply of same.

Although the forces of the Colony, when called out for active service, would be under the Army and Naval Discipline Acts of the Imperial Service, there does not appear to be any suitable local Act existing for ordinary purposes in the time of peace. The Volunteer Act of 1877, being now out of date and not applicable to existing circumstances, a new code is necessary. Owing to the wording of the Volunteer Act, the Governor of New South Wales occupies a not altogether satisfactory position, for although styled Commander-in-Chief, he is really subject to the Minister in charge of the defence force, and, if there is a difference of opinion, has to give way, as occurred some few years ago. A Governor ought not to be placed in such a false position, and it is therefore proposed that the Governor with reference to the defence force should be the Governor-in-Council.

In any new Act it would be advisable to make the term of agreement for all the Colonial forces, rifle clubs excepted, one for three years.

The term Volunteer is hardly applicable to the forces as now constituted, excepting the Scottish Rifles, and it would be more satisfactory to all concerned if the different branches of the service were simply termed New South Wales Infantry, Cavalry, Artillery, the word Permanent only being placed in front of those corps so serving, and in order to get rid of the present undesirable distinction which appears to be growing up between the permanent and other branches of the Service, it is suggested that the dress be assimilated as much as possible, silver lace being abolished.

The principal recommendations of the Commission are that—

(1.) A Minister of Defence is an absolute necessity.

(2.) The system of defence in general being very unsatisfactory, extensive reforms are necessary.

(3.) To effect such reform it is imperative that the Commandant, Assistant Adjutant-General, and Naval Commandant be officers very specially selected from the Imperial Service, to be changed every five years, and also that, for the next three years at least, the Officer Commanding the Artillery Forces of the Colony be an officer nominated by the Artillery Authorities of the War Office for his special qualifications to hold such an important appointment.

(4.) The Permanent Garrison Artillery be reduced to 370 of all ranks, and arrangements made for quartering them in close proximity to their guns, and that in addition thirty permanent drivers and sixty horses be retained in Victoria Barracks for the use of the Partially-paid Field Batteries and Military transport work.
(5.) The Partially-paid Garrison Artillery be increased to 900.
(6.) The Field Artillery consist of three 12-pounder B.L. Batteries, newest Imperial pattern, with waggons and harness complete.
(7.) The total Infantry Force, including 2,000 trained reserve companies, be 5,000 of all ranks.
(8.) The present so-called Reserves be given the chance of joining the proposed trained reserve companies, those not doing so be for the future styled rifle clubs, being paid by results, the present reserve staff and instructors being entirely abolished.
(9.) The whole of the Defence Force Offices, including Ministerial Defence Department, be concentrated in Victoria Barracks, where also would be all regimental and field battery stores arranged for instant issue on the order to mobilise being given.
(10.) The Medical Department and Ambulance Corps be considerably reduced.
(11.) The Cadet Force be placed under the supervision of the Military Commandant.
(12.) The "Wolverene" be disposed of, and a modern ship of war hired from the Admiralty on the same terms as the ships of the Special Squadron.
(13.) The Naval Artillery Volunteers be disbanded and reformed as Garrison Artillery.

HEAD-QUARTER STAFF.

If there is one thing more necessary than another in the present day it is that those in command, as well as the principal Staff Officers, should be themselves thoroughly acquainted with everything connected with their professional duties, and masters of Military science.

To keep up such efficiency it is necessary that the officers referred to should be specially selected men from the Imperial Service, who have made names for themselves in their profession, and that they should be changed at least every five years. Hereafter, when Australian Officers, amongst whom there are unquestionably some most able but only partially-trained men, have had opportunity of doing duty for a few years with Imperial Regiments and Batteries, and possibly qualifying to go through a Staff College course, they may, with safety to the Colony, be employed in the highest positions, but there are none so available at present and cannot be for some time.

Without in any way calling in question the services done by the present Staff, it may be pointed out that it is hardly possible that their previous training or professional knowledge acquired in the Colony can be such as modern Staff Officers should possess. Before Military requirements became such as they are at the present time, when the most thorough professional training is more necessary for efficiency in Naval and Military matters than in almost any known profession, it is essential that in a Colony where the troops are not themselves constantly under instruction that at least those officers who have the management of affairs should themselves be the best and most highly instructed the Imperial Army can spare to the colonies. These officers should not only be thoroughly capable men from a professional point of view, but should also be of such mental stamina that when necessary they should be able to put on one side Imperial traditions and customs and frame such regulations as may suit local circumstances. At present there appears to be a mixture of Imperial and Colonial Regulations which retain all the most cumbrous traditions and customs of Imperial Military methods without that freedom from office work and correspondence which might be adopted in an administration suitable for citizen-soldiers who are only under arms for limited periods. The number of clerks in the various offices is far beyond what would be allowed in the Imperial Service, and the number of officers belonging or attached to Head-quarters is decidedly more than is necessary. Staff Officers to superintend Musketry and Reserves are not required.

With

With a proper system two staff officers can see that such work is properly supervised by the Colonels of regiments, more especially if the latter were given a freer hand, and then held personally responsible to the Commandant for the performance of their duty.

Official work of every description is far too much centralised at head-quarters.

MUSKETRY INSTRUCTION.

A special staff consisting of one captain and several instructors is maintained to teach the Partially-paid Force the use of the rifle. In all other military establishments this is done by the officers of the regiments themselves. Now, from the evidence produced, the captains and regimental instructors seem quite capable of doing so; indeed if they were not they have no right to retain commissions or appointments in the New South Wales Defence Force. It was even stated in evidence that the musketry instructor, an infantry officer, actually supervised the musketry training of the recruits of the Permanent Artillery. The Commission is of opinion that the appointment of Musketry Instructor, together with that of his staff, is quite unnecessary, and should be entirely abolished. The saving to be effected thereby would be between £3,000 and £4,000 per annum.

GARRISON INSTRUCTOR.

When considering the question of annual training it will be necessary to keep in view the necessity for exercising the men for a portion of the time on the actual ground they would occupy when mobilised. For instance, the half battalion told off for the defence of Newcastle ought to be placed on the ground they would occupy in time of war, and the same with the regiment which would mobilise at Gordon, which ought to send forward to the railway bridge over the Hawkesbury those companies which would have to protect it, and also place in position the companies which would hold the ground on two other positions which need not be specified.

The companies which would be told off to the Heads should have forty-eight hours at Easter in the forts, and be systematically told off to their duties there, but it would not be advisable to keep them there the whole time of the Easter training as steady drill is what they require; this, if broken up into small detachments, they could not get. The two garrison regiments should select six special men per company to be trained to the use of machine guns on travelling carriages, defensive positions being the proper place for the use of such arms, and a Garrison Instructor is necessary in order that the infantry should be thoroughly taught how to entrench defensive positions and also that the officers and even non-commissioned officers of the Partially-paid Force should have the means of learning something more than an ordinary barrack-square drill, and that, in fact, they should have full opportunity of obtaining that higher training in tactics, elementary field fortification, military sketching, &c., without a knowledge of which, in the present day, an officer is of little value. The Garrison Instructor should be a Staff College officer, and if he has been through a submarine-mining course it would be advantageous; he should, if possible, not be over 35 years of age. Not only should he have all the higher instruction of officers in his hands, but also the charge of all the arrangements for examinations for promotions, &c. All Intelligence Department work should be in his charge, and he could also arrange with the Commanding Engineer to help in selecting and working out in detail everything connected with the defence of positions covering Sydney; as Secretary to a proper Defence Committee as intended by the War Office he would be invaluable. This, being part of his regular duty, would not entitle him to extra pay.

PAY AND ALLOWANCES.

The Commission specially recommends that the pay and allowances, not only of the Staff but of all officers, be consolidated; this will enable everyone interested in the matter to see at once what are the exact emoluments of each officer employed by the Colony.

Whilst referring to the question of pay it may be as well to point out that it should be such as will enable officers themselves to contribute to a retirement fund.

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The pensions and retirements given at certain ages to Imperial Officers, together with compassionate allowances and pensions to widows and children, really place Imperial officers financially in a better position than Colonial officers, whose pay may look larger than that of their comrades in the Army at home.

But whatever method the Government of the Colony may consider it advisable to adopt it should be one which will prevent such professional scandals as that brought to the notice of the Commission where an officer, who was physically totally unfit for work, was kept for eighteen months on the sick list, because there was absolutely nothing for him to live on, had he, as he ought to have been, retired when unfit for duty.

The scale of retirement given in the Imperial Service might be taken as a guide, the pay being so arranged and such deductions made from it as to provide an adequate sum after a certain number of years' service, and on arriving at a certain age; but it should not be overlooked that soldiers must always be physically fit for hard bodily work, and therefore an age which might do for Civil Service would be quite unsuited to the Military profession; here, again, a useful guide may be obtained by making the ages for retirement the same as in the Imperial Service.

PERMANENT ARTILLERY.

The strength of the Permanent Garrison Artillery should be such as to furnish officers, non-commissioned, and men for all important and special work in the batteries. Taking these conditions into consideration, it is estimated that a total of 370 will be ample, and consequently a reduction of 156 of the present establishment may safely be made.

It is proposed to organise these in three service and one depôt battery, the latter to include artificers, district-gunners, recruits and permanently-employed men; and in order that the Artillery may be in their proper places, viz., close to their guns, it is proposed that barracks for the whole of the Permanent Garrison Artillery—twenty men and one officer at Newcastle excepted—should be built at George's Head.

There is, at present, sufficient barrack accommodation at South and Middle Heads for about 100 men; deducting this number, the thirty district gunners, and the detachments at Newcastle, together with the artificers who would require to remain at their workshops in Victoria Barracks, and a few instructors for the Partially-paid Artillery, new barrack accommodation for about 200 men and non-commissioned officers would be required in George's Head. It has been found that £100 per man will give brick or concrete barracks for soldiers, including non-commissioned officers' quarters, reading-rooms, offices, stores, and all necessary outbuildings. A sufficient sum to build the abovenamed barracks, viz., £20,000, has already been voted by Parliament for Head-quarters Offices. Now, as the transfer of the Garrison Artillery to George's Head would leave Victoria Barracks almost empty, it is proposed that the whole of the offices connected with the Defence Department, except Ordnance Store, should be transferred to the officers' quarters of Victoria Barracks, thereby saving the £20,000, which might be applied as suggested. The officers now in quarters in Victoria Barracks would have to be provided for, but the saving which would be effected by bringing into Victoria Barracks all the Defence Department offices now rented in the city, at a cost of £1,850, would more than cover the officers' lodging allowance till their quarters were built at George's Head. The removal of the Head-quarters offices from Dawes' Point to Victoria Barracks ought to be carried out forthwith, before even the proposed barracks at George's Head are sanctioned.

The time lost in correspondence, when a verbal communication would be sufficient, is alone an ample reason for the change, to say nothing of the orderlies and messengers, who might then be returned to duty.

APPOINTMENT OF OFFICERS TO THE PERMANENT ARTILLERY.

The present system, as disclosed in the evidence, can hardly be considered satisfactory, and the Colony cannot do better than follow the example of the English Government, which puts commissions in the Army up to public competition.

In this Colony it would, however, be only fair to those who so patriotically give their time to their duty as citizen-soldiers that the competition should be limited

limited to members of the Defence Force of not less than one year's effective service, and, say, between the ages of 19 and 22, that being the age for Colonial candidates for commissions to the Imperial Service. The qualifying examination should be the same as that for the Imperial Service, viz., the Army Preliminary, which any well-educated school boy of 16 should be able to pass. The competitive examination might be limited to plane trigonometry and elementary mechanics, in both of which it is necessary that a Garrison Artillery officer of the present day should be well grounded. In the Imperial Service an officer has now to serve three years on probation, and if found unsuitable, his Commission is simply cancelled on the report of the three senior officers approved of by the General.

Some such regulation would be necessary here, and further, in order to ensure the promotion of none but thoroughly trained officers, no lieutenant should be promoted to the rank of captain unless he has passed the long course at Shoeburyness, now reduced to nine months, and also served three months satisfactorily at a large Garrison Battery Station, such as Gibraltar or Malta, all the other examinations to be the same as in the Imperial Service.

In a short time a Federal Regiment of Australian Artillery might be formed, and, if the examinations and training above mentioned be carried out, it would doubtless be possible to arrange with the Imperial Government to allow exchange between the Australian Garrison Artillery and that of the Imperial Service, an arrangement which would be advantageous to both services.

In order to raise the Artillery at once to the high standard proposed, those officers who have already obtained the rank of captain or major might be given the option of passing at Shoeburyness or taking a fair retirement.

As soon as the Permanent Artillery officers now at Shoeburyness return to the Colony the present Imperial instructor will not be required. If arrangements can be made to extend his term, his special experience might be made use of in connection with a proposed change in the Field Artillery, as mentioned further on.

INTERIOR ECONOMY, PERMANENT ARTILLERY.

The interior economy of the Permanent Artillery is not satisfactory. The account of military crime alone shows that there is something decidedly wrong, and that such has been the case for a long time past; with all the power that the Imperial Army Act gives to keep everything in order, New South Wales compares very unfavourably with the Colonies which are under only local Acts, as the following table will show by the latest returns obtainable:—

Year.	Colony.	Strength.	Desertion.	Courts-Martial.	Alcoholism.	Percentage.		
						Desertion.	Courts-Martial.	Alcoholism.
1890-91	New South Wales ...	534	59	39	32	11·04	7·2	5·99
1891-92	Victoria	274	10	5	11	3·6	1·8	4·
„	Queensland	91	2	2	.....	2·2	2·2	.....
„	South Australia ...	70	3	.....	1	4·2	.....	1·4

In the New South Wales Artillery, in addition to the above, there were in the last year sixty-seven cases of imprisonment awarded by the Commanding Officer, 372 regimental entries, and 510 minor punishments.

The various reasons given for the excessive amount of desertion are somewhat divergent, but it might be pointed out that if instead of giving returned deserters six months imprisonment and taking them back to serve, a much more effective punishment would be to decline, as it is stated was formerly the case, to take the men back on any terms. This system answers well in other places where the competition to get into the Permanent Artillery is as keen as it is to get into the police. Possibly, if more care was taken as regards the character of men coming forward to enlist, better results would be obtained.

The

The number of employed men—that is, non-commissioned officers and men taken away from their proper duties as Artillerymen, and employed as clerks, cooks, servants, orderlies, &c.—is simply startling and very greatly in excess of requirements :

Thirteen non-commissioned officers and men are given as clerks, servants, or orderlies to Head-quarters officers and offices.

To carry on the clerical duties required by a total of 550 officers and men, no less than eighteen clerks are necessary.

To sell beer and provisions at the different canteens, the services of six non-commissioned officers and men are required.

For an officers' mess of some six dining members, five non-commissioned officers and men are considered necessary.

To sweep out barracks six men are struck off duty.

For cooking purposes no less than eleven non-commissioned officers and men are also struck off duty.

For servants to officers, sixteen men are required.

For Telephone operators—not mechanics to keep those instruments in order, but simply men to receive and carry messages,—three men are detailed.

For Regimental orderlies, eight men are required, whilst the printing-office takes two, and carting, four.

In addition to the above, forty men are permanently struck off duty, and distributed to the different batteries to keep the guns and stores in order.

In the workshops, repairing and altering gun carriages and such like artillery stores, there appears the startling number of fourteen specially engaged fitters and blacksmiths at 7s. per day, assisted by fifteen acting bombardiers at 5s. per day, these latter receiving clothing and rations, and yet, according to the statement of the Inspector of Ordnance Machinery, these assistants do only labourers' work.

Besides the foregoing, there is an Artillery band of twenty-four non-commissioned officers and men, in addition to eleven trumpeters.

According to the statement of the Officer Commanding the Artillery forces of the Colony, none of the above—the forty district gunners excepted—do gun-drill even once a year.

In no other military service would such a misapplication of soldiers' service be allowed, and, when it is remembered that even each private gunner costs the Colony £100 per annum, it is evident that the Permanent Artillery require a very drastic reform in interior economy.

A band may be necessary for a marching regiment, but certainly is not required by three batteries at George's Head, more especially when it is borne in mind that the band in question really costs not far short of £3,000 per annum. Really good musicians cannot also be good gunners; time will not admit of it. When a military band is wanted for public displays there should not be the slightest difficulty in obtaining the services of very excellent bands from the Infantry Regiments without cost, the attendance counting as a bandsman's half-day parade.

As regards these afore-mentioned clerks, with proper arrangements such numbers are quite unnecessary; nearly the whole of them should be returned to duty forthwith.

As for servants they should simply not be allowed to anyone, an allowance for such being calculated in the total pay.

For the Artillery officers' mess one corporal and one gunner only should be sanctioned, and the military staff mess at Dawes' Battery closed at once.

The number of cooks might be reduced, and military stewards and accountants for canteens entirely abolished, the men being returned to duty. Every officer who has been any time in the service knows too well what canteen-keeping really means when run by soldiers, and that the best thing to do in the present instance is to allow the canteens to be conducted entirely by civilians, under certain regulations. At least £1 per man would be allowed to the Permanent Artillery by every canteen tenant. Although those now in the canteens would not like the arrangement, the men would really lose nothing by it, and the Public Service would regain the services of six men, for whom £600 per annum is paid.

The Inspector of Ordnance Machinery seems to have a very free hand given to him as regards his employees, and in his evidence he could not produce satisfactory

proof

proof of permanently requiring so many; therefore, at the end of the present financial year, the fifteen bombardier assistants should be returned to duty. This would leave an Inspector of Ordnance Machinery and fourteen artificers to keep in order those fittings of the guns which require special mechanical knowledge. Considering that thirty district gunners will by the scheme proposed be allowed as well, to do all the ordinary cleaning work of the H.P. and other guns, the number of artificers for the number of guns, mounted and to be mounted, is most ample.

All the preceding refers to men who are permanently struck off duty, and who, nearly in all cases, get extra pay. But, in addition to the above, far too many men are employed on guard. Now, if there is one duty more than another which is distasteful to soldiers, and from a professional point of view is simply useless, it is that of "sentry go." Guards appear to be mounted at the most of the forts where there are detachments. If instead of so doing, a guard was simply told off for duty and ready to mount if required, a single orderly for the day at the gate would be sufficient, and at night a locked gate, with the orderly sleeping in the guard-room, is in the present time usually found to be a far better method of employing soldiers than by wearing them out in useless night duty. A very much larger number of non-commissioned officers and men are marched off daily for duty at Government House than is customary in the other Colonies. A corporal and three men to furnish the usual sentry at the entrance gate of Government House would be ample. When the whole of the preceding statements are remembered, and the number of small detachments and men on fatigue is also taken into consideration, it is easy to understand why officers find it a difficult matter to get together even enough men for ordinary gun-drill, although the total of the corps amounts to 556.

It may be as well to point out, with reference to the Artillery training, that an alteration is advisable with reference to the number of rounds fired from the very heavy guns for target practice. The returns furnished by the Officer Commanding the Artillery show that 108 rounds full charges were fired from six of the 10-in. 18-ton guns, and that forty-three rounds full charges were fired from the two 10-in. 25-ton guns last year. Now, as these latter charges cost £24 each, it would seem that the money might be more profitably expended, and a greater amount of instruction given if smaller guns were used. The life of a big gun being decidedly limited when full charges are used, it might also be as well to follow the example of the Imperial and other services in this matter. Owing to the expenditure above-mentioned there are now stated to be only seventy-six charges left in the Colony for the 25-ton guns in question.

It may be noted that Artillery instruction ought to be kept up to date; but it appears that it is only since the Commission began its work that the system of gun captains and gun layers has been commenced, although one at least, and possibly more, colonies in Australia have adopted that system from the Imperial Service for upwards of twelve months.

Another subject may be mentioned, and that is, the necessity for keeping in touch with the Ordnance Committee of the War Office, of which the Inspector of Warlike Stores for Australia, Colonel Harman (lately appointed) is a member. All proposed alterations and points on which information is required should be referred to the Ordnance Committee. Had this been done, such a thing as making a gun fit a firing tube, instead of getting tubes to fit the gun, would have been avoided.

ARMAMENT BOOK.

An Armament Book for each fort or battery, showing every single thing on charge, together with the price, should be instituted, and the officer in charge of the fort or battery held personally responsible that everything was kept complete, the officer himself keeping the book posted up to date.

An annual stock-taking by an independent Board is also most essential.

In the Imperial Service, since the Field has been separated from the Garrison Artillery, all Garrison Batteries have been designated Companies; it might be advisable to do the same here.

PARTIALLY-PAID ARTILLERY.

The reports on the capabilities and intelligence of the Partially-paid Artillery are most favourable, and it certainly seems strange that this Force has not been more largely made use of. The total number of Artillery—permanent as well as partially-paid—of all ranks required to man the batteries without relief is 820; this includes the men necessary for quick-firing and machine guns on cone mountings, but excludes the three 80-pounders on Steel Point and the three 80-pounders at Bradley's Head, also the two 40-pounders on travelling carriages at Bulli. Sixty men more would be necessary if the six 80-pounder guns were manned, but unless an inner line of torpedoes is laid between Steel Point and Bradley's Head, guns at those places are hardly necessary. When sufficient torpedo stores are available for this inner line then two 6-pounders and one 4.7 quick-firing guns will be ample and a total of fifteen to twenty men, instead of sixty, will be sufficient to serve them. If, therefore, the Naval Artillery Volunteers are turned into Garrison Artillery and the batteries increased to 100 each, the Partially-paid Artillery will be 900 strong, which, added to the three service batteries of the Permanent Artillery, will give 1,200 Artillery—that is to say, a surplus of over 300 available to fill all possible casualties in time of action in the batteries and also give reliefs for the hardest worked men at the guns if rapid continuous firing for some hours were necessary; this, however, from the position of the batteries, may almost be left out of the question. The first matter to be taken into consideration with the Partially-paid Artillery is their instruction, and for this purpose a second gun-shed properly fitted up at Victoria Barracks is necessary. The instruction of the Partially-paid Garrison Artillery should be carried out entirely by thoroughly qualified officers and sergeants on the strength of the Permanent Artillery. One of the two officers coming from Shoebury-ness should be given the appointment of Instructor, which would carry with it special pay, the services of the present Adjutant of the Partially-paid Artillery being dispensed with. There ought to be a limit to the time an officer held the appointment of Instructor, which should not exceed three years, the Instructor to be supernumerary to the establishment of the Permanent Artillery.

FIELD ARTILLERY.

The present Permanent Battery costs altogether, exclusive of horses, £7,000 per annum, and is, considering the value obtained, too expensive to maintain; its abolition is therefore recommended, the sixty horses and thirty drivers, with one subaltern from the Depôt Battery being retained to horse the proposed three Partially-paid Batteries, and to do military transport work when not so employed. It is proposed to have as a temporary measure three Partially-paid Batteries of four guns each, one 9-pounder, and two 16-pounders, and to order from England, as soon as possible, three complete six-gun batteries of 12-pounders B.L. field guns of the latest pattern. These batteries, including a single line of six waggons each, together with gun and waggon harness and ammunition, would cost about £7,000 per battery. Each battery should have its own drill-shed and harness-rooms in Victoria Barracks, or adjacent to it; and, in order to give the proposed field batteries a better chance of becoming efficient, they should, as in the Imperial Service, be entirely separated from the Garrison Artillery, the subaltern, thirty drivers and sixty horses to be under the command of the Officer Commanding the Field Artillery, who, for the first two or three years only must be an Imperial officer and directly under the Commandant. If the time of the present Firemaster could be extended for two years he would, from his special experience with field batteries, be a good man to start the organisation on the proposed new lines. After the first year, when a selection of the best officers might be made, it would be useful, as is done in another colony, to send them to India for five or six months, as regular duty-doing officers with field batteries. The experience thus obtained would be most valuable in the Military Service of the Colony, and would soon enable local partially-paid officers to take entire charge of the Field Artillery as soon as the three 12-pounder B.L. batteries were thoroughly organised, and for which a few additional officers and men would in time be necessary. A 9-pounder battery might be established for special use with the Force which would mobilise at Gordon to watch the approaches from Broken Bay.

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When in camp the Partially-paid Field Artillery should be quite able to do without any assistance from the permanent drivers. If additional horses were necessary the large omnibus companies would furnish such, suitable for artillery purposes, and accustomed to run in pairs; the price stated is 15s. a day per horse; this to include forage and men to feed and attend to the horses. Doubtless the officer commanding the Field Artillery would require to have all his batteries entirely under his own control, for steady drill and instruction, during the nine days' Easter camp, and it might be necessary, in order to obtain suitable ground for battle-firing, that the Field Artillery should be quite away from the rest of the force during the annual camp.

ENGINEERS.

The Commanding Engineer states that some alteration is required with reference to his personal staff employed on construction work under the Loan Vote. Arrangements might be made for a regular engagement of all concerned for the time during which it is anticipated the works will be under construction, say, two or three years; but the whole expense of their salaries will, no doubt, be charged to the Loan Vote. The Permanent Submarine Miners undoubtedly require a small increase, and should be raised from one officer and twenty-one men to two officers and thirty men, and most unquestionably the officer in command, who is really responsible for the submarine-mining defence of the harbour, must be senior to all officers in the Partially-paid Submarine Miners.

The Partially-paid Submarine Miners ought to receive continuous training in consecutive detachments each year; this training should be for three weeks before the annual Easter camp; if two officers and twenty-eight men were so trained every year the whole corps would in time be properly instructed.

It has been recommended that the two Field Companies should have the same pay as the Submarine Miners, and that a Telegraph Company be formed. This, however, the Commission cannot recommend, but the suggestion, as well as that for two permanent caretakers and assistants might be remembered if further economy next year in other branches will permit of it. On this subject, however, it must not be forgotten that the Submarine Miners' pay was raised on account of the supposed dangerous nature of their work. The same argument can hardly be applied to the Field Companies.

Money required for transporting guns and heavy stores to the batteries should come out of Loan Vote. In last year's Estimates £4,500 is charged to annual expenditure, Defence Department.

CAVALRY.

The high state of efficiency to which this force has attained is a strong inducement to the Colony to maintain it. The expense, however, estimated at £10,000 per annum for a total of 288 troopers in a grand total of 429, is decidedly too heavy. It is therefore proposed that the sum of £5,000 be annually granted to the Cavalry to cover all expenses of every description, arms and accoutrements alone excepted; of course all under proper regulations, approved by the Commandant. Colonel Macdonald clearly proved to the Commission that an ex-Cavalry officer is necessary as Colonel to keep the regiment in a proper state of efficiency. He also brought to notice that there are many retired Colonels of Cavalry now in England in the prime of life, who have been retired after a four-years' command of Imperial Cavalry regiments, and that some of these officers are quite willing, for the sake of congenial employment, to come to New South Wales to command the Cavalry for a few hundreds a year. The pay of the proposed Colonel and also that of the Adjutant would, of course, have to come out of the £5,000, as well as all camp expenses.

MOUNTED INFANTRY.

The suggestion as to £5,000 per annum being granted to the Cavalry also holds good as regards the Mounted Infantry. A Cavalry officer is not required to command Mounted Infantry, consequently the proposed £600 or so for the Colonel would not be required.

Now, as regards the annual training of both Cavalry and Mounted Infantry, they, like the Field Artillery, require ground which very possibly could not be found in the vicinity of exercising grounds well suited for Infantry. It is therefore suggested that commanding officers of both Cavalry and Mounted Infantry should have a much freer hand as regards the annual camp, and that the Colonels of those regiments should be left to make (of course under the sanction of the Commandant) their own arrangements for camps, the dates and places being made to suit the occupations of their men. By these means even more than nine days in camp might be arranged for. As every soldier knows that a regiment which is only called out occasionally requires above all things opportunity for steady continuous drill under its own commanding officer, and that bucketting mounted men about all over the country to make a popular display is simply time wasted.

PARTIALLY-PAID INFANTRY.

In the defence of the Colony the first consideration is the number of guns required for the coast forts and batteries. There must then be a sufficient force of Artillery to man those guns, and a proper number of Infantry, who need not be very highly trained, to prevent the batteries being captured by storming parties landed in their vicinity. There must, in addition to the above, be a small but highly trained field force available to oppose an enemy disembarking in strength. The Colonial Defence Committee of the War Office state that, for New South Wales, this force should consist of two brigades to be composed of small battalions with an organisation that would permit of rapid expansion. To carry out this suggestion, and to have a properly organised mobile force ready to protect the coast south of the Heads, and to oppose a landing in force at Botany Bay, 3,000 well-trained Infantry are necessary. A thousand are also required at Gordon and at advanced posts towards Broken Bay—500 at Newcastle, and 500 at the Heads. These last 2,000 may be styled Garrison Troops, and need not be so highly trained as the field force. It is now proposed to obtain the total number required, viz., 5,000, not by the expensive method of adding more men to the Partially-paid Infantry, but by making use of the Reserves, a special allowance of £6 per man being given in the scheme of the Commission for this purpose; this sum to cover all expenses of drill, clothing, &c. In the colony of Victoria the total cost of such very fairly-trained Reserves comes to £6 0s. 7½d. per head; this includes cost of staff, instructors, and expenses of every description; but, under the scheme proposed, the staff and instructors would be provided by the companies of the existing Infantry regiments, of which the now proposed Reserve companies would form part, thereby saving £2 per man, which it is proposed should be the total pay allowed for the Reserve companies for four days or more training in battalion drill at the Easter camp; no man to be allowed to participate in the annual camp until reported qualified in company drill and musketry. It has been found that about twenty recruit drills and a recruit course of musketry, with at least twelve daylight drills and twelve night drills annually, under good instructors, give sufficient training, with a musketry course in addition, for the scheme mentioned. Now, the same feeling of patriotism undoubtedly exists in this Colony as in other parts of Australia, which, by the evidence of commanding officers, only requires an opportunity for showing itself, and in country districts such a scheme as that proposed would be very popular. The total force of the suggested Reserve companies would be 2,000, to be divided into twenty-four companies of forty-five each, and sixteen companies of sixty-five, each company to be the Reserve company of a Partially-paid company, and under the orders of the captain of that company. Two subaltern officers would be required and also four non-commissioned officers, the total sum to cover everything being £12,500. No detachment of a Reserve company is to be under a strength of twenty men, and to be on a line of railway within convenient distance of the Partially-paid company to which it belongs.

With reference to the organisation and training of the present Partially-paid Infantry, only a small proportion of the forty companies is in such places as enables anything but company drill to be carried on, battalion drill and the higher training having to be done during the nine days in camp. Although the officers and men of each company know each other, it is simply an impossibility that a battalion can be ready for field service at any moment if the battalion be not regularly trained together as such; therefore, in order to carry this out, and have a properly-trained Infantry Field Force, it is proposed to rearrange the forty companies into five regiments of eight companies each. And in order that the intended field force of three regiments should be in a condition for active service at any moment, it is proposed to increase the total number of companies in Sydney to twelve, and those in Newcastle to six, there being four companies in the suburbs of Sydney and two close to Newcastle, which could be brought in for battalion drill and regular instruction. To carry this out it will be necessary to disband seven of the present companies, but from the evidence placed before the Commission it appears that many companies should never have been formed at all, as no system whatever as regards the defences of the Colony was considered when the different companies were raised, and that other influence was more powerful than the professional recommendation of the officer responsible to the Government for the safety of the Colony, who was totally opposed to the creation of companies beyond a certain number of hours by rail from Sydney. The Commandant has for some time been most anxious to make use of Reserves, but up to the present has not obtained the requisite authority. The scheme now proposed has been submitted for his consideration and approval, and the opinion of other officers was also taken by him. The following is the suggested redistribution as approved by the Commandant:—

1st Regiment.

Two Battalions—80 *Partially-paid*, 45 *Reserves per Company.*

4	Companies at head-quarters	Existing.
2	do do	To be raised.
2	do do at Hunter's Hill and Parramata	Existing.
8	Companies.	

2nd Regiment.

Two Battalions—80 *Partially-paid*, 45 *Reserves per Company.*

4	Companies at head-quarters	Existing.
2	do do	To be raised.
2	do do at Ashfield and Penrith...	Existing.
8	Companies.	

3rd Regiment.

Two Battalions—60 *Partially-paid*, 65 *Reserves per Company.*

4	Companies, 1st battalion, at Richmond, Windsor, Lithgow, Mudgee	Existing.
4	Companies, 2nd battalion, at Bathurst, Orange, Wellington, Dubbo	Existing.
8	Companies.	

4th Regiment.

Two Battalions—80 *Partially-paid*, 45 *Reserves per Company.*

3	Companies at Newcastle—head-quarters	Existing.
3	do do	To be raised.
2	do at Morpeth and Maitland	Existing.
8	Companies.	

5th Regiment.

60 *Partially-paid*, 65 *Reserves per Company.*

4	Companies, 1st battalion—at Singleton, Muswellbrook, Tamworth, and Glen Innes (or Armidale)	Existing.
4	Companies, 2nd battalion, at Moss Vale, Kiama, Goulburn, and Yass	Existing.
8	Companies.	

To

To be disbanded: the Partially-paid companies at Glen Innes or Armidale, Molong, Young, Cooma, Wagga, Albury, Ulladulla.

The 1st, 2nd, and 4th Regiments would form the field force to mobilise in camp, somewhere between Randwick and Botany; 3rd Regiment, Gordon; 5th Regiment—first battalion—consisting of four companies, Newcastle; second battalion—four companies, at the Heads, the Scottish Rifles also being allotted as a reserve for the Heads. Local companies of Volunteers, on the same system as the Scottish Rifles, might be raised for Bulli and Wollongong, one company at each place.

The field equipment for each regiment, complete in every particular, to be kept in Victoria Barracks, each regiment having a room, locked shed, or compartment to itself.

Commanding officers have pointed out the desirableness of making some arrangements for night drills, and have suggested that the present whole-day parades, once a quarter, should be abolished, more particularly in country districts where only very small bodies can be got together. If the money so saved were turned to account in small payments for night drills, commanding officers are of opinion that it would be much more conducive to efficiency. Even with the town battalions a simple march out and back, pitching tents, and cooking dinners really gives no instruction which is worth the money expended. If a day's battle-firing could be arranged for, against a prepared position which the men had never seen, commencing with an Artillery attack, the expenditure of some hundreds of pounds worth of pay might be advisable, but not for an ordinary march into the country. To make these three city regiments efficient, it is very necessary they should have large drill-sheds or halls for night-work; the cost of a wooden drill-hall asphalted, 100 ft. by 50 ft., with four small offices, 15 ft. by 12 ft., attached, would be from £1,000 to £1,100; each pair of companies should have one such drill-hall, which would not only be a place of instruction, but also a social centre for the men, as it would be open and lit up every evening, and when not wanted for drill the hall would be available for gymnastics, company concerts, &c. A reading-room might also be arranged.

There is one subject connected with the Infantry which should not be overlooked, viz., their equipment. The accoutrements now in use were long ago discarded from the Imperial service, and another more serviceable pattern substituted. It would be as well to bear this in mind when any additions or alterations are under discussion. Excellent brown leather belts and pouches can be made in Australia, and but little exceeding in cost what they would be if procured from England. Buff belts cannot be manufactured here; but pipeclay and buff belts now really belong to a bygone age in soldiering, and in future it would be better to get everything required made in the Colony. One advantage in so doing is that, were it necessary to rapidly increase the force, the manufacturers here, being accustomed to the work, would have no difficulty in supplying belts, pouches, valises, and water-bottles, mess-tins, &c., at short notice. All clothing, including great-coats, can also be made in the Colony.

CAMPS.

From the evidence given it seems that there is a little too much entertaining and what may almost be called luxurious living in camp, which is quite out of place in modern soldiering—pianos in mess tents, with, in some cases, wooden floors and carpets in officers' tents, are mentioned. Now, an officer who requires such comforts may truly be styled a feather-bed soldier, and his services might certainly be dispensed with. If officers cannot set a proper example to their men, and be satisfied with the simple kits of professional soldiers, they had better retire at once. Fifty lb. for officers and 80 lb. for mounted officers is an ample allowance for baggage, bedding and everything, and should be rigidly adhered to. All entertainments should cease instantly at "lights out," and the camp be then perfectly quiet, the great object being to keep the camp as still as possible, to give the men rest for work which should commence at daybreak.

As regards camps and training grounds, the open grounds towards Botany would, when cleared, be admirably adapted for battle-training, and as this would be the ground over which an attack on Sydney is most to be feared, it would be as well that everyone should be well acquainted with it, and the occupation of all intended positions and such like discussed at meetings of the United Service Institution.

For strategical reasons it would be as well to extend the present tram-line 2 miles from Botany to La Perouse.

MEDICAL DEPARTMENT.

The energy of the present principal medical officer, and the perfection to which he has brought his hospital and ambulance arrangements, are worthy of all praise; but considering the size of the force and the positions the different portions of it would occupy, the amount now spent by the Medical Department is excessive and must unquestionably be materially reduced. Commencing with the hospital in Victoria Barracks, the evidence of Brigade Surgeon Lieut.-Colonel Williams shows that the numbers of the Medical Staff Corps are far in excess of the actual requirements of the Permanent Forces; the Commission therefore recommend that the number of the Permanent Medical Staff Corps be reduced to six, including the Brigade Surgeon Lieut.-Colonel.

In his evidence Brigade Surgeon Lieut.-Colonel Williams mentions that some 80 surgeons, and upwards of 500 attendants, in time of war, would be required. From this it is evident that a medical mobilisation scheme, suitable to the possible requirements of the Colony, should be worked out as soon as possible. Instead of making the Military Medical Service suit the Colony, an attempt is evidently being made to attach to the Colony a department on similar lines to that of the Director-General of the Imperial Medical Department, at the War Office in London. When the Garrison Artillery is transferred to George's Head the hospital staff and equipment will have to go with them. The present building will then be available as quarters, which could be occupied by an officer of the Head-quarter Staff, the saving on his lodging money capitalised would go a long way towards building the new hospital, which, owing to the reduced strength of the permanent force, need not be so large as the present building.

The absurdly large amount of clerical work lately introduced into the Medical Department, such as medical history sheets and similar documents, which may be very necessary in the Imperial service, but totally out of place in a colonial force, might be entirely dispensed with. They are unknown in other colonies, and might equally be so in this.

When the hospital is removed to George's Head one man to look after the ambulance equipment and a single warrant officer as permanent instructor for the Partially-paid Ambulance Corps are all that is necessary to retain in Victoria Barracks, where there might be a small dispensary for the few men who would be living there and the families of the instructors living out of barracks. The principal medical officer might be in charge of the hospital at George's Head, and the work in Sydney done by a civil surgeon; or the hospital at George's Head might be attended by a civil surgeon, and the principal medical officer remain in Sydney. As there would then be but the instruction of Partially-paid Ambulance and attendances on certain officers and instructors' families, with thirty drivers, in Victoria Barracks—under a proper system the clerical work of the principal medical officer would be almost abolished—there would be no objection to his taking private practice. The Partially-paid Ambulance is unquestionably stronger than is necessary, considering the number of the force and nature of the service on which it could be possibly employed. The Commission recommend therefore that the amount referred to be reduced to one-half.

COMMISSARIAT AND TRANSPORT.

The present system is only adapted for the requirements of the annual camp, and will have to be recast when a proper mobilisation scheme is drawn up, in which an arrangement for regimentally administered transport will have to be worked out.

ORDNANCE STORE DEPARTMENT.

The Ordnance or Military Store Branch was, until lately, under a civil department, which may in a great measure account for the various mistakes and losses brought to the notice of the Commission. The Department is now under the Commandant, but ordnance work and store-keeping are duties with which he should not be burdened. It is therefore suggested that the Ordnance, as well as the Pay Department, should be placed under the Secretary of Defence, who should be responsible to the Minister for both. The care of mercantile powder should not be thrown on the Defence Department at all, which has nothing whatever to do with it, and to which it would be useless for military purposes. It is therefore proposed that

the

the whole of the powder-hulks, buildings, and employees now in charge of the Ordnance Department be at once transferred to the Treasury. This will permit of the Acting Commissary-General and his officers and men giving all their time to their proper duties; a reduction in whose numbers may then be made. The Commission is of opinion that when the mercantile powder is transferred, a total number of twenty-four should be ample for the Ordnance Store Department, including armourer and everything in connection with it. Clerical work might even be reduced in the Ordnance Branch by abolishing such documents as those which might almost be termed musketry medical history sheets, viz., separate record sheets for each rifle, which have to be kept written to date by both the Ordnance Department and the regiment (G.O., May 5, 1892.) Specimen of document, entirely a local production, attached in Appendix.

As regards Defence Department powder and small arm ammunition the Commanding Royal Engineer points out that there is an excess of magazine accommodation in the batteries beyond what is required for the guns. This would enable a considerable reduction to be made in the powder for heavy guns now in the hulk at Middle Harbour, and for this there is now available a large number of empty cases in Ordnance charge. If there are not enough suitable cases to complete the ammunition up to 200 rounds per gun, it might then be necessary to order more cylinders. When the different magazines referred to are made use of, the ammunition in the hulk would be considerably reduced. It is, however, advisable that the whole of the Defence Force powder should be separated from the mercantile explosives, an accident, to which a hulk is particularly liable, might make the batteries almost useless. It is therefore suggested that three or four small magazines to hold about 40 tons each should be constructed—one at George's Head, one at Middle Head, one at Bradley's Head, and the other at Botany.

One subject was brought to the notice of the Commission in connection with the Ordnance Department, viz., that orders to supply tents to private individuals for picnics and such like were sent by high authority to be complied with, although strongly opposed by the Commandant, who pointed out how much of the men's time was taken up by the issue and subsequent examination, repairing and repacking—to say nothing of the wear and tear of Government property—for private purposes.

The Commission desires to state with reference to a matter which was brought under their notice, viz. :—The accident to the 25-ton gun, from want of hydraulic buffers, which were actually in the Ordnance Stores, that the Ordnance Department was not responsible in the matter. It appears that when the hydraulic buffers arrived they were part of another large consignment, and a Board, of which an Artillery officer was President, was regularly detailed—20th January, 1888—to report on the consignment in the usual manner. The two cases which actually contained the hydraulic buffers are referred to in the proceedings of the Board as "two cases of machinery, left closed, appeared in good order." Not only were these cases not even opened slightly to see that the condition of the machinery was satisfactory, but no mention whatever is even made as to their contents, although full particulars were stated on the packing list; had at least a note been added as it ought to have been "stated to contain hydraulic buffers," then an extract of that part of the Board's proceeding would have passed on to the officer commanding the Artillery, and the accident would not have occurred. The blame lies between the officer presiding over the Board, and the Staff Officer at head-quarters, who failed to notice the omission.

BARRACKS.

When the Garrison Artillery is transferred to George's Head there will then be room in Victoria Barracks for storing the whole tent and field equipment of each regiment separately, all ready for instant use.

To make the force really efficient and fit for rapid mobilisation, it is an absolute necessity that the field equipment of each regiment and battery be arranged and kept perfectly ready as proposed. The whole of the defence force offices would also be in Victoria Barracks, and all the necessary drill-rooms for the Partially-paid Garrison Artillery, as well as the sheds for the guns, harness-rooms, &c., of the field batteries. The ambulance equipment should also be in the barracks, and possibly quarters might be found for some of the head-quarter staff officers. The head-quarter staff offices in Victoria Barracks ought to be connected with the forts by private wires and telephones.

RESERVES.

RESERVES.

Reserves, some 4,000 in number—who should properly be styled rifle clubs—are supposed to be maintained for the purpose of filling up the present attenuated ranks of the Infantry battalions in time of war or apprehended hostilities. The mistake, however, of relying on such undisciplined and undrilled men has already been mentioned in reference to a special communication from the Colonial Defence Committee of the War Office.

It is probable the so-called Reserves would have been disbanded or remodelled long ago, if they had not had sufficient influence to prevent anyone interfering with them. The evidence shows that some of the Reserve companies have been formed in places in direct opposition to the opinions of the Military authorities, and that money has been freely granted for their benefit, without any consultation whatever with the head-quarter staff, in whose charge the Reserves are supposed to be. Companies have been formed at such distant, and therefore unsuitable, places, as Cobar and Broken Hill; the expense for inspection and supplying ammunition in such situations speaks for itself.

The amount which each man of the Reserves can earn by being effective is £1. Now, to enable these 4,000 men to become effective, the astonishing amount of about £16,000 is necessary; staff officers and musketry instructors—to teach some of the best target shots in the Colony how to use the rifle—£3,944; travelling expenses for officers and non-commissioned officers on duty, carriage of stores, repair of arms and incidentals, £4,331; railway passes for shooting purposes, rifle-ranges, &c., £6,000; Suplementary Estimates for ranges and grants in aid, £1,050. To this may also be added about £1,200 of the £1,750 granted for prizes to the Rifle Association, and also the lion's share of the immense quantity of free ammunition expended at the association meetings, the witnesses who appeared on behalf of the reserve companies, admitting that 75 per cent. of the prizes went to the clubs. These reserve men have also the privilege of buying ammunition at half cost price to the extent of 300 rounds per effective, even non-effectives being allowed to purchase 100 rounds at reduced rate, the loss to the Government on each hundred rounds being six shillings and ten pence (6s. 10d.) The above is in addition to the annual issue of 100 rounds for musketry, which is given free.

Such liberal grants by Parliament to 4,000 rifle club men might be expected to produce some compensating return. Unfortunately the evidence shows only too clearly that it would be quite an exception for a rifle club man to be willing to give the necessary time to learning such an amount of drill as would make him of any use for reinforcing the ranks of the infantry battalions. It is true a good many of the city men have formerly been in the Partially-paid Force, but unless a man keeps up his knowledge of drill, which is continually being altered and made more adaptable for battle, a man who has been two or three years away from his regiment requires almost fresh instruction.

To maintain a force such as the rifle clubs, at the immense cost stated, is simply a waste of public money. In the interest, therefore, of the Colony it is a matter of absolute necessity that the whole system should be altered. The scheme for obtaining 2,000 fairly trained men to reinforce the infantry battalions has already been mentioned. If the country were in danger there is not a doubt but that very large numbers of men, who had formerly been in the ranks of the Partially-paid Infantry, would volunteer, and in three or four weeks, with constant drill, would be better men to strengthen the battalions than mere target-shots, who know nothing of drill or discipline. The so-called reserve companies, therefore, could only be reckoned on as a last reinforcement, and are really not very much better than perfectly raw material. The natural intelligence of men in Australia is so much above what is to be found in other parts of the Empire that as far as musketry training is concerned a man who knows little or nothing of rifle shooting can be taught to be a very fair shot indeed in twelve working days.

If, however, in order to encourage rifle shooting it be decided to continue the rifle clubs, it is suggested that it would be advisable to pay by results, viz.: 5s. to every man making 75 points and less than 100; 7s. 6d. for 100 points and less than 125; and 10s. for not less than 125 points, men making 175 points to be entitled to wear a marksman's badge; the number of rounds to be 40, 10 at 200 yards, standing;

10 at 300 yards, kneeling;—targets, 6 ft. by 4 ft.; 10 at 400 yards, 10 at 600 yards, any Military position, targets 6 ft. by 6 ft. As soon as battle-firing ground can be found every man to fire 10 rounds twice a year, being a total of 60 for the regular musketry course. The present usual total amount of 100 rounds to be given, but the purchase of ammunition at reduced rates not to exceed that allowed to the Partially-paid Force. The regiments in whose districts the clubs are, to be responsible for the shooting being conducted according to regulation, and the money fairly earned. The present head-quarter staff of musketry officers and instructors being quite unnecessary, to be entirely abolished.

In the rules of the Rifle Association no less than 17 different descriptions of sights are allowed, and even filing the foresight in certain cases sanctioned; it might be as well to suggest that the regulation common to every army or military organisation, which prohibit any interference whatever with the Military sights, as issued, ought to be adopted.

CADETS.

The system of cadet training was brought before the Commission, and the cost to the Colony seems decidedly heavy. The physical and moral advantages to the rising generation are, however, so great when a proper cadet system is carried out, that no one is likely to object to a fair expenditure on this head. There is in the evidence an unmistakable desire to keep cadet training in the hands of the school-masters under the Education Department and free from Military supervision. This the Commission is entirely opposed to. The value of the cadet system rests wholly on its being one in which drill and discipline are properly supervised, and it is simply an impossibility that military work can be efficiently supervised by those who really know nothing about it. The Commission considers that for drill, discipline, and organisation the cadets should be under the supervision of the Military Commandant; the officer commanding the cadets to be attached to the staff of the Commandant, with his office in Victoria Barracks; the Commandant not to interfere in any matters connected with the Education Department, but simply to be responsible to the Minister of Defence; that the so to say military organisation, including drill and discipline, was properly carried out, and that only such instructors as the Commandant considered suitable for this work were appointed; the Commandant to have full power to discharge anyone whom he found to be unfit for this duty. It may be brought to notice that during the daytime the sergeant instructors of regiments have not much to do, and it would therefore seem advisable to employ their spare time in supervising the drill of cadet companies within reach of the company sergeant-majors. Each regiment would take a keen interest in the cadets in its district, who would, at least once a year, be inspected by the Colonel of the regiment, who would report on the efficiency of each cadet company.

The Commission being informed by experts that the small Artillery corps is really useless and a waste of money it should be abolished, as also the Cavalry Cadet instructor, who is not required. The officers of the troops to which the cadets are affiliated should make the necessary arrangements for the boys' instruction.

Ten thousand pounds per annum is considered by the Commission to be a most liberal allowance for everything in connection with the cadet system, and that the officer in charge must, in plain English, simply cut his coat according to his cloth, and meet all expenditure with £8,000 per annum, and £2,000 more to purchase Francotte rifles—Morris tube calibre—as soon as a sufficient number of these are available; then the £2,000 referred to might go towards cost of providing uniforms for the Public School cadets. This uniform the Commission consider should be made in the Colony, and be of the universal khakee, with the wide-brimmed felt hat now worn by all Australian Infantry.

No cadet under 15 years of age ought to be given any rifle but the Francotte, and boys under 12 should only be supplied with wooden guns. All the Snider and other carbines to be withdrawn at once. The present system of giving men's weapons to little boys is almost cruelty to the plucky little lads, who would rather stagger on till the last than allow that carbines were too heavy for them.

AGE RETIREMENT.

It is necessary that an age retirement should be arranged for the Partially-paid Force. All officers over 60 ought to be retired at once. There should also be an age retirement for all ranks, say, Captains at 45, Majors at 50, and Lieutenant-Colonels at 55, with a saving clause to continue, on the Commandant's recommendation, particularly efficient officers for two or three years longer. There ought also to be some limit to the tenure of command of a regiment. Seven years is so suggested, with a saving clause to be extended year by year on the Commandant's recommendation. All private soldiers and blue jackets of the Partially-paid Force should be retired at 50 years of age, non-commissioned officers, petty officers, and warrant officers at 53. All so-called permanently employed officers and non-commissioned officers of every description, except those of the Permanent Artillery and Submarine Miners, ought to be employed for five years only, the engagement then to be terminated unless renewed at the recommendation of the Commandant.

RECOMMENDATION FOR FEDERAL DEFENCE.

The Colonial Defence Committee of the War Office when communicating with the different Australian Colonies has done its best to impress on them the paramount necessity for some general scheme of Federal Defence in which they might afford each other mutual assistance if ever seriously attacked. The Committee say in "the event of a great war the Military resources of the Empire will be heavily taxed, and the responsibility for land defence must necessarily rest with the Colonies which have willingly accepted it." In the present day war may break out at very short notice; it would then be too late to assemble Federal Committees to decide how the Colonies should best assist each other; that ought to be done now without further delay, and for this purpose the Commission begs to suggest that the parent Colony might now issue invitations to the rest of the Australian Governments to send representatives to discuss the matter. Professional experts would not be required at such a conference, which would require to be one of statesmen only, who could easily obtain all technical information they might consider necessary.

We have the honor to be,
Your Excellency's obedient Servants,

(Signed) ALEX. B. TULLOCH, Major-General,
PRESIDENT.

M. C. COWLISHAW,
Commissioner.

W. P. MANNING,
Commissioner.

ALF. MEEKS,
Commissioner.

J. LAIDLEY MORT,
Commissioner.

A. CAREW HUNT, Major,
Secretary.

Dated, Sydney, the nineteenth day of September, one thousand eight hundred and ninety-two.

APPENDIX A.

Comparative Statement of Present and Proposed Estimates of New South Wales Defence Forces.

Number of Persons.	Present Estimates.	Amount.	Total.	Number of Persons.	Proposed Estimates.	Amount.	Total.
		£	£			£	£
15	General Staff	6,653		7	Defence Department, of which £2,172 is at present incurred, but not included in Estimates—*per contra*	3,672	
6	Staff Paymaster's Department	1,884		10	General Staff	4,968	
4	Military Instructors	1,661		6	Staff Paymaster's Department	1,962	
559	Permanent Artillery	61,136		2	Garrison Instructors	1,275	
9	Commanding Engineers	4,184		402	Permanent Artillery	48,526	
22	Permanent Submarine Miners	3,922		9	Commanding Engineer	4,119	
17	Permanent Medical Staff Corps	3,752		32	Permanent Submarine Miners	5,163	
9	Permanent Staff unattached	1,988		8	Permanent Medical Staff Corps	2,091	
429	Partially-paid Regiment—Cavalry	10,048		429	Partially-paid Regiment—Cavalry	5,000	
580	Partially-paid Regiment—Artillery	11,413		181	Partially-paid Regiment—Artillery { 3 Field Batteries ..	21,334	
120	Partially-paid Engineer Corps	2,385		900	{ 9 Garrison Batteries		
120	Partially-paid Submarine Miners	2,582		120	Partially-paid Engineer Corps	2,127	
428	Partially-paid Regiment—Mounted Infantry	10,090		120	Partially-paid Submarine Miners	2,430	
2,834	Partially-paid Regiments—Infantry (4)	53,075		428	Partially-paid Regiment—Mounted Infantry	5,000	
114	Partially-paid Medical Staff Corps	2,076		2,880	Partially-paid Regiments—Infantry (5)	55,837	
39	Partially-paid Commissariat and Transport Corps	974		63	Partially-paid Medical Staff Corps	1,894	
10	Partially-paid Contingencies	19,435		41	Partially-paid Commissariat and Transport Corps	928	
16	Permanent Staff in connection with Reserves	10,161		3	Contingencies	15,635	
.....	Reserve Contingencies	9,616		2,200	Reserve Companies, £12,400; Rifle Clubs, £1,000	13,400	
12	Ordnance Office Staff, Sydney	2,675		7	Ordnance Office Staff, Sydney	1,675	
22	Artificers and labourers	2,877		6	Artificers and Labourers	1,455	
3	Barrack Depôt and Store, Victoria Barracks	304		5	Barrack Department, Victoria Barracks	686	
20	Magazine, Goat Island, £2,218; Lighterage and Steam Transport, £760	2,978		5	Armoury Department	725	
10	Armoury, Victoria Barracks	1,422		.....	Contingencies—Big Gun and Small Arm Ammunition and Wear and Tear of Military Stores	16,200	
19	Depôt, Magazine, Middle Harbour, £1,147; Magazine, Broken Bay, £482; Magazine, Newcastle, £713; Lighterage and Steam Transport, £258	2,600		348	Naval Brigade	6,000	
.....	Contingencies	26,200		.....	Providing Modern Man-of-War, Naval Commandant, Permanent Crew, and all expenses included	10,000	
348	Naval Brigade	6,439		.....	Cadets under Military Department	10,000	
.....	Volunteer Naval Artillery	3,420					242,102
.....	Training ship "Wolverine"	2,500		8,212			
.....	Torpedo Defence	1,800			*Less* contemplated savings on Salaries Partially-paid Corps, at 12 per cent.		10,000
.....	Cadets under Education Department	11,818					
			282,068				
5,765	Amount of Proposed Estimates, *less* contemplated saving		232,102				
	Difference in favour of Proposed Scheme		£49,966				£232,102

Details of Proposed Estimates as per Summary.

GENERAL STAFF.

No. of Persons.	Rank or Position.	Salary.	Lodging or value of quarters.	Forage.	Stabling.	Servants' allowance.	Rations, fuel, and light.	Uniform allowance.	Total.	Less deductions if in quarters.	Amount received.	Proposed rates on vacancies occurring.
		£	£	£	£	£	£	£	£	£	£	£
1	Officer Commanding Forces	1,095	200	128	100	104	45	...	1,672	*252	1,420	†1,700
1	Assistant Adjutant-General	560	150	64	50	52	42	...	918	...	918	†1,025
1	Deputy Assistant Adjutant-General	474	150	64	50	52	42	...	832	...	832	528 to 628
1	Chief Clerk, Staff Office.....	250	60	...	...	52	32	...	394	...	394	200 to 300
1	Garrison Sergeant-Major	183	49	...	...	...	38	5	275	...	275	.....
1	Superintending Clerk	174	49	...	...	...	43	5	271	...	271	100 to 200
1	1st Assistant Clerk of Records	165	45	...	...	...	25	5	240	...	240	
1	2nd Assistant Clerk.....	147	40	...	...	...	25	5	217	...	217	
1	3rd Assistant Clerk	138	33	...	...	...	25	5	201	...	201	
1	Shorthand-writer and Clerk	200	...	...	...	...	...	...	200	...	200	.....
10									5,220	252	4,968	

* In quarters and has 1 soldier servant. † Imperial Officers.

STAFF PAYMASTER'S DEPARTMENT.

No. of Persons.	Rank or Position.	Salary.	Lodging allowance.	Servants' allowance.	Rations, fuel, and light.	Uniform allowance.	Total.
		£	£	£	£	£	£
1	Staff Paymaster	612	...	...	...	...	612
1	Accountant	350	...	...	...	...	350
1	Superintending Clerk	350	...	...	...	...	350
1	1st Clerk	250	...	...	...	...	250
1	2nd Do	200	...	...	...	...	200
1	3rd Do	200	...	...	...	...	200
6							1,962

Inclusive of all allowances.

GARRISON INSTRUCTOR.

No. of Persons	Rank or Position.	Salary.	Remarks.	Proposed Rates on vacancies occurring.
		£		£
1	Garrison Instructor, R.E. Captain*...	1,025	Staff College Officer.....	1,025
1	Assistant Instructor and Clerk..... ..	250	.....	250
2		1,275		

* Including all allowances.

ARTILLERY.

No. of Persons.	Rank.	Salary.	Lodging or value of quarters	Forage.	Stabling.	Servant.	Rations, fuel, and light.	Uniform allowance.	Total.	Less deduction for quarters, stable, and servant.	Total Amount received.	Grand Total.	Scale for future Appointments.
	Regimental Officers, &c.	£	£	£	£	£	£	£	£	£	£	£	£
*1	Colonel Commanding Artillery Forces.	730	150	64	50	52	44	10	1,100	252	848	...	1,125
1	Lieut.-Colonel Commanding Permanent Artillery.	450	150	64	50	52	35	10	811	252	559	...	750 to 850
3	Majors, at £383 5s.	1,150	360	...	...	156	101	30	1,797	516	1,281	...	528 to 628
4	Captains, at £275.....	1,100	360	...	...	208	112	40	1,820	568	1,252	...	428 to 528
9	Lieutenants, at £200	1,800	540	64	50	468	253	90	3,265	1,058	2,207	...	260 to 410
1	Brigade Major, Artillery Forces ...	400	120	64	50	52	34	10	730	222	508	...	528 to 628
1	Inspector of Ordnance	400	...	...	...	...	...	...	400	...	400	...	400
*1	Officer Commanding Field Artillery	550	120	64	50	52	40	...	876	222	654	...	800
1	Veterinary Surgeon	150	...	...	...	...	...	...	150	...	150	...	.....
1	Sergeant Clerk to Brigade Major ...	146	...	...	...	...	...	...	146	...	146	...	.....
1	W.O. and Armament Clerk	183	...	...	...	...	...	...	183	...	183	...	.....
		7,059	1,800	320	250	1,040	619	190	11,278	3,090	8,188	8,188	
24	Carried forward	...	...	...	...	...	...	...	.....	...	...	8,188	

* Imperial Officers.

ARTILLERY—*continued.*

No. of Persons.	Rank or Position.	Total Amount received.	Grand Total.
		£	£
24	Brought forward	8,188	
	DISTRICT AND REGIMENTAL STAFF.		
1	Regimental Sergeant-Major, at 10s. per diem	183	
1	Regimental Quartermaster-Sergeant, at 8s. per diem	146	
1	Regimental Orderly-room Sergeant, at 5s. 6d. per diem	101	
1	Provost Sergeant, at 8s. per diem	146	
1	Master Gunner, at 10s. per diem	183	
1	Trumpet Corporal, at 3s. 4d. per diem	61	
12	Sergeant Artificers, at 7s. per diem	1,533	
3	Battery Sergeants-Major, at 5s. 6d. per diem	302	
3	Battery Quartermaster-Sergeants, at 5s. per diem	274	
1	Farrier Sergeant, at 5s. per diem	91	
1	Collar-maker Sergeant, at 5s. per diem	91	
1	Wheeler Sergeant, at 5s. per diem	91	
10	Sergeants, at 4s. per diem	730	
16	Corporals, at 3s. 4d. per diem	973	
12	Bombardiers, at 3s. 2d. per diem	694	
12	Acting Bombardiers, at 2s. 9d. per diem	603	
1	Shoeing Smith, at 3s. 3d. per diem	59	
1	Collar-maker's Assistant, at 3s. 3d. per diem	59	
1	Wheeler's Assistant, at 3s. 3d. per diem	59	
1	Carpenter, at 5s. per diem	91	
4	Assistant Master Gunners, 1 at 8s., 1 at 7s, and 2 at 5s. per diem	457	
2	Blacksmiths, at 5s. per diem	182	
30	District Gunners, at 3s. 3d. per diem	1,780	
5	Trumpeters, at 2s. 3d. per diem	206	
30	Drivers, at 2s. 3d. per diem	1,232	
226	Gunners, at 2s. 3d. per diem	9,281	
	Good Conduct Pay for Non-Commissioned Officers, Trumpeters, and Gunners, at 3d. per Badge per diem	900	
	7 Assistant Clerks—4 at 1s. and 3 at 6d. per diem	101	
	Increase of Pay to Sergeants at 6d. per diem, Corporals and Bombardiers at 4d. per diem, Trumpeters, Gunners, and Drivers at 3d. per diem each	690	
	Acting Adjutant, at 2s. 6d. per diem	46	
	Command Pay—3 Officers Commanding Batteries, at £27 each	81	
	1 Provost Cook, at 1s. 6d. per diem	27	
402			29,641
	CONTINGENCIES.		
	Forage Allowance for 60 Field Battery Horses, at £30	1,800	
	Forage Allowance for 3 District Horses, at £30	90	
	Uniforms, Boots, Chevrons, &c., for Warrant and Non-Commissioned Officers, at 6d. per diem each; Trumpeters, Gunners, and Drivers, at 4d. per diem each	2,550	
	460 Free Rations of Bread, Meat, Groceries, and Vegetables, at 1s. per diem	8,395	
	Towards providing Great Coats every five years, Helmets every two years, and Gaiters every three years	300	
	Fuel and Light	1,000	
	Incidental Expenses	1,000	
	Mess Allowance	100	
	Artillery Association	150	
	Hire of Steamers to convey Troops between Sydney and the Batteries	300	
	Hire of Guard Boat	1,095	
	Allowance in lieu of Quarters to 1 Major, Field Battery, 1 Lieutenant, and 40 Married Men	1,460	
	Free Kits for 15 Men Re-engaged, at £3	45	
	Travelling Allowance for Officers, Non-Commissioned Officers, and Men	350	
	Books for Garrison Library	75	
	Drugs for Horses	50	
	Remounts for Field Battery	125	
			18,885
	Total Cost	...	48,526

COMMANDING ENGINEER.

No. of Persons.	Rank or Position.	Salary.	Lodging or value of quarters	Forage.	Stabling.	Servants' allowance	Rations, fuel, and light	Uniform allowance.	Total.	Less deductions	Amount received.	Scale for future appointments.
		£	£	£	£	£	£	£	£	£	£	£
1	Lieut.-Colonel (Imperial officer)	850	150	64	50	52	44	...	1,210	...	1,210	1,025
1	W.-O. Superintending Clerk and Surveyor, at 10s. per diem.	183	49		...	...	30	5	267		267	.
1	W.-O. Submarine Storekeeper, at 10s. per diem .	183	49	..	...	. .	30	5	267*	49	218	.....
1	W.-O. Instructor to Engineers, at 10s. per diem	183	49	.	.	..	33	5	270*	49	221	.....
1	W.-O. Instructor to S.-M. Miners, at 10s. per diem	183	49			.	38	5	275	...	275	. .
1	Instructor to S.-M. Miners, at 9s. per diem .	165	45		...	. .	..	5	215	.	215	. ..
1	Record Clerk, at 7s. per diem	129	33	...	...	...	...	5	167	...	167	.....
1	Officer-in-charge, Range	200	...	.		...		...	200	...	200	... .
1	Caretaker, S.-M. Establishment†	146	...		...	...			146	...	146	... .
9									3,017	98	2,919	
	CONTINGENCIES.											
	Stores for Instructional Purposes, Engineers . .	...	.	...	.	...	...	..	...	...	100	. .
	Stores for Instructional Purposes, Submarine Miners.				..		. .	. .	...	...	500	.. .
	Stores, &c., Incidental Expenses, Submarine Steamer and Boats.		...	...	...	.	...	...	...	...	600	. .....
											1,200	4,119

* In quarters. † Transferred from Contingencies to Salaries.

PERMANENT SUBMARINE MINERS.

No of Persons.	Rank or Position.	Salary.	Command pay.	Lodging, or value of quarters	Servant	Rations, fuel, and light.	Total.	Grand Total	Scale for future appointments.
		£	£	£	£	£	£	£	£
1	Captain	350	27	90	52	29	548		528 to 628
1	Lieutenant	238	...	60	52	29	379		428 to 528
1	Company Sergeant-Major, at 8s. 6d. per diem	156	...	.	.	.	156		. ..
1	Quartermaster-Sergeant and Pay-Sergeant, at 7s. 6d. per diem .	137	...	.	.	...	137		.
2	Sergeants, at 7s. 6d. per diem	274	...	. .	...	.	274		..... .
2	1st Corporals, at 6s. 6d. per diem	238	...	. .	...	.	238		.....
3	2nd Corporals, at 5s. per diem	274	...	...	. .	..	274		... .
1	Bugler, at 2s. 3d. per diem	42	...	.		...	42		.. ..
20	Sappers, at 4s. per diem	1,460	. .	...	.	...	1,460		.....
32								3,508	.....
	Orderly-room Clerk, at 1s. per diem	.	..	. .	..		19		.. ..
	Pay Corporal, at 1s. per diem	...	...	..		.	19		... ...
								88	
	CONTINGENCIES.								
	Uniforms for 30 Non-Commissioned Officers and Sappers . ' .	.	.				220		.....
	Free Rations (45)	. .	..	...	..	.	821		.. . ..
	Fuel and Light	...		.	.		243		... ..
	Free Kits (12)		.				48		.. ..
	Incidental Expenses	...	. .	.		.	200		
	Boots		...	...			35		..... .
	Encampment...		..	...		...	50		.....
								1,617	
							£	5,163	

PERMANENT MEDICAL STAFF CORPS.

No of Persons.	Rank.	Salary.	Command Pay	Lodging.	Forage.	Stabling.	Servant.	Rations, fuel, and light.	Amount.	Loss deduction	Total amount received.	Total.
		£	£	£	£	£	£	£	£	£	£	£
1	Brigade Surgeon	472	27	150	64	50	52	42	857	52*	805	
1	Civilian Surgeon, Head Quarters	200	..	...	...	...	..	.	...	...	200	
1	Civilian Surgeon, Newcastle	75	...	...	...	...	...	...	...	...	75	
1	W O. Compounder, at 10s. per day	183	...	49	...	...	...	33	...	...	265	
1	Corporal Storekeeper, at 5s. 6d. per day	101	...	...	...	...	...	...	...	.	101	
2	2nd Corporals, at 4s. 6d. per day	165	.	...	...	...	...	...	. .	...	165	
1	Private, at 3s. per day	55	...	...	...	...	...	...	...	...	55	
8												1,666
	CONTINGENCIES.											
	Uniforms for 5 Non-commissioned Officers	...	...	...	...	...	.	...	...	...	45	
	Rations	.	...	...	...	...	. .	.	.	...	128	
	Fuel and light	...	..	...		...	.	...		.	100	
	Incidentals		...	...	...	..	...	...	...	...	100	
	Good Conduct Badges, at 3d. per diem	.	...	...	...	...	...		...	...	25	
	Allowance in lieu of Quarters—1 married man	..	. .	...	. .			...	..	...	27	
												425
												2,091

* Deduction, soldier's servant.

REGIMENTAL CAVALRY.

No of Persons.		
1	Officer Commanding	
9	Captains	
8	1st Lieutenants	
8	2nd Do	
1	Adjutant and Paymaster	
1	Quartermaster	
1	Sergeant-Major	
1	Quartermaster-Sergeant	
1	Orderly Room Clerk	
5	Staff-Sergeant Instructor	
8	Troop Sergeant Majors	
24	Sergeants	£5,000.
8	Farrier Sergeants	
32	Corporals	
8	Trumpeters	
8	Shoeing Smiths	
288	Troopers	
1	Band Sergeant	
16	Bandsmen	
429		
	CONTINGENCIES.	
	Uniforms	
	Allowance to keep 17 Regimental Band Horses	

PARTIALLY-PAID FIELD ARTILLERY—3 BATTERIES OF 4 GUNS.

No of Persons	Rank	Salary	Lodging	Uniform Allowance	Amount	Total.
		£	£	£	£	£
3	Captains, at £40				120	
3	1st Lieutenants, at £30				90	
3	2nd Lieutenants, at £25				75	
1	Staff Sergeant Instructor, at 7s. 6d. per diem	137	33	5	175	
3	Battery Sergeant-Majors, at £17				51	
3	Battery Quartermaster Sergeants, at £16				48	
3	Farrier Sergeants, at £15				45	
9	Sergeants, at £15				135	
12	Corporals, at £14				168	
12	Bombardiers, at £13				156	
3	Shoeing Smiths, at £12				36	
6	Trumpeters, at £10				60	
120	Gunners and Drivers, at £12				1,440	
181						2,599
	CONTINGENCIES.					
	Uniforms				760	
	Horse allowance for 9 Officers, at £25				225	
						985
	Total				£	3,584

PARTIALLY-PAID GARRISON ARTILLERY—9 BATTERIES.

No of Persons	Rank.	Salary	Command Pay	Lodging	Forage	Stable	Servant.	Rations, fuel, and light	Uniform allowance	Amount.	Total.
		£	£	£	£	£	£	£	£	£	£
1	Lieutenant Colonel	70	30		64					164	
1	Major	50			64					114	
9	Captains, at £40	360								360	
9	1st Lieutenants, at £30	270								270	
9	2nd Lieutenants, at £25	225								225	
1	Quartermaster	25								25	
1	Adjutant and Paymaster	300		90	64	50	52	29		585	
1	Regimental Sergeant Major, at 10s. per diem	183		49				25	5	262	
1	Do Quartermaster Sergeant, at 9s per diem	165		45					5	215	
1	Do Orderly Room Clerk, at 8s. per diem	146		40					5	191	
1	Trumpet Major	17								17	
9	Battery Sergeants-Major, at £17	153								153	
9	Do Quartermaster Sergeants, at £16	144								144	
27	Sergeants, at £15	405								405	
36	Corporals, at £14	504								504	
36	Bombardiers, at £13	468								468	
18	Trumpeters, at £10	180								180	
730	Gunners, at £12	8,760								8,760	
900											13,042
	CONTINGENCIES.										
	Uniforms*									4,458	
	Allowance for Instructors Permanent Artillery									250	
											4,708
	Total									£	17,750

* Also includes provision for first issue of clothing to increased strength.

PARTIALLY-PAID ENGINEERS

No of Persons	Rank	Salary	Command Pay	Forage	Amount	Total	—
		£	£	£	£	£	£
1	Officer Commanding	60	20	64	...	144	
2	Captains, at £50	100				100	
2	1st Lieutenants, at £35	70		...		70	
2	2nd Lieutenants, at £30	60			...	60	
2	Company Sergeant-Majors, at £20	40	..			40	
2	Do Quartermaster Sergeants, at £20	40	.	.		40	
4	Sergeants, at £17	68	.	...		68	
4	1st Corporals, at £15	60				60	
4	2nd Corporals, at £14	56				56	
4	Buglers, at £10	40			...	40	
93	Sappers, at £13	1,209				1,209	
120							1,887
	CONTINGENCIES.						
	Uniforms					240	240
						£	2,127

PARTIALLY-PAID SUBMARINE MINERS.

No of Persons	Rank	Salary	Command Pay	Amount	Total.
		£	£	£	£
1	Officer Commanding	100	30	130	
2	Captains, at £70			140	
2	1st Lieutenants, at £50			100	
4	2nd Lieutenants, at £35			140	
2	Company Sergeant-Majors, at £30			60	
2	Do Quartermaster-Sergeants, at £27	..		54	
4	Sergeants, at £25		...	100	
4	1st Corporals, at £20			80	
4	2nd Corporals, at £16		...	64	
4	Buglers, at £12			48	
91	Sappers, at £14			1,274	
120					2,190
	CONTINGENCIES				
	Uniforms				240
					£2,430

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MOUNTED INFANTRY.

No. of Persons.		
1	Officer Commanding	Total, £5,000.
8	Captains	
8	First Lieutenants	
8	Second do	
1	Quartermaster	
1	Adjutant and Paymaster	
1	Sergeant-Major and Instructor	
1	Quartermaster-Sergeant	
1	Orderly-room Clerk	
5	Staff-Sergeant Instructors	
8	Colour-Sergeants	
24	Sergeants	
32	Corporals	
8	Buglers	
8	Farrier Sergeants	
8	Shoeing Smiths	
288	Privates	
1	Band Sergeant	
16	Bandsmen	
428		
	CONTINGENCIES.	
	Uniforms	
	Allowance towards keep of 17 Regimental Band Horses	

PARTIALLY-PAID INFANTRY.

No. of Persons.	Rank.	Salary.	Command Pay.	Lodging.	Forage.	Stabling.	Servant.	Rations, Fuel, and Light.	Uniform Allowance.	Amount.	Total.
		£	£	£	£	£	£	£	£	£	£
5	Commanding Officers, at £70	350	150	...	320	..	...	...	...	820	...
10	Majors, at £50	500	...	...	640	...	...	...	...	1,140	...
40	Captains, at £40	1,600	...	...	..	...	...	...	...	1,600	...
40	1st Lieutenants, at £30	1,200	...	..	..	...	...	...	...	1,200	...
40	2nd Lieutenants, at £25	1,000	...	...	...	...	...	...	...	1,000	...
5	Quarter-masters,—2 at £30, and 3 at £25	135	..	..	...	...	...		...	135	...
1	Adjutant and Paymaster	378	.	120	64	50	52	33	..	697	...
4	Adjutants and Paymasters, at £300	1,200	.	360	256	200	208	116	...	2,340	...
5	Regimental Sergeant-Majors, at 9s. per day	822		244	.	...	...	165	25	1,256	...
5	Regimental Quartermaster-Sergeants—1 at 9s., 2 at 8s. 6d., 2 at 8s. 4d.	779	...	212	...		...	...	25	1,016	...
31	Sergeant Instructors, at 7s , 7s. 6d., and 8s.	4,399	...	1,121	..	.	...		155	5,675	...
5	Bugle-Majors, at £17	85		.	...	...	...	...	...	85	...
40	Colour-Sergeants, at £17	680	...	...	...	...	...	..	...	680	...
120	Sergeants, at £15	1,800		.			..			1,800	..
60	Corporals, at £14	2,240		.	.	.			..	2,240	.
80	Buglers, at £10	800	..						..	800	.
2,189	Privates, at £12	26,268			.	.	.		.	26,268	
4	Band Sergeants, at £15	60		.	.	..	.			60	.
96	Bandsmen, at £12	1,152	..	.	.			..	.	1,152	...
2,880	CONTINGENCIES.	45,448	150	2,057	1,280	250	260	314	205		49,964
,	Uniforms	. .	. .	.	. ..	...		.	.	5,873	
											5,873
											55,837

PARTIALLY-PAID MEDICAL STAFF CORPS.

No. of Persons.	Rank.	Salary.	Command Pay.	Horse allowance.	Lodging.	Uniform allowance.	Amount.	Total.
		£	£	£	£	£	£	£
1	Surgeon-Major Commanding	60	10	25	...	...	95	
8	Surgeons, at £40	320	...	200	...	...	520	
1	Company Sergeant-Major and Staff Instructor	146	...	...	40	5	191	
1	Sergeant-Major	...	...	...	...	...	17	
1	Sergeant as Compounder	...	...	...	...	...	16	
1	Quartermaster-Sergeant	...	...	...	...	...	16	
3	Sergeants, at £15	...	...	...	...	...	45	
4	Corporals, at £14	...	...	...	...	...	56	
1	Bugler, at £10	...	...	...	...	...	10	
42	Privates, at £12	...	...	...	...	...	504	
63								1,470
	CONTINGENCIES.							
	Uniforms	...	...	...	...	...	124	
	Examination of Recruits in Country Districts by local Practitioners	...	...	...	...	...	300	
								424
							£	1,894

COMMISSARIAT AND TRANSPORT CORPS.

No. of Persons.	Rank.	Salary.	Command Pay.	Horse allowance.	Lodging.	Rations, fuel, and light.	Uniform allowance.	Amount.	Total.
		£	£	£	£	£	£	£	£
1	Captain	40	5	25	...	...	...	70	
1	Lieutenant	30	...	25	...	...	...	55	
1	W.O. Staff Instructor, at 9s.	165	...	...	49	30	5	249	
1	Company Sergeant-Major	...	...	...	...	...	...	17	
3	Sergeants, at £15	...	...	...	...	...	...	45	
3	Corporals, at £14	...	...	...	...	...	...	42	
30	Privates, at £12	...	...	...	...	...	...	360	
1	Bugler, at £10	...	...	...	...	...	...	10	
41									848
	CONTINGENCIES.								
	Uniforms	...	...	...	...	...	...		80
									£928

CONTINGENCIES.

No. of Persons.	Miscellaneous.	Salary.	Lodging.	Rations, fuel, and light.	Uniform allowance.	Amount.	Deductions if in quarters.	Total.
		£	£	£	£	£	£	£
2	Markers, Rifle Range, at 7s. per head	257	66	...	10	333	66	267
...	Badges for Marksmen	...	...	...	...	...	...	250
...	Hire of horses for Field Guns	...	...	...	...	...	...	500
...	Contributions to Bands, 4 Regiments of Infantry, Cavalry and Mounted Infantry	...	...	...	...	...	...	300
...	New South Wales Rifle Association for Prizes	...	...	...	...	...	...	1,000
...	Northern ,, ,,	...	...	...	...	...	...	250
...	Southern ,, ,,	...	...	...	...	...	...	250
...	Western ,, ,,	...	...	...	...	...	...	250
...	Artillery ,, ,,	...	...	...	...	...	...	150
...	Freight, Cartage, and Incidental Expenses	...	...	...	...	...	...	1,000
...	Constructing new Butts and keeping in repair the several ranges of Corps	...	...	...	...	...	...	650
...	Travelling Expenses for Officers and N. C. Officers on duty	...	...	...	...	...	...	2,000
...	Encampment and Expenses Incidental to training and exercise	...	...	...	...	...	...	6,000
...	Rent of Pay and Regimental Officers Head Quarters	...	...	...	...	...	...	800
...	Hire of two Officers for Country Corps	...	...	...	...	...	...	30
...	Rent of Cavalry Office	...	...	...	...	...	...	150
...	Office-keeper Pay and Regimental Office	...	...	...	...	...	...	40
...	,, Military Staff Office	...	...	...	...	...	...	40
...	Forage allowance, two Garrison horses	...	...	...	...	...	...	92
...	Rent of small Armouries Country Corps and cleaning spare arms	...	...	...	...	...	...	800
1	Messenger Pay and Regimental Offices	146	40	25	5	216	...	216
...	Rent of Regimental stores, 3rd and 4th Regiments, at £50 per annum each	...	...	...	...	...	...	100
...	Hire of steamers for conveyance of Volunteer Artillery to and from the Heads	...	...	...	...	...	...	300
...	United Service Institute (Grant)	...	...	...	...	...	...	200
3								15,635

No. of Persons	RESERVES.	Amount.	Total.
		£	£
2,000	Reserves to be attached to and drilled with the Companies of the Regiments in their Districts, at £6 per head	12,000	
2,000	Reserves, at 10s. per head	1,000	
200	Scottish Rifles, Capitation, at £2 per head	400	
			13,400

ORDNANCE OFFICE STAFF, SYDNEY.

		£	£
1	Assistant Commissary-General of Ordnance	450	
1	Assistant Ordnance Storekeeper	350	
5	Clerks—1 at £225, 1 at £200, 1 at £175, 1 at £150, and 1 at £125.	875	
7			1,675

ARTIFICERS AND LABOURERS.

		£	£
1	Superintendent Store Clerk	175	
1	Overseer	128	
1	Tinsmith	128	
1	Sailmaker	128	
1	Carpenter	128	
6	Labourers	768	
11			1,455

BARRACK DEPARTMENT, VICTORIA BARRACKS.

		£	£
1	Barrack Sergeant	146	
4	Labourers	512	
	Lamplighter	28	
5			686

ARMOURY DEPARTMENT.

		£	£
1	Clerk	156	
1	Armourer	185	
1	Assistant Armourer	128	
2	Labourers	256	
5			725

CONTINGENCIES.

		£	£
	Up keep of General Stores, annual expenditure of Big Gun and S. A. Ammunition	15,000	
	Water Supply, Sanitation, Sewerage, and Sweeping Chimneys	1,200	
			16,200

NAVAL BRIGADE.

No. of Persons.	SERVICE.	Amount.	Total.
		£	£
1	Captain Commanding Naval Forces, at 5s. per diem	92	
1	Paymaster, at 3s. 6d. per diem	64	
1	Gunnery Instructor, Sydney	200	
1	„ Newcastle	52	
8	Commanders and Lieutenants, at 4s. per diem	584	
5	Sub-Lieutenants, at 2s. per diem	183	
7	Midshipmen, at 1s. per diem	128	
1	Bugler and Bandmaster	75	
20	Warrant Officers, at £18 per annum	360	
20	Petty Officers at £15 per annum	300	
230	A. B's.. at £12 per annum	2,760	
53	A. B's., Newcastle Co., N. Brigade, at £12 per annum	746	
			5,544
348			
	CONTINGENCIES.		
	Uniforms for Warrant Officers, Petty Officers, and A. B's.	350	
	Incidental expenses	106	
			456
			6,000

LOCAL MAN OF WAR.

	£
Providing modern Man-of-war, Naval Commandant, small permanent Crew, and all expenses	10,000
This sum will also cover cost of maintaining Whitehead torpedoes and torpedo boats "Acheron" and "Avernus.")	

CADET CORPS UNDER MILITARY DEPARTMENT.

	£
Amount required for total expenses	10,000
(Of this sum, £8,000 is for total expenses; £2,000 this year and following year to purchase Francotte rifles; when a sufficient number have been supplied, the £2,000 for arms to go towards cost of uniforms, Public Schools, at 10s. per boy.)	

ROYAL COMMISSION ON MILITARY SERVICE.

MINUTES OF EVIDENCE.

TUESDAY, 21 *JUNE*, 1892.

[*The Commission met at the Town Hall, at* 4 *p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

W. P. MANNING, ESQ., J.P. | A. W. MEEKS, ESQ.

J. LAIDLEY MORT, ESQ., J.P.

President.] I have received the following letter:—

Major-General Tulloch, C.B., Sydney,—

Dear Sir, "Menzies' Hotel," Melbourne, 20 June, 1892.

When I accepted a seat on the Commission it was understood by the Honorable Mr. Barton that I could not attend any meetings during this week. I avail myself of this opportunity to inform you of my absence from Sydney during the next ten days.

Yours faithfully,

M. C. COWLISHAW.

Major-General John S. Richardson, C.B., examined:—

Major-Gen. John S. Richardson, C.B.

21 June, 1892.

1. *President.*] You are an officer in the Colonial Service? Yes; holding the rank of Major-General.
2. And in command of the Military Forces of New South Wales? Yes.
3. How long have you been in command? Since 1865.
4. Previous to that you had been in the Imperial Service for several years? Yes; since November, 185 4
5. Previous to that you saw a good deal of active service? I was in the Crimea, in New Zealand, and for a short time in the Soudan.
6. There is none better than you who can speak as to the requirements and efficiency of the forces of New South Wales? I think not.
7. When in the Soudan you saw the necessity for troops being properly trained for war? Yes; undoubtedly.
8. Will you give the Commission just an outline of the present forces of New South Wales—their strength and organisation? I have not the figures with me, because I did not know what would be the direction of this inquiry. I was in hopes that the Commission would have furnished, as they do in England, such questions as they required answering. If I had had an intimation that I should be questioned on matters of detail, I would have come prepared with documents, but I think you will find the greater part of the information you want in the appendix to my report of 1891.
9. Commencing with the Permanent Artillery, it has an establishment of 558, of which how many belong to the Field Artillery? About seventy-two.
10. There are twenty-two officers in that force;—of these twenty-two have any of them been through a long course of training at Shoeburyness? Colonel Roberts would be the only one now in the Colony who has received the full course of training, but we have officers at home now undergoing it—Captain Brydges and two other officers.
11. The Field Artillery officers, they have not been through any course at all? Through no course, except locally.
12. Submarine Miners—one officer, twenty-three men;—has that officer been home? Yes; he went through the course at Chatham.
13. The Cavalry are altogether partially paid—that is, to say, Militia? Yes; with the exception of the instructors.
14. And the Garrison Artillery are all Militia? Yes; except those who are permanently paid.
15. Are there any officers who have been through any course at all in the Garrison Artillery? None.
16. Then the whole of their instruction has been received here? Yes.
17. And the same is the case with the engineers? Yes.
18. None of the Submarine Miners have received instruction outside the Colony? None of them.
19. And in regard to the Mounted Infantry? None of them, except the commanding officer, who is an Imperial officer.
20. Who is that? Major Lassetter.
21. What service did he have? He was captain in the South Staffordshire Regiment, and went through a course.
22. In the Infantry, what training has there been? None beyond the Colonial training.
23. Have any of the artillery officers been trained? No.
24. Nor any of the commissariat or medical staff? None.
25. In the executive and general staff there are three officers put down, who do they refer to? Myself, the Adjutant-General, and the D.A.Q.M.G.
26. The Adjutant-General is who? Colonel M'Kenzie.
27. Has he seen service? Only in the Royal Navy.
28. For how many years? I could not tell you.
29. Do you know what rank he held in the Royal Navy? Lieutenant, I think.
30. And that is all his service? He served in the Permanent Artillery as well.

Major-Gen. John S. Richardson, C.B.

21 June, 1892.

31. And the D.A.Q.M.G.? That is Colonel Taunton.
32. What service has he had? He was in the 50th.
33. How many years is it since he has been out? Ten or twelve years, but there is a return which will give you the service of all the officers.
34. Then we come to the Commanding Engineer. There are two officers, who are these? Colonel Bodham and Colonel de Wolski. Colonel Bodham does not belong to the force now.
35. Then there is only one Commanding Engineer? There is another officer now who assists him.
36. Coming to the next, who is the fire-master? Major Churchward, R.A., who combines with this the instructorship of artillery.
37. What course has he been through? The usual course for such officers.
38. What used to be called the fire-masters' course? Yes.
39. Musketry—who is the instructor in musketry? Captain Cuthell.
40. To what service did he belong? He was in the 92nd Highlanders.
41. When did he leave them? I could not say, but about ten years ago.
42. Do you know whether he has been through a course? Yes; he has passed as instructor.
43. What does the quartermaster do? He is Lieutenant Little. He checks all the rations, stores, and so forth, and is in charge of stores. He was instructor, and gradually worked his way up.
44. What is his special work at present? Checking, and in charge of stores, as I explained.
45. But he does not belong to the Ordnance Stores? He is practically under the D.A.Q.M.G.
46. Is he permanently employed? He is.
47. And the paymaster? He is in control of all matters relating to pay. The chief paymaster initiates all matters of pay, and is in direct communication with the Treasury, from whom he draws moneys and distributes them.
48. Then the chief paymaster and his four clerks do practically the whole of the work? Yes. I may say they do the whole of the distribution to regiments, &c.
49. Then comes ordnance—there are two officers? Yes; Major Blanchard and a deputy.
50. They have charge of all the ordnance stores? Yes.
51. But are not charged with the issue? Not beyond heads of services.
52. Now, with reference to the organisation of the forces, commencing with the Permanent Artillery, who is really responsible for the discipline of the Permanent Artillery? For the whole of the artillery, Colonel Spalding. He commands the artillery of every description.
53. Then he is more of a staff officer? Yes.
54. Who is in command of the Permanent Artillery? Colonel Airey.
55. Is he responsible for the discipline? Yes, certainly.
56. The Submarine Miners, are these under the command of a military engineer officer? Yes; the commanding officer commands both the Field Engineers and the Submarine Miners.
57. In the event of the Submarine Miners being called out for work in conjunction with the Militia, which officer would command, that is who takes command of the whole? That one officer.
58. Not of the Permanent Submarine Miners? The commanding engineer.
59. Would not the commanding engineer have a great deal to attend to? Yes; but he would distribute the work no doubt.
60. Supposing this special force is called out with the Militia who would command? It would be the senior officer in charge.
61. What qualification has a senior officer of Militia to command engineers? Principally because of his scientific knowledge in regard to electricity.
62. Suppose mines should he laid down would it not be rather awkward for a half trained officer to command a thoroughly trained officer? Yes; but I cannot see how you are to avoid it. You cannot put Militia officers always at the bottom. You must do the best you can, and when a man is properly trained he ought to be able to take command.
63. Could these Militia officers go home to undergo a course of training? No, not as a rule; it would be only in very exceptional cases they would be able to do so.
64. Would these Militia officers be certified that they are qualified? I do not think to the same extent as Imperial Militia.
65. Then how is it possible to know whether they are capable of doing the work? I presume that if they were not competent it would be stated in the confidential report.
66. Has any report been made upon their qualifications? I cannot say. The fact is there has not been time to go into the matter, for since Colonel de Wolski has been here, his time has been so fully occupied that he has been unable to approach the subject.
67. Then he could speak of them? Yes; he ought to be able to.
68. Medical, there are two officers permanently employed? Yes.
69. One is a surgeon who has been through every possible course? I know that he has been through a course at home.
70. And his assistant? He has not been through any course, but has picked it up very well.
71. Permanent Staff unattached? The first on the list would be the garrison sergeant-major, but I could not give you the whole detail of his work without reference.
72. These have nothing to do with men attached to regiments? No; the musketry instructors are separate.
73. What do you mean by musketry instructors? Sergeant instructors who are detailed to do nothing else.
74. What is their special work? Simply to conduct a musketry course. It takes an instructor the whole year, one way and another, to get through his musketry.
75. Cannot the officers do it themselves? No; I think they do not, for they have no time.
76. Then this musketry is in the hands of non-commissioned officers? Yes; under their superior officer, the inspector in musketry.
77. And you make a special branch of it? Yes.
78. It is not as it is at home? No.
79. Is that instruction the same as the Imperial course? It is on the lines of the Imperial course as far as possible, but I cannot say if it is all carried out without reference to documents on the subject.

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80. Do the artillery go through a musketry course every year? No; not to the full extent.
81. Do the Militia? Yes.
82. And anyone else? All the forces go through a course.
83. And the Reserve Force? They go through the course.
84. The same course as the Militia? They fire the same number of rounds, but they do not go through the course of drill.
85. You go through what is laid down in the drill-book as nearly as you can? I cannot say they go through all that is laid down, but as far as we can we do so.
86. How many days does the course extend over? Every company has to go through in a fortnight.
87. How many rounds are expended? I do not remember at the moment. The course depends a good deal on the convenience of the men.
88. With reference to the main instruction the force goes through, they have so many whole days? Yes; nine continous whole days.
89. In camp? Yes.
90. And there are some detached days? Yes; three detached.
91. Therefore they have twelve days? Yes.
92. How many half-days? The different branches of the service have different number of days.
93. Take the Infantry? I think it is eleven.
94. And no night drills? None whatever.
95. In reference to the Infantry, are there any facilities given in the way of sheds in which to drill at night? No; we have discouraged night drills. That has been our policy.
96. Were they not very useful in teaching the men? They are useful at head-quarters.
97. Why not in other cases? In the out districts the distances to be covered would be very great, and it would be an expensive matter.
98. But you say that it would be useful at head-quarters? Yes. In Sydney, or at the head-quarters of the 4th Regiment, at Newcastle; and even in the latter case it is a very large district.
99. You have two regiments here and one at Newcastle;—would it not be possible to have sheds at Bathurst or Goulburn where the men could come in and be trained? When you have to bring men in you can do it out of doors, and I do not see what use a shed would be then.
100. It would make a difference in the winter? In the country I do not know that it would. Many of the men have long distances to go home, and you could not bring them in for a couple of hours' drill and then send them home again where some would arrive at 1 or 2 in the morning. I do not think either that they would care about staying after night drill.
101. In Victoria they can come in by train, do their drill, and go back again, could not they do something of the same kind here? They are not able to do it, on account of the distances to be travelled and the expense.
102. In Victoria they have free train travelling? But we have not here.
103. If you had, would not that get over the difficulty? It might get over the expense, but it would not affect the question of distance. The men would not care about reaching home after drill at 1 or 2 o'clock in the morning.
104. But would they not be able to get home by 9 or 10 o'clock? No, not in many cases, because the distances are too far.
105. However you think that something might be done with two drill halls here and one in Newcastle? Yes, I think so; though I am not so certain about Newcastle, as it is a scattered district.
106. But have not the men a holiday on Wednesday or Saturday, or half a day off? Yes, they generally have either Wednesday or Saturday.
107. Would it not be possible to get them on these days? We do get them as it is, but it is not always possible.
108. Are the parades well attended? As a rule they are well filled, because there is a small margin.
109. How do you mean a "margin"? For instance, there are sixteen half-day parades, we will say. They must attend eleven out of these, which gives a small margin for non-attendance. There is sickness to be considered.
110. But you have a half-day parade every Saturday in the year? We have a small number of whole-day parades, and we cannot have more than sixteen half-day parades. We are in the difficulty that we cannot pay for more half-days. All we can do is to make the £12 go as far as we can.
111. What do you pay them for half a day? Five shillings.
112. How often do the instructors go round? At certain times, and when they have to work up recruits.
113. And you are satisfied with the results? Yes, quite satisfied.
114. And you are decided that there might be a shed or two here, and possibly at Newcastle, but not in other parts of the country? I do not think expenditure on sheds would be advisable, simply because the men cannot make use of them.
115. In Victoria we have the Rangers, and they make use of their halls or sheds two or three times a week. At times they have nothing much else to do, and they are glad of the exercise, especially in the country? Victoria is more closely settled. In this Colony the distances some of the men would have to go to drill may be 15 or 20 miles, or even more, and as it is many of them come 6, 7, and 8 miles to attend.
116. *Mr. Manning.*] Some of them are quite away from the railway? Yes; with many of them it is a question of riding a long way.
117. *Mr. Meeks.*] And our townships are not quite so large as they are in Victoria? No, they are not.
118. And men have sometimes considerable distances to ride to reach a railway? They have.
119. *President.*] On the question of free travelling—at whose expense do they travel? At our expense.
120. Could not the men walk in uniform to the train, and proceed to their drill? Not always.
121. In Victoria a man in uniform, and carrying his rifle, is allowed to travel to and from his drill free. Would it not be a good thing to do here? It would make a great difference.
122. What is the objection to it? There is some objection I believe on account of the railway authorities.
123. It would assist you? It would make a great difference, and I should be very glad to see it here.
124. *Mr. Mort.*] Have the men to pay their own train fares? We have to pay them on occasions.

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125. *President.*] If you had not to pay them it would make a great difference to the estimate? Yes, a very large one.
126. Supposing the men were brought oftener to drill it would make a great addition to the estimates? Yes, it would.
127. Does a man pay out of his own pocket to go to head-quarters? Yes.
128. And if it is 5 or 6 miles? He does it out of his own pocket.
129. In some cases a man must travel by train? I daresay it is often the case.
130. Are there any cases where a man has either to ride a long distance or travel by train? Yes, there are.
131. The force is very much scattered all over the Colony? Yes; I will produce to the Commission a map showing the enormous area over which it extends.
132. And a detachment is not allowed in the Militia unless it numbers how many? Sixty-seven in a company.
133. That company may be composed of several detachments or not? The Infantry are consolidated in one head-quarters, but the Cavalry are in detachments, as half a troop here and a troop there.
134. These men come into head-quarters to prove? Yes.
135. Still you say it would not be useful to have a central drill-hall? They have an orderly room, but it is not a place for a body of men to drill in.
136. And you still say it would not be useful to have local drill-halls as they do in Victoria, where the Rangers hire them for something like 2s. 6d. or so a night? I do not say so. It would be very desirable, but most of these men are farmers, and they might or might not come into night drill, but for the reasons I have already given, they probably would not, and so we do not encourage it.
137. But in Victoria they do it with the Rangers. They always come in? They are not nearly so scattered as our men.
138. In Victoria a detachment of rangers will hire a hall. A detachment consists of twenty-five men, not a great number, now, would not something of that kind be useful here to pull the men together? It might be useful for the purpose.
139. With reference to the strength of a company you say it is between sixty and seventy; you propose to run them up to a hundred? Yes.
140. Where are you going to get your men from? I hoped to have got them during the last two years on the estimates, and to have made our Militia up to about seventy-five in a company, and then to have organised a first-class Reserve under the partially-paid system.
141. What was your scheme? To detail an officer and twenty-four men for every company which would have made it up to 100; to have given these a training during the year, and practically place them under the officers commanding regiments, and under the officers commanding companies.
142. Have you submitted that scheme? Certainly, I have submitted it to the Government during the last two years.
143. The total Infantry force is what? Two thousand eight hundred and thirty-four.
144. Made up into how many regiments? Four.
145. Of ten companies? Yes.
146. Where are the head quarters of each of these? The 1st and 2nd Regiments in Sydney, the 3rd Regiment in Richmond, and the 4th Regiment at Newcastle, that is to say, in the case of the 3rd Regiment the Commanding Officer lives at Richmond.
147. Up to the present there is no scheme for expanding these Reserves into drilled soldiers? No, there is no means of expanding them at our disposal. There are no Reserves proper, although the men of the Reserves are anxious to do their work, and also shoot well.
148. At fixed ranges? Yes.
149. Then practically they are simply men with muskets? Yes, that is really all.
150. They have uniform? Yes.
151. And greatcoats? No.
152. With reference to this force you have referred to, do you consider it sufficient for the protection of Sydney? No, it is most insufficient. I have tried year by year to get it placed on a proper footing, but have not succeeded yet.
153. So that there might be a sufficient force to resist any possible raiding by half a dozen ships? I have tried to get at least as much as that.
154. Have you any scheme on the subject? Yes.
155. Having sufficient Infantry to protect the coast batteries, what would remain as field force to resist a landing? In answer to that I will give you my mobilisation scheme and the actual number of men.
156. Can you not say roughly—It would require a certain number of men to protect the batteries, and so on? The mobilisation scheme will show every branch of the service, and where they are to go.
157. Have you got any surveys of the ground between this and Botany Bay? We had one made by Major Bunbury, from which a fresh compilation is being made.
158. Have you any scheme for erecting redoubts on the hills? They were all marked, but they will have to be gone over again.
159. In reference to the country between this and Broken Bay, has any rough sketch or survey been made? Yes, we have a map of that.
160. Who made it? It was done from an old map.
161. Usual engineers' work? I expect so.
162. Has any military officer checked it? No.
163. Then practically we know nothing about it? No, we have gone over the ground, and know the nature of the country.
164. Has any detailed account been posted up in readiness, or have any positions been chosen? Yes, a position has been chosen at Gordon.
165. With reference to Gordon have any positions been chosen in front of Gordon? No.
166. Then no attempt would be made at resistance until you got to Gordon? Not at all; the whole of the country lends itself to resistance.
167. It has not been gone over by a military engineer? No, there has been so much other work on hand, and I doubt if Colonel Renny-Tailyour will be able to do it.

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168. With reference to instructing officers, do you send any home? Only the officers already enumerated.
169. That is to say the Artillery? Yes, and the Adjutant to the Cavalry.
170. Permanent staff unattached—Cavalry, have they an Imperial officer? Yes; they had an Adjutant.
171. Have any of the officers been to India? None.
172. What field guns have the Artillery? There are six 9-pounders and six 16-pounders in use.
173. Are there any machine guns? Yes; ten maxims for field force.
174. Then practically the number of field guns you have in this Colony is twelve? Sixteen rifled.
175. And of a somewhat ancient pattern? Yes.
176. You have one battery of six guns, but only four are horsed? We turn out four usually.
177. At the camp how many can you turn out? Eight or twelve at present.
178. Is it not probable there would not be more than eight? I think it is somewhat likely.
179. The other battery is a Militia battery? Yes, of four 16-pounders.
180. How are these horsed? By carriers' horses.
181. Are they satisfied with carriers' horses? No, but they are not much used except at camp time when there is not much complaint. The other portion of the year we horse with Permanent Artillery horses.
182. Has any scheme ever been put forward to get really good horses? Yes; there has been.
183. Practically now the Field Artillery consists of eight guns? Yes.
184. Is not that a most miserable proportion? It is very bad.
185. Is it not totally inadequate? Certainly.
186. You know that in Victoria we can turn out twenty-four field guns well horsed? Yes; I do.
187. Has no attempt been made to get proper batteries? It has always been placed on the Estimates, but the amount required has always been cut off by the Minister. It was only by taking one of the Garrison Batteries and promising to replace what I took from them that I got the third battery.
188. Who is training these batteries? They are under Colonel Spalding.
189. Who is he? The officer commanding the whole force.
190. Is he an Imperial officer? He was a Royal marine.
191. And his artillery knowledge has been acquired as a marine on board ship? To some extent, no doubt.
192. Who is in command of the Field Artillery? Major Airey.
193. What service has he seen? He was in the 104th.
194. Then he has had no artillery training? None, except what he has picked up here.
195. Who has instructed the Militia Field Batteries? The Field Artillery is under the command of Major Chapman.
196. He is a Militia officer? Yes.
197. Are there sufficient stores of arms, ammunition, &c., to arm any larger force than there is at present? Yes.
198. How many men could you arm? 10,000.
199. And there is plenty of ammunition? Yes.
200. Where do you get it from? Through the War Office.
201. And as to your big gun ammunition? There is plenty of that, there being a general average of over 300 rounds.
202. Where is it kept? In the magazines at Goat Island and hulk.
203. Is all the ammunition at Goat Island? Some is kept at the batteries.
204–5. Are there not any civil magazines? I am not sure on that point.
206. Where is the civil powder kept? The explosives are kept in a hulk, but I am not quite certain that some of the civil powder is not kept in the same building at Goat Island.
207. Who examines it periodically? The firemaster.
208. Has he a laboratory, so that he can make a thorough examination of it? There is a laboratory attached to the magazine.
209. That is for making up ammunition, I mean a chemical laboratory where he can test the ammunition? No.
210. Then his examination is to a certain extent superficial? It must be, I suppose.
211. You do not know how explosives came into the Colony and they may have deteriorated on the way. Is there any military analyst? No; there is a civil analyst.
212. Do you test the powder when it comes out? I do not think so. I am not quite as clear as to the ordnance stores as I might be as it is only comparatively lately that they came under my control.
213. Your advice on these different points to the Government has not been attended to? I am sorry to say it has not.
214. Are you military adviser to the Government? That is a question I am hardly prepared to answer.
215. Why so; are you not responsible? I am certainly held responsible.
216. If anything went wrong at any moment would you not be held responsible? Certainly.
217. Yet you are not military adviser? To a certain extent I am, but at the same time the Military Secretary in the recently created Defence Department has been declared to be "military adviser."
218. Who is he? Colonel Roberts.
219. What is meant by the term "military adviser"? I can hardly understand. But directly the appointment appeared in the *Gazette*, I wrote to the Government to have a definition of the military adviser's duties.
220. Then while you are practically responsible you have a "military adviser" placed over your head who is not responsible? That is the present position.
221. Has the question yet been decided? It has not yet.
222. Did you ever hear of a similar appointment in any other part of the world? No.
223. *Mr. Meeks.*] He is not generally considered military adviser to the Government, is he? The *Gazette* says that he is on all military subjects.
224. *President.*] Then it comes to this that there are two military advisers? Yes.
225. And if they differ what happens? That remains to be seen.
226. *Mr. Mort.*] As to the Militia force, is it entirely massed round the coast? All over the country, but the map I will bring shows the different districts and groups very plainly.

[*The Commission adjourned till Thursday, 23rd June, at* 11 *a.m.*]

THURSDAY,

THURSDAY, 23 *JUNE*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

W. P. MANNING, ESQ., J.P. | A. W. MEEKS, ESQ.

J. LAIDLEY MORT, ESQ.

Major-General John S. Richardson, C.B., further examined:—

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227. In your evidence the day before yesterday you referred to the drill instructors who instructed the Militia—are you furnished with regular attendances of these instructors showing the work done by the men and their own work? Yes, monthly diaries are sent in.

228. Have you full details of the musketry instruction? Yes, I have full details.

229. What are the number of rounds fired by the partially-paid forces during the year? Sixty.

230. How many rounds can you fire a day? They can fire the whole sixty rounds in one day, but as a rule they do not. For instance, this will explain exactly: We give each man a fortnight to complete his musketry course, and a man who is out of the recruit stage altogether can elect to go up at any time during that period to suit his own convenience.

231. Do you not think it is rather against the spirit of the Imperial instruction that a man should have it in his power to be able to fire away the whole of these sixty rounds in one day? As a rule they do not do so, but occasionally they do because a man may have no other opportunity of getting through his course.

232. Can they blaze away till the sixty rounds are expended? No; they fire under supervision of the staff.

233. But they can fire the whole sixty rounds right off? Yes, they can do so. On this point I may read from a report referring to the matter:—"I have found it necessary to allow men to fire through their sixty rounds in one day. The results, as well as the attendance, have improved enormously." That bears out what I say, that some men can only get away from their employment for one day.

234. At what ranges do they fire? I cannot give you as full information as Captain Cuthell can on this point.

235. Leaving that question then, have you any annual or half-yearly stock-taking, first of all with regard to the stores in the Ordnance Department? There is a stock-taking, but it is not annual, but every three years, according to the Imperial Regulations. We have just gone through a stock-taking.

236. And who are on that board? I think it is the Assistant Commissary-General of Ordnance, Major Cherchward, and another officer.

237. At the last stock-taking of ordnance stores, how did it come out, that is, were there any deficiencies or discrepancies? Very few indeed. In fact, it is the first stock-taking we have ever had, since the ordnance stores have been under my authority.

238. Who was the Ordnance Department under before? It was under the Treasury originally.

239. Then if that be so, how do you know that the books were correct when placed before you? We could only go by the books, and what we found was correct by the books.

240. Therefore, as you could only go by the books, and did not know that they were correct, you had no absolute guarantee that what was stated in the books was correct? We saw that the stock corresponded with what was in the books.

241. The stores then tallied with the books? Yes.

242. How far back did they go? Years and years; but the books related to the time when the ordnance was in the Treasury, and I had nothing to do with it.

243. Have you a stock-taking of everything in the batteries? Yes; there is a stock-taking there.

244. How often? I cannot say how often. Every corps is supposed to check everything in the way of stores.

245. Is there any specified month for doing it? No.

246. Does the inspector send in any report? I do not think so, but can very soon see.

247. Have you any annual stock-taking of arms, accoutrements, and equipment of the Militia? They are all seen once a year under usual circumstances, in addition to the usual inspections.

248. That is to say, they are all tallied off? Yes.

249. By whom? As a rule I inspect them at my parade, but if men are not present at my parade, then they are inspected by the adjutant afterwards.

250. And he certifies? Yes.

251. Then as to the independent stock in charge, is that done by anyone? There is hardly any stock to take of that description.

252. Who is responsible for these things being in their places? The officer in command of the regiment.

253. Then the adjutant certifies that the officer in charge of the regiment has got them? Yes; he has to take the adjutant's word.

254. There is no board of three or four officers to actually verify what stores or accoutrements, &c., there are? No; there is not. We have no officers to spare for it or to send about the country on the work.

255. Then, on account of the scattered nature of the corps, there is no possibility of having these matters checked as I have indicated? It is not only that we have not the officers to spare, but there is the enormous expense it would entail; and therefore we find it better to put up with a few losses, because every loss is paid for by the men except it is occasioned by fair wear and tear. For any other loss the cost is deducted from the men.

256. Of course the greatest liability to loss would be in batteries where you have large amounts of ordnance stores and they may be frequently disturbed? They are checked regularly, and I have never heard of any loss in that way.

257. Has each fort got its special armament-book? There is an armament-book at head-quarters, and details are given by districts.

258. What does that book contain? Everything that is issued in the way of stores to forts. I can produce it, and, in fact, there is a complete set of books kept dealing with this subject. 259.

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259. Has each fort a book of its own? I do not know whether each fort has a book, but there is a book for each district, which records what each fort has.
260. What comprises a district? A district is, for example, Newcastle, the north side of the harbour, the south side of the harbour, and so on.
261. Who is in charge of these districts? Major Baynes is in charge of Newcastle, Lieutenant Sandford of the north side, and Major Murray of the southern district.
262. Then a statement from these officers that everything is correct is sufficient? It is checked.
263. By whom? By the officer commanding the Artillery Force.
264. Does he go round and tally off all the stores? I fancy so.
265. Then, except for this checking, you have no regular board to go round, check the books, and see that everything is correct? We have not.
266. Who arranges the finances? The chief paymaster.
267. Who is responsible that the Government does not pay too much when simply an allowance is stated in the regulation? The Audit Office looks after all that, and they are very particular; they return vouchers at once if there is any expenditure not covered by authority
268. Before these things go to the Audit Office does any one specially overhaul them? The chief paymaster; and if he finds any matter requiring correction he sends the item back if it is not covered by regulation.
269. Suppose a doubtful point arises, who do they refer to? They come back to me ultimately. It goes first to the officer commanding the regiment from the chief paymaster, and then if it is doubtful it comes through the officer commanding to me. It causes a good deal of correspondence.
270. Now, in the case of travelling allowances, suppose an officer puts in a claim for travelling allowance and he puts in too much, who checks that? The chief paymaster.
271. And supposing it is wrong? The chief paymaster returns it to the officer and points out what is wrong.
272. And if the officer thinks he is not being fairly treated, and is entitled to more, what then? Then the matter is referred to me, as I explained.
273. The Military Secretary has nothing to do with it? No; nothing at all.
274. So far as you know, you are not aware of what his duties are? No; I only know that he is a channel of communication with the Government. Before leaving the subject of stores I may point out that the Military Secretary is called Superintendent of Stores and Explosives, but there are no duties laid down for him, and no such title exists in the Imperial service. I do not know what it means, but I have written to have a definition placed upon it. At present he is clashing with me as to the ordnance stores, and I believe it was the intention of Mr. Dibbs that ordnance stores should be under me.
275. Coming to the question of pay; the pay of permanent officers appears to me to be made up of various items? It is based upon the custom in the Imperial service.
276. Do you not think it would be very much better if the whole thing were consolidated? It would; but there is some difficulty in consolidating. For instance, the position of one officer as appearing on the Estimates, may seem incomprehensible as compared with another officer of the same rank, as one may have to keep a horse and the other may not, so that it sometimes appears that one man of the same rank is getting more pay than another.
277. With reference to pay, there appears to be a considerable number of clerks in the pay department, or rather the Assistant Adjutant-General's office; why is it necessary to have such a number? I have a return here showing the number, and you will see that there is a very large correspondence, in consequence of the scattered positions of the different corps. Nearly everything has to be done by correspondence, and in addition there has been an enormous quantity of work caused by the requirements of Parliament in the shape of returns. In fact, we have practically to keep a clerk on purpose to meet this work.
278. You refer to something more than questions asked in Parliament? Yes; we are often called upon to furnish enormous returns which sometimes take a week or a fortnight to prepare.
279. With reference to these items—officer's servant, rations, fuel, and light—would it not be possible to lump them together, and save a great deal of trouble? It would, no doubt, save some if they were lumped.
280. If you will take up the Victorian Estimates you will find in the Artillery what each officer's pay is, set out distinctly, and if he is provided with quarters that amount is deducted. Would not the same system be advantageous here? It would save a great deal of trouble and questioning in the House.
281. With regard to the servant allowances, are the officers allowed to employ gunners? Yes; they can either employ a gunner or they can take an allowance in lieu for a servant.
282. What check have you that they do not employ a gunner and draw the allowance? They could not do it.
283. Are they allowed a batman besides? No; the only officers who have two servants are myself and the commanding officer of the Artillery.
284. If an officer keeps a horse, is he allowed a batman to look after it in addition to a servant? No; the only two officers who are allowed two servants are those I have mentioned.
285. If an officer has a horse allowance he has to pay a civil groom? Yes; or make his servant look after the horse.
286. If he draws an allowance he does not get a servant? No; he must provide otherwise.
287. What officers in the Permanent Artillery are allowed forage? Field officers and certain officers in charge of out districts where they have to ride.
288. Now, with field officers in the Permanent Artillery, what duty is there which necessitates a horse? Very little.
289. Is a horse really necessary at all? Except on parade there may not be.
290. Does the major of the garrison battery ever ride? Very seldom; but there is garrison duty which necessitates a horse.
291. As to guards—what guards are there? The Government House guard is the only one drawn from the barracks.
292. Is it necessary that an officer should have a horse to visit that guard? Yes; under the circumstances, I think so.

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293. What is the strength of the guard? Two non-commissioned officers and six men.
294. What do you want six men for? Six is a reduced number; we used to have nine.
295. Is there any necessity for having a sentry at all? It is usual at a Governor's residence.
296. Have you ever known a Governor's residence with one sentry? The proper complement has been two sentries—one at the gate and one at the door.
297. *Mr. Mort.*] As a matter of fact there are three, are there not? There is an orderly who stands intermediately, between the gate and the door.
298. Have you ever known any other place where so many men are taken off regular duty to furnish a guard to Government House as there are here? I cannot say; I have very little experience of any other Government House.
299. What is the duty of the guard? The ordinary routine.
300. Would not a policeman do far better? He would do the work no doubt.
301. Field battery officers, forage allowance—who are these? Major Airey, Lieutenants Dangar and Antill.
302. The three out stations—which are they? Newcastle, Middle Head, and South Head.
303. What do they want horses for at these stations? The South Head officer has to visit Steel Point; and the one on the other side has to visit George's Head and Bradley's Head.
304. How often? Once a week.
305. Is there any necessity for their having horses to do this work? I think there is.
306. At South Head for example, would not a cab do as well? No; you would have to send nearly to Sydney to get a cab.
307. Who is the officer at Newcastle? Major Baynes.
308. Who supplies the guard to Government House? It is supplied in turn from the barracks and from the Heads.
309. How many men require to be struck off the artillery in order to furnish this guard? Taking all things into consideration it practically comes to thirty men to furnish that guard, to give average nights in bed.
310. Is not that too many to deprive the artillery of? I think it is.
311. Going on with the question of pay—is there any scheme for the retirement of permanent officers who are unfit for further duty? None at all.
312. What do you do? We have to put up with them until the Government will provide us with the means of retiring them. There have only been two cases up to the present time.
313. And these have been retained? No, but one of them was on the sick list for eighteen months.
314. Then, practically, you were without an officer for that time because there was no scheme of retirement? Yes.
315. Has anything been put forward to the Government by you bringing this state of affairs under the notice of the Government? It has been done time after time.
316. And nothing has been done? Not a thing as regards a definite scheme of retirement.
317. The Government were fully aware of your keeping on these inefficient men? Yes.
318. Have you any age for retirement? None whatever.
319. Either in the permanent or partially-paid forces? In the partially-paid, 60 is the order.
320. Then you have some 60 years of age? Yes.
321. Do you consider such a thing advisable? Certainly not.
322. Have you any scheme by which an officer who has had command of a regiment for a certain time ceases to command, and must hand the regiment over to a junior? No.
323. Would it not be advisable to have such a scheme? Yes, it would; but when we get a good man we have to stick to him.
324. Under the Victorian regulations there are ages for retirement, and no officer is allowed to command for more than seven years unless specially recommended by the Commandant. Could not something of that kind be adopted here? Yes; it would be very advisable, in order to stimulate the junior ranks.
325. In fact, you have a lot of old officers you wish to get rid of, and you have no means of doing it? Yes. I must say that I have had very little cause of complaint as regards officers in the senior ranks, but the time will come, sooner or later, when they ought to make way for younger men.
326. They would have to go in the ordinary course of nature? Yes; exactly.
327. If called out for field service, would they be able to undergo the fatigues and hardships which that entails? No; they would not in some cases.
328. Under what law are the men enrolled? The Permanent Force is under the Military and Naval Forces Act, and the others under the Volunteer Forces Regulation Act.
329. Is that Act really applicable to the present force? No; it is not.
330. Have you submitted a proper Act? As far back as fifteen years ago I made an effort to have a Bill brought in with provisions more applicable to the conditions of the Colony.
331. What is the maximum punishment under the Military Defence Act? The same as in the Imperial Service.
332. What term of imprisonment can you inflict? Up to two years.
333. Can you give penal servitude? We can.
334. How are your courts-martial constituted? The same as in the Imperial Service, except as regards district courts-martial, which practically resolve themselves into regimental courts-martial as to composition.
335. Have you any officer representing the Judge-Advocate to see that the law of evidence is adhered to, and that no injustice is done to the prisoner? The only check of that kind is that the proceedings are gone over by me, and afterwards forwarded to the Governor as Commander-in-chief, and finally to the Attorney-General, who is supposed to keep an eye on the legality of what is done.
336. In that respect the Governor is Commander-in-chief? Yes.
337. If a man has a grievance, can he appeal to the Governor? He can.
338. Have the officers the right of appeal to the Governor? Yes.
339. Have there been any appeals? Yes.
340. With what result? Their cases have been dealt with.
341. And with the men? Yes.

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342. Is the Governor in the same position as the Queen is at home? Practically he is.
343. Is his decision final? Yes, final.
344. Then the Government cannot interfere? No; the Governor decides of his own authority in regard to courts-martial.
345. *Mr. Mort.*] Is the appeal to the Governor or the Governor-in-Council? The Governor himself. If the Governor acts as commander-in-chief he would then be subordinate to the Minister.
346. *President.*] Is the Governor really commander-in-chief, or is it merely a figure of speech? It is a figure of speech, I suppose.
347. *Mr. Meeks.*] The Governor is termed commander-in-chief? Yes, in the same way as the Queen is commander-in-chief of the army.
348. *President.*] Her word is law, and there is no such thing as a Governor-in-Council interfering? No.
349. What does "commander-in-chief" mean—is it an honorary title? It has been a vexed question since I have been here, and until Lord Carrington's time and the present Governor there was continual friction.
350. There are in effect two Governors—the Governor-in-Council and the Governor by himself? Something of that sort. The Volunteer Act distinctly specifies that all arrangements connected with the organisation, drill, and discipline of such forces, so far as the same shall come under the scope and operation of this Act, be made by his (the Governor's) authority by such officers as he may appoint.
351. If the Governor goes beyond his function the Minister might very likely step in? He might.
352. But also he might not, would it not be possible for the Minister to say "I disagree"? It would.
353. Then you have two authorities? Yes.
354. In the Colony of Victoria the Minister of Defence governs the defence force as Minister, the Governor is the Governor-in-Council? I understand that.
355. *Mr. Meeks.*] Has a case ever occurred where the Governor has come into direct collision with the authorities? There has been a case.
356. *President.*] In a case of promotion has the Governor been brought into direct conflict with other authorities? Yes; there has been such a case.
357. Can you give me a case which has been detrimental to the service in this matter? Yes; the appointment of a captain to the Permanent Artillery.
358. When was that? In the time of the predecessor of Lord Carrington.
359. Give us the particulars? All the papers in the matter have already been before Parliament. The Governor wished to appoint a subaltern to a captaincy over the heads of other men, when he was not entitled to the promotion. I objected, and it gave rise to great trouble. The matter afterwards was referred to the Minister, and the Minister supported me.
360. There was a case in which the Minister and the Governor came into conflict, and the Governor had to give way? Yes.
361. Would it not be better, then, that the Governor should be relieved from this awkward position? It would be much better.
362. *Mr. Manning.*] Was this officer, that Lord Carrington's predecessor proposed to appoint, a competent man—or, to put the question another way, was your only objection to the officer the objection taken just now—that the officer was not entitled to the appointment by reason of other people having longer service? I can hardly remember whether he had passed his examination or not.
363. Did the Governor attempt to exercise his patronage wrongfully, and to the detriment of the service? I consider he did, and that is why I opposed it.
364. Was the officer proposed to be appointed a competent officer, as competent an officer, and as of considerable merit as you would have appointed yourself, because, you see, if he was not it makes the case so much the worse for the Governor? He was no better than the others, and there were no special grounds for his being appointed, except that the Governor simply wished to make the appointment.
365. *President.*] On the question of the discipline of the Artillery Force, in the report for 1891 I see that there were no less than fifty-nine desertions and thirty-nine courts-martial;—can you give any explanation of how such a very large amount of crime existed? The number of desertions was greatly caused by want of stabling accommodation for the Field Battery, and the men were excessively hard worked. Desertion is always prevalent where men have facilities for getting away to the neighbouring colonies; and, in fact, a great number of the courts-martial are owing to desertion. It is one of the crimes we have to combat, but it is a somewhat difficult matter.
366. Medically unfit, eight;—how comes it that in a small force of 500 men eight men are medically unfit in the course of a year? I cannot give you the information. There may be some special reasons, but I am not prepared to say without reference.
367. In the medical report I find that there are no less than thirty-three admissions to the hospital for intemperance, being 11 per cent. of the whole;—is not that a very high percentage for alcholism? That is also one of our troubles.
368. Well, if you have thirty-three from alcholism admitted to the hospital, or suffering from the effects of drink, does not that show that a great many more are addicted to drink, but who do not go so far as to get into hospital? Yes.
369. In addition to this I find, "incorrigible and worthless, one; misconduct, seven";—that is to say, there are eight men dismissed as being worthless? Practically dismissed, yes.
370. Taking up the whole of these figures, I think they show that there is a screw loose somewhere in reference to the Permanent Artillery Force? I admit it is a large percentage.
371. Have you ever compared these percentages with those of other countries? I did one year—some three or four years ago.
372. With what forces? The Imperial, and I was glad to find that we were not worse than our neighbours.
373. Were the Imperial percentages here or at home? At home.
374. Have you ever compared them with the percentages of the other colonies? No.
375. You saw something of the behavour of the men in the Soudan—how did the Colonial men behave themselves? Extremely well; I received a letter from Sir George Greaves, in which he especially commended the conduct of our men.
376. Was there not a great deal of drinking at first? There could not be much drinking, because there was little to drink.

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377. I mean private supplies among the men? I do not think so.
378. You had some considerable trouble afterwards? We had trouble on board ship going home.
379. What men were those? They were nearly all old soldiers. Six men I tried on the voyage without knowing their antecedents, were all old soldiers.
380. How did they get into the force? They made application in the usual way, and were recommended.
381. *Mr. Mort.*] Were they members of the permanent force here? No; decidedly not.
382. *President.*] How often of the really colonial troops had you complaints? All the men of the really colonial troops were what you would call a better class, and their conduct was good.
383. And you could manage them easily? Very easily. My experience is, that colonial troops are most easily managed provided you go the right way to work.
384. Therefore, this large percentage of crime in the Artillery shows that there is something the matter somewhere;—are the gunners of the same class as the partially-paid? No; many of them are not.
385. Still these men come from the same stock, they are the same colonial men? But many do not come from the same class.
386. Do you get any character of them before they join? I do not think so.
387. Would it not be possible to get a man's character before he joins? Yes; it would.
388. Or could you not keep him on probation for a certain time? There would be a difficulty about keeping a man on probation for say longer than a couple of months.
389. You could not give him a chance of trying the service as they do at home? Yes; we could, and we do. They can always go on paying £20.
390. But could a man get away after serving three or four months on paying £1? Yes; just as in the Imperial service.
391. Have you any difficulty in getting recruits? No; I think not.
392. Have you any applications? We have applications from time to time.
393. Then, is it not possible for the officer of the Artillery to exercise considerable discretion in the men he takes in? He ought to exercise it, and I have no doubt he does. In regard to the number of applicants the pay is very good and attractive.
394. *Mr. Mort.*] Are there not a number of old soldiers and broken-down gentlemen in the ranks? There are possible some broken-down gentlemen.
395. *President.*] Would it not be advisable to make inquiry before taking such cases into the Permanent Artillery? I think the officer commanding is best able to exercise his discretion in these matters. We have had some very excellent men who were what is known as broken-down gentlemen.
396. *Mr. Meeks.*] What is the process of admission? They make application to the officer commanding, then go before the doctor, and afterwards are seen by the officer commanding in the orderly room.
397. *President.*] Then you really know nothing about a man's character? Personally, I do not.
398. I mean the officer commanding? Oh, I think so. There was an order issued that only men of good character should be taken in.
399. What is the rate of pay? 2s. 3d. per day.
400. And rations and clothing? Yes.
401. *Mr. Manning.*] You pay for Sunday as well? Yes.
402. *President.*] Is there any retirement or deferred pay? No.
403. Do the men get good conduct pay? Yes.
404. After what time? I think it is after three years, and a second badge after two years, and so on.
405. How much is it? It is 3d. a badge.
406. Then, a man after (say) twelve years' service, could make 4s. or 5s. a day? I suppose he could make up to 5s. a day.
407. There is also working pay? Yes.
408. How much is that? Threepence per hour, and 4d. if he is a skilled man.
409. What could he get in a day? Of eight hours—2s. 8d. Originally it was 1s.; but on the recommendation of General Scratchley it was raised to the present high rate.
410. Can you give any reason why it was raised? No; I cannot.
411. Some men might be able to bring their wages up to 7s. or 8s. a day if they obtained every advantage? I think not; or, if they did, it would only be temporary.
412. What class of work would it be? It is most difficult to say; but in this respect we are on the same footing as the Imperial service; but we pay about double.
413. *Mr. Mort.*] What rate does the Imperial service pay? It has been raised of late years, but is over 1s.
414. *President.*] With reference to the Artillery, without going into the question of the instruction of the Garrison Artillery, have you any ground on which to instruct the field batteries? None, except the Paddington rifle range.
415. Is there are any land range for instructing them in firing? There is not.
416. Then, how are the men to be taught their firing? It is one of the difficulties we have to contend with. There is no land range, but they have had firing practice at Botany.
417. At what? At a floating target in the sea.
418. Is not that a wretched way of instructing the men? It is very bad, indeed.
419. Almost worthless? It is very bad, decidedly.
420. Has any attempt been made to get a land range for the Artillery? Yes; for several years past.
421. Is it not quite possible to get one out in the vicinity of Botany? My idea was to get one in connection with the new rifle range at Randwick or further off.
422. The field battery can manœuvre, but has very little acquaintance with the real and principal duty of Artillery, namely, how to shoot? Yes; I am aware of that, in consequence of the absence of a land range.
423. Would it not also be possible to get ranges on Botany for battle-firing? Yes, and also in connection with the land already reserved for the Randwick range.
424. But that is very small after all;—it is only a fixed range? For incidental practice it would be valuable.
425. At present the troops are not exercised in battle-firing—that is, I may tell the other members of the Commission—you entrench your position and attack it regularly; you send out a certain number of men with targets, representing bodies of men, and the attacking party come upon them suddenly? Yes; we do very similar work.

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426. Possibly your battle-firing targets are not the same as they are in the other colonies? I cannot say; but ours are supposed to be according to the Imperial regulations.
427. They consist of big calico screens? We have both screens and dummies. In connection with this battle-firing and artillery-firing generally, I applied about a year ago for a large reserve of some 8,000 or 9,000 acres in the vicinity of Windsor, where we could have carried it out, and it was also my intention to have the encampments there.
428. Would it be possible to have some land towards Botany Bay set apart as a special training ground? I should think so. The difficulty would be the question of money.
429. Has not the tram line been extended towards Botany? It is intended to go to La Perouse.
430. If the men attending the training ground were allowed to ride on the trams free, there would be no objection to their going to this ground? No.
431. And it would cost the Government really nothing? Nothing.
432. *Mr. Meeks.*] Do the men pay now? On private practice; otherwise they are sent.
433. Would it encourage the men to go out more frequently if their uniform passed them as far as the tram went? It would be a very great assistance, and do away with a large amount of correspondence which at present we have to do when issuing passes for trains or trams.
434. You know that it works splendidly in Victoria? Yes.

23 June, 1892.

Captain W. A. Cuthell examined:—

Captain W.A. Cuthell.

435. *President.*] What are you in the New South Wales service? Instructor in Musketry.
436. Will you tell us the number of rounds fired by the Infantry? Sixty independent firing, thirty battle-firing, and fifty rounds which there is no set time for firing, but for private practice—a total of 140 rounds.
437. Those sixty rounds the men can fire away in one day? Yes, they can do so.
438. Now, as to the battle-firing? We have a half-day parade for that after we have finished the independent firing, and the men are tried from 200 to 800 yards.
439. Do you fire away the whole thirty rounds in battle-firing in one day? Yes.
440. In the Imperial service they do not fire more than fifteen rounds a day? I am aware of that, but the men here cannot get the time.
441. What drill have you been using? The latest under the Imperial service is what I have been using at the last few companies I have worked.
442. You fire away the whole thirty rounds; but you have no regular instruction in battle-firing? Yes, we do. We form a calico position, and the men are taught to attack or defend it.
443. But before the day of final battle-firing you have no preliminary instruction? Yes, in this way. We fire the first rounds at long range; and, before doing that, I have a talk with the men, and tell them the reasons for what we are doing, and explain the necessary details, or, if I am not there, my Sergeant-Instructor does. Then, at the independent firing, they have everything explained to them in the same way, and, before the final attack by rushes, a similar course of explanation and instruction is gone through.
444. Before the day begins you have other days? There are four days position drill.
445. I do not mean that. Do your men, for instance, get ten rounds a man, and go out under their own non-commissioned officers or some instructing officer, and undergo training for battle-firing? No, they do not.
446. Therefore it comes to this, that they have only one day's battle-firing in the year? In that way, yes, by companies; and one day at Easter Encampment regimentally.
447. As to the targets? There are head and shoulder targets, and a lot of screens representing bodies of men.
448. Do you think the screens are of any advantage whatever from a practical point of view? Yes, I do.
449. In what way? By accustoming men to use their rifles at distant objects in mass.
450. What is the size of the screens? Six ft. by 12 ft.
451. They are huge affairs? No; they are according to the Imperial regulations.
452. The regulations state they are for chance shots in the bush; but to train men is not a head and shoulders enough? I do not think so. We use the head and shoulders from 300 to 500 yards, and from 500 yards upwards the screens.
453. At what range do you begin firing? Sometimes at 1,500 yards at screens.
454. You surely would not commence firing at such a long range as that? Yes; certainly, if the country was favourable for it.
455. You have been in action? No; never.
456. Have you worked up the German regulations for firing in action? Some of them.
457. Did you ever hear of any German force commencing firing beyond 900 yards? No, nor would I do it myself unless there were large bodies of men.
458. In regard to large masses of men, did you ever hear of men in action being specially restrained from firing at such long ranges? I saw an assault on Metz, and the French started firing at fully 1,500 yards or more.
459. The French—yes—we know that the French commence firing at the extreme range of the rifle? In firing at this long range I have got 7 per cent. of hits.
460. But when you fire at this extreme range, how can you tell where your shots are going to? We can only fire under certain conditions, and in certain places where the ground lends itself to it, as where we are on a height and a mass of men is advancing over level ground.
461. *Mr. Manning.*] As to the record of hits on the screen within limits—you have kept a record of the hits above 800 yards—can you give us an idea of the number of hits and the smallest area struck, because it might be that you have an unnecessary large screen? I could not give you that.
462. *Mr. Meeks.*] Were the hits scattered? Yes. I may tell you that you will always find more hits to the windward than on the opposite of the screen.
463. *President.*] If advancing to the attack on going into action to-morrow, would you open fire at 1,500 yards? Yes, if there was a large body of men and they were well exposed.

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Captain W.A. Cuthell. 23 June, 1892.

464. Would a large body of men ever be exposed? It depends on the nature of the country. I do not say that I always should commence firing at 1,500 yards, but, at the same time, it is just as well to teach men the conditions of that range in case they may have to begin.
465. But, in advancing to the attack, would you open fire at such a range. You have been speaking apparently of defence; I am asking as to advancing to the attack? There is little chance of getting such a range in that case.
466. Well, then, in advancing to the attack, would you begin firing at anything like 1,500 yards? Certainly not.
467. That is what I wanted to get at. Now, in regard to private practice, you give the men fifty rounds? Yes; but they can purchase one hundred more if they like at 6s. 6d. a hundred. Should they require more than one hundred, they have to pay the trade price.
468. And all this instructional firing can be done in two days? Yes, it might be; but it is not often that it is. It is, in some cases, as a matter of convenience to the men who otherwise could not attend. A man can extend his practice over six days if he likes, only firing ten rounds a day.
469. Have you judging distances or anything of that kind? That is carried out when we are out marching at whole-day parades or half-day parades.
470. But it is not done independently of that? No; but I have laid out a plan for its being done.
471. In regard to musketry, I understand you go round as often as you can? Sometimes as often as once in two years to each company, and sometimes not so often.
472. Who is present at the annual firing? A sergeant-instructor, and sometimes myself.
473. That is, the firing of the sixty rounds independent and the thirty rounds battle-firing is done under the sergeant instructors or yourself? Yes.
474. Is there not any officer of the Militia present on these occasions? The company officers have to go through their own musketry course, and one generally attends daily.
475. But it is possible for a company to be instructed without a company officer being present? It is possible, but it does not often occur.

[*The Commission adjourned till 3 p.m., Friday, 24th June.*]

FRIDAY, 24 *JUNE*, 1892.

[*The Commission met in the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

W. P. MANNING, ESQ., J.P. | A. W. MEEKS, ESQ.
J. LAIDLEY MORT, ESQ., J.P.

Captain W. A. Cuthell further examined:—

Captain W.A. Cuthell. 24 June, 1892.

476. *President.*] In continuation of our examination of yesterday what I want to arrive at is the value of the permanent adjutants in reference to musketry instruction. Now can they not attend to the instruction of the Volunteer Artillery and Militia? No; I do not think so.
477. Are they not qualified? I have put them through a course of instruction, but they have not time to attend to the musketry training of the men.
478. Could you not detail them to do your work? They assist me as much as they possibly can, but they have no staff to work onward.
479. Would it not be possible to instruct these permanent adjutants so that they might become themselves instructors of musketry? I have put them through the same course as at Hythe, and given them certificates.
480. Are they qualified now to instruct in musketry? I think they are.
481. Are there any officers you consider fit to instruct in musketry? Yes; I think there are some.
482. Have you made a report to General Richardson? I have.
483. With reference to instruction in musketry what opportunities have the rifle clubs for going through a course? I have nothing to do with them.
484. You have not? Then who has? Colonel Eden; but he is at home, on leave, and Captain Bouverie is in charge of them.
485. Can you give a statement of the total expenses in every way in connection with instruction in musketry? I cannot state exactly without referring to the books, but I will furnish the Commission with a statement hereafter.
486. Do you put the Artillery through any course? Yes; they all go through a course as recruits.
487. The Permanent Artillery? Yes.
488. And the Volunteer Artillery? Yes.
489. And any other arm? Yes; the Permanent Submarine Miners, the Partially-paid Submarine Miners, the Torpedo Corps, and the Engineers.
490. Would it not be possible for the officers commanding the Permanent Artillery to teach their own men? It would be; they have all gone through their recruit courses.
491. Then at present are they fit or unfit to put the men through a course of musketry instruction? I do not think they are.
492. Not the Permanent Artillery even? No.

Major-General John S. Richardson further examined:—

Major-Gen. John S. Richardson. C.B. 24 June, 1892.

493. *President.*] In continuation of your examination of yesterday, there are two points on which I should like information. First of all as to the canteen, is that of the Artillery a contract canteen, or is it run by the corps? By the corps.
494. And a non-commissioned officer in charge of it? It is conducted exactly in accordance with the Queen's Regulations under a canteen committee and a canteen sergeant.

Major-Gen. John S. Richardson, C.B.

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495. Is the sergeant a Permanent Artilleryman? Yes.
496. Are the waiters? Yes; it is all run by the regiment.
497. Have you more than one canteen? Yes; there is a canteen at Victoria Barracks, one at Dawes Point, another at Middle Head, another at South Head, and one at Newcastle.
498. Have you obtained any information as to the total number of non-commissioned officers and men employed? Every information.
499. Is it entirely under the officer commanding the Artillery? Subject to my supervision. I inspect the canteens once a year and the books.
500. Do they make a large profit? A very large profit, and one which enables us to do a great deal for the men. At my last inspection, two weeks ago, I suggested to the president of canteen that instead of getting any profit at all on groceries and necessities of life, we should actually sell them under cost price, because there was no necessity for having a large surplus. A great deal was done for the men at Christmas time, and in giving assistance to the women and children and to the married men. A number of games were also got for recreation, and everything that the men could possibly want, and still in spite of that the canteen funds mount up in an extraordinary manner.
501. How much profit is there per year? It is over £1,000.
502. Then provisions as well as liquor must be very heavily taxed to produce that amount? No, they are not; they are sold just at a paying price. We can show you the charges and prices sheets where everything is set out and what the cost price is.
503. Have you had any trouble through the canteens? We have had trouble in the outlying districts because we cannot follow the regulations as regards the transmission of money. It cannot be managed as easily as it is at head-quarters.
504. You say the officers look after these canteens—is there a regular Board? Yes, there is a Canteen Board for each detachment.
505. And an officer in charge of it? No; there is only a central Board where there is an officer stationed, he is supposed to receive the takings daily. There is a regular system of check.
506. How many officers are employed looking after canteens? Three on the regular round.
507. And these officers have to inquire into everything connected with the canteen? They have to send me a quarterly statement.
508. Do you not think officers would be better employed if they had not that work to do? If I had my way I would have nothing to do with it at all, but would hire it out.
509. Then, if you had your way you would have no canteen at all conducted regimentally? I would prefer it—it would give less work, and it is a constant source of danger to the non-commissioned officers stationed in the out districts, and who are not supervised as they would be in town. No doubt it would mean a loss of money, and the men would not be so well served.
510. You remember the old canteens? Yes, well.
511. Did we not get on with them very fairly? Yes.
512. If these things were put up to auction do you not think you would get just as much out of them as they produce to you now? I do not know; but I am afraid that it would go to the Government in that case.
513. In Victoria I found the canteen as it now exists here, and I knocked it on the head. There the canteen now is put up to tender, and we get a regular profit from it of £1 per man per year, I understand.
514. *Mr. Mort.*] The canteens are for members of the permanent forces? Yes.
515. *President.*] You remember that even under the present military system and the system which preceded it there was always a suspicion of what might be termed peculation by the non-commissioned officer in charge? I really do not know very much about canteens, although I have been on a canteen committee.
516. If there is an hon. pensioner in charge of canteens he is not allowed to hold it beyond a certain time, and when a non-commissioned officer becomes a pensioner it is his object to get in charge of a canteen so as to make money? I believe that to be the case.
517. Therefore would it not be better that canteens should be removed from the control of the regiment? Provided the men get a *quid pro quo.*
518. We get about £1 per man per annum. Is yours more than that? I should say we got £3 per man per annum.
519. Would you not gain several advantages and free yourselves from all responsibility if you had nothing at all to do with running a beer-house and grocer's shop? If we could get the same profit it would be an advantage to be without the management of the canteens.
520. Now, I want to ask you about the bands. I see in the Estimates there are twenty-two musicians set down, and a band corporal and bandmaster and so forth. Are they entirely distinct from gunners? Yes.
521. Is it a necessary part of an artillery corps that it should have a band charged for on the Estimates? I think it conduces very much to the credit of the corps, and it is also of very great service to the civil population. The band is always available for those occasions when a band is required.
522. Would it not be possible to get the Militia to do band duty on these occasions? No; they are situated very differently, being for the most part men whose time is not their own.
523. Have you not the head-quarters of two Militia battalions here? Yes; but we could not make use of their bands.
524. Are you aware that in Victoria we have Militia bands, and we have never had any difficulty in getting them to play, these performances counting as a half-day parade? Possibly if you paid the men here you would get them. We do get them in that way now, but sometimes two or three of the leading instruments are away, and that throws the whole band out.
525. But why should there be a greater difficulty in Sydney than there is in Melbourne? I cannot say.
526. I see twenty-two musicians, a band-corporal, band-sergeant, &c., they would cost about £100 a year each? I dare say they would cost somewhere about that.
527. Do you not think that £2,500 a year might be more profitably spent? Answering from a strictly utilitarian point of view it could.
528. I see in the Artillery Staff here there are 8 sergeant artificers and 11 assistants;—what do they do? They effect all the repairs, and generally assist in keeping the ordnance in proper condition.

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529. Is not nineteen rather a large number? I hardly think they are all necessary, but it has been represented to me that they are absolutely requisite.
530. Therefore, you are obliged to employ them? I have to give way to an expert on the subject.
531. And when they requisition, you cannot help attending to their requisition? Exactly. I invariably question all these requisitions, but I have to give way at times, and at others possibly run counter to opinion.
532. *Mr. Manning.*] Can you tell what is the Military Force of the Colony in all its branches? You will find that at the end of my report on January 1, 1892, where the total number of men is given as 10,820.
533. Would you mind stating the branches? General Staff executive, 3; Clerical, 10; Departments of Commanding Engineer and his staff, 8; Firemaster, 3; Musketry, 7; Quartermaster, 5; Paymaster, 6; Ordnance Store Department, 12; Regulars, New South Wales Artillery, 558; Permanent Submarine Miners, 23; Medical Staff Corps, 15; Permanent Staff (unattached), 11; Honorary Chaplains, 3. Partially-paid or Militia—Cavalry (8 troops), 428; Artillery (9 batteries), 580; Engineers (2 companies), 120; Submarine Miners (2 companies), 120; Mounted Infantry (8 companies), 427: Commissariat and Transport Corps, 40; Infantry (4 regiments), 2,834; Medical Staff Corps (2 companies), 113. Reserves—Scottish Rifles (2 companies), 200; Rifle Companies (90), 5,294. Total, 10,820 men.
534. The force is roundly 10,000 altogether? Yes.
535. What proportion do you regard as efficient? Just about 5,000.
536. Or about 50 per cent.? Yes; the reserves are really no more than rifle clubs.
537. Still the Colony has to pay for them? Yes.
538. And of all the force only half would be available? Yes; but to show how unsatisfactory the matter stands in regard to the rifle companies, I have urged on Government that we should make it a really effective force, and I sent in a scheme in 1891, in supplement of previous letters.
539. Then as to the total force of 10,000 men, half of which are efficient,—you have formulated a scheme as to the other 5,000, which would make them of use in time of war? Yes.
540. I want to deal in round numbers,—what was the cost of the maintenance of that force in 1891; what I want to get at is the total cost of this military organization? £259,491.
541. In round figures, £260,000? No; from this must be deducted certain savings on the vote.
542. Were there any savings in 1891? I could not tell you; it lies entirely with the paymaster.
543. What would the maximum savings of any one year be? I could not tell you.
544. Would it amount to £20,000? I should say it would.
545. Then your answer is £260,000, less £20,000, or £240,000. What is the number of the Permanent Artillery? Five hundred and fifty-eight.
546. What do they cost? £61,000.
547. What is the number of the Engineer and Torpedo Corps? Engineers and Submarine Miners are separate. The Permanent Submarine Miners cost £3,922, and the others £2,582.
548. Can you tell me easily what number of Permanent Artillery you have got? Five hundred and fifty-eight.
549. Could you tell me what they cost the country per year? £11,413.
550. Have you made yourself acquainted at all with the cost of the artillery defence or living force in Victoria? They cost a little more than we do.
551. *President.*] Per man? Yes.
552. *Mr. Manning.*] Per man per year? Yes. The Colonial Secretary had the cost of the forces compared, and I understand that the Victorian Forces were slightly more expensive.
553. *President.*] The cost, roughly, is £100 per man, and of the Militia £20 per man? Somewhere about that, I believe.
554. *Mr. Manning.*] It would be as well to get that comparison from the Colonial Secretary. Did you make a comparison between the Volunteer Artillery in Victoria and New South Wales? I have no means of making it.
555. Are you aware that the Victorian Volunteer Artillery do more skilled work in connection with the guns than we do; and which you would not entrust your men to do? I believe so.
556. Then there is a greater efficiency in Victoria? There may be; but the officer commanding the Artillery here would not trust the working of the 6-inch hydro-pneumatic guns to the Volunteer Artillery. We are, however, increasing the instruction to our men in regard to the 6-inch guns.
557. When did the new system commence? Some little time ago.
558. Under your direction? Under Colonel Spalding's, at the School of Artillery, at the Victoria Barracks; they have only just mounted the gun, but the scheme is to go on regularly.
559. Then the tendency would be to make them as efficient as possible, and approach the efficiency of the Permanent Artillery? That is the intention.
560. Are you aware of any legal difficulty which would arise to prevent any of that force of 10,000 men being available? Yes. It is absolutely necessary to amend the Volunteer Act, which gives power to a man to leave on giving fourteen days notice.
561. Then, under the Volunteer Act at present, a man could, if an enemy appeared off the coast, give fourteen days notice and retire? No, he could not do it if war were declared, because after the declaration of war the men are under the Army Act.
562. Should Volunteers have the power to withdraw? No; they should be enlisted in the force for a certain time.
563. *Mr. Meeks.*] Does that fourteen days apply to the partially paid and reserves? It applies to all not in the permanent ranks.
564. Then all the Volunteer Forces could leave on fourteen days' notice? On complying with the conditions.
565. *Mr. Manning.*] What is the distribution of this force of 10,000 men;—where are the Artillery?
[*N.B.—Details of the disposition of the forces given to the Commissioners, and, by their direction, do not appear in the notes of evidence.*]
566. Can you tell me in round numbers about the number of men available among the Infantry about Sydney and suburbs, say within half-a-day's journey, or take the distance they might be expected to travel to attend a half-day's parade? Thirteen corps, representing between 800 and 900 men.
567. Can you tell us in the same fashion what number of Volunteer Infantry are within an equally convenient distance of Newcastle? About 335.

568.

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568. Would they also be equally convenient to the Hawkesbury? No; they are a long way off.
569. What is our plan of defence about Sydney and Newcastle and the Southern Coast line? All the vital points are supposed to be defended.
570. Do you think there is any necessity for the establishment of batteries at or near Coogee? Yes.
571. Has the establishment of batteries there engaged the attention of the military mind at all? There is one gun now being put up at Coogee.
572. At what part? Shark Point.
573. Would the defence of Coogee have formed any part of your scheme of defence of ten years ago? I think so; it has never been overlooked.
574. Although recommended to be defended ten years ago, nothing has been done? No, until quite recently.
575. Is it a fact that a hostile ship standing off Coogee could shell Sydney? I think so.
576. *President.*] Do you know what the range is? About 5,000 yards, I think.
577. *Mr. Manning.*] Are you aware that Admiral Fairfax did positively say that Sydney could be shelled from a ship standing off Coogee? Yes; I am aware of it.
578. Who are the principal officers on whom command would devolve in time of war? Myself, Colonel Spalding, Colonel Tailyour, and the officers commanding brigades.
579. Who are the Artillery officers? Colonel Spalding, Colonel Airey, for the Permanent Artillery; Colonel Wells for the Volunteer Artillery; and various officers would be in charge of the detached forces pretty well according to seniority.
580. Taking the Artillery, I want to get out what are the qualifications and previous service of the officers? There is a return which gives the previous service of every officer in the force.
581. I will make it part of your evidence if you like? Very well. It gives all particulars as to rank in the Service, Imperial or Colonial, with educational qualifications, &c.—in short, it is their military history. It is as follows:—

GENERAL STAFF.

Major-General Commanding—RICHARDSON, JOHN S., C.B.:—First New South Wales commission, 17th February, 1865, Lieutenant-Colonel. Promotion—Colonel Commandant, 26th August, 1876; Major-General Commanding, 15th August, 1885. Imperial Service—Ensign, 72nd Highlanders, November, 1854; Lieutenant, November, 1855; Captain, 12th Foot, July, 1863, ten years. Examinations—Educational and professional examination on entry into the Imperial service; examination for promotion to the grades of Lieutenant and Captain. Remarks—Crimean campaign, 1855–56; siege and fall of Sebastopol, with 72nd Highlanders. New Zealand war: Taranaki, 1860-61, with 12th Regiment; volunteered from 2nd battalion and served with 1st, 12th Regiment, in Waikato campaign, 1863–64. Soudan Expedition, 1885: Commanding New South Wales Contingent, Suakim; advance on Tamai; mentioned in despatches, *London Gazette*, 25th August, 1885. Crimean medal and clasp, Turkish war medal, New Zealand medal, Egyptian medal with clasps for the Soudan, and C.B.

Lieutenant-Colonel, Assistant Adjutant-General—MACKENZIE, HENRY DOUGLAS:—First New South Wales commission, 31st July, 1877, Lieutenant, Permanent Artillery. Promotion—Captain, Permanent Artillery, 28th October, 1878; Adjutant of Brigade and Staff Officer of Artillery, New South Wales Contingent from 27th February to 28th March, 1885, with temporary rank of Major; Major and A. A.-General, 29th March, 1885; Lieutenant-Colonel, 24th October, 1888. Imperial Service—Royal Navy, joined 1863; Sub-lieutenant, 1869; Lieutenant, 1872; retired, 1874; ten years and ten months. Examinations—Passed H.M.S. "Excellent" and Naval College. Remarks—Soudan Expedition, 1885; Suakim; advance on Tamai; served as Brigade Major in New South Wales Contingent; mentioned in despatches, *London Gazette*, 25th August, 1885; medal and clasp.

Lieutenant-Colonel, Deputy Assistant Quartermaster-General—TAUNTON, JAMES E. D.:—First New South Wales commission, 31st July, 1877, Lieutenant, Permanent Artillery. Promotion—Captain and Adjutant Volunteer Artillery, 4th November, 1878; Brevet Major and Deputy Assistant Quartermaster-General, 18th July, 1885; Major, 29th June, 1887; Acting-Major of Brigade from 3rd March to 3rd July, 1885; 26th June, 1890, Lieutenant-Colonel. Imperial Service—Infantry, 50th Foot, Ensign, April, 1864; Lieutenant, October, 1871 to 1875; Instructor of Musketry, 11 years; in possession of first-class extra certificate for School of Musketry, Hythe. Remarks—New Zealand, Wanganui campaign, 1864–65–66; present at repulse on camp at Nukamara, and storming of Putahi pah and affair at Kakaramea; medal.

Staff Paymaster—SOLOMON, CLAUDE:—First New South Wales commission, appointed 8th May, 1886, as Accountant. Promotion—Staff Paymaster, 5th March, 1889.

Captain, Instructor of Musketry—CUTHELL, WILLIAM ANDREW:—First New South Wales commission, 11th March, 1885, Captain, Acting Adjutant, 2nd Regiment, and Instructor of Musketry. Promotion—Captain Instructor of Musketry, 1st May, 1885; holds first-class certificate for School of Musketry, Hythe. Imperial Service—Infantry, 1/15 Foot, from 1866 to 1870; Lieutenant, 92nd Highlanders, from 1870 to 1874; Captain, half-pay, from 1874 to 1876; musketry training, Militia, 1870, with honorary rank of Captain. Total service, ten years.

Lieutenant, Chief Clerk—HOLMES, WILLIAM:—First New South Wales commission, 8th October, 1887, Lieutenant. Imperial Service—11th Regiment, eleven years; General Staff and Staff Clerk, fifteen years.

Lieutenant, Staff Quartermaster—LITTLE, JAMES:—First New South Wales commission, 8th October, 1887, Lieutenant. Imperial Service—11th Regiment, fourteen years, from 23rd July, 1843, to 31st October, 1857.

IMPERIAL OFFICERS—MILITARY INSTRUCTORS.

Lieutenant-Colonel—RENNY-TAILYOUR, H. W., R.E.:—First New South Wales commission, 16th December, 1891. Imperial Service—Royal Engineers, Lieutenant, 23rd July, 1870; Captain, 23rd July, 1882; Major, 18th December, 1888.

Major—CHURCHWARD, W. S., R.A.:—First New South Wales commission, 15th February, 1889, Major. Imperial Service—Royal Artillery, Lieutenant, 19th August, 1875; Captain, 9th January, 1884. Remarks—Iowaki expedition, 1877 to 1878; medal, clasp. Afghan war, 1878 to 1880; capture of Ali Musjid and battle of Ahmed Khel; mentioned in despatches; medal with two clasps. Egypt, 1882. Tel-el-Kebir, medal and clasp, Khedive star.

PERMANENT MEDICAL STAFF.

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Brigade Surgeon, Lieutenant-Colonel, and Principal Medical Officer—WILLIAMS, W. C. D.:—First New South Wales commission, 1st October, 1883, Staff Surgeon. Promotion—Surgeon Major, 18th July, 1885; 8th May, 1889, Lieutenant-Colonel. Imperial Service—Royal Naval Artillery Volunteers, London Brigade, gunner, six years. Examinations—At Aldershot, August, 1886, as first-class instructor in bearer column drill by competitive examinations, passed first senior in class. Remarks—Soudan expedition, 1885. Suakim, advance on Tamai; mentioned in special despatch by Sir Gerald Graham, V.C., K.C.B., dated Soudan, 5th July, 1886; medal and clasp.

Surgeon Captain—SWANSTON, CHARLES:—First New South Wales commission, 12th November, 1889, Captain. Colonial service only.

PERMANENT ARTILLERY.

Colonel—SPALDING, W. W., C.M.G.:—First New South Wales commission, 1st August, 1871, 2nd Captain. Promotion—New South Wales Artillery, Captain, 11th November, 1872; Major, 28th August, 1876; Brevet Lieutenant-Colonel, 13th September, 1881; Lieutenant-Colonel, 27th February, 1885; Brevet Colonel, 21st December, 1885; Colonel, 16th November, 1891. Imperial Service—Royal Marines cadet, from 1860 to 1862; 2nd Lieutenant, 4th February, 1862; 1st Lieutenant, 27th February, 1865; half-pay, April, 1869. Total service, seven years two months. Still on Navy List as Lieutenant on half-pay commuted. Remarks—Soudan expedition, 1885; Suakim, medal and clasp; mentioned in despatches, *London Gazette*, 25th August, 1885; Japan, 1864 and 1866; with Royal Marines Battalion at bombardment of the batteries at the Straits of Simonaski; carried colours at assault, capture, and destruction of five batteries, stockade, magazine, and barracks, 5th and 8th September, 1864. C.M.G.

Lieutenant-Colonel and Brevet Colonel—AIREY, G. J.:—First New South Wales commission, 1st August, 1871, 1st Captain. Promotion—Captain, 1st August, 1871; Major, 24th April, 1872, altered to 20th September, 1878; Brevet Lieutenant-Colonel, 18th July, 1885; Brevet Colonel, 25th January, 1892. Imperial Service—Royal Marines, 2nd Lieutenant, May, 1859; 1st Lieutenant, March, 1862; retired, July, 1870; total service—11 years and 2 months. Remarks—Soudan expedition, 1885, Suakim; mentioned in despatches, *London Gazette*, 25th May, 1885; medal and clasp; Augoza, 1861; in charge of Marines at capture of two-gun battery, Rewa River, 1868; in charge of expeditionary force, including action, at Druka.

Major—MURRAY, P. L.:—First New South Wales commission, 5th September, 1876, Lieutenant. Promotion.—Captain, 28th October, 1878; Major, 18th March, 1891. Colonial service only.

Major—BAYNES, F. T. B.:—First New South Wales commission, 28th August, 1876, Lieutenant. Promotion—Captain, 25th June, 1884; Major, 27th September, 1890. Colonial service only.

Captain and Brevet Major—AIREY, HENRY P.:—First New South Wales commission, 31st July, 1877, Lieutenant. Promotion—Captain, 29th March, 1885; Brevet Major, 29th June, 1887. Imperial Service—101st Regiment, Ensign, June, 1861; Lieutenant, July, 1863 to 1866; five years. Remarks—Soudan expedition, 1885, Suakim; advance on Tamai, medal and clasp; campaign in Burmah, 1887, severely wounded; mentioned in despatches.

Captain—SAVAGE, A. H. P.:—First New South Wales commission, 25th November, 1878, Lieutenant. 1 October, 1887, Captain. Imperial Service—Civil Service Volunteers, England, three years.

Captain—MORRIS, A. G.:—First New South Wales commission, 29th September, 1883, Lieutenant. 10th December, 1889. Colonial service only.

Captain—BRYDGES, W. T.:—First New South Wales commission, 19th May, 1885, Lieutenant. 27th September, 1890, Captain. Colonial service only.

Captain—KYNGDON, L. H.:—First New South Wales commission, 12th November, 1885, Lieutenant. 1st January, 1891, Captain. Colonial service only.

Lieutenant, Acting Staff Officer—LE MESURIER, HAVILAND:—First New South Wales commission, Lieutenant, 12th November, 1885; Captain, 1st January, 1891. Colonial service only.

Lieutenant—SANDFORD, A. H.—First New South Wales commission, 10th September, 1887, Lieutenant. Colonial service only.

Lieutenant—DANGAR, H. W.:—First New South Wales commission, 10th September, 1887, Lieutenant. Colonial service only.

Lieutenant—CLOSE, C. A. G.:—First New South Wales commission, 10th September, 1887, Lieutenant. Colonial service only.

Lieutenant—LUSCOMBE, A. P.:—First New South Wales commission, 10th September, 1887, Lieutenant. Colonial service only. Not graduated, &c.

Lieutenant—JENKINS, R. L. H. B.:—First New South Wales commission, 26th June, 1890, Lieutenant. Colonial service only. Not graduated, &c.

Lieutenant—LAMB, C. W.:—First New South Wales commission, 26th June, 1890, Lieutenant. Colonial service only. Not graduated, &c.

Lieutenant—ANTILL, E. A.:—First New South Wales commission, 16th March, 1891, Lieutenant. Colonial service only. Not graduated, &c.

Lieutenant—TAYLOR, H. J. C.:—First New South Wales commission, 16th March, 1891, Lieutenant. Colonial service only. Not graduated, &c.

Lieutenant—OWEN, C. A.:—First New South Wales commission, 27th December, 1889, Lieutenant, Volunteer Artillery; 16th March, 1891, Lieutenant, New South Wales Artillery. Colonial service only. Not graduated, &c.

VOLUNTEER PERMANENT STAFF.

Lieutenant-Colonel—EDEN, T. M. B.:—First New South Wales commission, 21st May, 1885, Lieutenant-Colonel. Imperial Service Infantry: Lieutenant, 1856; Captain, 1860, Major, 1871; fifteen years. Examinations—Sandhurst. Remarks—Served in New Zealand campaign, 1863-67. medal.

Lieutenant-Colonel—WILKINSON, A.:—First New South Wales commission, 26th January, 1863, Ensign, Maitland Volunteer Corps. Promotion—Lieutenant, 6th July, 1866; Captain, 15th May, 1869; Major, 4th October, 1880; Lieutenant-Colonel Commanding 4th Regiment, 14th March, 1884; Lieutenant-Colonel Commanding Northern Reserves, 26th August, 1885. Colonial service only.

Major and Adjutant—BARTLETT, C. F.:—First New South Wales commission, 12th March, 1875, 1st Lieutenant, Maitland Volunteer Infantry. Promotion—Captain, 4th October, 1880; Captain and Adjutant, 22nd January, 1883; Major, 26th October, 1887. Colonial service only. Remarks—Soudan expedition, 1885; Suakim; advance on Tamai; mentioned in despatches, *London Gazette*, 25th August, 1885; medal and clasp.

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Captain and Adjutant—HILL, JAMES:—First New South Wales commission, 28th October, 1878, Lieutenant and Adjutant. Promotion—Captain and Adjutant, 20th August, 1884. Imperial Service—12th Foot, Colour and Pay Sergeant, twelve years and two months.

Captain and Adjutant—BOUVERIE, C. W. P.:—First New South Wales commission, 25th November, 1878, Lieutenant, Permanent Artillery. Promotion—Captain and Adjutant, 18th July, 1885. Imperial Service—Royal Navy, joined 1864; Sub-Lieutenant, 1871; Lieutenant, February, 1875, till November, 1878; fourteen years. Remarks—Soudan expedition, 1885; Suakim; medal and clasp.

Captain and Adjutant—BAYLY, M. W.:—First New South Wales commission, 3th May, 1885, Temporary Captain and Adjutant. Promotion—Captain and Adjutant, 18th July, 1885. Imperial Service—North York Militia, Lieutenant from 23rd October, 1878, to 23rd October, 1880; 105th Foot, Lieutenant from 1881 to 1883; five years. Holds certificate of having passed examination in musketry.

Captain and Adjutant—NATHAN, R. A.:—First New South Wales commission, 2nd August, 1871, 2nd Lieutenant, Volunteer Artillery. Promotion—Captain, Volunteer Artillery, 5th May, 1875; Lieutenant, Permanent Artillery, 31st July, 1877; Captain and Adjutant, Permanent Staff, 18th November, 1885. Colonial service only. Remarks—Expedition to Soudan, 1885, Suakim medal and clasp. Mentioned in despatches *London Gazette*, 25th August, 1885.

Captain and Adjutant—BOAM, M. M.:—First New South Wales commission, 29th August, 1884, Lieutenant and Adjutant. Promotion—26th October, 1887, Captain and Adjutant. Colonial service only. Remarks—Soudan expedition, 1885; Suakim, advance on Tamai; medal and clasp.

Captain and Adjutant—SPARROW, H. G. B.:—First New South Wales commission, 27th February, 1885, Lieutenant, New South Wales Contingent. Promotion—Lieutenant and Adjutant, Volunteer Permanent Staff, 18th July, 1885; 26th October, 1887, Captain and Adjutant. Imperial Service—Royal Anglesea Militia Light Infantry, Lieutenant, three years from 21st December, 1871. Remarks—Soudan expedition, 1885; advance on Tamai; mentioned in despatches; medal and clasp.

582. Coming now to the Volunteer Artillery, the officer in command is Colonel Wells? Yes.

583. Do you know nothing about his qualifications? He has been in command for the last twelve years I should think.

584. Has he had any experience outside volunteer affairs? Nothing outside that with artillery.

585. Who is in charge of the Torpedo Corps? That is the Submarine Miners—Colonel Cracknell.

586. Has he never seen any service? None but what he has picked up here.

587. There is a force called the Volunteer Naval Brigade? I know nothing about its work.

588. Can you give the Commission any opinion of the value of that force? It is entirely a naval question, and I should not like to criticise it.

589. I think the Commission would like to hear your opinion. Seeing that we have no ships, of what use are these men at present? There is no doubt the naval force is very deficient in appliances, and they have no ships except the old "Wolverene."

590. What does it cost the country per year for the Volunteer Naval Brigade? £6,439.

591. How much for the Naval Artillery? £3,420.

592. How much for the "Wolverene"? £2,500.

593. And the Torpedo Defence? £1,800.

594. *President.*] That is the Naval Torpedo Defence? Yes.

595. *Mr. Manning.*] That is managed quite independently of the Volunteer Naval Brigade? The Volunteer Naval Artillery take that part of the defence.

596. You won't venture an opinion as to the value to the country of the Naval Brigade? I think not.

597. You have not an opinion? They are a very fine body of men, but the men require to be trained to naval work of recent description.

598. Could you train them with the Volunteer Artillery? No we could not; I look upon them as a very valuable adjunct as a floating defence.

599. Then if this naval force is to be continued it ought to be furnished with a ship? Yes; they should be furnished with the proper appliances and properly trained.

600. *President.*] Don't you think they ought to have guard boats for the mines and torpedo defence? Exactly.

601. *Mr. Manning.*] Although you are not intimately connected with this branch of the service, the country is entitled to know your inmost thoughts concerning it? We have all discussed its requirements in Committee of Defence, and we know we want guard boats and steamers, and one thing and another, and we have no doubt certain steamers would be provided in time of active hostilities, but it is not sufficient for what is wanted for training purposes. Although we could get hold of these steamers in time of war, what we want is the means of training the men now.

602. Would members of the Volunteer Naval Brigade be useful to you as an adjunct to your Infantry? I think not.

603. Then you are strongly of opinion that to make them of value to the country they should be supplied with the necessary appliances? Yes. To give them their proper value in a defence scheme they should have the means of training at their disposal.

604. As to this system of torpedo defence, who would have charge? Colonel Renny-Tailyour.

605. What establishment would he have to assist him in the way of boats, steamers, and so on? We had one row-boat, but certain boats are now being built; they are steamers or launches.

606. How many steamers are being built? One or two, and specifications are out for other boats.

607. And tenders are called? That I could not tell you.

608. Has the Government approved of the building of them? Yes.

609. Then, as a matter of fact, they are to be built? Yes.

610. And are sufficient? I believe they are.

611. *President.*] Are you aware that these steamers which have been asked for are for the purpose of laying the mines? Yes.

612. And no system has been worked out for guarding these mines? Only in time of war, for which we had detailed certain steamers to act.

613. You have got a lot of steamers in harbour with horse-power and tonnage, and nothing more? Nothing at all.

614. The whole thing is simply a sketch scheme on paper? That is all.

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615. And at present the condition of our submarine defence is practically deficient? It is certainly not in a state of efficiency.
616. And if the Commanding Engineer were told to-morrow to block the harbour, how long would he be about it? About six weeks, I think.
617. *Mr. Manning.*] Is there any Mounted Infantry? Yes.
618. Are any of them located about Sydney? No, they are all in the country, scattered all over the colony, from one border to the other.
619. Who is in command of them? Major Lassetter.
620. Is he now on active service? Yes; but he is paid now as a volunteer officer. He is retiring from the service.
621. Has anyone replaced him in the Volunteer service? I don't propose to replace him, because I don't see why Mounted Infantry should not be commanded as other corps are.
622. The advantage of his advent into the country has been to train? Yes.
623. So you can replace him by a local man? Yes. Practically, he is a local man now.
624. Is the Ordnance Store Department under your control? That is just what I do not know. It was until the Military Secretary was gazetted Superintendent of Stores.
625. Up to that time it was? Yes. It was under the Treasury until two or three years ago It was then transferred to the Colonial Secretary's Department and then to me.
626. Have you the control of the stores connected with the torpedo department? They are issued to the submarine miners themselves. There were some stores issued which have very much deteriorated by exposure to the weather.
627. Do I understand that there was a lot of stores belonging to the country issued by you to the torpedo officers, and no longer under your charge, and these stores were exposed and very much deteriorated? This was in reference to a cable, but I had no control of stores at the time. It would not have occurred if the Government had built a tank for it.
628. Don't you think that the whole custody of all the stores and military material, either issued or unissued, should practically be under your direction? I suppose they are in reality, but the subordinate officers must be held responsible for the stores issued to them. We can only pull them up when we find them wrong.
629. Don't you think that these officers who allowed these stores to be exposed and to deteriorate deserve to replace them? It was a case of want of appliances. If the Government had built proper tanks to receive the cable it would not have occurred, but as it was they had to cover the stores up with hurdles.
630. Have you any idea of the value of the stores damaged? No; but I do not think it was a very large amount.
631. You have not made a comparison of the expense of our military system with that of the other colonies? I have incidentally with that of Victoria.
632. And that comparison, assuming an equal efficiency in defence, is satisfactory to this colony? I think so. Other colonial officers who have seen our men and Imperial officers are very well pleased with the indications.
633. Is it not a fact that the defence of Victoria is said to be more complete than ours? It is more complete in that it has a Minister of Defence and it is more complete in that its men are not so scattered and they can work in bodies better than we can.
634. That is to say, that there would be a larger body available about the city? Yes, because they have not such long distances to travel, while in our case some of the men have to come two or three hundred miles.
635. Have you got feature maps of the coast and country surroundings that would form the principal points of attack? Yes.
636. Have the troops ever been exercised over the ground? Yes—frequently. Proper military maps are now being made. All the Botany and North Shore land is now in the hands of the Commanding Engineer, and all to the north from Lake Macquarie to Port Stephens has been almost completed by Major Parrott.
637. Then you are familiar with the country to Broken Bay? Certainly.
638. Is it very difficult country? Very difficult.
639. Then, if hostile troops were landed north of the city, they would find it very difficult to work over? Yes, very difficult.
640. Do you know whether the roads are suited for travelling troops? It would be a very difficult road for an enemy to travel over, especially the upper road, while the lower road is a very long road.
641. You were going to speak of a mobilisation scheme, that will refer to the forts, batteries, and so on? I produce a rough outline of the mobilisation scheme. It shows the different garrisons—so many at Middle Head and the description of the forces, so many artillery, so many partially-paid artillery, &c., the number of officers, and the number of men. In fact, all the forts are dealt with, and then we come to the field force which would be stationed at different points. The various forces are all treated in the same way, so that we can at once take this up, and there are the orders for mobilisation. All that would have to be done would be to send this round to the different headquarters, and the troops could be mobilised at once.
642. How many men, if this mobilisation took place, could go right into defence? This scheme pre-supposes that the men set down in the estimates would be available.
643. What I want to know is how many men under this scheme would be available when wanted? Practically, there would be 5,000 available.
644. And what with the reserve? I cannot count on the reserve at present.
645. But if the Government gave you the adoption of your scheme, would you be able to place say another 3,000 men in the field who are out of training just now? If they trained it would give me that number.
646. Within what period would you require that additional force? I want it now.
647. But if war occurred? They could not be properly trained to take their place in the militia regiments under three years, because there is so little training for them, and we only get them a certain number of days in a year. If I could get them for a continuous six weeks, I could put them all in the ranks.
648. As a matter of fact, the military system includes in its ranks provision for the conduct and management of a much larger force than is under your control now? Yes, there are officers for nearly double the number of men, *i.e.*, war strength.

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649. Really it depends on the enthusiasm of these men in the country whether you ever, see them or not? Practically so at present.
650. Now, with regard to material or war, how are you situated? We are sufficiently supplied.
651. What do you mean by sufficiently supplied? We have a considerable reserve of ammunition.
652. What period would it cover? It is supposed to cover the contingency of war.
653. Have you a three months' supply? It depends on the number of actions in which we might have to engage. It might be that it would not last more than one engagement, but we could not reasonably look forward to that.
654. As a matter of fact, it would be good economy to have a good supply? We have a sufficient supply for what might be expected to happen, but it is not advisable to keep an excessive supply, as these things deteriorate a good deal.
655. In your scheme for the defence of Sydney have you taken into consideration the ordinary circumstances with regard to our naval forces out here, or do you act independently? The existence of the naval forces materially strengthens the defence, but at the same time I don't see how we can lessen our precautions in any way. We do not know that one of these vessels would be available for this particular place because they are under command of the Admiral, and have to go where he sends them. I have no doubt when I say that the Australian squadron would be kept in Australian waters, but we could not be certain they would be here just when we wanted them.
656. Then the advent of the cruisers has made no difference in your ideas of what is necessary for defence? No; and it is a point on which the commandants in all the colonies are agreed.
657. You are not singular in that opinion? I am sure of it in regard to military necessities.
658. As to the establishment of volunteer corps in the interior of the colony, are you impressed with the practical advantage of the establishment of these, speaking from a military point of view—for instance, take Bourke? I do not want them at all, and they are a source of very great expense.
659. Have you ever referred to that in any of your reports? From the first I have opposed the constitution or establishment of corps anywhere away from the line of railway, but gradually it has gone on and I have not been able to prevent it. Just to show the absurdity of the thing we have now got a corps at Broken Hill, a place where we cannot even supply with ammunition except through the agency of South Australia, and when we send an instructor we have to send him by way of Adelaide.
660. In a comparison of our military system with that of Victoria account should be taken of these extremely isolated cases of volunteers which cost a considerable sum of money, and who are of no utility in time of need on account of their distance from the main body? Yes; I had in my mind's eye at the time of speaking a corps at Cobar, but that is now in easier connection than it was.
661. Don't you think, in the interests of your Department, you should be able to say what is the cost of the military service during a certain year, shutting out such towns as Broken Hill, Bourke, and so on? I could work it out.
662. The advantage of working it out would be that you minimise the cost of that which is really serviceable to you? If the scheme I propose is adopted, and those corps which are not convenient to the railway-line are disbanded (for it would practically come to that), and only those retained which are near the line it would be a very great advantage.
663. Then the real value of a volunteer body depends on its being convenient to and managed from a centre, and the members of such corps should be derived from localities within easy distance of such centre? You mean Sydney as the centre?
664. Yes; would you not get a more valuable body of men in that way? I should like to see other centres in addition so as to make use of the material in the country. My policy has been to recommend the enrolment of those corps which are within reasonable distances, because I think it has a very good effect on the civil population, and to a great extent they are the embodiment of law and order.
665. That is rather taking the social side of the question; I am asking you as to the military aspect? Then I think we cannot confine ourselves to one centre because you would not get the men, but there must be such centres as Newcastle, Bathurst, and Goulburn.
666. But you would not go into these outlying places? Not if I could help it.
667. What is the number of Volunteers at Cobar—this is a question of economy of expenditure;—supposing there were fifty men, they would cost as much as £100 at Cobar, or even if they were at Goulburn? About that as they are only rifle clubs.
668. That is what they are in these outlying places? Yes; they are mostly nothing more than rifle clubs.
669. Do you recommend that they should be only rifle clubs? No; I should like to see them turned into a useful body of men by military training.
670. How could you do it at Cobar;—would not they be more useful to you if worked from centres? Yes; but even Goulburn is not able to keep up more than two corps.
671. But if you were able to train them you would get a certain amount of efficiency? Yes, we should, but not what we want, as the periods of training would be short.
672. If you had to remodel the system, would you get the efficiency? I would.
673. Are the Artillery at Newcastle all permanent? No; one battery is partially paid.
674. They are not allowed to work the H.P. guns? They are being educated in that, but they have been working the guns in the forts for years.
675. Are you satisfied with the scheme of equipment and defence about Sydney and Newcastle? I think we have got things pretty right now.
676. But you want a greater body of Infantry? I would like the Infantry to be brought up to 4,000.
677. *Mr. Meeks.*] Going back to the Artillery, don't you think that the amount which the Permanent Artillery costs is out of proportion to the total? The professional branch must cost more than that which is only in evidence for a certain number of days in the year.
678. Do not you think we spend too much money here on permanent men? That is an artillery question. I personally think we can do with a lesser number of men, but it must be done, if there is a reduction, with very great care.
679. About the pay of the staff and the officers, a question was asked about the matter as to how it is divided into various items, and I understand your reply to be that it was done under the Imperial process? Yes, that is correct.
680. Don't you think that a system could be adopted here with advantage whereby one amount could cover the whole cost? There is no reason why it should not be done.

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681. As it is it is difficult for a civilian or a Member of Parliament who may criticise the Estimates to follow? Yes, it is. You can hardly tell from the Estimates what a man receives unless you are acquainted with the details and circumstances.
682. You see no objection yourself to making one pay cover one man? None whatever.
683. Do you know whether all who are allowed horses keep horses? They do in every case; they could not draw their allowances unless they did. They have to sign a certificate that they keep a horse, and that it is fit for military duty. If they signed a false certificate they would imperil their commissions.
684. We have no Imperial Officer of Artillery? None since Colonel Roberts has been made Military Secretary.
685. The officer at present commanding has had no artillery training? None except training on board the "Excellent."
686. *President.*] How many years ago since the days of the "Excellent"? I cannot say.
687. *Mr. Meeks.*] Have any of the officers at the present time been promoted from the ranks? No.
688. How have they obtained their position? When the Artillery was raised certain gentlemen who happened to be in the Colony were selected who had been connected in some way or another with military service, and they have gradually moved up.
689. It is the practice to send some officers home? We sent two officers lately.
690. Those are junior officers? Yes; there are three captains at home now, one of whom is just coming back.
691. Have they to serve in the ranks? No.
692. *Mr. Manning.*] Captain Brydges is one? Yes, he has done very well indeed.
693. *Mr. Meeks.*] Who conducts the examinations now by which officers come in? A Board.
694. In regard to this working-pay do you approve of the present system as described in your last examination? It is usual in the service to give working-pay.
695. Do these men who have obtained working-pay parade with the force? Yes; it is not always the same men—it may be one on one day and another the next; it does not follow that you always send out the same party. A party may be out two or three days and others will relieve them. We have also to remember that if we did not employ them we should have to employ civil labour.
696. What class of work do they usually do—Suppose they were cleaning up would they get paid for that? No; it does not refer to ordinary duties. What they would get pay for would be something outside their ordinary duties.
697. What is "outside"? There are certain descriptions of ordnance of work which have to be done.
698. It is the general practice then? Yes, and it is the same in Victoria, but there are different rates.
699. Has the absence of the encampment this year been a serious thing? It has been very prejudicial indeed, both in drill and training and has been a great cause of dissatisfaction among the forces in general.
700. The encampment was abandoned in consequence of the reduction in the military vote in Parliament? Yes. To abandon the encampment was one of the only means by which we could assist to save the money at once.
701. What do you estimate to have saved on the encampment? With pay and the incidental expenses of the encampment we would save about £25,000.
702. Have any other steps been taken to reduce or alter the expenditure? Not yet, we have received no instructions.
703. Now on the matter of railway fare you are aware that in Victoria they pay no railway fares, except when they have a special train—Have you taken that into account in comparing the New South Wales cost with the Victorian cost? They have made a comparison at the Colonial Secretary's Office, in which I believe that is taken into account. As they were doing the comparison and had all the materials for making it I did not do it—in addition to which they had more time.
704. How many officers have we out here for short periods at the present time who are from the British army? There are only two.
705. Who are they? Colonel Renny-Tailyour, the Commanding Engineer, and Major Churchward.
706. How long are their terms of engagement? Major Churchwards is up at the end of the year and Major Renny-Tailyour's in three years.
707. Do you approve of the extension of that system? I think at present we can hardly rely on our local talent. For instance, it would be difficult to get a local man until projected works are finished, but then we should have no difficulty in keeping them up.
708. Would it be safe to trust to men entirely locally trained without the knowledge the Imperial officers have? When the forts are completed I see no reason why it should not, but while there are works to be constructed I don't think that an ordinary engineer would be able to look after them, but we are making advances in this direction, and, in fact, our assistant engineer, who is also an officer of this force, is a most capable man, and is spoken of in the very high terms.
709. Who is that? Lieutenant Owen.
710. Would it be best in time of war to rely on officers locally trained—I mean officers generally? I do not see why we should not. You must get out of the dry-nursing stage sometime or other.
711. In Victoria it is the practice for officers to go out after a certain period in all the forces? Only the heads not the subordinate officers.
712. You would not recommend a similar system here? It is a question I should rather leave to the Government.
713. You were speaking about having 10,000 men scattered all over the Colony;—have these men all uniforms? Most of the members of the rifle clubs have uniforms.
714. You could not say how many could be brought to Sydney within a few days in uniform? There are a great many, but I could not say how many; in any case they are in a very crude state.
715. What roughly would be the cost to the country of the Broken Hill Corps at the present time? Perhaps about £100 a year.
716. For the entire corps? Yes, but I could not tell you postively without having the actual number of men, and knowing what number go through musketry.
717. *President.*] And the cost of going to and fro? Yes, with that added it would possibly be a great deal more.

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718. *Mr. Meeks.*] You mentioned that some thirty men were occupied from the ranks of the Permanent Artillery in sentry duty at Government House;—has not the number been increased of late? No, it has been the same for some time.
719. *Mr. Mort.*] With regard to the officers from home would it not be advisable always to have one subaltern at home in training from each branch of the service? It is advisable; we ought to take the opportunity of passing one or more home always.
720. Now in reference to your reports, in the report for 1890 for the year 1889, you say at page 2 "As previously reported, the interior economy of the corps is still defective, to remedy which I directed the Board to assemble for the purpose of compiling a code of standing orders, which are now with the Government Printer. These when issued will guarantee the maintenance of a proper chain of responsibility and system of administration and training which cannot but be productive of increased efficiency and discipline." Are these standing orders now in work? Yes.
721. Because one sees that in spite of these standing orders the desertions and crimes have largely increased? So also have the numbers of the corps. When I wrote that there were perhaps about 300 men, now there are 558.
722. Still the crime has increased very much in excess of the number of men? There is that to be said.
723. In the same report you say, in reference to the reserves, "Some difficulty exists in regard to the supply of arms, as most of the corps object to the part-worn Henry rifle; and although a small issue of the Martini-Henry has been made, it is insufficient to arm them." This refers to the partially-paid forces? No; to the rifle clubs.
724. Are they supplied with better arms now? We cannot afford to give them better arms.
725. *President.*] Do Government give the arms? They are supplied, but the men have to return them.
726. *Mr. Mort.*] With regard to the arms of the partially-paid forces, they are supplied with the Martini-Henry? Yes; we cannot get a better weapon till the magazine rifle comes out.
727. In the last report you say the magazine rifles are now being ordered? We have not ordered them yet—as a matter of fact. There is some difficulty with the ammunition, I believe, and the rifle is not quite fixed, so that we are holding back a little.
728. With regard to storage accommodation for ammunition and munitions of war generally, you have stated that in 1890 it was very deficient, you say, "In my last report I pointed out in detail that the present storage accommodation is very unsuitable and deficient, and militates much against the efficiency and readiness of the department for calls which would be made upon it in prospect of war. The D.A.C.G. of Ordnance points out that under present arrangements, the defence of the Colony might at any moment be crippled, and he appears to be correct." Has that been remedied in the last two years? No; but sites have been selected in the National Park, which, I think, will be approved of. Perhaps I might be allowed to supplement my evidence of yesterday on the storage of gun ammunition by reference to my report of last year. I have pointed out that its storage in a hulk at Middle Harbour is inconvenient and impolitic, and say that the construction of magazines for military ammunition reserves, recommended to be built at Newington, on the Parramatta River, is still in abeyance. Powder arriving in the Colony is examined by the board, and tested as occasion arises by the fire-master.
729. With regard to the Cavalry Corps in the Colony, do you think they are as efficient as Mounted Infantry? They are much on a par.
730. They answer the same purposes? They do. Of course the professional idea is not so much in favour of Cavalry as Mounted Infantry; but the Cavalry having been established, it was not thought wise to disband them.
731. Who is going to take Captain M'Neill's place? Captain Lee, a local officer.
732. Who has been trained at home? Yes.
733. *President.*] That magazine you have referred to in Middle Harbour, is it not in a very awkward position, and exposed to attack? It is quite wrong to have it there, and we have agitated for its removal.
734. On the Estimates you are debited with £12,000 for civil powder? Yes; we calculate that the cost of manipulating the civil powder comes to about that sum.
735. Should it appear on the Estimates? No; not on ours.
736. What do you mean by a "feature map"? I should like to qualify my previous answer as to the possession of "feature maps." I used the expression in the sense of showing the nature of the country as well as the roads.
737. There are two points near Sydney where an enemy could come in possibly; at Botany Bay and Broken Bay. Now in regard to Botany Bay, is there anything to prevent an enemy coming right in to Sydney? Nothing in the shape of field-works after landing.
738. An enemy could walk up to Sydney to-morrow; then what number of men are available for the defence of Sydney against an enemy landing in Botany Bay under the mobilisation scheme? About 1,378 exclusive of garrison at Bare Island.
739. At the present moment you have only 1,378 men under the mobilisation scheme to protect Sydney against a landing at Botany Bay? That is all at the present moment, unless men are brought from other points.
740. And if you brought them from other points you would leave those points unguarded? Yes.
741. *Mr. Mort.*] We understand then that supposing an attack were made on Sydney to-morrow the force available is 1,378? Yes. Supposing an attack were made on Sydney, from Botany Bay, all I could bring to bear on it, without withdrawing men from other stations, would be 1,378.
742. What do you mean by other "stations"? For instance, there are a certain number of men stationed at Gordon, and some to the southward of the harbour exclusive of garrisons.
743. *President.*] Under the mobilisation scheme the total field-force available for the defence of Sydney is 1,378? Yes, if I do not avail myself of the men on the other side of the harbour.
744. Supposing a feint were made at Broken Bay? I think I should let them make it, I do not think any feint would draw us away from Sydney to the Hawkesbury.
745. You must keep a certain number of men at the North Shore? Yes, exactly; but we cannot be strong at all points.
746. What plans have you got for running redoubts across the land at Botany Bay? Simply selected sites.
747. You have no detailed working drawings? No.

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748. Looking at that ground, is it possible for five times the men you have at command to stop an enemy coming to Botany Bay and effecting a landing? It depends on the organisation of the enemy.
749. Is not that land one of the most difficult pieces of country to defend with a small body of troops? It is most difficult.
750. Therefore the present force available for the defence is most inadequate? Certainly.
751. In reference to the Artillery—there are a great number of men in the Victoria Barracks, would it not be better to put the men where they ought to be? Yes, but the great difficulty is want of barrack accommodation.
752. Would it not be better, then, to build barracks so that the men might be where they are most wanted? There is no doubt the gunners ought to be with the guns.
753. And in that case would it not be possible to make use of the Victoria Barracks as a training school, entirely reserving it for the partially-paid Artillery? Yes, but of course that would hardly occupy them.
754. Suppose the Garrison Artillery were away, would it not be very advisable to concentrate the whole of the office in Victoria Barracks, say in the present officers' quarters, and so get rid of that great waste of men which is always the case where there are loose bodies and the men are all over the place? No doubt it would simplify the matter very much.
755. Would it not be advisable to have the warlike and camp stores in certain buildings in the Victoria Barracks? Certainly. I have tried to do that for some time, but the want of accommodation has simply stopped it.
756. The only difficulty now is that if the Garrison Artillery were put in their proper places there would be plenty of room? Yes.
757. The number of officers in the Garrison Artillery is considerable? Yes.
758. Would it not be possible so to train the Militia or Partially-paid or Volunteer Artillery, that they could entirely man the guns at such outlying stations as Newcastle and Wollongong? It is a question upon which different views exist; I would prefer not to give an opinion upon that, because the officer commanding the Artillery does not favour the idea of the partially-paid men having anything to do with the 6-in. guns.
759. Is he aware that in the Colony of Victoria the militia are working the 6-in. guns, and can almost beat the Permanent Artillery, so well trained are they? I think he is changing his views on the subject, and until within the last three months his disposition of the Artillery has been such as to work these guns by the Permanent Artillery.
760. Then if it could be proved that the Volunteer Artillery can be placed in control of the 6-in., it would be possible to reduce the Permanent Force and increase the others? I think you could do that.
761. *Mr. Mort.*] As to the number of men available for the defence of Sydney in the event of a sudden attack from Botany Bay, would you call in any of the less skilled men? We might call them in and put them into some of the works, and draw off the more highly trained troops for the field force.
762. *President.*] Are there any works yet designed on that side? Nothing but the batteries.
763. And the Reserves have no military training, and are simply men with muskets. Can they be considered soldiers in any sense of the word? No, they cannot.
764. *Mr. Meeks.*] As to the means of transport between Sydney and Botany Bay is it satisfactory? Yes, there is a very good road.
765. One which can be considered a military road? Yes.
766. Would a railway be of advantage? Yes, it would.
767. Would you recommend that at an early date a railway or tramway should be extended to La Perouse? It would be very desirable.
768. *President.*] I suppose in event of Victoria being attacked you could not spare any troops to assist that colony? I think not.

[*The Commission adjourned until 3 p.m., Monday, 27th June.*]

MONDAY, 27 JUNE, 1892.

[*The Commission met at the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT.)
W. P. MANNING, ESQ., J.P. | A. W. MEEKS, ESQ.
J. LAIDLEY MORT, ESQ., J.P.

Major-General John S. Richardson, C.B., further examined:—

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769. *President.*] You have been asked to produce some returns; have you them ready? Yes. They are —"General Order 141, programme of parades for the September quarter of the year 1892"; "duty state of the New South Wales Artillery, 27th June, 1892"; "list of employed officers, non-commissioned officers and men, 1st June, 1892"; "return showing the age, length of service, and experience of all field officers in the New South Wales Military Forces, 20th June, 1892"; "return showing the strength at the latest date of each troop, battery, and company of the Permanent and Partially-paid Forces of New South Wales"; "distribution of New South Wales Military Forces, Sydney, 9th June, 1892"; "monthly return of the New South Wales Military Forces, 1st June, 1892"; "return of officers, warrant officers, sergeants, rank-and-file, &c., occupying barracks 1st June, 1892"; "distribution for fortress formation of the Permanent and Volunteer Artillery Staff—confidential."
770. With reference to the small field force which it is proposed to concentrate towards Gordon and Botany Bay, have you the requisite transport for it? No; we have not sufficient transport without hiring.
771. Have you any transport at all? Yes; we have the nucleus of a transport, but only sufficient for carrying on our ordinary work.
772. Every company of 100 men in the present day should have an ammunition waggon? We have not got them.
773. None? No; none, but a sufficiency of spring carts could be procured on an emergency.
774. You have no company waggons? No; we have only the bare nucleus of a transport corps.

775.

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775. How many carts have you got; have you a dozen or twenty? No; not so many as that.
776. Under the mobilisation scheme, have you any list drawn up of what transport would be actually necessary for the field force? Yes, but it has not yet been adopted.
777. Then, you have not gone really into details at all? Not as regards war strength; but the D.A.Q.M.G. and Transport Officer have the scheme drawn out for consideration and insertion in the revise now in progress of the report of the Defence Committee.
778. Then, the mobilisation scheme is anything but complete? Not in that respect.
779. Would it be advisable to get ammunition waggons made? No. The plan I thought would be the best would be to get out specimens of different waggons, and keep a sufficient number to keep our present force in ordinary training, and in time of expected war we should get waggons built here.
780. Would it not be rather late to begin building them when war was declared? I think we should have a certain amount of warning; and, besides, if these waggons were kept in store for an improbable contingency they would deteriorate like all stores of that kind do.
781. If it is useless for an "improbable contingency" to have on hand things which will deteriorate in order to be prepared, will not the same argument apply to troops—why then have troops at all? There is a difference; waggons you can make at short notice, but you cannot make troops.
782. Would it not take some time to make the waggons? It would not take very long.
783. How are you off for harness? We have some, and sent home for some.
784. For all the waggons? No; not for all.
785. What about drivers' waggons? We have only waggons for immediate necessities.
786. What do you propose in case of urgent necessity? An increase has been considered. I forget how many at the moment, but we have not the slightest chance of getting them now.
787. In Victoria we are working out a scheme so that every company has its own transport men, waggons, and everything;—how do you propose in time of war to get men to conduct your vehicles? We should have them ready if the reserve scheme is adopted towards all branches of the force, by which we should be able to give the reserve men their training in time of peace.
788. Then the small field force is not fit for mobilisation? In itself it is fit.
789. But you have no scheme of transport? Yes, but there are only for a very small number of men and waggons which would require expanding for time of war.
790. Do you think it possible to have some scheme whereby so many men in each company would be available for transport? Then in that case you deplete the Infantry.
791. Have you taken into account bearers, signallers, and so forth? Yes.
792. You have deducted them from the number of men available for fighting? No; I do not propose to deduct them.
793. Then how would you get them? We cannot get them unless the Government will vote the money to expand the corps to the necessary extent, or make some other provision. At present we have only a peace establishment.
794. And no scheme is worked out for immediate expansion? No; we could not expand immediately, because the men are not trained. There is no scheme adopted at present to place us on a war strength.
795. Then practically we are not ready yet? No; we are certainly not ready for war.
796. It would take a considerable time to get these men? Yes; unless they are voted on the Estimates we cannot train them.
797. In reference to the six weeks training that you spoke of, would that be sufficient to put the men in the field? I did not say it was sufficient to put them in the field, but you could push them into the ranks at all events.
798. I remember that the time assigned at the time of the Crimean war was ninety days, and that was little enough? Yes; and we had to send men forward in sixty days.
799. And do you not remember that these men had a very good training before they came to us at all? I am speaking of the raw men.
800. The raw men were quite a small percentage compared with those who came from the Militia? I do not remember how that may have been.
801. I may tell you that we got large numbers from the Irish Militia;—have you taken into consideration the fact that the present system of drill is very different from what it was in the former days, when it used to be in close rank, and there a man who was imperfectly drilled had always the support, moral and practical, of his neighbours? I apprehend you mean that a man nowadays has to exercise a great deal more individual intelligence than he had to before? Yes; I have considered that.
802. Would it not be a risky job to put them in the shooting line? I do not propose to do it. I should be afraid to put them in the shooting line, and should only put them in garrisons.
803. I understand you to mean that six weeks would be sufficient to reinforce you? No; if I took these men I could only put them in garrisons with trained men.
804. The numbers of men in garrisons are very small? I think there are upwards of 1,000 infantry.
805. Now, as to the instruction of officers;—how do you instruct them? As regards the Permanent Forces, the chief instructor takes them in hand.
806. I mean as to the Militia? Well, that practically comes to what they can pick up and by reading, and what can be gained from occasional classes; but it is, of course, very perfunctory, and the real education is nil, beyond what they get by examination, reading, and practice.
807. Have you a school of instruction in the Victoria Barracks for Militia? No; one good reason for which is that if we had we have no instructor, but I have applied for a garrison instructor.
808. Then there is no instruction of Militia officers at all? No; not of that description.
809. How do the country officers manage for instruction? Just the same; they practically have no instruction except what they can pick up.
810. Cannot that be improved on? Yes; if we can get some one to instruct.
811. Could not the A.A.G.? No; all his time is taken up in his other duties, and I find that I cannot even carry on all the inspections I ought to.
812. Then, from the way in which this force is scattered all over the country, it is impossible to do more? Yes; it is hardly reasonable to expect a man, after being in the office all day, to go out and commence a course of instruction, and we are so situated that there is no officer who can go on with it under the circumstances. Then, again, we could only get the men on certain occasions, such as Saturday afternoons, and if you get them then you are taking away the training from the regimental officer.

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813. Could not the regimental officers be instructed in night drill by the A.A.G.'s department? Possibly; but, as I have pointed out, it is rather hard on men to work them in the office all day and then expect them to take up a course of instruction. They break down. I have broken down myself from confinement and overwork on more than one occasion.

814. In Victoria the A.A.G. is able to undertake it? That may be very well for an officer who is only here for three years; but when you come to put officers at it year after year it is different. You cannot always be at the grind.

815. Have you any scheme for getting them better instructed? I have made application for a garrison instructor.

816. Would not a couple of sergeant-majors do for all the corps here? No; it is not so much the mere drill as the instruction in the higher subjects, such as tactics and so forth. I am not concerned about the actual drill.

817. Would it not be possible for the subordinates to attend to the drill instruction then? Well, I have found that the officers have got the drill-book pretty well at their fingers' ends.

818. That may be, but if you take them out and try them as you would a subaltern for his company, how would they get on on parade? Many of them will get through all right, but others will fail, just as might be expected in any case,

819. Do the subalterns pass an examination? Yes.

820. Who are they passed by? A Board.

821. Of whom is it composed? Of different officers.

822. There is no regular Board such as that presided over by the A.A.G.? No. We have tried to carry out the practical work, and we cannot do it because we cannot get men to drill with. Some years ago we had a company of regular Infantry, which might have been so utilised.

823. Without saying much about the Colony of Victoria, of which I am supposed to be Commandant, you are aware we have a school of instruction and night drills for the officers? Yes.

824. These are held in the large drill halls and out on the parade grounds by means of the electric light and gas, and they are under the A.A.G. who sees every officer passed? I am aware of the system.

825. Do you not think a school of instruction might be promoted at the Victoria Barracks, so that you might get a certain number of young officers instructed? The question is where are you to get the men.

826. Have you not recruits? Yes; but such a scheme could only affect a head-quarters force.

827. How are you going to instruct the country corps? I do not see how it is possible to do more than at present.

828. Seeing the great difficulty that there is with these country forces, would it not be possible to embody them regiment by regiment for say a month, so that an officer might receive instruction? If we could do it, it would be a useful thing to do.

829. Is the condition of the country such that you could embody a country regiment for a month? I do not think so. In fact I am sure they could not do it.

830. Would you be able to increase the time of the annual camp to fourteen days? I almost doubt it.

831. You think you cannot go beyond nine? There would be a difficulty about it. Even if we were able to give instruction at head-quarters it could not, for the great majority of the forces, be carried out at all.

832. Who looks after the ordinary Reserves? Colonel Wilkinson up in the north, and Colonel Eden has the Metropolitan, southern, and western districts with an adjutant.

833. And they are responsible to you? Yes.

834. Have you a statement showing how often each company of each militia regiment is visited by the permanent adjutant in the year? I have not, but I can obtain it. I did not know one was wanted. I should say once or twice each company in the year, but not more than that.

835. Only once or twice, how is that? It would be impossible to do it oftener on account of the enormous expense.

836. Then the drill is left to the sergeant-major? No, to the officer commanding the company, but if he shows any laxness the instructor is sent to look after him.

837. Is not the officer commanding the company present at all drills? Generally he is.

838. He must be? He need not be present except during the period required for efficiency, for which there is a certain number of drills he must attend.

839. If he is not present who acts? One of the subalterns.

840. There is always an officer present then? Yes.

841. Have you any option of disbanding the rifle clubs or so-called reserves? Not without the consent of the Government.

842. Then you send in a recommendation, and they always attend to it? I think so.

843. On what grounds do you disband them? When their efficiency is low.

844. Is there any particular number to guide you? No; but if they show a constant falling off in number, then it is time to do something.

845. There is no minimum? No; they are simply rifle clubs.

846. The strength may be twenty or it may be 100? It must not be less than twenty.

847. How are the men's travelling expenses paid when coming to drill? We only pay them when we bring them from their head-quarters.

848. But some of the companies are a good long way off the railway line? They have to make their way to the railway line.

849. That is to say, they have to get to their own head-quarters? Yes. I was about to remark, with reference to such centres as Goulburn and Bathurst, that the nearest company to Bathurst is some 48 miles distant from it, and other companies range up to 60 and 70 miles, as is the case with one at Goulburn.

850. Would it be possible to get rid of the outlying companies, and raise others nearer the centre? The only way would be for the Government to disband them and raise others.

851. Closer to each centre? I am afraid you would not get them round the centres, because we have already got all we can from the centres.

852. I see a company down at Albury. Is not that rather a long way off? Yes; but it is an important town, and Albury people consider it quite the most important town in the Colony.

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853. Should not the organisation be rather of importance to the whole Colony than to one town? No doubt.
854. Now, Nos. 31 and 32 on the map of localities show artillery, do they not? No; the Artillery corps are either at Newcastle, Wollongong, or Bulli. There is no artillery out of Sydney on the seaboard except at those places.
855. Has any fixed military number of corps been arranged for? No. It is a point that, for economy's sake, ought to be settled. As it is, you never know where you are, and I think that a certain number and description of corps should be decided on and rigorously adhered to.
856. As regards officers' pay, is not that continually being altered? Yes; we have had it altered from time to time, and it has given rise to a very unsatisfactory state of affairs. Officers are apt to make use of political influence with reference to their salaries. It should be as it is in the Imperial Service, where officers have a fixed sum, and nothing should be allowed to interfere with the fixity of that sum. An officer ought to feel that so long as he does his duty he gets what is due to his rank, and in this matter I refer to all the permanent forces.
857. Therefore, to get rid of the officers who have got old, there must be some scheme of retirement? Yes. There is no doubt there is a very great difficulty in turning a man away; in fact, saying, "You are worn out, and must go," if he has not something to retire upon. It is hard to say, "You are not wanted now. You have got past your work."
858. Are the present ordnance stores buildings satisfactory? The buildings themselves are not bad; but we have all our eggs in one basket, and if a fire were to occur we should be simply denuded of all our stores. The present system is not convenient, and proper stores should be built.
859. Every regiment should have its stores in Victoria Barracks? Yes; certainly.
860. Have you more than one department under the military stores? Yes; it is divided into military and civil; but we have to bear the whole charge under the military, which comes to not less than £12,000 on our estimates, and which ought to be deducted from them and be borne by the civil department; that is to say, we have to handle the civil powder and explosives, and that necessitates our keeping a certain number of hands for that work.
861. *Mr. Meeks.*] I think it does not amount to so much as £12,000? The ordnance storekeeper told me that it came to that, and ought not to have been charged to us at all.
862. It seems a very large sum? It is a large sum, but those are his figures.
863. *President.*] Are you ever troubled, as we are in Victoria, by societies and others asking for tents, and so on? Very much.
864. What do you do? I always object to giving them.
865. Do you not think it would be a good plan if the Minister were to put down his foot, and say these stores should not be issued in this irregular way? I think it should be made a hard and fast rule.
866. Do you remember anything connected with our recommendations of last year that you want to bring forward? I have been anxious for the last two or three years to have the number of men enrolled necessary for the complete defence of the Colony; but I have not been able to accomplish it. That is the reason that I have urged that the military policy should be settled, giving us the number of men we want.
867. Do you agree with me that all the officers should be under one head? Yes.
868. And in one place? Yes; it would save an immense amount of work, besides the other advantages.
869. And it would be possible to have them in the Victoria Barracks? Yes; it would be a good place, undoubtedly.
870. And, also, you might have drill halls in in Sydney and Newcastle? Yes; I think so.
871. Is there any suggestion you have to make as to the constitution of the force? At the present we are serving almost as Militia, while at the same time we are constituted as a volunteer force, and there is difficulty in working under the Act.
872. You consider, then, you ought to have a new Act? Yes; something that would give the partially-paid forces the status of Militia.
873. *Mr. Meeks.*] About that £12,000—can you have a statement prepared as to how it is made up? Yes.
874. You could not trace it on the Estimates? No; the items are not all connected with one department.
875. Are the cadets under you? No; I have nothing to do with them.
876. They do not form part of the military expenditure of the Colony? Yes, they do; but they have their own vote, and they come upon us for all sorts of facilities, which cost money, so that in effect they are part of the military expenditure.
877. Their vote, as it appears in the estimates, comes under the head of Public Instruction? Yes; except as I have pointed out, they have nothing to do with us.
878. Do you attach any importance to their training? I should attach much more importance to it, if the boys, after a certain age, were compelled to serve in the partially-paid forces; at present I do not look on them as an absolute feeder to the main forces, though they might be made so.
879. The older ones might be properly trained into militia much more quickly than those who have no training as cadets? Yes; certainly.
880. *Mr. Manning.*] Would you like to say anything to the Commission as to the appointment of Colonel Roberts as Military Adviser to the Ministry. It is a very important matter, and I do not know what your opinion is, but I wish to get a grip of what good will result to the country by the creation of that office? To a certain extent I do not like the appointment as it stands at present, inasmuch as nothing is definitely laid down in regard to Colonel Roberts' position and duties, which is embarrassing to himself, no less than to myself. After the notifications which appeared that he was to be "Military Adviser" to the Minister of Defence, I felt that we were both practically advisers.
881. Can you detail the circumstance which led to his appointment? It was determined by Mr. Dibbs to offer him the appointment.
882. Do you know the circumstances which led to Mr. Dibbs making the offer?
883. *President.*] Were you consulted in the matter? I only knew of it when Mr. Dibbs had made up his mind.
884. *Mr. Manning.*] Were there not a number of debates in Parliament in reference to the advisability of having a Minister of Defence? Yes.
885. And the idea was that there should be some person responsible to the country for military affairs? Yes.

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886. Then this appointment of Colonel Roberts in no way answers that idea? Not in the least. As it at present stands it only complicates matters.
887. What are his duties now? I do not know, except that he is the channel of communication between myself and the Minister.
888. Between the Government and yourself? Exactly.
889. You do not know whether he has any other duties? I do not.
890. Has he ever visited the ordnance stores, to your knowledge? I do not know whether he has or not.
891. Has he ever sought information from you as to the military forces of the country, as to the mobilisation scheme, for instance, or the numbers of troops available? I think he has called for reports.
892. *President.*] For himself or the Minister? For the Minister, I presume.
893. In his application for reports, did he write, "I am directed by the Minister to request, &c."? I almost think it was direct.
894. *Mr. Manning.*] He has been appointed since when? Just as Mr. Dibbs left; about three months ago.
895. What number of letters have you received from him on any subject connected with military affairs? Very few.
896. Have any of your subordinates? No; all correspondence would come to me.
897. Has he ever addressed you on the subject of working together for the purpose of better managing the military forces? Yes; we have had a conversation during the last three months.
898. What was the nature of the conversation? Simply to the effect that we should work together; but I have spoken to him about his position, and I gave him perfectly to understand that it was no personal matter, and that all I wanted was to do my own work as I alone was responsible for it.
899. Would not all the work that he would be presumed to do by virtue of his office be just as well done by an ordinary lay secretary like the Principal Under Secretary? I think it is of some advantage that the Military Secretary should have some knowledge of military affairs, because in many military matters unless he has that knowledge he cannot fully explain.
900. Then are you not the officer who should explain to the Minister? I am the officer, no doubt, if explanation is necessary.
901. Then why should there be any man between you and the Government? Simply to push the work on.
902. Can you give the Commission information as to any work that has been pushed on during the last three months? Things have been pushed forward more quickly.
903. What things? Subjects of communication.
904. Are there any very important communications which you could refer to which have received quicker attention from Colonel Roberts than should have been attended to in the ordinary course of business;—why should you have to approach the Government through another military man if you want military stores, for instance? It was supposed that his knowledge of military matters, especially in connection with stores would enable the work to be better done.
905. Have you not yourself got Artillery officers with the same kind of knowledge? Of course.
906. As a matter of fact there is no solid good reason for the appointment? If he is as I believe was the intention to control the initial supply to the ordnance stores, it would be of advantage.
907. Would it not be sufficient to appoint a controller of these stores rather than have a military adviser to the Government? The controller would have to have the knowledge all the same.
908. *Mr. Mort.*] Apart from his position as a military officer, is it not a distinct advantage to have an under-secretary? It is advisable, because he gives his whole time and attention to our wants.
909. *Mr. Manning.*] He is not Under Secretary of Defence or War? No; he is called Military Secretary. He advises the Government on all military subjects.
910. I want to know whether you do not rely on your Artillery officers behind you? That is the proper way.
911. I do not see the necessity for this office just now; and I want you to impress me if you can? I think it is not part of a secretary's duty to advise, except financially.
912. Then you would not have any objection if he was called Under Secretary for Defence? No.
913. Is not he that now? No; because an Under Secretary of Defence would simply put things before the Minister when a Minister wants to be fully seized of any matter concerning military affairs, but he should not be in such a position that he can run counter to any recommendations the Commandant may make.
914. *Mr. Meeks.*] Then he is, in fact, appointed rather as editor of what you recommend than as Secretary of Defence? I do not mean that a Secretary of Defence is useless, because I think there is an advantage to be gained by having a man who gives his whole time and attention to seeing that the wants of the military are attended to.
915. *Mr. Manning.*] In what respect have failures taken place previous to the appointment of Colonel Roberts? Simply that some matters have not been attended to without delay.
916. Give me some big matters not attended to? There are disciplinary matters that have never been settled; the Steel Point guns have never been settled.
917. Is not that rather due to the neglect of the Minister? That I cannot say.
918. Would you get any quicker attention if Colonel Roberts were the means of communication than you would through Mr. Critchett Walker? I cannot say.
919. Then even with the Steel Point guns it would not indicate that there were better means of communication. The matter still requires the Minister's decision, but *prima facie* the neglect was with the officer? Possibly so. I cannot say.
920. What is the salary attached to this office? £800 a year, and a house, or equal to £1,000 a year.
921. What was he previously? The Officer Commanding the Artillery forces.
922. Was not he absent a good deal? He was absent for fifteen months on full pay, as is customary.
923. Was he discharging any duties while he was away in London? Yes; he was making inquiries about the field guns, and supervising the despatch of stores.
924. Was that during the last eighteen months? Yes.
925. *President.*] Was not that the business of Colonel Harding Stewart? It was his business, but Colonel Roberts got some instructions on the matter.

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926. How often did you go and see the Minister? I never went to see him, unless I had something to put forward.
927. As often as twice a week? No; I never went unless I had some very good reason.
928. You do not have regular weekly interviews? No.
929. You know the system in Victoria;—there is a Minister of Defence, and a Secretary of Defence, and the Secretary looks after departmental matters and so on, but in no matter of discipline or arrangements would either of the Commandants allow his interference? I am aware of the system there.
930. *Mr. Manning.*] You say the cost of this force is about £240,000 a year? About that.
931. Is it necessary to have a special Minister to supervise the expenditure of this comparatively small amount of money? I do not know that it is absolutely necessary, but it is an assistance, because other ministers so seldom have time to attend to our requirements.
932. But this sum relates to the whole expenditure of the force;—what has the Minister to do with the details? It wants some one who has time to take our business in hand, and see to it, without putting it aside till it is completed.
933. That goes without saying, but is it necessary to have a Minister for an expenditure which does not exceed £240,000 when the greater part of that expenditure is about matters which a Minister could not by any possibility be bothered about? I think there is something to be said about it.
934. *President.*] Could not another minister take it up? I daresay he could.
935. Such as the Minister for Education be appointed also Minister of Defence? Yes; any Minister would do who had the time to give to us.
936. *Mr. Manning.*] About two years ago, do you remember that there was a large condemnation of cartridges? Yes.
937. Some 3,250,000? Yes.
938. Under what circumstances did that occur? They were sent out in the usual course from Kynoch & Co., and were passed by our adviser at home, Colonel Harding Stewart, and they turned out bad.
939. In what respect were they bad? Simply that they would not shoot.
940. Did you call upon this gentleman, Colonel Harding Stewart, for any explanation? Yes; inquiries were made by the Government, but we never got any satisfaction out of them.
941. Does he act now? No.
942. What was the value of the cartridges? Between £9,000 and £10,000.
943. Is it not a fact that these two and a quarter million cartridges were in the country some two years before they were tested? Yes.
944. Supposing that war had occurred would it not have been a very serious thing to have found out then that the cartridges were no good? Yes; but they could have been used for the Nordenfeldts.
945. So Colonel Harding Stewart was got rid of? He was superseded by another officer.
946. Did you recommend that the country should get rid of this supervising officer? The Commandants of the various colonies recommended that an officer on the active list should replace Colonel Harding Stewart.
947. If we had had a Minister of Defence would not that loss have occurred to the country just the same? Yes; I should think it would.
948. *Mr. Meeks.*] If we had had a Department of Defence, as we have now, could it have been found out earlier? It is hard to say; I do not know whether it would have made any difference. As to the ammunition now it is tried when it comes through the War Office. At that time some came through the War Office and some through a private firm, and it appears they got hold of the War Office lot for trial.
949. *Mr. Manning.*] Is there any supervision now of all your stores? Yes.
950. Where does it take place? At the ordnance stores.
951. As well as by the War Office? Yes.
952. Then you have got a double check? Yes.
953. Is it a practical check? I think so.
954. *President.*] Now, is it not the case that you get everything through the War Office after it has passed the Woolwich viewers? Yes.
955. Formerly Colonel Harding Stewart used to get it through private firms and they sent it out? Yes.
956. And now under the officers' responsibility to the Home Government as well as to ourselves we get satisfaction? Yes.
957. *Mr. Manning.*] It appears, then, that it is supervised at each end both by the officer here and the officer at home. Is there any necessity for the supervision here? It is the custom for all stores to be viewed before issue.
958. Is not the War Office sufficient? I do not know that it is.
959. Then, as a matter of fact, you have three checks—the War Office, your own man at home, and your own man out here? Yes.
960. And everything you are in possession of now is in good order? Yes.
961. *Mr. Mort.*] Were there not a lot of munitions of war ordered once, which arrived here in "scare time"? That was in 1885. There was some doubt as to who ordered them or how they were ordered.
962. Amongst them were a lot of valuable guns? Yes; all that was known about the stores was that they were ordered by the then Government in some way.
963. But there was no record of it? No; so I understand.
964. *Mr. Meeks.*] Whatever Minister controlled this department, would it not be better to have a special department dealing only with defence matters;—the question arose just now that the Colonial Secretary's Department comprised so many departments of a special character that, supposing that any Minister took them in hand, would it not be advisable to have a special department to deal with these matters connected with the defences? I think so.
965. You say there ought to be a secretary? Yes.
966. Otherwise there must be someone—a chief clerk, or whoever he may be, to look after the Military Department? Yes.
967. It is proper to call him Secretary for Defence or Under Secretary for Defence, and his duty is to bring matters before the Minister? Yes, exactly; that is my idea.
968. He would keep matters well in hand, while if they were in the hands of a General Under Secretary there might be delay? An Under Secretary ought to be well versed in the department and in the

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Estimates, and be able at any moment to supply information. If information is wanted in Parliament he can be there to give it.
969. Supposing the Treasurer is bringing forward his Estimates for the year, inclusive of the Military Estimates, would you attend to give information or would the Secretary? I have always had to do it, because there was nobody else who could explain the various matters.
970. You attend at Parliament and give the Minister any particulars he may require, but you never attend on a Minister in his department unless you are sent for? Or I want to see him.
971. So that until this new office was created there was no way of communicating with a Minister except through the Under Secretary? No.
972. *President.*] When this new office which has been created is in working order it will be of use? Certainly, it will.
973. *Mr. Manning.*] But not if there is a divided authority? No; certainly not, in that case.
974. *Mr. Meeks.*] Your objection is to the way in which it has been gazetted? Yes; I have already requested the Minister to define our positions.
975. *President.*] And you have received no answer? No.
976. The matter is still in abeyance? Yes.
977. You would not allow the Secretary to interfere as regards your duties? Certainly not.

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978. *President.*] What is your present position? Military Secretary.
979. What does that mean? The channel of communication between the Commander of the Forces and the Minister.
980. Is not the Military Secretary in the Imperial Forces generally a staff officer? He is supposed to be, but this is a special appointment.
981. Have you got the *Gazette* notice of your appointment? No.
982. Do you remember what it states? I am designated Military Secretary and Superintendent of Stores and Explosives.
983. Does it say anything about your being military adviser? No; I think not. Orginally it was to have been Director of Artillery and Stores.
984. That may be, but was there anything in the *Gazette* about your being military adviser? I do not remember.
985. General Richardson in his evidence, states that in the *Gazette* you are described as "military adviser to the Government"? It may be correct.
985½. Has any communication passed between yourself and Major-General Richardson on this point? Yes.
986. Do you remember what it was? He wanted to have my position defined.
987. On what points? As to our relative positions. As a matter of course, I could not do it. It rested entirely with the Government.
988. Then are you military adviser to the Government? To a certain extent, yes.
989. Are you responsible in any way for the military position of the Colony? I am responsible to this extent, that I am to keep a sharp look-out on the estimates not being exceeded and upon the expenditure of stores.
990. Is not General Richardson also military adviser? He can start certain things, and give advice, but it is a question entirely for the Premier as to the exact positions we occupy.
991. Then there are three military advisers to the Government—General Richardson, yourself, and the Premier? General Richardson advises on discipline.
992. And on anything connected with military matters? General Richardson sends his communications through me to the Principal Under Secretary for the Premier, and they go through the regular recognised channel, the Principal Under Secretary, and are then laid before the Minister by the two secretaries—the Principal Under Secretary and the Military Secretary.
993. Supposing you and General Richardson do not agree, what happens? I should consider that where there were matters which admitted of being looked at from a different point of view, they should be left over for the determination of the Minister.
994. Then, I presume you do give advice to the Minister which possibly may be in antagonism to the Commandant? No such cases have occurred, except one of a small matter.
995. But in course of time you may disagree? Possibly.
996. Then, although General Richardson is responsible for the general military policy of the Colony, you could interfere? If there was a matter on which we differed, I should leave it to the consideration of the Minister.
997. What is the exact position of the two offices? It is not defined.
998. But still, for the present you are military adviser? To a certain extent, but it is rather that I am to save as much as I possibly can.
999. Can you in any other part of the world, or in any army find a similar appointment? I cannot, as Military Secretary and Superintendent of Stores and Explosives.
1000. Would it not conduce to the smooth running of the Military Department if you were not adviser? On what subject?
1001. On everything connected with the defence of the Colony? You see the monetary aspect of the question is so mixed up with everything connected with the organisation, armaments, and stores for which the Commandant is responsible to the Minister.
1002. The Commandant is undoubtedly responsible through his artillery officers. Do you not think that it would be very much better if that were left entirely in his hands, and that the Military Secretary should be what the Secretary of Defence is, an indentor of stores, pure and simple? I do not.
1003. Why? Because I do not think they have sufficient artillery or store knowledge to be quite independent of advice.
1004. As to artillery knowledge, is not the Commandant of Artillery supposed to know his work thoroughly? Supposed to, yes, of course.
1005. Does he not? I think he does, very fairly well.

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1006. Then if he does is there any necessity for the Secretary of Defence advising? I think so. Even at home there is a Military Secretary, of whom advice will occasionally be asked.
1007. On military stores? I am the Military Secretary through whom General Richardson tenders his advice to the Minister on these matters.
1008. Then you are adviser to the Minister on all matters connected with the defence of the Colony? I am supposed to advise if the Minister sees necessary.
1009. Then are you responsible for the defences of the Colony? To a certain extent.
1010. Is General Richardson responsible? Certainly, he is.
1011. Then there are two persons responsible? Yes, in different capacities.
1012. And if these two differ who settles it? The Minister.
1013. And what military knowledge has he? I do not suppose he has any, but he would weigh the evidence.
1014. Is it not better that the man responsible to the Government should have everything in his hands relating to stores and armaments? Yes; but if he does that he must then give up a great part of his executive duties. If the Commandant is to run about all over the Colony, and see that everything is correct, he could hardly afford time to wait on the Minister to advise on different subjects as they arise.
1015. But he would not require to go to the Minister more than once or twice a week? But if he is away for weeks and weeks, as he often is, who is to look after this work in the meantime?
1016. They would not entail the continuous attendance of the Commandant, so it comes back to the first question—is there any necessity for the two military advisers? The Government of the time decided to have a Military Secretary some years ago.
1017. Had he the same powers as you have now? The position was never defined; I have submitted my ideas and Major-General Richardson has submitted his, and they almost entirely agreed.
1018. Has he not lately protested against the appointment? Yes; I believe as to our relative positions.
1019. Has the Minister given any answer? No.
1020. Do you think any man would come out to the Colony unless he had full power, such as I have in Melbourne? I do not suppose he would till he knew his position.
1021. As regards the words "Superintendent of Stores and Explosives," what do they mean? I should very much like to be told; I consider I have to take charge of all stores, and as they arrive I shall take them on charge.
1022. Have you any controller? We have a storekeeper but he is under two departments, partly under the Treasury and partly under the Colonial Secretary.
1023. Would there be any difficulty in putting him under the Military Department? I do not see any.
1024. Can he not be responsible to the Commandant for the stores? Yes; but there are civil explosives and military explosives, and it is here that the friction may come in.
1025. Would it not be very much more simple to hand the civil explosives over to the people they belong to? It would be.
1026. And so save a large amount of money to the Military Department? I do not think it would save very much. All it would save on the Estimates would be two or three salaries amounting to a few hundred pounds.
1027. We have been told it is a great deal more, but, assuming that it is only a few hundreds why should the military authorities have anything to do with the civil powder? I think it would be an excellent thing to get rid of it, but the present cost is only about £1,600 or £1,700.
1028. Then if you are rid of it you do not want an inspector of warlike stores? You must have an inspector for military stores.
1029. You have no doubt heard how exceedingly useful our Secretary of Defence is in Melbourne, and that without him we should come to a stand-still? I believe so.
1030. Is it necessary for the Secretary of Defence in taking the place he should take to be more than a civilian belonging to the Minister and through whom all correspondence should go to the Minister and who should look after all the paper work? That is not exactly the position I am supposed to be in now.
1031. But then the difficulty presents itself to our minds that there is a military commandant and military adviser, and you, being, so to say, a civilian belonging to the Minister's Department, are also military adviser. If you could get it on the same lines as Victoria do you not think it would work very smoothly? It would be difficult to say. We have no Minister who can give all his time to the work.
1032. Then there is the greater necessity for a Secretary of Defence, the Minister being so much occupied, is not that a still greater reason for the appointment of a Secretary of Defence pure and simple? I understand that that was what my original appointment was to be called.
1033. Would it not facilitate the absence of a little friction? I cannot be responsible for what the Cabinet did at the last minute.
1034. Practically then you had nothing to do with it? No; neither General Richardson nor I. He has already protested against the alteration of my designation.
1035. If you had a very great amount of work as has the Secretary of Defence in Victoria and did exactly as he does, do you not think everything would go on very smoothly? There is no friction now, except what has arisen over what my duties are.
1036. That friction has arisen within three months of your appointment. The next Commandant or the next Secretary of Defence may not be on such excellent terms, and there may be instant friction? I do not think so, I am on the civil list now to all intents.
1037. Therefore, you have nothing to do with the military advice. What rank have you? I keep my rank as colonel.
1038. But if anything happened to General Richardson would you have any claim to the military command? I have no absolute right to succeed to the step.
1039. And you are not in the position a staff officer would be in in the Imperial army? No. I think I may say that, as regards my position, I should be wanting in my duty if I saw a manifest mistake being made and did not point it out to the Minister.
1040. But would you not point it out to the Commandant first? It would not be my duty to do it now. Suppose the Commandant makes a recommendation about pay, my position is that I am there to tell the Minister if there are funds or not.
1041. That is a question of finance and would be within the right of any secretary to mention, and it is the very thing in which we find our secretary so useful? It is the only point of friction which might arise.

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1042. You see the objection. You really are Secretary of Defence—you are military adviser? The original idea was that I should be Secretary of Defence and that my advice should only be tendered if I saw something absolutely going wrong even on a military point.
1043. *Mr. Manning.*] But there must be something in the supposition that you were military adviser, seeing that you have had this correspondence with the General as to the duties. It would appear to be a serious matter? The only way in which it could be serious is that he wished to have my duties and position defined.
1044. *Mr. Mort.*] Suppose the Commandant was to send in a recommendation for a certain force would it be in your duty to advise against it if you thought it wrong? Certainly not; unless I was called upon to report.
1045. *President.*] Therefore, you do not see any objection to the words "military adviser" being struck out? Well, I do.
1046. *Mr. Meeks.*] Had you not a letter of appointment? Yes; I will produce it.
1047. *President.*] You see no objection to the abolition of the words "Inspector of Military Stores" and leave it in the hands of the Controller? I think it would be a mistake to do that, because the financial question and the stores go pretty well together.
1048. Is not the Commandant responsible to the Minister for recommending such stores as he may think necessary? Yes.
1049. Therefore, why should you take it out of his hands? I have no wish to take it out of his hands.
1050. Then why not leave matters as they are at present? He can still give in the indents he requires and they can be checked.
1051. How do you mean? Well, there are now two indents which have been sent forward, close on each other, and one has been partially cancelled.
1052. If on your advice, then you became military adviser? The fact is that the final appointment occurred just when Mr. Dibbs was going away, and was pushed through without proper attention being given to all the details.
1053. Do you think there is very decided room for reorganisation and improvement? I do; but as there would be the monetary part of this force for that, I am responsible, and, therefore, I think it would be just as well if I were responsible for the stores.
1054. As General Richardson is responsible for the state of defence of the Colony should he not be sent for by the Minister if there is any disagreement as to requirements or there is no money forthcoming? I should think, naturally, he would be sent for.
1055. And, therefore, we may take it that you should be Secretary of Defence? That was the original idea, as I have said.
1056. Now, turning to another subject,—you were formerly in the Imperial Service? Yes.
1057. When did you leave it? In December, 1871, as a Brevet Major, Royal Artillery, with sixteen years service.
1058. And you have been in the Colony ever since? Since middle of 1874.
1059. And in the Military Service of the Colony since when? Since August, 1876.
1060. With reference to the Artillery, you commanded it? Yes; up to about two years ago, when I went away on leave, returning in December last year.
1061. Were you responsible for the discipline of the Artillery? Yes; everything connected with the Artillery while in command.
1061½. Are you aware that there were a great many courts-martial during the last two or three years? Yes. I may explain, however, that I have been home twice in the past two years.
1062. Were you responsible to the Commandant while you were away? I was not responsible when on leave.
1063. But when you were in the Colony you were responsible for the discipline? Yes; for that of the Permanent and Volunteer Artillery Forces, and I had the two commanding officers to assist me.
1064. It has been brought before the Commission that there are a great many courts-martial and desertions, and also a large number of men in hospital from the effects of drink;—has it ever been worked out as to how this happened? The desertions simply arose from the men getting married without our knowledge, and deserting on account of not being able to support their wives.
1065. But still there was a very large amount of military crime;—was any attempt made to put it right? We did the best we could, especially with the desertions. Several of the men received six months' imprisonment, which was recommended as a severe punishment to try and prevent this.
1066. Still, the amount of military crime is rather startling when you come to go into it? I do not think so.
1067. Yes, as compared with the other colonies? No; not taking into account the size of the Permanent Force.
1068. Taking the average of the different colonies it is. I am particularly referring to 1891? I was in England in 1891.
1069. *Mr. Manning.*] Were you out here in April, 1891? Yes; I finally came out on December 12th, 1891, but did not immediately relieve the officer commanding.
1070. *President.*] Returning to Artillery matters, am I correct in saying you are essentially a garrison gunner? I have served in a Field Battery.
1071. Where? In England, and Mountain Battery in India.
1072. I see in the mobilisation scheme you put down a gun's crew at eleven men? Not for all. Probably that includes the magazine men.
1073. No, it does not. Is that number right? Yes, for this reason, that all our guns, with the exception of three at George's casemate, are isolated. They are not in grouped batteries, but in different gun-pits.
1074. But the locality would not affect the numbers on the gun. You have eleven men for a H. P. gun without storemen;—how is it you put down so many men? I do not know how you could do it with less.
1075. Are you aware that eight men is the proper complement? Under the old drill, yes.
1076. How is it that you require more men on a H.P. out here than in other parts of the world? They are more isolated.
1077. But that does not affect the numbers on the gun, and, besides, I see the same thing runs through them all? Where they can get help, if necessary, and are not isolated, there are not more than the usual number of men.

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1078. But if isolated, you would put them down as spare numbers, not as gun numbers? If you get a place where you have got two or more guns in one battery we can move them from one pump to another if required. At Newcastle the guns are entirely apart.
1079. It seems to me that the numbers are excessive as laid down now for a battery. About how many Garrison Artillery have you got? About 400.
1080. What is the total, including officers? Five hundred and fifty-eight.
1081. Take off the seventy-five Field Artillery? Four hundred and eighty-three.
1082. What number of guns have you to work? About forty-eight, not including machine guns.
1083. How many Militia Artillery have you got? Five hundred and thirty-two.
1084. What is the establishment? Five hundred and eighty.
1085. And how many guns? Forty-eight. We have to provide two field-batteries out of the Volunteer Artillery, so that 120 men have to come off; speaking roundly, there are 480 Permanent Artillery and 460 Volunteer Garrison Artillery.
1086. Then you have about half-and-half? As near as can be.
1087. In this fortress formation you do not put any of the Militia on the H.Ps.? No; because they have only lately been mounted.
1088. Some of them have been mounted a year? Yes; but the men of the Volunteer Artillery are being trained now.
1089. They have had a H.P. at Wollongong a long time? Yes; but it has not been handed over very long.
1090. Upon the whole, in this scheme, I see that the Militia have not been told off to work the H.Ps. at all? I think there are only seven mounted at present.
1091. When mounted, do you think the Militia will be fit to take them? After a little training. We have already taught them the 10-inch and 25-ton gun drills.
1092. Do they do that well? Very well indeed.
1093. Then you are satisfied that the Militia can work the 6-inch? Yes; after a time for training they could.
1094. Is there any reason why you should not have the same proportion of Militia Artillery as in Victoria, namely, two to one? But look at the machine-guns we have.
1095. That should not stand in the way, why cannot you take the whole of them from the force? I do not think we could do that.
1096. But, surely the machine-guns are not nearly so complicated as the H.P's.? They are pretty delicate things, both the Nordenfeldts and Maxim.
1097. The Maxim can be taught any man in a very short time? Yes; but what we find is this, that you want a certain amount of steadying nerve for these guns.
1098. Should it not be sufficient for No. 1 to do that? No; suppose from some circumstances he is out of it.
1099. Then you must train your men so that No. 2 can take his place? Exactly; but we find it is better to have a large detachment of the Permanent Artillery.
1100. Is a Nordenfeldt so complicated that you must have a Permanent Artilleryman to work it? Yes; but it is not the guns which necessitate this course. We assume that the Nordenfeldt will have to move about from one work to another.
1101. You would take the gun round from one battery to another? Yes.
1102. There would be no difficulty in simply dragging one of these guns from one place to another? It might not require any large intelligence to move it, but it would to have it efficiently served.
1103. The gun is so simple that a man with a small amount of training could do it? If we are to depend on the volunteer men we should have to depend on a system quite different to what obtains here now.
1104. Cannot you have the same system as in Victoria? There you have a certain fixed time of engagement, here we have none.
1105. Are you of opinion then that the present system is not effective? Yes; but it could be made effective if you had the men for a fixed time. With the term of service that you have in Victoria the men could be made thorough gunners, but we must have certainly a better hold on the men before we can do it. If we had them for five or six years, I daresay we could reduce the Permanent Artillery by 33 per cent.
1106. How many days notice does a partially-paid artilleryman require to give before he clears out? Only fourteen; and if his arms and accoutrements are in good order, and there is no charge against him, he can walk away and leave further duty.
1107. What number of men have left the force during the last twelve months by availing themselves of this right to give fourteen days notice? That I could not tell you.
1108. *Mr. Meeks.*] Is it a common practice? I do not think it is.
1109. *President.*] What is the average length of service of these partially-paid men? I do not know; but the adjutant of the Volunteer Artillery can give us that information.
1110. In Victoria our numbers are—Permanent Artillery, 281; Militia, 744. That is very nearly three militiamen for one permanent; and you are of opinion that if you had not less than two militia for one permanent it would be sufficient, provided you had five years service? It ought to be enough.
1111. With reference to Field Batteries, how many field guns have you actually now? Fourteen (14); 6 Permanent Artillery, 8 Volunteer Artillery; but No. 2 Battery is waiting for harness from England, but we could turn out on a pinch with old harness, fourteen guns—six are 9-pounders and eight 16-pounders.
1112. Six of the 9-pounders are supposed to belong to the permanent battery? Yes.
1113. And the other is six or four? Two batteries of four guns each.
1114. Therefore your ammunition is a little bit mixed? Yes, for Field Artillery.
1115. How do you horse these batteries? The Permanent Artillery have their own horses. By hiring for the Volunteer Artillery if they all come out together, but there would be a few which might be spared from the Permanent Artillery.
1116. Have you got waggons? For the 9-pounders, and about eight or ten waggons for the 16-pounders. We asked for some not very long ago to make up the number we required.
1117. Have you any scheme worked out for supplying more ammunition than you carry in your waggon? Our material and personnel would require to be strengthened to carry more ammunition in the field for extra supply.
1117½. In Victoria we have four Field Batteries—three 12's and one Horse Artillery—but they are all Militia Batteries? Yes.

[*The Commission adjourned until Wednesday, 29th June, at 3 p.m.*]

WEDNESDAY,

WEDNESDAY, 29 *JUNE*, 1892.

[*The Commission met at the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

W. P. MANNING, ESQ., J.P. | A. W. MEEKS, ESQ.

J. LAIDLEY MORT, ESQ., J.P.

Colonel C. F. Roberts further examined :—

Colonel C. F. Roberts, C.M.G.

29 June, 1892.

1118. *President.*] You were asked to produce your letter of appointment? Yes, I do so; it is as follows :—

Minute Paper of the Executive Council.

Colonial Secretary's Office, Sydney, 29 April, 1892.

Appointments to the Defence Department, and Promotions in the New South Wales Artillery.

IT having been decided to create a Department of Defence, with a Military Secretary, whose duty it will be to advise on all subjects, and to take charge of the whole business connected with Military matters, I recommend, in accordance with the provisions of the Civil Service Act, 1884, the appointment of Colonel Charles Fysshe Roberts, C.M.G., as Military Secretary, with salary at the rate of £800 per annum, and a house, and that he be allowed to retain the rank of Colonel; and Mr. Harry Addington Unwin as Chief Clerk, with salary at the rate of £400 per annum,—to take effect from the 1st of January last.

I also advise that Colonel Warner Spalding, C.M.G., be promoted to the command of the Artillery Forces, *vice* Roberts; and Colonel George John Airey to that of the Permanent Artillery, *vice* Spalding;—to take effect from the same date.

GEORGE R. DIBBS.

The Executive Council approve of the appointments and promotions herein recommended.—ALEX. C. BUDGE, Clerk of the Council.

Minute 92/18, 30/4/92. Confirmed, 10/5/92. Submitted to Military Service Defence Commission, 29 June, 1892.—C. F. ROBERTS, Colonel, Military Secretary.

1119. *President.*] With reference to your previous examinations you stated there had been a little—not much—friction, but that you and General Richardson had been brought in contact on a matter on which you disagreed on some points. Have you any document in which you have stated the particulars of the case? I have not; it is with the Acting Premier.

1120. Is there anything on paper which will show it? General Richardson wrote a letter regarding my appointment.

1121. Have you any papers in your office, or anywhere, on the subject? There is a confidential memo.

1122. What on—have you got it? On my reply to his letter.

1123. Have you any memos. connected at all with his letter? I have not at command; but there is no doubt they can be traceable. I can give you a press copy of my own memorandum.

1124. And also of General Richardson's? That is with the Acting Premier.

1125. You have no copy of that in your office? No; it may have been copied by the clerks in passing through, but to my knowledge there is not a copy.

1126. Do you not keep a copy of all letters sent you? Not all, because they will be returned to us.

1127. You do not keep a copy of official communications from other sources? Not unless it is necessary. This particular matter was marked confidential.

1128. Have you not a copy in any part of your letter of General Richardson's letter? Not that I am aware of.

1129. When you get it will you send it to us? Yes.

1130. And all correspondence on the subject of the friction between you and General Richardson on this appointment? I should like you to specify what I am to send for.

1131. Did you not say that you had a dispute with General Richardson, or that you and General Richardson's views on a certain matter were different. We want all the correspondence on that matter? It will take some time to collect, but I will get it as far as possible.

1132. And on any other matter in addition, have you had any correspondence on any official matter on which you and General Richardson differed? Not in a general way with General Richardson. The matter on which we are in difference is, I think, a confidential matter between General Richardson, the Premier, and myself.

1133. If there are any copies of letters in your office on the subject at all, will you let me have them? Whatever there is you shall have.

1134. Now, with reference to the Artillery, were you responsible to the General for all matters up to the time of your appointment as Military Secretary? No; Colonel Spalding was responsible from 1890, until I was appointed. General Richardson asked me not to interfere at the time.

1135. For how many years up to the year 1890, were you responsible? From 1876 to 1890.

1136. I suppose you forwarded weekly or monthly duty statements? Monthly and quarterly, or as asked for by the General.

1137. Do you forward regular duty statements? Not otherwise than quarterly unless ordered. First of all, there were weekly statements, then monthly, and eventually there were quarterly.

1138. From 1874 to 1890, did you forward monthly statements? Yes; for the greater part of the time at any rate.

1139. Did the General ever point out the great number of employed men? Yes, from time to time.

1140. Did the General ever ask that the number should be reduced? He did.

1141. What did you say? I said that we had no more men employed than we could help.

1142. Did he speak to you about the amount of military crime? He drew attention to it

1143. As regards clothing, where did you get it from? It used to be obtained, up to the time I left, from the Government contractor.

1144. Has he always given satisfaction? Yes, he gave general satisfaction; though there were occasions when he might have done better.

1145. Do you consider a band necessary for an artillery corps? Yes, certainly.

1146. You are aware that the band costs between £2,000 and £3,000 a year? Yes; it is the only military band there is, and it is used frequently on public occasions.

1147. Can you not get a Militia band? No. The Artillery Band is often used on public and State occasions. Volunteers' private duties would often prevent them.

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1148. For what purpose does the Government require a band? For playing on public occasions.
1149. In the barracks? Sometimes they play there daily.
1150. Do you not think that could be just as easily done by a Militia or civilian band? Really, it is not a question I can answer for the Government.
1151. Then you think a band is necessary for an artillery corps? I think it attractive, and a means of drawing men to the service.
1152. Then you regard it as a recruiting agent? More or less. Besides that, it assists to amuse the men in their intervals of leisure.
1153-4. Where does the band play in public? At various places from time to time.
1155. How many men are there in the barracks? About 200.
1156. Do you think that this sum of between £2,000 and £3,000 is just as well spent in having a band as in having gunners? I think it is a necessary accessory to the Artillery, just as much as it is to any infantry regiment.
1157. Then you think the money is better spent in having a band than in having the men properly trained and having gunners? The members of the band are trained to artillery duties as well. They are not solely bandsmen.
1158. What amount of training do they go through? They go through all their drills, and are at early parade every morning.
1159. Does the whole band drill every morning? I cannot say that the whole band does, but some of them do.
1160. How many roughly speaking? I do not know, really.
1161. What kind of drill are they put through? Infantry drill and occasionally gun drill.
1162. How often do they have gun drill? I have not got the returns in my hand, but they are obtainable. Another thing that they would have to attend to, is in assisting the Ambulance Corps.
1163. Then we may say they have a small amount of gun drill. How often do they have ambulance drill? I do not recollect.
1164. Have you any idea of what amount of ambulance drill they have? I do not know further than they have been through their ambulance courses.
1165. What is that—first aid? Yes, and stretcher drill.
1166. Did you order these drills? I am responsible for the work of the men with others under me, who see the drill carried out.
1167. Do you not satisfy yourself that all these drills were thoroughly carried out? I took the reports of officers as correct, who saw the drills carried out; I cannot do more.
1168. Have the men in the band ever been through the ambulance work? To the best of my belief they have.
1169. Did you ever take any means to ascertain whether they had or not? No. If your men are told off to do a certain amount of work, ambulance or otherwise, it is supposed that your orders are carried out.
1170. You never had an inspection of ambulance drill? I have seen it carried on under Surgeon-Major Williams.
1171. With the band? There may have been bandsmen there.
1172. You are not certain? No. About three years ago, I saw nearly the whole of the men put through ambulance drill.
1173. Was it first aid to the wounded, or carrying stretchers, or what? It was the regular course, the men being under Surgeon-Major Williams, who undertook these classes.
1174. In the return of men fit for duty there is a total of 280 out of 547. Are the whole of these 280 men fit for duty—do you know how many are district gunners, storemen, and so forth? I have nothing to do with this return. It is for the month of June, 1892.
1175. Well, then, from your recollection, do you remember the number of men employed? Roughly speaking, some sixty or seventy as near as I can remember.
1176. How can you possibly account for it that out of this large number of 547 men there are only 280 men fit for duty? The statement will explain. I see there are eighty-three men employed.
1177. Out of the 280? I suppose so.
1178. How many men are in the field battery? Seventy, and with officers seventy-three.
1179. If you take out the seventy-three, and the men employed, it will leave a very small percentage of men available? It does look very small to me, but I fancy it means fit for duty at head-quarters. There are twenty-six in the School of Gunnery, and some men at Bare Island, and at Newcastle and Wollongong.
1180. You think it refers to men in barracks? I think so. I think you will find it includes the men at George's Head and South Head. The twenty-six men in the School of Gunnery would have to be added. That would make 306.
1181. I think you will find them in the 280, and they will have to be deducted? This statement you are looking at is not the statement to take the figures from. This is one day's statement. The fairest return to take is the monthly statement. The one which you have been asking questions upon is the morning statement of June 13, 1892.
1182. Do you not see that whether these men are at George's, Middle, or South Head, or wherever they are, it acts as if they were men absent from duty, and I think you will find that several others have to come out of the 280? I do not say all the employed men come out of the 280, but you cannot expect me to argue from a statement with which I have not anything but a very general acquaintance, as it has not passed through my hands.
1183. Have you any annual stock-taking of stores in batteries? Yes.
1184. How often? Originally it was annual, and then it was taken every six months.
1185. Who took the stock? The officer commanding the district, and the master-gunner, or some warrant officer from the head-quarters office.
1186. You had no independent Board? No.
1187. Did the officer who was responsible for the stores certify that the stores were present? No; the officer in charge of stores had his stores examined.
1188. In fact, then, the officer in charge of a district tallied off his own stores? Yes, with a warrant officer, every six months.

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1189. Were they always all right? Yes; I think so.
1190. Were the ordnance and warlike stores in charge of the district officer? The officer in charge of a district is responsible for all his stores.
1191. Is the officer in charge of a district the officer in charge of a battery? He may be, or he may be a special officer in charge of a fort.
1192. A district officer is in charge of so many batteries or forts. These forts are supplied with arms, stores, &c., and the district officer is responsible for these? Yes. He has to keep his stores ledger, and, independent of the office ledger, a Board would go through his accounts, and see that the ledgers agreed, the totals of the district ledgers being compared with the totals referring to that district in the head-quarters office ledger.
1193. You do not take stock, then, in the ordinary way, and see for yourself? Certainly not; considering other duties, there would not be time.
1194. Do they not have stock-taking at home? Yes; but there they have more people to do it, and if they are pressed they can put on independent people.
1195. Would it not be possible to do something of the same kind here? It could be done, but I do not see that it is necessary.
1196. If it were not necessary, would it be carried out at home? At home they do not trust their people as much as we do here.
1197. You do not say that people cannot be trusted at home? I do not say anything of the kind.
1198. Are you satisfied, without a regular stock-taking, that the stores are all right? We have a stock-taking, though not in the way you suggest. We send round and compare them with what we have in our books. The master-gunner and warrant-officer generally do this, or assist in it.
1199. Then you trust to your master-gunner? We trust him to see that the stock in the batteries is all right.
1200. As to explosives, are they regularly examined? Yes.
1201. Who is responsible for them? The firemaster.
1202. Is the officer in command of a district responsible? For those under his charge.
1203. What does the firemaster do? He periodically inspects the battery stores and explosives, and views everything connected with his duty, or does such things as may be ordered by the General or at the request of the officer Commanding the Artillery.
1204. How often does he make this examination? About twice a year.
1205. Does he make a point of seeing that the whole of the explosives in charge of district officers are in good condition? Yes.
1206. What amount of big gun ammunition have you in the battery, roughly speaking? One hundred rounds.
1207. What is the annual amount per gun allowed for practice? It is not laid down definitely, but it would depend to a great extent on the number of rounds the Volunteer men use. If possible, each man fires a round.
1208. Have you not a particular number for each force? No; it has been suggested, but as yet there is not definite amount for practice; expense comes in.
1209. Are you satisfied that the Permanent Artillery have enough practice? Yes; in fact I think they expend too much ammunition.
1210. I suppose we can get a return of the amount expended, and also that expended by the Volunteer Artillery? Yes.
1211. And how it was expended? Yes.
1212. You keep a practice book? Yes; and have a regular record of every round fired.
1213. And the gun is always examined after a certain number of rounds? Yes. After so many rounds, we send in a requisition that the gun may be examined, and it is then done by the firemaster or his assistant, and an impression taken of the bore, and so on.
1214. Who is the firemaster? Major Churchward. He is both inspector of warlike stores and firemaster as well. The guns are regularly examined, just as they are at home, and it often happens that they are examined before the stated number of rounds have been fired.
1215. What is the annual course of instruction—I mean how many days of positive work? You will get a return which gives all that from the Artillery.
1216. Do all the gunners go through a regular annual course? Yes; every gunner on the strength, as far as practicable.
1217. Suppose the gunners are up at Newcastle? They go through their regular course of drill there.
1218. Do they go through regular practice up there? Yes.
1219. And also at Wollongong? Yes, the same there.
1220. And at Bare Island? When Bare Island was under our charge they used to carry out practice there. Practice is carried on at every gun in the command, except those at Steel Point, and Bradley's Head, and it is not done there on account of the danger of firing up the harbour.
1221. Does every available gunner go through a course of instruction? Yes. There is a number told off according to the appliances we have got, but they do not all go through at once.
1222. Does every gunner go through an annual course of repository work, and an annual course of gun drill? Yes, as far as possible.
1223. As far as possible; what does that mean—would it be possible to get a state of those who have not been exercised in gun drill? Yes, I think it would. There used to be a state showing exactly the number of men at each drill.
1224. Have you any idea of how many days this gunnery course takes? It takes nearly six weeks, or it spreads over that time.
1225. Have you a regular training for gun-layers? I believe they are now training them.
1226. According to the new system? Yes; but it could not have been done before, because it has only newly come out.
1227. Do you keep officers at any one place or fort for more than a few months? In regard to that, the difficulty is with the married men. We do not disturb them oftener than we can help, but I should think on an average that an officer is at one station about a year.
1228. But not more than that? Sometimes it is a good deal less with the bachelors.

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1229. What musketry course do the Permanent Artillery go through? A short annual course under the instructor of musketry as recruits.
1230. What necessity is there for gunners to go through such a course—do you really think it is of any use? I think it is waste of time, and I think that opinion is general. At any rate they are not very particular about it after recruit course.
1231. Are you aware whether it is the instructor of musketry who puts the gunners through their course? He is supposed to.
1232. I think you have said that the officers of the Artillery could not do it? I suppose they could put the men through.
1233. How is it they allow any one else to; how is it their personal pride allows any other man to come in and teach them? The instructor of musketry is supposed to certify to their efficiency.
1234. Why should not the officer commanding the Artillery be held responsible for everything connected with the Artillery. Why should an Infantryman have anything to do with them? He has been appointed to the position, and I suppose they must find some work for him to do.
1235. As regards the course of Militia instruction, do you know anything about that? The usual thing is that they drill as they attend parade.
1236. Is there any regular annual course of instruction consisting of so many days? The only annual course of continuous training they have is at Easter.
1237. Have you a course of Artillery instruction for officers of the Militia? No; only in regard to the 6-inch guns for which they are now starting classes for officers.
1238. Did you not have any class of instruction of (say) five or six weeks, before these classes were started? Not for some time past, but a Volunteer officer has to pass through his regular recruit drills before he is passed into the ranks.
1239. Have you not got a short course of instruction. I do not mean a long one like Shoebury? No; though they may have changed this since I left. A great many of the Militia officers are thoroughly capable of drilling their men in every detail, so that an annual course is amost unnecessary.
1240. How many horses have you got for a Field Battery 9-pounder and waggon? Either fifty-four or sixty.
1241. Does the battery go through any annual course? Yes; they did in my time, but I cannot say whether they have lately; but Colonel Bingham, Major Bunbury, and Captain Millward used to provide for the Field Battery instruction.
1242. Have they an annual course of practice? Yes; there is a regular course of so many rounds.
1243. Where do you practise? I think it is at Long Bay.
1244. Have you no shore range? No; except Long Bay.
1245. Do you think it is very much good firing into the sea? It would be better if we had a land range, but as it is, it is the best they can do.
1246. If you cannot get a long range, why not have a short one? We have been unable to get one.
1247. Not towards Botany? No.
1248. I have seen some ground near La Perouse that would do? It is all church and school lands, and it is let for grazing cattle, and people are continually crossing it.
1249. New South Wales is a very large Colony;—do you not think you could find a patch on that map where you could have a field range? Not in that direction; that is the rifle range.
1250. Not towards La Perouse? You could not have any field range there, unless it was a short one of about 600 or 700 yards.
1251. Could you not find one somewhere else? It has been suggested that we should have one in National Park, but it has always been opposed.
1252. Why? Because the trustees would not allow us to fire there.
1253. Has there been any official application made? I believe so; and we got so far as having the application considered and the ground chosen, and then the trustees refused.
1254. It there no other part of New South Wales that you could take a battery to? We asked for Curranulla Beach, but, first of all, there was the difficulty of getting the battery there, and then we were told that it was retained as a site for noxious trades.
1255. Has any land range firing been done since you have been here? Not to my knowledge.
1256. In Victoria they held pretty much the same objections until I told them they *must* find a land range? They might listen to you there, but they would not do it here; there are political influences here to be met with.
1257. Then, for the purpose for which they are intended, these men have no training? Hardly so; they have never had any really practical field firing.
1258. That is clear; and if they had to go into the field to-morrow and had to meet troops accustomed to a land range they would find themselves very much put out? It would add to their efficiency undoubtedly if they had a land range.
1259. With regard to the Militia, what practice do they have? They have their annual practice.
1260. Where is it carried out? At the same place, at Long Bay. I may say they make it as near a land range there as they possibly can by placing the targets on the cliffs.
1261. Still it is not really a land range;—have you any idea of the number of rounds a man fires? No; we make every man fire a round of ammunition if possible.
1262. Is that all? That is all; and it comes to quite enough, as it costs about £1,800 or £1,900 a year. In addition to their annual practice, there is practice going on all Easter Encampment.
1263. Have you any statement of the number or rounds fired by the Field Artillery? I have not; but it can be obtained.
1264. I want the number of rounds fired by all the Artillery, the Field Artillery, the Permanent, the Volunteer, and the Garrison;—now, what about your waggons for the 16-pounders? There are four.
1265. And there are ten 16-pounders? Yes; but we have only waggons for four guns.
1266. Have you any harness? There is harness complete for one battery, Permanent Artillery.
1267. And for the Militia? One complete set, and I have indented for a second set; that is for the second Volunteer Field Battery, and I have full harness for the 9-pounders, Permanent Artillery.
1268. Have you made any application yet for batteries of modern rifled guns? We have taken steps to ascertain the cost of 12-pounder and 20-pounder batteries.

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1269. Have you any information as to what a complete battery would cost? A 12-pounder, with waggons and everything, would cost between £10,000 and £11,000.
1270. About when was that? Towards the end of last year, and early part of this year.
1271. I have got an offer of a complete battery, limbers, and everything else, to be supplied by the War Office, for £6,000? In answer to that, I can only say I can produce the letter showing that the estimate for a 12-pounder is about what I have said, about £10,600.
1272. Who made it? The Director of Artillery and Ordnance.
1273. And how long ago? Not more than five or six months ago. We also asked them, at the same time, for an estimate of a 20-pounder, but they could not give us a price. Their estimate for the 12-pounder includes harness, ammunition, and everything complete.
1274. The harness would be about what? About £750.
1275. The price quoted to us for a complete battery was £6,800? Well, I do not understand the difference, as both quotations were made apparently about the same time.
1276. *Mr. Meeks.*] Is the harness obtainable here? I doubt if it is at anything like the same cost.
1277. *President.*] How many rounds of amunition were with the 12-pounder? One hundred and eight.
1278. How many 40-pounders have you got? Three.
1279. And limbers and waggons? Yes. These guns are chiefly in the Bulli district.
1280. And what about harness? What they use is country harness.
1281. They are a very old pattern gun? Yes; with wooden trails.
1282. Practically they are not service guns at all? No.
1283. And you might as well knock them out of the defence of the Colony? Yes; unless we can get fresh ones.
1284. When they are so old they become a source of danger? No doubt; I know they are getting rather shaky.
1285. Now, to go back to your appointment, and the possibility of its clashing with General Richardson. We will suppose he sends a case for the consideration of the Minister, and it passes through your hands, you then either recommend, or you do not recommend? Formerly, even he never wrote to the Minister. All letters had to go the Principal Under Secretary; now, instead of going to the Principal Under Secretary, they are written to the Military Secretary, who sends them on to the Principal Under Secretary, and he then writes on them such words as "approved," "recommended," or "submitted," as the case may require.
1286. Then you do not take the letters to your Minister, and ask his opinion, and possibly give him a hint, but you pass them on to another secretary. Is it part of your duty to recommend or disapprove? I am supposed to record my opinion on any document, in accordance with my letter of instruction and advice. Here is one of those very matters on which the General and I are supposed to have come into collision. There is a question in connection with a man named Graham, who claims a refund of certain money he alleges he spent on account of camp. The letter goes to General Richardson, and then comes on to me. I see, I say, that the man is not entitled, whatever the General's minute may have been, and I record my opinion on the papers. It then goes to the Principal Under Secretary, who forwards it to the Crown Solicitor, and after his opinion it comes back to me, and I forward it to General Richardson.
1287. Who is the minute dealing with the case signed by? The Crown Solicitor, whose opinion has been asked as to claim.
1288. And if it is a matter in which the decision of the Minister is necessary you get it in the same way? Yes.
1289. In that case you say the man is not entitled, and you recommend or you do not recommend; as a fact, you do recommend, and in doing that you are carrying out your instruction as military adviser? If it were not done in that way, it must be that the Minister would have to read all the papers.
1290. You see the Minister with the Principal Under Secretary? Yes.
1291. And you do not see him every day? He sees me whenever he can with the Principal Under Secretary. All our papers are taken through him to the Minister, and the Principal Under Secretary is the medium of laying them before him.
1292. In one case, I find you have written the word "recommended," which evidently shows you are military adviser in the terms of your engagement? Yes, and endorsing General Richardson's recommendation.
1293. And if you do not recommend you disapprove? In that case I should say "submitted," and leave it to the decision of the Minister.
1294. Now, returning to Artillery matters, would it not be a very good thing if you could get rid of a number of the employed men? It would be an advantage.
1295. Are there not a great many orderlies, and so on, who could be sent to their proper place, that is the forts? It could be done, but one must have some little time to do it gradually in.
1296. What for? Why even head quarters draw orderlies from us, then there is the hospital and other places. No doubt it could be done but it would have to be gradually done by stages in Sydney.
1297. Do not you think the duty of nine out of ten of these men could be abolished and got rid of, and if that could be done would it not be possible and very much better to have them down in the forts? Yes, it might be, but then comes the question of building more barracks, which will cost a large sum of money and you must have a certain number of men here; that cannot be avoided.
1298. What kind of men? Permanent Artillery.
1299. If you had sixty in Sydney would not that number be sufficient? It might, or might not be, you must remember that the hospital is here, the stores and the prison are here also.
1300. Then why not have the prison down at the battery as we have at Queenscliffe? The position is quite different, Queenscliffe is a small town right away from Melbourne, at least 30 miles, while here our forts are only 4 or 5 miles distant.
1301. I do not see that that makes any difference. Why cannot you have your prison down at the battery, especially in regard to the large amount of crime you have? As to that, you can dismiss a man and we cannot, and that is why you have so few court martials as compared with us. While you can dismiss whenever and wherever you like we are under the Queen's Regulations. All that you have to do is to say, this man is a bad character and no good to the force and you strike him off and so you get rid of your bad characters.

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1302. If a man is of bad character he will be tried by court-martial if he has done anything unworthy and which necessitates that course, but we have the power of dismissing any man who proves unsatisfactory and he can be got rid of before he has reached the criminal stage. Now, do you or do you not recommend that the Officer Commanding should have the power of dismissing any man he likes? I think it is already sufficiently provided for. Power is given to the Governor under the Naval and Military Forces Act to dismiss any soldier if so advised, but this provision has not been availed of nearly as much as it might have been. Still it is there all the same.
1303. Then in that case you really have the power to dismiss? Yes; the Governor has on advice of proper authorities.
1304. Would it not be much more advisable to give the Commandant the power? I am not sure that it would. We are under different Acts and according to the feeling of this country the people feel safer if the civil power in any way comes in to protect their case, and the Governor is really the civil power. He has to approve of the sentence of every court-martial, and all disciplinary matters like that go to the Governor.
1305. Do you or do you not think that the Commandant should have the power of dismissing any private or non-commissioned officer in the Permanent Force? I do not see it is necessary because he could get it done through the Governor if required.
1306. Then you suggest that the Governor should have a say in the matter? Certainly, in the dismissal of men, summarily or otherwise.
1307. Then, practically, you allow the Governor to command, and you recommend that he should be allowed the power of saying whether he will retain certain men or dismiss them, and he does that as the Commander-in-Chief? Yes, certainly.
1308. He retains a certain amount of power? Yes.
1309. Now, supposing that you had the money and so forth would it not be advisable that the Artillery should be in the forts? For the major part of them, at all events, I have tried to accomplish that for a long time.
1310. If you get the money for the barracks and do away with the orderlies why do you want anyone in town except a very few men, and you could then put the Victoria Barracks to any purpose you liked? There are a certain number of stores in the Victoria Barracks kept there by different corps and under guard—I do not think they would fear—that those stores were perfectly safe if the whole of the Artillery were removed from Sydney. If they were, then they must find some caretakers to look after them. Then there is the question of the provost, and the guard for the hospital.
1311. The hospital does not require any guard except an orderly. As to the provost you may have need for a guard there? Yes, and for other reasons, I have always been of opinion that it would be necessary to have soldiers here.
1312. That is possibly from a civilian point of view? Yes; now as you ask it is. I think they should be here so as to be an aid to the police, if necessary.
1313. But even with that, why should you have more men here than we have in Melbourne. They are not more lawless here, I suppose, than they are there, and when we had a disturbance in Melbourne we found a very small body of men quite sufficient for all that was wanted. They were brought up from the forts in three hours, and we had no difficulty with the men putting them in tents? But you have to turn your stores out in case of a row, and put the soldiers in. You must have a certain number of men here.
1314. I see. We do not agree? Evidently.
1315. *Mr. Mort.*] Now, about the political part of the business. I want you to tell me whether there has not always been great delay in getting military matters attended to owing to the pressure of work in the Colonial Secretary's Office? Yes. That is the very reason why this appointment of mine was made.
1316. Then do you not think it is a very inconvenient plan that you should be under the Colonial Secretary's Office at all, and that you should be able to communicate only through the Principle Under Secretary? It is inconvenient, of course; yet if there were a Minister appointed I should have to go into his office, wherever our office might be.
1317. And would be his Under Secretary? Yes; but still I should have to go to the Minister. At present the Colonial Secretary is our Minister, and if it had been possible we should have been found rooms in his office.
1318. Where is your office? Over Stephen, Jaques, and Stephen.
1319. Looking at the enormous press of work in the Colonial Secretary's Office, would it not be well to transfer the Defence Department to some Minister who has less to do? That is a question for the Ministry.
1320. *President.*] How many hours a day would you require to be with the Minister? About four hours a week would suffice. There are special occasions on which we are obliged to see him, but, as a rule, from four to five hours a week fairly given to work would be sufficient.
1321. How many hours a day do you require to be at your office? Now, I am there from 10 o'clock till 5 o'clock, and sometimes later, and have not caught up the work yet.
1322. *Mr. Mort.*] Apart from having another department would it not be more convenient if you could approach the Minister without the intervention of the Principal Under Secretary? Yes, undoubtedly it would save his time.
1323. *Mr. Meeks.*] You cannot approach the Minister except through the Principal Under Secretary? No, not under the framing of my appointment.
1324. *President.*] You think it would be advantageous to the public service if you could? It would save time, not that I want to run against the Minister's wishes. In the Cabinet minute it was stated that matters should go through the Principal Under Secretary. In fact all the work has to be taken through him, as in the case with the Registrar-General and several other departments.
1325. *Mr. Meeks.*] You have received this extract from the minute of the Executive Council;—have you not received any other letter? Simply a letter enclosing the extract, and that letter is at the Treasury, because we have to attach it to nearly every communication as our authority.
1326. The *Gazette* notice does not say anything about "adviser on military matters," but simply says to be "Military Secretary and Superintendent of Stores and Explosives, and to retain the rank of Colonel";—the minute of the Colonial Secretary says that your duty will be to "advise on all subjects, and take charge of all business connected with military matters";—what do you understand by that? I know my duty is to advise on everything, but I send in as little advise against my senior as I possibly can, unless I consider it my absolute duty to say such and such a thing is wrong, or it may be done in another way.

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1327. Before this appointment was made, there was no one in the Colonial Secretary's Office, or of any of the Government departments conversant with military matters, and even they were taken through the Principal Under Secretary? Just so, therefore I am to do the work he was supposed to do before my appointment in that department.
1328. And not to exceed it? No; not to exceed that.
1329. *President.*] Who is that letter enclosing the Executive minute signed by? It is approved by Lord Jersey, and signed by Mr. Dibbs.
1330. What is the date? 29th April.
1331. Do you think that it was intended that you were to be superior to any officer in the service? I believe my appointment was made, in order that I might give advice on anything. The General is still senior to me, and I am not superior to him. I do not interfere with his executive. I have nothing to say to his moving troops or disrating men or discharging them.
1332. *Mr. Meeks.*] The appointment was, to a large extent, to be a means of communication with the Minister, and to facilitate the general arrangements of military matters? That is why my appointment was made.
1333. You do not really take the place of the Commandant in any particular? In no point whatever.
1334. In fact you do no work now that he did formerly? No.
1335. *President.*] Do you not advise the Minister on matters he formerly applies about? The advice is conveyed through the Principal Under Secretary.
1336. Do you not advise the Principal Under Secretary? To a certain extent, but hitherto all matters have been carried on by correspondence.
1337. *Mr. Meeks.*] To your knowledge, this subject has been before the public for several years past—that is to say, the desirableness of having a separate department? As far back as 1889, or 1890, because I remember seeing on the Military Estimates a sum of £200, which appeared there on account of a part payment of a Military Secretary, whose office then appeared to be in contemplation.
1338. Situated as you are in Stephen, Jaques, and Stephen's building, you are a long way from your Minister? Yes.
1339. Originally, was not your appointment to be "Director of Military Stores"? Secretary of Defence and Director of Artillery and Stores.
1340. What position would you have occupied as Director of Artillery and Stores;—what would have been your work as well as Secretary of Defence? It would have been this, that all munitions of war and stores required from England would have to be indented for by me, so that what was required for the military service could be immediately issued, and the surplus stock kept under my charge, so that I might, if occasion arose, be immediately able to supply the military forces with what they wanted. The reason why it was called "Director of Artillery and Stores" is that there are other stores besides ammunition, such as tents, pick-axes, and many other things required in addition to the guns, ammunition, sadlery, and so forth.
1341. Would it correspond to Director of Military Stores in the Imperial service? In a minor degree, very much the same. The Director of Artillery and Stores has to supply all the stores, and has the charge and manufacture of stores, or either manufactures or purchases them.
1342. *President.*] The director of stores in England has the stores of a huge Empire extending all over the world to attend to; there a man has simply to requisition for the stores he wants, and he gets them;—the general, with the assistance of the artillery officer, sends in his requisition for what is necessary, and it is granted in the office, and what is kept on hand is in charge of the controller? That is very different; naturally there is a great difference between this place and the Empire, but still the duties in a minor form have to be performed by someone.
1343. *Mr. Meeks.*] Have you inspected the stores since you took office? There is a board which has taken all the remainder up, 1st January, 1891.
1344. Have you records of all stock in your office all ready? Not yet. This question of superintending the stores is where I want my duties laid down and defined, and I say that the ordnance storekeeper will now have to come under me.
1345. Going back to your position as officer commanding the artillery, do you think that this large number of Garrison and Volunteer Artillery can be easily reduced? I won't say "easily," but it can be reduced gradually.
1346. And what is your recommendation? In the first place I would not have had this recent increase of fifty-eight. I never contemplated any increase in 1890, and if you will get the return for 1890, you will see I did not.
1347. In the commandant's report for 1890, it deals with the year 1889, and in that he says, "The actual strength of the Permanent Artillery on the first of March was 397 of all."
1348. Can you account for the increase of fifty-eight men? As far as I can understand more caretakers are required as the batteries are completed.
1349. Has it not made a difference in the warrant-officers and non-commissioned officers? Yes; we were very short before.
1350. Taking the twenty-two warrant-officers and ninety-three non-commissioned, you have about one officer to four men? A warrant-officer is only a shade above a non-commissioned officer.
1351. And how do you account for the increase of fifty-eight men? In this way—new batteries are being built and new guns are being mounted, and we must have extra men to take care of these. You will not find any increase of regimental officers.
1352. They are not designated? No.
1353. Then you account for the increase by increased requirements? Yes.
1354. You do not see any chance of reducing in that case? I think it can be done gradually.
1355. In what way—would you let the Garrison Artillery take their places? I would not do it in that way at all, but as their term of service expired I would get them into the reserve, or to join the Volunteer Artillery.
1356. Could not the present Partially-paid Artillery take their places? Yes; if they were increased. That is what I should have done,—increase the Volunteer Artillery and not the Permanent Artillery; and if you examine the estimates between 1889 and now, you will find there has been a very large increase of the latter force.

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1357. What is roughly the cost of this increase of nearly sixty men? About £6,000.
1358. So that permanent force will cost £6,000 more than in 1889? They will, and perhaps a little more.
1359. Could that £6,000 be dispensed with? Gradually it could be done, but experience shows that it does not do to make a drastic reduction.
1360. *President.*] Is not the best way to do it to stop recruiting? Yes.
1361. *Mr. Meeks.*] In regard to officers and allowances do you not think it would be advantageous to put down one sum as representing the total amount of emolument? Certainly.
1362. Would you recommend that? Strongly; I have tried to get it down once or twice and I have been to General Richardson about it, and I know that he is of the same idea.
1363. *Mr. Mort.*] Do all the officers spend the amount of their allowances? The junior officers spend it very well no doubt, perhaps the seniors are a little more careful.
1364. I was asking in reference to forage allowances more particularly—do all the officers who have forage allowances keep horses? All who draw a forage allowance do; they have to send in a certificate to the effect. "I have a certain horse of my own fit for use."
1365. *President.*] The horse is his own property? Yes; once one was found with a horse in his possession which he coold not prove belonged to him, and he was told to send it back, he did not receive his forage allowance.
1366. *Mr. Meeks.*] If there were a lump sum, would there be any difficulty in making officers who ought to keep a horse keep one? There might be; but I should never put down forage allowance in the lump sum, but would such allowances as fuel, light, &c., might be.
1367. Do you think all the officers now drawing forage allowances are entitled to draw them? Yes, I think so. There is not very much surplus in forage allowances. The money comes to about £64 a year. Where there are three or four juniors who require a horse for duty there is one kept at the Government expense, and this saves the expense of three horses on an average.
1368. What is the reason of so many officers requiring horses in the Permanent Artillery? They have to visit outside districts and come in, and to move about a good deal. A man has to come in from the Heads for instance at short notice and then to get back.
1369. *President.*] How many officers are there on the South and Middle Heads? I am not certain of the exact number now for they vary if a course of instruction is going on, yet the state of the case is much the same for both Heads as they are about equidistant from Sydney.
1370. Do you not think an officer could come to Sydney without being under the necessity of keeping a horse? You must give the officers latitude to get about, otherwise they will have to walk several miles.
1371. *Mr. Mort.*] How much a week does the forage allowance come to? Twenty-three or twenty-four shillings, and that has to include shoeing and saddlery and the allowance is pretty well exhausted.
1372. *Mr. Meeks.*] Your recommendation is rather to increase the Volunteer Artillery and gradually reduce the others? Yes; but we will have shortly certain guns in forts including three heavy guns which must be taken care of, in addition to what is being taken care of. These forts are certainly 2 miles apart and their guns will have to be looked after.
1373. *President.*] With a gun that has been taken care of, would more than one caretaker be necessary? You never can leave one man alone.
1374. Then the three big guns will want six men? Yes, more; and you must recollect that you have got to get men that you cannot pick up anywhere, as they must know all details of the gun, &c.
1375. Taking the total amount spent on the military forces here do you not think that the amount expended on the Permanent Forces is very large? It is, but it is very difficult to reduce it. You cannot get men, taking their clothing, lodging, medical attendance, rations, and pay, all lumped together, much under £100 a year.
1376. *Mr. Mort.*] What is the punishment for desertion? Some years ago we found desertions very rife, and I suggested that a heavy punishment should be given, which would act as a deterrent to the men. My recommendation was forwarded to the Governor and adopted, and under it every man who deserted was obliged to get six months. Then clemency began to be shown in cases, and the result was that they would knock off this or that period from the punishment, and now it rarely exceeds two months.
1377. In regard to the power of dismissal, would the punishment be any real deterrent to a man who wanted to get away from the service? In such a case it is far better to let a man go than to keep "a bad hat."
1378. If he is ready to take his two months in order to get away? If he is, then let him go by dismissal.
1379. You are of opinion that the punishment for desertion should be again raised? It should be made as heavy as possible.
1380. Six months? Not less than that, with dismissal.
1381. *President.*] Can you not get over that by only taking men of good character? We endeavour to get men of good character, but it is a matter of employment and wages. Employment has been getting less and less for the past five or six years, and men are beginning to say it is better to have a certain wage.
1382. Yet desertion is just as high all the same? That may be traced to another reason.
1383. *Mr. Meeks.*] Is careful inquiry made as to men getting into the force? The present system is that a man must be recommended by some well-known person—a clergyman or justice of the peace, though I dare say that part of it has often been passed over when they were in a hurry to make up the number of men required; but the rule is that they should have some reference from some respectable person.
1384. With regard to the Estimate, you will be connected with the preparation of the Estimates? I fancy it will be my special work.
1385. And so take the weight off the Minister? Yes; I shall take the least number of men that General Richardson says he can possibly do with, and then frame my estimates on that. That is one of the things on which the General is entitled to have an opinion.
1386. *President.*] Will not General Richardson make out his estimates himself? No doubt, for what he requires.
1387. *Mr. Meeks.*] Will the Cadets come under your department? No; they will come under the Minister of Public Instruction.
1388. *President.*] You think the Permanent Artillery should not be reduced under 500;—does that 500 include garrison gunners? Five hundred all told, including 430 or 440 garrison gunners.

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1389. And twice that number of Militia? If possible—yes.
1390. Would not that be rather more than you want for manning all the guns? We need not get that number in a great hurry, as we have now 460 garrison men.
1391. But a great number of these batteries are yet in *nubibus*, and will not be ready for some time to come? I do not think so. Ben Buckler is in course of construction, and will be ready in six months, and the others will follow soon after.
1392. Henry's Head and all? That ought to be pretty well advanced during this year, and I believe it will be completed in about eight months.
1393. I asked only the other day about it, and they said they would not be ready in a year? I asked Colonel Renny-Tailyour how soon Ben Buckler would be ready very recently, and he said in about six months, and I think it will.
1394. How many men will you want for these new batteries? Forty-five or fifty men all told.
1395. That means to say about thirteen permanent gunners and the rest Militia? No; we would not put Militia in the nine-point two works.

[*The Commission adjourned until Friday, 1st July*, 1892.]

FRIDAY, 1 *JULY*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

W. P. MANNING, ESQ., J.P. | A. W. MEEKS, ESQ.
J. LAIDLEY MORT, ESQ., J.P.

Colonel C. F. Roberts further examined:—

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1396. *President.*] On the question of retirement, have you got any scheme, so as to provide for the retirement of your officers? I have not had time to prepare a scheme as yet, but by the time the Commission meets again, I may be able to lay something before you.
1397. Could you make inquiries from the Civil Service Board as to a process by which officers may be retired when their age is high? The only difficulty will be in their paying up back subscriptions, unless the Government will do something to make up the payment.
1397½. There is a civil pension list with provision for retirement? Yes.
1398. Then you are not here, as in Victoria, where pensions have been knocked on the head? I believe it is the only pension list in existence, and it is made up by certain deductions from persons' pay. After some years service they get at the rate of a month's pay for every year of service, or else they get a pension up to £900, after thirty years' service. I think Mr. Critchett Walker, for instance, could retire on about £900 a year.
1399. Are you aware whether any scheme has been considered by which officers may be retired on pension, say, captains at 45 years of age, lieutenants at 40, and so on? I think I could work something up about it, but I should first like to confer with the General.
1400. In your evidence the other day, with reference to the civil powder, you mentioned the word "friction." How could there be any friction with reference to getting the civil powder. It is all managed by the military;—how could there be any friction? There is a civil staff as well as the military.
1401. Is there any friction? Not that I am aware of; it seems to be this, that merchants try to get more of our military time than we are inclined to give.
1402. You think that you should have nothing whatever to do with it? I do not see why we should. The Act limits the amount of powder coming in to so much, and when a reduction of estimates took place, I struck these civil men off, but I had to put them back again. It has always been my opinion that we should have nothing to do with the civil powder.
1403. *Mr. Manning.*] When did you first enter the service of the Colony? In August, 1876, I was then a retired major of the Royal Artillery.
1404. What was your office or command then? Officer Commanding the Artillery Forces, and the Permanent Artillery as well.
1405. You are conversant with all the schemes of defence, which have been put before the public since then? Yes.
1406. And particularly with the proceedings of the Commission of 1883? Yes; I served on it.
1407. I wish to know if the scheme of defence in existence now obtained your full approval? The one now submitted has been modified while I was away. It is really a reorganisation scheme of defence.
1408. The alterations are no improvements? I consider the scheme as it was laid down a good one with one exception, and that is that we require a little more attention paid to, and care taken of Broken Bay. That is not included in the scheme of defence at present, and I think it should be.
1409. Then the scheme of defence is incomplete? Yes; so far as the northern part of it.
1410. In what respect would you improve it? I should erect batteries on the Hawkesbury, so as to prevent an enemy getting at the Hawkesbury bridge.
1411. As a matter of fact the present scheme does not include any defence of that point? No.
1412. And you consider it of vital importance it should? Undoubtedly.
1413. Have you formulated any scheme for defence there? I have brought it under the notice of Sir William Jervois; and myself and Colonel Cracknell went up and drew up a scheme for the defence of that part, and it was submitted to Sir William Jervois and the Government.
1414. And it was approved of? I think so—by Sir William Jervois.
1415. It got into the hands of the Government, but you never got any satisfactory answer from them? No. I think General Schaw must afterwards have seen it, because he recommended three or four 80-pounders being placed at Long Island; and that was a point I wished to defend.
1416. Do you know the state of the country between that point and Sydney? Pretty well.
1417. Is it inaccessible? Not entirely.

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1418. There are roads that could be traversed by foes? There are one or two places at which they could land, especially at Cowan Creek—one of the arms which comes up alongside the railway, and would enable an enemy to land his forces from the Hawkesbury.
1419. *Mr. Mort.*] Why should they not land at Pittwater and come up the Manly Beach Road? There is no earthly reason to prevent them.
1420. *Mr. Manning.*] As a matter of fact our defence is essentially weak up there? I think, undoubtedly so.
1421. Did not that scheme of defence of which we have been speaking include the establishment of guns about Coogee? No; not at that time.
1422. When was it decided upon to defend that place? Some seven or eight years ago it was first considered.
1423. And it has not been carried out? It is now being done. There is a gun-pit in course of construction at Coogee, there is one at Bondi, North Head, and one at the South Head is about to be commenced.
1424. With this addition would you be satisfied with the defence along the coast? Yes; because there is a link at Henry's Head which will connect Botany Bay with South Head.
1425. *Mr. Meeks.*] There is no gun being actually placed at Coogee? Yes; at Shark Point and Little Coogee Bay.
1426. *Mr. Manning.*] As to this appointment of yours;—you are familiar now with the very words of the *Gazette* notice, and of Mr. Dibbs' minute;—do you see any conflict between the two? I do not see any conflict, but I see an omission.
1427. An omission which may result in a conflict? It may.
1428. Now as to the Executive Council's minute:—"It having been decided to create a Department of Defence, with a Military Secretary, whose duty it will be to advise on all subjects and to take charge of the whole business connected with military matters"; and the words in the *Gazette*:—"Colonel Charles Fysshe Roberts to be Military Secretary and Superintendent of Stores and Explosives." Do you not think that the minute of the Executive Council covers a great deal more than is contained in the words of the *Gazette?* Yes; I say that the *Government Gazette* is not sufficiently clear.
1429. Then you do, as a matter of fact, admit there is a considerable difference between these two definitions? The *Gazette* does not define as fully as the minute.
1430. Can you imagine any course of events in which you, as Civil Military Secretary, so to say, would come into conflict with General Richardson? I have been trying to think of such a case. My own views, and the views of General Richardson, have been laid before the Minister, and I was not to interfere with any regimental or disciplinary matters, or as regards troops and their movements. My opinion was asked for, and I gave it. The only case which has occurred since we met here has been one in which I was asked to make a minute on a certain matter, and I said I would rather not.
1431. General Richardson is in command of the whole of the forces of the Colony? No; not of the naval.
1432. Then, saving the naval, he is in command of all the military forces? Yes.
1433. Including the Artillery, and he is answerable for the state of the defences generally? Yes.
1434. Can you tell me if it ever occurred to him that that place should be fortified on the Hawkesbury? I could not tell you.
1435. Do you not think it was your duty to go straight away to your Minister, and tell him that the defences were weak at a certain point? There, I think, I should rather be trenching on General Richardson's duty.
1436. Would you, or would you not do it? I should not do it, unless I was asked my opinion.
1437. Then I understand your reply to be that you think you would be trenching on General Richardson? I think I should be.
1438. Now I want to draw your attention again to the Executive Council's minute, where it says it will be your duty "to advise on all subjects, and to take charge of the whole business connected with military matters." Would not that point to your giving advice. Is not giving advice comprehended in those words of the minute, and would you not be warranted in stating to your Minister that the defences of the country were weak at that point on the Hawkesbury? Well, perhaps it might; but it would place me in a very delicate position.
1439. I wish to bring your position and the General's position home to yourself? As to the defences at this particular point, there have been some three or four generals here who have considered the question, and if they did not think it necessary to have it defended, then it may seem rather presumptuous on my part to set my opinion against theirs.
1440. Then you say that, as military adviser, it would be presumptuous on your part to point out to the Minister where the defence was defective in that particular respect? When they have already got it under their notice it is no use.
1441. Do you not think it would be your duty to impress this Minister—Ministers come and go—about a point that you attach so much importance to? I should consider it my duty to say something if action is not taken soon.
1442. You were going to produce some papers to us. What paper refers to some little conflict or difference of opinion between you and General Richardson over some trifling affair? I think you can hardly call it a conflict. He recommended the retirement of an officer, and I stated, in addition to that, they might let him have his rank. He has been very favourably reported on by his own commanding officer; he is leaving the country for good; he is within six months of his time, and as he could then clearly claim it, give it to him. Then objection was raised by the General.
1443. What was the nature of the objection? That I was rather trenching upon his prerogative.
1444. In fact, the General thought you were interfering in a matter relating to the discipline of the forces? It is hardly a matter of discipline.
1445. Then will you furnish me with a word? I should say "reward."
1446. Then you had one view with regard to the reward to be given to a retiring officer and the commandant had another view;—which view did the Government take? The Government took my view.
1447. And the officer has been allowed to retire on his rank? Yes; his resignation has been accepted, and he has been allowed to retire on his rank.
1448. Now, you have some experience in connection with the business part of our military force, having been connected with it so long;—can you shortly state the points of difference between the expenditure of ten years ago and the expenditure of 1891? I have not had time to collect it. The difficulty is in getting hold of the past ten years' items.

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1449. I want to know how the Volunteer Forces stood then as compared with the present time, the number of Infantry and what they cost then and now, and also treating the Artillery Force in the same way;—it is a sort of division and comparison a layman is able to get hold of? I will get all the information I can.
1450. Did General Richardson ever take you into his confidence as to his scheme of defence in case of a sudden attack? He has called upon me to dispose of the Artillery and show him what places they would take up. I have generally known roughly his scheme of defence, but not minutely.
1451. Have you any idea of the number of Infantry he has available for the defence of places about Sydney without any drawing on the north? I should say about 3,000.
1452. Infantry? Well, perhaps 2,500.
1453. Would you be surprised to learn that he has not more than about 1,400? I should be surprised, because he has got three regiments, and their strength totals 600 each, to be expanded to 1,000 each in time of war. At this present moment he may not have more than the number you have mentioned, but he ought to have if the regiments are up to their strength.
1454. I am speaking of present strength;—now, suppose an attack were suddenly made from Botany Bay? To-day?
1455. Yes? Perhaps he might not have more than 1,600 men directly available, but they would be supplemented.
1456. Is it a sufficient Volunteer Force to meet (say) 1,000 disciplined men who might succeed in effecting a landing at Botany Bay? No; I certainly should not say it was, as other points must be watched.
1457. Then, do I understand that you would be prepared to urge an expansion of this Volunteer system, in order that we may be more secure? I would increase the Volunteers very largely.
1458. You think it is of great importance? I do. For years and years, when we have been down at the Heads for training, I have applied to General Richardson to send me the men who would be required to take up their positions in case of attack, and, except one year, and when he was away in the Soudan, we were never able to get them. I wanted the men to put them in the places they would have to take in war.
1459. *President.*] You refer to Infantry corps in forts? Yes.
1460. Not to the Mobile Field Force, but to Infantry shut up in forts? Yes. We require a certain amount of men to guard the guns.
1461. *Mr. Manning.*] Then do you not think it would be the duty of the Government to expand the Volunteer Force? I must wait until the report from the Defence Committee goes before the Government, and then I may say something. Every year we send forward a Defence progress report, and this year's progress report is now in hand.
1462. As to the Permanent Artillery, do you think it is sufficiently strong for all purposes of defence? It is sufficiently strong now for its share of defence.
1463. You would not advocate an extension of it? Not beyond what it is now.
1464. Now as to the Volunteer Artillery, of course you would endeavour to work them more than in the past? We have guns we cannot man, and we want detachments for these.
1465. Would you be prepared to advocate any extension of the Volunteer Artillery? Certainly.
1466. If they were doubled, do you think you could dispense with twenty, thirty, forty, or fifty of the Permanent Artillery? We might, perhaps, with thirty, but I would not do more than that; but you could not effect much reduction until you gave the volunteer men a good training, with fixed service.
1467. *President.*] I understood you to say the other day that you considered the proportion of Permanent Artillery to the rest should be 66 per cent. in favour of the Volunteer? If you reduced the strength of the Permanent Artillery to 66 per cent. of the other force it would bring them down to about 400, and we should have about 900 Volunteer Artillery. That is with training. But this is Garrison we are speaking of. In the Field Artillery it will be about the same proportion.
1468. *Mr. Manning.*] What is the Volunteer Naval Artillery? It was originally started, as far as I remember, by young clerks and gentlemen to man a gunboat. It grew from time to time, and at the time of the war scare it took a big start, and it was in full vigour at the time of the Soudan Expedition, when the force numbered about 200 men.
1469. What is its value as a means of defence? Very small for want of appliances.
1470. *Mr. Mort.*] Is it partially-paid? It comes on the partially-paid list to-day. They were to have been put on last year.
1471. *Mr. Manning.*] Then the Naval Artillery, practically, has not cost the country much? No, except for officers as instructors.
1472. How much? About £2 a year.
1473. *Mr. Mort.*] Per head? That is all.
1474. *Mr. Manning.*] Does it not cost the country for the officers' instruction? They have two instructors, but the force is under the Naval authorities now entirely, and it is most jealously guarded by Captain Hickson.
1475. And you have no authority over them, and cannot reckon them in your scheme of defence? No. It got so bad as this, that when we wanted to combine them with us in the defence scheme, Captain Hickson told us he would take his own line in defence; and although it was pointed out that his doing so might impair the defence, it had no effect. The men are an intelligent lot of men.
1476. Would it not be advisable to work them into some other branch of the service—the Naval Artillery Volunteers? Yes; it would be an excellent thing.
1477. What suggestion would you make? I should absorb them at once into the Volunteer Artillery, because they would be more useful from there than they are now.
1478. As to the Naval Brigade, what is your opinion of its value? It is too much separated from the other defence forces. The men are excellent, and the officers are very good, but a great deal of their time is wasted.
1479. They are not as good value to the country as if they were organised in some other way? No.
1480. Can you make any suggestion as to how you would utilise them? My view is that you should make them serve a short time on some of the vessels of the Australian squadron for training.
1481. But seeing these ships are already manned, what value would they be to the country? Only in case of war.
1482. We depend for the defence of Sydney upon our local forces; they might be away at the very time they were wanted if they were on board any of these vessels? I would have them on the coast in gunboats.
1483. You mean the partially-paid gunboats? You might take one or two of those, and extemporise others from local steamers.

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1484. Then, there is this, that that force does not really belong to the colonies? If you extemporise other gunboats, a short training in the squadron would be of such service to the men that we could then use them along the coast.
1485. Would you not require these men in connection with the defences of the harbour to guard torpedoes, and so on? I think not all. There are a few supposed to be told off for guard-boats and picket-boats.
1486. Is there any way of utilising them except by utilising the British boats? We would utilise them on vessels in the harbour.
1487. Do you not think it would be waste of energy, seeing we have a large squadron in our waters? The squadron may leave the waters, and boats like these I am thinking of might be very useful in Broken Bay, and there are one or two other places.
1488. If you were commissioned to devise a system you think you could make better use of these men than now? I think so; as I have indicated, all that they do now is to go out on the "Wolverene," and work on old obsolete guns, although we have given them three 5-inch guns comparatively recently.
1489. You will find it part of your duty to advise the Government in this matter? As one feels oneself more in the saddle one might, but you know that General Richardson has asked to have my duties defined, and Mr. Barton has been considering what course he will take, and is now laying down distinct rules for both of us.
1490. As to the Torpedo Corps, do you know anything about its constitution? I presume you refer to the Partially-paid Torpedo Corps.
1491. Are they not on the same basis. I want to know if they have received any instruction in the science of the thing? Yes; I think they have with Whitehead torpedoes.
1492. *President.*] You have a Naval Torpedo Corps? We only have those under Commander Bosanquet.
1493. *Mr. Manning.*] I want to know if the officers are sufficiently advanced in the science that the line of defence would be perfectly satisfactory to us? I think they are as good as you can expect them to be in the Submarine Miners.
1494. Is it not a fact that there is not one of them a professional man in a military sense? I think there is not one among the officers.
1495. What I want to get at is whether we are on the right track with regard to these men;—whether if they are to be effective they ought not to have some professional skill? They have Royal Engineer instructors.
1496. Who are they? I forget the sergeant's name, but he came out specially. We have got the nucleus of a permanent Torpedo Corps—that is to say, the vitals of one.
1497. The constitution then is fairly satisfactory? Yes; I think it is very good, all considered.
1498. What do you mean by "all considered"? I mean considering the amount of time they have to devote to it. If they could give more time to it every year they would be of more value. As well as I remember it was either Major Penrose or Colonel De Wolski who said that the standard of knowledge of some of the officers was very high.
1499. Going to another subject,—there was a lot of war material and heavy guns came out from England. Is it true that they were allowed to become rusty and deteriorate? Undoubtedly a great deal of damage was done to them for want of precaution.
1500. Who was responsible? It must come back to the ordnance storekeeper; but he was not so much to blame, as there were no batteries to put the guns in and the storage room was limited.
1501. Were there not any military stores you could put them in? They had not sufficient space.
1502. Could you not get any civil stores then? Not then, but we have them now.
1503. Who is to blame for all the damage that was done? I do not know really. They have been here seven years, and all that can be said about them is that they came too soon, for the works were not ready for them.
1504. Are they all in good order now? The parts affected have all been put into good working order. We have an inspector of machinery, who was at Armstrong's, and he was specially engaged to attend to this.
1505. How many officers are there in the Permanent Artillery? The officers commanding the Permanent Artillery Forces, separating them, are Colonel Spalding, Colonel George Airey, three majors, and four captains.
1506. Have either of these gentlemen had a professional career in the Royal Artillery? Not one of them.
1507. I want to understand how they got the knowledge and information necessary to enable them to command artillery? We have had instructors since 1885. We got out three, so that the work could be done much quicker than if we had had only one. Every officer had to go through a course under the instructor.
1508. Then, although these gentlemen have not been in the Royal Artillery, they have become fairly competent? Yes; they have.
1509. How are they engaged in the daytime—taking the chief first? He goes to his office about 9.30 and goes through his papers, and at different times he will have to visit certain forts, and at other times inspect batteries of men or detachments of men.
1510. There is a daily routine that takes up time in the office? Yes.
1511. Does it apply to other officers than Colony Airey? Certainly; but occasionally the next in command may have a few afternoons to himself.
1512. Have any of them easy hours that you, as Military Adviser, might improve upon? They should not have.
1513. There are not too many officers? No; and if they act up to the certificates they send in of duty done—and we believe they do—they do their work well.
1514. You recollect the circumstances of the condemnation of a lot of cartridges—some 3½ millions? I think that was while I was away in England.
1515. But you have heard of it? Yes, casually.
1516. Was it not an extraordinary thing to occur, that there should have been a loss of some £14,000 in that way, and nobody be punished? I do not know anything about it, as a matter of fact, and it would be difficult to fix the blame.
1517. You are Military Adviser and Controller of Stores;—supposing that 3½ millions of cartridges were imported and kept three years, and then discovered to be of no use, would it not be reasonable for the Minister to get another Military Adviser; and supposing they had been passed by you, do you not think you would have been very much to blame? I should be to blame if I was answerable in any way for the damage, but if the deterioration happened from any outside cause I do not think I should be to blame.

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1518. But assuming they were bad from the beginning, they should not have been passed, and all this ammunition was passed in England by a competent Board? I think, referring to this 3 million cartridges, it was out of the main part of a consignment I believe they refused in England as much as 600,000 rounds.
1519. Did you pass any cartridges in England yourself? None.
1520. But you passed some stores? Yes; the Maxim guns, and two or three minor matters. I attended trials of guns.
1521. Have you made a comparison of our defences with those of Victoria? Casually, because I have not been able to get all the printed material I wanted.
1522. The cost in money would be the important part; would you need time to analyse that? I have not had time to do it yet, but efficiency is also important.
1523. But you will, having regard to your duties now? Yes; it will no doubt be part of my duty, and I shall do it.
1524. Taking all the country north of Sydney to the Hawkesbury, have you ever seen any feature maps? I sent two here yesterday.
1525. Whom were they drawn by? Major Parrott.
1526. He is a volunteer officer? A volunteer major of Engineers. The country was roughly mapped out.
1527. Did he do them as an Engineer officer or as a civilian? As a civilian.
1528. Does the training the chief Artillery officers give their men outside include a knowledge of the country and the roads? Of course the field battery detachment are the men who require this knowledge. They would want to know all the routes, and they occasionally are taken round in the country near Sydney.
1529. As a matter of fact, they are not furnished with a map that would show what roads were the best to traverse, and so on, and what points are the best to defend? Every officer is served out with a map on linen, and can study it.
1530. Then I understand that it has been the care of the Artillery Department to make their officers and subordinate officers acquainted with the country they have to traverse? The officers of Field Artillery. know the country round Sydney, and the Garrison Artillery officers, being trained at the Heads, must know that part of the defence.
1531. I am talking about the Field Artillery. Do the Infantry know anything in that respect. Are the subordinate officers provided with maps about Botany Bay? I cannot say. All these maps were drawn by Major Parrott, and issued by Major-General Richardson's instructions to officers.
1532. Have you any suggestion to make on that point to the Government? I should like to see that all new roads were added to the map.
1533. All the points of vantage would be shown? It is simply what you would call a road and a railway route map.
1534. And does not include the features of the country? No, it does not, in a topographical sense.
1535. The knowledge, then, that they are trained to is really a knowledge of roads? Yes; roads and communications.
1536. And not features? No. For example, the 4th Regiment at present is out for instruction, surveying the northern district about Newcastle, so as to complete the map as to features.
1537. Will it be one of your duties now to state the cost of this system of defence? Yes, undoubtedly; by the Estimates.
1538. And in that regard you would be paramount to the General and all his advisers? Still, I shall have to submit my views to the Government for their consideration.
1539. Would it be part of your duty to scan the Estimates of Expenditure? I must, necessarily.
1540. Is it the desire of the Minister that you should address yourself to the question of economy in dealing with military defence? Undoubtedly. I was instructed to carry out the reduction of £50,000 on the Estimates for this year, as resolved by Parliament.
1541. That was cut down by knocking off the week's training at Easter? Yes; that provided about £30,000, and we had to get £20,000 more.
1542. Do you think it was a wise step for Parliament to take to do that which should in effect prevent the week's continuous training? I do not think it was wise, but at the time the vote was cut down I do not think Parliament thought of it.
1543. Do you think they would have done it if they had thought that they week's continuous training would be discontinued? Very likely not; but the reduction was regularly jumped on the Government.
1544. As a matter of fact, there was not any other way of meeting the reduced vote of Parliament? If we had not done that we should have had to reduce or discharge men, and then have had to pay them some compensation for their discharge, so we should not have saved the £50,000 on the year in the long run.
1545. Then any economy you may exercise will not affect this deficiency? Not if I can help it.
1546. And it may be possible that the expenditure will be continued by you, but you will get an increased number of men in the Infantry and Artillery? Yes; the authorised expenditure for numbers passed by Parliament.
1547. And that will be for the benefit of the country? Yes, for there will be no sudden reduction.
1548. *Mr. Mort.*] About the ammunition, is it inspected in England? Yes, passed there by qualified inspectors.
1549. And whoever inspects would certify for payment? Yes. The contractors take so much percentage of the order. A portion is paid for on the certificate, and the latter part on delivery.
1550. On the certificate on which payment was made could the Government refuse to pay for the ammunition if it was bad when it came out here? Not if there was a certificate that it was viewed at home and passed as up to requirements.
1551. *President.*] On whose certificates was the money paid? On that of the inspecting officer at home.
1552. *Mr. Mort.*] Then the Government could not sue the furnisher if it turned out a bad lot on arrival here? I do not think so. It would have to be a very strong case as the viewer would have to prove that ammunition was substituted for that which had been passed. A case in point arose the other day of some stores which had been here some time, and which had deteriorated, and I was asked if I thought there was any remedy, and I said I did not think there was as the stores had been here too long without the deterioration being brought to contractors' notice.
1553. *President.*] Was any application ever made to the Agent-General to get any part of the money on account of the deteriorated ammunition? I do not know. I only casually heard from Major Blanchard that this 3,250,000 had been got rid of; I doubt if any claim would hold.

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1554. *Mr. Meeks.*] You say the encampment will save £30,000;—how do you propose to save the other £20,000? We have had to knock off work which it had been proposed to do and have reduced allowances and charges that might not be required, and have done without extra men we specially wanted to take on.
1555. Not doing works that you intended to have done;—has that any effect on the regular expenditure? The regular expenditure includes provision for necessary works of defence, as well as the expenditure on the troops and vacancies in same, for instance, for an estimated number of recruits. There were so many recruits down for the Permanent Artillery, with free kits, &c. I cut that amount down.
1556. Will the £50,000 be saved this year? Yes; it will be saved out of the 1892 Vote as laid before Parliament. Mr. Garvan moved that £50,000 be saved, and it has been done regularly in accordance with the resolution.
1557. Will the saving of that £50,000 affect the efficiency of the force? It will to a certain extent, because the men lose their continuous training.
1558. About the Cavalry, have we enough or too many? Quite enough.
1559. Do you think them a useful branch of the service? They could be made of great use because their training is very much that of Mounted Infantry.
1560. They are not an expensive corps? No.
1561. They provide their own horses? Yes. They only cost about £2 per head, or rather that is what they cost two or three years ago.
1562. And any alteration would not be a saving of any large sum of money? No; the question is whether they come in under the partially-paid system; if so, there can be no saving.
1563. You recommend that they should not come in under this system? I think they should remain a Volunteer Cavalry corps entirely.
1564. *President.*] Are the Cavalry not paid? I think not; or if they are they have only just come on. On reference I see they are paid.
1565. And what do the Cavalry cost? About £10,000.
1566. *Mr. Mort.*] Independent of the Mounted Infantry? Apparently, 429 men, with contingencies, respectively cost £7,290 and £2,750.
1567. And what do the Mounted Infantry cost? Within a fraction of the same—£7,156 and £2,934.
1568. *Mr. Meeks.*] Do they cost more than an Infantry regiment of the same number? No, because we now pay them exactly the same rates as the Partially-paid Infantry.
1569. They have no forage allowances, and have to provide their horses, saddles, &c.? They find everything for themselves, except it may be that a small part for equipment is issued to them.
1570. Please give me the total from the Estimates, both of Mounted Infantry and Cavalry? Four hundred and twenty-nine Cavalry, 428 Mounted Infantry. The Cavalry cost £10,048, and the Mounted Infantry £10,090, that is taking them for the full year, continuous training and all included.
1571. *President.*] That is over £20,000 for the mounted branches of the force? Yes, some 850 men.
1572. *Mr. Meeks.*] Then, without deducting the money for the continuous training, and basing your Estimates on the Estimates of the preceding year, the amount for 1892 is £20,000? Yes, £20,000, about.
1573. These mounted men are trained to fight on foot, as Infantry? The Cavalry are not, although in the Cavalry there is a dismounted drill.
1574. They are used to rifle shooting as well? Yes.
1575. They have good records? They are regularly classified, and I believe show good records.
1576. Is it not a great advantage to have a body of men like this in the country? If the Cavalry were converted into Mounted Infantry, they would be a most useful body of men.
1577. Do they correspond to the Yeomanry in England? I think the officers have, generally, some landed properties. The men are selectors, or a great many of them are well-to-do farmers.
1578. What is your opinion of the reserve rifle companies;—is it of any use having them scattered all over the Colony, some as far distant as Broken Hill? It is of use in inducing the men to become good marksmen.
1579. Would they be of any great service in time of war? If they were gathered together and drilled beforehand they might be.
1580. *President.*] What do you call a good marksman—taking a pot shot at a standing target? I suppose they do a certain amount of field-firing.
1581. Would you be surprised to hear they do not? I should be.
1582. *Mr. Meeks.*] Has any recommendation been made to alter the present system of rifle clubs? I believe General Richardson has done something, but it has not passed through my department; it was prior to its formation.
1583. Do you think a considerable alteration might be made with advantage to the present rifle corps? Do you mean in their constitution, or in the general detail of drill?
1584. In their drill chiefly, but that means extra expense? It is not the instruction only; men at a great distance mean considerable expense, and if the expenditure is not incurred, it means there is no proper instruction.
1585. Or supervision? That is quite right.
1586. *Mr. Mort.*] Is there practically any discipline at all among them? Only a very indifferent sort or discipline.
1587. *Mr. Meeks.*] In the case of war breaking out these men would be of comparatively little service, as now constituted? Yes, at present, when they are really no more than *tirailleur* marksmen; but they could be trained.
1588. *President.*] What do you mean by "tirailleur"? Something like the franc-tireur of the Franco-Prussian war.
1589. *Mr. Meeks.*] As guerillas? That is all the use they could be at present.
1590. What is the cost of these ninety companies of 5,290 men who appear down under the heading of rifle companies? Something like £18,000 or £18,990 exactly.
1591. That includes their uniform? Yes.
1592. You do not consider this money very well spent? Not as it stands to-day; a better result should be obtained.
1593. *President.*] £18,000 includes officers commanding and instructors? Yes.
1594. They are supposed to shoot at targets, and about two-thirds of them are exercised in the course of a year? I dare say about that.

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1595. *Mr. Mort.*] Do they ever have any batallion drill at all? I do not think so. It has not been my duty to inspect the reserves for years, but when we had to do with the reserves in 1885 and 1886 they used to drill very well.

1596. *President.*] Have you ever compared the cost in Victoria with the cost of the mounted forces here? No; these mounted corps were raised a short time before I went on leave.

1597. Our force of Mounted Infantry, 1,300 strong, costs us £10,576, and your 857 cost £20,113; ours are not paid, except a capitation grant of £3 10s. per man, and this includes all expenses? I think before I went home, when these forces were reserves, the cost was not much more than that, if as much.

1598. I want you to get me the cost of that 12-pounder gun battery, without the harness, very particularly. Now, finally, according to your views, you will be really and practically the General Commanding the Forces? Not as regards discipline in any way.

1599. You know what an Adjutant-General's work is;—is not the Adjutant-General the officer who commands discipline? Yes.

1600. Therefore, if your views are correct, General Richardson will really be the Adjutant-General and you will be commanding the forces? I can see some very considerable difference in the positions.

Colonel Warner Spalding, C.M.G., examined:—

Colonel W. Spalding, C.M.G. 1 July, 1892.

1601. *President.*] You are commanding the Artillery Forces of New South Wales? Yes.

1602. How long have you commanded? From the 1st of the year, but I have been acting in command previously for a year, from March, 1883, to April, 1882, and again from March, 1890, till the middle of December last year.

1603. Therefore, you are thoroughly connected with the Artillery? Yes.

1604. And for a long time have been entirely responsible for everything connected with it? Yes.

1605. For discipline, drill, and everything? Yes.

1606. Previously to commanding the Artillery, what position did you hold? Colonel of Artillery, but when I was appointed first of all it was as second captain.

1607. Previously, had you ever been in the Imperial Service? Yes.

1608. What as? As lieutenant of Royal Marine Light Infantry.

1609. What year did you leave? In 1869.

1610. Since then, I presume, you have acquired your artillery knowledge? No; previously.

1611. In what way? I passed first (at the head of my class) on board the gunnery ship "Excellent," in 1861.

1612. What guns did they use? Forties, and 110-pounders (Armstrongs), and 68-lb. smooth bore.

1613. All these guns were on old-fashioned carriages? Yes.

1614. The work you did then in the "Excellent" is to some extent different to what you do in the present day? Almost entirely as regards armament.

1615. Then, practically, your knowledge has been acquired here? No; I passed examinations in gunnery on three or four occasions subsequently.

1616. Will you detail what they were? Examinations at Chatham in 1862 and in 1863, again at Woolwich, when I came back from Japan, in 1867 or 1868, with 9-inch R.M.L.

1617. Had you even arrived at friction plates in those days? Yes.

1618. Have you any now? No; we have abolished them.

1619. Have you had any gunnery instruction since the sixties? I have gone through a course here under Colonel Bingham, R.A., and obtained a first-class certificate.

1620. When was that? About 1888.

1621. How long did the course last? About six months.

1622. With reference to the course, what course do other officers go through here? Under the chief instructors.

1623. Who are the chief instructors? Colonel Bingham, R.A., was, and Major Churchward, R.A., is now.

1624. Does every officer go through a course? Yes.

1625. For how long? Six months on an average.

1626. Having gone through this course, have you any examination as to the fitness of officers for promotion? Yes.

1627. Who takes it as regards gunnery? The chief instructor.

1628. Then the chief instructor is the sole judge as to whether an officer is fit or not? No; there is a board here.

1629. Who orders the gunnery board? There is no gunnery board, but ——

1630. Then you simply promote an officer when the chief instructor says he understands his work? No, there is a board; but it is as to his general qualifications on other subjects. Once a man has obtained a first-class certificate he is not examined again in gunnery.

1631. Does the officer take the gun numbers? Yes.

1632. Who constitutes the board of examination? It is a board appointed by the General.

1633. Does it include a written examination as well as an oral one? Yes; both written and practical.

1634. As regards the non-commissioned officers, what instruction do they get? They go through a course of gunnery under the chief instructor, and are examined on other subjects by the Adjutant of the Permanent Artillery.

1635. Then the whole of the non-commissioned officers get certificates? They have an opportunity to do so.

1636. Without them you do not promote them? Not beyond bombardier.

1637. What course do the gunners go through? They go through an annual course under their own officers in addition to any course they may have previously gone through under the chief instructor. I have a return showing the course of instruction since the 1st of January, 1891. [*Handed in.*]

1638. The annual course is how long? About six weeks.

1639. In your annual course how many rounds are fired? I could not tell you from memory.

1640. What is the number of rounds for the whole course of instruction for the Permanent and Militia Artillery? It will be best seen from the Return A signed by the General.

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1641. I see you fired full charges 10-inch 25-ton, 43; 18-ton, 108; 9-inch, 62; 80-pounder, 158. Total number of rounds, 371. Reduced 10-inch 18-ton, 62; 9-inch 12-ton and 80-pounder, 103. Do you consider that number sufficient to instruct the Artillery? I do not quite.
1642. Have you applied for more? Yes; I have arranged for more.
1643. Why was not complete practice carried out? Our indent on England not having been complied with, I did not consider it wise to permit the stock of powder in the Colony to be further reduced—hence the full estimated practice was not carried out.
1644. Did you report that number was insufficient? I did not, because I used my own judgment, and delay in supply from England was known to superior authority.
1645. Will you state what you consider necessary for Artillery? There has never been any special amount laid down; the Officer Commanding has to use his own judgment.
1646. As Officer Commanding the Artillery I want you to tell me whether you consider this very small number of rounds of ammunition sufficient to instruct the Permanent Artillery and the Field Artillery? Not thoroughly as regards 1891.
1647. Then they are only partially instructed? In these two branches in 1891.
1648. Is it not a most important branch to teach the Artillery to shoot? Most undoubtedly.
1649. Have you ever sent in a statement of what you ought to get? No; I have never asked.
1650. Is it not your duty to say what you think they ought to get? I did send in a statement showing what should be the proposed ammunition for each year.
1651. Have you got a copy of the letter you sent in? Yes.
1652. In addition to this deficiency of actual work on the gun, is any repository work done? Yes.
1653. Just the usual drill to make the men handy with the guns? They have to do everything practically.
1654. You say all the Artillery go through a course each year, do the employed men go through? Yes; they are going through a course now. Last year we had not the same opportunities.
1655. Up to the present year did the employed men go through a course? A portion of them did, but not all of them, and with those who did not go through it must be remembered some of them are the best skilled men we have in the force.
1656. Naturally;—how many of the employed men did not go through their course last year? I am not prepared to answer it completely, but about thirty or forty men, consisting chiefly of servants.
1657. Then servants do not go through their course? They may have done last year or they may not have, because servants change; but taking them as a body they did not.
1658. Then you say all the men went through their course but about thirty? I believe so to the best of my knowledge.
1659. Let us have a statement in detail showing the number of men? Yes. I should say I do not include the band.
1660. Then, excluding the band, let us have a numerical statement of the men of the Artillery who are trained, those who are not trained, and the regular annual course. You say the band does not go through? No.
1661. Does it go through any drill? Yes; infantry drill only every morning, simply to exercise them and make them fit for guard if necessary.
1662. Do they drill with rifles? With carbines.
1663. They never went through any course of gunnery? Only many years ago.
1664. Have they gone through any course of stretcher drill? Not to my recollection.
1665. A certain proportion of them, of late, go through their stretcher drill? No; not since two or three years ago.
1666. As to this Permanent Field Battery, you can turn out four guns? Six guns.
1667. You have batteries at present of four guns? Yes.
1668. How are your drivers in the Militia instructed in driving? The Militia are instructed by the military instructor, and the Volunteer staff until drivers have been sufficiently instructed to take their horses. The gun-teams are driven by drivers from Permanent Artillery. We have an instructor who instructs them in equitation belonging to Permanent Artillery.
1669. Do these driving instructors go round the Colony? No; it is all done in Sydney.
1670. Then there are these other batteries for which you are responsible, how are they getting on? One is fit for service, and one is not yet. It will take a very long time to train the men, because we get so few drills out of them during the year, but they will be effective after the next twelve months.
1671. Can you not get them up for night drill? I have now instituted a system of night drill in the school of gunnery, at the Victoria Barracks.
1672. Why cannot you teach them to drive in the barrack square at night? It is not sufficiently lighted for one thing, and in the next place it is asphalted.
1673. Then the only defective point is in the driving? That is the chief point.
1674. And if it is expected the battery ought to be ready in less than six months, it is not the absolute drill on the gun which is in the way? No.
1675. And if you could get the drivers instructed oftener you would be ready in less time? Yes.
1676. *Mr. Mort.*] You are speaking of Militia entirely? Yes.
1677. *President.*] I see you have an enormous lot of artificers—there are thirty altogether? Yes; fourteen artificers and fifteen assistants.
1678. What do you want so many for? The artificers are told off to certain districts, and they have to examine the artillery and munitions of war, and there are continual repairs of one sort and another requiring to be attended to. The H.P. mountings, for instance, require constant attention, as there is with the 6-in. 1,250 lb. pressure in the cylinder, and the joints have to be kept very tight. Then the machinery and the field artillery have to be overhauled.
1679. Would you be surprised that in Victoria, where we have more artillery and H.P.'s, we only want twelve men? I am. These workshops where the men are engaged have only been established since the beginning of the year, and there was a great deal of outstanding work to do; but when that is done I may be able to reduce the number of artificers.
1680. What was the work outstanding? Chiefly the H.P. mountings required a thorough overhaul, as they had been lying in store for many years.
1681. Then after that is done, do you see any chance of a large reduction? Yes; of a moderate reduction.

Colonel W. Spalding, C.M.G. 1 July, 1892.

1682. Why cannot they bring them down to the same numbers as in Victoria? I should recommend a reduction as soon as I saw it was possible, but at present I am sure it cannot be done, and the Inspector of Machinery advises that it cannot. They are fully occupied on every occasion that I have entered the workshops, which is frequently. I supply you with a list of the work and repairs, &c. [*See Appendix.*]
1683. How do you account for the very high list of Courts-martial, men dismissed, men in hospital, and alcoholism? The chief crime is desertion and that is undoubtedly due to the roving disposition of the very intelligent men we have here. They obtain or think they can obtain superior pay somewhere else, and away they go. Those in the force are perfectly satisfied and contented and have every possible opportunity to make themselves happy. They have recreation rooms and amusements of all sorts.
1684. I see that there are eighty-one total vacancies, and you want eighty or ninety men by fresh enlistments? We did not happen to be up to our full strength until the end of 1891. If you trace it back, a great many of these men deserted and then came back and gave themselves up and we are bound to try them.
1685. Has not the Commanding Officer power to dismiss men before it arrives at the stage of Court-martial? Yes, for misconduct; but the man must misconduct himself and when that happens I frequently recommend the discharge of a man who I do not consider will make a good soldier.
1686. Then you think the causes you have given account for there being so much military crime? To a very great extent.
1687. Do you not inquire as to a man's character before he joins? Every man has to produce testimonials showing his character at his last place, and in case of a man from another service he has to produce his Government certificate.
1688. Are you satisfied as to correctness of character? To the best of our ability.
1689. I see you have a very large number of men employed at the different canteens? Yes, we have.
1690. Is that canteen system a good one? I am beginning to get doubtful about it. I was an advocate for the regimental canteen system in the regiment, but there have been so many little irregularities, I am beginning to advocate the other system.
1690½. You would have the tenant system? I would.
1691. And that would enable you to return to duty a considerable number of men? It would.
1692. You have a very large number of district gunners? Yes; but they are very well drilled men.
1693. Are they exercised every year? Yes.
1694. Have you any limitation as to service before becoming an officer's servant? He must pass all his drills for the previous twelve months—it is not easy to obtain reliable men.
1695. Would it not be advisable that he should have at least two years service before being eligible? Yes.
1696. Would it not be possible for officers in that case to take their allowance? It would be possible, but we consider in the Permanent Artillery Force it is better to have a man who is under discipline, and in addition knows how to do such things as clean your accoutrements properly.
1697. As an old hand at the work, I would submit to you that the period of service should not be less than two years? I dare say it would be a very good thing.
1698. What are the proportions of the Partially-paid and Permanent Garrison Artillery Forces on a peace strength? In the case of the Partially-paid Force it would be 57 officers and 762 men. In the case of the Permanent Force it would be 22 officers, 512 men with a reserve of Partially-paid Artillery of eventual strength of 13 officers and 507 men.
1699. How many men do you want for a 6-inch H.P. gun? Nine and eleven, nine without lifts, and eleven with.
1700. How many gun numbers do you want? Nine gun numbers, and the magazine and storeman, and in the event of a lift being employed you want eleven gun numbers.
1701. What lift? The lift for the ammunition.
1702. Then taking all your guns you want 1,274 men? Yes, with the reserves in addition.
1703. I know all that, but taking into consideration you want 1,274 men, I have had no minute detail? I hand in fortress formation detail giving position of every officer, non-commissioned officer, and gunner.

[*The Commission adjourned until* 2·30 *p.m., Wednesday,* 6 *July.*]

WEDNESDAY, 6 *JULY,* 1892.

[*The Commission met at the Town Hall, at* 2·30 *p.m.*]

Present:—

W. P. MANNING, Esq., J.P. (IN THE CHAIR.)

A. W. MEEKS, Esq. | J. LAIDLEY MORT, Esq., J.P.

Captain J. J. Byron examined:—

Captain J. J. Byron. 6 July, 1892.

1704. *Mr. Manning.*] What are you? Captain in the Queensland Artillery.
1705. How long have you been in the service of the Queensland Government? About seven years.
1706. Had you any training in England previously? No.
1707. The whole of your experience has been gathered in Queensland? No.
1708. Where then? It was, except for the last eighteen months, when I have been at home at Shoeburyness, Chatham, and the Isle of Wight.
1709. Can you give us some particulars? I passed through what is called the long course at Shoebury.
1710. To put it shortly, you made yourself acquainted with all the details connected with the working of modern guns, and you are well acquainted with the numbers of men required for the different weapons? Yes.
1711. You have certificates of the training you have been through? Yes; I passed the long course with honors, and obtained first-class certificates for position finding and depression range finding.
1712. You are essentially an Artillery officer? Yes.
1713. Have you visited any of our fortifications? Yes. Before saying anything further, there is one thing I wish to bring before the Commission at this stage. I travelled with General Tulloch, and he invited

Captain J. J. Byron. 6 July, 1892.

invited me to look round the forts in Victoria and express my opinion, and give any information I could, and I did so. I travelled up from Victoria with him and saw him here afterwards, and he suggested that I should do the same here. This was in the course of conversation. He gave me a letter of introduction to General Richardson, which I presented, and got a pass from him, and subsequently I got another letter to General Richardson, asking, I believe, for a special pass. I believe General Tulloch wrote the application out in this room. I got a special pass which entitled me to visit the magazines and those parts of the works which are generally considered the secret parts. Yesterday I got an intimation from the General's office that he would like to see me, and I went down this morning and saw him, and as the interview seemed to me of importance, I wrote out notes of the interview immediately afterwards. With your permission, I will read them. The interview took place this morning, and my notes of it are as follows:—

In accordance with an urgent request from General Richardson, I waited on him in his office this morning, when the following conversation took place:—

General Richardson.—You obtained a special pass from this office some days ago, Captain Byron,—what forts have you visited?

Captain Byron.—All in the Port Jackson district, except Steel Point and Bradley's Head.

General Richardson.—I ask you plainly what was your object in so doing?

Captain Byron.—I understand that I am to give evidence before the Military Commission.

General Richardson.—Had I known that, I should certainly have refused the special pass. I must now request you to give it up. It is a most extraordinary thing that a junior officer from another colony should do this when there are several senior and Imperial officers here.

Captain Byron.—The pass was issued by request of General Tulloch, President of the Military Commission. I brought you two letters from him, and I understood you knew what the pass was asked for.

General Richardson.—I looked on those letters simply as introductions, and I must tell you that it will be my duty to report this matter to my Government with a view to representations being made to your Government about your proceedings.

Captain Byron.—Yes, sir.

General Richardson.—It seems to me to be a most awkward affair for you altogether.

Captain Byron.—Had you asked me my object at the time of presenting the letters I could have told you then, and I naturally supposed that General Tulloch's letters explained matters.

General Richardson.—Nothing of the sort, I had no idea you were visiting the forts except as a casual visitor as I might be in Queensland. You will now return the pass and I shall send the matter to the Government.

1714. *Mr. Manning.*] I do not see that the Commission has very much to do with the question. The witness is here now and has, or I assume he has, means at his disposal of telling us what we want to know; perhaps not acquired by inspection of these forts at all, but the information he has may be of use to this Commission, although, as a matter of fact, we might have been able to get it in another way. Now the first question is what are the forts you have visited? George's Head, Middle Head, and South Head.

1715. What are the fortifications at South Head? Two 10-inch R.M.L. guns, but without going into the particulars of each armament, I supply you with a statement of what I found. I have been through the details of the guns in Port Jackson and made an estimate of the officers, non-commissioned officers and men required to man them, and taking everything into consideration I find they vary very little from the numbers needed and laid down in the official books now. Differences of position of guns, magazines, and local circumstances may and do always affect the actual number of men required.

1716. So you could, on being told the armament, give us the information we are now asking you without going on to the actual fortifications? Not so well as after having seen them because I should be unable to allow for orderlies, range-finders, and special duties.

1717. Then you have had regard for the points of difference between the South Head and a similar establishment at home? Yes.

1718. And the statement you now put in is complete? Yes. [*Statement put in, and, by direction, does not appear in the notes of evidence.*] There may be a few details requiring modification, but in the aggregate the number is correct and practically corresponds to what would be required in other cases of a similar nature. But no estimate is perfect until the men have actually been on the ground when you may find the necessity for an additional orderly or magazine man dependant on local circumstances.

1719. Therefore it was absolutely necessary for you to make a personal inspection of the forts to give the actual number of men required to man them? Yes, for the actual numbers, certainly.

1720. How many men are required for the Port Jackson district? Including Bradley's Head and Steel Point, which I have not visited, but of which I know the armament, the total number required would be twenty-seven officers, sixty non-commissioned officers, and roughly speaking, making allowances, to which I have referred, 500 men for one relief only, but providing for no spare numbers that might be required.

1721. *Mr. Mort.*] That is on Imperial lines? Yes.

1722. *Mr. Meeks.*] For the Port Jackson batteries alone? Yes. Of course, a very large number of the guns are of a rather obsolete type, such as 80-pounders, and it is questionable whether they are the most useful guns to have where they are.

1723. *Mr. Manning.*] I do not know that we need go into that just now. We should like to know the actually requisite number for working the guns? In the last few years there has been a separation of the magazine numbers from the gun detachments, and although I may show a fewer number of men per gun the others are made up in magazine numbers.

1724. *Mr. Mort.*] Your statement will give General Tulloch all the gun numbers, and the numbers employed in the magazine, in short all the numbers employed in working the gun? Yes, it will.

1725. *Mr. Manning.*] What do you call the proper number for a gun's crew? It varies with the size of the guns and the circumstances. For instance, with a 6-inch H.P. gun, the numbers are a non-commissioned officer, and what is called a gun-layer, and six other numbers—that is a total of eight; but it does not include magazine men who may vary according to the locality of the magazine, as if it is far away from the gun it will require additional men.

1726. How many men have you in Brisbane on a similar gun? It is eighteen months since I was there, and the drill has been altered a great deal. 1727.

Captain J. J. Byron. 6 July, 1892.

1727. What was it eighteen months ago? Nine.
1728. That is one more than would be necessary under the new drill? Yes; but you have to take the local circumstances into account.
1729. *Mr. Meeks.*] Under a similar set of circumstances, I ask you what will be the gun numbers in Brisbane eighteen months ago? Nine, for that port.
1730. Your total number necessary to manage the guns of Port Jackson comes to how many? Five hundred and eighty-six.
1731. That has nothing to do with the field artillery? Nothing whatever, and for one relief only.
1732. Do you know what number of guns they have to work, all told? I have not tabulated them, but it will appear from the statement that there are thirty-five guns, not including quick-firers or machine guns.
1733. *Mr. Manning.*] You do not know how many of these quick-firing and machine guns there are? There are eight 1½-inch Nordenfeldts and nine or ten machine guns.
1734. Do you know anything about the mounting of the guns, and how many men it may take to see to them? I have not seen into that.
1735. Then, about all the information you have to give us is comprised in the statement? Yes, unless you ask me on any particular points.
1736. *Mr. Meeks.*] We should like to get at the number of men required to work these guns under the modern drill—are the guns fully equipped? Yes, every gun, allowing for a large number of orderlies and artificers, is———
1737. *Mr. Manning.*] You have been liberal without regard to the circumstances of this place? I cannot say I have been liberal—I have been as exact as possible.
1738. But you have made allowances where you thought it necessary? Yes.
1739. *Mr. Meeks.*] In fact, if the question had been put to you in any of your recent examinations, what you have stated would have been your answer? Yes.
1740. You have to answer such questions as these? Yes; we have to furnish details.
1741. If it had been feasible, then such a question might have been put to you? Yes; those are the sort of things that every subaltern officer has to state clearly.
1742. The answers you have given are those you would have given under the circumstances in your examination papers? Quite so.
1743. *Mr. Mort.*] The information you have acquired is absolutely confidential? Most certainly.
1744. Have you had any communications with your Commandant on the subject? No; I asked for leave, on hearing from Major-General Tulloch, that he would like me to go round the forts, supposing that I was to make a report to my Government on the subject afterwards.
1745. *Mr. Meeks*] You felt justified in asking for leave, at the request of Major-General Tulloch? Certainly.

[*The Commission adjourned until Tuesday, 12 July, 1892.*]

THURSDAY, 14 JULY, 1892.

[*The Commission met at the Town Hall, at 3·30 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT.)

M. C. COWLISHAW, ESQ. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel W. W. Spalding, C.M.G., further examined:—

Colonel W. Spalding, C.M.G. 14 July, 1892.

1746. *President.*] Can you tell us where the different officers are stationed at the present time? I do not quite know where they all are, but I can tell you where all the senior officers are.
1747. First of all, what is the total number? Nineteen, including myself. There is a vacancy for one officer.
1748. What is the detail?

Colonel W. Spalding, C.M.G.	Commanding Artillery Forces	Stationed at	Sydney.
Lt.-Col. & Brevet-Col. G. J. Airey	Commanding New South Wales Artillery	,,	Sydney.
Major F. Baynes	Commanding No. 1 Battery	,,	Newcastle.
Major P. L. Murray	Commanding No. 2 Battery	,,	South Head.
Brevet-Major H. Airey, D.S.O.	Commanding Field Battery	,,	Sydney.
Captain A. Savage		In England.	
Captain A. Morris		In England.	
Captain W. Bridges		In England.	
Captain L. H. Kyngdon	Commanding No. 3 Battery	Stationed at	Sydney.
Lieutenant H. Le Mesurier	Staff Officer, Artillery Forces	,,	Sydney.
Lieutenant A. Sandford	Commanding Detachment, Middle Head	,,	Middle Head.
Lieutenant A. Luscombe	Commanding Detachment, Wollongong	,,	Wollongong.
Lieutenant W. H. Dangar	Field Battery	,,	Sydney.
Lieutenant C. A. G. Close	Acting Adjutant, New South Wales Artillery	,,	Sydney.
Lieutenant R. L. H. B. Jenkins	No. 3 Battery	,,	Sydney.
Lieutenant C. W. Lamb	No. 1 Battery	,,	Sydney.
Lieutenant C. A. Antill	Field Battery	,,	Sydney.
Lieutenant H. C. Taylor	No. 1 Battery (on probation)	,,	Sydney.
Lieutenant C. A. Owen	No. 3 Battery (on probation)	,,	Sydney.

1749. I find that the total number of men on parade on May 2, of the whole 500 forces was only eighty-five;—with the number of eighty-five men on parade how would you detail the officers? I am not responsible for that. That has to do with officer commanding regiment.
1750. Then if you have eighty-five men on parade you would have twenty officers? Some of them would be at out-stations, as I have pointed out, there is one officer at Middle, one at South Head, another at Newcastle, and one at Wollongong, and three are away in England.
1751. Exclusive of those away in England, there are seven? Yes; four on detatchment, and three with Field Battery.
1752. Have you estimated the number of officers who would be required for the defence of the Colony in the militia forces? Yes. It is shown in my fortress formation to be about eighty-eight.
1753. Now, in the Field Battery you have out of sixty-seven men, only thirty-five on parade on 2 May? I suppose they would be accounted for on picket duty, or stable duty, or some might be absent in hospital if they were not on parade.

Colonel W. Spalding, C.M.G. 14 July, 1892.

1754. Yes; but still that seems a very large number to deduct from the Field Battery? There are reasons why we are compelled to keep up two pickets. We have one in the barracks, and one on the old stables on the rifle range, but that will soon be altered because sufficient accommodation is being constructed at the Victoria Barracks or alongside of the present permanent stables.
1755. Do you not think that an ordinary bayonet sentry should take four hours? No; two hours.
1756. Then how do you regard them? We look on them as the regular sentries.
1757. With that number on parade you have a guard of three men and a corporal? I am not prepared to say definitely, but I should think so because there is a certain number of horses and a certain amount of harness which somebody must look after and be in charge of, even when the battery is at drill.
1758. You do not want a regular regimental guard all day long? No, for stables they have what they call stablemen during the day.
1759. Then how do you account for the men being on parade when, if I understand you, they are on picket? You are looking at a return which I do not look at.
1760. You are in command and ought to see that too many men are not wasted, would it not strike you that several men are wasted from what they ought to be doing by being employed in this way? I do not command the regiment. I cannot tell you whether they are or not unless I see the state.
1761. Well, passing from that there is No. 1 Battery, there are only fourteen men on parade on the 2nd May? That is at Head-quarters.
1762. Therefore fourteen men and officers is the total of the battery for drill? Not at all. There are Newcastle, Bare Island, and Wollongong detachments.
1763. Then at Bare Island there are sixteen men what are they doing? They are in charge of the battery and do a certain amount of drill.
1764. How can they do anything when the battery is under construction or at least under repair? There is material for them to look after, and guns to drill, guard at battery to provide. However, I will get a return showing what all the men at Bare Island, Newcastle, and Wollongong were doing on May 2nd.
1765. And also what parades took place on that day? Yes.
1766. Bare Island is under construction, is not Wollongong under construction too? No; there is a 6-inch gun mounted ready for action.
1767. Do you get the parade states regularly? Yes; every week, a duty state.
1768. Can you tell me in getting that state how many drills take place in the course of a week? I could not tell you without reference to the state; but we get monthly returns.
1769. Does that show the number of drills? No; it does not.
1770. Do you never check the number of drills? Occasionally, of course.
1771. How often? On an average, once every quarter.
1772. Can you give us any information as to the number of drills that take place at Newcastle, for instance? Daily, except Saturday, or they have other duties to perform, also guard at fort.
1773. Do they drill on the guns every day? Yes; except when they are otherwise engaged about the battery.
1774. No. 2 battery, on 2nd May, only twenty-four men;—how do you account for that? They are chiefly stationed at Middle Head and South Head, there are guards in Sydney and the batteries to provide.
1775. There are forty men at Middle Head—what amount of drill do they do? They drill every day at the guns, unless they are otherwise employed specially, and also supply guards in their turn.
1776. I want to know about these specially-employed men—what have they been doing? Well, there has been a great deal of transport of the projectiles and the mountings of ordnance.
1777. Will much the same thing apply to George's Head? Yes, and the casemate guns being placed in position.
1778. Now, at Dawes Point battery? There I admit they do very little, and I will endeavour to get it done away with. There is nothing, in my opinion, for artillery to do stationed at Dawes Point, and I am glad of having the opportunity of saying so. At the same time, a great many of these men are employed in connection with the staff offices, some are told off as picket.
1779. Have you applied to have these men called in? I have spoken of it.
1780. You have spoken of it—have you done so officially? Yes; these men have all gone through their course of drill, not only there, but the annual course with their battery.
1781. At Dawes battery they have some smooth bore guns—what for? I do not know.
1782. For what purpose do they keep them? I do not know; they are useless.
1783. I see there are at Dawes Battery five smooth bores, 42's.—what are they for? They are perfectly useless.
1784. Then why should they not be dismounted? I would have dismounted them, but they were not because the General expressed a wish they should remain.
1785. But it comes to money to keep them up? Yes; no doubt.
1786. And you do not know why they are kept up? There is a reason, but I can only surmise it.
1787. Will you tell us about the depot battery? That is composed almost entirely of employed men.
1788. Amongst the men I see there are nineteen men employed on the staff. Now two men military staff mess—what are they? That is the mess at Dawes Point with two mess waiters.
1789. That is to say two gunners are struck off duty. Do you mean to say that two gunners are struck off duty to attend head-quarter's office? Yes.
1790. There are seven servants told off for head-quarters. Of these I believe the Military Secretary has two? Yes.
1791. Is that officer on the strength of the garrison? No; but he has an official position as colonel, and also some appointment with ordnance.
1792. Is he on that account to take two servants out of the gunners? I do not think so; he has stated that he intends to send one servant back to duty.
1793. Has he any right to a servant at all? I do not know.
1794. What have you done? I have referred the question to the General.
1795. Colonel Airey—has he two servants? Not now.
1796. As to artificers you keep a workshop's book? Yes.
1797. Then every man shown in the state has worked the number of hours put against him? Yes.
1798. In that work you mention that some of these men had to lay roller paths for 6-in. guns, is that correct? Yes; it is a fact, for 8 inch and 9·2 also.

Colonel W. Spalding, C.M.G. 14 July, 1892.

1799. When these roller-paths are all laid and the guns all cleaned will there be any necessity for keeping such an enormous number of men employed? I have already replied that I do not think it will be necessary to maintain the whole of them; but there is a great deal of work to be done yet, and I should like to put in a paper now showing the work that has to be done, I estimate it at about £600. The return I refer to is as follows. [*See Appendix.*]

1800. That is all fortress work? Yes.

1801. Coming to the number of district gunners, you have got thirty or forty of them—some of them are employed at Dawes Point, others at Bradley's Head for two 80-pounders and one 168-pounder—would it require district gunners to look after them? I think so, as long as they continue a part of the defence. There are also fourteen 16-pounders at Dawes Point.

1802. Are you of opinion that all these district gunners are required then? Under the circumstances I say so.

1803. How many 6-in. guns have you mounted? Three at Newcastle practically, seven at Middle Head, two at South Head, one at Wollongong and one at the School of Gunnery. One man per gun would be required to look after the B.L. guns, but the R.M.L. guns require less.

1804. Admitting that, would it not be possible to have three or four of these guns examined by one gunner? I think that is what we do already with the lighter guns; it depends on positions of batteries.

1805. Then, if that be so is not forty gunners a rather large allowance? In that number are very likely included storemen, and you must remember that the guns are very much scattered.

1806. But looking at it from a Commanding Officers point of view is it not a pity that these men are scattered all over the batteries and you cannot ever get hold of them? They all drill and prepare stores for drill of Partially-paid Artillery.

1807. Take the gunners at Steel Point? There is only one man there who attends occasionally for drill; he could not attend every day. There is a difficulty about our right of entry to Steel Point.

1808. How many 6-inch guns have you mounted at Wollongong? One.

1809. And there are two district gunners? One has to look after the smoothbore guns.

1810. But surely one man could keep the 6-inch in order as well as the others? I daresay you do not want a full man for the two smooth bores, but you certainly want more than one for the three.

1811. Then I find for two small Nordenfeldts there is another district gunner;—would it not be possible to eliminate one-third of these gunners, seeing that one-third of the armament is old-fashioned muzzle-loading guns? I do not think it would be possible to cut the district gunners down very much.

1812. Coming to the question of clerks, I find that in Permanent Artillery three batteries there are no less than eighteen clerks, surely a regiment of that kind could be run with less? No doubt, if the full strength of the regiment was stationed at any particular point.

1813. Taking the Regimental office, the Artillery Brigade office, and outlying district offices, there are thirty-two in addition to that. To me the whole thing is beyond requirements? That may appear so, but it is not a question of men we have only to deal with in the Artillery, but there is also the Ordnance. There are nineteen clerks including one temporarily employed.

1814. Regimentally employed for the whole of our Artillery in Victoria, we have five, and to me it is utterly inexplicable how eighteen clerks should be maintained? But probably you have not the returns we have to make out.

1815. Could nothing be done to get rid of that? No doubt a good deal could be done, but so long as we adopt the Imperial service returns, and work by the returns laid down for that service, we require full number of clerks.

1816. Why cannot you do what you want without it? I should be very glad if alteration of system as regards returns, &c., was adopted.

1817. Then, you think there should be some alteration? Undoubtedly; if I had not these returns to get out so constantly, I could do with very many less than eighteen clerks.

1818. *Mr. Cowlishaw.*] What returns have you to make out for the Imperial Government that Victoria has not to? I am not speaking of returns to be sent to the Imperial Government; but we have to send in returns laid down by the Imperial regulations. Returns, that is to say, to the General Commanding here.

1819. *President.*] As Officer Commanding Artillery here, cannot you say to the General, "these returns are not required"? He is very particular. He desires to have all information on every possible subject.

1820. But keeping up eighteen clerks means £2,000 a year? Still they are part of the forces available for duty.

1821. But if they are in the office all day long, they cannot do the most important part of their work? Well, I may say I shall endeavour to get the system altered, but so far it has not been done they are at present going through some course of instruction.

1822. How many mess servants have you got? There are four or five at the Permanent Artillery mess.

1823. That is a great number? It may seem so, but the mess is available for all the volunteer officers who are honorary members, and many very frequently go there.

1824. Did you ever hear of any other regimental mess where there were four or five men struck off duty for mess work? Perhaps not with so small a regiment, but you generally find a sergeant and three or four waiters.

1825. One sergeant and two waiters are all that are allowed for a Regimental Mess with twenty-five dining members, the officer's servants are detailed in turn as waiters. Do you see any necessity for keeping up such a large establishment? I have already explained that the privilege is extended to the officers of the Volunteer Forces, and is very freely availed of. Frequently I have gone to the ante-room, and could hardly move for men wanting this, that, and the other.

1826. Do you think it is fair to the Permanent Forces that their men should be taken from their proper duty as gunners to attend to mess? No; I do not, but it is done in all services.

1827. No defaulters attend parade? Certainly.

1828. I do not refer only to defaulters parade? They attend all parades, and defaulters parade in addition.

1829. Turning to the question of gunnery—have you any information as to the average number of rounds fired for the 6-inch guns? Yes, I have a return which I hand in. There were some 6-inch quick-firing practice not laid down in the return given previously, and also a lot of machine-gun practice with the 1½-in., which is an excellent gun for practising with, besides practice with machine-guns.

1830. In your indent I find a very large number of rounds put down for full charges—why? We have abolished reduced charges for service in accordance with Imperial authority.

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1831. Why? With the H.P. mountings the gun does not come down sufficiently low to allow its being loaded without pumping down. That makes a very considerable delay in action, although, of course, in practice it does not matter whether a gun is three or four minutes longer or not.
1832. In the annual practice, why do you use full charges for H.P. guns where you are not firing against delay? We do not always do it.
1833. But you say that for a good many rounds you do not employ reduced charges, abolished I think you said? Except for practice of course.
1834. Then, on what occasions do you require the usual charges? That depends upon the projectile ordered for practice.
1835. Do you consider it necessary to use full charges in the annual practice? Yes, to test the mountings.
1836. What I want to get at is;—is it necessary, except where you are firing against time, to fire full charges at all? Not for S.B. guns, but the ammunition you see in the requisition is for service requirements.
1837. I see, for the 9-inch guns you put down ten rounds for three guns, that is a fair amount; but when I come to the 25-ton gun I find you indent for fifty rounds full. Is there any reason for fifty rounds full with these H.P. guns? Yes. It is a question of making up the ammunition. It is impossible to make up reduced charges in this Colony for 25-ton guns.
1838. Why? There has been a great deal of trouble over this ammunition. We found the rounds of imported made-up charges deteriorated, and chemical action had been set up around the zinc cup, and we then took action on the chief instructor's recommendation.
1839. Who is he? Major Churchward. It also had the Commanding Officer's approval, and we determined to abolish the reduced charges.
1840. But why did you fire with bad powder at all? We did not fire with bad powder. It was because it was examined that we found it was bad. Prior to any practice we found that the powder on examination had very much deteriorated, and we decided then, in view of all the circumstances of the case, to abolish reduced charges.
1841. Then, that was because the powder was bad? Yes, and also because of the difficulty of making up these charges.
1842. The powder being bad, why did you not reject it? It had been here for some years. In fact it had come out with the guns, and the guns were not mounted till long after they had reached here.
1843. What you mean then is that the powder was not up to standard when it reached you? It may have been. But it subsequently deteriorated on account of chemical action.
1844. Who examined it in the ordnance stores? The Ordnance Storekeeper, I believe.
1845. How long ago did you find out you had bad ammunition in the Colony? About January, 1891.
1846. Then, even up to that date, you had bad ammunition in the Colony, and did not know it? Yes; but I must say for myself it was not in my charge. It was only when it came in my charge we discovered anything about it.
1847. Is it not the Ordnance Storekeeper's duty to find out whether it is in good condition or not? It ought to be, but at present we have no charge over that department.
1848. Then, at present you do not know whether the stores are good or bad? We do now, because we arranged with the firemaster to inspect the ammunition belonging to us in ordnance charge, and he has made reports.
1849. Is there much bad powder now? No, it has all been expended.
1850. Then, if it is all expended, why do you demand this large amount? Because we found the reduced charges bad, but the full charge right enough, and we requisitioned to complete the stock.
1851. The cartridges with the full charge are good? Yes.
1852. But why do you fire them? Because the reduced charges of 25-ton gun were reported bad. It is considered inadvisable to make reduced charges as we have not the appliances. The pressure on the bore of the gun would be very little more with the full charge, and in my opinion an accident may have happened at any moment if we had used reduced damaged charges.
1853. There is no difficulty in making up reduced charges in other Colonies, why should there be here? The difficulty is with the 25-ton gun for which the reduced cartridge is made up with a long stick running through it.
1854. But I find the same principle in running the 18-ton guns—there are no reduced charges whatever? No reduced charges are used for heavy guns except for practice.
1855. But we do it for all our guns because it is unnecessary for practice to use full charges and it is a waste of ammunition. The difference in powder must be some 20 lb. to 30 lb., and that means a difference in the cost? We can use reduced charges with certain projectiles.
1856. Here again with 12-ton guns you use full charges? The reduced charge is used. I must explain that although we are able to make up reduced charges in the Colony this indent was to go to England to complete service requirements.
1857. I thought you said you could not make up reduced charges in the Colony? Not for the 25-ton gun, but we make up reduced charges for the rest. This indent of ammunition upon which you have been examining me was made up for England and does not entirely refer to the rounds fired in practice.
1858. Then you do make up reduced charges here? Yes, but not for the 25-ton guns.
1859. And with the reduced charge you say the H.Ps. will not come down? It is quite correct. They will not without being pumped down.
1860. Do you know what is about the life of the very big gun? It is put at about 200 rounds.
1861. That is all that is guaranteed, but we have reason to know that the life is very much more than that? It may be under favourable conditions. One gun in England has given over 1,000 rounds.
1862. Therefore it is of the utmost necessity that you should use, under all ordinary circumstances, reduced charges? We do so use them, but we do not indent for them. We use P2 powder for reduced charges and we have a large stock in the Colony.
1863. *Mr. Mort.*] What is the life of a gun with reduced charges? It is not laid down.
1864. *President.*] I may say it is practically unlimited. Now, how often do you fire full charges? Once a quarter from each gun. That is our instruction on the English regulations.
1865. What is the number of men for each gun—take the 6-in. H.P. first? Since I was here last eight men. The number has been reduced. I only got the drill by the last mail.
1866. You do not mean to say you only got the drill a week ago about the numbers? The improved drill only arrived in the Colony on Friday and I got it on the following Monday.
1867. How many do you want for the 6-in. gun? A gun captain, a gunlayer, and six numbers. 1868.

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1868. Now for the 9·2 gun? That will take thirteen men. There are ten gun numbers, the other would be two magazine men and one for shell room.
1869. Say you have got a magazine supplying two guns, do you want two men to hand up a cylinder? Do you mean two men to each gun? Yes.
1870. Two men to hand up a cartridge? Yes; we are working on the old lines of the R.M.L. guns.
1871. Would you be surprised to know that one man is the number in Victoria. The cartridge is not so very heavy? It is about 170 lb.—it is a big lift.
1872. But it is generally in two pieces? In four; it is.
1873. The man hands out one piece first and then the other;—now, after that, how many men do you want for the other works? The shell magazine wants three numbers.
1874. With H.Ps., do you not generally have the shells piled up round the pit? A certain number, of course.
1875. Therefore, you do not want more men than would lift the shell up? The shells in the pit would have to be replenished from store.
1876. How many shells would there be in the pit? Thirty or forty.
1877. How long would it take to shoot away thirty or forty shells? A long time.
1878. We may say this then—the 6-inch would want eight men on the gun, one in the magazine, and another man—say, ten men? I say we should require eleven in certain places. With a lift we should require another man.
1879. What lift? To lift the ammunition from the magazine floor to the level of the gun-pit. At George's Heights, where there are two 6-inch guns pretty well together, the gun numbers are now reduced to sixteen.
1880. How many men do you want for the magazine? Two numbers, one to each gun; shell-room men two, one to each gun.
1881. I should think your shell-room men should be in the pit with thirty or forty shells, enough to last you all day? Yes; that might be, but two hours might expend them all.
1882. Then their are lightmen and signallers. I make out that every two guns would want twenty-one men —that is, ten and a half men to each gun? Yes, not including officers or gun numbers and without relief.
1883. We differ. Will you prepare us a statement for all the batteries, showing the number of existing guns, the gun numbers, magazine numbers, telephone-men, signallers, and officers? That means sixty-one guns, excluding machine-guns.
1884. Will you tell me how many machine-guns you have mounted on pivot mountings? They are all in course of being mounted, and gun-pits are being prepared from them. We have twelve quick-firers, 1½-inch, two 1-inch, and eighteen ·45 Nordenfeldts and seven maxims.
1885. Now, with these twenty-five smaller guns, are you not going to work any of them with the Infantry? No; because they are required for the defence of the Artillery positions at the heads and on the coast.
1886. Are you going to use the whole of these quick-firers and machine-guns? Yes; they will be manned by Partially-paid Artillery, who cost no more than Partially-paid Infantry and will be drilled to other guns as well.
1887. What do you propose using these small guns against? Boat attacks.
1888. Where? At Middle Head or South Head, Botany, Newcastle, Bulli, Wollongong.
1889. They could not come in? They might attempt to land, and unless we have a few Infantry and these machine-guns to reinforce the Infantry we should not be so strong in holding the Artillery position.
1890. Then you want them in defence of batteries? Yes.
1891. How long have these 1½-inch Nordenfeldts been in the Colony? I could not tell you, but it must be some years.
1892. Who recommended their being sent out? I cannot speak with certainty; but I think there was a committee, consisting of the Officer Commanding the Artillery, a naval officer, and the Commanding Engineer.
1893. They recommended these small Nordenfeldts? I believe so. I did not recommend them.
1894. Did you know anything about their being obtained? Nothing, except by hearsay; they arrived in 1884, and 1887 I took them over.
1895. Do you not think, as a gunner, that the four-barrel 1-inch Nordenfeldt would be worth the whole lot of them put together? I do not think the 1½-inch is a sufficiently powerful shooting gun.
1896. Do you know what the cost of these things were? No; it did not come before me.
1897. Did you ever hear of their being mounted in any other port but Sydney? No; I did not.
1898. *Mr. Manning.*] Since your last examination, you have had under consideration the new drill;—is the statement put in by you last time affected by the new drill? Yes; it would affect the statement to the extent of fifteen men—that is, a reduction of one man per gun (6-inch B.L.).
1899. Of course, you heard the President express his opinion as to the large number of men you said you required—1,274, I think? Yes; I know we differ on the point.
1900. Have you given any consideration since then to the statement you put in? Yes.
1901. Do you wish to qualify it in any way? In no respect; because I desire to see the Volunteer branch extended, and I should recommend in addition to those 1,200 men 535 reserves.
1902. Have you made any comparison between the forces here and those in Victoria in that regard? No; I know nothing about the Victorian Forces.
1903. Do you not think you might, so as to be examined on that point? If the President will give me the information I should be most happy. I have in my hand exact details of every man in the Artillery, and every gun in the Colony, and the arrangements.
1904. As to the guns mounted at the present time—can you give me any idea of the number of men you want? I can man all the guns, except those at Bradley's Head and Steel Point, with the men I have now, viz.: Permanent Artillery, 482; Partially-paid Artillery, 460; Garrison Artillery without reliefs.
1905. *Mr. Meeks.*] Permanent Artillery and Volunteer Artillery? Yes. Supposing we went to war to-morrow, that is the number of men I want. [*Return put in* (*see Appendix*).] With that number of men I could exercise proper control over the forts at the present time, with the exception of the two mentioned, and that is a matter of detail.
1906. Do Steel Point and Bradley's Head account for the difference shown in the return and your previous evidence, where I think you said you only wanted 449? There is a Permanent Field Battery of seventy-three, and two Volunteer Batteries of sixty strong each.
1907. *President.*] Would you mind giving us the total detail of guns at South Head? Two 10-inch R.M.L., two 6-inch B.L., one 9-inch R.M.L., three 80-pounders, and two smooth-bores. In addition, there are a number of machine-guns.

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1908. Strike out the machine-guns, and give me the total of officers, non-commissioned officers, and men you require, inclusive of both Permanent and Partially-paid Forces? One hundred and eighty-nine, including the machine-guns.
1909. I wanted to know without them;—but that is every single man you want? Yes; at present, but not providing full strength of machine guns and without reliefs.
1910. That includes magazine-men, store-men, telephone-men, signallers, depression range-finders, and everybody? It does.
1911. Take Middle Head? Taking Outer Middle Head, the number would be 138 without relief.
1912. My calculation is 112. Now, what is the total number of men wanted, including magazine-men, &c., and officers for Port Jackson? Forty officers and 614 non-commissioned and men without relief. I have been through the statement very carefully, and consider them all required. At Question 1603 you asked me who was responsible for the discipline and efficiency of the Artillery Force, and I should like to say in regard to that that I am entirely responsible at the present time, but during last year I was only temporarily commanding, and the question of reorganisation when it came up was deferred, at General Richardson's request, until after Colonel Roberts' return, and he had resumed command. My organisation differs to some extent from his.
1913. Then how long have you been responsible? Simply from the date of the *Gazette* of April or May, and, although I am gazetted back to 1st January, I was not in the saddle till later.
1914. Then who was responsible? Myself, in the absence of Colonel Roberts; but the question of organisation, especially in connection with the Field Artillery and staff, was deferred for final consideration until Colonel Roberts' return.
1915. You are responsible now? Oh, yes.
1916. Have you made any alterations or suggestions with regard to the very large number of Artillery required here? Of course, I have; I shall have to prepare the estimates shortly, and I have already a statement on which to work.
1917. *Mr. Manning.*] As a matter of fact, during the time that you were *locum tenens* for Colonel Roberts, you did not feel yourself free to push the question of organisation in any way? I did not.
1918. But you do now? Yes; I am preparing an estimate for the Government now.
1919. And of an essentially different character? It is different, certainly.
1920. Now, with regard to this matter of organisation, you have in your mind some alterations? I have.
1921. Those alterations will be practically criticisms on the operations of your predecessor, will they not? I would not like to put it in that way.
1922. Can you tell us in what direction these alterations will tend? One is the organisation of the Field Artillery Brigade, and an improved system of instruction as regards the Field Artillery.
1923. Does that apply also to the Volunteer Artillery? Yes. There would be a brigade of one battery of the Permanent Artillery, and one or more batteries of the Volunteer Artillery.
1924. Then one direction your organisation would take would be to make very much more use of, and to give greater efficiency to, the Partially-paid Forces? Yes; undoubtedly. It would also be in the direction of the establishment of a reserve under what we might call the Partially-paid system—that is, that where a man had served a certain number of years in the Partially-paid Forces or Permanent Artillery he might be drafted into the Reserve, receiving about one-half the present pay. In other words, a man receiving £12 a year would then receive £6, and would have to attend the nine days' drill at Easter in camp, or, if unable to attend, an equivalent number of days to those which he lost in camp. The cost to the country would not be one-half the present cost of the Partially-paid Artillery. I do not intend to reduce the Partially-paid Artillery, but rather desire to increase it, and these reserves would be used as reliefs to the guns.
1925. Would it result in any economy of cost to the country? No; it would increase the cost, I consider, but then we require more gunners, and this would give them to us at a reduced cost.
1926. To whom would you reveal this scheme in the first place; would it not be to Major-General Richardson? Undoubtedly. I have already interviewed him on the subject.
1927. You would not reveal it to the Military Secretary? Not necessarily—certainly not.
1928. Would you, as a matter of discipline or etiquette? No; I do not think I need touch on the subject with him.
1929. I take General Richardson to be your chief. I want to know whether or not you would reveal this scheme of organisation to anyone but your chief, as, for instance, the Military Secretary? I would not. I have not done so.
1930. It would be an infraction of discipline if you did? No; I do not think so. I think old Artillery officers may discuss a matter of that kind together with propriety.
1931. *President.*] But you would not submit your scheme to him officially? No; certainly not.
1932. *Mr. Manning.*] I am taking the matter officially? Then I decidedly say I would not.
1933. Does your scheme of reorganisation traverse the management of the Artillery Forces of the country? At present we can only talk of my own ideas on the subject.
1934. I want it in plain English? Yes, it may be taken to do so; but then I must also say this, that an increased armament necessitates more men in the future than in the past.
1935. Would you be able to utilise this scheme for the defence of the Hawkesbury? Yes; if there was any question of Artillery defence arising in that direction.
1936. Supposing there was? Then, of course, these men could be utilised.
1937. This expenditure on reserve men would enable us to equip a defence there? Undoubtedly.
1938. *Mr. Cowlishaw.*] To what number of guns do you propose to increase? One hundred guns of all calibres, including machine-guns.
1939. What increase would that be on the heavier guns? From fifty-four to sixty-one.
1940. How many men would it amount to in regard to them? I must submit that the present scheme necessitates provision for detachments of thirty-nine machine-guns in addition to the heavier artillery.
1941. *President.*] Unless the machine-guns are at least 6-pounders you do not count them as guns? But I have to provide men to work them.
1942. *Mr. Meeks.*] Then you really want more Permanent Artillery than you have at present? Not men, but seven officers for Garrison Artillery.

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1943. I am aware you were not the officer commanding the Artillery, but can you give the reason why the number has been increased over the number formerly recommended? The increased number of men is caused by the increased number of guns. For instance, we are now putting up three guns, and it takes thirty-three men for the gun numbers alone.

1944. Do you get these thirty-three men without increasing the number at present? Yes; that is one reason for the increased number I suggest of officers.

1945. Could not the partially-paid men be made use of for 9·2 guns? I will not say they cannot be eventually. My scheme is this: that the whole of the gun numbers of every gun mounted in the batteries should be composed of detachments of partially-paid men, with the exception of the guns on the coast;—that is, one 9·2 at Newcastle, one 6-inch at South Head, one 6-inch at Wollongong, and two 8-inch guns at Newcastle. The whole of the other gun detachments would be Partially-paid Artillery. A large number of Permanent Artillery are, however, necessary to enable officers to communicate in carrying on the defence, and there are also range-finders, master gunners, men serving out ammunition and bringing it up, artificers, and men attending to lamp signals. These are men who have been thoroughly drilled, and have exact knowledge where they can put their hands on anything at once. They are what may be called underground numbers.

1946. *President.*] But, if you have such an enormous number of partially-paid men to man the guns, you do not want such a large number of Permanent Artillery for underground men? I think so. I have worked it out practically on paper, and I think we do require them.

1947. You propose then, that all the guns, with the exception of those you have referred to, should be manned by partially-paid men? I do. I consider the partially-paid men could be trained to be excellent gunners.

1948. *Mr. Mort.*] Do you propose to recommend any alteration in the engagement of the partially-paid forces? It will have to come in some time, no doubt, but the returns give us an average length of service of four years now.

1949. Would you not be in a better position if they were engaged for three years? No doubt we should have a greater grasp on the men; but, as a matter of fact, I look on the service now as four years, as that is the average in the Partially-paid Artillery, but in spite of that, and my high opinion of the men, I should prefer they were enlisted for a definite period.

1950. *President.*] But, practically, results have shown you that you have them at present for four years? Yes.

1951. Why would you not use the partially-paid men on the 6-inch gun at Wollongong? I think there ought to be one detachment of your best troops, if you like to term it so, or your best-drilled troops at each of the important advanced positions. That is why I have detailed one at South Head, one at Wollongong, and two at Newcastle.

1952. Why two at Newcastle? One at Fort Scratchley and one at Shepherd's Hill.

1953. How many men does that mean? Twenty-two gun numbers at Newcastle, but the magazine numbers—men in charge of telephones, or engaged in carrying on communication from the sectional officer—would be permanent men.

1954. *Mr. Cowlishaw.*] How many officers are there to the number of men in the Permanent Artillery? There are fifteen officers, Garrison Artillery, not including myself or my Staff officers.

1955. Is there any recognised number of men for each officer in the Imperial service? We have been guided by the number of batteries and the number of guns to be controlled by each officer.

1956. Is it necessary to have commissioned officers to take charge of these batteries? Yes.

1957. Is there no regulation for any number for an officer? No.

1958. Is the number of officers you have given excessive? No; I do not think so.

1959. *Mr. Meeks.*] If you will look at the Return of the 9th July, you will find the officers given as twenty-two? Yes; but if you will look at the Estimates you will find one is a veterinary surgeon, and one a doctor at Newcastle.

1960. *Mr. Cowlishaw.*] According to the figures, there are about twenty-five men to each officer? Yes; about that.

1961. You do not think that that is excessive? No; not under the circumstances, because there is one battery at one point and another several hundred yards away. There is one officer who controls both, a second gives the range and the nature of the projectile to be used, and controls the fire and electric light, &c.; and then in addition there are battery commanders, who superintend and control the different sub-officers; but out of the officers of the Permanent Artillery there would be very few in the batteries. They would be controlling two or three or more batteries, or controlling the firing.

1962. *President.*] What is your estimate of officers, roughly, for the harbour? Six officers at Middle Head, two permanent and four partially-paid; Inner Middle Head, one permanent and two partially-paid; George's Heights, three permanent officers and two partially-paid; at the casemates, one permanent officer and two partially-paid; at South Head, three permanent officers and six partially-paid; at Steel Point and Bradley's Head there would be in each place two partially-paid officers—total, thirty.

1963. *Mr. Manning.*] Is there anything in your previous evidence to which you wish to refer? Yes; in my answer to question 1613 in reference to work done on the "Excellent," I wish to point out that the work done on the "Excellent" in 1861 was quite equivalent or equal to anything done at Shoeburyness at that time, and officers in the Imperial Royal Artillery looked on officers of the same standing as myself on the "Excellent" as having an equivalent education in gunnery. In question 1619, as to the value of the Chief Instructors' certificates, I am authorised to say that the value of the Chief Instructors lies in their providing a course which is equivalent to the long course at Shoeburyness, with the exception of siege artillery and minor details.

1964. *President.*] On whose authority do you say that? On Major Churchward's. In reference to questions 1623 and 1633, I should like to put in the following true extract relating to myself:—

General Order No. 247, of 15th December, 1891; paragraph 2.

COLONEL ROBERTS, C.M.G., having returned to duty, is taken on the strength of the garrison from this date, and will assume command of the Artillery forces, and Colonel Spalding, C.M.G., of the New South Wales Artillery. The Major-General has much pleasure in recording his appreciation of the manner and thoroughnees with which Colonel Spalding has performed the important and responsible duties of the higher post.

By order,
H. D. MACKENZIE,
Lieutenant-Colonel A.A.G.

True extract.—H. LE MESURIER,
Lieut., Staff Officer, Artillery Forces.

Now

Now in regard to non-commissioned officers and gunners in position and the certificates of instructors, I hand in a list showing the certificates :— Colonel W. Spalding, C.M.G. 14 July, 1892.

RETURN of officers, non-commissioned officers, and gunners in possession of School of Gunnery certificates up to 1888 :—

Officers.			Non-commissioned officers and gunners.		
10	.....	1st.	38	.....	1st.
—			13	.....	2nd.
—			6	.....	3rd.
Total..... 10			Total..... 57		

WARNER SPALDING, Col. C.A., 14/7/92.

RETURN of officers, non-commissioned officers, and gunners holding certificates in gunnery since November, 1889 :—

Officers.			Non-commissioned officers.			Gunners.		
6	.....	1st	15	.....	1st	21	.....	1st
—	2D ...		6	.....	2nd	11	.....	2nd
			3D.....			2D.....		

Lieut. H. Kyngdon, 1st class in "F" battery, range finding.
Corp. H. Johnston, 1st class in "F" battery, range finding.

WARNER SPALDING, Col. C.A., 14/7/92.

"D" signifies distinguished.

1965. *President.*] You have said that the course here is equivalent to that at Shoebury, with the exception of siege artillery ;—that being so, is there any use in sending officers home? They have gone for other reasons as well as the artillery course. They go to Waltham Abbey to pass in powder, and to the Isle of Wight to pass in position-finding.

1966. Have you a position-finder? No.

1967. Then what is the use of sending them home for that? It was not finally approved of till this year. We have proposed that these officers should follow on the chief instructor, so as to fill his place when he returns to England.

1968. Then really, as an artillery officer, you consider it a waste of money to send these officers home when they could learn all that is to be learnt here except in the two subjects you have mentioned? England is a wide field, and in any case I think the ammunition part of it is very necessary for an artillery officer, and then they also have the advantage of attending any experiments that may take place.

1969. Is it not much more to the purpose that the Colony should pay attention to the War Office on the recommendation of Director-General of Artillery? No doubt; but I think the recommendation might be submitted before anything is done. Possibly the Director-General of Artillery knows nothing of our system of instruction.

1970. *Mr. Cowlishaw.*] In the Artillery there are a number of officers appointed in the Colony—where did they get their experience? They had no experience. The last appointed officers receive reduced pay until they obtain a certain degree of efficiency. They belong to the Colony, and many of them are educated here.

1971. Was not Captain Savage educated in England? Yes, at the Royal Naval School.

1972. How long do you reckon it takes to get experience as a commanding officer? Twenty or thirty years perhaps, but a man may get the experience sufficient to justify his appointment as major in say ten to fourteen years.

1973. What course do you put them through after they are appointed? A six months course and daily drills.

1974. Would a six months course fit a man to become an officer? Yes; he would have learned the principles of his work and to obey orders. In the Imperial Army there is exactly the same thing.

1975. But they go through a school in the old country called a Military Training School? Yes, they do; and it is very desirable that something of that sort should be adopted here.

1976. *President.*] In the Imperial service they are all on three years probation? Twelve months, I think. Something was said the other day with regard to the efficiency of the shot practice, and I beg to hand in the following extract from General Order, No. 71, of 10th April, 1891 ;—"Paragraph 1. His Excellency the Governor and Commander-in-Chief of New South Wales desires to express to all ranks lately encamped at Middle Head his extreme satisfaction with their appearance and discipline, and efficiency in gun practice on Friday last. He was also pleased to hear from Colonel Spalding, C.M.G., commanding the troops, of their good conduct while in camp. By command, W. W. SPALDING, Colonel, Commanding Troops.' 'True extract.—H. LE MESURIER, Lieutenant, Staff Officer, Artillery Forces.'" He could not have been very well displeased with the service of the guns on that occasion, seeing that a range of 3,000 yards the first shot fired struck a hulk fired at, tearing the masts out of her, the second struck her bows, and the third sent her to the bottom.

1977. Coming to deserters—when deserters have been tried and sentenced, what happens? They go back to their duty.

1978. As a matter of fact you let them go on serving? Yes, we do, as a rule. With reference to the amount of military crime in the Permanent Artillery it does not compare so very badly with the Imperial Army. As regards minor punishments we are a little better conducted than the Imperial Army.

1979. Do you think it is a fair thing or a just thing that any comparison of the Imperial army with men out here should be made? Men are men all the world over, and I think that the men out here are a very intelligent set.

1980. Therefore, on your reasoning, the greater the amount of intelligence the greater the amount of crime ;—what is the principal crime? Desertion, undoubtedly. I do not think you try your deserters, but we are obliged to.

1981. We both try them and dismiss them ; if a man is found guilty of desertion he is then sent to his imprisonment, and then we dismiss him? It would be a very good thing here.

1982. *Mr. Cowlishaw.*] Your argument is that education unfits a man to be a soldier? No, it is not. A man may be well educated, and an excellent soldier; but for all that he may be inclined to play up occasionally. You must also remember that we have not the same advantages for tracing men who desert as they have in the Imperial service. Here, if a man goes to another colony, there is extreme difficulty in getting him back ; it is hard to find him. But in England, if a man deserts, he cannot go far, because there are troops everywhere, and his officers soon get to hear of his whereabouts.

1983. Then the difficulty in dealing with them is increased? With us the men sometimes come back of their own accord ; but that is frequently when they are driven into it by actual necessity, such as want.

1984. *President.*] Then, do you not think that you would be well rid of these waifs and strays who only come back at the call of the stomach ;—do you not think a man who does that must be a very poor man? Undoubtedly.

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1985. Would it not be better to let a man who has committed a crime take his punishment and then get rid of him? Undoubtedly. I should like to point out to you that the desertions after three years' service are very few; in fact, they are next door to nothing.
1986. What time do you give a man to see whether he likes soldiering or not? He is entitled to take his discharge at the expiration of three months free. After that, if he deserts, he has to put up with the consequences.
1987. *Mr. Mort.*] Is it in your power to issue an order that any deserter shall not be re-employed on coming out of prison? I can make a recommendation to the General to discharge him, and he would be discharged in all probability. There are men who come a second time to us, and sometimes with a very true story as to why they deserted and why they come back. They may have married without our knowing anything about it; they are unable to support a wife, and so on. They have married without leave, and find 2s. 3d. a day not very much to live on.
1988. *President.*] Do not men in the Imperial service marry on less than that? Quite so.
1989. *Mr. Cowlishaw.*] These men make extra money and are able to increase their pay a good deal that way? Of course, occasionally; but it could not be counted on as a regular thing, but they do get a certain amount of working pay.
1990. Do these men who are employed in the workshops get extra pay? They get no extra pay. They get 7s. a day as artificers, and their assistants get 5s., but they get nothing beyond that.
1991. *Mr. Meeks.*] There is a large amount of working pay during the year? There has been a good deal, but there will be less as we get our fortifications completed. The principal part of the working pay has been for the transport of ordnance.
1992. What is the necessity for a battery of Permanent Field Artillery? It is considered necessary to have one.
1993. Why? For the reasons given in my report for 1891.
1994. Can you give us them? There is one very good reason, as you will see from the report:—"While on the subject of horsing the field batteries, I desire to report that in my opinion the cost of the purchase and maintenance of the limited number of horses belonging to the Field Artillery has been more than recouped in value by the undoubtedly increased efficiency of all ranks of the Field Artillery forces. It is now my intention to show that the cost of maintenance exceeded only by some £265 the expenditure which would have been otherwise necessary for the very partial training of the Field Artillery using unbroken and unsuitable horses. Cost of feed, &c., for sixty Permanent Artillery horses, £1,480; hire of horses for Volunteer Artillery, £850; extra duty pay to Permanent Artillery, field hire of horses for Permanent Artillery, £370; in connection with training Volunteer Artillery, £79; transport, £74; balance, £265. I propose with your concurrence to arrange during the current year for the Permanent, and, if possible, the Volunteer Artillery batteries, to go through a thorough course of field Artillery firing against light field works, representations of field guns, and their detachments, cavalry, and in infantry on a specially selected site."
1995. *President.*] What is the extra duty pay for the Permanent Artillery men? When they turn out horses for the Partially-paid Artillery they get a certain allowance for cleaning up the harness afterwards.
1996. But is it not the duty of the Permanent Artillery to teach the Volunteer Artillery to clean their harness? Yes; but with our P.P. Battery there is no harness to clean.
1997. Therefore they do not get paid? No; but the Volunteer Artillery use the Permanent Artillery harness, and you could not expect the partially-paid men to be up to the requirements of the Permanent Artillery men; and there is also another reason—the men have frequently to drill in the evening, and do not go from their parade till it is dark, and you cannot clean harness very well by gas-light, and therefore the Permanent Artillery do it. The total cost of the sixty Permanent Artillery horses was £1,480, to which has to be added £79 in connection with the training, making a total of £1,559 as against £850 for the hire of horses for the Volunteer Artillery, extra duty pay and hire of horses for the Permanent Artillery £370, and £74 for transport, thus leaving a balance of £265.
1998. How many guns do you horse? With these sixty horses we can horse two batteries of four guns, with the exception of No. 1's Volunteer Artillery.
1999. If you were turning out a battery complete of six guns how many horses would you want? Eighty-six, with ammunition wagons; 8 spare horses.
2000. Therefore how could you horse two batteries with sixty horses? We can for drill purposes. You asked me the other day why certain powder was not fired away. There is not sufficient powder in the Colony up to stock, and I find on going into the matter very carefully we want a very large quantity of powder from England.
2001. I thought you had 300 rounds per gun? No; we require 82,240 lb. of prismatic black, and 61,000 lb. of prismatic brown.
2002. Is it so, indeed. How many rounds per gun—I am referring to big guns—have you got in the Colony? Thirty-eight for 20-ton and over 100 for the others.
2003. Is that all? Only that number, and that is the reason why I indented for more.
2004. Whose duty was it to see that the guns had the number of rounds? I ascertained what the number was, and that is the reason of the indent. That indent was sent home in July last; but, for reasons with which I am not cognizant, it was not supplied. On seeing that our stock of powder was so low, I stopped any further shot practice. I wrote to the Officer Commanding the Forces on 3 September, 1891, that cablegram to expedite might be sent, and again on 23 January, 1892, requesting that a cablegram might be forwarded to England, asking that the supply of warlike stores ordered six months previously be expedited, and again on 29 February, 1892, I wrote referring to my letter of 23 January, asking for the despatch of a cablegram, and asking to be informed what action had been taken to have the indent fulfilled. To this I got a reply that reference had been made to the Principal Under Secretary, and on July 7, 1892, I was told the matter was referred to the Military Secretary on May 13, 1892.
2005. *Mr. Manning.*] Then notwithstanding what anyone may say to the contrary, we only have got 300 rounds per gun here? Yes; that is so as regards the heavier guns in the full charges.
2006. *President.*] Will you have the goodness to state the exact number of rounds per gun you have now in the Colony? I am not prepared to state off hand; but I will forward you a statement.
2007. Where does the General get his information from? From the Ordnance Department as far as I know. It is not under my control; but as I am here to say what I think, I think it ought to be under the control of the Officer Commanding the Artillery.

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2008. *Mr. Meeks.*] You are aware that General Edwards said that this money could be better spent on the Partially-paid Field Artillery than on the Permanent Artillery? Yes; we have had the opinions of a good many generals.
2009. You do not agree with him? No; I do not.
2010. *President.*] You know he made that statement? I believe he did; but I could not say he did.
2011. *Mr. Meeks.*] Here is the extract from his report:—"The Permanent Force of Artillery are a fine body of men, and are capable of fulfilling their duties; they are more than sufficient with the 452 Partially-paid men to man the guns of your defences, but specially enlisted artificers are required to keep the mountings and machinery of the different guns in order. The field battery was recommended by General Shaw, but its cost is excessive, and amounts to not less than £7,500 per annum. This expenditure could be better applied in the formation of batteries of Partially-paid Field Artillery, an arm in which your forces are very deficient?" I am not in favour of partially-paid field artillery for one reason that it takes a great number of years to make a battery efficient.
2012. *President.*] Then you propose to do away with them? No. We have a battery which has been in existence for twenty years and is fit to take its place alongside the Permanent Field Battery; but I must admit that it is an exceptional case.

[*The Commission adjourned until the following day, Friday, 15th July, at* 11 *a.m.*]

FRIDAY, 15 *JULY*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Captain C. J. Barlow, R.N., examined:—

Capt. C. J. Barlow, R.N.
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2013. *President.*] You are captain of H.M.S. "Orlando?" Yes.
2014. You know that this Commission has been appointed to go into the defences generally of the Colony? Yes; I am aware of that, but on such very short notice I have not come prepared with what may be the information you want.
2015. Can you give us an idea of to what extent, in the event of attack, the navy would help? The Admiral has all that in his disposition, but I may say that it would greatly depend on the exigencies of the case. It may be our duty to be away from Sydney.
2016. Have you any information as to the special squadron;—would it be near the port to lend help right away? I think, if I remember rightly, these boats are, in the event of a declaration of war, under the Imperial control, and can be used wherever the Admiral may like, even if necessary to go to China, supposing we apprehend danger from that direction. It possibly would happen that the defence of Australia might be entered upon a long way outside Australian waters.
2017. *Mr. Meeks.*] Then it is an Imperial Squadron? It becomes Imperial in time of war, and it may be best in the defence of Australia to meet an enemy a long way off. They might be sent well up towards China, or they might be massed near Sydney, or at some point on the coast, or beyond South Australia. I wish you to understand that I am only quoting from memory when I say that the Australian Squadron is Australian in time of peace, but in time of war it becomes Imperial, or rather is under the control of the Imperial authorities, who bear all charges.
2018. Then they might be sent altogether away from the Australian coast? I think so, speaking from memory; but it is a long time since I saw the Act, and I have not had time to look the question up. On reference to the Act I find the Special Squadron cannot leave the Australian Command without the consent of the Colonies.
2019. At any rate, it is quite possible that the Australian squadron might be hundreds of miles away from Sydney at the moment of sudden attack? Yes, it is possible; but we are at present employed in a scheme of distribution along the coast of Australia, and we are also preparing for the manning of auxiliary crews here to act as a reserve.
2020. *President.*] Have you any idea if our Naval Brigades here, or those in Victoria, come into the scheme of defence? I cannot tell you; but Captain Sinclair has the working out of that part of the matter in hand, and he will be able to tell you. My own opinion is that they do not. I think it is supposed to come from the list of pensioners in the Colony.
2021. Do you happen to know if any of these pensioners are now serving here? I do not; but I should think it was most probable.
2022. *Mr. Mort.*] We may take it, then, that anything you have is entirely made up of your own men? Yes; almost exclusively.
2023. *President.*] As to the men who are serving, you do not know whether they are pensioners or not? I do not.
2024. Practically, it amounts to this, that so far as the Royal Navy is concerned the defenders of the port must reckon on what sort of defences they can get hold of? Not entirely. It may be that only a vessel or two may be necessary to go away, or it may be that the whole combined force of the Imperial service is necessary to meet an enemy, and it just depends upon where is the best place to meet him. It may be close to Sydney, or it may be a very long distance off.
2025. But for the actual defence of the harbour, we have to rely on what means of defence there are here? I should think so. I should suppose local defences would be entrusted to the different ports.
2026. Therefore, it is absolutely essential that the local naval forces should be worked up in connection with the local defences of the port? I should say so. At any rate, it must be for all mine purposes, because it is obviously impossible to carry on defence by mines without a naval force.
2027. They would also have to man guard-boats, torpedo-boats, look-out boats, and all that might be required? Yes; everything.
2028. Now there is another question I want to ask you, and that is, can you give me an opinion of the actual value of the forts here for stopping hostile ships? I have not gone into that question.

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2029. Supposing there were no mines laid, would it be possible to run three or four ships straight in, and get under the forts? Yes; I think you could run the channel very easily without lights, or anything else, and at a high rate of speed I would do it with the "Orlando," but a hostile vessel would be acted on by want of knowledge as to whether there were mines laid or not, and being hostile he would have to think twice before he attempted it, but on the supposition that there were no mines, there is nothing to prevent your coming up at any time you like.
2030. You would do it yourself? Yes; I would undertake to come through at 10 or 12 knots, and not get much damaged.
2031. *Mr. Mort.*] That is from your intimate knowledge of the harbour? Not at all, or at least not entirely. There are charts of the harbour, and it is as well known as any other large port.
3032. *President.*] Then if you were in authority on a ship like the "Orlando," you would have no hesitation in racing into the channel at full speed? No; I would come in; but should have to have regard to the state of the tide. The "Orlando" draws 24 ft. 6 in., but she does not steer with less than 27 feet under her, and you can feel her then at full speed, so that I would have to pull her down to 10 or 12 knots.
2033. At 12 knots you would not mind coming in at night? No; and make a rushing attack.
2034. With regard to rushing batteries, take our batteries at Melbourne, where they have a tremendous lot of guns, supposing the channel was as clear there as here would you have any hesitation in bringing your vessel in at that speed? I am not prepared to say without going into the position of the guns, and seeing what my chances might be. Taking the position of the guns, and the circumstances of the time and place matters may combine and enable you to make a rush.
2035. Except there is any obstruction, it is a naval axiom that ships can always rush across forts? Not always. It is not always expedient, and you must have regard to the class of vessel whether she is heavily armoured or not. For instance, the South Australian cruisers are utterly unprotected.
2036. If a shot strikes, the thing is ended? No; not ended, but she is very tender and easily hurt.
2037. As she is so tender a quick-firing shell would go clean through her? Yes; from one side to the other, but if it struck the deck I do not say that so much harm would be done.
2038. So then, if the guns are not very numerous, and the vessel is suitable you would have no hesitation in rushing past? No; but then you must recollect you have also to consider the means of getting out. It would not be much use to rush past the batteries and then find yourself in a trap, with no means of escape.
2039. Suppose you got in with two or three ships, and came right up to the Circular Quay, could you not do as you liked with the city? I would not attempt to do that unless I had the whole channel clear for me to get out again.
2040. But supposing you got up to the Circular Quay, and dropped a shell into the city, and commenced to burn it down, and having set fire to it send for the authorities and say, "If you do not come on board and make terms I will burn your city down"—is it not possible? It is possible, but a mine or sunk ship in the channel would make it very difficult to get past. I might get up and say "I will destroy your city," but you may capture me after I have done it, and the time would come when it would be your turn.
2041. But having destroyed the whole town would not the object for which you had come up be accomplished, even if you lost a ship in getting out? Quite so, but when it is all over, all that you have done is to injure a large amount of private property, while the Government property you have hardly injured at all.
2042. Would you not be prepared to sink every ship in the harbour? Yes, no doubt.
2043. And destroy everything you possibly could? Of course.
2044. And that would only be private property? It could be done as you say, but I do not think any civilised power now-a-days would do it.
2045. Do you remember the bombardment of Canton in 1858? Yes.
2046. Did we not fire right into the town then? Yes; but 1858 and 1892 are very different dates. Certainly it might be done by some nations. The French would do it to-morrow, or a great many people think they would if there was a war destroy Brighton, Dover, and all the south coast ports.
2047. Would not a man be fully justified in destroying all he could and saying, "I will risk one or two ships for the purpose," so as to direct attention from some other point of attack? Yes; if you look at it in that way.
2048. If you block a channel your own fleet cannot get in to repair damages? They can go to other ports.
2049. May not the same circumstances hold good for every port? Yes; every port round the coast might be destroyed.
2050. Then you have lost your naval base? For the time being perhaps.
2051. If you want to put your ship into dock how is she protected? There are the mine-fields.
2052. But without them? I am not prepared to say.
2053. *Mr. Mort.*] As a matter of fact you are the only one of the squadron that cannot come up the western channel? No the "Curacoa" could not.
2054. Is there not 23 ft. 6 in. of water in the western channel? That is not enough for us.

[*At this stage, the evidence to be given being of an extremely confidential character, the shorthand-writers were directed to withdraw.*]

2055. *Mr. Manning.*] Supposing a naval attack to be made at Botany Bay; I want your opinion of the means of defence at that particular point? I am not acquainted with the ground, and have not looked at the chart with a view of attacking there.
2056. You have not considered the question at Botany Bay; have you at Broken Bay? No; I have considered the defence from a more general standpoint, and the only question is, in case of war, where to meet the enemy before he has time to get here, and for that purpose we are now considering a scheme of distribution of the vessels round the coast of Australia.
2057. *President.*] Have you ever inspected the Naval Brigade? No, never.
2058. Have you ever seen it exercised? I have seen some of the companies at drill, and they drilled very smartly. There is one company—Milson's—composed of ten years' service men; men who took their discharge out here, and would be the pick of our men.
2059. What is your opinion as regards the officers? My opinion is that it is a great mistake that the officers, as officers, are a great deal inferior to the men as men. Therefore, I look on the men as men, as more valuable than the officers as officers.

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2060. Would it not be possible to get efficient officers? Yes; there ought to be very little difficulty; and one fault I find with the officers is that some of them have been connected with the Brigade too long.
2061. Would it not be possible to have a naval officer commanding the Brigade? I should think so, and it would work well, provided he was limited to three or four years' service. I find myself that the conditions of naval service change very rapidly; speeds are accelerated from year to year, and if you are long away you get out of touch with the changes. In three years I find I get quite behind the times, practically speaking. Why, there are new guns, new rifles, and new appliances at home that I have never seen.
2062. It is imperative then, that the Naval forces should be better officered? Yes; my own opinion is that the officers are not as well up to their work as the men are to theirs.
2063. *Mr. Meeks.*] None of them have had any training? No; whereas the men have been in the service, some of them since they were 15 years of age, and they have had ten years of absolute training as well.
2064. What is your opinion of the "Wolverene"? Just that she is a very expensive toy; it would pay the country to give some one £500 to knock a hole in her bottom. She is most expensive, and utterly useless.
2065. Then she would be of no service in time of war? No, not the least.
2066. Then the Naval Brigade would be of no service? Absolutely none, so far as the "Wolverene" is concerned.
2067. *President.*] What is the use of the Naval Brigade, or to what use should the men be put? I should put it to its proper duty, such as taking charge of mine-boats, torpedo-boats, tenders, and for purposes of that description.
2068. We have also the Naval Artillery Volunteers? I should say they would be of use with the locomotive torpedo boats.
2069. *Mr. Manning.*] What about their record? I could not possibly give an opinion; it is a large question to go into.
2070. *Mr. Meeks.*] Outside the "Wolverene" we have no boats here? You have two 67 feet torpedo boats.
2071. Are they in your opinion sufficient to assist the submarine miners in taking charge of the mines? Merely for Sydney.
2072. Assuming that the entire squadron is absent, would they be of any use to the defence? I should not like to answer.
2073. *President.*] Do you know if any conference has ever taken place between the Naval authorities and the Naval Brigade authorities, as to what should be their particular duty in case of war? None to my knowledge.
2074. Have you any idea whether the Naval Brigade would be under the Admiral? I do not know; in Victoria they come under the Admiral, but I am not so sure about it here—I think not.
2075. *Mr. Cowlishaw.*] You have several ships that are not manned; could not the Naval Brigade be utilised to work these ships? I think you would have to bring in a special Act of Parliament to enable that to be done. There is nothing in the Act in force at present to allow of it.
2076. *Mr. Meeks.*] They would be practically useless, so far as the defence of this Colony is concerned, if they were utilised in that way, because, as these cruisers may be called away from New South Wales at any moment, the Naval Brigade would have to go with them? The Admiral is supposed to consider the affairs of all the colonies, taking as much care as possible that where he goes is the best point to meet attack. We are not only called upon to deal with the defences of this Colony only, but of them all as a whole, and Australia has a very extensive seaboard. The enemy does not make any distinction between colonies, but says, "there is Australia, I am going to attack it," and the duty of the Admiral is to anticipate this, and go to the point where he thinks he can fight him best.
2077. As these colonies are now situated, each one acting for itself, we have to take into consideration the best means of defending the ports of New South Wales, therefore, if the Naval Brigade were put on board the cruisers, New South Wales would in effect be deprived of the benefit of these if they had been trained? That is quite so. I would very much like to see an Act by which these ships could be more locally controlled; but I am almost confident that the moment war is declared, the whole of the ships are under the Imperial authorities.
2078. *President.*] I think they cannot go beyond the Australian command? It may be so, I may be making a misstatement.
2079. *Mr. Mort.*] Seeing that the Imperial forces and the naval forces of the Colony must act in concert, and in case of a descent on the port when the Admiral might be away, would it not be as well that the command of the Naval Brigade should be under the officer commanding the forces? It is a very difficult question to answer.
2080. Supposing there were two heads, and supposing there should be friction between them, would not great damage ensue through there not being one head? There might. In this case there is no question about naval manœuvres, it is simply the defence of the port, and looking after the mines which are laid by the soldiers. The military have to take charge of the mine-fields.
2081. Then is it not essential that the boats' crews should be under the direction of the officer in charge of the mines? They would have their own boats, and boats cannot well guard mines without the guns of forts to protect them. If mines are protected only by boats, the enemy might destroy them. Boats would be useful in the case of a counter attack, but then you cannot combine in the defence a boat defence of mines, because the enemy's boats might get mixed up with them, and the protecting batteries would only fire into their own men. There are certain positions in which you can use the boats, but not where the mines are protected by batteries.
2082. *Mr. Meeks.*] Then the mines should be under the protection of our own forts, and would not require boats? Yes, you cannot combine the two defences. The only case where it is admissible to defend a field with boats, is where the water is shallow, and you cannot get the big ships in.
2083. *Mr. Mort.*] As a matter of fact, in warfare generally the dual command has been conducive to friction? It has always been so. It was the case in China, where there was tremendous friction between the Admiral and the General.
2084. Do you not think the Naval Brigade ought to be under the General? I would sooner they were away from us.
2085. *President.*] You would say they should act in concert, under the direction of the Minister? Yes.
2086. And it should be settled beforehand what course they should pursue, and what their duty was? Exactly.

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2087. *Mr. Meeks.*] You would not express an opinion whether we require more naval defences at the present time? I would not like to.
2088. But really that forms part of the matters we have to consider? However that may be, I should not like to say anything.
2089. *Mr. Mort.*] While you consider the "Wolverene" absolutely worthless, you are of opinion that the Victorian flotilla is distinctly serviceable? Yes; they have four gunboats of a very powerful class, and adapted to shallow water, and they also have an ironclad.
2090. Can you give us the best way to employ our local naval forces, amounting to something like 500 men? I should like to go into the subject and see what share is already taken away by the army. So far as I can see, it leaves only the local torpedoes and the "Wolverene."
2091. And she is a perfect encumbrance? She is a useless expense as she is now. She is very old, very slow, and would not stand for five minutes before the smallest gunboat. I should have turned her into a training-ship instead of the "Sobraon," and she would have come in most beautifully for that, as she is adapted for it, but as a fighting ship she is of no more value than Noah's ark.
2092. Do you know what is the value of a thoroughly efficient boat like the Lizard? I can send you the exact figures, but roughly I should dare say about £80,000.
2093. Do not you think she is the sort of vessel we ought to have? Even if she is out of date now. There is much better class of such gunboats now.
2094. *Mr. Cowlishaw.*] Do I understand you to say that these cruisers are useless to us? No; of their class they are very fine cruisers, but they are not what are called first-class cruisers. The "Orlando" is a first-class cruiser, but we are not expected to take our place in line of battle with her. The Australian cruisers are totally unarmoured, save for an armoured deck, and in firing; it is very hard to penetrate the deck, but owing to their construction unless a shot struck into the vitals of the ship, she would probably float and manœuvre for a long time. They are what are called second-class unarmoured cruisers.
2095. Then the mail-boats are practically as good as the cruisers? Except that the cruisers are much more strongly built, and are divided into more compartments, and hence it would take a good many more shots to sink the "Wallaroo" than it would the "Australia," but as for their value in attacking forts it would be suicide for these ships to attempt it, particularly with a plunging fire.
2096. *Mr. Mort.*] You say that you would be willing, if the inducement was great enough, to run past the batteries in the "Orlando"—would just the same thing apply to these unarmoured ships? It would be a great deal more risky.
2097. Would a shot from a 6-pounder quick-firing gun, striking in the engine-room, disable her entirely? It might.
2098. It could penetrate into the engine-room? It could. There is first a steel deck over all, and there are double sides, but there is a great deal of surface it would penetrate.
2099. And go clean through the ship? Yes; they are only $\frac{5}{8}$ of an inch thick. As far as I remember a 3-pounder will penetrate three inches of iron at 100 yards.
2100. *President.*] Then you think we must depend on local defence for the harbours? Yes, local defences with a cruiser.

[*The Commission adjourned till* 11 *a.m. Saturday*, 16*th July*, 1892.]

SATURDAY, 16 *JULY*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, Esq. | W. P. MANNING, Esq., J.P.
A. W. MEEKS, Esq. | J. LAIDLEY MORT, Esq., J.P.

Captain Francis Hixson, examined:—

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2101. *President.*] You know what this Commission is for—to look into the defences of the Colony, and naturally, we want to know how far the naval forces will assist the land defence. Can you give us your scheme of what you propose to do with the local naval forces in time of war? As to our local forces, first we have the "Wolverene" which is manned by the Naval Brigade of Sydney, and that would absorb about the whole of the Naval Brigade stationed here. In addition, we have two torpedo boats in proper order, though they are somewhat small, and they would be manned by a portion of the Naval Volunteer Artillery. Then we have a large number of Schwartzkopf torpedoes, and fifteen sets of dropping gear. These, in the event of our being called upon to defend the port, would be utilised by being fitted into some of the harbour steamers, and that would pretty well absorb the remaining portion of the Naval Volunteer Artillery. We have a company of the Naval Brigade at Newcastle, and they would be absorbed in manning some local vessels we have there at command, but which are not at present armed, and we should, I take it, require all the men there for the purpose of scouting, manning torpedoes, and generally doing what we could to assist in defending Newcastle.
2102. First of all as to the "Wolverene" which you man with the Naval Brigade, would you go out to fight an enemy? If we got a chance, certainly.
2103. What age is she? A little over twenty years.
2104-5. Would you be surprised to hear she is over thirty? By-the-bye, she is nearly thirty.
2106. Considerably over thirty? She may be. For the moment, I cannot remember; I think she was built in 1864.
2107. Are you aware that as a fighting ship she is totally useless? No, I am not. She is obsolete, but not totally useless.
2108. Would you, as a naval officer, care to take out the "Wolverene" against the smallest gunboat? I am not inclined to answer your question, but the "Wolverene" is a well armed ship; she has a speed of 10 knots. She is certainly obsolete, and the most obsolete thing about her is her gun carriages.
2109. You say she is well armed, what is her armament? Sixteen 64's., two 5-inch breech-loaders, one Gatling gun, two quick-firing 3-pounders, and two Nordenfeldts. 2110.

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2110. The 64's. are old fashioned muzzle-loaders? Yes.
2111. And all are mounted on truck carriages? Yes.
2112. Speaking as a naval expert, would you care to take into action a ship armed in that way with truck carriages against modern Artillery? I should hesitate to place the "Wolverene" against a modern ship of large tonnage, but the "Wolverene" is as good as many or most of the foreign ships of war that have come here lately, and it has to be recollected that any foreign power would not send its best vessels to simply raid Australia. They would have enough to do at home.
2113. She is not divided into compartments? I know that.
2114. And in the opinion of naval officers is just about as useful as Noah's ark? That is an opinion, but I am not prepared to endorse it. She is obsolete. She was a gift to the Colony, but she is still staunch, and we make the best use we can of her.
2115. What has she cost during the last ten years? Not a very great deal since I have had her.
2116. Do you know it is over £34,000? Possibly. She is maintained now at an expense of £2,500 a year.
2117. The next thing I want to ask you about is how is the Naval Brigade composed? It is composed principally of old men-o'-warsmen.
2118. Who, as you may say, are worth their weight in gold? They are undoubtedly very good men.
2119. What is the percentage of men-o'-warsmen? Over 50 per cent., and the rest are experienced seamen.
2120. The whole force then is composed of what are really seamen in the broad acceptation of the word? Yes.
2121. What drill do they get? We drill on board the "Wolverene" at Easter time for a period, and once a month we take her to sea.
2122. For how many days do you go to sea? We only take her out for the Saturday afternoons.
2123. Are you aware that some of the seamen on board her, who had been in the service for ten years, had never seen a truck carriage until they saw them in her? It is possible, but I am not aware of it.
2124. And that the men who have to work these obsolete guns on the "Wolverene" had to go through a new course of drill in order that they might be able to work them? It is quite possible.
2125. On shore what course of drill do you do? We have three turns out monthly on shore apart from the "Wolverene."
2126. Do the men get paid for these drills? Yes; the Naval Brigade men are paid £1 a month.
2127. Do they get paid whether they attend drill or not? No; on the contrary, if they are absent, they are fined.
2128. How do you mean? Their pay is £1 a month. If they miss an ordinary drill they are fined 2s. 6d., and if they miss a particular drill they are fined 5s.
2129. How many drills have they to attend during the month? Four—three on shore, and one on the "Wolverene."
2130. And for each of these a man may be fined 5s.? He may, unless he can show some very good reason.
2131. Then practically it amounts to this,—that if a man does not attend drill he does not get paid? Exactly.
2132. Now, in the case of forfeited pay—does that pay go back to the Colony? No; it is kept in the funds of the force to maintain the band, and provide for other matters in connection with the corps.
2133. Is it not the case that in all other paid bodies where a man does not earn the money he ought to earn by attendance the money goes back to the Government? I believe so; but I have carried on the present system for thirty years, and there has never been any objection raised to it. The fact is that there is very little fining because the men, as a rule, attend admirably.
2134. Has there been no complaint made on the part of the Government that they ought to get the money? No.
2135. They are perfectly satisfied to hand the money over to you and get no account of it? Yes. During the thirty years I have been connected with the force there have been some questions asked occasionally in Parliament relating to the fines, and I have answered them, but there has never been any other objection raised.
2136. Then you left the navy about thirty years ago? Yes.
2137. And have you been in command of the Naval Brigade ever since? Yes.
2138. Have you ever had any conference with the General commanding the land forces in reference to the way in which you would act in time of war? Yes; it is all provided for. I am a member of the Defence Committee; and that is provided for in the Committee's report.
2139. How long has the Defence Committee been organised? Several years.
2140. You regularly attend its meetings? Usually I have done so.
2141. Do you know how often it is supposed to meet? We meet when required, but there is no regular day of meeting.
2142. And you are in full and perfect communication and accord with the General Commanding the Military Forces? Yes.
2143. With reference to these guard-boats and boats to be employed on services of that kind, have they ever been equipped? No.
2144. Nothing done at all in that way? No.
2145. Then they are simply a scheme on paper? Yes; that is all.
2146. *Mr. Mort.*] Was there not something done in the way of arming some lighters? Yes. As regards guard-boats we do improvise them at Easter time. When I answered your question in the first instance I was thinking of torpedoes.
2147. *President.*] As regards officers, who have you got? Commander Lindeman, Commander Connor, and Commander Bosanquet. There are, of course, many other officers.
2148. How long has Commander Lindeman left the Navy? Some sixteen to eighteen years.
2149. And Commander Connor? About ten years.
2150. What position did they hold on board ship? Lieutenants, both of them.
2151. Have you any other officers who were in the navy? No; but there is one who has undergone a course of naval training on the "Excellent" at Portsmouth.
2152. Who is he? Sub-Lieutenant Hitchins.
2153. Have you any torpedo instructors? Yes, several most excellent men.

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2154. Who are they? Mr. Rickwood is instructor to the Naval Brigade, but in the brigade there are something like a dozen what you may call professional torpedo men.
2155. Really, then, the Naval Brigade, without saying too much of it, is worth its weight in gold? I think it is the crack corps, so far as the men are concerned.
2156. Now, the Naval Artillery Volunteers, what are they? They are volunteers, many of them qualified Torpedo men.
2157. They are not seamen? No, not as a rule. The force at the present time is somewhat in a state of transition. Until quite recently it was a purely volunteer corps, but the Government has recently made up its mind to pay them.
2158. What would their duties be? Inside harbours.
2159. Then they would be strictly confined to inside the Heads, but the Naval Brigade would go to sea? The Naval Brigade would go to sea in certain cases, as if a hostile vessel were trying to get coal at one of the jetties along the coast they would try to harrass her. If we had an enemy that the "Wolverene" had any chance with you may depend we should do all we could.
2160. At what rate could you get along the coast in a head sea? Seven or eight knots.
2161. *Mr. Cowlishaw.*] Is it not a matter of fact that none of these war vessels could go alongside these jetties? I do not know that it is. I have been alongside Port Kembla in one of the Union Company's boats, and I have had a consultation as to whether it would not be possible for a hostile vessel to get coal there.
2162. *Mr. Mort.*] It might be a mercantile marine steamer going to fetch coals for a foreign war vessel? Yes. Mind, I do not want to uphold the "Wolverene." She was handed over to us by the Imperial authorities several years ago, and she was then in an efficient state, and what I have done is to maintain her efficiency. Give me a better vessel, and I will gladly take her.
2163. *Mr. Meeks.*] I think the "Innamincka" has gone alongside these jetties on the South Coast several times? I do not know; but my impression is that vessels drawing quite as much water have.
2164. *President.*] How much does the "Wolverene" draw? Twenty feet.
2165. *Mr. Meeks.*] And the "Innamincka" about 17 feet? Yes.
2166. *President.*] In the evidence given before General Schaw's committee, and also before a committee which assembled later, I find the Commodore says she is fit for training purposes only? What is the use of having a training place if you have no vessel for the trained men to go to sea in.
2167. If you could make use of the men on board some better fighting craft than the "Wolverene" would you do so? Certainly.
2167½. Do you think it advisable that the Colony should have a modern ship? I have advocated and recommended it, but, at the same time, I do not think we require such modern ships as they might find it necessary to have in the old country. Foreign nations cannot let their own first-class ships go away from their own seaboards to maraud these colonies, and, in my opinion, they will not attempt to do so. They would rather try to maraud British commerce than to maraud the colonies, and would probably make use of a swift cruiser rather than a modern fighting ship.
2168. Does not a modern ship mean a swift ship? Certainly.
2169. Therefore, should it not be a ship that can take care of a port, so that it is not blocked by an enemy's ship? Most certainly.
2170. If you had such a ship on hire from the Admiralty, say, for five years, and then to be returned and replaced by a still more modern ship, do you not think you would find it very much to your advantage? That is the very thing I would advocate, and have done; but I say that having the "Wolverene," I will do the best I can with her, and I still say that she is of some value yet.
2171. *Mr. Cowlishaw.*] How would you use her if the port was attacked in force? If the port was attacked in force she would act something like a floating battery. She could be placed in any position, and she has a fairly powerful broadside, although of a somewhat obsolete type, and she could be moored in any position thought advisable, and would do good service in the defence of the port. We could simply make what use of her we could seeing that she is what she is.
2172. The only way in which you could, use her as floating battery would be to moor her in such water that if severely struck she could not sink? Quite so; but all the guns you have are in a stationary position, and here is a powerful battery you can drag about where you like.
2173. *Mr. Meeks.*] Would not a single shell from one of the modern boats settle her? I do not know about that. I have never seen a foreign ship here that could fire a large shell able to effect such damage.
2174. *Mr. Cowlishaw.*] An ordinary shell would go right through her? Certainly it would; but I do not know that one shell is going to render her useless.
2175. *Mr. Meeks.*] As she has no compartments, a shell or two would knock her to pieces, and so the whole of your ship would be gone? It might. I say again that I do not uphold the "Wolverene" if I can get something better.
2176. *Mr. Cowlishaw.*] Then, for defence purposes, you must admit she is useless? Almost.
2177. *President.*] Therefore, unless you get a good swift cruiser, how are you to keep the port clear;—so far as fighting afloat is concerned she is no good? Well, not much.
2178. *Mr. Mort.*] Some years ago you armed some steam lighters when the Russian war scare was on? Yes.
2179. Was not a certain amount of armour put on them to ensure safety against musketry fire? Yes; to protect the men working the gun.
2180. Did you consider them of any use against modern artillery? I do not know that they would be much; but the fact is that we would not think of going against a modern ship unless we had something good to go against her with, and could rely on.
2181. Would not a gun protected in a similar way, but more efficiently, be more useful than the "Wolverene"? I am not prepared to say. What was done in regard to the lighter was to take one of the guns out of the "Wolverene" and put it on the lighter with an improvised shield.
2182. *Mr. Cowlishaw.*] As a matter of defence it was practically useless? Yes.
2183. *President.*] Have you made any estimate of what you could hire a swift cruiser for from the Admiralty? No; I have not gone into that.
2184. It would be possible to work such a scheme out? Quite possible. This new scheme of Australian naval defence is somewhat based on that.
2185. Now, as regards the Naval people in time of war, would you come under the Admiral on the station?

station? My place has never been definitely laid down, but I would work in accord with the General. The General or one of the Military would be in command of the defence of the port, and I should work with him; but if circumstances arose, and better service could be rendered by working with the Admiral, I should, with the consent of the Government, work with the Admiral.
2186. But, unless it is arranged by the Government, you would not work with the Admiral? No; he would have no authority whatever.
2187. Then, practically, the naval defence here is independent of the Royal Navy? Yes.
2188. *Mr. Meeks.*] Under what Act do you work? Under the Volunteer Act, except as regards myself. I am appointed under the Naval and Military Act.
2189. The Naval Brigade is under the Volunteer Act? It was, but it is now under the Partially-paid Regulations—under the Act of 1875.
2190. How long are the men in the Naval Brigade sworn in for? For no definite period.
2191. Then when can they leave? At any time on giving a month's notice, unless in case of war.
2192. Would it not be an improvement if the men were sworn in for a definite period? I do not think so. My men are peculiarly situated. They are seamen, and their living on shore is somewhat precarious, and they may find it necessary to go to sea, so that I am not sure if they were sworn in for a long period we should be able to retain them.
2193. Do you find many leave the service on account of the precarious nature of their employment? Not many, because in some respects, being in the Brigade, that keeps them about Sydney.
2194. Then would it not keep them still more about Sydney if you had them sworn in for a longer period? I do not think so. If a man becomes unfit for work, he is discharged, and if he has been of good record, there is a small gratuity for him.
2195. Would the same sort of thing apply to the Naval Volunteer Artillery? No; not under present arrangements.
2196. Do you consider the Naval Volunteer Artillery of any value at the present time? Yes; as much, for instance, as the partially-paid country corps men, although I have my own notions about them. If we were to defend the port—people do not look to the forts only—the Naval Volunteer Artillery could be made of use in patrol duty, and for torpedo work, and for that sort of work I think they would, with a little training, do very well.
2197. Would they be of any use in the forts? They have never been trained in forts.
2198. Then, what would their special use be in case of war? As I say, in manning torpedo and patrol boats, and for scouting in thick and foggy weather, as there are times when you would have to send scouts away from the port to give the alarm.
2199. Then the Naval Brigade would do as well? Yes.
2200. Then, is there any object in keeping on the Naval Volunteer Artillery? I do not know that there is.
2201. *Mr. Cowlishaw.*] According to what we have heard to-day the expenditure on the Naval Brigade and "Wolverene," amounting to some £9,000, is a waste of money, because, however good the men, you have no ship on which to use them? I do not see that money spent in provision against war is more or less a waste of money, unless the time comes when you can utilise the forces.
2202. That is it; we have no means of utilising the men;—here we have a body of highly trained men and nothing to put them in? There are three Imperial cruisers stationed in Sydney, and two of them are empty.
2203. *Mr. Meeks.*] Could they not be used on board them? That is just the very thing I want to manage if I can.
2204. But, being under the Admiral's command, they may be taken to another part of Australia altogether? I should be delighted if I had authority to train the Naval portion of the Sydney defences on board one of them. It would be a very good thing if we could have these ships for the purpose of training our men and utilising them; but there is no Imperial power to take them away under present arrangements.
2205. In case of war breaking out—speaking locally, and not with any federal idea—it would be useless to put these men on board these cruisers, because they might be ordered away at any moment? No; that would not answer. Our Act specially provides that our men are only to serve in the defence of this Colony.
2206. *President.*] Therefore, you could not put them on board the cruisers if the cruisers are taken away? No; the men cannot go out of New South Wales waters.
2207. *Mr. Cowlishaw.*] Supposing you had to fight next week, your men would not understand the guns on the cruisers? Why not? We have some of the same guns on board the "Wolverene." There are two 5-inch guns and quick-firing 4·7 guns, and we are training our men in torpedoes.
2208. *President.*] But, generally, the cruisers' guns are totally distinct in their manning? I do not say that right straight off the men would be efficient at the guns; but I would guarantee that in less than a fortnight—even in a week—they would be.
2209. *Mr. Cowlishaw.*] Supposing that you got one of these ships, have you instructors who understand their guns? Yes; the Naval Brigade is in a fortunate position. We are the headquarters of the Navy, here in Sydney, and there is a system in the Navy of discharging ten years' men after that length of service. If they take their discharge here, as they often do, we find a lot of men walking about Sydney perfectly trained, able men, who are always ready to join us as vacancies occur.
2210. Do I understand you to say that the Defence Committee did request the Government to get rid of the "Wolverene." I have not mentioned it at the Defence Committee.
2211. Seeing that this vessel is useless, should it not be brought before them? I have reasons for going my own way.
2212. But we find the money? With all due deference, I will guarantee, seeing the class of foreign vessels that have visited us lately, to be ready to fight one of these ships in less than a month.
2213. With the "Wolverene"? I did not say that. As to the service of our men, they only get £1 a month, and that is really a sort of retainer for them. We meet three or four times a month, and that enables us to keep our hold on the men. If we did not work in this way they would probably be lost to the Colony.
2214. What would you suggest to the Government so as to get rid of the "Wolverene," and enable these men to be employed? If I saw any chance of getting a better ship than the "Wolverene" I should be highly gratified to get one; but as it is, and there is no chance, I must do the best I can with her.
2215. *President.*] You have not made any representation yourself to the Government as to the comparative uselessness of the "Wolverene," and the necessity of getting a better ship? I spoke to Mr. Dibbs, and brought the matter before him before he went to England. 2216.

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2216. But you have not done it officially? No; only in the manner described.
2217. Is it not the duty of the Colonial Commanding Naval Officer to put a matter of that sort before the Government? The reason I have not done it officially is that I am afraid of the jealousy of the other colonies, who contribute equally towards these ships, and they would think it unfair that New South Wales should have any advantage over them.
2218. But we have a squadron down at Melbourne and nobody troubles about them? I will apply for one of the ships to-morrow if you will guarantee that Melbourne will make no objection.
2219. I am not referring to the cruisers at all. I am referring to your getting a ship of your own? If I thought there was the slightest chance of getting a ship of my own I would blow the "Wolverene" up, but as I know there is no chance of getting one just now, I am inclined to make the best of what I have got.
2220. Do you not think, as the Commanding Naval Officer, you should represent it to the Government, and, if you could not do it any other way, hire a ship from the Admiralty? I made reference in my last official report to the condition of the Wolverene and necessity for procuring modern ships.
2221. *Mr. Cowlishaw.*] Were you consulted when they were buying the new training-ship for the boys? Yes.
2222. Why did you not at that time recommend the "Wolverene" as a fit ship for that work? I was consulted in this wise—Sir Henry Parkes asked me if the "Sabraon" was a suitable vessel. He did not put any conditions before me any more than asking whether she possessed the necessary accommodation, and what her condition was. In short, was she a suitable vessel for the purpose, and I said she was.
2223. You were naval adviser to the Government about it? Not in anything more than answering the question put to me.
2224. You were in charge of the Naval Forces. Do you not think you should have said, "We have a ship which is fitted for that and nothing else, and you had better take her, and get us something better to work in?" If I had said anything like that I should probably have been snubbed for my pains. The Government is not carried on exactly like a mercantile business is. I am obliged to submit to my superiors, and exercise such tact as I may in dealing with them.
2225. I do not mean that you should shape the course of the Government, but you said you were consulted about the "Sabraon" being fit for the boys? I was only consulted in this way, that I was written to by Sir Henry Parkes some two or three years ago to know if I knew the "Sobraon," and could I say whether she would be fit for training the boys.
2226. Is there any other reason why you did not like recommending getting rid of the "Wolverene?" The "Wolverene" never came into the matter at all.
2227. It is pretty well admitted that the "Wolverene" is very little use. Would it be possible to get the Admiralty to allow you to have, under sufficient supervision, one or two of these cruisers for your annual training? I think it is very likely to be possible, and that really is the thing I have had in my mind for a long time past.
2228. Have you ever put forward the necessity of having another ship? Not any more than speaking to Mr. Dibbs before he went away.
2229. Would it not be possible to bring it before the Defence Committee, so as to get it passed on to the Government? It would be a very good thing.
2230. And then sell the "Wolverene"? Yes; I did so in the case of a first-class torpedo boat, and the Committee recommended the Government to import one.
2231. *Mr. Manning.*] Who are the members of the Defence Committee? The General, Colonel Renny-Tailyour, Colonel Spalding, Colonel Cracknell, Major Churchward, and myself.
2232. Have you ever considered a scheme of defence for the city? Yes.
2233. Of the coast up to Newcastle? Yes.
2234. What particular duty would be laid on the Naval Brigade? Precisely that which I stated in answer to the President in the early stage of my examination, that the Naval Brigade should go to the "Wolverene," and the other portions of the Naval Forces should be utilised in various ways in connection with guard-boats and torpedo boats. There are only about 600 men altogether.
2235. Was there any conflict in the opinion in the Committee on that point? No.
2236. You are quite sure there has been no point of difference in connection with this body, the Naval Brigade? Not to my recollection. The proceedings of the Committee have always been most harmonious, and so far as the General and I were concerned we always appeared to understand each other.
2237. Is it not a fact that when the other members of the Committee required you to combine in a defence scheme you said you would take your own line in defence? I could not tell you what may have been said in casual conversation, I have no recollection of anything of the sort being said in Committee; but whose evidence are you quoting from.
2238. That has nothing to do with it. I want to know whether there has been any conflict of opinion in the Committee of Defence as to the duties of this particular brigade? I do not know that there has. Certainly there has been nothing formal.
2239. Would you, subserve General Richardson and recognise his authority? Certainly not as Commander of the Naval Forces.
2240. And you do not recognise the Admiral? No.
2241. Then you are, so far as that particular force is concerned, and it includes the Naval Volunteer Artillery, supreme? Yes.
2242. We might call you the local Admiral? Yes, Captain Commanding the local Naval Forces.
2243. Is it not probable, seeing you have that independence, there might have been some conflict as to the utilisation of the forces in case of war? I do not remember any. At any rate, there has been no formal difference of opinion.
2244. You never remember that when some other members of the Committee had a scheme of defence, and requested you to combine with them you said you would take your own line in defence? No, and I am surprised to hear such a thing mentioned.
2245. Although it was pointed out to you that taking such a course would impair the defence? It is some tittle-tattle you have got hold of, I do not know what may have been said sitting round the table as we are here, but nothing of a formal character took place that would bear your suggestion out.
2246. Then it is better you should say straightforwardly no to the question, and that you claim your independence? I say no, and I say, moreover, that there has always been the most harmonious feeling between the General and myself, and that we thoroughly understand each other. 2247.

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2247. You may be disposed to work with the General, but he has no authority over you? No, none.
2248. Do you recognise any authority;—supposing the Committee came to a resolution to use the Naval Brigade in some other way away from the water, would you respect that decision? Certainly, if done in the proper way. The Secretary of the Committee would send the resolution to the Government, and it would then come to me. The Committee itself is not an executive authority.
2249. Then in that case if the Committee came to a decision, and that decision was conveyed to you by the Government, would you respect it? Yes.
2250. No matter whether it was against you judgment or not? Yes.
2251. *Mr. Meeks.*] In case of war would the same routine have to be gone through? A military officer would probably be in command of the port, and the naval portion of the defence would be auxiliary, and I should work in perfect unison with the General; but if, for instance, I heard of an enemy's vessel trying to get coal, or there was something up at the Hawkesbury, where I thought the enemy was unmolested, then, without waiting for the consent of the General or of the Government, I should go if I thought the case justified me in so doing.
2252. *Mr. Manning.*] When did the Committee meet last? Yesterday.
2253. And before that? About a month or six weeks ago.
2254. Has the Committee ever taken into consideration the value of the Naval Brigade and the Naval Volunteer Artillery in a system of defence? Yes.
2255. And they have acknowledged the value of the Brigade? Yes.
2256. Would you be surprised to learn that some members of the Defence Committee are of opinion that the men might be used, and the money expended on them spent with greater results to the country in another way? I am not.
2257. Has the question of the total cost of the defence to the country ever come up at the Committee? Not to my knowledge.
2258. You never discussed that? No. The Committee act more in the way of giving advice to the Government in regard to the fortifications, and the necessity for certain forts; they have, of course, reported as to the general scheme of defence.
2259. Have you ever been present at a meeting of the Committee when the question came up of the number of men available in case of a sudden attack? Not in the way you put it; the report provides for a peace and a war establishment.
2260. And if there were a sudden attack, what number do you think the General would have at his disposal? I think the General considers his fighting army on war strength to be from 4,000 to 6,000 men after the batteries are manned.
2261. Have you gone into his mobilisation scheme? Yes; not in the way you put it. The report provides for a peace and also war establishment.
2262. Can you not carry in your mind about what number would be available in such a case? I believe it is something like 4,000 to 6,000, or perhaps 7000.
2263. Would you be surprised to hear that there only are about 1,400 infantry available between Newcastle and Sydney? I should be; I am surprised to hear it; there have been complaints as to the sparseness of men; but I think that what they want is more artillery.
2264. Then I understand that the want of infantry has not been a source of alarm to this Committee? It never alarmed me.
2265. So far as infantry were concerned then, the Committee think that things are in a satisfactory state? Yes; if their recommendations are carried out.
2266. Would you be surprised to learn that the Artillery are considered quite sufficient? Yes.
2267. That is by the members of this Committee? I am surprised; but different men have different views. There is the Infantry, and there is the Artillery, and there is always a sort of duel between the two; both want a large number of men, and that means money.
2268. What does the Defence Committee cost the country? Nothing.
2269. They are members of the Defence Committee by virtue of their offices? Yes; by the way, there is a trifle paid to the secretary.
2270. Of course. They are perfectly satisfied with regard to the state of affairs prevailing in the defences of Port Jackson, Newcastle, and Botany? They are scarcely that.
2271. In what respect are they dissatisfied? They are dissatisfied usually because they cannot get the Government of the day to adopt their suggestions and recommendations.
2272. What recommendations have been made? Principally in regard to pushing on works.
2273. I want you to give me some very important recommendation that the Committee has made to the Government? I could not give you any specially important one. All I can tell you is that, generally speaking, there are complaints at the Committee that the Government has not assented to their recommendations as to mounting guns here or there, as to importing guns from home—in fact, in all matters requiring expenditure, and so I suppose the real reason why the Government has not assented to the recommendations of the Committee, is that they cannot find the money.
2274. *Mr. Cowlishaw.*] How many men are there in the Naval Volunteer Artillery? Two hundred and sixty-one.
2275. Your total number is 600 men? Yes, of all the Naval Forces.
2276. And the expenditure on them is £12,000 a year? Something like that.
2277. *Mr. Manning.*] Do you remember in 1886, the Naval Brigade cost £9,589? Yes.
2278. And the next year, £776—why was that reduction brought about? About the time first mentioned, there was a Russian scare, and I was ordered to double the Naval Brigade, which I did.
2279. But the next year it cost £5,814—I want to know how that came about? The force was doubled during the scare, and after the scare was over it was reduced to its original dimensions, and the extra money not expended went on to the maintenance of the force for the succeeding year.
2280. Did that matter of the increase receive the attention of the Defence Committee? The present Committee was not in existence then; it was done on the order of the Government.
2281. Seeing that the men were doubled, what vessels could they have been employed in at that time? I do not know any more than they could have been used in the manner I have already described.
2282. What ships were available? The "Wolverene" and torpedo boats.
2283. But then the "Wolverene" would not have accounted for the double number of men? The Government gave instructions to have the number of men doubled, but they accompanied it by no recommendation on their part.

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2284. *President.*] And without consulting you as to what you were to do with them? No; they did not consult me.
2285. *Mr. Manning.*] Did that receive consideration from the Council of Defence? No.
2286. What is the use of the Defence Committee? I could not tell you.
2287. Now about the "Wolverene";—I understand you would take her to sea in case of war? I would take her to sea, and I hold, as an Englishman, that, if there were any chance of overpowering the enemy, I should put to sea; but, on the other hand, if there were not, I should not be justified in throwing the men and the vessel away.
2288. Is there any chance of her being of service in the case of war? I believe there is such an overwhelming force in the batteries which bristle along the coast that no invading force would ever attack these colonies.
2289. That shows you rely on the batteries? Since I have been here the battery defence of Sydney has gone to such a pitch as to render the port almost invulnerable.
2290. Then, since you have such strong reliance on the batteries as to give you very little dread of an attack, why should we go on with this large expenditure on the "Wolverene," the Naval Brigade, and the Naval Volunteer Artillery? The great use of the "Wolverene" is as an accessory to the Naval Forces. It keeps the men together and enables us to maintain discipline.
2291. Then, if you anticipate immunity from attack by reason of your great fortifications, why not create this Naval Brigade into some more useful weapon of defence? I am quite prepared to do it if I had the means.
2292. I understand the men are a very intelligent body? Yes; a great number are highly drilled and trained.
2293. Do you think it would be possible to convert them into Partially-paid Artillery? No; I think it would be sacrilege to attempt to convert a sailor into a soldier. We are a naval nation, and our history has been made on the water, we must keep command of the sea, and I certainly would not be any party to turning the few sailors we have into soldiers.
2294. Supposing you were asked how best to utilise them, would you not say, "Here are the cruisers; put the men aboard one of them"? Certainly.
2295. And keep her here permanently? Certainly.
2296. Or get another ship? Yes.
2297. And in that way you think you would use these men to the best advantage? Yes.
2298. How many men would you require to man such a vessel? About 200.
2299. What would you do with the additional men you have? They would be used in manning guard boats, and so on. I could utilise the 600 men in manning one of these cruisers and the guard and improvised torpedo boats.
2300. You require 200 men for the cruiser;—I want to know how you would divide the rest of the different branches of the Naval defence? It would depend on the ships and boats that were employed.
2301. I should imagine that, as you have contemplated using these men in that service, you should be able to say approximately, and without any hesitation, what vessels you would require and what number of men you would want to man them? My views have not, perhaps, arrived at that stage. I say it would be a most excellent thing if we could utilise the men on one of these cruisers or a similar ship or ships in the way indicated.
2302. Then your views in regard to the Naval Brigade and the Volunteer Naval Artillery are not worked out? I think you can hardly say that. You want to take me through some preconceived scheme which I know nothing about, perhaps. It seems to me I have got into a nest af lawyers who want to criticise everything I say.
2303. Not at all;—I ask if you have considered the fit employment of these men, and you say you have; and then I ask you in what way, and you give me a general answer, without specifying the vessels and the numbers of the men to be employed in them, which I want to ascertain; and then, as I get a general answer, I want to know whether your scheme is not in a state of imperfection? I am quite prepared to say so much as I have, but you are putting a scheme into my mouth, if you will excuse me, which I have not proposed myself. I know all about the force we have at the present time, and you make certain suggestions to me, but I am not prepared to go into details at this moment. There are only 600 men for Sydney, Newcastle, and Botany; and that is not a great number to dispose of.
2304. Has the employment of the Naval Brigade and the Naval Volunteer Artillery ever engaged the attention of the Defence Committee, that is to say, as to the particular use they would be put to? Yes; there is a scheme propounded by the Defence Committee, and it is in the office now, utilising all the men of the Naval Brigade and of the Naval Volunteer Artillery.
2305. That being so, you, as commander, are unable to say what particular uses they would be put to? About the present scheme I can tell you, but I cannot tell you about any prospective scheme. As I told you before, I have in my charge forty Schwartzkopf torpedoes, fifteen sets of spare dropping gear, and in the event of war we should utilise these things by fitting them into steamers about the harbour, and all the men would be absorbed in that way.
2306. Then by those means you would absorb over 400 men? Yes.
2307. Now, you talked about sending vessels out as scouts;—do you contemplate using some of the Naval Brigade for that purpose? Yes.
2308. And you would abandon them in the new scheme? I do not want to abandon anything.
2309. Tell me what vessels would go scouting? There are the "Thetis," the "Ajax," the "Captain Cook," and a lot of little vessels which I think the public would look to being utilised in the event of war, and which would absorb men.
2310. With what object would they go scouting? To notify to the defenders of the harbour of the approach of an enemy during night time and in thick weather.
2311. Should not the people in authority be on the *qui vive?* Certainly they should.
2312. Then what use would the scouts be then? Simply this: The enemy may have been expected for months and he has not appeared, and we have perhaps got rather sleepy in our defence, but these boats scouting outside would be on the alert and would bring us the news in the night time or in foggy weather.
2313. How far out would you send them? Not very far away from the port.
2314. Do you seriously think it would be of any practical utility to the country? Not much; because I want to know first where the enemy is to come from.
2315. But, assuming there is an enemy, what practical utility would they be? It is the practice of civilised nations in war time to scout about and ascertain all the news it is possible to get of the approach of the enemy.

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2316. What speed do these boats travel at when at sea? They are fast little boats, and run about 10 to 12 knots.
2317. *Mr. Meeks.*] Do you think they would go 10 knots? They would go more.
2318. *Mr. Manning.*] But, as a matter of fact, you would not send them far out? No.
2319. Has the scheme of sending out scout boats been approved? Yes; it has.
2320. *President.*] Has any naval man been consulted on the matter? I do not think so.
2321. *Mr. Cowlishaw.*] Any vessels of a greater rate of speed would easily overtake and capture them? Yes, if they gave the chance.
2322. That is, if you send out these boats which cannot go more than 10 knots they would speedily fall a prey to boats going 14 to 16 knots? Then I want to know where these vessels going 16 knots are coming from.
2323. *President.*] If you do not expect them what is the use of preparing to meet them? The foreign ships I have seen in these waters have been in most cases, if not all, ships that the Wolverene could go against, but I could not say there might not be others, though I do not think it is likely, as I do not see where they are to be spared from.
2324. *Mr. Manning.*] Are you acquainted with all the foreign vessels in Australian waters or waters adjacent? No; I am not positively.
2325. Have you read any pamphlets lately on the possibility of attacking Australia in the case of Great Britain being involved in war with some other power? Not very lately.
2326. You do not know whether the Defence Committee has ever gone into the question of the warships belonging to foreign nations in or adjacent to Australian waters? I do not think the Committee has, but I know that there are some of these foreign ships, and I also know that between the Cape of Good Hope and Cape Horn there are between sixty and seventy English war ships, and that is twice the number, if not more, than twice the number of foreign ships in these seas.
2327. *Mr. Cowlishaw.*] As a naval man, do you suppose that any nation wanting to attack these colonies would send any inferior class of vessels? I do not think there is any nation that could afford to send ships away from their own seaboard to attack any of these colonies, and I am quite sure that any attack that is made will be on British commerce, and not on the British colonies, but I quite admit that they will not send ships unable to cope with our own ships in these seas.
2328. Do you know anything of the Chinese squadron, and of the number and nature of the ships that power possesses? I know the Chinese have a powerful navy.
2329. *Mr. Manning.*] Do you know that the Japanese have a powerful navy and first-class ships also within a very short distance, comparatively speaking, of these shores? Yes.
2330. Has the Defence Committee ever considered the effect of a union of a power like the Japanese with the French for instance? I do not think they have.
2331. Or with the Russians? I do not think they have specially.
2332. Have they ever considered the liability to attack from that direction? They have considered it this far, that with the fortifications of Sydney and Melbourne simply bristling with guns, they are not likely to be the subject of attack from any vessels that could be spared from their own posts to visit these waters.
2333. What I want to get at is what would be the usefulness of the "Wolverene" if attacked by any class of vessels owned by even the Chinese or Japanese? The "Wolverene" would probably sing very small. She would probably be moored close in shore where her battery could be utilised in the event of a serious attack upon Sydney.
2334. Would you be prepared to recommend to the Government that the "Wolverene" is useless altogether? No; not unless I got a better ship. In speaking just now I was speaking more with reference to any European attack.
2335. But then there are the Russian ships in Chinese waters, what about them? It was rather in reference to the Russian ships I spoke.
2336. *President.*] Do you know what ships the Russians have there? Yes; they have seven or eight at Petropaulovski and Vladivostock.
2337. Are you aware that foreign nations have been building ships specially for preying upon our commerce? I know very well that if England were at war the enemy would prey upon her commerce, and it would be reasonable to anticipate that they would have vessels adapted for carrying out that work.
2338. *Mr. Meeks.*] Is it possible that a vessel like the "Orlando" could run the gauntlet of the forts, and get up to Circular Quay? I do not think so.
2339. Supposing there were no mines laid, or any obstruction in the channel, do you think they could run the "Orlando" in at night at speed? I would never think of it.
2340. Is it possible for a steamer at all to run past our forts? No; not in sight of the forts certainly.
2341. You are the Chief Naval Commander here locally speaking, do you think the naval defence ample at the present time, ignoring the Royal Navy, and the Australian Squadron? I think it is ample, with the means which we should have to employ.
2342. We are asked to give an opinion as to the efficiency of the defence of the Colony, and as to what is necessary to complete it, and I want to know your opinion as one of the advisers to the Government of the ability of the present naval defence to cope with an enemy, presuming that the Royal Navy and Australian Squadron were absent? I am dissatisfied with our means of defence.
2343. That is what we want to get at; then what is your recommendation to place the defence on a better footing? I think we ought to have one or two first class swift cruisers.
2344. Of our own? Yes; I believe that if Great Britain were drawn into war, the object of the enemy would be to destroy her commerce, but not attack her colonies, in force, and I believe we are very likely to suffer from some of that enemy's warhawks in this part of the world, particularly because coal is so plentiful here, and therefore we ought to have some ships in the harbour which could convoy our own along the coast, if required, or who could attack the warhawks of the enemy right away.
2345. We should send ships out to protect our commerce? On our own sea-board, I think so.
2346. As a part of their duty? Well, I should not like to know there was an enemy between Newcastle and Sydney and not attempt to drive him off, or prevent his getting coal.
2347. That is for our own waters; I thought you meant you would send them further away? No. I think vessels ought to be available here for such a purpose The means of getting coal on the coast are so considerable that an enemy might be expected to try and avail himself of them, and in all likelihood that would bring ships to the Colony with a view of replenishing their bunkers, and otherwise annoying us; therefore, I say we ought to have vessels which would be able to drive them off. 2348.

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2348. Would the acquisition of one or two fast cruisers be the only recommendation you would make—what about small gunboats? I think a modern gunboat would be very useful.
2349. Do you think that the two torpedo-boats you have at present for harbour defence are sufficient for that purpose? Those boats are getting old, and they are very small.
2350. What is their tonnage? About 20 tons.
2351. What are their names? The "Acheron" and "Avernus."
2352. Then would you recommend further gunboats or torpedo-boats to be provided? Yes.
2353. How many would you recommend—we want to know what is required to put the defence in proper condition? If I could get a couple of powerful cruisers, I do not know that I should care for gunboats after all.
2354. What protection could you give in case mines were laid? We should be of use then.
2355. Has the matter ever been considered, that is, as to what assistance the Commanding Engineer might expect from the Naval Brigade? That part has not been considered lately.
2356. Is that not a weak spot that the Commanding Engineer does not know what assistance he gets from the Naval Brigade? I do not think it is a weak spot. If we were to do our best to defend the port and make it more invulnerable than it now is, all these affairs would work in harmony. If the Commandant required a hundred men from say the Naval Brigade to assist with these mines they would be given.
2357. As war may come on so very suddenly, do you not think it would be advisable that these matters should be threshed out beforehand? I daresay it would be better. At one time the Submarine Miners were under me, but this was altered some years ago, and they were taken from the Naval Brigade and put under military control.
2358. Is it an improvement to get a military officer to control them, and take them away from the Naval Brigade? I do not object to it. The naval force must look to be employed in aggressive warfare, and the torpedo and military forces in defence.
2359. You mentioned in the early part of your examination that the funds forfeited by the men for not attending drills, and so on, were retained by the Brigade? Yes. I may tell you that one way of utilising this money is that when men become old and unfit for further service we give them a small gratuity in recognition of past services.
2360. *President.*] Does the Government know that you do that? Yes.
2361. Has it been officially reported on? I have answered questions in Parliament about it two or three times; but the regulations put the responsibility of keeping the force efficient on me, and that is one of the steps I take to do it.
2362. *Mr. Meeks.*] What does the gratuity amount to? Sometimes £10 or £12 or even more. The principle is that a man gets £1 for every year's service.
2363. *President.*] Is that lawful? Yes. I am empowered to make regulations for the good government of the force and the regulations cover it.
2364. Have you a copy of them, because I should like to see them. They will not allow us to do it? I will send you one.
2365. Still you say the Naval Brigade was organised years before the partially-paid system took effect. Has it continued to be under exactly the same conditions? Yes; as regards the giving of gratuities. I have regulations which cover my act in so doing.
2366. *Mr. Meeks.*] What is the total amount to the credit of such a fund? Between £100 and £200. It is used for various purposes in upholding the corps.
2367. Do you use it for prize-money? No.
2368. For shooting? No.
2369. The total amount so saved would not amount to £500 a year? Less than that a great deal. The attendences of the Naval Brigade are very good, and it would not amount to anything like that.
2370. From a statement which has been prepared I see that the cost of the Naval Forces for 1892 is much about the same as for 1891. The Estimates for 1891 showed a strength of 328 men; on the Estimates in Chief the Naval Brigade was set down for £5,814; Naval Volunteer Artillery £920, and on the Supplementary Estimates £350; "Wolverene," £2,500, and on the Supplementary Estimates, £250; Torpedo Defence, £1,200, and on the Supplementary Estimates £450, making a total of £11,484. For 1892 the items on the Estimates in Chief are Naval Brigade, £5,489—reduction decided by Parliament; Naval Volunteer Artillery, £2,170—the same and brought under the partially-paid system; "Wolverene" £2,000, Salary of Commanding Officer transferred; Torpedo Defence, £1,500—total, £11,159. Has any reduction taken place in the expenditure? No; I have not made any reduction. Parliament voted a certain sum of money, but there was a reduction of £50,000 on the whole estimate and then the Government apportioned this £50,000 in various ways, and saved so much on the account.
2371. So far as you are concerned you do not know of any saving except on the encampment? No.
2372. The total amount it about £12,000, and you do not see how you can reduce it? No.
2373. *President.*] As to these Schwartzkopf torpedoes, are they naval torpedoes? No; they are something like the Whitehead, but instead of being of steel they are of bronze.
2374. Why were you not equipped with proper naval torpedoes? The fact was we had to take what we could get during the war scare.
2375. Do they run all right? They make very good practice.
2376. Are there any guns fitted into these slow steamers? No more than utilising them with 9-pounders. None of them is really fitted for war purposes.
2377. And you have no guns. Suppose a descent was made on you, by a quick modern steamer, you would not have anything to fight her off? No; but the fittings are already told off for such steamers as there are.
2378. Have you ever considered the question of a very fast modern steam ship being fitted out and the Naval Brigade put on board her instead of the "Wolverene?" I have not considered it.
2379. Would it not be possible to do it as against an enemy's ship similarly fitted? Quite possible.
2380. And so save the great expense of getting a cruiser out from home? I should prefer a modern war-ship. It is, however, no use making recommendations to the Government just now, and, therefore, I am waiting my time to do the best I can.
2381. Do you know what one of these modern war-ships, say, a cruiser of the third-class costs? About £100,000.

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2382. I think you will find it is more, and having regard to the cost, I think you will find there is a necessity for hiring. You know that foreign nations are building ships especially for preying on British commerce, and that they are ships of a very powerful type ranging up to 11,000 tons? I know that nations are taking advantage of their citizens enterpise in private ship-building so that they may be able to utilise their ships in time of war.
2383. Not only that, but the Governments of foreign countries are building what are called "Commerce Destroyers" one of these ships being up to 11,000 tons, and other powers are laying down ships for the very same purpose? I have not considered that.
2384. And therefore any small ship would have a very poor chance? Very possibly.
2385. They are also built to carry very large quantities of coal so as to render them independent as far as possible of foreign coaling stations? I have not gone into it particularly.
2386. In reference to running batteries it is a naval axiom, is it not, that ships can run batteries if there is no obstruction in the way? Yes.
2387. Could the old "Admiral" run the batteries of Sydney? I am inclined to think she would not. If warships can run through a channel and have the means of getting out again after having run through, there may be perhaps an inducement to attack, but to run into a cul-de-sac like Port Jackson would be, I think, a very questionable operation.
2388. They might not wish to go out again. They might wish to destroy the town? Well, if I had charge of the "Orlando," I should very much hesitate before attempting to run past. It would have to be under very favourable circumstances and under great temptation as to the advantage of getting in.
2389. Suppose the squadron were away have you ever considered the possibility of any ship being able to land a sufficient land force to attack Sydney? We have considered it so far that at the Defence Committee we provide against anything of that sort by putting guns at Bare Island, and they had thoughts of fortifying the Hawkesbury.
2390. Has the Defence Committee had any statement laid before them as to the probable numbers of any attacking force? I do not think they have.
2391. Have you any telegraphic communication up and down the coast? Not in connection with the Naval Defence Department, but I am in complete communication in my office in the Marine Board as all the lines are Government lines.
2392. Would it not be advisable to place yourself in communication with the Admiral? I am in communication with him, and have supplied him with all our stations. There is no difficulty about that.
2393. Would it not be advisable to place yourself in communication with the Admiralty officers, especially on this subject, so as to get intelligence of ships in the vicinity of a port instead of trusting to slow-going steamers? We do that. I am in the habit of giving information to the Admiral now as to the movements of his own ships even.
2394. Would it not be better to have a regular system established? Perhaps it would.
2395. *Mr. Mort.*] Practically these scouts would not be able to give you more than an hour's notice? Perhaps not, but they would be of use outside the Heads, especially in thick or foggy weather.

At the request of Captain Hixson the Commission directs that the following letter be inserted. [*See Appendix.*]

[*The Commission adjourned until Monday, 18th July, at 3 p.m.*]

MONDAY, 18 *JULY*, 1892.

[*The Commission met at the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT.)

M. C. COWLISHAW, Esq., J.P. | W. P. MANNING, Esq., J.P.
A. W. MEEKS, Esq. | J. LAIDLEY MORT, Esq., J.P.

Lieutenant-Colonel H. D. Mackenzie examined:—

Lt.-Col. H. D. Mackenzie. 18 July, 1892.

2396. *President.*] What is your rank in the New South Wales Force? Lieutenant-Colonel.
2397. Then in the event of anything happening to General Richardson you would be the next to succeed to the command? That is a moot question until the position of Colonel Roberts is defined, otherwise it would be Colonel Spalding.
2398. What has Colonel Roberts to do with it? He still retains the rank of Colonel.
2399. And it is still possible that in the event of anything happening to General Richardson he might command the force? He might, or he might not.
2400. If he is on the civil list how can he be an executive officer of the forces also? His position has not been exactly explained.
2401. Who comes next to Colonel Spalding? The next senior officer, according to the regulations, is Colonel Wells.
2402. Then, if anything happened to General Richardson and Colonel Spalding, Colonel Wells would assume command of the forces of New South Wales? I do not see how he could.
2403. But you say he is next on the list? I do not see how he could, because he is under another Act.
2404. *Mr. Manning.*] He is under the Volunteer Act? Yes.
2405. *President.*] Then who would succeed, that is what I want to know? Colonel Goodlet in command of the 2nd Regiment. He is also under the partially-paid system.
2406. Can you tell me straight of these two who is to take command? I do not know that either could both being under the partially-paid system. The next permanent officer in command is Colonel Airey.
2407. And who after Colonel Airey? Myself.
2408. Now what is your position here? Assistant Adjutant-General of the New South Wales military forces.
2409. How long have you been connected with them? Fifteen years.
2410. And before that I think you were in the Imperial Navy? Yes, I was.
2411. For how many years? Eleven years.
2412. With reference to the appointment of officers in the Permanent Artillery, can you tell me how they are appointed? If there is a vacancy, say, for one officer, and twenty applicants may apply through the General, or through the officer commanding the regiment, or through the Colonial Secretary's Office, the

Lt.-Col. H. D. Mackenzie. 18 July, 1892.

the general rule is that, before any decision is come to, the names and the credentials are submitted to the General, and he selects from among the number either from their testimonials or from knowledge acquired, some half dozen names which he submits to the Government for final decision.
2413. Who do you mean by the Government? The Colonial Secretary, who is the head of the Defence Department.
2414. Not the Principal Under Secretary? No.
2415. Who is the Minister now? Mr. Dibbs, but while away Mr. Barton is acting for him.
2416. And the Minister makes the appointment? Yes.
2417. Then it is really the Minister who appoints? The General advises who he thinks is best suited for the post.
2418. Does the General say who is to get it? No. He recommends who he thinks is most fitted for the position in order, one, two, three, and so forth; but he would not know whether the Minister would decide on any one of the first three or number four, five, or six.
2419. Then virtually the Minister decides? The decision no doubt rests with him.
2420. Have you any age qualification? We have; I think it is 18 to 23, speaking of the Permanent Force, and preference is given to the sons of those who are settled in the Colony.
2421. But do not the officers already in the force have a prior claim in the Militia Artillery? Yes, they have. That is provided for.
2422. Have you any educational test? Yes; the name of no one is allowed to be sent forward unless he has passed the Civil Service examination, and in addition, in the Permanent Force, an officer is taken in on probation for twelve months.
2423. Will you explain what the Civil Service examination is? I cannot. It is an examination equal to what we call at home the middle-class examination.
2424. Then any intelligent schoolboy of 16 ought to be able to pass it? I think so.
2425. And there is no competition as regards intellectual ability? Yes there is, for this reason, they are appointed on probation for twelve months, and then they have a very stiff examination to go through.
2426. About what? On technical subjects.
2427. You mean Artillery subjects? Yes; the Act requires these professional examinations.
2428. That is not what I mean. Is there any contest among the candidates as to their general intelligence? No.
2429. Then the intellectual test is a very moderate one indeed. Am I right? I think not. I think that the candidate who could pass the Artillery test must possess a full amount of intelligence.
2430. I do not say a word about the Artillery test; I want to know as to the test of their intelligence—the entering test is so very simple that any boy of 15 or 16 could do it? I should say of 17.
2431. Do you know what the army preliminary examination is? Yes.
2432. Do you think any of these candidates could pass that? No, I do not think so; that is, supposing you are limited to boys who only pass this minor test; but it does not follow that because this is a test, you are limited in your choice of boys to it.
2433. Do you think these young gentlemen who get in could or could not pass what is known as the army preliminary examination? With the usual preparation that is given in such cases they could, but they must be educated as others are who go up for it. They may not have got the special education necessary to pass, but they have the brains to do it.
2434. I did not ask you about that? Then they would not pass without special training in special subjects.
2435. If you look at these things they are very simple. Now, can you tell me whether an officer appointed to the Permanent Forces could or could not pass the army preliminary examination? I absolutely do not know; I have not examined them myself.
2436. Knowing what the army preliminary examination is, do you not think every officer should be at least able to pass that? Yes, I do.
2437. And do you not think that any boy decently educated at a State school could pass it? I should think so; I passed the examination very much earlier myself.
2438. Having no test, except that required by the Public Service Act—which is very simple—would you make it a *sine qua non* that all future officers should pass the test of the army preliminary examination? I think so.
2439. Having got into the Permanent Artillery, what examination do they pass before their commission is confirmed? They pass a modification of the examination they have to pass for the rank of captain; that is to say, they go up in the same subjects, but in the elementary portions of them.
2440. First lieutenants or captains? First lieutenants and captains.
2441. Then, after twelve months have you an examination for lieutenants for lieutenancies, and for captains for captaincies? Yes, but in a modified form.
2442. Have you ever had occasion to reject any of these young gentlemen who have undergone this examination? No; but on two occasions two officers have lost two years' seniority.
2443. When? Within the last twelve months.
2444. That is two in how many years? Since I have been in the force.
2445. Therefore in fifteen years only two men partially failed to pass this examination? Quite so; but they subsequently passed.
2446. Does that not show that they must be either exceedingly clever or very well instructed? It shows that they were attentive, and there is no doubt they were well instructed.
2447. Did you ever hear in the Imperial service of any examinations where a similar number of officers failed to pass in sixteen years? I do not think it; I know that at the Royal Naval College at Portsmouth the percentage of failures was greater.
2448. And these are men who have been sub-lieutenants for a very long time, and have been well instructed? Yes; it is the only case I have to go by.
2449. Who tests these officers? There is a Board appointed to conduct the examinations.
2450. Is it a written as well as an oral examination? It is not altogether written in the Permanent Force. They are examined practically in the gunnery and practically in the infantry portion of the drill.
2451. Then this Board is sent on to whom? To the General through the Adjutant-General.
2452. Who is over the proceedings of that Board? The Adjutant-General, who lays the result before the General.

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2453. And then you or the General confirm the results? Yes, or the candidate may be sent back for further examination.
2454. After that what other examination does he undergo? He goes up for his captaincy and passes that.
2455. Has he to be any time in the service before he passes for his captaincy? Two or three years.
2456. And when can he go up for his majority? He must have been two years captain.
2457. Therefore he must be five years in the service before he can become a major? Yes.
2458. I suppose the examination for major is very stiff indeed? It is stiff in this way: It is stiff in all matters that anyone connected with the local forces would have to be acquainted with; but it is not as stiff as in the Imperial Army on those matters where a man might be called to go to some other part of the world.
2459. Then it is not so stiff as that of the Imperial Forces? No; it is not in the subjects I have referred to, but in local matters it is very stiff indeed.
2460. Now in reference to gunnery. Before a man becomes a captain he must pass in something very stiff in reference to gunnery? The Artillery gunnery examinations are conducted by the chief instructor in gunnery, who puts them through a six months' course before they can be seconded for duty. They have special instructions told off, and go through real hard work, and a very stiff examination indeed at the end of it.
2461. On the certificate of the chief instructor in gunnery they get a step? Yes.
2462. There is no Board there? No.
2463. And in regard to a majority—is there anything further in gunnery to pass? No, I think not.
2464. In this gunnery course is it necessary to go through a course of laboratory work? Yes.
2465. And through electricity? No, I think not. I think we are not so far advanced.
2466. Before an officer is promoted, has he to go through a course of H.P. carriages? As regards that particular matter of detail, Major Churchward can tell you better than I can.
2467. Now about the Infantry officers, what examination do they go through? We have a special syllabus laid down which is based very much on the home Militia syllabus; but the great difficulty we have is in testing the officers practically, and to get over that difficulty we insist on a certificate from the officer in command of the regiment to which the officer belongs to the effect that he is a fit officer to take command.
2468. To be promoted to the rank of lieutenant? Yes; everybody who joins the force under the regulations comes in without any qualification whatever, but has to apply within twelve months
2469. Who conducts that examination? The Board.
2470. Who composes it? The Board is generally composed of a field officer as President and two adjutants generally of the army or the service to which the candidate seeks entrance.
2471. Is that a written examination? Yes.
2472. Do the proceedings come before you? Yes.
2473. Do you go over them? Yes.
2474. Do you ever reject candidates? Candidates have been rejected.
2475. How many cases of rejection have you had since you have been adjutant-general? Speaking entirely from memory, I should say from fourteen to sixteen. They may not have been complete rejections, but only as regards one subject, which the candidate has subsequently worked up.
2476. Have you ever made any complete rejections, and said that an officer is not fit for the force? No; that has not been done, because, if we find them unfit they resign rather than be called up for examination.
2477. You have no school of instruction for officers? No; that is the very thing we want.
2478. Are these officers passed in outpost work? No; only in the theoretical part.
2479. With regard to your inspections, do you take the subalterns out and make them drill the regiments? Yes.
2480. Does he do battalion drill? No.
2481. What does he do? Company drill and manual firing.
2482. Do you fall out your captains and make them go through battalion drill? No; all the battalion special drills are conducted by the General himself.
2483. You know that in the Imperial Service the captains are called out one after another to drill the battalion? Yes.
2484. As regards your rifles, what means have you of knowing that your rifles are in good order? We have several checks, and the smallest one of all, I think, is the annual inspection; but the best one of all is the Armourer Sergeant attached to each regiment, and of course there is in addition, the responsibility of the officer commanding the regiment.
2485. Is the armourer attached to a regiment a Militia man? No; he is not.
2486. Then he belongs to the Permanent Staff? One of the Permanent Staff Sergeants is attached to each regiment; he is specially trained, and receives a certificate of competency, and then becomes one of the drill instructors.
2487. Does he reject many rifles in the course of a year? I think not; but there are a number rejected in a year, because there are a great number of repairing orders chargeable to the men.
2488. Have you had many barrels honeycombed? We have had a good number; so much so, that on making a new issue of rifles, we issued an order that honeycombs would not be allowed for.
2489. How often do you have an inspection of rifles? Naturally, they are inspected every parade, but in addition to that, the Armourer Sergeant visits every corps at least twice a year.
2490. And does he strip the rifle? Yes.
2491. And examines the sight and pull off? Yes.
2492. Have you ever found the men tampering with the back-sight? Yes; but not so much since we had a sight-register.
2493. In what way? Certain sights have been submitted by certain makers, I believe there are seven different patterns.
2494. Do you find them filing away the back sight? There is very little of that.
2495. But still there is some? I have not heard of a case, but the officer in charge of the small arms could give you that.
2496. Who is he? Major Blanchard.
2497. In that case he would know all about rifles being sent in for repair? Yes.
2498. Did you ever know of men altering the pull off? No; I think the check of the association shooting would be too strong for that, a man caught altering the pull off would be disqualified at once.

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2499. As regards accoutrements, have the whole of your Infantry full equipments? Not the reserves.
2500–1. Have they valise equipment? No they have not.
2502. Have you any in store? A very small quantity, but I am trying to find out from the Commissary-General of Ordnance when we shall get some more. There is a balance indented for to equip to 10,000 men.
2503. What is it you are getting—is the pattern known as the Slade-Wallace or the old pattern? I believe it would be the old pattern; but we got the indent for the Agent-General at home, and it may be still there, but I think he has discretionary power as to getting the new pattern.
2504. Have you ever tried getting any valise equipment made in the Colony? We have tried getting colonial made in some matters, but not in the way of valises.
2505. Do you not think it would be a good thing if you were to try and get the valises made in the Colony as well as belts and accoutrements? Our experience has been unfortunate in the way of price.
2506. What is the difference between the home and the colonial cost? The whole of that information is given in a return which I will place before you.
2507. Do you not think it would be a very good plan to stop at once any indent for the old valises which have already been condemned by the home authorities? I always think it is a good thing to get the latest patterns, but we are not always able.
2508. Has anything been done to see whether you have the latest patterns? That we cannot say, because as soon as the indent left us it went to the Principal Under Secretary and we never knew what became of it.
2509. Then at present you are in the dark as to the material you have ordered, apparently, for some time past? I believe that the indent was agreed to by Sir Henry Parkes, as Colonial Secretary, and disallowed by him as Colonial Treasurer.
2510. At present, then, you have no equipments in reserve? I do not know what the Commissary-General of Ordnance may have, but we have not.
2511. Would it not be advisable to get some supplies in the Colony, as you seem to be in such difficulties about the equipment? I think it a most excellent idea.
2512. Then, why has it not been done? I cannot tell you. In the first place I am not in a position to answer, because I should be traversing the action of others.
2513. Are you not, as Adjutant-General over the equipment of so many Infantry? Quite so, and to the best of my ability I have submitted the particulars of what we required.
2514. Do you know as a fact that this requisition has not gone home? I say I have every reason to believe so, and that it is with the departments now.
2515. That being the case, would it not be advisable to have these things made locally, and should you not proceed in the matter in some way? It would be so, and if I took that step I should report to the general officer in command.
2516. Have you done so? No; because the indent was sent home under the auspices of the Quarter-master-General.
2517. Who is that? Colonel Taunton.
2518. But you are responsible for his action? Quite so.
2519. What rifles have you got in store, Martini-Henrys? Roughly speaking 7,000.
2520. And you have plenty of small arm ammunition? Yes; we were short at one time, but that difficulty has been got over.
2521. How many hundred thousand rounds have you in the Colony? Roughly, we have 500 rounds per rifle in reserve.
2522. That is including the rifles in store? No; I am taking it for the number of men.
2523. But you have only 3,000 Infantry? I am allowing for 5,000 rifles.
2524. I should like a detailed statement of the small-arm ammunition you have in the Colony? You shall have it to-morrow morning.
2525. So much then for the equipment and working of your force. Now, as regards clothing, how do you propose to clothe any reserve force that may require it? The clothing has been entirely dealt with by the D.A.Q.M.G.
2526. Does he not act under you? Yes; but he deals with that matter.
2527. As he is your assistant, can you not tell us what scheme he has for clothing the reserves? As a matter of fact, we could clothe them; but it would be a very unsightly thing to do.
2528. How do you mean—in what way? There is a certain amount of old reserve clothing which we have in store and which could possibly be used.
2529. What is it made of? Is is some green stuff that was imported from home and proved a failure.
2530. How much is there of it? Two thousand suits.
2531. How long has it been in store? A long time—so long that I would not like to use it.
2532. How was it a failure? The principal reason was that it was too thick for the climate.
2533. How many years ago since it was imported? It is quite six years ago.
2534. Do you think that stuff is likely to be practically worth anything now? No, I do not.
2535. Would it not be better to sell it or get rid of it? You might think so, but we cannot sell it.
2536. Then it is a dead loss to the Colony? Yes.
2537. What is the loss? I could not tell you, because it was all ordered when we were away in Egypt, and what was paid for it I do not know, really.
2538. But you can give us a very good idea? I should say about 30s. per suit.
2539. In round numbers then, it is a loss of £3,000? Yes.
2540. Who ordered it? That I do not know. Nobody seems to know.
2541. Then have you any other scheme for clothing? Yes. Now we have our contractors, and what we propose to do if we can is to have the contracts entered into for longer periods say for three years instead of one year. In that case the tailors would leave on hand sufficient material to start us with in case of emergency.
2542. Do you think any decent tradesman would enter into such a proposal having regard to the loss of interest on his material which might be waiting on his hands for an indefinite period? They would if they had a contract for three years. They would not expect to have the reserves called out every day; but they would expect to reclothe the regiment every year.

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2543. Do you mean to say you would reclothe the whole lot every year? No; but there would be a certain number of men and others might come in. They do not all join at the same time, and a good many come in due for their clothing.
2544. Do you think one quarter of them would require reclothing? I daresay, as regards the material, it could be done with this brown cloth at least, but if the tailors did not use it up for us they could for mufti
2545. Do you think a thousand suits of uniform are wanted every year? Possibly they might be.
2546. That being so do you think these tailors would keep the necessary stuff in hand? I do not think it would make any great difference whether they did or not provided they were given buttons and straps, because in time of war the exact colour would not matter so much.
2547. Of what material would they be? Karkee.
2548. Where is it made? In India, I think.
2549. Where do these contractors get it from? I do not know. The material is decided upon by the colonels of the different regiments who have this matter in their charge.
2550. Do you leave the colonels to get anything they like or do they pass it through the Ordnance Storekeeper? They each have their own regulations, select their patterns, and do it all regimentally under their own arrangements, and then they get so much clothing money
2551. How much is the clothing money? £2 a year.
2552. And in these circumstances the cloth may not always be particularly good, or is it otherwise? They are rather particular about the cloth, because if they cannot make the uniform last a sufficient time their funds run short.
2553. Now, how about boots? The boots troubled us so greatly that we had to take some severe steps.
2554. Do they wear good broad boots with flats heels? There was great trouble about it, but they do. The high heels became such a nuisance that we found that the only thing to do was to take the men for a good long march in then, which we did, and after that we had no trouble for the next two years.
2555. Is it not part of a good officer's duty to see that men wear proper boots? Yes, undoubtedly.
2556. Do you make it a part of your duty to see that every soldier in your force is provided with a pair of broad-soled flat-heeled boots? It is one of the very particular points I make in inspections.
2557. And you say you have got over the difficulty now? Yes; I may say some 95 per cent. of the men come properly booted now.
2558. Then you are satisfied about the boots? Perfectly.
2559. How many suits of karkee is a man obliged to have? He has one suit.
2560. And what has he besides karkee? A blue undress.
2561. When a man goes into camp what does he do if he gets wet? He has his blue undress, but the Adjutant of the 1st Regiment, or of any regiment, it does not matter, would give you an exact idea on all these particulars.
2562. I have nothing to do with any regiments;—if a man gets wet what does he do? I have never taken that up.
2563. Is it not the business of the Adjutant-General to do that then? If he is wet in his karkee, he has his undress and another suit.
2564. Then he has other suits of karkee or of blues? Yes; decidedly.
2565. Have you done away with the scarlet uniform? No; we have retained it for parade purposes.
2566. Is not that a rather unnecessary expense? I do not think so. I do not think they are renewed when they have lasted their time, but still they have a certain life and it is better to get it than do away with it altogether.
2567. When you get a new man do you give him a new scarlet tunic? Yes.
2568. Therefore, you are still keeping on scarlet? To some extent.
2569. And, therefore, there is an expense gone to which the meeting of Commandants recommended to be saved? Perhaps so.
2570. Have you made any recommendation that this extra suit of scarlet cloth should be got rid of? Not beyond expressing my opinion verbally.
2571. Is there anything in the way? Yes; the General held a meeting of Commanding Officers not very long ago, and they decided.
2572. Is it not rather what the General himself shall decide? It is for him to decide.
2573. As a matter of fact, it is still uncertain whether you keep the scarlet uniform or not; now have you brown or white belts? We have white.
2574. Are you going to do away with them? No; I rather like them, better than the brown.
2575. Are they not rather conspicuous in time of war? They are, but they are so easily kept clean that it seems needless to do away with them.
2576. Would it not be better to get brown belts as they are doing in the other colonies? I do not know that it is necessary. As they have done away with all the parades almost, for the men, unless a man has his belt to clean, he does not seem a respectable man, and has not enough work to keep him employed.
2577. Have you not seen brown belts just as smart as those things of ancient date? Yes, just as you may see brown belts and saddles smart, but unless a man has to do work of this sort he does not seem to take an interest in his work.
2578. Then you are an advocate for retaining the white belt? Yes, except for the mounted service.
2579. Now, about helmets? They are either karkee or white.
2580, Is there not some objection to white. They can be seen very easily and at a long distance? There is some objection, but we have been unable so far to make a complete change.
2581. Would it not be advisable to have karkee helmets as in the other colonies? I would not mind the karkee or the helmets either.
2582. Now, about rifle shooting—Are you satisfied with the shooting? No; I am not. I am handicapped in every way and particularly with regard to granting facilities for railway passes to move the men about.
2583. Do you think you could alter that and get the facilities? I think it is to be done, and I would like to see it especially as the charge or expense for conveying the men by railway is not a charge against the country in reality because it is simply taking money out of the right hand pocket of the Government and putting it in the left hand.
2584. *Mr. Manning.*] Do you recollect the Webster court-martial? Yes.

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2585. Would you detail the circumstances connected with the charge against him? I had to prosecute at the time, but at the moment it would be hard to recollect the whole detail.
2586. What was the nature of the embezzlement? He received vouchers from the contractor for so much and then altered them to so much else, that is to say, that supposing 150 suits of clothing were made 160 were put down.
2587. What was the amount of money involved? Somewhat about a thousand pounds.
2588. You are sure that it did not exceed that? I do not tkink it did.
2589. Who were the contractors? William Henderson & Co.
2590. Did the Government get a refund of the money that was lost through these embezzlements? I think not.
2591. Could you tell us how it was the Government did not recover that money? I cannot, because the whole thing passed out of my hands into the hands of the Crown Law Department.
2592. Were the matters relating to the court-martial sent on to the Colonial Secretary, together with the result of it? They were sent to the Governor, but whether they were sent on to the Government I am unable to say.
2593. Supposing a thousand pounds, or probably more, was lost to the country, and a court-martial ascertained there was this loss, do you not think the Government might have been furnished with the details of the loss, so that they might have recovered the money from these dishonest contractors? I would not like to say outside that the contractor was dishonest. He was not on his trial.
2594. But Webster was on his trial for forging these vouchers? Yes, that is for manipulating them.
2595. As a matter of fact, the contractor never got the money? That is still a moot point.
2596. If the voucher was passed for 160 suits of clothing, when 150 only were delivered, Webster could not have got the money, because the voucher or claim would be made by William Henderson & Co., and payment would be made to them. Therefore you would naturally suppose that the money went into their pocket; but you do not know that, you say? No.
2597. It must have gone that way, or there must have been collusion? I think there was undoubted collusion.
2598. I want to get at whether, through the laches of the Government, the money has been lost to the country, and I want to trace the loss. You do not know whether there was any communication with the Government at all? I am not inclined to think there was.
2599. Is there any regulation by which soldiers who are careful of their clothing are allowed anything? If a man has had his clothing a certain time, and he produces it in satisfactory condition, he can get compensation for it.
2600. What is the ordinary life of soldiers' clothing? Of a tunic about two years, and of a pair of trousers one year.
2601. What allowance is made to a man if he is specially careful of his clothing? That reminds me of the Webster case. The cost used to be allowed by the contractor.
2602. Is that how you do it now? No; and then it only took place with the Permanent Artillery.
2603. As a matter of fact there is no allowance made now at all? I think it is abolished.
2604. Are you positively aware of the fact that the allowance instead of being made to the soldier was to the contractor? There was some paid to the contractor. So far as I recollect the contractor paid over that sum to the men, but the contractors not only got the money all right but twenty-five to fifty men were charged for to the Government in addition.
2605. Did the contractor make the allowance direct to the men? No; he made it through the quarter-master sergeant of the regiment who, I believe, reported to the colonel that he had got it, and then it would be disbursed through the proper officers; but all I know of the mode of procedure was from what came out in the court-martial.
2606. Do you not think it was a very unbusinesslike procedure to have allowed these transactions to take place between the contractor and the quarter-master sergeant and the men? No; because I do not think it took place between the quarter-master sergeant and the men.
2607. Did not the contractor get the money and distribute it to the men? No; it passed through the quarter-master sergeant who reported the receipt of the money to the colonel.
2608. It amounts to pretty much the same thing? No doubt; but all that is changed now.
2609. You are sure it is changed? I believe so.
2610. Can you tell me why the practice was discontinued? On account of all this trouble about Webster.
2611. Did you ever see Webster after he came out of gaol? Two or three times.
2612. Do you know it is alleged that he was taken in hand after he came out of gaol by certain of your officers? No, I do not. All I know about him is this: that one day an usher came up to me at the Supreme Court when I was looking for one of the Courts, and not understanding the run of the building very well I was about to ask, when he asked if he could be of any assistance. I recognised him, and said, "Is that you, Webster," and he said, "Yes, sir." I said, "I am very glad to see you are making a fresh start," and the conversation closed. A short time afterwards he came to me at my office and asked me to help him. I asked what he was doing, and said I could not; and he then said that the reason for his coming was because he had been removed, because it had been found out that he had been in gaol, and he mentioned the name of a prominent member of Parliament who had recognised him at the Supreme Court, and who had immediately reported to Mr. Sheriff Cowper that he was employing a man who had been in gaol, and in consequence he was dismissed.
2613. Did any of the officers—yourself, or any permanent officers—combine to establish him in business after that? I never heard of it.
2614. If there was any allegation of that kind made in Parliament, would it be likely to be true? It is the first I ever heard of it. What I have told you is the only thing I know about Webster
2615. I do not know whether you are concerned in the equipment of the batteries at all? No; except in receiving the returns connected therewith.
2616. Do you remember when General Edwards was here three or four years ago, he inspected some guns that were mounted, and he said that they were unsafe to fire, by reason of their being badly equipped? No, I do not.
2617. Do you remember when a big gun was fired it jumped off its carriage and tore up some of the works? Yes.

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2618. Whose fault was that? So far as I understand, there was a sort of divided responsibility between the Colonial Architect's Department and Sir William Armstrong, who provided the gun.
2619. You are quite sure it did not happen for the want of an important piece of apparatus? Of course it did, but which had not been sent.
2620. Are you quite sure it was not in store at the very time and you did not know it? I should think in those days that that would be highly possible, because time after time before the Ordnance stores were handed over to the Military Department, things were reported not to be in store when they were. It was a time of treble control between the Colonial Architect's Office, the Ordnance Storekeepers Department, and ourselves, and we were all under different Ministers, so that nobody knew what any had got.
2621. Do you not think that the officer in charge should have known that this particular piece of apparatus was missing? No, because there were two equipments for the same gun. The officer was perfectly right up to a certain point.
2622. Are you quite sure that he knew that the new equipment was a necessary adjunct of the gun? He might not have known it. The gun had only just come out, and had not been long set up.
2623. But is there not a specification accompanying these things? Yes, no doubt.
2624. Then in that case he ought to have known of the apparatus. Who was the officer answerable at that particular time for that state of affairs? It must have been Colonel Roberts.
2625. Have you proper provision now for magazines for ammunition and explosives? Not altogether for the explosives.
2626. But you have for the ammunition? Yes.
2627. There is not likely to be any recurrence, is there, of that bad lot of three and a quarter million cartridges? No; and I think there has been a good deal of exaggeration about that. A great many of them were used up afterwards.
2628. What were they used up for? Field firing. They could not be used for range firing, because if your men were competing in a match and we gave them inferior ammunition, and the other side had good there would be a good deal of grumbling and injustice, but by using them up in field firing there would be no injustice done.
2629. *President.*] Did not they burst? No. The principal fault with them was that they varied so much in the weight of the powder.
2630. There was no danger with them? I never believed there was any danger.
2631. Have you ever heard that some stuff from the same firm supplied to Victoria also turned out badly? No.
2632. *Mr. Manning.*] What sort of rifles have the Naval Brigade? Martini-Henrys, I think.
2633. *President.*] From what you have said I gather that you have no absolute knowledge that you have enough karkee in Sydney to make uniforms and equip 3,000 men? I have no absolute knowledge, but I should say yes.
2634. Have you ever made any special inquiry? I specially spoke to the contractor the other day, and I forget whether he told me he had just got a consignment or had just indented.
2635. Should you not have a very large quantity on hand? Yes, and that is why I sent for the contractor.
2636. But in your position should you not be certain about it? Yes, and I shall see him again about it before the end of this month.
2637. Are you depending on this one contractor? I am depending on him mainly, but not entirely. I should say he haa enough for at least a thousand men in store.
2638. You do not know where the karkee comes from? Each importer gets his own.
2639. Have you put it to any special test as to whether it is good cloth or bad cloth? I leave that to quartermaster-general.
2640. But he is one of your officers surely you ought to know as much about it as he does? He being an older man and practically of the same seniority I think I can trust to him.
2641. No matter whether he is as old as Methuselah it is his duty to examine it and make you acquainted with the results? Unfortunately, it was not defined in that way. For local purposes the clothing was taken out of my hands.
2642. But as Adjutant-General, surely you are responsible? We are just having the matter put right.
2643. Then, up to the present time it has not been put right? Why, no.
2644. Are you making any changes now then? Yes.
2645. And that change is to make you responsible? I shall be responsible.
2646. Then will it be part of your duty to see where the clothing comes from, and ascertain its quality? Yes; but the only officer who knows anything about it now is the officer who has been in charge.
2647. Does he report to you? Only when anything is found wrong, I have several matters reported to me in that way, and, for instance, I have had to call the attention of the contractors to the clothes, so as to allow more room round the hips.
2648. The Permanent Artillery get so much for uniforms every year? Yes, there are certain articles they have to be provided with every year.
2649. Who supplies them? I do not know who is their contractor. They do all that through the regimental clothing-board in every regiment.
2650. Permanent Artillery and all? Yes.
2651. And do you mean to say you do not know how it is done, or where they get it or anything? All we know is by inspection, and we see that it is the proper material, and is likely to wear well.
2652. Have you taken one of the coats and weighed it so as to see that there is the proper amount of cloth in it? No.
2653. Have you only one pattern? Only one.
2654. Do you mean to say that you use the same tunic for summer as winter? Yes, quite so.
2655. Did you ever hear of such a thing in any part of the world where there is such a change of climate? I should say it is done on the score of economy.
2656. What is roughly the value of a soldiers suit? I should say, about £5.
2657. Do you not think you ought to have a suit of cloth uniform and also a karkee suit for hot weather? I do not know that more than one is necessary.
2658. What would you do if you put them in full dress—would you put them in their ordinary tunic? They

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They have a suit for their ordinary work, and I think that the want of full dress is to a great extent met by their having serge jumpers.
2659. Then you have serge suits? Yes.
2660. As well as the others? Yes.
2661. If you had said so before it would have saved a good deal of misunderstanding;—how long has a serge suit to last? Two years.
2662. And the whole of this clothing matter is left in the hands of the Officer Commanding the regiment? Yes.
2663. And he gets his uniform where he likes? He has got the regimental clothing board to assist him.
2664. Is he also entitled to compensation if he does not want new clothing? When I was in the regiment, there was a rule about it, but since this very court-martial, Mr. Manning has been speaking of, a change has been made, but I cannot remember what it was. The old system used to be that the men were paraded, and if a man produced his suits in good order he was allowed to be put down on the compensation list, and he got the value allowed, and this compensation is still given, but it is done in a different way.
2665. Then the contract is made up by the Officer Commanding and not by the Government? Yes.
2666. Do you think these suits are made in the Colony? Yes; I am certain of it.
2667. Do you know who makes them? David Jones & Co. for one; but the man who makes most is Anderson, at the bottom of Oxford-st.
2668. Would he keep any quantity of this material? He did get a lot of it, but the whole question depends on how long they get the contract for. It is just like the old contracts for provisions, the contractors would not make much concession, unless the contract was for an extended period.
2669. A thousand suits would run into a large sum of money? That one contractor—Anderson—would not have the whole of them. David Jones would have a large quantity, and there is another contractor whose name I cannot remember.
2670. And you think they are not made in England and brought out here? No; I do not think so.
2671. Do you not think that the patterns are made here and sent to England to be made up? I do not think so.
2672. You would not like to say they were not? I should be surprised if they were.
2673. When you give an indent, how long is it before you know whether you are to get the goods or not? That is a most difficult question to answer. There is a case in point at the present moment. We have three indents out for stores, and they are not supplied, although they have been out for two years.
2674. But you are responsible for what you wanted, how is it you have not done anything to get these stores? We are in this position that we can do nothing but represent to the Government that the delay has occurred. The indents I refer to amounted to £15,000, £15,700, and £4,000, and we only heard the other day that the indent for the £4,000 had been completed.
2675. Now supposing such a delay as that took place in regard to cartridges, might you not run out of them? Well, not so much in that case, because we always indent for them a long while before hand.
2676. But according to what you have told us you do not know whether the Government is going to give you these things, so how can you not say you might run short of cartridges? I suppose we should have to do as we did once before.
2677. *President.*] What! Run out of cartridges? No; but we found that in consequence of the indent not being supplied we commenced to trench on the reserve stock, and in effect that is running out of cartridges. There has been great complaint by the Association about it.
2678. *Mr. Cowlishaw.*] But the General sends in a report to the Colonial Secretary? Yes.
2679. Do you assist in preparing it? Yes; so far as the returns are concerned.
2680. Do you satisify yourself that the stock represented to be in hand is actually in hand before you certify? What I do is this—I do not go round and personally inspect the stores to see if they are there, but I get hold of the officer in charge of the department and get a certificate from him.
2681. Do you see the books at all? No; I do not.
2682. *President.*] Have you had any stock-taking? We have just had one.
2683. *Mr. Cowlishaw.*] Suppose the General reported that there was a certain amount of ammunition, and it was found suddenly that there was not the quantity reported would you be responsible? No.
2684. But you are the head—would the same thing apply to the clothing? Yes.
2685. If there was war and it was found there was not proper clothing for the men or food, you would be responsible? It would all be in the departments. If the 1st Regiment went to the field the Officer Commanding is responsible for the clothing and the arms being up to the extent allowed by Parliament. With regard to the transport and food there is a special department; there is also a special medical department, and a special department for ammunition under the Commissary-General of Ordnance, who also is in charge of tents and camp equipments. All these things are in store and ready for issue.
2686. But they all send in their returns to you? Or they may go to the Quartermaster-General.
2687. And you make out the indents? No; we do not.
2688. Then who makes them out? They are made out by the Quartermaster-General's Department except for warlike material which is made out by the Commissary-General of Ordnance, and with the exception of the submarine mining stores which are made out by the Commanding Engineer.
2689. *President.*] Do you not make out requisitions for the small arms and ammunition? I do not.
2690. Who does? The Commissary-General of Ordnance.
2691. On whose demand? Hitherto it has been done on the demand of the Quartermaster-General.
2692. Is he not your subaltern officer? Yes.
2693. And are you not the chief of your department? Quite so.
2694. And are responsible—then why talk about the Quartermaster-General. You direct him what indents you want, and he has got nothing to say about it? In working harmoniously together we have not noticed these matters.
2695. *Mr. Cowlishaw.*] So that if you sent in a report that there was a certain amount of ammunition in store, you could not be perfectly satisfied that it was there—you could not swear it was? I believe it is there on the reports of the officers to me, and I do not know how I can be responsible for work that must be delegated to them.
2696. *President.*] Surely you are responsible as head of the staff for every word in the report? If there

was anything in the report that I knew was incorrect I should at once call attention to it, and ask the officer in whose department it was for an explanation, and through him trace it down to where the mistake was.
2697. In the report it is stated that there is a certain amount of ammunition which is found not to be there, how does it come about? The report was obtained by me from the Commissary-General of Ordnance, and upon his report I certified.
2698. But the report turned out to be wrong. Do you not see that if the first part is wrong the other part of it may be wrong? It might be, but I do not think it is at all likely.
2699. As a matter of fact, do you personally know anything at all about it? I know of nothing that does not give you a correct idea.
2700. But you say you get your information from somebody under you and give it to the General, and consequently you are responsible, and if you happen to be wrong in one case you would not swear the other part of the report was right? It is right so far as it goes in the first instance, and therefore, I think I am justified in believing the other part is right.
2701. It is not right, because we have evidence that it is incorrect? I should doubt if it is incorrect as far as the average goes. You may have had evidence about the larger ammunition, and I know that one of those unexecuted indents contained the quantity required.
2702. You say in the report that you have 320 rounds for each big gun, and you have not got it, therefore, you may be wrong in some of your other statements. Are you aware that there are only 100 rounds per gun? No.
2703. *Mr. Manning.*] And that the report is absolutely and specially wrong by a couple of hundred per cent.? If it is, I should certainly say to the Commissary Officer "Why on earth did you send in this return."
2704. Would you be surprised to learn that instead of having 320 rounds for each big gun you have only 100? I should say for the 80-pounders, there were 200; and for the field-guns, something like 500 per gun.
2705. Taking only their big guns, would you be surprised to learn that there are only 100 rounds per gun instead of 320? I think there would be 100 rounds for the big guns, and 200 for the smaller.
2706. *Mr. Cowlishaw.*] But as we know that there are only 100 rounds for each big gun, you may be equally wrong as to the number available for the others? I should say it is absolutely correct.
2707. Would not that evidence go to prove that it is wrong? All I can say is this, that if an officer gives me a report that is correct, as he says, I must take it to be so. I cannot go round the forts and examine the stores in each fort. That is manifestly impossible.
2708. Do you not think, before you send in a report, that you are responsible, for it would be your duty to go round to these special departments, and see that there is the quantity reported there? As a rule the General has communication in all departmental matters direct, and with the officers immediately in charge of the department. He has not made me responsible, but he uses me as a channel of communication; but in everything relating to a department he takes control himself.
2709. Then the General has done away with your office? No, he has not, unfortunately.
2710. If he allows your subordinates to give reports which you should give him, he does. As regards ammunition, you have never taken the trouble to satisfy yourself that you have got the quantity that the storekeeper puts down, by going to see his books? No; but by going to the Commissary-General of Ordnance, and making inquiries of him.
2711. What inquiries do you make? I got a return.
2712. You are a member of the Defence Committee? I am Secretary to it.
2713. *President.*] Are you paid anything for that? Yes.
2714. *Mr. Manning.*] With regard to the compensation for saving on clothing, I understood you to say it was abolished entirely, and afterwards you said it was done now in some other way—in what other way? I do not exactly know, but I will let you know.
2715. Then let us know what compensation was paid for clothing in the years 1889, 1890, and 1891? I will do it.
2716. I understand that you are one of the officers to pass officers? I used to be; but the last year or two I have given up setting the questions, to a great extent, and given it into the hands of Boards.
2717. Then you have not examined any officers lately? No.
2718. And do not know their qualifications? No; but I will say that most of them were appointed through their political friends.
2719. By political influence? By the Government, through political influence.
2720. Without any right by qualification? There were inquiries made before the General would recommend them. He would satisfy himself, so far as he possibly could by inquiry and by personally seeing the candidate, in fact he always makes a point of seeing the candidate personally.
2721. Does he examine into their educational career? Yes; he always asks them what they have been in that way and requests them to produce any educational certificates they may have.
2722. Have they any military training before they get their commissions? No, that is the reason they are placed on a twelve months' probation.
2723. Then they are acting officers for twelve months? Yes.
2724. You say you have not sent any of the officers back lately? No, only two in sixteen years, and those two were put back for a time only and eventually passed.
2725. I suppose it comes to this that if they once get their friends to put them into the service they are safe? They may get into the service but they are not certain of remaining. They can only remain if they pass their examinations.
2726. *President.*] Do you not find that in taking these men on chance you are in very much the same position as they are in the Imperial Service. A man there does not always maintain his position, but perhaps you are more lucky? I cannot say.
2727. *Mr. Mort.*] What forces are you referring to? The Partially-paid.
2727½. I heard you speak of a certain sort of valise which was proper to have, is there any means of supplying you with information as to these new things? We ask the Agent-General to send us information, or it is sent out in the War Office circular, but there are cases in which we want to get the patterns ourselves.
2728. Does the War Office circular provide you with all information? Yes; but if there is any difference of opinion we like to have the patterns.

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2729. *President.*] Then if the circular gives you all the information you know at once without applying to the Agent-General? Yes; but you know how useful it is to have patterns.
2730. *Mr. Cowlishaw.*] You are responsible for the latest information;—do you get it before new arms are ordered? Yes.
2731. And then you submit it to the General? Yes. If it is ammunition he has a Board appointed upon it, and if it was a new rifle he would send it to the Instructor in Musketry to test and report on.
2732. Supposing to-day or during this month you heard of some patent which it was desirable to try;—how long would it be before you got it through the Board, if they recommended the Government to bring it into use—would it be on the same principle as the indents? No; because the Board would be in our office, and we should get it at once. I may explain. To-day being Monday, and we got information from the store that certain things had arrived, the Board would sit before Thursday, and its report would be acted on, and the whole thing done with before the next Monday morning.
2733. *President.*] That is not exactly what is wanted. The Board is simply to pass the stores when they have arrived? Yes; any new invention would go to an expert.
2734. *Mr. Cowlishaw.*] How many meeting of the Defence Committee have there been during the last twelve months? About a dozen.
2735. *President.*] You say you have to order the cartridges a long while before hand, and before you want them, is there not a great fear of their deteriorating? That is one of the difficulties we have to contend with; but the ordnance are always arranged to keep the supplies moving.
2736. Have you any idea of the length of time cartridges are kept before being used? Some of them as long as five years; but we cannot well help that, as we have to send home for them. During the Egyptian scare of 1882 they complained bitterly at home that we had left our orders so very late.
2737. You cannot get supplies locally? No.
2738. Who pays for the alteration of the Artillery clothing? That is all paid out of the clothing fund.
2739. Which is a new thing? It is a new thing with me. There is a differenceto the regimental system, and I do not understand it, I honestly admit.
2740. Where does the money come from to go into this clothing fund? What I believe is this, that instead of so much money being put down to the contractor for the men's clothing, which amounts to so much, it is put into the regimental fund.
2741. Then the Government must be paying so much for clothing, and the clothing must come to so much less? I should like to know very much more about the regimental funds and the clothing.
2742. About a school of instruction, have you any night drills? For recruits only.
2743. Who takes them? The acting sergeant-majors and the staff sergeants.
2744. What officers attend? None, they are always under the supervision of the garrison sergeant-major.
2745. *Mr. Meeks.*] As to the expenditure in clothing and accoutrements, you know all about the orders given? No, it is all done regimentally. All I do is this, supposing a regiment is 500 strong, there is a certain amount of clothing, and the balance required has to be equipped up to that number.
2746. And these are all drawn from the stores on requisition? Yes.
2747. *President.*] You know what is in store? Certainly.
2748. *Mr. Meeks.*] You say you have to order all these things from England, do you not think they could be made here? I do not know whether my experience is any good, but as regards some things I got made here they cost just three times what they would have cost if I had got them from England. There is one matter, though, I only found out this morning, we had some Bedford cord sent to us from England which cost £1 as against 22s. 6d. from one of the factories at Geelong.
2749. If you were to call for tenders locally would it not be better for you, as knowing your position in case of war? Not as regards belts. All the clothing contracts are done here, and are invited by tender.
2750. We know the clothing is tendered for here, but could not the belts and accoutrments be supplied as well? I have given you my experience.
2751. The whole of your indents go to the Agent-General? They go to the Colonial Secretary and then what becomes of them we do not know, I cannot tell you at this moment, although I have made every inquiry where the indent for £15,000 is. I do not know even whether it has ever gone from the Colonial Secretary. Colonel Roberts has also been asking about it, and he cannot find out.
2752. Can you tell us the amount of money spent in the years 1890 and 1891, on clothing, taking the Permanent Artillery, as so much, then the Volunteer Artillery, &c. And also the amount of money spent in the same period for arms and accoutrements? I can give the particulars. [*Return to come at a later stage.*]
2753. *Mr. Cowlishaw.*] You exceed your estimates—you do not come within them? It all depends on what Government is in power, that is to say, one Government may allow you to take certain moneys out of the unexpended vote, and another Government will say you must not do it, but it must go to the Treasury, and whatever you want you must put down in a separate statement.
2754. Are you in charge of the rifle ranges? I have nothing to do with them.
2755. In no part of the Colony? No.
2756. But you are in charge of the shooting? Only quite recently.
2757. That is within the last month? Yes.
2758. Since the Commission began sitting? About the same time; but that makes no difference, as it is simply a division of duties.
2759. Could you not make a recommendation of appointment in connection with the ranges? No. The only recommendation I made was that the Paddington rifle range should be reserved for drill purposes.
2760. But they will be under your charge? No; under the Commanding Engineer. I may tell you that when we looked at the Estimates we were surprised to find sums of money down for rifle ranges that we did not know of.
2761. Then who looks after this money being given? Members of Parliament. You will see under the Miscellaneous in the Estimates a dozen rifle ranges down for £20 here and £25 there and so on, but none of these amounts go through the Military Office.
2762. Who gives it? The Government.
2763. Who to? I do not know. It does not go through our office, and we know nothing, absolutely nothing about it.

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2764. *Mr. Cowlishaw.*] But how is it you do not know anything about it when these ranges are under your control? Only as I have explained. We may decide to do something for such and such a range, and we find the identical range is down for money over which we have no control. You will see about a dozen of them—Alstonville, Ballina, and so on.
2765. On whose recommendation are these grants made? I do not know.
2766. Is it a matter of political influence? I think it is. A grant may not be recommended by our office, but irrespective of that you will find an amount on the Estimates.
2767. Then if a locality has sufficient influence, even if it is a long way off, say at Albury, it might get a grant of £300 or £400 without your knowing anything about it? It might happen, and we should certainly know nothing about it.
2768. It might be spent without any reference to you at all, and still the ranges are under your charge? Yes. If it came before us officially we might say we could not conscientiously recommend £50 or whatever it is, and all the time by referring to another portion of the Estimates, away from the Military vote, we find it is being done without our sanction.
2769. *President.*] And this amount of money is spent on the rifle range without your knowing anything about it either? Yes.
2770. *Mr. Cowlishaw.*] Not having sanctioned it, do you make any protest? We know nothing about it till we see it on the Estimates.
2771. But you can see whether any work has been done or not? Impossible. At Ballina how do I know whether £25 has been spent or not.
2772. But you make an inspection, do you not? No. Personally, I never leave Sydney.
2773. Who does inspect? The officer commanding the district.
2774. Where do you go? Only on the railway lines.
2775. Have any of these moneys been spent on these ranges? Those on the Estimates-in-Chief?
2776. Those which you have recommended? Yes; those which we have examined and reported upon as requiring a certain amount of money.
2777. And it is not known whether these moneys got by Parliamentary influence have been expended or not? It is practically unknown to us; but, of course, it may be presumed that they are.
2778. You have never set yourself to ascertain whether the money has been spent or not? Why should we.
2779. It is part of your department? It is; but it is under another head of expenditure altogether.
2780. It is counted to the Military Vote? So far as that goes, they charge the storage of the civil powder to the Military Vote. This comes under the head of miscellaneous.
2781. But when they bring forward the Estimates they charge it to the Military Vote? They do not in the summary. These items are apart from the Estimates-in-Chief.
2782. You think you should have a say in them? Quite so.
2783. But when you inspect you should know whether the money has been expended or not? I do not think we could. It is a very wrong principle to have money expended on a department which does not go through that department, and is not entered in our books. If it passed through our hands I would not care how the money was got.
2784. If a special amount was obtained for fencing in a range you would take care to see that it was properly spent, and that the work was properly executed? Certainly. At present we do not know if it is done, or how the work is done.

[*The Commission adjourned till 7 p.m., 19th July.*]

TUESDAY, 19 *JULY*, 1892.

[*The Commission met at the Town Hall, at 7 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, Esq., J.P. | W. P. MANNING, Esq., J.P.
A. W. MEEKS, Esq. | J. LAIDLEY MORT, Esq., J.P.

Major W. S. Churchward, R.A., examined:—

Major W. S. Churchward, R.A. 19 July, 1892.

2785. *President.*] You are an Artillery Officer and Instructor to the New South Wales Artillery—what is your proper title? Chief Instructor to the New South Wales Artillery Forces and Firemaster.
2786. Can you give us a few of your experiences with reference to the Colonial Artillery, would they be useful to us in their efficiency, general working, and so forth? With reference to the Permanent Artillery, I should strongly recommend the force be reduced to a total, including officers, of 500 from the present number of 558.
2787. Have you any means by which you arrive at that specific number? I should have 470 men and thirty officers, provided that an extra battery of Volunteer Artillery is raised.
2788. You appear to have decided on a particular number—on what do you ground your calculations? By what is regarded for working the necessary gun detchments, magazines, and so forth.
2789. How many permanent garrison gunners do you propose? I should recommend twenty-six officers, and 400 men.
2790. Of course, you would use some partially-paid men? Yes, chiefly; but I am only giving you the total of 500 men for the Permanent Force, on the condition that an extra partially-paid battery is raised.
2791. How would you work it out? Five hundred and twenty partially-paid, and 436 permanent or a peace strength only, not including the Partially-paid Artillery Staff.
2792. Does that include all the guns that are now being mounted, as well as those that are mounted? Yes; what I have given would man the guns I have seen, and the whole of the guns when mounted would amount to 127 including reserve guns.
2793. Can you give us the detail? Yes. That is, not counting the smooth bores.
2794. What are the details? Four 9·2 in., three 8 in., twenty 6 in B.L.

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2795. You say twenty 6-in. B.L.—how many are at Newcastle? At the present I believe there are six but I am not certain.
2796. I find only three? You have got the old red book.
2797. It is the only book we have got? I do not say that there are twenty 6-in. guns mounted, but they are either mounted or will be mounted in the next twelve months.
2798. If you go to Newcastle you will find two 6-in. and two 8-in. at present, and that there is no intention of mounting any more there, but it is a point I am not quite certain about now, where are the others? There are no more 8 in.
2799. As to 6-in. then; we have got three of them, where are the others? Inner Middle Head two; three at the casemates battery, two at George's Heights; at South Head, two, at Wollongong they have one; there is nothing at Bare Island; on the coast batteries there are three 9-in., and besides that there are two at Henry's Head—that makes fifteen, and there is one to be fixed up.
2800. Where? I do not know where.
2801. Can you give me any idea where it is? No more than that it is on the coast.
2802. Well, I do not agree with you as to the number. You must have got the basis of your return from somewhere, and I want to know how you arrive at this number? I get returns showing the ammunition from the Ordnance Stores showing what is in store for different guns. I think there is one 6-in. in store, but they have not determined on the position yet.
2803. Then that is twenty-two H.P's.? And that is providing for one in store which makes twenty-three.
2804. I do not put it down because it is in store, and is not set down for any work, I do not think we ought to take it into consideration. It is simply a gun to be put into a battery if anything happened and a gun was disabled? I cannot tell you, because I have nothing to do with choosing the positions. I look upon it as a gun to be provided for.
2805. How many muzzle-loading guns have you calculated for? Four 10-inch 18 ton; three 9-inch 12 ton; two 25-ton. Two 10-inch are at South Head and one at Bare Island, and one to go up in Botany Bay in the neighbourhood of Bare Island. It was taken out of the casemate and three 6-inch put in instead. It does not go into the fort at Bare Island.
2806. Is the fort designed for it? No.
2807. Then I should calculate it as a spare gun. Then come the 80-pounders? There are twenty-four 80-pounders.
2808. I have got twenty-two;—can it be the same here that the gun is in store? I expect so. I am counting the guns which are to be mounted, except that one 6-inch.
2809. Admitting that twenty-two is right for the sake of argument, how do you make up 127? There are three 40-pounders.
2810. They are for positions;—there are not any smooth bores in batteries? No, not one.
2811. Now, I want the manning of the Garrison Artillery? They would be garrison men. I am taking in my calculations all the guns except the smooth bores.
2812. You did not take any machine guns? They would be manned by the Partially-paid Artillery. Nobody else available to do it.
2813. They were got for the purpose of defending landings on the coast, and some of them for mounted service, and not one of them was intended to go inside a fort? No, not inside; but all the same it is necessary they should be manned by Partially-paid Artillery.
2814. That is a matter of opinion? I do not see how you could do it otherwise. The Infantry could not do it. In the last tactics at home they are always taken by an infantry regiment, but guns intended for secondary defence must be manned by artillery.
2815. The Maxims are not intended for secondary defence? It has been decided they were to go into the movable armament.
2816. That may be so, but it was utterly opposed to the intention with which the guns were purchased. However, supposing you do, what number of quick-firing guns have you? There are ten Maxims.
2817. How many men do you want for a Maxim? Five.
2818. In a fort? Yes, with men to carry ammunition and move it about.
2819. But suppose you had not those circumstances? Then I could do it with three. These guns are not on pivots but on travelling carriages.
2820. You have sixteen 1½-in. Nordenfeldts, how many men do you want for them? Five men for each. They are on travelling carriages.
2821. Does not that show they were intended for coast work, to defend landing places, and to assist in case of an assault on the batteries? I was under the impression that 1½-in. were for attacking torpedo boats and like work. Of course they might be used in defence of coast landings and boats.
2822. Could you not use them against men formed up on a beach? Of course in such a case as that you would use every gun you have got.
2823. There are two 1-in. Nordenfeldts, how many men would you want for that? Five men each, three if mounted on pivots.
2824. There are 22·45 Nordenfeldts, are you going to put these into the batteries? They must be in the forts or adjacent to them for the detachments to use them and to move about as they are required.
2825. Are you going to let us have any of these for Broken Bay? I am not laying down the positions they are going to be put in.
2826. Therefore these guns may be used anywhere? Yes.
2827. How many men are you going to use for them? As mounted at present, five men per gun, except guns on pivots.
2828. Do you happen to know how these men are told off for the forts. You know the total number of machine guns told off for the forts, but you do not know whether there are wanted for the forts or the field batteries? I only know them as so many guns which have been told off for the Artillery Forces.
2829. May I ask who told these guns off for the Artillery Forces? I have nothing to do with that. What I have to go on is returns.
2830. Would you man these guns with highly-trained gunners? Certainly, that is, with Partially-paid Artillery.
2831. Speaking professionally, you think they ought to be manned with highly-trained men? Certainly, from what I have seen.

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2832. Have you had any experience at home of these guns? Yes.
2833. Where? At Shoeburyness.
2834. What is your opinion of them? They are most liable to get out of order if not carefully worked.
2835. You have seen them used at Shoebury? Yes.
2836. And you say they get out of order? They were constantly out of order.
2837. Therefore, you are of opinion that these guns could be manned by Partially-paid Artillerymen? Yes.
2838. But not Permanent men? No.
2839. That is 230 men you want—now how many men for the Maxim? Three men for Maxims, if they have not to move about.
2840. We have got all the machine guns now;—what other guns have you got? Six 9-pounders, ten 16-pounders, three 40-pounders.
2841. That is including field batteries? Yes.
2842. I do not want the 40-pounders. Now, what is your professional opinion as to the number of men required to man the forts? Four hundred and twenty-six Permanent Artillery.
2843. How many Partially-paid? Five hundred and twenty, as a peace establishment.
2844. Would these men man all the guns we have in the forts, 80-pounders and all? No; not half of them.
2845. Have you any statement about the number? I am presuming that you want a war establishment, and that the Partially-paid Battery is raised to a strength of 100, exclusive of staff.
2846. Taking the Batteries all round, give the exact number of men you want? That is what I have calculated out, and I want a total of 1,805 officers and men.
2847. Well, let us see how you get them. We have first of all, twenty-two breach-loaders; then eight big guns—muzzle-loaders; then twenty-two 80-pounders;—taking all these guns, how many men do you want? One thousand eight hundred and five.
2848. How many men do you want for the twenty-two breach-loaders and eight muzzle-loaders? One thousand and forty.
2849. Is that one relief? Without any relief. I am taking the number required all round to work everything.
2850. That includes everybody—magazine men, signallers, position-finders, and all? Yes; but it will include no officers.
2851. How many officers do you want? That entirely depends on the local positions.
2852. Have you not worked it out? Not for these numbers, viz., twenty-three breach-loaders, eight muzzle-loaders. I have for others.
2853. I can make nothing of your calculations; they differ altogether from mine? But you are going on a different number of guns to what I am.
2854. Your numbers are so very different from what we have in Victoria? That may be; but here you have to look at the isolated and local positions.
2855. You are a member of the Defence Committee? Yes.
2856. Have you laid your opinions before them? They do not go into the details of mounting and the number of men.
2857. Does not the Defence Committee advise what course should be followed for the defence of the Colony? I can hardly answer that question.
2858. Do not they touch on artillery matters? I cannot say.
2859. Why—are not you there? Yes.
2860. Then why can you not tell us? Because what takes place in the Committee is confidential; but still, if the Commission presses me on the point ——
2861. We have had a good many confidential communications made to us. We do press you. Were you never asked your views on artillery matters in reference to the best course to be pursued in defence? Never; it is arranged by O.C.A.F. and C.E.
2862. Do you mean to say with all your high training in Artillery matters you are never asked your opinion? In certain Artillery matters, but not in details. The Defence Committee does not go into details.
2863. But these officers out here have not had the high training you have had. Do you not help them? I have interviewed the Officer Commanding the Artillery Forces, and if he requires me he sends for me, and I tell him what my opinion is on any subject that he may ask me about in connection with the Artillery.
2864. But without all that, if you find him going wrong do you not put him right? If I happen to know of it, but I am not in a position to give advice unless it is asked for. I am simply an instructor, I have nothing to do with the position of the guns or anything of that sort. That is done by the Officer Commanding the Artillery Forces and the Commanding Engineer.
2865. But the Officer Commanding the Artillery Forces has not a tenth part of your experience; do you mean to say he does not ask your opinion on artillery matters? Not in choosing the position of guns, ordering guns, or anything like that.
2866. Then the Colony is getting your experience for nothing? That is as it may be.
2867. I find in going over the ammunition return of the batteries and guns that they fire their big guns with full charges—why do they do that? Because it is the rule in the Imperial Service. Reduced charges have almost been done away with except for breach-loading guns.
2868. Take the old-fashioned 60-pounder, do they use full charges for that in their ordinary work? Not always; but it is laid down that so many full charges shall be fired annually from each gun.
2869. But do they use full charges in instructing people in ordinary work? No; they use what are called practice charges.
2870. Do you agree with the Artillery Forces using full charges? Yes.
2871. Why? Because there is a tremendous amount of confusion in having both reduced and full, and more instruction and experience is gained by using full charges.
2872. But do they not use reduced charges at home? They use what is called practice charges, which are quite different to reduced.
2873. And you do not use them here? No.
2874. I cannot make out why;—did you never recommend them to comply with the home regulations? Not in regard to practice charges.

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2875. Why? Because it would cost them a great deal in altering sights, and so on, which would counterbalance any saving they might make on the ammunition itself.
2876. Then how do they do it at home? They have two sets of sights.
2877. Would it not be more economical to have two sets of sights here rather than go on firing full charges? On the other hand, I think it would cost more.
2878. But do not people at home study economy more than they do out here—they would not do it if it did not save money? Perhaps so; but the total expenditure is much more at home.
2879. I am talking of sights;—you say they do not consider it a good thing to get the sights altered here because of the expense, but I say that they use these sights at home for reduced charges, and I want to know why they cannot do it here? I said with practice charges, not reduced.
2880. *Mr. Mort.*] What is a practice charge? Half a charge.
2881. *President.*] Are you aware that these big guns use 175 lb. of powder for a full charge? Yes.
2882. Can these guns stand very much of that? No; they cannot. That is what I am going to speak about later on.
2883. There has been too much firing? Yes.
2884. And yet you say you will not recommend them to use practice charges? Not for that gun especially.
2885. If they used practice charges with this gun would not they get all the practice necessary? For that particular gun you could not use it.
2886. Why not? Because the cartridge would be too short, and the projectile would not be home in the gun.
2887. In that case do they not make a cartridge up with an air space? In the reduced charges they do.
2888. Could you not use practice charges here, and make up your air spaces, so that the projectile would be in its proper position? It could be done, but there is nothing laid down for it.
2889. In your position, as officer of artillery here, do you recommend these charges? No; I do not think it would be a good thing.
2890. Would you not save some 80 lb. of powder, and yet the men would get the same experience as if you fired with a full charge? In spite of that I do not think it would be a good thing to do, and the men do not get the same experience.
2891. So you will have full charges;—how long will a gun last? Of course, it will not do to go firing them every week.
2892. They have been fired a good deal with full charges;—have you seen an impression of the bore? Yes.
2893. And it is in good condition? Yes.
2894. What do you consider the life of that gun? It is impossible to say.
2895. What is the life of a gun by charges? It really is impossible to say. It all depends on how the gun happens to stand the firing. One gun may happen to last a great deal more than another.
2896. What is the life generally laid down? I cannot tell you without referring to books.
2897. Can you give us a broad idea of the life of a 25-ton gun? I daresay it would fire 1,500 rounds.
2898. That would extend over about ten years. Did you ever hear of any rifled gun that stood ten years, or fired that number? As to the number, yes.
2899. Where? At home.
2900. What was the size of the gun? I think it was a 25-ton gun, fired with full charges.
2901. Whereabouts was it? At Portsmouth.
2902. Can you give us the particulars—what year was it? Between 1884 and 1887.
2903. One thousand five hundred rounds, all full charges? Yes, to the best of my belief, but I cannot say whether she had been relined or retubed in that time.
2904 You know what is the life of a 67-ton gun—you must have got that out lately? I could not tell you without referring.
2905. That is the 13-inch;—have you ever heard anything about the lives of guns? I have read about it, but I cannot tell you simply from memory what the life of a gun is. I remember about the gun firing 1,500 rounds because it was spoken of at the time as something out of the common.
2906. Will you tell me what is the number of rounds a gun of this character will stand without relining or retubing? It is impossible to say.
2907. *Mr. Manning.*] Do I understand that you, as an Imperial officer cannot give us the life of a big gun? I gave you one case, but I cannot tell you the life of every gun. It depends how the gun stands it.
2908. *President.*] That being so, and the life of the gun being uncertain, do not you think it is a mistake to go on firing the full charges except perhaps once a quarter to test the gun? I do. I say there has been too much firing, and that is very bad for the heavy guns.
2909. Have you brought that forward in any way? Yes.
2910. Officially? No.
2911. Have you brought it under the notice of the authorities that they are likely to destroy their guns? I have not brought it under the notice of the Defence Committee. It is a matter of detail left to the Officer Commanding the Artillery.
2912. Is it not your duty, as an Imperial officer having a large experience, to point out to them that they are going wrong, and to endeavour to put them straight? By my appointment I am tied down to certain duties and my position in regard to them is unarguable, but I do not know that I might not be snubbed.
2913. Have you ever been snubbed? I have not been consulted in certain matters I ought to have been, but generally I have helped them to the best of my ability.
2914. Now as to these 1,800 men you want, is it the total for two or three reliefs, or what? It is simply the number of men required to man the guns in war time.
2915. Then if you had two reliefs you would want 3,600 men? Yes, but I should not give them anything like that; I should simply take what we have got without going into further expense, and do the best we could with them.
2916. But some of your men might be shot down, and you would require others to take their places? Of course, if you go fully into it you must increase your force enormously.
2917. In Victoria we calculate on a relief and a half, how would that work out then? Three thousand one hundred and fifty.
2918. You know what we have in Victoria for a relief and a half? No.

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2919. We have twenty-seven large H. P. guns, fourteen quick firers, ten heavy M. L.'s, and nine machine guns; and we supply a relief and a half and every single thing they want with 1,000 men? In my opinion, you cannot do it.
2920. I laid the whole thing before the Artillery officers there, and they told me this number would be succeedant? I do not see how it could be done.
2921. You have got a Field Battery—what would you like to say about that? The Permanent Artillery Field Battery should be raised to six guns.
2922. It is six now? No. 4. They have enough horses for six guns, but they require another officer.
2923. They have got the guns here? Yes.
2924. Then they have enough horses, but all they want is an officer and a few more men? Yes, but the equipment is not complete otherwise.
2925. You turn out the battery without waggons? Yes.
2926. Have you the waggons? They are in the store.
2927. Is there anything else? There are at present two Partially-paid Field Batteries, and in my opinion one is not required. What is wanted, is one Permanent and one Partially-paid Battery of six guns each.
2928. I suppose you are aware that all the other officers who have reported say there should be more? I know it, but I differ from them.
2929. What kind of guns would you have? I should have for the Field Battery the new gun—the 20-pounder B. L.
2930. And for the present battery? I should get the 12-pounder B. L. They at present have the 9-pounder.
2931. Has the 20-pounder been passed at home? It is not quite ready yet.
2932. Would it not be as well to wait before running to the expense, or even before recommending it? My recommendation simply is that it should be as large a gun as the 20-pounder B. L.
2933. Would not your ammunition get rather mixed? No; the batteries would seldom or ever work together.
2934. Is not that a matter of opinion;—are you quite certain about that? They would not work together in any way so that their ammunition could get mixed.
2935. Still you cannot say that; now in all these matters connected with Field Artillery is it not the great idea to have the same ammunition; is not that what is always being aimed at? No doubt they are trying to do it, but it is not always the case.
2936. But it is what every power in Europe is aiming at—to get one class of ammunition, and now you recommend two classes? I do not see how the batteries could get mixed, and I should recommend one of 12-pounder and one of 20-pounder.
2937. That does not get over the difficulty that one half of the Artillery would have one sort of ammunition and another battery the other sort? I do not think it is necessary to have only one kind of ammunition.
2938. Have you anything else to say? That No. 2 should be turned into a Garrison Battery.
2939. What do you recommend about Imperial officers? I think at present they are required—one for the Artillery, one for the Cavalry, and one for the Engineers.
2940. What position would it be in the Artillery—officer commanding or simply instructor? He ought either to be in command or Brigade-Major to the commanding officer.
2941. Which would be best? If possible let him be commanding officer.
2942. That is to say, he should be the colonel commanding the whole of the Artillery Forces? Yes.
2943. Should an Imperial officer command the Cavalry? No; I think he should be adjutant.
2944. Would it be worth while to get an officer out for 380 men? Yes; but the Cavalry is 428.
2945. Do you think you want an Imperial officer for any other branch of the force? I think one for each branch.
2946. What about the Infantry, because they are more numerous than all the other forces put together? I do not think they require an officer of the Imperial service.
2947. Why then should there be for the Artillery? Because that is a particular science, and the other is not.
2948. What particular science do you refer to? The whole of the Artillery is science.
2949. Is not the whole of the military service science? Yes; but I think the Artillery is more scientific than the Infantry, and requires more highly instructed officers.
2950. That being so, do you recommend officers being sent home for instruction? Yes; one every twelve months.
2951. Then, what about their instruction here;—we have been told that certificates given here by the instructor, were of so great value that they were considered equal to anything given at Shoebury in the same course, and, therefore, the conclusion we arrived at was that it was waste of time to send anyone home, as they got all the instruction here except in siege artillery, and minior details? The instruction is of course on very much the same lines less the siege artillery and the details, but there are not such great opportunities here as there are at Shoebury.
2952. Then the answer given us was not quite correct? No. Of course it would be absurd to say that the training was as good as could be given at home.
2953. But it was said the value of a certificate here was equal to that of Shoebury, except for siege artillery and minor details? I do not know what you mean by value.
2954. That the certificate here was equally good with that of Shoebury? It is impossible it could be equally good.
2955. *Mr. Manning.*] Why? You have not the means of instructing the men as you have at home. There are not the appliances to instruct them with.
2956. I do not quite think you see what I mean;—suppose they go through a course here and get a certificate, would that certificate be equal to what they would get at Shoebury for those particular guns? Yes; on those particular guns, but that is all you can do.
2957. The officer will then be on an equality? No; because he does not go through the same course. There he has the gun factory course when he goes through the powder factories, &c. To learn anything in powder and explosives takes a rather long time; but there are no means of learning such things here.

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2958. Then it would be a delusion for us to imagine that any Imperial officer coming out here to instruct our people could give as good a training as they get in the schools at home? Of course it is not equal.
2959. Will he be unable to give the same instruction as a similar officer would be able to give at home? That is quite a different question; of course he could.
2960. Supposing you are instructor in Artillery here, and you have the same guns to operate upon, say, at the Heads as at Shoeburyness, could you not train men just as well at the Heads as at Shoebury? Yes; but that is quite a different question to the "value" of the training.
2961. *Mr. Meeks*] For all practical purposes it would be as good? Only for the guns that you have in the Colony.
2962. *Mr. Manning.*] But what do we care about the guns that we have not got here? That may be so, but then you do not instruct your men in the manufacture of cartridges and powder; therefore, as you do not manufacture powder it is of advantage to send officers home to learn that part, as no doubt you will make it some day. Every facility is given them to learn their work on the guns here, but in other respects they could not learn so much as they would at Shoeburyness.
2963. *President.*] What year did you go through Shoeburyness? 1885.
2964. Did you ever see a H.P. gun there? Yes.
2965. Did you go through a course? Yes; either in 1885 or 1886.
2966. This officer, who gave evidence as to the value of the instruction, led us to suppose that it was unnecessary to send officers home except for siege artillery and minor details;—here is what he said in answer to a question:—"I am authorised to state that the value of the chief instructors certificates lies in their providing a course which is equal to the ling course at Shoeburyness, with the exception of siege artillery and minor details"? That is put very vaguely.
2967. Then I asked on whose authority he made that statement, and he said on Major Churchwards? I never said that.
2968. You still think then that it would be well to send officers home, but not Infantry officers? I would rather not say very much about the Infantry, but I think it is much more important to send Artillery officers home.
2969. What do you think of these young fellows that have come back—do they do justice to their training? First rate.
2970. Have you ever had any of the Artillery Forces? No; the only one I have known is Captain Lee of the Submarine Miners. It is impossible for me to say how others have done, as I have seen none of them, and I have not the means of judging those of the other colonies.
2971. Now, as to the Permanent Artillery and the Easter encampment, how do you view that? I think it is absolutely necessary that the partially-paid forces should take part in it at any price.
2972. Now about head-quarters office? I have proposed with regard to the location of the Permanent Artillery that they should be sent to the Heads, and barrack accommodation provided, except for the Field Battery, and then that the head-quarters office could save a great deal of expense by all of them; the staff commanding the Permanent Forces and the Partially-paid Forces being put in the Victoria Barracks together; and not only that, but that the stores of the Partially-paid forces should be there as well.
2973. Then everything you possibly could should be put in the barracks and the Artillery sent to the Heads? Yes. Of course it would cost money as there are no barracks for the men at the Heads.
2974. What do you say about a guard boat? It is a distinct failure at present. It is a hired boat, and costs a great deal, and the amount paid for hire for two or three years would buy a boat that could be armed.
2975. I think it is about £300 a year that is paid. Our launch at Queenscliff, which goes round the forts, costs £1,200? Something like that would be the cost.
2976. You say the number of guns mounted is 127, and you say that some 80-pounders and smooth-bores defending the mine field might be replaced by heavy quick-firing guns? In the 127 I include all the guns actually in the Colony. including the maximum and all machine guns.
2977. And you want 3,000 men? Yes.
2978. *Mr. Manning.*] Have you included any defence of the Hawkesbury? I believe it is included, but it is not made up yet; but guns coming out of that number would probably be detailed for that purpose.
2979. But seeing that you do not know anything about the Hawkesbury, whether it is included, how can you answer my question? I believe some of the guns have been detailed for that purpose, but the defence of the Hawkesbury is altogether in its first stage.
2980. Then you have no reason for being so very positive about the number of guns being sufficient? I can only say what I have been told.
2981. *President.*] Have you discussed the defence of the Hawkesbury in the Defence Committee? No.
2982. Therefore can you know anything about it? Only by conversation with several officers.
2983. *Mr. Mort.*] The 127 guns includes what you think is necessary for Port Jackson, Newcastle, Botany, and Wollongong? It includes the whole of the guns, mounted and unmounted.
2984. Are the unmounted guns necessary for the batteries that now exist? Some of them; but there are some in reserve. For instance, there is a 9 point 2 gun in reserve.
2985. *President.*] But you will not want men to man the guns in store? I have taken 127, and working that out I find the number of men as I have stated.
2986. Is not that rather a tall order to take the guns in store. Look what it would come to if the same principle were applied to Woolwich Arsenal? I have taken no reliefs into consideration.
2987. But taking any amount of reliefs, would it not be rather a tall thing to take all the guns in store? I think it is necessary under the circumstances here.
2988. Will you tell me the number of men necessary for the big guns in the batteries; but first we had better see how many guns there are of each description? Fifty-eight big guns, 16 field guns, 3 40-pounders, 16 quick firers, and 34 machine guns, that makes up the total of 127.
2989. And for a relief and a half you want 3,000 men? I do.
2990. *Mr. Mort.*] For a peace establishment I understand you want 500 Permanent Forces? The Permanent Force in the war establishment remains the same; but I increase the Partially-paid Artillery Batteries from 600 to 1,000, exclusive of staff.
2991. But your peace establishment is 1,100, that is, 500 permanent and 600 partially-paid? Yes.

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2992. Now, in war time? I should make the Partially-paid Artillery up to 1,000 in the batteries, that is nine garrison batteries and one field, and then you must have an Artillery Reserve of 500, and, I think, you would be able to get them at half the rate of the partially-paid men. You would simply register their names and they must report themselves at certain periods to entitle them to pay. There are lots of old soldiers here, who, if there were such a scheme at work would come forward and join the Artillery reserves.
2993. Would you give this reserve an annual training? No; simply register their names
2994. Would it not be an enormous expense to the Government to simply register their names for £6? I think £2 would be ample for men not called out for drill.
2995. *President.*] A similar scheme was tried in Victoria and it proved a failure? I cannot say about that. At any rate it has not been tried here. I believe you would get 500 men in a week.
2996. You would get them to-morrow, do you not think in time of war, especially, you would get them in a day? Yes; very likely.
2997. *Mr. Manning.*] I think the witness is setting too much value on the £2, and is looking at it from the point of view of what £2 may do in England. Here £2 would be no temptation whatever? It is something to induce a man to show himself periodically.
2998. Before you made that proposition you must have inquired about it? I am certain there are many old soldiers here, who would be ready to enrol themselves on the terms.
2999. How often would you have them report? Once a quarter. I would do it just on the same lines as they register horses in England, where the registration has proved a great success, and enables a large number of horses to be laid hands on immediately.
3000. *President.*] Knowing the enthusiasm of the people here do not you think they would come forward without registration, especially when there is any business to be done? Yes; but then, I think, you would get better men by this means, or you would be able to pick your men. Even if it has failed elsewhere it has not been tried here, and I think it is worth while to try it, and as a man is not called upon to drill, but only to report himself, I do not think there would be much difficulty in getting even 1,000 men.
3001. *Mr. Manning.*] I think you attach too much importance to the £2;—the men do not think much about the £2? I think any old soldier would register.
3002. Perhaps you do not know Australia so well as some of us; I say that the £2, which is the liability they incur of being called out, is not so much thought of here? That may be; but it does not alter my opinion as regards the old soldiers.
3003. *Mr. Mort.*] Would the payment of £2 a year render a man liable to serve under the Discipline Act? No; but if war broke out the man would be called upon, and he would then come under it.
3004. And he would be a deserter if he did not respond? I should think so; but that could be provided for by a short Act.
3005. Now, about the value of the shooting of the Artillery Force here, what is your opinion of it with the Permanent Artillery as compared with that of the Royal Artillery? I think it is excellent, and very nearly equal to the best trained batteries at home.
3006. And the partially-paid men? Their shooting is not equal to that of the Permanent Artillery; but it is very good, considering the small number of drills they have.
3007. *President.*] And they ought not to have more practice? No; certainly not.
3008. Why? Because it costs such a lot for ammunition. It is not the few rounds fired annually; but if you go firing a lot of Association matches, and using a lot of ammunition, you will find that it costs an enormous sum of money.
3009. Does it do any harm using these 80-pounders? No, I do not think so; but it would if they overdid it.
3010. What guns do you refer to? The 25-ton, 9-point, 2·8-inch, and 6-in.
3011. If you reduced the charge for the 6-inch, would it do any harm? I do not agree with you, because they do not get the same instruction with the reduced charge.
3012. Then our instruction in Victoria must be altogether wrong;—then you consider that if anyone should use a reduced charge for a 6-inch gun he is not giving proper instruction? I did not say proper instruction, but not as good instruction as he would get by handling the gun under its proper conditions for fighting.
3013. I am referring to the 6-inch B.L.? They use reduced charges with that, but previously we had been talking about M.Ls.
3014. With reference to the 6-inch B.L. gun, it has a reduced charge of 30 lb., and I understood you to say it was wrong? No, not in that case.
3015. *Mr. Manning.*] Will you define the guns that may be fired with reduced charges, and those which must be fired with full charges in order to give proper instruction? Am I to go into the cost.
3016. Yes? Firing 9·2 guns would run into a lot of money.
3017. The shortest way will be for you to furnish us with a statement showing what may be done with reduced charges, and the cost, and as to the efficacy generally of practice with reduced charges? I will.
3018. *President.*] With what guns would you use reduced charges? B.L. guns.
3019. What size? Point two 8-inch and 6-inch.
3020. You would not think or allowing reduced charges for matches? I should say that most of the matches ought to be fired with 80-pounders, and not use the expensive ammunition of the B.L. guns. No doubt firing from these B.L. guns is very instructive, but, in my opinion, it is a great waste of ammunition.
3021. *Mr. Meeks.*] What is the value of a charge? I cannot tell you exactly.
3022. *President.*] I want your statement of opinion about these charges for 6-inch guns;—I find that in 1891 they fired twenty-one rounds in blank—for what purpose? That was fired chiefly at night drills.
3023. I see they fired sixty full charges with 6-inch guns—do you approve of that? No. As I said before, they fire too much.
3024. When you found that did you stop them? I had no power to do it.
3025. Then, if you had no power, did you represent it to those who could stop it? I cannot interfere in any way.
3026. Are not instructors sent out here to give advice in all Artillery matters and especially as to using the guns? If I saw a gun getting damaged in excessive practice I would represent it.

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3027. Would you not represent it where they were using full charges, which you disapprove of? I disapprove of the number that has been fired.
3028. Well, did you represent that? No; because I may not always be there when they are firing full charges.
3029. I find they fired with the 10-inch 25-ton guns forty-three rounds with these enormous charges of 175 lb. of powder;—you do not approve of that? No; I do not. That was done in the Artillery Association matches.
3030. Do they use these big guns for firing matches? Yes.
3031. Did you not tell them what damage they were doing by using the guns so frequently? I had nothing to do with it.
3032. *Mr. Manning.*] If you found they were over-firing the guns ought you not to intervene? No; I am not the head of the department.
3033. But you are an expert, and if you knew they were over-firing these guns and shortening their lives should you not have reported it to the head of the Artillery Department that the gunners were doing wrong? Up to the present I do not think any damage has been done, but if they go on firing them there will be.
3034. *President.*] Have you reported that they will damage the guns? Only in conversation with Colonel Spalding.
3035. As a paid public servant is it not your duty to interfere and say that damage is likely to be done to the property of the State? Then you may say it is my duty to tell them what guns to get, what ammunition to buy, and hundreds of other things.
3036. But firing these guns is part of the instruction you give;—is it not your duty to show officers what destruction is likely to come about by firing these big guns too much? I do not agree with you that it is part of my duty to tell them what guns they are to fire, I do not see how I can dictate to them.
3037. I do not say dictate to them, but represent to them? As a matter of fact it has been practically discontinued during the last six months.
3038. Do you consider it your duty as a paid servant of the Colony to tell them they were going wrong? No; I do not in my position.
3039. *Mr. Meeks.*] Not as Instructor? No. As Instructor I do not interfere in anything of that sort, my duty lies in another direction. I am not responsible for what is done, but if I were responsible for the Artillery, then I would.
3040. *Mr. Manning.*] I understand you to say that they have not gone so far as to warrant you in making any complaint;—now, if you found it going on would you or would you not write a letter saying that the result of their keeping on firing these heavy charges would be to burst up the gun? If I saw it going on I would, but at present no damage has been done.
3041. Are you aware that from the amount of ammunition they have fired away they have not now got the amount of ammunition for these guns? That is the fault of the requisition not being supplied. The indent went out of Artillery hands a long time ago, but owing to obstruction and delay, and its having to pass through other departments, and then through the Colonial Secretary and so on, it has not been complied with yet.
3042. *President.*] As an Artillery officer would you not always keep the amount of ammunition necessary for your guns? I should, but I am not in command.
3043. But you knew it was being fired away? Yes; but when this ammunition was used, the other ought to have been here a long while.
3044. But it has not arrived and by these means do you know that you have got down to something like 100 rounds per gun? No; that is not correct. There are only two guns that have only 100 rounds per gun.
3045. Then what are the others? 9·2, 133 rounds; 6-inch, 184 rounds; 10-inch, 229 rounds; 9-inch, 553 rounds, all per gun, and there is a reserve in store; for the 25-ton gun there are 75 rounds each for two guns.
3046. For the 6-inch B.-L. you have 184 rounds—with a proper amount of powder? Yes.
3047. What kind of powder? Black pebble.
3048. What kind for the 25-ton? Black prism.
3049. Do they use brown cocoa? Yes; brown is the full.
3050. And black pebble is used for reduced charges? Yes. I cannot tell you the amount of rounds for each gun as I have only the totals here. The reduced charge is 35 lbs.
3051. How much cocoa—if you should fight these H.Ps. you would only use full charges? They allow you to use reduced.
3052. Say you were firing shell against a ship outside would you use reduced? Of course not.
3053. Therefore these guns being intended to fire against ships, do you know if you have sufficient powder for full charges? I cannot tell you now whether they have or not.
3054. But for practice you would use 35 lb. black pebble? Occasionally, not always.
3055. You see no objection to their practising with the guns if they have enough ammunition? I would not allow them.
3056. Not with reduced charges? No.
3057. Would you not give them the same amount as the Royal Artillery get? No; it would be too expensive.
3058. But that is not the question for you? Then if it is not I would fire every day.
3059. But you would not go beyond the Imperial Service? No; not if they would fire it.
3060. Have they been firing away this cocoa powder? Not lately; but it has been used for practice.
3061. And in matches? Yes; I think so.
3062. And they had no one in their senses to say they should not fire it away? I do not see what we can do if they choose to pay for it.
3063. *Mr Manning.*] Is such a thing defensible? I would allow them to fire a certain amount, not coming to the excessive cost of full charges.
3064. *President.*] Why should they fire any full charges, except two or three times a year? It is laid down what they should fire.

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3065. Then why should they fire one single charge beyond that? But the guns are new, and new to the men; and they have to be tested in every way, just as you test your electric batteries, &c.
3066. I assume that this testing has been done, therefore is there any necessity for firing one or more shots than is allowed by the regulations? Not now. Most of these heavy charges have been fired for test purposes, and for that you may use full charges, but you must not go to excessive firing.
3067. Have you come to any conclusion as to the purchase of guns and ammunition? I think the guns should be bought from the Imperial Government manufactories, and not from private firms.
3068. Hence it will be better to have the war office at the head of affairs, and not a private individual? I hope so.
3069. Is there any other suggestion? Yes. As to the Commissioner-General of Ordnance, he ought to be relieved of all duties in regard to merchants' powder and explosives, as he has not the time to attend to them.
3070. *Mr. Meeks.*] Would you recommend separate magazines? Yes. The Government powder and explosives are entirely different. In fact, you are not allowed to store them with merchants' powder and explosives in the Imperial service. I also think the demands are too heavy.
3071. What demands do you mean? Demands from all the departments. I think they are excessive.
3072. Is it not the duty of the officer who controls the stores or the Military Secretary to check all that? I should not like to say what is the duty of the Military Secretary. I have formed my own opinion, but I do not know that I am called on to express it; but from personal observation I find that there is great friction and unnecessary delay caused by correspondence going up to the Colonial Secretary's Office, instead of going direct to the Minister of Defence, and I think a Minister of Defence is absolutely necessary.
3073. *Mr. Cowlishaw.*] When did you receive your appointment as Instructor of Artillery? I arrived in the Colony in April, 1889.
3074. How did you receive it? The way in which I received it was, a communication was sent round to all the batteries, asking as to officers who had certain certificates, and explaining that this appointment was open. It turned out that I was the only available captain who had the certificates, and in due course I applied, and was appointed.
3075. *President.*] What certificates were they? The long course, the short course, and firemaster.
3076. *Mr. Cowlishaw.*] From your training one would think you would know—are we to understand that you do not know what the life of a 25-ton gun is? I could not tell you from memory.
3077. Is there not some fixed average period? It is almost impossible to say, because one may last a great deal longer than another.
3078. There is a recognised number of rounds laid down for the gun and you cannot tell us what it is? No, I cannot, without reference.
3079. Is it not part of your duty to know it? If I am going to instruct in the subject I look it up, and find what is the number of rounds for any particular gun; but I do not carry all this information in my head.
3080. I am not asking you about any special gun, but generally? I cannot tell you off-hand.
3081. But you have had a good deal of experience? It is a big question which involves the lives of hundreds of guns.
3082. Then take the 25-ton guns? I cannot tell you, though probably I could tell you to-morrow morning.
3083. What is the charge for a 25-ton gun? One hundred and eighty lb. of powder.
3084. With the same conditions, I should think, that as the charge is the same, a certain number of shots would be recognised to be the life of a gun? I do not think it is recognised; but there may be an approximate number.
3085. Is it part of your duty to advise the General, as your superior officer, as to the condition of the guns and stores? Yes; the firemaster's duty is to report direct to the General.
3086. You knew about the stores, and found them going short—did you report it to the General? Yes; I told him that the 25-ton ammunition was running down.
3087. How long ago was that? That must be fifteen months ago.
3088. Is the report in writing? Yes; and if I remember right they immediately sent off a telegram.
3089. Do you know the course these things go through—you send to the General, the General sends to the Colonial Secretary, the Colonial Secretary sends to the Agent-General—how long is it before you get a reply? It depends whether the order is by cablegram or by letter; but I am not responsible for the supply of the requisition.
3090. If the supply fails you cannot give proper instruction? It is not part of the firemaster's duty to say the supplies are running down, because they are under the Commissary-General of Ordnance. It is only when I happen to know of it that I inform the General.
3091. But you did in this case? Yes; but it was some time ago.
3092. You are a member of the Defence Committee? Yes.
3093. How many meetings are held in the year? Roughly speaking, during the last twelve months, about fifteen.
3094. At any of these meetings have you made any suggestion, and the others have refused to agree to it, was not a minute made of it—say, about these guns that they were firing too often, and that they were doing wrong by using them too much, or any other matter that you might have brought before them;—you see you are the best man to give instruction, and know most about the guns, and most of the officers in the force have been a very long time in the Colony, and do not know so much about guns as you do;—now when you went to the Defence Committee meetings, and you made a certain statement did they make a minute of it? The reference to the guns running short of ammunition would not be a statement to be brought before the Defence Committee. It would be for the officer commanding the forces.
3095. How would he get to know of it? From me, as firemaster, and then it would go on, if it did go on, through the General.
3096. Would the General state this to the Committee? No.
3097. Then what is the object of your meeting? If they want my opinion on any matters, I am there and can be asked.

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3098. Do you think that a short supply of ammunition is a very vital thing? Yes; but it has nothing to do with the Defence Committee.
3099. If you do not discuss these subjects what do you do at the meetings? Transact business connected with the defences, without going into details.
3100. Do you not think that it is a most vital thing to know that while they are firing our guns they are destroying them? I did not say they were worn out.
3101. Did you ever at any of these meetings point out that if war were declared in a few years time the guns would be worn out through being used so frequently for practice? No.
3102. Did the General, after your communicating with him, ever mention this at any of the meetings? No.
3103. Do you not think it was a subject that should have been mentioned? No; because it is a matter of detail, and though of importance, is entirely in connection with the officer in command of the Artillery Forces.
3104. *Mr. Manning.*] Suppose half a dozen guns burst at an inspection would not that be a matter for the defence to see into? That is different altogether.
3105. Would it not be a salient matter? It would be a matter of detail, as I said before, not for the Defence Committee.
3106. Would the weakening of the gun be a matter of detail or one that you should bring before them? Although a matter of important detail it is a matter which refers entirely to the Artillery.
3107. But suppose that one of our guns at a salient point of defence was disabled and not fit to use for six months, and there was a meeting of the Defence Committee next week, would you report it? No; I should not.
3108. Then what is the use of your going there if you know there is a weak point in the defence and do not let it be known? I should report direct to the General without going to the Defence Committee at all.
3109. *Mr. Cowlishaw.*] What questions do you discuss then, because it seems to me that this is a most vital point? It is a departmental subject, which refers to the Artillery only, and therefore it would be a matter between the General and the officer commanding the Artillery Forces; it would not be brought into the Defence Committee at all.
3110. What matters do they discuss? Lately the strength of the war establishment, as compared with the peace establishment, and the distribution of the whole forces, naval and military.
3111. Would Captain Hixson, for instance, make any statement about the "Wolverene" being sent out to sea to fight, and you people would sit there and listen to him while he talked about placing so many men? He sends in his report.
3112 And you approve of it? He sends in a report of what forces he has, and how he will distribute them.
3113. And you, as military officers, would approve of his taking the "Wolverene" out to sea? We should have nothing to say to it.
3114. You would have to say what was the best course to defend the place? Then he would be under the Admiral's orders, I presume.
3115. He is one of the Committee, and he would take what course he liked with the "Wolverene" in case of attack—did you ever discuss that point? No; he only states what forces he has available. We do not know now where he would take the "Wolverene."
3116. Does he tell you what he does with the men? Yes; he states how he will distribute them.
3117. Did he ever tell you that he would put men on board the "Wolverene"? Yes; and I think he also said some at Fort Macquarie.
3118. Would you put men down at Dawes' Battery? As a rendezvous it would be very good, but in time of war, I presume, the men would be at the Heads.
3119. Did Captain Hixson say that he would send out these small pilot boats, the "Captain Cook," and so on, to act as scouts? I believe he did, speaking from memory.
3120. Then you, with all your late information of naval warfare, listened to this, that he would send these boats out to scout about, and report to you that the enemy was coming to the heads? I am not qualified to give you an opinion on naval matters.
3121. *President.*] You mentioned just now that he would be under the Admiral—have you any reason to believe he would be under the Admiral? I presume he would be.
3122. Have you ever discussed the matter? No.
3123. *Mr. Cowlishaw.*] If he is under the Admiral, why does he attend these meetings of the Defence Committee? In case of war he would be under the Admiral.
3124. Now, have you been through a course of powder manufacture, and through the manufacture of guns? Yes; Woolwich Arsenal for guns.
3125. Then, you are qualified to instruct in those subjects? Yes.
3126. You know how to make cartridges and so on? Yes.
3127. What is your opinion of the length of time it would take to make a Permanent Artilleryman? With present drills he ought to become in six months a fairly-drilled artilleryman; but I would not say that he would be highly efficient.
3128. What would be the probable cost of a small school of gunnery? We have a school of gunnery on a small scale.
3129. What is the cost of it? I am afraid I cannot tell you that, I know it is a very small cost as I have a very small staff.
3130. A number of officers have joined the Artillery since you have been here. How long do you think it necessary for an artillery officer to attend the school of gunnery? On first joining he attends for about three or four months. Then, after about twelve months or two years he goes up for his certificate and he generally gets it.
3131. We see a number of these gentlemen have passed—how many have passed in your time? I have passed eighteen officers through different courses, some through the field battery, some through the short course, and some through the long course.
3132. Do you think that a number of these young men could put the men through their courses? Yes. All who have my first-class certificate, and on the guns they have here.

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3133. When cartridges and powder are tested are you present? Yes, generally, if not on staff duty.
3134. Does your experience enable you to make a chemical test? Yes.
3135. *President.*] Have you been through a chemical laboratory course? Yes, I do that in the firemaster's course.
3136. Can you take a nitro compound to pieces, and analyse it, and all that? Yes.
3137. Can you take cocoa powder and analyse that? Yes.
3138. *Mr. Cowlishaw.*] Whether it is up to the standard? Yes.
3139. Do you make these young men go through that course? No; it is purely in the firemaster's department.
3140. Could these young officers instruct the men how to repair a gun? Yes; all those have first-class certificates.
3141. What is the cost of the practice you have been complaining about? I am not able to tell you.
2142. Do you approve of the number of rounds fired? No; I think there has been a little too much firing, but by stopping at present there will be no damage done.
3143. Did you send an official report to the General? I am not certain whether it was to the General or to the officer commanding the Artillery; at this moment I cannot tell you who it was to, or whether it was a personal matter or not.
3144. Would you mind telling me what your duties are under your appointment? As firemaster, or as chief instructor, because a firemaster's duties are quite distinct from the chief instructor's?
3145. What do you consider your duties, then? As chief instructor, they are to instruct the Permanent Artillery officers and men, the Partially-paid officers and men, in their duties and drills. I have nothing to do with their foot drill—that is done by their adjutant. Also to instruct in courses—the recruit course, long course, and short course; I examine them in riding, and instruct the field battery, drill them, and put them through the field battery course. If they want me to drill the men at any time, I go up and do it; but my chief duties are to put the officers and men through their courses of gun drill.
3146. Do you see whether these officers are efficient? I report on them.
3147. How do you put them through? When they first join they go through their recruit course, and in about eighteen months or two years, they are through the long course and go up for their examination as captain.
3148. You do not examine them after that? No; but I am generally on the boards of examination at which they may come up; after they have got their certificates they are not put through any course until they go up for promotion.
3149. Still improvements are made in gunnery every day? Yes; but I do not think it is necessary to go through the course every year.
3150. Do you not think you should put the officers through an examination every year? No; it is not necessary.
3151. *Mr. Meekes.*] You also instruct the partially-paid officers? Yes, when they parade.
3152. How do you know if there is any deficiency of stores if you have nothing to do with them? I believe I found out the deficiency in the 25-ton gun ammunition, because as firemaster I had to go round the magazines and report that they were in order, and I happened to find it out on going through the magazine at Middle Head.
3153. Do you know that at the end of the year the General sent in a report to the Colonial Secretary stating you had a certain number of rounds for those guns? I understand there was such a report.
3154. Did you prepare it? No.
3155. Was it read at the Defence Committee? No; it would be prepared by the officer commanding the Artillery, and then sent to the General.
3156. Should not the Ordnance Storekeeper have found out the deficiency? I think so.
3157. *President.*] You stated that they fired away too much ammunition;—do you not think the Permanent Artillery should fire as much as would give them proper practice—that is to say, as much as is allowed in the Imperial service? I have looked upon it as a matter of expense.
3158. You have nothing to do with that as instructor in the Artillery;—do you not think the Permanent Artillery should fire just as much as they do at home? No.
3159. How can they be trained then? I think they are properly trained; but I do net think that they should fire as much, because you have not got the same means of replacing it, and besides something may happen to the gun.
3160. But have you not got thirty artificers? Yes; they cannot make a new gun if it is worn out.
3161. You say that it does not harm the gun to fire with reduced charges? My reason for them not firing the same number of rounds is that there would be a difficulty in repairing damages, as, for instance, if there were any relining to be done.
3162. With reduced charges you say the life of a gun is practically unlimited? I do not think they should follow the Imperial service, because. if anything should occur to injure the gun (reduced charges or not), there is very much more difficulty in repairing the gun here than at home.
3163. Do they not fire just the same number of rounds? I do not think so.
3164. Do you not think the Partially-paid Artillery ought to fire a very considerable number of rounds so as to become perfect? I can only give you the same answer as I gave you in the other case.
3165. Then, I understand you do not fire these guns because you are afraid of something happening to them? No; I do not say that.
3166. Then what do you mean? I say that in case of any of these big guns being injured; you would have much more difficulty in repairing them than they have at home.
3167. Take the case of firing on board-ship. The ships when afloat go through the same practice as they do at home; but according to your argument they should not? The ships can run to their ports where their ordnance stores are. If the "Orlando" injures a gun, she runs into port and gets another.
3168. Do you think it is likely there would be excessive firing with reduced charges, so as to give the Artillery men the same practice as they get in the Imperial service, which would injure the gun? If you keep to reduced charges, I think you might not.
3169. Then you see no objection to their firing reduced charges to the same extent as in the Imperial service? But then they cannot fire reduced charges from many of the guns.
3170. Well, then, take out the 25-ton guns where there may be a difficulty about the cartridge, do you see any

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any objection to the Artillery here firing the same number of rounds as they do in the Imperial service with reduced charges? No; but I do to their firing with full charges.
3171. *Mr. Cowlishaw.*] Do you know anything of the discipline of the Permanent Artillery? So much as I have had to do with them.
3172. What is your opinion? When these men are undergoing this course, their discipline and conduct is excellent, both officers, non-commissioned officers, and men.
3173 *President.*] On these occasions are the men down in the forts? It depends; the field battery may be in Paddington.
3174. *Mr. Cowlishaw.*] Have you seen the return of military crime? No.
3175. Then you could not compare the military crime here with the English returns? No.
3176. What is the difference in the instruction here and in the old country, when the men go through their courses? The course is the same for the guns you have; with the exception of going through the manufacturing departments and the siege artillery, they do the same work as the class of guns you have.
3177. Is the drill the same? It is exactly the same; I work on the Imperial lines
3178. Have you any knowledge of the Naval Brigade? They do not come under me.
3179. *President.*] Have you ever seen the Naval Volunteers practising? At a distance. I have never been actually on board when they were.
3180. *Mr. Meeks.*] You would have all the men stationed on the forts, and clear them out of the Victoria Barracks? Yes; except the head quarter staff, and the staff of the Commanding Artillery Officer.
3181. You would not have any permanent garrison men? No; they should be at the Heads or coast batteries.
3182. You are satisfied it is necessary to have a number of field artillery? I am certain.
3183. *Mr. Cowlishaw.*] Are the guns down at Dawes' Battery any use at all? There are only four old Howitzers, and some old 42-pounders, which are of no use at all.
3184. Then what is the use of keeping them? Merely for ornament.
3185. Does it not cost money to keep them in order? It does not cost very much.
3186. *Mr. Meeks.*] Are the partially-paid men exercised in the forts at all? Yes; they go down to the Heads to drill on half-day and whole-day parades.
3187. Do they work on the guns? There are a certain number of guns they have to work, or they have the 6-inch B.L.
3188. Have they worked the 6-inch? Yes.
3189. *Mr. Cowlishaw.*] Where do you put the officers through their course of instruction? At Middle Head, I have a small shed there with various patterns of guns and appliances for lecturing with.
3190. *Mr. Meeks.*] Are you generally satisfied with the condition of the Artillery Forces there? Yes, perfectly.
3191. How does it compare with the English Artillery? I think the Permanent Artillery are an excellent body of men, and most serviceable, and certainly better trained and more serviceable than the Partially-paid.
3192. How do the partially-paid shoot? They make most excellent shooters
3193. Have you sent in any report to the General, or in any way informed him that you think the Artillery might be worked with a lesser number of men than at present? No; I have merely made out a statement for the Commission.
3194. It is entirely new then? Yes.
3195. With regard to those fifteen guns, have the positions all been arranged for them? No; not all; there are some in reserve.
3196. Then it is impossible for you to say any number would be taken to the Hawkesbury? Yes, it is impossible for me to say where the guns will be, because the position has not been fixed.
3197. You say the Port Jackson forts are in good order? Yes.
3198. And the only fort in really bad order is Bare Island? I know nothing about buildings, I am only speaking of equipments.
3199. *Mr. Cowlishaw.*] The object of this Commission is to get all the scientific and general information we can, and we invited Captain Byron to come here. He is lately out from England;—do you know anything about his qualifiections? I only know it from conversation with him.
3200. Has he passed through the same courses as you? No, he did not go through the firemaster's course.
3201. But having gone through the same course as you, except the firemaster's, his knowledge would be valuable to us? I do not see what value it would be to the Commission as they could get exactly the same information and knowledge from officers in the Colony.
3202. *Mr Meekes.*] From whom besides yourself? There are artillery officers who could give you the information.
3203. *Mr. Cowlishaw.*] They have not passed through any course recently? I presume Captain Byron does not give his opinion on the organisation and the manning of guns.
3204. Do you not think from his training he would be capable of giving a valuable opinion on all the subjects you have been through, except that of firemaster? I do not see it at all; I do not think you can compare an officer of seventeen years standing with one of two or three years.
3205. But with equal ability with a man going through the same course, do you not think he would be competent to give us some valuable information? Only on certain subjects he had just passed through, but I think you get the same information from other officers here.
3206. But who is there here who has passed through the same course? Those officers who have been instructed are certainly capable of giving instruction and information.
3207. Then they are duplicates of yourself? To a certain extent.
3208. Do you not consider the examinations and courses which they go through at home are the best in the world? No examinations through the staff college are better, but with regard to the gunnery it is the most useful.
3209. And, therefore, this man's opinion was worth something? I would not say it was.
3210. *President.*] If we have seen his certificates from Shoeburyness that he is a well-instructed gunner, and has taken the highest places there, and he has just been through all these matters, do you not think his opinions worth consideration? Yes; on those particular points on which he has passed, but it depends on what points you want information.

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3211. I suppose he could say as to the efficiency of the gun and whether the gun is in good working order? He ought to be able to say. There are a dozen officers here who could do the same thing.
3212. Do you put your officers through a course of H.P. machinery? Only when the guns have been put up.
3213. You do not teach your officers what is inside an H.P. then;—do you regularly instruct them about the valves, &c.? Yes.
3214. Have you got a gun all to pieces in the school? No.
3215. *Mr. Cowlishaw.*] Going back to Captain Byron, he could give us information as to the number of men required to man the guns? I do not think he could. I do not think an officer of his service and going through the long course is capable of giving information as to manning guns.
3216. *President.*] Not as to the number of men to work a gun? Yes, no doubt; but I do not think his opinion is superior to that of any officer who has been trained out here and has got a certificate for a first-class course.
3217. Seeing that you do not think his information is of any value, what is the use of his going to England to go through these courses if he does not get superior information by it? I say this officer is capable of giving information with regard to the equipment or efficiency of a gun, but I do not think he is capable unless he has had a great deal of experience of going into questions of organisation.
3218. He could tell the number of men required to man all the guns? That is a question any officer ought to be able to answer.
3219. Then, he is competent to do that? Yes; what is the number of men for a certain gun is all laid down in black and white.
3220. But for range and depression finders, and magazines? That is all laid down.
3221. *Mr. Cowlishaw.*] Then you see so many of you differ as to the number of men for the same guns? I do not know that we do, questions of organisation are matters of opinion especially here where the guns are so scattered.
3222. But admitting all that, Colonel Spalding will work the guns now with less men than he did a month ago, because he has a new drill out? I do not know about that.
3223. You say that Captain Byron is capable of saying as to the efficiency and equipment? Yes; assuming he has passed a remarkably good examination.
3224. He took a first-class with the highest honors—under circumstances do you not think he was capable of giving this information about the number of men required to man the guns? Yes; but I think it could be obtained from officers here in exactly the same way.
3225. Then we come back to the question again when I tell you that nearly every one of your officers differ in the number of men required, how do you account for it? Probably Captain Byron would differ from everyone else.
3226. But your own men differ, why? Because I think it is a matter of opinion in organisation, and you cannot lay down an exact number.
3227. But you see, out of a lot of gentlemen, several differ as to the number of men for a particular gun? Yes; but you must take the local circumstances into consideration.
3228. Captain Byron comes to us with first-class credentials as you admit? In that particular, if he has passed top he could certainly give you information, but I think the same information could have been got here without going outside for it.
3229. He was asked, "Then you have had regard to the points of difference between the South Head and a similar establishment at home," and he said, "Yes," so he knew the difference, consequently his training was sufficient to enable him to see; when you go to a place and see a position, would not your military training enable you to say how many men were required? Yes; when I had been into the details.
3230. You would not spend a week there? No.
3231. Could you do it in a day? No.
3232. Could you do the Heads in two days? It would take a man who knew nothing about it previously at least a week, and he would be a clever man to do it in that.
3233. *President.*] Do you mean to say honestly that a man would take four days? He could not do it in four days, knowing nothing about it beforehand.
3234. Would you not undertake to do it yourself, going to a strange place, and knowing nothing about the guns or batteries? I would not undertake to do it in a week, and I am sure it is impossible.
3235. *Mr. Meeks.*] We wanted to get an outside opinion; would not a gentleman like Captain Byron, having just passed a very high examination, be one of the best you could get for the purpose? I should take a more senior officer.
3236. But assuming a senior officer was not to be got, and we want someone outside the forces here to give an opinion, would not his qualifications be good enough? Yes; on certain points.
3237. And on the number of men to work the guns? Yes; if he took the time to go into it.
3238. *President.*] Do you know he was here for ten or twelve days before he was ordered by the Commission to make an inspection? Yes; but I do not think he went into the magazines.
3239. How do you know? Because I had information from Middle Head. I do not know it personally. It would be impossible to give the number of men required unless a man went into every magazine.
3240. *Mr. Cowlishaw.*] You know he did not visit your department? No; I would allow no one in without a special order from the General.
3241. For the purposes of this Commission, if anyone got a special order from the General he could go all through the departments? On the General's order, yes.

NOTE BY PRESIDENT:—On referring to War Office list of changes in war material, 1st December, 1889–5,981, it is there stated that the probable number of rounds, which may be fired before the gun will cease to properly rotate its projectiles, is, for the 9·2 in. gun about 200 rounds with full charges, with the 8-in. gun about 250, with the 6-in. gun about 400. "With reduced charges, wear of bore may be taken as about one quarter that which would take place with the full charge." Instructions are given for firing augmenting strips to B.L. projectiles when the rifling of the gun has, owing to firing, become so worn that the gun ceases to properly rotate it's projectiles.

[*The Commission adjourned until Wednesday, 20th July, at 3 p.m.*]

WEDNESDAY,

WEDNESDAY, 20 *JULY*, 1892.

[*The Commission met at the Town Hall at* 3 *p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. F. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Captain W. H. C. St. Clair, R.N., examined:—

Capt. W.H.C. St. Clair, R.N. 20 July, 1892.

3242. *President.*] What are you? Captain in charge of Naval establishments.
3243. We had some evidence the other day of possibly getting another ship to replace the "Wolverene." Can you give us any idea as to whether it will be possible to get a ship on the same terms as the ships furnished by the Home Government to the Australian Squadron, that is to say, do you think the Admiralty will favourably entertain a proposal of that kind? That is, to pay 5 per cent. on the value of the ship, and the ship to be a colonial ship for ten years, and in this case to be commanded by an officer of the Royal Navy on a three year's commission, the ship to be entirely maintained by this Colony, and not by the Admiralty, except in cases of war.
3244. Yes; to be entirely under the control of the Colony for ten years, with this exception, that she is to be commanded by an officer on the active list, and regularly inspected and maintained at the entire cost of the Colonial Government? I think they would; although I have never given the subject much thought.
3245. Have you any idea of what they would have to pay annually, at 5 per cent., to get such a ship;—what would be her capital value? I should think a ship like the "Mildura," which was the cheapest of them all, would be about £123,000.
3246. All complete? Yes; ordnance and all; some of them were up to £130,000.
3247. Was that with all the stores on board? With all their stores and armament.
3248. Then it would be about £6,500 a year? About that.
3249. Suppose, for instance, the Admiralty agreed to give a ship like that—what would be the least cost per annum at which she could be maintained in sea-going order, so that she could go to sea in a day or so? You want to keep her engine in order, and her armament in order, and all her fittings. I have made out a list of about what the annual cost of the officers and men would be. It is as follows:—One commander in command, £433 8s. 8d.; one chief engineer, £492 15s.; two warrant-officers, £319 7s. 6d.; four 1st class petty officers, £215 19s. 2d; twelve seamen, £474 13s.; three engine-room artificers, £355 17s. 6d.; four leading stokers, £212 18s. 4d.; twelve stokers, £547 10s.; one chief armourer, £91 5s.; total, £3,132 14s. 3d. Then, besides that, you would require to provide for keeping the ship in order outside, as a ship of the "Mildura" class would have to be docked about three times a year, and it would cost about £200 each time to dock her. Then there is the getting its stores, which would be about £400 a year.
3250. Considering we have got a Naval Brigade to draw upon, could you make any reduction of these numbers? You might reduce the seamen, but I have put down that number of stokers, as it is about the smallest number you could do with if you want to keep her efficient—that is, if there were electric-lighting engines, or torpedo work to look after. Of course you have a torpedo corps, and you might possibly draw from them, but it is necessary to have the 1st class petty officers, because they would do duty as instructors.
3251. They are all 1st class seamen instructors? Yes.
3252. And the warrant-officers? They would be also available for drill.
3253. They could also run torpedo boats, if necessary? Certainly; they are quite well up in that. It might be done a little cheaper with Imperial pensioners, if you could get leave to employ them.
3254. Would not the Admiral want to take possession of these? That is what I think. Possibly, in an outbreak of war, the pensioners might be called out, and then the only thing would be that there should be an agreement that the pensioners in the Colonial employ should be kept there, and should be employed for harbour defence.
3255. *Mr. Mort.*] These petty officers may be pensioners? The instructors at home are all men who would have taken their pension, but are allowed to serve five years longer.
3256. *President.*] Then if we made use of the pensioners there might be a considerable reduction in cost? Yes; because there are lots of pensioners here.
3257. Could you knock off a third of the cost? Perhaps; but you must have everything up to the latest date for the engine-room artificers. That is a most important point.
3258. By adopting the pensioner system, could you reduce the estimate by some hundreds of pounds? The total is £3,132, and of course if you got the seamen pensioners you would get them very much cheaper The only question with this estimate is that it does not allow for their food.
3259. Might you knock off £400 from the cost? Yes; I think you could make it £2,800.
3260. Then I see in the Naval Brigade here they have a captain commanding the Naval Forces at £192 a year; if we had a Royal Navy man that would be saved? Yes, probably.
3261. Then they have a gunnery instructor at Sydney, at £200 a year, would they want him? One of the warrant officers might be the gunnery instructor.
3262. Therefore, we might save him;—now, there are eight commanders and lieutenants, would you want so many as that? The number of officers and men required for the vessel that I have given you is for the purpose of keeping her in order only and for instructional purposes.
3263. How many men would you want for a ship like the "Mildura"? Two hundred and twenty-five is her sea-going complement.
3264. In that case, would you want so many as eight commanders and lieutenants? I should say not.
3265. Then five sub-lieutenants—you might want them? Yes.
3266. And seven midshipmen? I should think so.
3267. Twenty warrant and twenty petty officers—would you want them? No; you would not.
3268. Then there are 239 A.B.'s and fifty-three Newcastle Company. Now, the cost of maintaining the "Wolverene" in commission is £2,500 a year, and therefore you might maintain this proposed ship, with all modern appliances, for very little more than would maintain the "Wolverene"? Yes; very little more.

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3269. Then there is an officer in charge of Whitehead torpedoes at £300 a year. Could you not get a man on board to do the torpedoes? The Chief Engineer might be in charge of the torpedoes, because he is trained in torpedo work. You might leave it to the engine-room artificers to look after their working.
3270. Maintaining the torpedo boats "Acheron" and "Avernus," £1,800 a year; could we save on that? If you use torpedo boats you could not save very much on it. If you have them at all you must work them so that they may be ready for duty when called on, otherwise the expenditure on them would be useless.
3271. Then, I find on the Supplementary Estimates for 1890 £493 for these torpedo boats, and for 1891 £450, but possibly these may be debts that have to be paid, so we will pass that? You may save on the torpedo boats in this way—you might attach them to the ship, and you could run them under the Chief Engineer, to look after their machinery. Any large repairs you could get done here, but they could keep the ordinary things working on this staff.
3272. Then, as far as I can see, they would practically save, except the actual £6,000 for the ship annually by substituting an efficient ship, the amount they now want for this useless vessel called the "Wolverene."
3273. We are told that about one-half the Naval Brigade are men who have served for ten years in the Royal Navy, and are first-rate men, and it is believed they would take service. Can you give me your opinion about them? I cannot tell you anything about them. They drill very well as far as I have seen, but I do not know anything about their ship work.
3274. A witness states that about half our men have served their ten years in the Royal Navy, and the rest are efficient seamen. Should they not be exceedingly valuable? Quite so; I should think they should; the ten-years men would be perfectly efficient.
3275. In fact, we may say the brigade is worth its weight in gold? The brigade would be very useful for torpedo work and defending the mine-fields, also completing sea-going complement of ships.
3276. Can you give any suggestions that will help the Colony towards getting an efficient local naval defence; have you any ideas that would help us to forward any scheme that would benefit the Colony? There should be a certain number of quick-firing and machine guns provided, so that in case of war a certain number of local steamboats would be ready to work in the defence of the mine-fields or the harbour itself.
3277. With regard to what you have told us, is that these experts in torpedo work do not like having boats to try and defend mines, because if an enemy's boat comes in to attack them there is a great amount of confusion which to fire at? They should form a second line of defence inside the lines to attack the enemy's boats if they attempted to touch the mine-fields; but if you are going to keep boats for outside purposes they must be well clear of gun-fire.
3278. What the Artillery experts have told us, is that if you have boats on the mine-fields to defend them you cannot fire at the enemy's boats? That is quite correct you cannot have a boat on the field; it is positively most dangerous and confusing.
3279. But you think they might have a couple of fast boats inside the mine-field in case of the torpedo boats trying to run the mines? Yes; to fire at them or hammer them as it is called. They might also be employed well outside the mine-fields to give notice of the approach of an enemy.
3280. One or two boats would be all that is necessary for that purpose? Yes; there ought to be no difficulty about that.
3281. They have some quick-firing guns? Yes; 2-inch.
3282. *Mr. Cowlishaw.*] Could you explain how the £2,500 is expended on the "Wolverene," considering the officers and men are paid out of the Naval Brigade? There is the maintenance of the guns and ship, then coals cost something, it all depends how often she goes out.
3283. And what other money would be expended on it? There is docking, she goes into dock once or twice a year, but that ought not to cost very much for her, and there is also a certain amount of rope and sails wearing out.
3284. *President.*] Is there the slightest need for keeping up her sails? Not the slightest.
3285. *Mr. Cowlishaw.*] Then you think this £2,500 goes in renewals, coaling, and cleaning? I imagine so.
3286. What would the cost of the torpedo boat defence be if coupled with a proper ship? If it was amalgamated with the modern ship you propose to get, you could bring it down to £1,200 I think, if the number of torpedo boats is not increased.
3287. From your experience do you not think it would pay the Government to give the "Wolverene" away and hire a proper ship from the Imperial Navy, assuming that such a ship would cost about £120,000 and they had to pay 5 per cent.? Yes; there is no doubt of it if it was not directly a saving in money you would save it in other ways, because you would train your men in new pattern guns and torpedo work.
3288. *President.*] We have had it stated that the "Wolverene" is useless? Yes; she is practically useless.
3289. *Mr. Cowlishaw.*] Could men on board the "Wolverene" be put through the same course of drill as in a modern ship? No.
3290. Do you think that pilot steamers, such as the "Captain Cook," the "Thetis," and others could be used as scouts? No. They are not fast enough.
3291. *President.*] They are only 10-knot boats? In that case you could not send them very far.
3292. Would they be any use with a 16-knot boat coming up the coast? No; they would not.
3293. *Mr. Cowlishaw.*] If any power came to attack us would they be likely to send obsolete vessels? I should say they would certainly send a modern vessel.
3294. Not a vessel that the "Wolverene" could attack? No.
3295. Do you know the coast to Port Kembla;—could any men of war coming here to attack us go down there to coal? I should say not; but they might try in case of emergency.
3296. Is it at all probable they would risk a £150,000 vessel in an open roadstead, and with rocks they do not know anything at all about, on the chance of getting coal? I do not think so.
3297. Would the "Wolverene" be of any use to fight any vessel likely to come to these waters, or to attack a modern ship? No.
3298. Do you not think that any man attacking any vessel in the "Wolverene" with a number of lives on board should be tried for manslaughter? Certainly not. He would have to do the best he could under the circumstances, and there is no saying but that he might do something. You know there is that case where a wooden vessel ran into an ironclad in the Adriatic and sank her.
3299. That was a chance, practically your idea is that this is a useless thing? Practically she is.

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3300. And the best thing to do is to sell her? Well, yes; but the difficulty is, you may not be able to sell her. I do not think you would find anyone to buy her, and, as a ship, it would be much better to get something else.
3301. In getting something else it would be the cheapest policy to apply to the Imperial Government? Yes; it would be.
3302. It has been suggested that a few pounds of gun cotton would be a good way to get rid of her? The only question is whether they should not have taken her to replace the "Vernon."
3303. *Mr. Mort.*] Would the English Government be likely to lease a vessel for five or ten years? I should think for ten years. The question of importance to you that would have to be settled is, would they not have to make some proviso in case of war.
3304. *President.*] The difficulty would be whether she would be an entirely Colonial ship? I should think they would let you have her for ten years.
3305. *Mr. Mort.*] Can you inform us what would be the value of the "Tauranga" after ten years' service here? The ship herself, if properly looked after, would be worth nearly as much as she is now.
3306. Would she be obselete? That is the point, she might be. Things go on so very swiftly now that ten years make great changes.
3307. Would it be cheaper to buy the vessel right out? No; I should say it would not be; it would be better to get her renewed at the end of ten years by a later type of vessel. You cannot tell in ten years time what you might want.
3308. Could you not sell her at the end of ten years? The same difficulty comes in—you would not get anybody to buy her, although she might not be absolutely valueless in that time.
3309. *Mr. Cowlishaw.*] Would it not be advisable to rent the ship so as to get her from the Imperial Government under proper supervision? I should say so.
3310. What is your opinion of the two existing torpedo boats we have here? I have seen them running, but have never been on board, and could not say; but, so far as I can see, for 60-foot boats they run well.
3311. *Mr. Mort.*] Ought not the fire of Middle and South Head forts be sufficient to keep attacking boats off small boats? It should; but it is a great thing to have boats assisted, because it often happens that boats on the water can attack much better.
3312. I should have thought that there would have been such a rain of fire on the attacking boats it would be impossible for one of them to live? You would think so; but it is astonishing how boats do live even when fired at from a steady firing point.
3313. But small boats could not protect the mines without crossing the line of fire? The small boats would be kept out of the range of fire from your guns on shore; but they would be right in front of the mine-fields, and in case the attacking boat escaped the fire of the forts you would have a second line of defence behind again.
3314. *President.*] In looking over the works, the defence of the mine-fields is to a great extent supposed to be carried out by old-fashioned muzzle-loading converted smooth bores;—is it not a fact that in the present day when you cover mine-fields, there is an absolute necessity that you should have quick-firing guns? That is the idea at present.
3315. And with these 80-pounder muzzle-loaders, the cloud of smoke they would raise would be so great that during the time the smoke is clearing away any number of boats could run in? That is so, unless there was a very strong breeze blowing to drive the smoke off—we tried it at Malta, and very nearly did it there with an old gun boat going 6 knots; they were firing with the whole strength of the batteries at Malta to try the smoke.
3316. Therefore, from the naval point of view, these 80-pounders mounted to defend the mine-fields are absolutely dangerous? Unless you had smokeless powder they mask the whole thing.
3317. And the sooner we get rid or them the better? Yes, unless you get smokeless powder; if you smother your mine-fields in smoke they become useless. In Malta I could have run my own 16-knot ship right up the harbour, and the entrance is very much narrower than it is here; if there was no breeze the smoke would hang about, and that is especially the case if it is at all thick and foggy.
3318. That being so, there would be no difficulty whatever in running up this harbour if a boat could race past the batteries? Having once got into their smoke you could run in easily.
3319. *Mr. Cowlishaw.*] Could any vessel run past the batteries we have here? I think it might be done; but it would be very risky work for whoever tried it, and I think they would have a very rough time of it.
3320. *Mr. Meeks.*] But what about getting out again? Yes; that has to be considered, but still they could do a great deal of damage when they were in.
3321. *President.*] Would you run a vessel in under cover of the night? Yes.
3322. *Mr. Meeks.*] Without any previous knowledge of the harbour? Yes.
3323. Going only by the charts? Yes; the charts are quite sufficient.
3324. *President.*] Have you ever been consulted with reference to the defences of this place by any of the local officers, or committees, or anything of that kind? No.
3325. In the Imperial service do not the army and navy work together and continually try experiments? Yes; they do. They are always trying experiments for attack and defence.
3326. And up to the present time you know of no co-operation here? Not to my knowledge.
3327. Do you know if the Admiral has ever been consulted? I do not know.
3328. *Mr. Cowlishaw.*] Have they never invited you to any meeting of the Defence Committee? No.
3329. *President.*] In time of war, if the Admiral were away, the whole of the Naval defences, from the Imperial point of view, falls upon your shoulders? Yes.
3330. That being so, is it not very necessary that these local defence officers, as one of the highest officers, should consult you? The committee was formed before I came. I cannot say how it has proceeded. I do not know whether Moore had anything to do with it, or whether he simply came out to King George's Sound.
3331. *Mr. Mort.*] Supposing it was decided to endeavour to hire a ship, what class would you recommend? If she is to be the head, do the torpedo work, and be in charge of the whole Naval affairs, she would have to be, first of all, a vessel of some speed, which could prevent an enemy's cruiser from blocking the port. It must be something you can send out to drive an enemy's cruiser off.
3332. Such a vessel as the "Tauranga?" I should say a ship of the "Tauranga" class should be quite large enough, putting the question of ironclads on one side.

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3333. There is no floating battery would do? She would not do the work outside, because you would not get speed with her. What you want is a ship able to keep the entrance clear and take a fly round occasionally.
3334. Should we have any difficulty in getting really good men for the Naval Forces here at the price you name? The difficulty is this, you want men on active service. Commanders are scarce now, and you do not want a retired man. On the whole, there would be no great difficulty if the officers were quite sure it was not likely to shelve them.
3335. Are not lieutenants as scarce as commanders? They are very scarce; but what you want are not old ones, who are apt to get obsolete, you want young ones.
3336. If it were a question of pay, would not a post-captain be easily got? Post-captains are getting scarce under the new scheme.
3337. *Mr. Cowlishaw.*] What is the cause of that? They are reducing the number of unemployed officers.
3338. But the same number of men are going into the navy every year? Yes; but there are more ships in commission, and a larger number of captains employed on full pay.
3339. *Mr. Mort.*] Have you studied Broken Bay at all? No.
3340. *President.*] Is not the question of the defence of this harbour one that should really be taken into consideration by the Imperial authorities, because this is an Imperial Naval base? I should think so, certainly.
3341. Therefore the Naval authorities here should be unquestionably consulted without delay in relation to the efficiency of the defences which are to preserve and take care of a base of the Imperial ships? Yes; and we ought also to take into consideration the question of coaling.
3342. You do not know that the Naval authorities have been consulted as to the efficiency of the batteries and defences to protect the Imperial squadron as a base? No; but I do not think so.
3343. *Mr. Mort.*] Have you any knowledge of Newcastle? No.
3344. *President.*] Speaking of Malta, did you send gunboats out and fire on them with shot? Only blank.
3345. Then how could you tell the result? We could tell whether they could be seen through the smoke. They also tried the other question of whether torpedo boats could run out from Malta when an attack was going on without being struck, and if they were right and under fire from a gun for a certain time they were considered out of action; when they considered they had torpedoed a ship they dropped a buoy and fired a Very's light; they said they got in some shots, but I do not believe they did; they never got through the smoke with quick-firing guns; it has been tried over and over again to see how many hits you get in, and it is a very small number, and it is wonderful how they escape.
3346. *Mr. Meeks.*] It would really cost nothing for ships to dock? You must put down your expenses, although as the docks are Government property, it is only taking money out of one pocket and putting it in another.
3347. How many men would you require for torpedo repairs and looking after their machinery? Three engine-room artificers would do for all the repairs of the torpedo.
3348. Consequently you would save a great deal of the £1,800, the cost? Yes; the men I have proposed would help to look after the machine-gun, and everything of that kind, which they are well able to do, being specially trained men.
3349. *Mr. Mort.*] If we had a modern swift ship she would require a commander and two or three lieutenants? Yes; a commander, two lieutenants, and a navigator.
3350. *President.*] In the naval list they have got twenty commanders, sub-lieutenants, and midshipmen? The seniors would have to come down if they were embarked.
3351. *Mr. Mort.*] These warrant officers of the Naval Brigade would be valuable men whom you would not want to lose? Yes, there would be work for them in torpedo and guard boats. Many of them are pensioners, but most of them are ten years' men.
3352. Then, as a rule, the Naval Brigade men are pensioners? No, they are mostly men who have only completed their first term of continuous service, viz., ten years on the old scale or twelve on the new.

Colonel M. Eden examined:—

Colonel M. Eden.

20 July, 1892.

3353. *President.*] You are a Colonel Commanding the Metropolitan Western and Southern Reserves? Yes; and the Scottish.
3354. And in charge of everything connected with them? Yes.
3355. You are in charge of rifle clubs? Yes, companies, not clubs. *Vide* Regulations.
3356. There appears to be a very large sum on the estimates for these reserves, about £12,000 a year—is that correct? I cannot say, as I do not frame them, but consider it an estimate for a possible contingency.
3357. Do you report to General Richardson? Yes.
3358. Is he your chief? Yes.
3359. What is the strength of the reserves? When I left on leave in December, it was about 3,040 in my district.
3360. Taking in the north? No; I do not command in the north.
3361. Who commands there? Colonel Wilkinson.
3362. Is that a different district to yours? Yes; all the rest are under me; there used to be a southern district, but all save the north are amalgamated under my command.
3363. These 3,040 men cost £14,000 a year, what value are they as reserves? I consider they want reorganising.
3364. In what way? I should insist on a certain amount of drill from those who would drill, and let the others remain as simple rifle companies.
3365. Without any military instruction at all, would you pay them? Just so much as relative with the partially-paid men; they would not drill without, and some of them would not drill at all; many of them, however, have been volunteers already.
3366. If they are no good as reserves, would not the better plan be to get rid of them altogether? You could drill about 25 per cent.
3367. You do not think the others would drill? I am sure they would not.
3368. Have you suggested any scheme to General Richardson by which the Colony might get full value for its money? Yes; there is a scheme in embryo that I have had to do with, but it wants working out.
3369. In some of the other colonies they get men to drill them? Yes; but then it would have to be regimental drill.
3370. The men I speak of do twenty-four drills in the year, and come to camp, and get half Militia rates when they go into training? I was not aware so many had so much spare time.

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3271. In the Colony I speak of there are about 1,400, and we can increase them up to 2,000? I am confident to get 25 per cent. to drill, but that is all.
3372. These men do nothing but shoot at fixed ranges? No; they have not been tried at anything else.
3373. They have not got as far as battle-firing? No.
3374. There is some difficuly, I believe, about ranges? They find their own ranges except in cases where there is a range already provided by the Government.
3375. Have they uniforms? Yes; roughly speaking, I should say two-thirds have.
3376. Is the uniform of any Regulation pattern? Yes.
3377. They have no accoutrements? Only a haversack.
3378. What rifle have they? The Henry, and twelve Martinis to each company; but they soon wear the Martinis out, because they do all the shooting with them.
3379. Are these clubs affiliated to any of the regiments? Nominally.
3380. Do the adjutants go round and see them? No.
3381. How often do you see a club? I go around the whole of my own district as much as I can, and get up matches, and so on, besides the course.
3382. What course have they? Under the Regulations.
3383. How many rounds do they fire? Sixty.
3384. The same course as the others? Yes.
3385. Then how about targets? They all find their own targets.
3386. Has every club got a set of targets? Yes.
3387. Of iron? Iron or calico.
3388. Are the butts all safe? So far as I know they are not allowed to begin shooting until they are.
3389. Who sees to that? The officer commanding.
3390. Some of these clubs are at very long distances from Sydney; has anyone seen the club at Broken Hill? Yes; a warrant officer.
3391. How did he get there? By steamer, *via* Adelaide. I am, however, responsible for its formation. It was not done by the recommendation of the military authorities.
3392. A considerable number have not been formed by your authority? I will not say considerable—it is rather a big word—but several have not. A communication comes to me first, and I have to send it on.
3393. What would be the best way to strengthen the Militia battalions from the reserves? By drilling certain portions.
3394. Then it is a question of pay? Yes.
3395. How do you account for it that there is a difference in the feeling between this and the other colonies as regards soldiering? I am not aware of the feeling of the other colonies, nor can I consider why a difference should exist.
3396. Can you give us any information or suggestions that would be useful with reference to the military defences? I would rather not, if you will allow me.
3397. With regard to the utilisation of the reserves, you say you would get something more out of those who were willing, and let the others become clubs, with which you would have nothing to do? You have to find them rifles and sell them ammunition at the regular rate—6s. 6d., and keep touch unless Government property is to be squandered.
3398. That is cost price? Yes.
3399. What do they get now? One hundred rounds, and they are allowed to purchase so much.
3400. Do they not get £1 apiece for being efficient? Yes.
3401. *Mr Mort.*] It is only in isolated cases you can get a number of these men together? They do not work well alongside the partially-paid men in the same town. It would not do to have a rifle company at Penrith, for example, where there is already a partially-paid company.
3402. Why do they not work together? There is jealousy between them, because the reserves are better shots than the partially-paid men, and do not go to drills.
3403. *Mr. Meeks.*] Are they sworn in at all? Yes; they take the same oath as the other men.
3404. And are liable to be called out in war time? The same as the other men.
3405. Can they leave at any time they like? They have simply to send in their rifle.
3406. How often do they drill? Not at all.
3407. Do they ever meet together? Not very often.
3408. Do they meet at all? Only for the purpose of shooting or discussing the interior economy.
3409. Have they any uniform? Yes; they cannot shoot out of uniform.
3410. How long does it last them? As they have to get it themselves they make it last as long as they can.
3411. Are they inspected at all by the Head-quarters staff? They must go through their musketry under the supervision of an officer sent down from Sydney.
3412. How often do they inspect them? Once a year.
3413. Do they drill at that time? No.
3414. *President.*] Do you make them go through their musketry course in one day? No; in five days.
3415. Who is present? A staff-sergeant, who gives a certificate, and sees that everything is conducted properly.
3416. *Mr. Meeks.*] From the report of the commandant we see that the number of the rifle companies is set down as 5,294 men; have you any idea of how many men would be likely to turn up to drill? I feel certain of 25 per cent.
3417. But would it not be much more desirable if they had to attend a certain number of drills a year? I think that if the rifle companies cannot produce a certain number for drill they should not form an eminent item in the defence.
3418. The Brigade Staff in connection with these rifle companies comes to about £3,000 or £4,000 a year? I do not think so; not according to my figures. I take the sum you mention to be an estimate to meet a possible occasion.
3419. Including the Supplementary Estimates, these rifle companies cost about £20,000 a year? No; they do not come to as much as that, because we never spend the whole of the amount voted.
3420. The money on the Estimates comes to £20,00 a year;—assuming they cost that, does the country get a sufficient return? I think the cost is too high.
3421. If we were only certain of these men to go into the field it might not be too high, but we are not; that is the point; and you say that only 25 per cent. of them would go into the field;—now, is not £20,000 a year rather too much to pay for 1,300 men? But then you have the others behind them.
3422. But you said you could only depend on 25 per cent.? That is of those who would turn out to drill

drill. There are always the others behind them. When I say 25 per cent. I am talking about now.
3423. In the event of war, how many of these 5,200 men could be relied on? Then you woutd get the lot, but they would be rather difficult to handle.
3424. Do you think a man without a real course of training is of any practical value to the country? Not so much as a better trained man.
3425. Taking the men as they are, and the force as it is at present, I want to ascertain whether the country may look to the reserves as of any use to the General? . The reserves are not an efficient body which you could put in the fighting line. You would have to keep them behind and use them as sharpshooters.
3426. They cost almost as much as the partially-paid men;—would it not be better if some proportion could be relied on as a partially-paid corps? I have not gone into it, but I do not think they cost so much as that. The others get £12 a year and uniform, you must recollect.
3426½. Have you always been in control of the reserves since they started? Yes. They were started in the year of the contingent, that is, 1885, but the present organisation is from the original, which had many excellent points.
2427. Where do you reside? In Sydney. But I go about a good deal among the rifle clubs, as much as my other duties will let me.
3428. Have you ever had any large number of men called out at one time? No; they never leave their own districts.
3429. You do not belong to the Defence Committee? No.
3430. Do you know anything in regard to the intention of utilising the reserves in time of war? Yes; they would be used so far as possible as volunteer bodies, and those that could not be utilised in that way would be put out of sight. I do not consider them efficient enough to be put in any forward position.
3431. What alteration would you make? I would drill some of them, and attach them to regiments the same as the partially-paid men, and I would let the others simply be rifle companies.
3432. You would not partially-pay them—they would still be volunteers? It is quite certain they would not drill without some pay.
3433. *Mr. Mort.*] In such places as Cobar, Quirindi, Gunnedah, and so on, do not these men generally live a great distance from the towns? Yes.
3434. As a matter of fact the staff does not attach much importance to them as a portion of their strength? We do not consider them efficient.
3435. Can you account for some of these special grants for the improvement of ranges such as Alstonville, Ballina, &c.? I have nothing to do with the recommendation for these, although they generally come through me.
3436. Then you are to some extent responsible? I might recommend that certain expenditure would be of great advantage to the company, but I never go further than that.
3437. *Mr. Cowlishaw.*] Have you ever been to Ballina? No; it is not in my district. I do not go further north than Maitland.
3438. *Mr. Meeks.*] As marksmen they are fairly satisfactory? Yes; they are as a rule very good.
3439. As the people in these districts live rather scattered, would it not be rather difficult to drill them? It would. I find that among some of the older reserves, the distance is very much against them.
3440. They take no part in the encampment, and attend no public gathering place? No.
3441. What uniform do they wear? Brown, with a turned-up cap.
3442. And they buy their own uniform? Yes.
3443. Have you made any recommendation with regard to altering the character of this force? With the consent of the General I sketched out a rough idea, and it happened to be very much in accordance with his own; but the detail has never been worked out.
3444. Practically they would be a partially-paid corps? Yes.
3445. Would it be worth while going to that expense for 25 per cent. of them, seeing that they are so scattered about the country—for instance, at Broken Hill there is one? That is entirely out of it.
3446. And Cobar? Cobar might come in.
3447. If you had them as partially-paid, would you not require to have them concentrated in special districts? I started with the idea that they should be concentrated in some fashion, and I came to the conclusion that the only way to do it would be to take some of them and attach them to certain regiments.
3448. Would it be very expensive if they had to be inspected by the head-quarters staff as well? I do not think you could get them together for inspection. I have sixty companies, and I am sure I could not get them together for that purpose.
3449. If you had a smaller number of companies, would it be very expensive to work them in so as to have them inspected? They would only be inspected when they came to join the major portion of what they belonged to.
3450. *Mr. Mort.*] What is the smallest number that you think should form an effective company to drill together? They should not be under forty.
3451. Would you knock them off if they could not produce forty? I am not quite sure. At present we have some companies as low as twenty-seven; however, the scheme has some value in promoting military spirit.
3452. *Mr. Cowlishaw.*] In time of war they would be useless without training? Yes; but a lot of them would roll up.
3453. Can you give us the number of men you have on your list that you would consider efficient in case of a war scare? I could not tell you very well. I do not know all the men personally. 25 per cent. certainly.
3454. Of course not, but by inspection? I could not possibly inspect them having regard to the office I at present hold, and my duties in Sydney, and time well occupied.
3455. What are your duties in Sydney? I am on Courts of Inquiry, Boards on Ammunition, and so on.
3456. But you are put down in the Estimates as "Commanding the Metropolitan, Western, and Southern Reserves;"—that is merely a nominal title, then? It does not cover all my duties.
3457. What are your duties afterwards? If there is a court of inquiry or any special matter to be reported to the General, I sit on it or collect the evidence.
3458. In connection with the Permanent Artillery and all the forces? Yes.
3459. Then it is a misnomer to call you "Colonel Commanding the Metropolitan, Western, and Southern Reserves?" I am just like any other officer of the Permanent Staff.
3460. You are not commander of these forces, because you never go to see them? It is quite impossible to see the whole sixty companies.

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3461. Then, if you were to appear suddenly, they would not know whether you were their commander or not? Oh, yes, they would. They would soon find out.
3462. How long have you been connected with the rifle clubs? Seven years.
3463. And in the position you occupy? It has only existed about two and a half years.
3464. Since you received this appointment how many districts have you visited to inspect the men under your command? The men do not turn out for inspection, but nearly all.
3465. Then I ask you how many of these districts you have visited? I cannot tell you without counting them up. My returns show.
3466. Have you been to a dozen? Yes; three dozen at least.
3467. Tell me some of them? Braidwood, for instance.
3468. How many men are there there? I cannot tell you without turning it up.
3469. Have you been to Goulburn? Many times, I was stationed there.
3470. Have you ever been to Kiama? Yes.
3471. How many times? I really could not tell you.
3472. We want to form our conclusions as to the usefulness of this force. You say your time is not wholly occupied with them—how much of your time is? Really I do not know, my time is well occupied.
3473. How often do you go away? As often as the other work will allow me.
3474. Have you inspected one of the districts under your charge? I tell you it is impossible.
3475. Then if it it impossible, you have not done so? It would only cost a lot of money to go round, because there is no force to inspect. In fact, I should call it a ridiculous waste of money to do it.
3476. Then, do you not think it is a ridiculous waste of money to keep up a lot of men in places where they can never be of any use? I do not see the occasion for some of these companies, I admit.
3477. If it is impossible for you to go to visit them, surely it would impossible for them to come to Sydney? I do not mean that it is impossible for me to go to these places; but it impossible for me to go on account of the time it would take.
3478. *Mr. Manning.*] Will you give us a return showing the situation of these companies, and the number of men you consider from a shooting point of view, to be efficient? Certainly, 75 per cent.
3479. *Mr. Mort.*] Supposing you do not inspect them, who does, seeing that they have a sort of musketry course to go through? The staff-sergeant or adjutant.
3480. *Mr. Cowlishaw.*] I want to arrive at the real value of these people, and their inspection;—some man in the district might be appointed to inspect? No, it cannot be done; I send one of my own staff.
3481. *Mr. Manning.*] I understand generally that you do not think these men a valuable portion of our defences? Only as reserves.
3482. And bad at that;—there are certain places you would not have rifle clubs at all, such as Broken Hill;—you did not recommend the establishment of one there, did you? No.
3483. *Mr. Cowlishaw.*] Have you been to Molong, Bathurst, Dubbo, Wellington, Mulgoa, and Katoomba? Yes.
3484. Have you seen the rifle range at Katoomba? No; it was not finished when I went to England.
3485. Do you inspect the rifle ranges when you do go away? Yes, certainly.
3486. But you have not seen the range at Katoomba? No; but I have a report about it.
3487. Have you been to Adelong? Yes, all round there.
3488. Have you been to Bega? Yes.
3489. Have you been to Forbes? No. Bega has a range belonging to the Government, but the rifle company use it as well.
3490. So far as these men are concerned, paying them £1 a year is just so much of money? I do not say that,
3491. They get a rifle given to them for the time being, and cartridges at cost price—do you not think these men would remain in the force if the pound were taken away from them, just for the pleasure of the shooting? I think some of them would, but certainly not all.
3492. Every man who was fond of shooting would? I say some of them would.
3493. Would not the majority? No; I would not go as far as that.
3494. Half of them? Perhaps; but I am doubtful.
3495. *Mr. Meeks.*] Who is your adjutant? Captain Bouverie.
3496. *Mr. Mort.*] Can you give us from the list of clubs any idea of the actual number who would come out to drill? There would be a good deal of conjecture about it. You must remember that lots of these riflemen have been in the volunteers and with them drill is not really the test question.
3497. Your idea is to put them under better supervision, give them rifles and ammunition at cost prices as now, and make them attend a certain number of drills? I would insist on there being some drill.
3498. At several places where there are companies of Militia there are also rifle companies, and you say they do not work well together? No, they do not.
3499. Suppose we were discussing a scheme for affiliating the rifle companies to some of the regiments, what would you say to that? That is just what I mean.
3500. And in that case you do not rely on more than 25 per cent.? No, not more than that, taking them all through.
3501. *Mr. Manning.*] Naturally in some localities they would be more scattered than in others. What proportion in a comparatively speaking crowded locality would come in as volunteers? Twenty-five per cent. on the whole thing is what I have reckoned it.
3502. Yes, and to make the average you would get in the crowded localities as much as 50 per cent? Yes, perhaps.
3503. *President.*] They would not go to drill unless they were paid for it? No.
3504. *Mr. Cowlishaw.*] How many men do you muster who get this £1 a year? 2,700 in my district.
3505. *Mr. Meeks.*] In 1891 there was £200 put down as the capitation for efficients, and for 1892 it is £4,500, can you explain that sudden increase? I cannot explain it as I have been at home, and I have nothing at all to do with framing the Estimates.
3506. *Mr. Cowlishaw.*] What does "capitation for efficients rifle companies 1891 mean"? I do not understand it.
3507. *Mr. Meeks.*] Do they get £1 a year every year as efficients? Yes.
3508. According to the Estimates it means that there are so many more efficients? I do not understand it but will inquire.

[*The Commission adjourned until Thursday, 21st July, at 7·15 p.m.*]

THURSDAY,

THURSDAY, 21 *JULY*, 1892.

[*The Commission met in the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel F. R. de Wolski, R.E., examined:—

Col. F. R. de Wolski, R.E. 21 July, 1892

3509. *President.*] You were Commanding Engineer of the New South Wales Forces? Yes; and Director of Military Works, from July, 1889, up to the end of 1891.

3510. You know the object for which this Commission has been assembled. Can you give us any information which would enable us to carry out our duties? I will commence by producing documentary evidence as regards the disastrous consequences of military papers being blocked in the Colonial Secretary's office. One set of papers has reference to the ordering of 9·2-inch guns, the emplacements for which are now being prepared, and the other to the procuring of a submarine mining instructor from England, to replace Mr. Warrant-Officer Wood, whose engagement had terminated. The last matter has been the cause of immense difficulties in carrying out my duties, owing to my having being left entirely single-handed since I have been in the Colony. I have had to do the work of both Captain Lee and the warrant officer, instructor in submarine mining, and no allowance has been made, nor consideration shown me by the General Officer Commanding, nor by the Minister for the work thereby *unduly and unfairly* thrust on me. I may begin with what I stated on oath before the Royal Commission, as regards my struggle to obtain control of the military works out of the hands of the Colonial Architect and the contractors:—"This protracted transfer has not only seriously delayed the defence works of the Colony, but it has almost entirely prevented my attending to the organisation of the submarine defences and the training of the corps entrusted with that special branch." On the 11th of August, 1890, I wrote to the General, recommending that Captain Lee should be sent to England to go through a course of instruction in submarine mining, and further, that steps should be taken to procure, with the least possible delay, the services of an Imperial warrant officer instructor. On the 3rd of September, 1890, I was informed by the Assistant Adjutant-General that steps had been taken to carry out my recommendations, and, on the 13th October, Captain Lee was granted nine months' leave of absence. He left Sydney on the 10th November, 1890. Nothing further was heard about a warrant officer instructor, although several reminders appear to have been sent. In March, 1891, the annual training of the Partially-paid Submarine Miners devolved on me, owing to the absence of Captain Lee and the non-arrival of an instructor. Then came the Middle Head disaster on the 3rd April, 1891. I accepted at once the fullest responsibility for the arrangements on that day, and was relieved of all blame by the Court of Inquiry. After repeated endeavours to ascertain what action had been taken on my letter of the 11th August, 1890, I was informed by the General on the 29th May, 1891, that the application for an instructor had been made by him to the Principal Under Secretary on the 27th August, 1890, followed by reminders on the 4th November and 6th February, and that from inquiry he learns "that it was submitted for approval on the 16th October, 1890, and was approved by the Minister on the 6th March, 1891." It would appear, therefore, that my request that steps be taken to procure "with the least possible delay" the services of an Imperial warrant officer instructor was not submitted to the Minister until the lapse of more than two months, that it took another five months before action was taken, and that even then the Principal Under Secretary omitted to inform the General of the fact until my reminders caused inquiries to be made three months later. When Captain Lee was sent home I naturally concluded that the services of a warrant officer instructor had been applied for at the same time, as I had purposely included both recommendations in one letter. Instead, however, of forwarding my letter for the approval of the Minister, the General, without informing me, made two separate applications on different dates, one about the instructor on the 27th August, and the other about Captain Lee five days later, and did not invite the Minister's attention to the obvious connection between the two. The result was that one of the letters was pigeonholed, and my scheme for submarine mining instruction was thereby frustrated. The Military and Naval Forces Regulation Act of 1871 lays down that the rules and regulations of the Imperial Service are to be followed when not otherwise inconsistent with its provisions. Now the Queen's Regulations prescribe "that General Officers are *invariably* to obtain the professional opinion of the Commanding Engineer before transmitting correspondence" on such questions to higher authority; that the "senior officer of Royal Engineers in the command will, in addition to his other duties, be a Staff Officer on the General Staff;" and that "all records and copies of correspondence on engineers' service will be kept in the office of the Commanding Engineer." It is further laid down that "the Commanding Engineer is responsible under the General for the efficient direction and control of the professional duties assigned to the corps,"—but how can he accept responsibility when the regulations of the service are ignored, his recommendations pigeonholed, and subsequent action taken on correspondence initiated by him, and the records of which should be kept in his office, are not even communicated to him. And yet, when I wrote in the bitterness of my spirit after the Middle Head disaster "the outcome of a neglect of systematic training under a qualified staff," that "my only regret is that I have consented to serve this Colony so long under impossible conditions," I incurred displeasure of the Minister and the General for the view I entertain, as to my obligations towards the Colonial Service. Be that as it may, it will be my duty to submit the whole subject to the Military authorities at home, as I naturally desire to be relieved of an unmerited censure. The warrant officer did not arrive till the 1st September, 1891, when my period of service was nearly over. The present Commanding Engineer, owing to the efforts I then made, is in now a much better position. He has Captain Lee as executive officer, and three Imperial warrant officer instructors. The next point to which I wish to call the attention, is the ordering of the 9·2-in. guns, which would cost originally about £10,000, and probably, including works, £60,000. There are three guns on H.P. mountings, and one spare gun.

3511. *Mr. Cowlishaw.*] Where are they to be mounted? They are anti-bombardment guns, to be mounted on the coast.

3512.

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3512. They are not yet put in position? No; the works are now in progress. I want to show you what action took place in regard to the ordering of these guns from home. Shortly after I arrived in the Colony I found that four guns on H.P. mountings had originally been ordered, but, owing to a doubt as to the assured success of this type of mounting, central pivot barbette mountings were subsequently substituted. Finding, on examination of the sites, that they involved very large arcs of fire on exposed ridges, which would not form a good back-ground for barbette guns, I advised the Gun-sites Committee, which then consisted of three officers—Colonel Roberts, Colonel Bingham, and myself—to recommend that a cablegram should be sent countermanding the order for barbette guns. On the 9th May, 1889, the President of the Gun-sites Committee recommended that the following telegram be sent to the Agent-General:—"Stop the mountings for 9-inch, as our present recommendation is for H.P. carriages. Letter follows." A letter was received from the Agent-General in September, 1889, which was referred by the General first to Colonel Roberts, and then to me, from which it was evident that the barbette mountings had not been countermanded, and that the pivots and racers were nearly ready for shipment. I went to the Colonial Secretary's office, and asked if our cablegram had been sent. The Principal Under Secretary assured me it had. I asked to see the cablegram book, but no cablegram could be found in it countermanding the barbette mountings. The President then wrote on the 27th September, saying that no action had been taken in reference to the substitution of H.P. for barbette mountings, and that as the Committee adhered to their recommendation, they urged the despatch of a telegram suspending the order for barbette guns. In reply a letter was received to the effect that the mountings were far advanced, and that the Colony would have to pay for the work done, as they would be unable to dispose of these mountings. That little mistake in the Colonial Secretary's office cost the Colony £3,600. In addition, the delivery of the guns was delayed nearly a whole year. Had this not been discovered in time we might have constructed works for H.P. guns while barbette guns were on their way out. No officer can accept any responsibility so long as the control of military affairs is in the hands of an Under Secretary who allows important communications to be lost sight of. My experience of the Colonial Secretary's Department is that it is an impossibility for the military work of this Colony to be carried on there with efficiency so long as the present system lasts.

3513. *Mr. Mort.*] Why did the delay cause the extra expense of £3,600? Because the order was far completed, and they said they could not dispose of the barbette mountings, and we would have to pay £3,600 for the work that had been already done. If the cablegram had been sent in May, then the order would have been stopped in time.

3514. And you would not have had to pay? We should have had to pay something—probably £300 or £400 for the castings.

3515. *Mr. Meeks.*] When was it that you heard that the mountings were too advanced? We received a letter from Elswick, dated 24th October, 1889.

3516. What led up to the Middle Head disaster? The absence of a qualified instructor and the want of proper systematic training, due in no small manner to the fact that my time was wasted for a whole year in endeavouring to effect a satisfactory transfer of the military works from the late Colonial Architect.

3517. In what way? I think the reasonable inference is that, had the men had a good steady instructor, the probabilities of an accident would have been very small indeed. On that day it was my duty, as Commanding Engineer, to accompany the Commander-in-Chief round the works with the General. As I had mounted the guns, I wanted to go round and explain everything. In the meantime the Submarine Mining boat party were left to their own devices, with no instructor of suitable rank in charge, and they started off to lay out the charge with the firing cable in confusion and with other arrangements incomplete. I had applied for the services of a senior warrant officer instructor to the Submarine Mining Forces some eight months previously, and it was a matter I attached very great weight to, as the instructor of the Partially-paid Submarine Miners was not a qualified non-commissioned officer, and was incapable of imparting instruction in submarine mining. I would certainly never have consented to part with Captain Lee—or at least to do his work—had I known that my recommendation was to be ignored, and that I would be left single-handed in this way. My letter of the 11th August, 1890, contained two separate recommendations, but they referred to one subject, viz., "submarine mining instruction," and the letter was actually so headed. The General thought fit to alter, without my knowledge, the recommendations in such a manner that they were submitted to Sir Henry Parkes at different times. He assented to the one, but did not deal with the other. Had the rules of the service been carried out, and my recommendations submitted as one subject and one scheme, and the records kept in my office, all this trouble would have been avoided. The Commanding Engineer's letters are not intended to be interpreted, altered, or interfered with by a non-professional staff, who may fail to grasp their special object and value. He is the officer on the General Staff who should advise and have full cognisance of all action taken on papers connected with his branch of the service, and if his advice be overruled it is competent for him, as the responsible officer, to record his dissent for the information of higher authority. During my service an immense amount of friction has been created, and unnecessary work thrown on the staff and the Commanding Engineer's office, owing to a misconception of duties and responsibilities and want of system in dealing with correspondence. I can cite twenty instances, if necessary, in which I, as Commanding Engineer, have been ignored in a similar manner. There is one in connection with a case now before the Courts in reference to George's Head casemate battery. The Officer Commanding Artillery reported on the 1st June, 1889, that water is filtering through the roof of the casemate battery at George's Head. This is a new battery, which cost the country some £35,000 or more for the works alone, and a letter like that, calling attention to what must be a serious defect, may well be considered to be on an important subject. It was forwarded by the General to the Colonial Architect without reference to me. I did not see the letter till a year later, when it was sent to me among other records. I had been selected for service to be in charge of defence works, and I had then been in the Colony some two months, and that letter, concerning a work which the Royal Commission subsequently characterised as "very disgraceful," did not reach me until the time I say, and the Commanding Engineer was entirely ignored.

3518. *Mr. Mort.*] Did not you call attention to the defects? I was not aware of these defects at the time.

3519. *Mr. Cowlishaw.*] Under whose supervision were these forts constructed? Under the late Colonial Architect, Mr. Barnet.

3520. Although you came out specially to build them? Yes; but the casemate battery was completed, and handed over to the military authorities long before I arrived in the Colony. What I am calling attention

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attention to is the fact that a grave report respecting the condition of the casemate battery was sent in to Head-quarters by the officer in charge and that I never even saw it.

3521. *Mr. Manning.*] Your complaint is that this should have been communicated to you? Yes; the matter should have been referred to me in the first instance, as the responsible adviser of the General for defence works. Had this been done, the true condition of the casemate battery would have been ascertained fully a year earlier.

3522–3. *Mr. Meeks.*] Does that mean a loss to the country? Most undoubtedly. Until you can see an end to these actions now pending against the contractors, you will never know what the actual loss to the country has been. The Colonial Architect's clerks of works were utterly unreliable, and as regards a large portion of the expenditure on these defence works, the money might have as well been flung into Port Jackson.

3524. *Mr. Mort.*] Colonel Spalding says that the place was flooded, but the clerk of works says that it was pointed out to him where a few drops of water had come in? This refers to a similar report sent in by the Artillery in 1888, and forwarded to the Colonial Architect without reference to Major Penrose, R.E. This is a vital matter, because it is the best battery in Port Jackson. We have three new 6-inch B.L. guns mounted there now.

3525. *Mr. Cowlishaw.*] Is it the best? It is in my opinion the strongest battery at the Heads, and occupies the key of the positions.

3526. In its present condition? In its present condition, I would rather not refer to it, as the question is now *sub judice.* The next matter is that in reference to Bare Island. The day after I came to the Colony, 15th April, 1889, I inspected Bare Island Fort with Major Penrose, and I was told that barracks were to be erected there.

3427. *Mr. Meeks.*] Major Penrose was your predecessor? Yes; I saw enough of the works then to be suspicious, and when I heard a week or so later that the Colonial Architect had actually let a contract for the construction of barracks at Bare Island without my knowledge, I wrote to the General, pointing out that the plans had not been approved nor signed by the military authorities, and that the design was very bad. I recommended that the work be stopped at once. With the concurrence of the General, I had an interview with Sir Henry Parkes on the subject, and he at once telegraphed suspending the work. The minute, dated 7th June, from the General to the Principal Under Secretary was as follows:—"As the matters referred to in accompanying letter of the 29th and 30th ultimo are *most important and urgent*, and will require considerable consideration, I shall be glad if Colonel de Wolski can have an interview with the Minister without delay."

3528. As a matter of fact, the Colonial Architect has nothing to do with it now? Nothing now. I want to show how my position as an engineer officer was ignored from the very commencement of my service in the Colony—on the 29th May, 1889—one month after I took over charge, I wrote to the General, urging that "I should be charged as Commanding Engineer with the design and inspection of all defence works," and "that my duties should be defined in accordance with the spirit of the Queen's Regulations." On the 30th I reported that I found a contract had been entered into by the Colonial Architect for the construction of barracks at Bare Island without my knowledge; that the plans were "designed without reference to military authority," and were radically defective"; and that "the responsibility for the design and execution of these barracks rests now entirely with the Colonial Architect." A week later—on the 5th June—it would appear that the General and his staff inspected the Fort. I was neither invited to accompany him nor was I even aware of his visit. Mr. Bruce, the clerk of works, reported on the 8th June to the Colonial Architect that the annual military inspection of Bare Island Fort took place on the 5th, and that "at the request of General Richardson" he "explained the plans on the ground to Colonel Spalding and the General," who "expressed himself pleased with the arrangements." Mr. Purkis, who was present, afterwards went into several details in the office with the General, Colonel Airey, Captain Savage, Mr. John McLeod (the contractor), and Mr. Bruce being present." The fact of the General thus publicly ignoring the Engineer Officer specially engaged for defence works no doubt encouraged the Colonial Architect in his opposition to the transfer of the military works. On the 14th August, 1889, I had again to bring the matter before the General. On the 23rd November the General wrote to the Principal Under Secretary without my knowledge or advice, requesting that he may be officially informed when the transfer of the charge of barracks from the Colonial Architect to the Commanding Engineer is completed, in order that all outstanding matters may be referred to the latter. The question was referred to me on the 18th January, 1890, and I minuted on the 28th that this correspondence had been "initiated without reference to me"; that "no outstanding matters existed" at the time; that the Colonial Architect's statement that "the barrack buildings were handed over some considerable time since was incorrect"; that the transfer had been approved by the Minister, on the 22nd August, and acting on my advice, the General had himself issued an order, on the 2nd September, 1890, notifying the change; and that the Colonial Architect still persisted in superintending certain contracts in progress." Amongst the latter was that for the barracks at Bare Island, the agreement for which, although entered into on the 15th April, 1889, the day I arrived in the Colony, was not seen by me until a year later, although the transfer of responsibility had been notified in general orders eight months before.

3529. *Mr. Manning.*] What is the straight point you want to make about Bare Island? It is one of the many instances in which things have gone wrong from the position of the Commanding Engineer not being understood, and the officer himself being ignored. A similar report on the casemate battery had been sent in during Major Penrose's term of office, and was not referred to him. These instances show the necessity of a qualified staff, conversant with the regulations and customs of the service.

3530. Where is the blame to be charged? The blame lay in the neglect to give due consideration to my representations.

3531. You do not blame anyone;—there must be someone to blame? No; not in that way. It is want of knowledge and experience.

3532. Then where is the want of knowledge—I want to understand? The Queen's Regulations lay down the duties of officers of all branches of the service.

3533. What particular officer has been ignored under these regulations, or who has ignored them? The General and his staff have failed to appreciate the value of an engineer officer's duties and responsibilities as technical adviser on the general staff.

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3534. Then he is constituted technical adviser? Certainly; in virtue of his commission.
3535. *Mr. Meeks.*] What was your position at that time—what was your exact title? None whatever. The cablegram on which I was appointed simply said that the Government of New South Wales required the services of an engineer officer for three years to command submarine mining defences and the construction of defence works. In virtue of my commission, and in accordance with the Queen's Regulations, the responsibility devolves on me, and I cannot get out of it. It is immaterial whether the General gazettes me or not, because he only appoints me to give me the necessary rank and status in the local forces.
3536. Then you were practically Commanding Engineer, although you did not receive that title—is that your argument? Certainly; and before I was gazetted Commanding Engineer I recognised my responsibility and used my influence in every way to prevent, in 1889, the erection of those badly designed barracks at Bare Island under a contract first entered into as far back as 1881. There was another instance which came up at the Defence Committee on the same sort of thing of which I now complain.
3537. *Mr. Manning.*] What about the Defence Committee? The Defence Committee hitherto have done very little work, because they have misunderstood their functions altogether. That is entirely due to their not understanding the object for which they were created.
3538. *Mr. Mort.*] What do you conceive their functions ought to be? To advise the General as to the best means of utilising the local forces, and local means of defence; but not as to the question of guns and forts, on which the General should be advised by the Artillery and Engineer officer, and by no one else. At the last meeting of the Committee which I attended, I had a passage of arms with Captain Hixson on that very point. He contended that the question of guns and sites should be referred to the Committee, which sometimes does not sit for months.
3539. *President.*] Did Captain Hixson want to advise? He wanted to advise on nearly every subject.
3540. You are a member of the Committee as———? As Commanding Engineer. It is clearly laid down in the Queen's Regulations, sec. V. par. 51, that the Officers Commanding the Artillery and Engineers are conjointly responsible for the artillery and engineer arrangements appertaining to the defence of fortified places.
3541. *Mr. Cowlishaw.*] If it was found that they were firing the guns too frequently, would it not be a proper thing to bring before the Defence Committee—would it not be part of the duties of the firemaster to inform the Committee that such was the case? No; I think it would casting a reflection, to a certain extent, on the General, because the firemaster deals directly with him. It would be for the General to bring the matter before the Committee if he wished to do so.
3542. But is it not the duty of the firemaster to report such a matter as that;—is it not one of the very things we want the advice of the firemaster upon? Yes; one of the duties of the firemaster is to ascertain the condition of the guns, but not in his capacity as a member of the Defence Committee.
3543. *Mr. Mort.*] On those matters he would report as firemaster, and not as member of the Defence Committee? Yes; direct to the General. It would not come within the province of the Committee to deal with such questions. If they did undertake that class of work they might as well advise on all other technical matters, which would necessitate their sitting not less than twice a week.
3544. *President.*] Then your opinion is that the firemaster's duty is to advise the General direct? I hold that the firemaster should be on the staff of the Officer Commanding the Artillery Forces, and not immediately under the General.
3545. Therefore, it is business which should have been communicated to the General direct, and should not have gone through the Defence Committee? Certainly not to the Defence Committee, who have no executive functions.
3546. But ought to have been communicated to the General the moment it was observed? Yes; if the firemaster did observe it, of which, however I have no knowledge.
3547. *Mr. Manning.*] Have you anything further to say about the Defence Committee? Its duties should be clearly defined, and the members should only advise on questions of which they have special knowledge. On such matters as the communications round the coast, vessels and boats available, regulation of traffic when the harbour is closed, and the utilisation of the telegraphs, Captain Hixson and Lieut.-Colonel Cracknell are competent to offer useful advice, but it is a waste of time for the Committee to discuss technical questions of defence, upon which several of its members are unable to offer a professional opinion. I am of opinion that, in accordance with the Queen's Regulations, an officer of the navy should be associated with the officers Commanding Artillery and Engineers to advise on seaward defences, and I have discussed this question with Captain St. Clair, R.N.
3548. *Mr. Cowlishaw.*] I should have thought that one of the objects of creating the Defence Committee was to advise on the best plan of defending the port in case of attack? Yes; and a defence scheme was prepared dealing with the question of how the local forces and Volunteers should be utilised, where they should be stationed, and how rationed, &c., and what arrangements were to be made for calling them out. That portion of the work has been, I believe, already done.
3549. Then as regards Captain Hixson, he would say what should be done with the men under his charge? He would get out a scheme of local defence for the navy.
3550. Did he tell you what it was? The Committee got my views in printed form, but I never saw the views of any other member of the Committee, although it was agreed that they should be interchanged prior to another meeting to consider the whole question.
3551. Then the scheme would not be stated in a meeting of the Defence Committee? No; Colonel Spalding produced a draft of what he proposed as regards the Artillery Forces, and I got out a scheme as regards Engineer services, but I never saw any other report.
3552. It is a very important matter for us to know whether Captain Hixson brought forward his scheme for the "Wolverene"; whether he asked you, from your experience as an Engineer Officer, or the other members of the Committee for their experience—of what you thought of it, and what you said at the time? I never heard what he proposed, and I have only casually seen Colonel Spalding's scheme of Artillery defence.
3553. *President.*] Then you, as a member of the Defence Committee, are in entire ignorance of the naval arrangements for the defence of the port? Yes.
3554. *Mr. Mort.*] With regard to Imperial Officers sent out here, do you consider it your duty to volunteer advice or to stand by and wait till you are asked? I think they ought to do the best they can

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for the Colony in every way. They can, and certainly ought to volunteer advice where it can be reasonably given, and that view was the view held by Colonel Bingham when here was here.

3555. *Mr. Meeks.*] That is whether he is a senior officer or not? Certainly; but as regards the case of the firemaster, Major Churchward is a comparatively junior officer.

3556. *Mr. Mort.*] Still if he is good enough to be sent out here as instructor, he ought to be good enough to give advice? Yes, and I know that he has advised that he should take the training of the Field Battery once or twice a week, although it was not a duty he was specially called upon to do, but he was rather put on one side in that matter, and that and other things may probably have induced Major Churchward to retire within his shell. I know that Colonel Bingham did tender advice, but then he was a very senior officer in the Colony, but with Major Churchward it is different. The best proof of his capacity to train the Field Battery is the fact that he has recently been selected for the command of a Field Battery at home.

3557. *Mr. Cowlishaw.*] But if an Imperial officer permits any mistakes to be made withont notifyiug the General, it is a reflection on himself? Yes; but there is a difference between allowing mistakes to be made and volunteering advice which may not be palatable.

3558. Supposing that a report was sent in to the Government that there were a certain quantity of warlike stores, and that report was wrong, would not that be a matter to bring before the Defence Committee? No; certaintly not. If the firemaster discovered it, he would report the fact to the General. No officer would be justified in bringing such a subject before the Defence Committee without the General's sanction.

3559. And as a member of the Defence Committee you do not think he should bring such an important matter as a shortness of ammunition before them? I do not think he should. The General would certainly not like any officer serving under him to bring something up before the Defence Committee, when it was the officer's duty to report to him in the first instance.

3560. Then the same thing may go on that you are complaining of now, and things may remain unaltered for two or three years? I once brought a very important matter up before the Defence Committee. Certain correspondence on the subject of submarine torpedo boats was referred to me by the Committee, and I wrote a minute deprecating any action, and urging them to confine themselves to the perfection of the necessary organisation for the perfection of our existing defences, and to use their energies and influence in taking immediate steps to impress on the Ministry the vital necessity of putting an end to the culpable and vexatious delays which for months past had impeded the progress of our Defences. This minute was written on the 19th September, 1889, and the General directed it to be brought up at the next meeting. It did not come up before the Committee until the 5th August, 1890—nearly one year later. My advice as regards the boat was taken, but it was too late to take action on my urgent appeal.

3561. It was clearly part of your duty to bring this matter up? Yes; I was asked for my advice on these boats, and I thought the committee would be more usefully employed in urging the Government to advance the defences generally than in advising on the question of fresh armament of a most experimental kind, on which they were moreover not competent to offer an opinion.

3562. *President.*] At whose suggestion did the submarine torpedo-boats come into consideration? General Schaw was, to a great extent, responsible for suggesting them, and General Richardson appears to have been favourbly impressed with the idea.

3563. General Schaw influenced General Richardson because he was a great authority? General Schaw was a great authority on defence questions, but his anticipations as to this type of torpedo-boat have, so far, not yet been realised.

3564. The torpedo defence of the harbour is of very great importance;—can you give us the benefit of your experience and recommendation in reference to the submarine defences of Port Jackson? I think the submarine defence of Port Jackson ought to be limited to what is necessary to stop vessels attempting to rush the defences at the Heads, but with no idea of defence against boats, which is not a probable form of attack.

3565. That is to say, that the defences should be made as simple as possible? Yes; and be confined in the first instance to a system of mines, capable of being laid down with very great despatch.

3566. Are they doing that now? I have seen plans of the mine-fields, and I consider they are very well planned.

3567. Have you the material now to stop the channel? Yes; we have sufficient, but some of it is antiquated, and requires renewal.

3568. How come it to be so? We have ordered no fresh material, because until recently we had no establishment capable of storing it, nor the proper staff to look after it. We have only finished within the past year the establishment at Chowder Bay, and it was not thought advisable to order stores liable to deterioration, and have them knocking about like our new guns were. I determined, therefore, not to spend a single penny on fresh stores, because those we had would do as a makeshift.

3569. Are the stores you refer to as a makeshift worthless or useless? No; but I think most of our cable has served its time, and in the Imperial service a large portion of it would have been condemned on account of age long ago.

3570. Has proper cable been ordered out? Thirty knots of experimental cable were ordered by Colonel Cracknell, and a small quantity about three years ago. I do not know what action my successor has taken.

3571. Then if you are ordered to block the harbour to-morrow have you the means of doing so? I cannot speak with any great degree of confidence, but we could make a fair defence.

3572. Is it such a defence that you can say to the Admiral, "Now, if you want to go away to meet the enemy you can leave your base with a perfect sense of security?" No; to enable us to speak with perfect confidence very considerable additions to our stores are required.

3573. Then the torpedo defence is in a very imperfect state? It is in an obsolete state. A large portion of the mines and apparatus generally are obsolete and old.

3574. Then, it practically amounts to this, that although this is a base for naval operations it is in a very imperfect state of defence? Yes; owing to neglect in past years.

3574½. *Mr. Meeks.*] Then absolutely it is not efficient? No; it wants very large additions which my successor is now in a position to carry out properly.

3575. When did you give up your command? At the end of December.

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3576. *Mr. Cowlishaw.*] And you were engaged for three years? Yes; I was prepared to recommend a large increase of stores, but, unfortunately, financial difficulties began; and I thought it advisable, for many reasons, to leave the question to my successor.

3577. *President.*] But being in the condition you are you could not say to the Admiral, "If you want to go away you can do so, as our torpedo defence is so good you are perfectly safe"? Certainly not perfectly safe, until all our arrangements are completed.

3578. Will you give us some information as to the numbers and efficiency of the men you have to lay the torpedoes? Owing to the absence of qualified instructors the corps was not so efficient as it ought to have been when I gave over charge.

3579. That was up to December last? Yes. Their training was, I may say, wholly neglected, and I have given you one instance of it in the unfortunate Middle Head disaster, but it was impossible for me to be in two places, or to perform my other work, and act as instructor to the men as well.

3580. As regards the submarine miners, are they left entirely in the hands of the permanent officer commanding? The officer in command was absent from the Colony during the greater portion of my service.

3581. But he is here now? A warrant officer instructor arrived shortly before I left, and the officer commanding some two months later.

3582. Are these men left in the hands of the officer commanding for submarine purposes, or are they taken for other purposes? They were taken during the time of the labour troubles for guarding the Ordnance Store.

3583-4. Where did they mount guard? At the Ordnance Store buildings, and our own stores were left absolutely without a man to look after them. Electrical gear deteriorates in a very short time, unless carefully looked after.

3585. *Mr. Manning.*] For how long were they left like that? About six weeks or more.

3586. *President.*] Have you any suggestions you can make in reference to the training of the men? Col. Renny-Tailyour has taken the necessary steps, now that he has got a captain and two warrant officers for submarine mining instruction, and the men will now get systematic instruction, which it was not in my power to give them.

3587. In time of war who would command the submarine miners? The executive officer would be Captain Lee, and the partially-paid officers would have to serve under him.

3588. But in the list of officers in the New South Wales forces, Captain Lee is not a senior officer? In England captains are often appointed executive officers of submarine mining defences, and it would be necessary here to place the permanent officer in executive command of the submarine mining defences, under the Commanding Engineer.

3589. Is anything laid down about it, or is it a suggestion of yours? The point has not arisen, but Col. Renny-Tailyour is fully alive to it. In my letter, applying for Captain Lee to be sent home, I mentioned that he should qualify to relieve me of the executive command of the submarine mining defences.

3590. How would you get over the difficulty of there being a senior officer? By giving them other work to do. For example, Major Walker might be placed in charge of signalers; but it is rather an anomaly in this Colony to allow officers to keep their commands for ever. Colonel Cracknell has been commanding for twenty years. In England his command would be limited to five years.

3591. Have you any suggestions as to the commands of a corps or regiment being only for a limited time? I have a strong opinion that officers in the Colony should only be permitted to retain command for limited periods.

3592. Have you anything to to say as to an age qualification? That may be left to judgment, because it often happens that some of the elderly officers are more vigorous than the younger ones.

3593. In the service at home, when a man arrives at a certain age, he has to go on the shelf? Yes; but that is partly with the object of securing a healthy flow of promotion. I think an age qualification desirable; but if an officer shows that he retains all his vigour, I think there ought to be some discretionary power in the matter. The limit of command is, in my opinion, more essential than an age qualification.

3594. Would you not leave it to the General to accept the services of thoroughly qualified men if he considered them fit to come in although their age might be against them? Yes. In time of war you might find volunteers come into the service who would like to remain, and an age qualification might prevent them doing so.

3595. Would you not have power to say "that man is over age" and at the same time give the General power to say "on account of his knowledge and physical ability I will keep him"? Yes. As to the Submarine Mining Corps it is rather weak, taking into consideration the manning of steamers and boats, looking after electric light and firing-stations, and many other duties.

3596. Can you give the Commission a statement of what you think the number should be? Colonel Renny-Tailyour and I have discussed this question and I think we are agreed that the corps should be increased by five or six men. The present numbers are about twenty-one, and that leaves no spare men for general duties.

3597. Then you recommend that the force should be increased to about thirty privates? Thirty or thirty-two all-told, non-commissioned officers and men, would do very well. That is about the strength of a Coast Battalion section in the Imperial Service.

3598. Could you get enough men for laying cables and groups of mines for practice? I do not think we should want to consider that, because we can always increase our numbers by temporarily employing partially-paid men.

3599. What would the number of the Partially-paid Submarine Miners be? Their present strength is sufficient.

3600. Do they get any annual course of instruction? Yes; and Colonel Renny-Tailyour has now, I believe, arranged a special course for a certain number yearly in accordance with Imperial custom

3601. Now what about proper submarine mining boats, have you any? We have a steamer not even good enough for schnapper fishing; but, I understand, a steamer is now being built at Mort's Dock in accordance with my recommendation.

3602. Then the Submarine Mining Corps is now being furnished with a proper steamer? Yes; but I think they should have two as recommended by me. They would be very useful also as guardboats if they had a quick-firing gun or two mounted on them. I favoured a small class of boat, our harbour

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being enclosed and sheltered, and the depth of water moderate. Submarine mining here is child's play to what it is at Melbourne Heads. This is as easy a harbour to defend as could possibly be conceived. In home ports where you have to lay mines in 120 feet of water a larger type of steamer is required, as a heavier and stronger pattern of mine is used.

3603. Now, in reference to guardboats, what should they do;—the naval authorities say that as a protection to the mine fields they would only mask the fire of the guns on shore? On the question of guardboats I may say I was secretary to a committee which considered the question, and their conclusion was that it was a complicated arrangement to get guardboats and shore defences to work in harmony, consequently I think you might leave it to such boats as you might pick up in the harbour, as systematic attack by countermines, and a large flotilla of boats is not probable. One or two quick-moving boats would prevent any possible boat attack we have to fear in Australian ports.

3604. If you had a couple of picket boats at the quarantine station, and, say, a couple of very fast boats inside, would that be sufficient? Perhaps a few more, but you would not have to go beyond the harbour boats just sufficiently armed to prevent any light craft from creeping in.

3605. Would half-a-dozen do for the whole lot? That number would suffice for the preliminary scheme of defence. In all defence schemes you ought to have a double scheme of defence. The first defence is what you propose to lay down at short notice; but when time permits the first defence is supplemented and strengthened by a second line. The aim should be to consider what is possible to do within a reasonable time.

3606. Then you say there ought to be a defence which it would be possible to lay down in four or five days? Yes; I think it should be possible to make a very fair show in four or five days.

3607. When the arrangements for submarine mining defence are completed, and day by day as time went on you would have an inner mine field? Yes. Recognising the ease with which the defences can be rushed as being all on one line, I advocated that Bradley's Head and Steel Point should be strongly held, and that an inner mine field should be placed there so as to deepen the defences. For two years I endeavoured in vain to get the Mines Department to hand back the land at Bradley's Head lent to them by the military authorities as a cattle quarantine station. Until some decision is arrived at, it was impossible definitely to settle the scheme of defence.

3608. That would give a species of second line? Yes; I should block the channel between Bradley's Head and Steel Point with an inner mine field so as to render it impossible for a very fast ship to rush the batteries on a dark night.

3609. Which you think they can do at present? I think it is within the range of possibility to rush past the defences.

3610. As regards Bradley's Head and Steel Point you know the armament? At Steel Point there are three 80 prs., and at Bradley's Head some smooth bores, which were mounted in 1875 or 1876. At Bradley's Head and Steel Point 6-inch H.P. guns should be mounted, and quick-firers, if possible.

3611. Would you not also have one or two quick-firing guns for anything that tried to rush past quickly? Certainly; I think we should have batteries which could not be silenced fram the outside, to concentrate on the minefield, so as to enfilade it. At present we have only 80-prs., and we thought it was better not to order any fresh guns until we had mounted all our present armament.

3612. And as soon as the colony could afford it you would order quick firers? Yes; because any vessel with an armament of modern guns could send in ten or twelve shots for every one you could fire with these old ones.

3613. Is it not an additional disadvantage that the volume of smoke would hide the enemy as he rushed past? The smoke would clear away much quicker than you could possibly load, so I think you would have to fire these 80's in salvos; you would not be able to get in more than two shots at a ship going past at full speed. The mines are supposed to stop the ship, but these guns would be available to cover the mine field against an enemy feeling his way across it, or against boats attempting to clear a passage.

3614. But would a ship ever dream of going slow when running a battery? No; not if she had determined to go through at all hazards, but I am speaking of a ship trying to force the mine fields by means of an outrigger, or some similar contrivance.

3615. Would not a few small quick-firers be much more likely to smash a ship or damage her machinery than these slow-firing 80's? Yes; we only mounted them because we had nothing better. The emplacements would do for quick-firers when we get them.

3616. As regards the 80-pounders, some of them are mounted on the sea fronts? No the 80-pounders form part of the inner defence, and they may be left there for the present.

3617. And as soon as the colony can afford quick-firers you would gradually remove them? Yes; when our existing armament is all in position we might gradually replace the 80-pounders by quick-firers.

3618. As regards the 80-pounders, is it necessary to man them with highly-trained troops? No; they could be manned by recruits.

3619. You only want a permanent man in the magazine? I think one permanent man per gun would be sufficient. I have seen the Volunteer Artillery working the 10-inch guns in the casemate battery, and they drill most admirably; so I think you may leave the muzzle-loaders entirely to them.

3620. Would you carry out the same principle at Bare Island? Yes.

3621. And at Wollongong? No; you must have some permanent men there for the 6-inch H.P. gun.

3622. And the rest Militia? Yes; whether they have yet received the necessary training to work the H.P. guns I do not know; but it is quite possible in a reasonable time to train them.

3623. Then, if they were properly trained, the permanent men could be supplemented by the Militia? Yes, largerly; say three to four permanent men to a 6-inch gun, and six permanent men for a 9·2-inch gun; but it will be some time before they are sufficiently trained to work those guns. You will find some excellent men in the Partially-paid Artillery, good mechanics and tradesmen, and they are far more likely to pick up the 9·2 drill than the average Permanent Artilleryman; though, of course, there are good men among them too.

3624. *Mr. Mort.*] Is the 9·2-inch gun very difficult to work? Yes; it is a very heavy gun. We have put up a 6-inch H.P. gun in the School of Gunnery at Victoria Barracks, so that all the drill on an H.P. gun can be carried out without going down to the Heads.

3625. *President.*] Then, if all these ideas were carried out, it would enable the Permanent Artillery to be considerably reduced? I think they might be reduced in time. At all events I would not recommend them

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them to be increased by one single man. I think the staff of clerks is much too large. At one time the working pay of the Artillery passed through my office, because it came under my votes, and so I have had a good deal of experience of the working of the Artillery offices. They want retrenchment and reorganisation.

3626. With reference to the working pay, and everything? Yes. I would like the Commission to see the work caused by the enormous number of offices they have. In one instance the General had to administer a severe censure because the men were kept out of their working pay for months, and it was the cause of desertion and no end of trouble.

3627. Would it not be very much more economical to get shot and shell moved by contract and civil labour? I think the Artillery have very different work to perform than moving shot and shell, and I recommended—though it seems like going out of my way to do it—that this sort of thing should be done by contract.

3628. In reference to the Permanent Artillery, if all this nonsense of clerks, canteen-keepers, and officers' servants were swept away, and the force reduced to a reasonable limit, would it not be possible to concentrate the men at the Heads? Yes; but I would qualify that as regards the servants. The officers must have soldier servants on account of the expense and difficulty of keeping servants in isolated places.

3629. Could it not be done if the allowances were made sufficiently good? I think the best and the cheapest way would be to allow men who had passed all their drills to become officers' servants, and in any case they would be available for service in case of emergency.

3630. But in the other colonies you are aware that no servants are allowed? I have no knowledge of the custom in other colonies.

3631. You are aware that at the Staff College the officers have to be satisfied with half a servant each—that is, one servant to two officers? Yes; with officers quartered together it may be reasonable, but I scarcely think it is in scattered places like the forts at the Heads.

3632. But if the allowances were increased, would not the officers be satisfied? If the officers got a sufficient allowance, no doubt they could make their own arrangements; but I would prefer soldier servants within the defence lines.

3633. Can you give us any estimate of what the barracks would cost if the men were to be concentrated at the Heads? No. A great deal would depend on the sites, which would be expensive to level at the Heads, and there would have to be roads, bridges, and retaining walls, caused by the very broken nature of the ground. These items would form a large portion of the total cost.

3634. But if reasonable sites could be got on either side, what would be the cost? I am not prepared to give any estimate. Officers' quarters would cost a large sum of money, the present accommodation at Victoria Barracks being out of all proportion to the strength of the force.

3635. I am leaving officers out of it. I do not estimate anything for them, as they could make their own arrangements? I think you would have to build quarters for them at the Heads.

3636. Why should you when there are houses springing up in all directions? It would be very difficult to find accommodation at present, and I think officers should be housed near the barracks.

3637. Are not these difficulties merely a matter of expense? Yes; but officers would expect to have suitable accommodation, and if there were barracks at South Head and Middle Head, you would have to build cottages for them in the vicinity.

3638. If the Colony will grant a sufficient amount of money, do you see any objection to their having their barracks all down the harbour? None whatever. It would be a very great advantage for the Artillery to be concentrated at the Heads.

3639. And in that case you have Victoria Barracks freed of married quarters;—would it not be then possible to turn the barracks into a head-quarters office? Yes; and if there were a Minister of Defence he could have his office there.

3640. Then it would be possible for the Minister to have his office there? He could not have it in a better place.

3641. Would it not be his duty, as Minister of Defence, to go to his office? Certainly.

3642. As Minister of Defence, he would not be occupied with the Military Secretary more than four or five hours a week, so that it would not be a great hardship on him to go there? Probably not.

3643. With reference to military stores and regimental and camp equipment, would it not be advisable to have them in the Victoria Barracks? Yes. Regiments ought to have charge of their own stores and camp equipment. I believe that the Commissary-General of Ordnance has recommended decentralisation in this respect.

3644. Therefore, if we could get the garrison men out of the Victoria Barracks we could get this recommendation carried out;—has any sum been voted by Parliament for head-quarters offices? Yes; there is £20,000 on the Loan Votes for that purpose.

3645. Would not that go some way towards procuring what we want at the Heads? Yes; but, as it has been voted for a specific purpose, and could not be used for building barracks.

3646. Would not Parliament be likely to say that, as we wanted to employ this sum of money in a different way, by turning our present barracks into offices, we might do it? It is on the Loan Votes, and would have to appear on the Estimates again; but, although you would not be allowed to spend that money without a vote of Parliament, I do not anticipate there would be much difficulty in getting it agreed to.

3647. It would require another vote then to change it from one place to another place? It would be necessary to take a fresh vote.

3648. But if the Victoria Barracks are made to fulfil the duties of headquarters office, and the new barracks are constructed at the Heads, it would be the same thing practically? Yes. Practically, it would provide the same accommodation.

3649. *Mr. Mort.*] Would you say it was advisable to have an independent Minister, or could not the Defence Minister's duties be combined with those of some other Minister who has less to do than the Colonial Secretary? For a time it would require the undivided attention of a Minister. For instance, the existing Act does not refer to the present force, and that is a matter he would have to take up. I am sure it would take the undivided attention of a Minister for say two years. Afterwards it could be combined with another office, provided it is not the Minister of Education, because the Cadet corps occupies fully all his spare time.

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3650. *Mr. Meeks.*] Would you not put the Cadet corps under the Military Department? No.
3651. Do you think it is possible to have cadets separated from the Military Department? Yes. They are not members of the defence force. It is purely an educational movement, and should remain so.
3652. *President.*] How could the Cadet corps take up so much of the Minister's time? They occupy all his military thoughts.
3653. *Mr. Meeks.*] I suppose you have studied the system of defence here;—have you any recommendations to make or suggestions to give in regard to the defence system outside the Submarine Miners and the Engineers whom you specially had in hand? My association with the force has been such that I know very little about the Infantry, except that I think there is not a sufficient flow of promotion. The question of instructors is also a very important one. I am of opinion they should all be Imperial non-commissioned officers engaged for a limited period of service.
3654. *President.*] Have you got a field company of Engineers? No.
3655. *Mr. Meeks.*] What is the instructor's name? Sergeant-major Parton, R.E. He arrived in the Colony after I gave over my command.
3656. *President.*] There are two companies of Engineers. Can you say anything about them? I can tell you that during the annual training at Easter, the warrant officer instructor was removed for camp duties without my knowledge or consent, and was absent from his duties as instructor for about two months, pitching the tents, &c., and returning stores.
3657. What kind of engineers are they? They are non-descript engineers. You would not call them fortress companies nor field companies. They are simply engineer companies in embryo.
3658. *Mr. Mort.*] Are they partially paid? Yes.
3659. *President.*] They have no non-commissioned officers to train them? Yes; but the warrant officer Instructor Masters, was calmly removed without my knowledge or consent, and kept at camp duties for the time I mentioned, and Sergeant Dransfield, a non-commissioned officer who had no previous experience nor training which would qualify him to act as an engineer instructor—was appointed in his stead without any reference to me.
3660. But surely during the camp they were put through some instruction? Yes; by their officers, I believe—I was not there, as my time was fully occupied at the Middle Head Camp.
3661. They have no equipment? No proper equipment.
3662. *Mr. Meeks.*] What do they do? They construct field works, bridges, rifle pits, &c.
3663. Would the Engineers be under Colonel Renny-Tailyour? Yes; at the present time they are getting efficient instruction, but they had very little after Major Penrose left.
3664. *President.*] Have the officers received any instruction? I believe some of them have.
3665. Have any of them been home? No; I would not recommend any of them being sent home at present, because they should be trained here in the first instance by the Imperial instructor.
3666. Why not? I would not recommend it, unless a field company was formed. Then I might recommend one of the officers being sent home.
3667. Would you not turn the whole of these into a field company? No; half of them should be formed into a field company, and half into fortress company. Colonel Renny-Tailyour recommends that some should be employed in taking charge of the batteries, and assisting in keeping them in order in time of war. One company of fortress and one field engineers would be a good nucleus to commence with, but it is an expensive thing to have a field company.
3668. Without referring to the name of another place, it does not seem so very expensive? But then you have a Minister of Defence, who is able to go into these things systematically, as we cannot do here. When times were prosperous, about three years ago, we ought to have followed your example.
3669. Our field company is now ready to go on active service? Yes; I believe it is in very good order, but our engineering arrangements are very unsatisfactory, owing to the interference of the staff, and the friction and obstruction which exists in the force, as instanced by me.
3670. Then as regards this field company—do you recommend that anything should be done? Certainly I recommend a field company should be formed, but I wish to point out that it was not within the bounds of possibility that I could touch the question, having so many other things to do, and being altogether without the necessary staff.
3671. But in time to come you recommend that it should be appointed? Yes. Colonel Renny-Tailyour is fully alive to the necessities of the case, and will be able to have the Engineers instructed, because he has now a proper staff which I never had.
3672. Supposing you had to construct works at Broken Bay or across Botany, could your men do it? The present Engineers, so far as their opportunities go, have done very well. They are a fine body of men, and are competent to throw up entrenchments.
3673. Have you any entrenching tools? Yes; but they are of rather obsolete pattern. There was £600 on the Estimates last year for equipment, but we did not see our way to spend the money until a proper system was established.
3674. Do you recommend or not that a company of field engineers should be taken up? Yes; but that is a question for my successor.
3675. Would you recommend that an officer of the field company should be sent home in that case? Yes; one of the younger officers, after he passed a satisfactory examination in the Colony in drill and field engineering.

[*The Commission adjourned until* 11 *a.m. on Friday, 22nd July.*]

FRIDAY,

FRIDAY 22 *JULY*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel F. R. de Wolski, R.E., further examined:—

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3676. *President.*] There was a letter you wished to produce? Yes. I produce the following memorandum on the correspondence relative to Nordenfeldt torpedo boat, and my object in doing so is to show the dilatory action of the Defence Committee:—

I CONSIDER that the provisions of a submarine or partially submerged torpedo boat is on all accounts to be deprecated. In the first place, there is no evidence to show that a boat of the type suggested has yet been built fulfilling satisfactorily the expectations which have been raised, and capable of manœuvring in rough waters. The invention is, I am aware, beyond the stage of infancy, but it would be unwise for this Colony to commit itself to an entirely new weapon of warfare, which must inevitably prove a costly experiment, involving requirements difficult to satisfy, and necessitating the maintenance of a permanent and highly trained crew, a special slip and boat-house, with the numerous accessories inseparable from complicated and delicate machinery.

Further, considering the large number of guns of the latest type which have not even been unpacked, it would not be prudent to embark on new armament, the necessity for which is very doubtful.

The Colony of New South Wales should, in my opinion, denote its energies to the perfection of an organisation which would be available at short notice. A moderate scheme of defence, all the parts of which are ready for action in the event of a sudden emergency, will prove more real security than increased armaments and accessory naval and torpedo defence.

For these reasons I would urge the Defence Committee to confine themselves for the present to the question of existing armaments, and to the perfection of the necessary organisation for its efficient utilisation for an emergency which may not be far distant. In no better manner can the Committee use its energy and its influence for the welfare of this Colony than by taking immediate steps to impress on the Ministry the vital necessity of putting an end to the culpable and vexatious delays which for months past have impeded the progress of our defences.

F. R. DE WOLSKI, Lieut.-Col., Commanding Engineer, 19 September, 1889.

On the 5th August, 1890, the following minute was recorded by the Defence Committee:—

The Commanding Engineer,—At meeting of Defence Committee, held 25th ultimo, it was decided, upon these papers being produced, that "Colonel de Wolski's advice be taken, seeing that boats in question are not sufficiently experimented upon, and it is therefore advisable to await further developments."

H. D. MACKENZIE, Lieut.-Col., Secretary Defence Committee, 5/8/90.

3677. *Mr. Cowlishaw.*] Was that memorandum of yours sent into the Defence Committee immediately after it was written? It was sent on the day it was written, and the General minuted thereon next day:—"To be brought before Committee at next meeting"—which was not held till nearly twelve months after. No action whatever was taken to give effect to my earnest appeal.

3678. In reference to that report was it ever read at the meeting of the Defence Committee or any note made that you had sent such a letter in? I have no knowledge of any action taken to assist me.

3679. But surely they take minutes? There was a secretary, but the meetings were of a desultory nature. Yesterday I mentioned that the Queen's Regulations prescribe that "the senior officer of the Royal Engineers in the command will, in addition to his other duties, be a staff officer on the General Staff." That officer would, in the Imperial Service, be styled the Commanding Royal Engineer for the time being, whatever his rank might be. Such an appointment is never gazetted. The duties and responsibilities connected therewith devolve, as a matter of course, on the senior officer by virtue of his commission. I alluded also to my having been ignored in connection with Bare Island Barracks and George's Casemate Battery. I could cite numerous subsequent instances; and six months after I was commissioned and gazetted Commanding Engineer of the New South Wales Forces I was compelled to protest in the following terms:—"I shall be unable to undertake the duties of Commanding Engineer in this Colony until my responsibilities are defined and duly acknowledged. . . . I desire neither to stand on my rights, nor to obstruct, nor to create difficulties. I desire to avoid inevitable friction in the future. There is a right and a wrong way of doing everything, and I prefer, in the absence of instructions to the contrary, to be guided in all my actions by the spirit of the Queen's Regulations."

3680. Did the General recommend that an engineer officer should be obtained? Yes; I referred yesterday to the telegram on which I was appointed. It was as follows:—"Required services, three years, Major, Royal Engineers, local rank of Lieutenant-Colonel commanding submarine defences construction defence works."

3681. Was it sent with the concurrence of the General? It was sent on the General's recommendation.

3682. When did they commence the Bare Island Barracks? In May, 1889.

3683. Were the plans submitted to you? No; neither to me nor to my predecessor. When I saw that the plans were defective, and were not signed by the Engineer officer, I protested at once. It was the most absurd design for barracks I ever saw in my life.

3684. You got the work stopped? Yes; Sir Henry Parkes, on my recommendation, sent a telegram suspending the work.

3685. What did it cost the country through the plans not being submitted to a proper engineer? The alteration of design occasioned a loss of at least £500. When the agreement was cancelled by the Minister, the contractor claimed £3,012 for work done and materials delivered, and for loss of profit and compensation, but the Commissioners awarded only £1,960. On one item alone, viz., rolled iron joists, a saving was effected of £664, after allowing the contractor 50 per cent. profit on the girders he had purchased. In addition to the loss of £500, there was a sum of £121 improperly charged for repairs to the fort itself, due to the contractor's bad work, and about £100 was subsequently spent in underpinning the retaining walls round the barrack site which showed signs of failure, owing to their having been built on pipeclay, although the contractor had been paid for carrying them down to the solid rock. These barracks were being built at the schedule of rates contract of 1881—a schedule not applicable to this class of work. The extras would have been very large, and we would have been entirely in the hands of the contractor, who could name his own prices. The full cost of the barracks, including outhouses and completion of the works adjoining, would have been probably £11,000 or £12,000, and then they would have been faulty and unsuitable. The new barracks, including all previous losses, and the completion of the adjoining works, will cost about £9,000.

3686. Then, through your interfering, it saved the country about £3,000? Quite £3,000. 3687.

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3687. Was the fort at Bare Island constructed according to proper plans? Yes; according to the plans prepared by General Scratchley, but they were shamefully altered without authority.
3688. What would the plans have been worked out for, assuming a proper engineer had been there? Probably for five-eights of what it actually cost.
3689. How much would that be? They would have saved £8,000 easily on that contract had there been a competent engineer in charge, and resident officer. Concrete was put in there where mere filling was all that was necessary.
3690. As a matter of fact, if you had been there inspecting, you would not have troubled yourself about the concrete? Certainly I should. Engineer officers are responsible for every yard of concrete that goes in. You cannot trust anyone with concrete.
3691. Then it is part of your duties? We are trained from the beginning of our service to know all about concrete. I have had large experience with concrete since 1868.
3692. You would have tested the cement? Yes. I would have had it tested. Another matter I wish to bring before the Commission has reference to the 6-inch guns on H.P. mountings. If the New South Wales Government had had a proper inspector at home they would not have had the 6-inch guns sent out in the defective condition they were. I wrote a minute for Sir Henry Parkes, when Colonel Roberts was at home, authorising him to arrange for the appointment of an inspector to look after the new 9·2-inch guns during the process of manufacture, and to see that they were properly packed and sent out after trial. In consequence of Colonel Roberts' exertions these guns will, I feel confident, come out in proper order and perfect condition, and will require none of the alterations and fitting in the Colony which we had to carry out when mounting the 6-inch guns.
3693. About the 25-ton guns, there are only two places where they have got them? Yes. At the time the side loading arrangement was thought to be a great improvement.
3694. The colonies are not in a position to be trying experiments? No.
3695. *Mr. Meeks.*] What is your opinion of these guns now? I think they are very efficient and powerful guns. One of these 25-ton guns was accidentally dismounted in my presence. That was owing to the extraordinary system of storekeeping which prevailed at the time.
3696. *President.*] How do you mean dismounted? The gun on being fired with a full charge sheared the slide clean off the pivot. The friction-plates held the carriage like a vyce, and the recoil being only a fraction of an inch, instead of 6 feet, something had to give way. The Armstrong system of absorbing the recoil having long been recognised as uncertain and unreliable, hydraulic buffers were ordered by Colonel Roberts somewhere about the year 1885. These appear to have been sent out in due course, and remained for nearly two years in the Ordnance Store without any intimation being sent to the Artillery, as it was not known what they were for. In the meantime several mishaps occurred, owing to the friction-plates failing to act properly, but in these cases the accidents were the result of excessive recoil, causing the carriages to shear the stops on the slide, and thereby damage the pivot. With the object of preventing such terrible mistakes occurring, and in consequence of the neglected state of the new guns in store, I urged at the time that Colonel Roberts should be appointed Director of Artillery and Stores.
3697. *Mr. Cowlishaw.*] How much did that accident cost? It cost about £300 to repair the damage.
3698. Was that accident caused by negligence or the want of knowledge of the people in charge of the gun? It was neither want of knowledge nor negligence. Colonel Bingham, the Chief Instructor, was in command of these guns when the accident occurred. The buffers ought to have been fitted on eighteen months prior to that time. The Ordnance Department received a box containing these buffers, but apparently they did not know what they were.
3699. Then it must have been neglect if these things were in store and you did not know it? The Ordnance Store Department was at that time under the Treasury. These buffers were consigned to a department which probably had no knowledge of the order, and the storekeeper when they arrived did not know what they were, and so they laid in the stores for a year and a half.
3700. What space would they occupy? Something quite noticeable. There is a long cylinder 8 or 10 feet long, for one thing.
3701. Not things likely to be overlooked? Not at all.
3702. What would be their cost? The pair would cost probably £200, and it cost a good deal of money to adapt them to the existing carriage and slide.
3703. If there had been somebody whose business it was—like a Minister of Defence—to control the department, these buffers would have been fixed on arrival, and this accident would not have happened? If the same department which ordered them had received them, such a mistake would have been impossible. If the Military Department orders material from England without the knowledge of the Ordnance storekeeper to whom they are eventually consigned, it may be overlooked and mislaid.
3704. If there had been some one directly in charge of these military stores they would, directly they arrived, have been put in proper position? You cannot draw that conclusion because, unless you have responsibilities proper defined, Minister or no Minister, mistakes will occur.
3705. Who would be responsible if there was a Minister of Defence? The Minister's first duty would be to see that every one was responsible for the particular duties which devolve upon him. I have been endeavouring for three years to get my duties defined and acknowledged, and I have signally failed.
3706. Because you have been pulling one against another? Because the Queen's Regulations are ignored, and the several duties are not allotted among the staff in such a manner as will best ensure their efficient performance.
3707. After you sent in a letter asking that your position should be defined, did you get any answer? Not at the time.
3708. Did not the General define what your duties would be? Not until I represented to him that my duties and responsibilities were neither understood nor acknowledged.
3709. Did you define your duties to the General? I drafted them for the General, and he approved of them.
3710. Then, afterwards, they did not allow you to carry them out? There were perpetual breaches of them.
3711. Is it customary for an officer to define his own duties? It is the duty of a staff officer to initiate orders for the General's approval. These duties were defined strictly on the lines of Imperial custom.
3712. *Mr. Mort.*] Then, your draft is not in any way your own regulation of duty, but simply a transcript of

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of the Imperial Regulations? Practically it was a transcript of the responsibilities of the Commanding Engineer in relation to armaments and his general duties, as defined in the Queen's Regulations.

3713. *Mr. Meeks.*] What is your opinion of the administrative staff here? It is decidedly over-manned. There are too many staff officers and too many clerks in the head-quarters office. Half the number would be sufficient if responsibilities were clearly defined and acted on.

3714. You would considerably reduce the number? Very considerably. The general staff here is out of all proportion to the strength of the force.

3715. Bearing in mind we shall only have a limited number of forces at any time, and that we shall require, therefore, more officers, owing to the possibility of drawing in the Reserves and Militia, you still think the staff is altogether too large? Yes; their books will show that an enormous number of letters are written which require no reference to head-quarters, and could be settled direct or by personal reference.

3716. In effect, these matters pass through too many hands, and there is too much circumlocution? The circumlocution is somewhat terrible, because every item of correspondence passes through so many offices. The recent addition of Military Secretary, under the Principal Under Secretary, is certainly another link in the circumlocution.

3717. If the Military Secretary could communicate direct with the Minister, it would be a saving of time, so far as the getting of the ruling of the Minister was concerned? Yes.

3718. You are an officer from home; what is your opinion generally of getting officers from home? I think the only way to get staff officers is to get staff college officers after they have served on the staff at home. I think this is absolutely essential, because you cannot expect to get qualified officers in the Colony. An intimate knowledge of the several arms is very essential.

3719. You seem to be referring to Imperial officers and their duties; what I was asking about was on the point of younger officers going home to go through a course of training? It is extremely valuable and absolutely necessary.

3720. Until such times as we have a military school? Yes; but under any circumstances I would deprecate the foundation of a military school as superseding the advantages of sending officers home to go through courses at Shoeburyness, Chatham, and elsewhere, where they have opportunities of keeping in touch with other branches of the service, and acquiring the latest information.

3721. Then you would not establish a military school for any one colony; it would have to be a federal matter? I certainly do not think it would be advisable to have a college on the system of Woolwich or Sandhurst. A school for garrison instruction is all that is required.

3722. It would be an expensive undertaking for any one colony? It would be more expensive to have a college, with three or four professors, than to send officers to the military schools at home.

3723. If senior officers are brougot out from time to time, what encouragement is there for junior officers to work up? In time there will be very little necessity to bring out more than one or two senior and staff officers.

3724. And as to the commandant? An Imperial officer of rank and experience engaged for a short term of service would be the least expensive system, and, in the end, more efficient.

3725. Can you give us any opinion about the Partially-paid Forces? In my opinion their conditions of service do not give us a sufficiently good hold on them, and that they ought to be brought under a Militia Act.

3726. Would you bring them under such regulations as guide the Militia in England? I could not speak with any authority, as I have not studied the subject. I only can speak generally, and any opinion, unless given in a very different form, is not worth much. I must say that any system which permits a man to do practically just as he pleases is not a system to recommend itself.

3727. Are they not bound to do a certain number of drills every year? Yes, for efficiency; but they can choose their own days, and therefore you never know what number of men will parade.

3728. You would prefer, then, that the Partially-paid Forces should be under a Militia Act? I think, if possible, the whole of the Partially-paid Forces should be Militia. The purely volunteer system has proved a failure. If you have to pay a volunteer I think he should come under a Militia Act.

3729. About officers; would you allow officers to remain for any very long period as commanding officers? I think the command should be limited. You would then secure a certain flow of promotion and a reasonable length of service.

3730. Would you fix a term? Yes.

3731. Say five years? That would be long enough.

3732. Would you retire them, then? Yes; but place them on a service list for another five years with honorary rank, so that they would be available at any time if required for service.

3733. You hold the idea that volunteers, pure and simple, would be of no great value? I think the only purely volunteer corps is that known as the Scottish Rifles, and they have been unable to increase their numbers beyond two companies.

3734. You do not want to go into the question of Infantry? No.

3735. Have you anything to say about the Transport Corps? I know nothing about it, except that the waggons which were built would not go in at the door of the sheds erected for them, and had to remain outside exposed to the weather. This was a matter I never heard of, until I saw in the newspapers a suggestion that the commanding enginner was responsible for the bungle. I can only say that the shed was built to the dimensions specified by the Transport Corps, and that the size of the waggons was subsequently increased.

3736. *Mr. Mort.*] What happened to the sheds? I never heard, nor was any complaint ever made to me on the subject.

3737. You do not know what has happened since? No.

3738. *Mr. Cowlishaw.*] On whose shoulders does the responsibility rest? On the Quartermaster-General's Department. The fact was, they built the shed before the waggons were designed. I think they were rather precipitate in building so many waggons.

3739. *Mr. Meeks.*] You would not have recommended these waggons? No; not altogether. I would have recommended a sample waggon being built for trial.

3740. *President.*] What are waggons wanted for? I do not know.

3741. What kind are they? I have never seen them. I would like to say that, as regards the Transport Corps, Captain Millar is a very efficient and zealous officer.

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3742. *Mr. Cowlishaw.*] How much money was expended in building the shed? About £120, I think.
3743. How many waggons were there? At first there were four, but I do not know how many they have now.
3744. *President.*] Do you know if there were any ammunition carts, which are much more important? I do not think so.
3745. At the time you were commanding engineer you were practically alone, but now the commanding engineer is supported by efficient officers? He has a complete staff.
3746. *Mr. Cowlishaw.*] Having a certain number of officers and men, they do not provide for any addition to your department in the Estimates? They provide for all the military staff of the commanding engineer.
3747. Where does the amount for the men come in? Under the Permanent and Partially-paid Forces.
3748. They put down one officer in charge of rifle ranges—what is that? That appointment was made after I gave over charge.
3749. What are the duties of an officer in charge of range? To prevent any irregularities on the range, I suppose.
3750. Do you think it should be under the commanding engineer? The control and charge of rifle ranges should be under some officer, so as to relieve the inspector of musketry. Rifle ranges are only in charge of the Engineers when repairs or alterations are being carried out.
3751. In 1892, I see they give the present commanding engineer five officers, including an instructor—how many did they give you? I had only one submarine mining instructor and storekeeper, who came out just as I was leaving.
3752. Since you have given up? They have got three Imperial warrant officer instructors, and Captain Lee has since returned from England fully qualified to take charge as executive officer.
3753. They are quite necessary? Yes; and will lead to great efficiency. In addition to them in the scheme of organisation which I drew out when I first arrived, I recommended that the officers of the Military Works Branch should have commissions in some form or other, so that they would be military officers and not a purely civilian staff.
3754. Have you that scheme? Colonel Renny-Tailyour has it now in hand.
3755. You put them in other departments? No; I dispensed with their services.
3756. Is Lieut.-Colonel Boddam still in the force? No; we dispensed with his services when his engagement terminated in 1891, but I think the coming engineer has now got a really competent and efficient staff.
3757. *Mr. Mort.*] Are there any other prominent instances of waste of money? I can mention an instance where there was not actual waste of money, but where two authorities got money for the same purpose from the same department. I asked for £1,000 to be placed on the Estimates for the guard-boat service, but I found that it had been left out by the head-quarter staff, and I found myself committed to a contract for a guard-boat service and no money to pay for it. I wrote to the Colonial Secretary and asked for £1,000, and it appears that the General also asked at the same time for £800 for the same service. Both sums were approved by the Colonial Secretary. If there was a Minister of Defence he would see that money was fairly apportioned to the different services. As it is, money is often spent on requirements which are not urgent at the expense of absolute necessities such as submarine mining material for the defences.
3758. Then you are of opinion that if there were a Minister a large sum of money could be saved? Yes; and greater efficiency ensured. Take the warlike stores vote of £20,000. That is intended for the maintenance of the necessary stock of military stores in the Colony. Parliament votes the money on the assumption that a detailed estimate has been prepared of the amount to be allotted to each branch of the service, but when money is wanted for stores which are absolutely indispensable for submarine mining defence, you find the vote for warlike stores exhausted, and that it has been expended on field hospital and ambulance or transport equipment or other new services for which a specific vote should have been put on the Estimates. On page 24 of the Estimates there is a vote of £3,752—£2,000 for Medical Staff Corps, and £1,750 for contingencies.
3759. *President.*] That is extravagant? It is out of all proportion to the requirements of the service. Two permanent medical officers,—considering they only attend to the Permanent Forces—is out of all proportion to our requirements. No doubt Brigade-Surgeon Williams has given nearly all his time, and I cannot speak too highly of the work he has done; but I think he will himself agree that he has gone ahead a little too fast.
3760. *Mr. Cowlishaw.*] They do not pay him too much? No.
3761. *Mr. Mort.*] It is allowed he has made excellent use of the money he has got? Yes; excellent.
3762. *Mr. Cowlishaw.*] He receives £492 a year; does he get quarters? Yes; and horse and forage allowance, servant allowances, and rations, fuel and light, and has the right to take private practice.
3763. *President.*] According to the items on the estimates it is almost impossible to say what anyone gets? It is;—for example, under the heading "Volunteer Forces" you will find that the brigade surgeon gets £100 a year as instructor of the medical staff corps. He deserves all the pay he gets because he has done most excellent service; but, at the same time, if you are going to keep the Artillery to the same number as at present or reduce them, I think a medical service with one permanent medical officer ought to be quite sufficient considering that numbers of local medical men are only too glad to hold commissions in the local forces. Everyone will admit that the organisation is very good, and that Brigade Surgeon Williams has given value for the money, but notwithstanding this I think there is room for retrenchment.
3764. *Mr. Cowlishaw.*] Continuing the matter I had in hand, you were complaining of the distribution of the amounts which one department receives? Yes; everything ought to appear under the head of the service to which it belongs. It is no use putting down a sum here and a sum there for the same service, because it deceives Parliament as to what the money is really being voted for.
3765. Do I understand you to say that when a man is put down for so much in one place he should not get other sums in other places? Decidedly he should not.
3766. But you must pay for a good man? Yes; and I think the Colony is very much indebted to Brigade Surgeon Williams for the very efficient way in which he has organised the medical department; but that does not alter my contention.

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3767. *Mr. Mort.*] You said a little while ago that you thought that the partially-paid men should take charge of the guns? They should man the muzzle-loading guns.
3768. Also that there should be a certain proportion of Permanent Artillery to all the guns—what is the proportion? You cannot lay down a hard and fast rule because it depends upon the type of gun and on local conditions, the reason being that many of our batteries are adapted from old works; and, again, many of the guns are isolated, and would require more men in proportion than guns which are in a compact battery. A five-gun battery, for instance, would not require so many men per gun as a one-gun battery.
3769. If you took a proportion of one permanent man to two partially-paid would that meet your view? I think in time it might be worked out to that proportion, even to less. You must bear in mind that there is no Permanent Infantry here, and the Colony relies on the Permanent Forces for all requirements. It will be necessary, therefore, to allow a liberal proportion of spare, or general-duty men. There is the guard at Government House, for example.
3770. The guard at Government House could be reduced? I believe they have reduced them to the lowest limit.
3771. *President.*] In the other colonies the Governor is always satisfied with a single sentry? I cannot say. The movement of guards to and from the Heads is a very serious loss of time in addition.
3772. Do you know the number of men they have on guard? I do not.
3773. You have a pretty good knowledge of all these batteries? Yes.
3774. And know exactly where the magazines are situated? Yes.
3775. Would it be possible for you to say how many men are wanted for the service of the batteries, including magazine men, lamp men, look-out men, and range-finders? I have never worked it out, because it did not come within my province. I believe it has been worked out very carefully, both for night operations as well as for day, by Colonel Spalding.
3776. As a member of the Committee, were the calculations laid before you? I do not think they were laid before me personally, but I think they were laid on the table.
3777. You did not consider it your duty to go into them? I did not think it my special duty to do so, but I expressed the opinion that the number of permanent men they were providing was excessive.
3778. *Mr. Cowlishaw.*] What works were in progress when you arrived? A contract had been let for two 6-inch H.P. guns at George's Heights. It was intended to mount a second battery there, but I objected, and the other two guns were never mounted.
3779. Were they ordered? They were in the Colony at the time. It would have been a great mistake to have mounted any more H.P. guns on such heights.
3780. But you think two are all right? Yes, as they admit of a very large area of fire; but, in my opinion, a very serious mistake was made in dismounting the two 10-inch guns at these batteries and bringing them down below. I understand the guns for the Casemate had not arrived when the battery was finished, and being anxious during a scare to arm the battery quickly, they transformed the platforms.
3781. *President.*] What are they going to do with these guns now? They will have to transform them again into barbette mountings.
3782. And reconstruct the slides? Yes.
3783. *Mr. Cowlishaw.*] Who is responsible for that? The system.
3784. What would be the cost of sending the guns reported on as being overfired to the old country and bringing them out again? I do not know what it would cost to send them home to be retubed and put in thorough order. Some of the guns may have had just about as much firing as is desirable, and I think I am right in saying that the 10-inch could not be relied on to last for any length of time without being retubed.
3785. Then the M.L. guns are really unserviceable? I do not say that by any means, because it is not so much the actual damage to the guns as that their efficiency and accuracy decreases very fast when they become worn.
3786. *President.*] A gun becomes of very little value indeed if it cannot shoot straight? They are not in that state at present, but I believe that some of the guns ought to be sent home shortly.
3787. *Mr. Cowlishaw.*] It is the firemaster's duty to report that? I do not know that he goes so far as that. He represents from time to time the state of the guns, but I rather think he does not go farther than that.
3788. Has he condemned any guns? Not yet, so far as I know. We have to consider the conditions of Australia, and whether we ought not to send some of the guns home on the first appearance of erosion and wear.
3789. It is not the firemaster's duty to report? It is his duty to examine the guns, and he may, for all I know, have reported that some of the guns have arrived at such a stage that it would be advisable to cease practising with them.
3790. Is it not his duty to say that these guns had been used too much? Yes; if he thought so. But the question does not lie with him, because the officer commanding the Artillery directs the amount of the firing.
3791. Then whose duty would it be to say these guns were being fired too much? The officer commanding the Artillery Forces.
3792. Supposing he had not the knowledge? He is supposed to have the knowledge. The firemaster's duty is to say, "I have examined the guns, and find such and such to be the case," and he reports that to his superior officer.
3793. In your office, supposing you saw a volunteer officer and men injuring warlike plant, would you not report it to the General? That is a different case. Here they are under my orders, and are directly responsible to me, and I should check them at once, without any reference to the General, but the firemaster is not responsible for the guns in the batteries. He only makes periodical inspections, and forward his report. It would not come within his province as firemaster to check the amount of practice ordered by the General to be carried out annually.
3794. We have looked round a good deal, and we want to find someone who is responsible? I think if the firemaster were under the command of the officer commanding the Artillery Forces that difficulty would disappear, because the officer commanding would then be duly advised on all such technical points.
3795. With a proper system these duties would be defined? I think the firemaster ought to be under the officer commanding the Artillery Forces, and when Captain Brydges comes out he will, I presume, be technical adviser to the officer commanding the Artillery Forces, and not be immediately under the General.

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3796. *Mr. Manning.*] Captain Brydges would drop into that position, naturally? I think he ought to be adviser to the officer commanding the Artillery Forces, and not to report direct to the General. Colonel Roberts always held the view that Colonel Bingham ought to have been under him as officer commanding the Artillery Forces, and I was of the same opinion.
3797. *President.*] Whom was he under? Under the General, direct.
3798. Whom is the firemaster under? The General, direct.
3799. Then, if he sees anything going wrong, would it not be his duty to bring it under the attention of the General, direct? Certainly.
3800. If you saw anything going wrong with engineering matters, would you not at once take it up sharp? But that is a different matter. The Queen's Regulations lay down what is my position. For instance, at Newcastle I found the buffers of the guns, which were not under my charge, improperly and dangerously packed, and I not only took notice of it, but I had them examined and put in good order.
3801. Although not an Artillery officer, yet seeing something wrong with the guns, you did your duty—is it not your duty? Certainly; but I have had reason to regret that I have interfered in so many things in this Colony.
3802. *Mr. Cowlishaw.*] Going back to the works in progress when you arrived, what else was there going on besides what you have mentioned? There was a 6-inch gun going up at South Head.
3803. Was there anything wrong with that? No; it was in a very satisfactory condition.
3804. Was it necessary? Yes; to strengthen the defences.
3805. And in the proper position? The site was excellent.
3806. What others? There were designs got out for Newcastle, Wollongong, and Botany.
3807. Were the forts at Newcastle under the Colonial Architect? Yes.
3808. Has good work been done there? I think the work there may be considered very fair.
3809. Is the work up to the specifications? I think the concrete and other work generally was very fair, but I would not call them good. I found several places in which the work was defective, but the Royal Commission thought no useful purpose would be gained by any further examination. It was so infinitely superior to the work done at Bare Island or George's Casemate.
3810. Seeing you had very bad work in one place you thought you would pass bad work in another? No. The magazines at Newcastle were very wet, but we have had that rectified.
3811. All these plans were submitted to the proper officer? The designs were prepared by Engineer officers, but the work was carried out by a department which understood nothing at all about it.
3812. The alterations would cost a good deal of money? They were effected at no great expense.
3813. In examining these works you found inferior work? In one or two places.
3814. What others were going on? Tenders had been called for the submarine mining establishment at Chowder Bay, but no proper plans had been prepared, and the contract was merely for the foundations, which would have cost about £9,000. I modified the plans so as to get the whole buildings completed for a reasonable sum of money, and the contractor agreed to carry out the new work at his original schedule.
3815. For what was proposed for the foundations? Very nearly. We spent altogether on the buildings and workshops about £11,000.
3816. If the original plans had been adhered to what would have been the cost of the building as finished? The design was faulty, and no proper plans had been prepared of the buildings, so it is difficult to say what they would have cost.
3817. Assuming they intended to spend £9,000 on the foundations, what would it cost to complete? Probably another £5,000.
3818. *Mr. Mort.*] Then you saved £2,000? We have done the work for very much less than it could have been carried out for under the original design.
3819. *Mr. Cowlishaw.*] What else? There was Bare Island Barracks, which were estimated to cost £7,850, but they could not have been built for anything like that. For that they would have merely given us a shell, without any outhouses, but the work now approaching completion will be built in a thoroughly substantial manner within the estimate.
3820. *President.*] On looking over Colonel Spalding's evidence, I find that a large amount is put down for repairs and alterations to ordnance and machinery, Maxim gun mountings, and so on. Why is that? I have no knowledge of that, but I think it is a wise thing to anticipate breakdowns in H.P. gear. One great defect of the H.P. mountings is the accumulation of rust in the cylinders. The Armstrong Company are doing away with the H.P. cylinders, and introducing steel plate springs. They ordered prematurely in 1885 seventeen of these new type guns before they were prepared to mount them. I think the inspector of machinery is wise in arranging for these alterations, which are now necessary.
3821. Then why did they get them? These guns were considered at the time to be the very latest improvement in gunnery.
3822. Before they altered, locally, these H.P. mountings was the matter referred home to the Ordnance Committee at all? No; the alteration is, I expect, putting in plugs at the end of the chambers so as to admit of examination and cleaning. That alteration was, I believe, approved by the Ordnance Committee.
3823. Did they take the advice of the Ordnance Committee? No, because the Ordnance Committee had not then approved that type of gun.
3824. Are they not just the same guns as they have in Victoria? No. You have some of the same pattern we have, but some of yours have a single recoil cylinder which is an earlier type.
3825. Are you aware that we regularly consult with the Ordnance Committee before we do anything? Our military adviser at home is supposed to consult with the Committee about all alterations.
3826. Do not a great many guns that we get out from home show that no inspection has taken place? Yes. I submitted a report in 1889, dealing with the defects of the 6-inch guns.
3827. And the mountings? Yes, and everything connected with them.
3828. Did the Colony ever get any compensation for defective working? No, because our negligence was so contributory. These guns were kept for a couple of years in store without their being examined, cleaned, and mounted, and we could not with any conscience attribute the Armstrong Company the full blame.
3729. I see there are ten Maxim guns to be altered? I do not know anything of this alteration. We had infinite trouble in mounting the 6-inch guns on H.P. mountings. Guns, in the condition they were delivered, would not in England be handed over to the Artillery to mount. They would be returned to the Royal Arsenal, or to the makers to be refitted. That was the main reason why this work had to be undertaken by the Military Works Branch until a proper staff of artificers was educated, and the necessary ordnance workshops erected.

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3830. Does not the firemaster know all about the principle of mounting H.P. guns? I should think not. He might be a first rate officer of Artillery, and yet know nothing about mounting guns on H.P. carriages.
3831. But at Shoeburyness they now go through a course? Yes, of drill; but he came to the Colony before those guns were in general use at home.
3832. He states in his evidence he has been through a course? Well, if so, he has not been of much use to us here in mounting these guns. I think we are rather indebted to Lieut.-Colonel Boddam, who taught Mr. Thorpe. Lieut.-Colonel Boddam had previous experience of these guns in New Zealand and elsewhere. That was one of the reasons why he was engaged.
3833. In that case the instruction given at Shoeburyness in 1886 was very imperfect? It could only have been experimental as the guns had not then been approved by the Ordnance Committee.
3834. Then in that case the officer could not have been put through a proper course of instruction to instruct other officers? No; I do not think he could.
3835. Then an officer of that year would have no knowledge? He might have a very fair knowledge of the drill, but he would not be capable of mounting these guns.
3836. Is that engineer's business specially? No.
3837. Whose business is it to mount them? The Artillery. In 1889, when passing through Plymouth, I found the Engineer and Artillery officers working together in mounting the guns. They had the gun assembled, and were doing the work between them.
3838. But in the Imperial service, there must be some one whose duty it is to mount guns? It devolves on the Artillery.
3839. I understood you to say the Artillery were not taught gun-mounting? I do not think Artillery officers were taught to assemble H.P. guns and put them together, unless in the case of officers going through a special course. I do not think Captain Byron, for example, who has recently returned from a course of instruction at Shoeburyness, has ever assembled a gun on H.P. mountings. It is not part of the course, because it is clearly artificer's work.
3840. You say you had great difficulty in mounting the H.P. guns, and Major Churchward was no assistance? No; I do not go further than saying it was not part of his duty.
3841. *President.*] Did the Artillery assist you, or did they not? The Artillery class mounted a gun at Inner Middle Head, and they mounted the cylinder upside down, and the work had to be done over again.
3842. *Mr. Mort.*] You had to do the work, although it was not your business? Yes; we were the only department that could undertake it at the time.
3843. *President.*] Because the Artillery were not able? The Artillery had at the time no staff of experienced artificers.
3844. There was no officer here present who could mount a gun but Lieut.-Colonel Boddam? Yes; it is not the duty of an officer to be jack of all trades, but he must understand a number of things outside his own special branch, just in the same way as the captain of a ship passes in steam, but it does not follow that he is therefore competent to drive the engines.
3845. Should not a gunner know all about taking a gun to pieces? Of course he could do it, but no man ought to touch machinery, unless he is a competent mechanic. More harm is done by short courses of instruction than you might be aware of.
3846. *Mr. Mort.*] It is artificers' work and not officers? I think so.
3847. *President.*] Should not there be a special mechanic for the mechanical part of a gun? I think so, and that is why we have such a strong force of artificers, so that in case anything goes wrong, no time may be lost in repairing it.
3848. Does not every mechanical engineer go through a course in the workshop, although he may not have to touch it afterwards, and why should not Artillery men do just the same, so as to have some idea of what is wanted? The Artillerymen ought to be guided by the advice of a competent mechanical engineer, even under those circumstances.
3849. Naturally he would not do mechanics' work, but as mechanics' work has to be done, should he not know something about it? Certainly. Captain Brydges, for example, has an extremely good knowledge of mounting heavy guns, and is quite competent to superintend such work.

Colonel H. D. Mackenzie, further examined:—

Colonel H. D. Mackenzie. 22 July, 1892.

3850. *President.*] Have you brought the minute-book of the Defence Committee? I have; but on this letter you will see a memorandum by Mr. Barton, in which he agrees with General Richardson that the furnishing of the minute-book in the usual way of evidence might lead to the making public of information which in the interests of the defence of the Colony should be kept secret; but that if these matters are not made public they may be considered by the Commission.
3851. *Mr. Cowlishaw.*] Was any action taken on the recommendation contained in the last paragraph of Colonel de Wolski's letter of September, 1889? I have not got the register here. All that was done was to decide to take Colonel de Wolski's advice.
3852. *Mr. Manning.*] You read Colonel de Wolski's letter of 19th September, 1889;—does that letter refer to the subject of boats as well as this other matter contained in the last paragraph:—that letter must have been before the Committee, therefore we should know whether it received attention after its receipt or not? I cannot tell you from memory.
3853. It could not have gone before the Committee—in fact, there was no meeting to consider it? (*Colonel de Wolski:* I did not get a reply for twelve months after ——).
3854. So far as the Defence Committee was concerned, no action was taken for twelve months? (*Colonel de Wolski:* It was referred to the Defence Committee, but no action was taken).
3855. The letter was perhaps before the Committee, but it seems their next meeting was twelve months after? He was a member of the Committee. (*Colonel de Wolski:* But my advice was never taken).
3856. There was apparently five or six months between the meetings;—here is one on the 19th December; the next was on the 17th March, 1891; the next was in June, 1891; then in July there were two close together—they seem to have held three meetings in July? Yes.

At the request of the President, Mr. Manning read the minutes of proceedings, the shorthand writers being requested to retire.

[*The Commission adjourned until* 11 *a.m., Saturday,* 23*rd July,* 1892.]

SATURDAY,

SATURDAY, 23 *JULY*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

W. P. MANNING, Esq., J.P. (Chairman).

M. C. COWLISHAW, Esq., J.P. | A. W. MEEKS, Esq.

J. LAIDLEY MORT, Esq., J.P.

Colonel F. R. de Wolski, R.E., further examined:—

Col. F. R. de Wolski, R.E. 23 July, 1892.

3857. *Chairman.*] You wish to make some further statement? I should like to answer some questions which were alluded to in the evening papers the other day. One had reference to the sea wall at Chowder Bay, about 20 yards of which was damaged in 1889, during the course of construction, by a storm. I wish to state that the damage was made good at the contractor's expense. Lieutenant-Colonel Boddam was in charge of the work, and he reported that the damage was occasioned by the contractor's negligence. The work itself was very good.

3858. Now, what was the other matter? The question of the rifle range.

3859. What charge was made in reference to that? That serious mistakes had been made in the construction of the range.

3860. In what way does it affect you? I was the officer responsible for the design and construction of the rifle range, and I want to show that any errors which may have been committed on the rifle range are due to the manner in which it was initiated. The site was selected and submitted for the approval of the Colonial Secretary, without reference to me as Commanding Engineer, before any proper survey had been made of the ground. The high sandhill behind the targets was assumed to be sufficient protection, but it has not proved to be so. I made the best range I could: but I am not responsible in any way for the site.

3861. In what respect was it badly designed? It is not a badly-designed range. It has been alleged, for example, that the Cadet range enfilades the main range; but the Minister, who carefully went into the whole matter on the spot, considered there was no danger whatsoever from this cause, except by wilful mischief, from which no range could be made safe.

3862. Has there been a very heavy expenditure of money on it? The expenditure has not been excessive.

3863. Then you defend the expenditure? Yes; I think the best has been made of a very difficult piece of ground—an irregular sandy waste, with numerous swamps which could not be drained.

3864. But these accidents on the rifle range—you assert that the range is safe and not dangerous? There has never been a single accident on the new range.

3865. You have divested yourself of all responsibility for the selection of the range? Yes. I was not consulted as to the site.

3866. Very well, what more have you to say about that; you divest yourself of responsibility, and that settles it? Yes. After the termination of the Rifle Association meeting I reported to the General that I found the high sand hill in rear of the targets failed to stop bullets which ricochetted up the slope, and that it would be necessary to terrace the hill up to a height of 50 feet and resume an allotment with a house on it before any further shooting was allowed. I received no reply, and shooting was continued for two weeks; then a general order was issued that the Inspector of Musketry having reported that the range was unsafe, firing was to be discontinued. I subsequently submitted a minute suggesting certain alterations which were adopted and are being carried out. The danger from ricochets would have been the same had any other design of range been adopted. It was inherent to the site.

3867. *Mr. Cowlishaw.*] What range are you talking about? The new one at Randwick. In the month of August, 1891, without any consultation with me, the General started a correspondence with the Rifle Association respecting objections raised against the range by one of its members, and I was called on for reports which it appears were communicated in the most unwarrantable manner to the Association, and *ex parte* statements were made to the Minister. The Press was also daily utilised in conducting a wholly unjustifiable agitation against my department and myself—an agitation raised by interested persons who were attempting to force my hand on the target question.

3868. *Chairman.*] Can you give us any information now. This is the point I take—there has been some friction between Colonel de Wolski and the others. I ask him to make a short statement to show that General Richardson or someone else has been responsible for his being overlooked? I can give you two points on this matter. I can tell you when I went out.

3869. When did you first hear of this rifle range? It was referred to me on the 1st November, 1890.

3870. Was the work in progress? No.

3871. Did you prepare the design? Yes. I submitted it to General Richardson.

3872. And he approved of it? Yes.

3873. And you were ordered to carry out the work? Yes.

3874. Was it under your supervision? Yes.

3875. Have you not objected to the site? Yes. I think no range would be absolutely free from danger where there are houses behind the butts.

3876. Then you do not approve of it? I never did, but I think it could be made safe if the hill behind is terraced.

3877. What expense would be necessary to make it safe? About £1,500.

3878. What did it cost? Including equipment, about £9,000.

3879. Now, what other branch of the subject do you want to refer to? To the handing over of the range.

3880. Well, what about that? When the range was approaching completion, we ran short of funds, and I had actually, on several occasions, to pay the workmen out of my own pocket. Further, the contractors for the targets and the fencing were both behind time, and yet I was ordered to hand over before inspection and report, although the regulations prescribe in such cases that the engineer officer will be held responsible that the range is free from danger before being used by the troops.

3881. *Mr. Meeks.*] Who ordered you to hand it over? General Richardson issued a general order that the range was to be handed over to the Inspector of Musketry, which was not according to regulations.

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3882. *Mr. Mort.*] Was it completed before you handed it over? No. The contractor, owing to an alteration in his design, failed to deliver the targets within the specified time.

3883. *Mr. Cowlishaw.*] Did you not think this rifle range was necessary? I think so, but the safety of the range should have been ascertained before the site was finally selected.

3884. Do you think that that was a matter which should have come before the Defence Committee? No; in accordance with the regulations, the site should have been referred to a committee, of which the Commanding Engineer should be a member. This was not done.

3885. There is a magazine there? Yes, merely an expense; small arm ammunition magazine.

3886. You protested against the range being handed over? Yes; because it was not completed, but there was so much friction that I handed it over, but left one of my officers and some men to complete the work.

3887. Then you thought it unsafe? I subsequently found that it was not safe, owing to ricochets up the hill. Reports had previously appeared in the Press that the cadet range enfiladed the main range, and that it was unsafe. They went so far as to state that on a Saturday, on which no firing took place from the cadet range, bullets had actually been found in the marker's mantlet. I reported this to the General, but no steps were taken to allay this unwarrantable feeling of distrust.

3888. *Mr. Cowlishaw.*] But the papers have no official position, so the General could not have taken notice of them.

3889. *Mr. Mort.*] Do you think if a letter appeared in the *London Standard*, reflecting on an officer, that the General commanding would take any notice of it? Yes, certainly; and besides all these reports emanated from members of the Defence Force.

3890. *Mr. Cowlishaw.*] You think when the colony goes to the expense of getting a skilled officer like yourself, the General should recognise him, and consult him? Yes; and act on his advice.

3890½. Your knowledge is greater than his; therefore, he should consult you. Have your suggestions been carried out? Not as regards targets for the rifle range.

3891. Therefore, the losses you have pointed out have been caused through your not being consulted? Yes. With reference to the targets I was ordered to provide a certain number of targets of a design approved by a board, but I was not provided with specifications nor a sample target fulfilling the necessary conditions.

3892. But surely you would not lend yourself to ordering things without seeing the specifications when you knew they were necessary? I accepted no responsibility for the design; I just did the best I could. I called for a tender from the patentee, which was accepted. I think if we had the proper specification we could have got them at a much more reasonable price.

3893. Colonel Mackenzie told us the rifle ranges were under his charge. Would it not be his duty to get the targets? He has never had any voice in the matter, nor anything to do with the range. I think he mistakes his duties. I do not know by what authority he claims to have charge of rifle ranges.

3894. He said so in reply to a question by me. I said "How is it you know nothing of the expenditure?" and he said just as I have told you—"I have only just taken charge of the range"? It would be no part of his business to supply the targets.

3895. Well, that range was a loss to the colony? I think the whole transaction was unbusinesslike.

3896. As a matter of fact, the targets were not a regulation pattern? They are a local pattern, not a regulation target.

3897. But they were submitted to military experts and approved of? They were submitted to a board, but after they had been approved and recommended, I showed that they were not safe, and they had to be altered.

3898. Who constituted the Target Board? Lieutenant Colonel Eden, Major Longfield, and Major Bartlett.

3899. Do you know any other country except this one where they have their own ideas with reference to targets? I do not object to the pattern of the target as now altered. I object to the mode in which they were ordered.

3900. Do you think there should be a properly-constituted Board for such purposes? I recommended that a Board should be appointed, and suggested that expert evidence should be taken as to technical details, and I also drew up the general conditions which were adopted. This was not done, and after a contract had been let for these targets I reported them as not safe.

3901. *Mr. Mort.*] But they are not safe at present? The second and third class targets were altered at my suggestion, and are now fairly safe. The first class are not.

3902. *Chairman.*] You were going to speak about the appointment of Colonel Roberts? I want to point out how his appointment as Director of Military stores originated.

3903. Can you tell us briefly what you have to say about that affair? On the 27th December, I wrote to General Richardson ——

3904. *Mr. Cowlishaw.*] You do not mean to say you are responsible for Colonel Roberts being appointed Military Secretary? Oh, no, but I have frequently urged the necessity of such an appointment. I wrote to the effect that guns in the state in which some of ours were should be sent back to the factory for overhaul, and that the Officer Commanding Artillery, and not the ordnance storekeeper, should have the direct control.

3905. *Chairman.*] Colonel Roberts was in charge; he would not, naturally, approve of that? He concurred with me in considering it absolutely essential. We always worked harmoniously together. Sir Henry Parkes, at my suggestion, approved of the appointment of Colonel Roberts as Director of Artillery and Munitions of War. He was gazetted, but subsequently Sir Henry disapproved of the defence works and the artillery being both under the Minister for Works, and the matter remained in abeyance until Colonel Roberts was made Military Secretary when he was also made Director of Military Stores, and I think it a very good and necessary appointment.

3906. Do you want to say anything more about that? I have always held that duties and responsibilities should be clearly defined. In consequence of the buffers of the 25-ton guns not being placed in position one of the guns was dismantled. No one could be held responsible for the blunder, as there was no direct control.

3907. *Mr. Cowlishaw.*] How long were they mounted without the buffers;—they were necessary for the guns? Yes. Colonel Roberts recommended that the guns should not be fired until the buffers were fitted; but they had been eighteen months in the stores before he heard anything about their arrival.

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3908. How long were the 25-ton guns mounted before you came here? About two or three years, I believe.
3909. Did it strike you when you saw them that they were unsafe? No. I heard that the buffers had been found in the Ordnance store, but there was not time to fit them before General Edward's inspection. I had seen the guns fired with the compressor plates several times and considered they were quite safe, provided precautions were taken to prevent the carriages recoiling too much.
3910. Did you know that General Edwards had reported on the gums. Did you make any report to the General? I am not aware that General Edwards reported on the guns. I concurred with Colonel Bingham that there was no danger from over recoil if proper compression were given after each round. As it was the accident occurred through the gun not recoiling at all, undue compression having been given.
3911. It broke some of the machinery? Yes, but you cannot prevent accidents always.
3912. You knew these buffers were in the store? Yes, I heard they had been found shortly before the accident occurred. If an enemy had been in sight we should have used the guns. They were not reported out of action.
3913. Then if the accident had not occurred the buffers would have been in the stores yet? The buffers were discovered in the Ordnance stores shortly before the accident occurred.
3914. *Chairman.*] Is it not a fact that they had the proper equipment in the store and knew nothing about it? Yes.
3915. How do you account for the ignorance in that particular? The Officer Commanding Artillery Forces was not informed that the stores had arrived, and the Ordnance Storekeeper actually did not know what they had been sent out for.
3916. *Mr. Mort.*] I would like to know if Colonel de Wolski knows anything about indenting generally. It seems various orders have been sent, one for powder sent two years ago and is not filled yet? I never saw the indents of which you speak. I know nothing about them.
3917. *Chairman.*] Do you think you are entitled to be consulted? Most decidedly. I am jointly responsible with the Officer Commanding Artillery Forces for the armament of the forts. I pointed out on one occasion that the proportion of shot and shell should not be kept up on the scale laid down in the Imperial service because we have to anticipate an attack, not by ironclad ships, but by cruisers, and therefore we should have a larger proportion of shell.
3918. *Mr. Mort.*] Have you applied for stores in your department? I have ordered nothing, because I had no place to put them, and no staff to look after them. I was, moreover, averse to spending one sixpence that I could avoid until the arrival of the executive officer, whose first duty would be to prepare a proper scheme of defence.
3919. *Mr. Meeks.*] Had you anything to do with the stores in charge of the Submarine Miners? Yes; they were in my charge.
3920. *Chairman.*] You anticipate a great improvement in the way of doing business by the appointment of the Military Secretary? Yes; a very great improvement.
3921. Now, is it not a fact that the work he does should have been done by General Richardson and his staff? Yes; with the Principal Under Secretary.
3922. That office will cost £5,000 or £6,000 a year? Perhaps £3,000.
3923. You seem to have a strong opinion about this office of Colonel Roberts, but you have a stronger opinion about the necessity of having a Minister of Defence? Yes; to control the expenditure on our forces, and to reorganise the whole military system.
3924. You know that there will not be a large addition to the expenditure on loan votes. Your strong opinion as to the Minister of Defence is that he has to control an expenditure of £250,000 a year. How much of his time would be taken up? Just now it would take up all his time, but after a while the office would be almost a sinecure.
3925. In how long a time? In about a year or two.
3926. Do you think we could get rid of the portfolio so easily? No; but I should like to see it made permanent.
3927. After speaking to the effect that there would be nothing to do? There would be a good deal to do at first, and I think that in a couple of years the system might be so simplified that the Colonial Secretary could do it.
3928. Do you think that any haphazard politician could deal with this great question by just giving him a portfolio. What are the works he would have to do? The control of military expenditure, and the creation of a properly organised military system, including the preparation of a proper Military Act, and numbers of subjects of that class.
3929. You have no proper Act at present; do you not think, as we have a Committee of Defence, that they could deal with the questions, or take them to the Colonial Secretary, and allow him to deal with them? The Defence Committee have done very little in the past, and are not competent to deal with such questions.
3930. You have a Committee of Defence, consisting of all these gentlemen, then you could instruct the Government draftsman how to frame a code to deal with the Military forces? I question whether it would ever be done.
3931. Do you not think, if we were to locate the business with some officer who had not so much to do, we could gain the object you have in view; do you see any objection to the duties of Minister for Defence being tacked on to some other office, like that of the Minister for Mines? Yes; many.
3932. Did not Sir Henry Parkes establish the office so that he could have the Military Forces under his command? Yes; and I think if Colonel Roberts had been the Under Secretary in his office, so as to be able to pass business through direct, it would have saved much friction, and might have done away with the necessity for a Minister for Defence.
3933. If he were Under Secretary, with the right of communication direct with the Colonial Secretary, there would be no need for a separate department? Possibly not.
3934. Do you not think that the way it is now there would be further disorganisation? I do.
3935. Colonel Roberts cannot reach the Minister without going through the Principal Under Secretary? No.
3936. Now, I want to know whether it is necessary for the Military Secretary to be a military man? No. I think a general officer who had any capacity would object to a Military Secretary interfering with his recommendations.

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3937. Then you regard it as a civil office? Yes; and so does Colonel Roberts. It should not be within his province to advise on matters that appertain to the functions of a General Commanding.
3938. Do you not think it absurd to have what I may call a military adviser to the Government? Yes, other than the General Officer Commanding.
3939. Is it not practically reflecting on the ability of the General Commanding the Forces in the colony? Certainly it is.
3940. Then the only reason for the appointment is that the Government has no military adviser on whom it can rely—generally speaking, should not the Officer Commanding the Forces be at the elbow of the Minister when he is dealing with any questions of defence? Yes; to assist him in coming to a decision, or the Military Secretary should lay the General's views before the Minister, not his own.
3941. Do you think any officer at home would take command of forces with a man in the position occupied by Colonel Roberts? No; not if Colonel Roberts intervened as military adviser in opposition to the General's views.
3942. You think they have not the ability here to do that duty so as to entitle them to the respect and consideration which should be accorded to them? That is my experience.
3943. You have already intimated that the Under Secretary for the Military Forces should be a common-sense man of business. Could not you get him out of some other department not so overworked, say the Department of Mines? No. Under those conditions I confess I should prefer to see the work remain in the Colonial Secretary's office as at present.
3944. But in a business sense, do you not think it could be worked in one of the other departments? Yes; it might, after a proper system was established, but when you find letters and telegrams lying about for months, it is disheartening. I have lost all hope. I have written repeatedly urging the necessity for a Minister of Defence, even for a time.
3945. And then you admit that it places your late superior, General Richardson, in a very anomalous position? Yes.
3946. *Mr. Meeks.*] You stated just now that the cost of the office would probably be £3,000 per annum, but should not the establishment of that department mean a saving of expenditure? If properly managed it would effect a saving.
It is no matter who is at the head of it so long as he is in direct touch with the Minister? I think there ought to be an Under Secretary of Defence, and I think he should be a military man. In the first instance with previous experience and an intimate knowledge of the force and its requirements which the Principal Under Secretary cannot be expected to possess. His duties are confined to submitting or not, as the case may be, correspondence which is sent on from the Military Secretary's office.
3947. *Chairman.*] You said if the Under Secretary was an active man all the business could be done by him? Not entirely.
3948. *Mr. Meeks.*] You want a secretary, whether military or otherwise, who shall have a grasp of, and who will devote his whole time to the business? Yes; so long as his opinion does not come into conflict with that of the General Commanding, which would not be the case if his duties and responsibilities are clearly defined.
3949. Your suggestion just now was made on account of your want of faith in the present military administration? Precisely.
3950. Would not there be a good deal of work in connection with the department if all military works, tenders, contracts, and so on were conducted in the department—is it advisable that all work should be carried out by the Department of Defence. Would it not be better if all the tenders were sent to one officer, say the Secretary of Defence, and dealt with by him? No; I do not think it advisable at present. There are too many separate departments.
3951. Do you not think it would be desirable to centralise all the business in one office? No; I would hold each officer responsible for his own work, as the offices are at present so scattered.
3952. In other departments things are not so scattered. Is it not desirable to have things fixed in the same way? I do not think it desirable at present. If all the military offices were concentrated it might be done in one head-quarter office.
3953. If you had them centralised they could open all tenders and forward them to the department? It might be done.
3954. Is it not desirable that all the work should be done in that department? I think it might possibly be done with advantage.
3955. *Mr. Mort.*] Do you think if we had had a Defence Department for the past few years we might have saved money? Certainly.
3956. £100,000? It is quite possible.
3957. You find much of the trouble has arisen out of the difficulty of getting at the Minister? Yes; or of getting papers submitted to him promptly.
3958. *Chairman.*] Or owing to the inefficiency of the staff? To both.
3959. *Mr. Cowlishaw.*] Do you know anything about the Torpedo Corps? Yes. They are now called Submarine Miners. Colonel Renny-Tailyour commands them.
3960. The torpedo boats also? No; they are in charge of the Naval Forces.
3961. Is there a special company for the submarine mines? There is a small permanent force under the command of Captain Lee, and there are two companies of Partially-paid Volunteers under the command of Lieut.-Colonel Cracknell.
3962. Are they in an efficient state? Not by any means owing to the want of proper instructors, but this is now being remedied.
3963. Do you say that the standard of knowledge of some of the officers is very high? I do not think I have ever gone so far as that, but Major Penrose may have said so.
3964. Are the appliances they have now up to the times? No; many of them are obsolete. It will be a considerable time and expense before the stores can be brought up to date.
3965. How much would it cost? About £10,000.
3966. Are the stores we have here of no service at all? It is difficult to express an opinion on them as they are old, and many obsolete pattern.
3967. Do you think it would be advisable to abandon the Easter encampment? No; I think it extremely necessary, but all the arrangements are unnecessarily extravagant, and the camp which takes weeks and weeks to fix and remove, is conducted in every respect on too lavish a scale. 3968.

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3968. Do you not think it would be beneficial to make it compulsory for public school boys to go through a course of drill? I think it would be very valuable if it could be so managed.
3969. They have paid instructors? I believe so, but the boys do not seem to be so well drilled as they might be. There is too much gold-lace about the uniforms.
3970. You think it would be a good thing in case they were ever wanted for service? Yes; and it would make a marked difference in their physique; and their previous knowledge of drill would stand them in good stead.
3971. You know that there was a lot of damaged cartridges came into the Colony—whose duty was it to examine them? The testing of ammunition is a matter which requires very elaborate arrangements. It is done at home by people who have the necessary appliances for the purpose, but here no proper examination could take place, except to ascertain if ammunition is deteriorating by age or bad storage.
3972. But the firemaster tells us that he is qualified to make the examination—do you not think he should do so? I do not think so in this instance, although he might inspect and examine the ammunition in a general way. We must rely on the certificate of the officer at home responsible for testing and examining it before delivery is taken and payment made. It would be useless for us to go over here what had been done in a scientific way at home.
3973. We are told there are a lot of guns rusted here through being exposed? An order was sent home for a large number of guns, but there was no place to store and examine them on arrival. I think there is no blame to be attached to anyone in the Colony if the Government choose to order guns without having any place to put them in. I think the lesson to be learned is, that guns should not be ordered before they are required. We ordered too many before the works were ready. It would have been better to have ordered the 6-inch H.P. guns by instalments. It is no use asking a military officer at home to inspect and pass guns unless there is someone to inspect the work in the process of manufacture. I recommended Sir Henry Parkes to order an inspection of the last guns by Colonel Roberts when he was home on leave. If they are properly inspected in England there will be no further trouble.
3974. *Mr. Mort.*] If you have an officer at home you have to pay on his certificate? Yes. Delivery must be taken in England on the certificate of the military adviser at home.

[*The Commission adjourned until 3 p.m. Wednesday, 27th July.*]

WEDNESDAY, 27 JULY, 1892.

[*The Commission met at the Town Hall, at 3 p.m.*]

Present:—

W. P. MANNING, Esq., J.P., in the Chair.

M. C. COWLISHAW, Esq., J.P. | A. W. MEEKS, Esq.
J. LAIDLEY MORT, Esq., J.P.

Lieut.-Colonel Alfred Paul examined:—

Lieut.-Col. A. Paul.

27 July, 1892.

3975. *Mr. Manning.*] What is your name and rank? Alfred Paul, Lieut.-Colonel, New South Wales Public School Cadet Forces.
3976. How long have you been in command? Since October, 1889.
3977. Have you had any military experience outside the Colony? No; except in the Soudan expedition.
3978. What do you regard as your duties now? As Officer Commanding the Public School Cadet Force, I have charge of all the corps, and am connected with the superintendence just in the same way as General Richardson is with the Partially-paid Forces, and I am directly responsible to the Minister of Public Instruction.
3979. There is no link connecting you with General Richardson? No direct link.
3980. What do you mean by a "direct link"? In this way; in country districts General Richardson's sergeants assists us in drilling the cadets, when the men are not otherwise employed.
3981. Then the link is that you receive the assistance of General Richardson's men in drilling the cadets in country districts? Just so.
3982. Of course, you are acquainted with the cost of the administration of the cadet service? To some extent.
3983. Taking the basis of the Estimates of 1892, can you show us what the Cadet Force cost the country, everything included, I take it you are responsible for them? I am responsible for them to some extent, being head of the Cadet Force.
3984. If you will look at page 131 of the Estimates, under the head of Public Instruction, you will see a total sum of £14,517, for the year 1891, is that correct for the management of the Cadet Corps? Yes; but that also includes equipment.
3985. What equipment? Arms; the erection of armoury, belts, chevrons, caps and cap-covers.
3986. It includes uniform? Only partly.
3987. I see that your estimates come to £11,818? Yes.
3988. Do you observe that the management comes to nearly £400 more for 1892 than for 1891? Yes; because we had not a sufficient staff to cope with the work.
3989. Is it not a fact that that increase is partly to be accounted for by a band-master at £200 a year? Yes.
3990. And two staff sergeants at £200 a year each? That is right.
3991. Then two sergeant-majors at £150 each, in the country districts, are not included in 1892, though in 1891 they were considered necessary? I asked for four sergeant-majors, at £250 each, but the Minister, without reference to me, struck them out and put in two at £150. The salary was ridiculous, and I could not find qualified instructors to take the position.
3992. Then the main increase is to be found in the band-master, at £200 a year, and the staff-sergeants, at £400? Yes; that is £200 a year for each of the staff-sergeants.
3993. Are there any Supplementary Estimates in connection with the Cadet Corps, that is to say, is there anything expended outside this £11,818? No.
3994. You are quite sure? Certain.
3995. What is the roll of the Cadet Corps, and where are the locations? Six thousand six hundred and ninety-five, including all arms.

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3996. *Mr. Cowlishaw.*] That is all through the country? Yes.
3997. *Mr. Manning.*] Can you give us the composition? The school force in Sydney numbers 2,982. I cannot give you the different districts in the country from memory.*
3998. The point to get at is the cost, naturally. They would cost more in the country, as for instance, Goulburn, than in the metropolitan districts on account of the instructors? For outside towns where there are no instructors it costs very little, because the teachers themselves take up the work.
3999. *Mr. Cowlishaw.*] Do you keep a roll of these towns? Yes, but I have not got it with me.
4000. *Mr. Manning.*] You say there are 2,982 in the Sydney schools;—how many are there in the country? Two thousand eight hundred and ten.
4001. Can you say how many are in the western district or sub-divide them in any way from memory? No.
4002. Those two sets of numbers do not make up your total of 6,695? In addition there are four troops of cavalry, numbering 143, who are also included in the total.
4003. Where are the cavalry? One troop at Parramatta, one troop at Picton, one at Casino, and one at Lismore.
4004. How many members are there at Lismore? I could not say at the moment.
4005. Are there twenty? The numbers of the several troops are about equally divided.
4006. What does it cost fore these four troops of cavalry in the matter of drill? The instructor of the cavalry is Warrant Officer Thompson who is on our staff as instructor of cavalry cadets at at a salary of £47 per annum. That is the chief item of expense.
4007. Where is he located? In Sydney.
4008. Then he has to travel? Yes; but he does that in connection with the other troops which he has under his personal supervision.
4009. What instruction do the cavalry cadets get? The same as the partially-paid men.
4010. Do they find their own horses? Yes. We find bridles, bits, and spurs, and they are less expense than a cadet would be armed with a rifle.
4011. What is your opinion of their usefulness? I think they are a most useful branch of the service. They are smart activv lads and take a great interest in their work. If the cavalry are useful then the Cadet Cavalry certainly are useful.
4012. The grand total is still incomplete? Then there is one battery of Artillery numbering fifty-one.
4013. Where is that located? In Sydney, and has been for the last sixteen years. Then there are eight companies of Infantry numbering 420, an Ambulance Corps of sixteen, and four pupil-teachers numbering 260. The various companies are officered by young men in training at Fort-street, where they go through four years' training as pupil-teachers or as students, and we have now formed them into a battalion and give them instruction in the drill so that they may, when they go out into the country, take up the work of the Cadet Corps and drill the schools.
4014. Then that is why you keep them separated from General Richardson's forces? They could not possibly be under him.
4015. If you abolished these four companies of pupil-teachers would you not expect them to drift into the partially-paid force because they are aged? Their ages run from fourteen to twenty-five, and they are being educated in the city, preparing to take up the work of teachers. I do not think it is likely they would drift into the partially-paid.
4016. And the advantage of having them banded together like that is that they would be useful to drill in the country schools? Yes, and take up the work of drill in those schools, the school drill being based on the military drill.
4017. Have you any drill-masters at the public schools independent of your staff? No; Captain Mulholland is superintendent of drill, but he has nothing to do with the teachers.
4018. Is his salary not in the public schools estimate? Yes; but it should not be.
4019. That may be a matter of opinion? I think it should not. There are 204 corps or detachments and twenty fife and drum bands.
4020. Where are they located? To some extent all over the Colony, but chiefly in Sydney. These bands, however, derive very little assistance from the Department. The boys pay for their own instruction, and purchase their own instruments, except the big drum, which we make them an allowance for, otherwise they pay for everything and are quite self-supporting.
4021. They provide their own teachers, but with regard to the band at headquarters you have a band-master? We have so far managed without, but you can reckon it as part of the expense.
4022. Could not the band be instructed by the ordinary band-master connected with General Richardson's force? No; I do not see how it could, because his time is supposed to be fully taken up with his own band.
4023. At what time do these youths get instruction? In the evening.
4024. Could not the bandmaster of the forces give them that instruction without your coming down for another band-master? We thought of it, but the band-master when applied to wanted £200 a year more. As his whole time is supposed to be occupied by his own men, I think the two things would clash.
4025. That is the point I want to get at—how would the duties clash? Because we want him at special times when he would be otherwise employed.
4026. What times? On parades.
4027. But if properly instructed, they could take one boy who would be deputy for him on his own band? I do not think it would work, it would take him all his own time.
4028. Then you strongly defend the appointment of band-master? Yes, I do.
4029. Who are the officers connected with the Sydney branch? Myself, Major Dettman, Major Strong, Captain Mulholland, Surgeon-Captain Roth—of course he not only devotes his time to us in camp and other places; he also has two ambulance corps he instructs without any fee.
4030. But the ambulance corps only numbers sixteen? Nevertheless they take as much time as forty
4031. He gets £60 a year? Yes.
4032. The brigade sergeant-major, £275, what is his name? Murphy.
4033. Then there are two sergeant-majors for country districts at £150 each, could you do without them? No, we could not. If you note the number of schools you will see we could not. Then there is quartermaster sergeant he superintends the arms, and not only that but drills the schools as well. The two staff sergeants go round to the metropolitan schools.

4034.

NOTE (*on revision*):—The Cadet Force is composed of Senior Cadet Cavalry, Artillery, and Infantry; School Cadets (including School Cadet Ambulance Corps), and the Training College Rifle Battalion.

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4034. Then their is another Staff Sergeant? Yes; these three sergeants devote their time to this work.
4035. Then we have an instructor of artillery? Yes, Warrant-officer Green. He instructs the battery in the field.
4036. The instructor of cavalry you have said something about already? He goes round to the places I mentioned; £46 a year is all that he gets. The artillery instructor is detailed from General Richardson's body.
4037. He has permission from General Richardson to take up this work? Yes, when not otherwise employed. If he goes to to a place where there is a Cadet Cavalry Troop he can devote an hour or a couple of hours when not engaged with his own men.
4038. Supposing his ordinary duties take him to Parramatta why should he be paid anything for instructing these boys? It is all extra work.
4039. He cannot be employed on two places at once of course; but why should he be paid when he has gone there on duty? That I cannot answer, but it is really extra work just the same as anyone in one department taking work in another department, and, of course, he should be paid for it. I think the item is very reasonable; but not only does he do that but he acts as Adjutant in looking after the internal economy of the troops.
4040. But he is also doing work in connection with the forces of the country that he is paid for in another way. One would be inclined to think you could dovetail one into the other without incurring additional expense; but I see you are of a contrary opinion? I am. You would want more instructors if you had to do this work.
4041. Then you are using his services now because he had not enough to do in the Partially-paid Forces? He tells me he has too much to do. There are piles of correspondence that go through him which he really does in his spare time. If what he does now were done by one of our permanent staff we should have to get extra help in the office.
4042. Have you ever thought of a fusion of this cadet corps and its management with the general staff? No; I never thought of it at all.
4043. Whether if you yourself were under the General, and all these persons mentioned in the Estimates were under him there might not be some saving effected? I am strongly of opinion that no saving would be effected, and also that so far as school corps are concerned it would not be desirable to have them under him.
4044. You think we ought to have these separate establishments? That is my opinion.
4045. Have you ever observed whether the cadets on reaching the age of 21 drift into the Partially-paid Forces? A number of them do.
4046. Have you any statistics to show that the Cadet Corps is a good feeder to the Partially-paid Forces? No; I only know, as a matter of fact, that there are a number who drift into the Volunteer Force.
4047. Is it great or small, or what percentage? I do not know.
4048. It would be valuable information if you will supply us with it. The value of the Cadet Corps depends in the boys when they become men drifting into the Volunteer Force. Do you not think if they did not drift they would be in two or three years very valuable; but if they got into the regular force they would be much more valuable? Yes; I know numbers of them join, but I have no statistics on the point. I will do what I can to get you the information.
4049. Because you see the Cadet Corps may become of some harm in this respect, if they become efficient and lay down their weapons on leaving the schools; whereas if they do not happen to be in a Cadet Corps they might join some Volunteer Company, and become partially-paid soldiers? I do not think they get any training that would prevent their joining if they had any love for it at all.
4050. Can you ascertain, just to give force to your opinion, what number of cadets there are during the last two or three years who can be traced from the Cadet Corps into the Partially-paid Force? I may be able to get you that information, but I cannot say for certain.
4051. For the purchase of arms and ammunition in 1891, £4,000; and in 1892, £3,000. Can you give us any information as to the number of rifles you had on 1st January, 1892? I can give it to you later.
4052. I want to know how it is you spent £4,000 on arms in 1891, and £3,000 in 1892? I wanted £4,000 this year, but could not get it. What arms we have now are Snider carbines. There are 2,000 of these, and some others, not many.
4053. Will this expenditure for arms go on year after year? I do not think so, as we get the arms we want.
4054. Do you not call the arms in? They are retained in the schools.
4055. They are in the possession of the Government? Yes; the £3,000 is for the purchase of rifles for one year, and 2,000 rifles is as much as it will purchase.
4056. What is the cost of the rifles? About 30s.
4057. Are they on the same lines as those used in the Partially-paid? Yes; only lighter.
4058. And the same drill? Exactly the same.
4059. So there is no confusion in the management of the rifles? None; they are small Martini rifles, only better balanced than the service Martini carbine.
4060. *Mr. Mort.*] The action is the same? Yes.
4061. *Mr. Manning.*] Now, about travelling expenses to officers, what allowance do they get? The expenses they incur when they go into the country occasionally—myself and others. The carriage of arms and ammunition, which comes under the same item of expenditure, includes incidental expenses.
4062. What travelling expenses do the cadets get? They meet together for parades on the suburban lines occasionally, or to go to rifle ranges. The senior cadets are allowed railway expenses the same as the military would be.
4063. Then the cadet travelling expenses relate to travelling within easy distance of Sydney? Yes; except where senior cadets are brought to Sydney for the Queen's Birthday review from Bathurst, Goulburn, and one or two other places.
4064. "To pay military instructors, attending country schools, at per drill, £350." Are not these instructors part of General Richardson's establishment? Yes.
4065. Do you not think they could do the two things at the one time, and that this is an expense that should not be incurred? The country instructors have, as a rule, certain hours a day free, because they have night-work.
4066. Their particular duty is musketry instruction or drill at night, in some of the country towns? Yes.

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4067. But they can only work at night time for a couple of hours. Supposing they are at Goulburn, I can well understand that their duties are at night, but they are over at 10 o'clock, therefore, they only work two or three hours a day. Do you not think an arrangement might be made by which that £350 might be saved to the country, seeing that the instructors really have nothing to do in a country town all day long? No; I should be sorry to dispense with their services.
4068. That is not the point. These instructors, having to work for the Partially-paid Forces, only work at night, and they take up about three hours then, and all day they are doing nothing. Do you think that the country is sufficiently compensated for their pay by three hours work per day;—surely you do not think they should be paid? Yes; I think they should, as they have other work to do besides the mere drill. They have to write a good deal.
4069. It is another point we differ upon. Now, capitation allowance for senior cadets, to assist in providing uniforms at £1 each, £700;—what is that? The uniform costs £2, and we subscribe £1; but we only do this in the case of the seniors.
4070. To complete the equipment of school cadets you spent £980;—what was that for. I see you have £550 for 1892? We provide caps, and cap-covers, belts, and chevrons, and shoulder straps.
4071. What is the nature of this allowance to battalion commanders, captains, subalterns, in accordance with Regulation 35—£750? That was based on the Victorian lines, where the officers received an allowance for every efficient corps.
4072. What officers? Every officer in the Cadet Force.
4073. Every paid officer? Yes; every efficient officer.
4074. Not the boys? No.
4075. *Mr. Cowlishaw.*] Do you know anything about the Victorian Cadet Force? No.
4076. Can you point out on the Victorian Estimates where there is that allowance you speak of? Not on the Estimates; but if I had the Victorian regulations I could tell.
4077. They were not paid any capitation last year? Yes; they were.
4078. It does not appear then? The Victorian commanders received £10, captains £5, and subalterns £3.
4079. It is not charged in the Estimates? It is charged in some way. I assure you it is a fact that I am stating.
4080. *Mr. Manning.*] Then this £750 is really an addition to the salaries of the teachers? This was given to teachers who would accept commissions as a sort of bonus for taking an interest in their corps.
4081. Then, as a matter of fact, you do not participate in it? No; none of the staff.
4082. It is an allowance to teachers solely? Yes.
4083. Who checks the accounts for this purpose—do you see that the companies are effective? Yes, certainly.
4084. Do you visit every one of these country districts? I shall this year, but last year and the year before the boys were brought to Sydney to camp.
4085. On the main camp did you take all these companies and see they were properly drilled? Yes; I could also tell as to their efficiency from the returns.
4086. Hire of horses for mounted officers, £300 in 1891—who are the mounted officers? Battalion commanders; during camp time we had a good many officers mounted.
4087. How do you mean—the boys themselves? No; the officers commanding the boys—on the staff.
4088. It is not an extra allowance to the staff? No; horses are hired for the day only.
4089. What is rifle practice, musketry instruction, musketry badges, &c., £120? All the corps all over the Colony are anxious to do some shooting.
4090. Who instructs them? We instruct them ourselves; but the amount is principally for paying markers during general practice.
4091. School drum and fife bands, £500 in 1891—I understood you to say nothing was given except for the big drum, and you have nothing down for 1892? No; we have done away with it.
4092. Camp expenses, £1,500 in 1891—what is that? That was for provisioning the camp.
4093. As matter of fact, £1,500 was voted in 1891;—do you know how much it actually cost? I could not tell you from memory.
4094. But you only have £1,000 down for 1892? In forming our estimates for 1892, we cut everything as close as possible.
4095. You instruct the boys in artillery, and you have fifty-one—what artillery practice do they get? They have ball practice.
4096. What guns do they practise with? Old guns, about 100 years old.
4097, Is the drill they get serviceable to them in view of their joining the Partially-paid Artillery? Yes. As a matter of fact, I believe No. 1 Battery is recruited from the Cadet Artillery alone. A captain in the Artillery told me only last week that a certain number of boys had gone into No. 1 Battery, and he added, "I am pleased to tell you that they recruited from the Cadet Artillery."
4098. Have you made any study of the Victorian Cadet Corps organisation? No; not to any great extent.
4099. Can you make any comparison of this kind—can you tell me the total number of the Artillery in the Victorian Cadet Corps and the expense? I have not done that. When we were framing our regulations we got the Victorian regulations, and that is why I remember about that allowance we referred to.
4100. *Mr. Meeks.*] As a matter of fact, our organisation is to some extent based on the Victorian? I do not think that.
4101. *Mr. Manning.*] To this extent, that the allowance to Battalion Commanders is included in the principal cost? Yes, so far as that is concerned. The origin of the present organisation was a committee appointed in Mr. Inglis' time as Minister of Public Instruction.
4102. In what year did we establish them? At the latter end of 1889.
4103. *Mr. Meeks.*] Which was established first—the Victorian or ours? The Victorian; but there has been a cadet corps in connection with the public schools for sixteen or eighteen years.
4104. *Mr. Manning.*] But until 1889 it was in a languishing state? It is a matter Major Dettmann can give you more information about than I can.
4105. You cannot make any comparison between this Colony and Victoria in the matter of the expense of the Cadet Corps at per head? No.
4106. Is there any suggestion you could make with reference to the more economical management of the Cadet Corps? I cannot see any recommendation to make. I have suggested what I think necessary to carry on the work in the most economical manner.

4107.

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4107. Have you got the bandmaster employed now? Not directly so far.
4108. The country is paying him £200 a year? No.
4109. That suggestion has not been carried out yet? No.
4110. Have you had any applicants for the office? Yes; several.
4111. Are they already in the pay of the country under General Richardson? Not that I know of.
4112. And you do not think it possible to affiliate your own service with the bandmaster at headquarters? No; it would not be a success if we did.
4113. Have you ever seriously considered whether it would not be wise and economical to put the Cadet Force under the General? I have not considered it; but I do not think such an arrangement would answer.
4114. Why? So far as the school corps are concerned it would not be worked in a satisfactory way as well as under myself, but if it were I do not think it would be any more economical than at present.
4115. Do you not think it would be better in a military sense to have this cadet corps of yours affiliated to the military service of the country? I do not think it would be of any advantage, because the work is now carried on on strictly military lines. If they were affiliated they would have to have quite as large a staff.
4116. You have not studied the question? No; I have not gone into the matter, because it never presented itself to my mind.
4117. Do you mean to tell me that if they were merged into and fused with the general service that there could not be some considerable saving on the matters of instruction and salaries, and items of that nature? The country instructors might be saved, but that only amounts to £350 a year. No doubt there would be a saving there, but with the instruction we are now giving the pupil-teachers in the service many of these instructors can be dispensed with as time goes on.
4118. Then, presently, there would be some economy possible in regard to salaries? Yes.
4119. How soon? In two or three years.
4120. You could not do anything at present? No.
4121. Where are your headquarters in Sydney? At the Department of Public Instruction.
4122. Are you personally under the command of General Richardson? No.
4123. In case of war he could not rely on you yourself and Major Dettmann? As to the staff, it was agreed that members of the Cadet Staff should be placed on the Permanent Staff, but so far that has not been done.
4124. The General is of opinion that so far as cost is concerned there might be a fusion;—have you any reason for its not being done? We asked for it to be done, but it was not.
4125. Why did you request it? Simply to give us a recognised position in the Military Service.
4126. Then, as a matter of fact, in case of war we should not be entitled to your services? We are not attested, but that would be easily remedied by placing us on the staff. There is one private matter still in the way, but it has been allowed to remain over.
4127. The difficulty was raised by you? Certain steps would have to be taken in regard to one officer of the staff before we could be placed on the Military Staff.
4128. I suppose it is some question of promotion? It is a question of seniority.
4129. What salary does Major Strong get in the Partially-Paid Forces? He does not get any. He is only recognised as on the staff. If he resigned, then the General would re-appoint the whole of us.
4130. How many of your cadets are armed? They are all armed with certain weapons—either drill-rifles, old Henrys, or obsolete rifles of one sort or another, and for drill purposes we use dummy rifles.
4131. Can you tell me if they pay for the uniforms of the boys in Victoria? They pay by capitation allowance.
4132. How much? Ten shillings.
4133. They pay capitation for all the boys, and we do not? Not for the school boys.
4134. We only pay for the seniors? That is all.
4135. How many of these boys are there that we pay a pound for? Something over 600.
4136. That means £600 a year? Yes.
4137. You are quite unable to tell me the cost of management in Victoria? Quite unable.
4138. Are they much stronger there numerically? I do not know.
4139. Would you be surprised to learn that they have got 4,000 armed and uniformed there? No.
4140. And have 16,000 boys taught military drill? No. There are thousands of boys in our schools taught military drill.
4141. The cost of the general school drill is not down in the Estimates, except the salary of Captain Mulholland? No; it is not.
4142. How much is his pay? £350 per annum.
4143. Would you be surprised to learn that all the work is done in Victoria for £9,500—for 16,000 taught military drill, and 4,000 armed and uniformed? No. Ours will not cost so much as that presently.
4144. But you will not have 16,000 taught military drill? It depends what is meant by military drill. We have more than that now if you count the school boys that are taught as far as company drill.
4145. But the cost of that is not in the Estimates? No; because the teachers are qualifying themselves to carry on the work.
4146. Can you point out the items you would be able to save on the cost of the year 1893, because there must be a gradual qualification on the part of these pupil-teachers, and they cannot all come in at once? I may be able to. The equipment of school cadets is one matter.
4147. How much on that? I could not say until we take stock.
4148. When did you take stock last? At the end of the year.
4149. You cannot show me how you will effect a saving in regard to the purchase of stock? No. When we started we had not sufficient arms by some thousands, and we have added to them by 1,000 new arms, and about 3,000 or more drill rifles, According to the recommendation of the Committee, and according to the school standard, we propose to drill the upper-form boys to the use of arms with these drill rifles, so that if you include school corps drilled in that way, we have more than 16,000 boys taught the use of arms.
4150. Can you get any reliable statement for the Commission on that point, that is to say, the number of boys really under military drill? All the boys are taught military drill; but we have 6,695 armed and uniformed. I will endeavour to get you the information.
4151. Going back to the arrangement with General Richardson, did he ever advise that this Cadet Corps could be managed more economically if fused with the other forces? No.
4152. Have you had any conversation with him on this point? No. I have had many conversations with him, in which I have sought his assistance and advice; but not on this point. 4153.

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4153. The only idea he shadowed forth was to get your staff made part of his staff? Yes.
4154. But your duties would have gone under that set of circumstances as they do now? I think so.
4155. *Mr. Mort.*] What amount of drill do the uniform boys do? They drill three-quarters of an hour weekly, and in effect the whole of the boys take three-quarters of an hour weekly.
4156. Is it company drill or mere marching? They go through the usual company drill, marching and with arms manual and firing exercises.
4157. And bayonet? No; I do not think it advisable they should have. They do the old squad drill and company drill, and we bring them together one afternoon a month for battalion drills in the Metropolitan district, and also in the central country districts wherever it is possible, and where it is possible also they have shooting.
4158. With their cut-down rifles? They all know the use of them.
4159. Although they have not the same action as the Martini? Yes.
4160. But they are useless for shooting? Yes.
4161. They shoot with the regular Martini? No; with the Snider.
4162. These drill rifles you speak of are Martinis? No, they are dummies; just the stock of the rifle and a piece of gas-piping for barrel and a trigger guard, so that the boys go through physical drill with them—the manual exercises—just the same as they could with a proper military weapon.
4163. They cannot shoot with the guns the Artillery Cadets are trained with? Yes; with blank cartridge, we use them for firing salutes, but not for ball.
4164. What guns do you use for ball practice? We get a gun from one of the Volunteer Batteries—a proper gun used by the Field Artillery. We take the boys to Long Bay, and give them two or three days practice during the year.
4165. Do the uniform cadets ever parade with the Partially-paid Forces? In the country districts they have, but not in Sydney hitherto we have our own parades—a daylight parade once a month, and a night parade once a week.
4166. Where are the night parades? In the different localities where the corps are situated.
4167. They acquit themselves with other troops satisfactorily? They have on such occasions as they have come together such as Queen's Birthday reviews, and the reviews before General Richardson, Lord Carrington, and the present Governor.
4168. The entire cost of the arms is debited to the Education Department? Yes; all the money expended on the cadets does not touch the Military Vote one single sixpence.
4169. *Mr. Cowlishaw.*] When were you appointed? In October, 1889.
4170. Had you any military experience before this? Twenty years in the partially-paid forces of New South Wales.
4171. The Volunteers? Yes; and I was second in command of the Infantry in the Soudan expedition.
4172. Had you any Imperial service? No.
4173. Do you not think that all these cadets ought to be drilled every day, say, for half an hour? Yes; I should say it was advisable, but they could not possibly devote the time to it.
4174. Why not—they get an hour or so for their lunch—they would have time then? They have so much work in school they could not.
4175. What time do they commence school? Half-past nine o'clock.
4176. What time do they go on to? Half-past twelve o'clock.
4177. And commence again when? At 2 o'clock.
4178. That is two hours, or, making an allowance, an hour and a quarter? Yes.
4179. Do you not think they could devote half an hour every day out of that time for drill, and it would be good training, so far as discipline is concerned, just as much as their lessons? I do not think it would be necessary to give them that amount of drill.
4180. Why not? It would be too much.
4181. Would it not be a sort of relaxation for them? If you could get them to consider it so.
4182. It is not what they consider, but what you think is advisable to bring the cadets to an efficient state? I think three-quarters of an hour once a week is not quite sufficient to keep them up to the mark, and you might increase it to half an hour twice a week, or three-quarters of an hour twice a week.
4183. Is it compulsory in the public schools that every boy should drill? Yes.
4184. Once a week? For three-quarters of an hour, once a week, for every lad in the school, except the high school. That is the only school amongst the public schools exempted from drills.
4185. How frequently do you attend drills in person? Twice a year in the metropolitan district, but I am constantly moving about from school to school.
4186. The metropolitan district consists of what? To Parramatta on one side, and Hurstville on the other line.
4187. How many schools would you say there are in the metropolitan district? There are about seventy first-class schools at which there are cadet corps.
4188. And you visit these twice a year—that would be 140 visits? Yes.
4189. Who visits these schools every week? The instructors and sergeants.
4190. How many instructors have you for the seventy schools? Four; but one of them does other work, being quartermaster.
4191. That is 3,640 inspections between five of you? Yes; drills and inspections.
4192. One of these instructors must be at each drill. There are five of you to do it; that is an average of two a day—do you do that? The instructors on an average do three a day. We have battalion parade every Friday, so that there are only four clear days for school drill.
4193. Do not you think it is impossible for five men to do three drills a day? Where they cannot do it the teachers themselves take up the work.
4194. That is to say, they do not do it? If we cannot visit all the schools one week we do it the next. There is a proper roster made out, and perhaps the instructors do not visit every school every week.
4195. Do you personally visit any school once a week? I could not possibly do it.
4196. Do you make fifty-two visits in the year? Undoubtedly; I am constantly moving about among the schools.
4197. You are supposed to be the superior officer in command, and to go round and inspect all these people, and see that they are being properly drilled, and see that the sergeants are drilling—what does your

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your inspection consist of? I inspect them personally. By referring to my diary I could give you the exact number of schools I have visited and inspected, but I do not know at the moment.
4198. I do not care about the exact number, but somewhere near it, and I want to know whether you go round, and how frequently, and the nature of your inspection? I go round to six or eight schools a week occasionally. Sometimes there may be work in the office, and I may only visit two or three schools, because it is not possible for me to be continually visiting.
4199. When you go to these schools are the boys mustered, and you put them through their drill? I either put them through or the sergeant does so. The object of my inspection is chiefly to see that the standard of work is kept up, I need not take up the ordinary work myself, so long as I see that it is properly done.
4200. Then, as a matter of fact, you make considerably more visits than I understood you to say? Yes. When inspecting I take up the work myself, but it would be difficult for me to go to an ordinary parade.
4201. *Mr. Mort.*] Are the officers—captains and subalterns—to drill the cadets under your supervision? Sometimes the officer commanding the corps cannot leave his duties, but if they are not present the instructor does the work.
4202. *Mr. Cowlishaw.*] Having put the boys through their drill do you ever put the officers through? No.
4203. Then, how do you know that the officers are fit to command the boys? We have to take the officers as we can get them.
4204. Fit or unfit? Not whether they are fit or not, because they have to qualify.
4205. Do you not put them through an examination? So far, we have not given them any practical instruction in that way.
4206. Do you think it is very necessary? Yes, and will be presently carried out. When I took command some officers knew nothing about it whatever, but are gradually becoming competent.
4207. Do you make out a yearly report? Yes.
4208. Who do you send that to? The Minister of Public Instruction.
4209. How many do you say are efficient in the public schools who have got the use of rifles? Six thousand six hundred and ninety-five.
4210. How many are there on the roll in addition who are taught drill? They are not placed on the cadet roll. All public school boys get drill on military lines throughout.
4211. Does that come under your department? No; under the chief inspector.
4212. Should it not come under your department—that every boy attending a public school, unless physically incapable, should be made to attend drill? It has been recommended.
4213. Have you sent in a report to the Minister? Yes, and steps are now being taken to bring it into effect.
4214. Have you studied the management of the Cadet Corps in England or on the Continent? I have not.
4215. We are now gathering information—Have you any information you could give us, so that we could embody it in our recommendation—anything that you may have gained from experience, or what you may have read of the way in which they manage this business, in other countries? I could give you that information later.
4216. Will you give us your principal ideas as to the formation of these cadets—how they should be trained and drilled, and what regulations they should be under? Yes. You will find a good deal of my views expressed in my reports to the Minister.
4217. The cadets cost 35s. a year each? They will not cost so much presently when they are equipped. We started without any equipment of any kind, and as we go on the expense of this will be reduced from year to year. For instance belts—we shall have sufficient, and that will be an item that will not require furnishing for years.
4218. Do you not think that all schools that receive any endowment should come under one head. I am referring to such schools at the Grammar School, Newington College, &c.? I think they ought to be under one head.
4219. There are a number of officers not under your expenditure at all—do they get paid? I do not teink so.
4220. The Grammar School comes under the Minister of Public Instruction too? It does to some extent.
4221. They take money from the Government—there is no question in your mind that the boys should be brought under one head? I agree with that. They have no recognised head now.
4222. All these schools, the Grammar School, Newington College, St. James' School, and others, are there not, that all get something? Yes.
4223. And the High School? That comes under the Department of Public Instruction, just the same as Fort-street.
4224. Does the number of cadets in these outside schools number 1,000? Not quite.
4225. They get carbines from the Government? Yes.
4226. And provide their own uniform? Yes.
4227. As a matter of fact, the Cadet Force is simply looked upon as a measure of instruction and not a question of military defences? Just so.
4228. It does not lead up to the defence of the Colony—is it trained with that object? That, I think, is one of the objects. We are the connecting link between the schoolboys and the Partially-paid Force, by means of the senior cadets—that is to say boys over 14 years of age who have left school.
4229. Could not the whole of this instruction be carried on by the schoolmasters? The schoolmasters have their time fully occupied without giving their attention to this.
4230. The instruction at one time was carried on by schoolmasters? Not of the Cadet Corps.
4231. But there has been for many years past a course of instruction given by the schoolmasters—not military drill—before the cadet force was introduced in the colonies? Yes.
4232. And at that time every school teacher was required to instruct his pupils once or twice a week? Yes.
4233. Are the school teachers compelled to pass any course of instruction? Yes; they all have to undergo examination. The teachers have all to be examined and reported upon as to their drill, and their qualification for teaching it to others. That report is made by the inspectors and Superintendent of Drill.
4234. Therefore, it is quite possible that the expense of instructors and so many officers might be saved, if the schoolmaster were made competent to drill? Yes, in course of time. We shall have all these young men coming on who will be in a position to take up the work of school-drill themselves.

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4235. Is it not a matter of fact that every teacher was compelled to instruct his pupils for forty-five minutes in squad-drill? Yes.
4236. They could be all taught that—could it not be a course of instruction under a vigorous military system? Certainly.
4237. Would not that be the means of saving the heavy expense of staff-officers amounting to £3,352? There are so many schools and so many corps, I really think you must have a staff at any time.
4238. Possibly the staff may appear larger in this Colony, because the Cadet Corps is kept absolutely distinct from the military service? Yes.
4239. It is only by comparing one colony with another that we can get at some explanation. For instance, in comparing the Cadet Corps of Victoria we find there the salaries of officers of the Cadet Corps to be £822 while in New South Wales it is £3,352? That is because it is shown here as distinct from the military.
4240. You do not think it is possible to do as they do in Victoria and make it part of the military service? I do not say it is not possible, but I think the lines we are working on now are preferable to amalgamating with the military.
4241. If it were amalgamated it might enable greater use to be made of the instructors of the Permanent Force? There is just the point, I think, Colonel Holborrow, when he was addressed on the subject of the Cadets spoke of extra instructors in all country districts. The expenses, if they had them, would not be lessened in any way.
4242. Assuming there is no expenditure on arms required now the whole expense of the Cadet Corps should not exceed £10,000 a year? No. We shall not have a sufficient number of arms, because the arms we have are all unsuitable. They ought never to have been purchased for boys—that is to say the Snider carbines. They are very clumsy, heavy, and unsuitable, so that you may say when I took the force over they had no equipment at all, nor were their arms suitable.
4243. Under the circumstances you cannot recommend any reduction on last year's Estimates? No.
4244. *Mr. Mort.*] These 6,695 boys are all armed and drilled with Sniders? With Snider; Cavalry, Snider; Artillery Carbine or dummy rifles.
4245. How many school-boys are drilled with arms? Very few.
4246. *Mr. Manning.*] Very few outside these 6,695 have received military drill with the rifle? Yes.
4247. *Mr. Mort.*] Is it necessary for military drill that a boy should have a weapon? No.
4248. Then, outside the 6,695 we may take it for a fact that they are not drilled with arms? No; although it is laid down in the school regulations that the upper form boys shall be drilled.
4249. *Mr. Manning.*] At any rate we may take it they are not drilled to any appreciable extent? No; because we have not the arms. As soon as we have the arms we will train the boys to use them.
4250. *Mr. Mort.*] What do the dummies cost? Five shillings.

[*The Commission adjourned until* 11 *a.m. Saturday*, 30*th July.*]

SATURDAY, 30 *JULY*, 1892.

[*The Commission met at the Town Hall, at* 11 *a.m.*]

Present:—

W. P. MANNING, Esq., J.P., IN THE CHAIR.

M. C. COWLISHAW, Esq., J.P. | A. W. MEEKS, Esq.
J. LAIDLEY MORT, Esq., J.P.

Major J. T. Blanchard examined:—

Major J. T. Blanchard. 30 July, 1892.

4251. *Mr. Manning.*] When did you enter the service of the Colony? Nearly 30 years ago. About 1862.
4252. What did you enter as? Clerk in the Civil Service.
4253. In what department? In the same department as I am now.
4254. How was it designated then? It was under the Imperial service. I was merely attached to the Imperial service.
4255. You have had no experience outside the Colony? No.
4256. *Mr. Meeks.*] What position do you hold now? My official designation is Assistant Commissary-General of Ordnance.
4257. Since when have you held that designation? Since February of last year. I was appointed Deputy Assistant Commissary-General in August, 1888, and received my present step in February, 1891.
4258. When did you obtain your military rank of major? The Government conferred it on me in 1888, when I received my appointment in that year.
4259. Did you hold any military rank before that? Yes; when I went to the Soudan.
4260. What rank did you hold then? The same as I do now.
4261. What were you before that? My designation was Ordnance Storekeeper. It was a civilian appointment.
4262. Your staff consists of how many? Eighty-five comprises the Department. At the present time there is one appointment to be filled.
4263. The total expense is how much? About £25,000.
4264. That amount shows a large increase in the last two years? Yes; because there are certain items transferred from the Commanding Engineer's Department to mine. There is one item of rent, which Mr. McMillan insisted should be borne by my department.
4265. Will you give us a general idea of your duties? My duties are to duly control the civil and military powder and explosives, and in that capacity I have two branches of the service to look after and administer. I have complete charge of all supplies of ordnance stores and equipments, which means the receipt and delivery of the whole of those goods and storage duties in connection with the same, just as in a commercial store. I have to take charge of the whole of the commercial explosives which come to the harbour, and distribute them to the magazines as necessary. These military stores come to me in the first instance, and I deliver them on demand, or I retain a part of them in store until required for issue and in the same way I deal with all the stores not required by the Artillery, that is by other branches of the service.

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4266. Practically then, you are storekeeper? Yes; in the commercial sense of the term.
4267. And have charge of the whole of the stores, including the equipment? Yes.
4268. Have you anything to do with torpedoes? No; that is a matter that is distinct, except that Colonel Renny-Tailyour has asked me to indent certain stores for him.
4269. And the Naval Brigades? That also is distinct, they get supplies through me, and I also keep a certain amount of stores for them.
4270. Under whom are you supposed to be? Partly under the General, and partly under the Colonial Secretary, the latter relating to civil matters.
4271. When were you placed under the General? In August, 1888.
4272. Previously to that, you were entirely independent of the General? Yes; previous to that, I was under the Treasurer's Department.
4273. What do you estimate the value of the stores in your possession? About £300,000.
4274. How much of that may be put down to powder and explosives? Approximately, £120,000.
4275. What is it made up of? Principally small arm and machine gun ammunition.
4276. And what is the balance of £180,000 made up of? Ordnance and its equipment. I may divide the two sets of stores into small arms and small arm material for repairing those arms, camp equipment, engineering equipment, entrenching tools, and barrack stores and furniture, and heavy ordnance stores and their equipment.
4277. How often do you take stock? Under the regulations of the Imperial service it is done every five years.
4278. But are the conditions of those regulations equally applicable to this Colony? No; not altogether, but in the absence of anything else they are a very good precedent to follow. They bitterly bought their experience, and we cannot do better than follow them in the main.
4279. But in England the store department is divided under a number of heads, while here it is all under yourself? No doubt there is a division at home. We are doing much the same here as they are doing in Victoria and elsewhere in Australia.
4280. There is no one corresponding to the Surveyor-General of Ordnance, with sub-departments under him? No; there is no subdivision. We have to embrace the whole lot as one department.
4281. You say you take stock every five years; is that often enough? I should think so, because, if we carry out the home regulations, we should have what is called "test" stock every year, and half-yearly surveys, we have only begun this system, because the department has not been under the General five years.
4282. Are you supposed to have anything to do with the new department under the Military Secretary? I believe I shall come directly under him.
4283. He is now practically director of military stores? At present it is rather an undefined title.
4284. It would be an improvement to come under his department? As a matter of economy it might be.
4285. Leaving the General to deal entirely with staff matters? I think the General is quite under the impression I should go under the Military Secretary, who is supposed to be seized of the requirements of every branch of the Service.
4286. Have you any other position besides Commissary-General of Ordnance? I act in the capacity of ordnance storekeeper under the Gunpowder Act.
4287. Have you any other position besides that? I am also barrack master, which comes under the duties of Commissary-General.
4288. Is it useful to have the civil and military business mixed up as they are in connection with explosives? I say that the time is opportune to alter it, and if it were altered the military should save £9,000 annually.
4289. You mean that £9,000 is fixed on the Military Estimate which does not belong there; not that you would actually save that amount? Yes.
4290. There is so much loss? No; it is recouped by revenue we obtain.
4291. Do not the Military Estimates get the credit of any of this revenue? No; we are not allowed it It all goes direct into the Consolidated Revenue.
4292. If the civil and military explosives were separated it would necessitate two magazines? Yes; as far as the two branches are concerned it would.
4293. Would you recommend that you should have charge of the magazine for military stores? Yes; we have been trying to bring this matter to a successful issue since 1876, but have been unable.
4294. *Mr. Cowlishaw.*] You say that by taking charge of the merchant powder the Military Estimates are increased by £9,000;—is there any return made out showing how this loss arises? I have given in a schedule showing the whole of the distribution.
4295. As a matter of fact, do you not charge the merchants so much store rent, which more than covers the cost? Yes; practically the cost of the civil powder is covered by the revenue returns.
4296. Then there is no actual loss? No.
4297. And you take credit for that? No; the Treasurer will not allow us to take credit for anything. We have to pay everything into the Consolidated Revenue, revenue expenditure being quite distinct.
4298. What you said before would be misleading, unless you qualified it in that way? In the Treasury they deal with revenue and expenditure quite distinctly. We are charged with all expenditure; but anything we receive goes direct into the Consolidated Revenue, and is not credited to us.
4299. *Mr. Meeks.*] No revenue you get goes to recoup the Military Vote? No; the Treasury makes that quite a distinct matter.
4300. *Mr. Cowlishaw.*] But when you charge rent to merchants that is credited to you in your statement of your departments working with the Government? No; it is not. The Government does not adopt the same lines as a commercial office would do in making up its accounts. They keep revenue and expenditure totally distinct, and do not allow any money received as revenue by me as a set-off against expenditure.
4301. What do they do? Just pay it in as Consolidated Revenue. That is all I know about it.
4302. Then, in taking the Military Estimates, they do not give you credit at all for anything you receive? No; they will not do it with any department. They will not make any distinction. We have asked them on several occasions to give us credit for purchased ammunition, but they will not do it.
4303. Coming to the question of a site for a magazine, you say the 217 acres at Newington are not suitable? That is not the opinion of others; but it is my opinion.
4304. Who recommended it? A Board appointed to inquire into the subject.

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4305. Was it a Military Commission? No; a mixed Commission appointed to inquire into the suitability of the ground for the storing of explosives.
4306. What price did they give? I do know, but I am not at liberty to say.
4307. As a matter of fact the General does not agree with your views? He may not, I do not know what his opinion is now.
4308. What was the price paid for the land? I do not think I have any right to say.
4309. It comes under your department? No.
4310. But it is charged against the Military? No it does not come out of the Military Vote. This ground was recommended to be purchased, and whatever the amount was, valuators were appointed, and the amount decided on was paid by the Treasury.
4311. When the General sends in a report about the stores on hand, you supply the quantities do you not? Yes, I give him the quantities so far as my own department is concerned.
4312. You are supposed to keep the books of all the stores? Yes of everything that comes under my charge.
4313. And you know all the quantities you have in store? Yes. There is a very complete system of keeping the books for our stores.
4314. You are supposed to have the most perfect system? Yes.
4315. And you are not supposed to make any mistakes? No.
4316. For instance, if you make a report to the General that you have a certain number of rounds of ammunition of a particular kind, you are quite satisfied in your own mind that you have that quantity? Yes, but the returns which the General presents may include the returns from the Artillery, as well, of which I know nothing.
4317. Supposing you had made a return of ammunition in connection with the 25-ton guns at the end of last year? I do not think we made any return then, but the Artillery may have.
4318. *Mr. Meeks.*] You said just now that the Artillery might be included in the General's return. Are you not responsible for all the returns? No.
4319. Does the Artillery keep powder distinct from you? Yes; they are obliged to do that to carry on their requirements. The way the matter stands is this—we are supposed to have a certain amount of powder or ammunition in the Colony; the Artillery hold a certain amount, and I hold the balance.
4320. As Inspector of Explosives, do you not know the total amount of powder in the Colony? I am supposed to know.
4321. You do not know what they have at Victoria Barracks, or have in charge of the Artillery? I could not say positively, but it is only this year I have received any returns from the Artillery.
4322. So you could not say how many rounds there were of any particular kind of ammunition there were in the Colony? No, I can only tell you what is under my own charge.
4323. Then you do not really know how many rounds per gun we have in the Colony? I could ascertain, but I should have to get from the Artillery what they have.
4324. What quantity do you think, roughly speaking, they hold? I cannot tell you what they have, but I can give you certainly what I hold. The 25-ton guns, when originally ordered, were ordered with 200 rounds of ammunition per gun, and they came out less 50 projectiles, so that, practically, they came out with 150 rounds per gun.
4325. Turning to the General's report of 6 April, 1892, you will see it states that the field gun ammunition is maintained up to 600 rounds per gun? That is correct.
4326. And for Garrison Artillery there is 321 rounds per gun? He is under a wrong impression there. We have not had that quantity ordered out from home.
4327. But, it is in the report of the Colonial Secretary, signed by General Richardson? I have not seen the report, but there must be some wrong impression about the 321 rounds.
4328. Where could he have got the information from, except from you? He could have got information from the two sources—from the Artillery, and from myself. There are two distinct charges.
4329. According to you he could not possibly be right? I can only say we have never had 321 rounds per gun in the Colony. It must mean per guns mounted.
4330. Then if we are told that that statement came from you it would be incorrect? Yes.
4331. How many rounds per gun have you for the 25-ton guns? There is certain powder now being ordered, but the number at present is only seventy-five full with the Artillery and one in my charge.
4332. Lieutenant-Colonel Mackenzie, when examined in reference to the General's report, was asked:—"In the report it is stated that there is a certain amount of ammunition which is found not to be there, how does it come about"? and he replied, "The report was obtained by me from the Commissary-General of Ordnance, and on his report I certified." Can you explain that? If Colonel Mackenzie has given information solely of what I have he must be wrong, because he must give what is on the Artillery charge as well. The returns as regards stores go to the D.A.Q.M.G. by service arrangements, and would not go to the A.A.G. If he says there are 321 rounds per gun of big gun ammunition, it would be wrong.
4333. He was also asked:—"As regards ammunition you have never taken the trouble to satisfy yourself that you have got the quantity that the storekeeper puts down by going to see his books?" and he answered, "No; but by going to the Commissary-General of Ordnance, and making inquiries of him?" I can only answer certain questions and can only tell him what I have. I give out stores on requisition, and once they have passed from me they are used as they think proper.
4334. What we want to arrive at is who is responsible for the return of ammunition—321 rounds—which is alluded to in the report. They say you are responsible? I am responsible for what I have got.
4335. And you say there was never any such quantity as 321 rounds of big gun ammunition imported? No; and never ordered.
4336. Then you could not have made that report? I could not possibly. I should like to see the report; and all that I can say at present is, that that statement is not on information I gave.
4337. Then, Colonel Mackenzie made a mistake, when he said he got the figures on information supplied by you? So far as refers to information coming from me, he did.
4338. *Mr. Meeks.*] Are you, or are you not, responsible for the grievous error disclosed in the difference between seventy-five or seventy-six rounds and 321? I never saw the report, and can only say, that quantity was never ordered.
4339. *Mr. Cowlishaw.*] I still further asked Colonel Mackenzie as to how he arrived at the quantity, and he said he got returns? It must be a joint-return to get at what is really in the Colony, because we have distinct charges. I know what I have got, but I do not know what the Artillery may have.

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4340. Could he not tell from your books? It is not the A.A.G's. duty to inspect my books.
4341. *Mr. Meeks.*] But, as being your superior officer, he could do so? If he comes and asks me he can see them, of course.
4342. *Mr. Mort.*] Is it in your power to refuse him? No; I should assume that if he came and wanted to see them he would come under the General's orders.
4343. *Mr. Cowlishaw.*] But if a statement is made that you had a certain amount of ammunition in, and it afterwards turned out that you had only a fourth of that quantity, it is very misleading to say the least of it? No doubt, very.
4344. And somebody is responsible for the incorrect statement? Some one is, no doubt.
4345. *Mr. Meeks.*] Would Colonel Spalding get his information from you? Yes, as to what I had.
4346. His return of the number of charges is correct? I cannot say, because it has never been referred to me. I cannot possibly say what he has, but if he goes by my figures he cannot possibly go wrong as regards me.
4347. Therefore, we may dismiss this statement in the General's report as to the 321 rounds of garrison ordnance as incorrect? There never was that quantity, but possibly you may make it up by averaging by including the 80-pounders.
4348. You would not put them forward as important in time of war? Yes; at close quarters, I think it would be a serious matter to have to depend only on the large guns at close quarters.
4349. Considerable importance has been attached, in evidence, to the larger guns; therefore we attach importance to them and their equipment? Referring to Colonel Spalding's return of charges, of 1st July, 1892, the 9·2 is absolutely correct; two 8-inch are mounted now at Newcastle, and he drew a few charges, but I have the major part of the ammunition, that is, I have all the powder, and they have all the projectiles, and you must remember that with a gun you are dealing with a lot of materials. We had 100 rounds in the Colony each, taking full and reduced charges, which was all ever ordered for these guns, the return is correct. For the twenty 6-inch guns, 4,000 rounds were ordered, and they have all come, which practically gave 100 rounds full charge 6-inch, and 100 reduced.
4350. They generally draw reduced charges? I have nothing to do with the detail of working.
4351. Have they ever drawn reduced? Yes; but I am not consulted about the nature of the ammunition they draw.
4352. Did these reduced charges come out from home as reduced charges? Yes; when I spoke of reduced charges just now, I did not mean to say they are all filled, because if I said so, it would mean an enormous magazine to store them. The filled ammunition takes up so much more room than the material in bulk, two 10-inch, were originally ordered with 200 rounds per gun, and they have expended 124 rounds, leaving seventy-six, of which they have seventy-five, and I have one full. Ten-inch 18-ton guns. We have 250 rounds per gun, full charges. The Artillery have dispensed with reduced charges for all M. L. guns. Nine inch, there are only three available now, 250 rounds per gun, which they have. That is all we require to keep up for the last two natures.
4353. The particulars of the number of rounds on your charge given by the A.A.G., are, from Colonel Spalding's return, correct? Yes; I furnished Colonel Spalding with a return of what I have.
4354. As a matter of fact the greater portion of these round for the larger guns are not in your possession at all, but are in the charge of the New South Wales Artillery? The greater portion is, and therefore, I am not responsible for the information given you not verified by me.
4355. Will you furnish us with a return of the number of rounds on your charge? I have done so.
4356. Have you anything to do with the ordering of powder? Simply preparing the indents. When they are prepared they are sent on through the General, and the Agent-General has all the ordering of the stores.
4357. Have you anything to do with the ordering of stores? Only preparing the indents.
4358. Have you anything to do with the clothing, helmets, &c.? Nothing.
4359. And the accoutrements? Yes.
4360. Then, what you have not to do with is the clothing, helmets, forage caps, and dress? Yes. All that comes under Colonel Taunton.
4361. Do you call for tenders for what you require? We cannot get tenders in the Colony.
4362. Do you not get tents made here? No; they are all imported, because they cannot get the material here. The valise equipment is all imported, and we get what we want and better material and work. We have found that people do not deal in these requirements here, and when we have tried to get articles made locally it is the greatest trouble to make them understand what we want.
4363. Practically then, you send home for everything, and not having to pay any duty you get your requirements laid down cheaper? Yes.
4364. You do not think it would be possible to get what you want made out here? Not from experience. We got all the Mounted Infantry accoutrements made here, but we find that the Colonial leather does not last any time.
4365. Then you condemn the locally manufactured article? We condemn it in this way, that we do not get what we want.
4366. How does the Agent-General buy in England? We get all our supplies in England under the English contracts with the War Department. That is to say, we have the advantage of their contracts, and that brings us down to the lowest price at which the articles are obtainable there.
4367. Are you satisfied that we do get these things at the lowest price? I have compared prices frequently. We have detailed lists of all these things, and note the prices from time to time.
4368. Then do you think it is necessary under the mode of obtaining your requirements to keep such a large stock as £180,000 here? Yes; because you could not replace them at a moment's notice.
4369. Part of this material is for camp purposes? Yes.
4370. You do not divide it among the regiments? As soon as we can manage it, the General is going make each regiment take charge of its own equipment.
4371. At present you have the material and send it out; as soon as it is done with, who brings it back to you? My department collects it in the field.
4372. Would it be any advantage to separate the camp equipment among the regiments? It would be the proper thing to do; for one reason that in dealing with volunteer regiments you have not the advantage of dealing with regular soldiery.
4373. Supposing you made the partially-paid men responsible for a certain proportion, would it not save some expense? No doubt it would.

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4374. The total amount of your department is £25,854;—what establishments have you? That £25,000 embraces the whole of the department, and includes a certain amount of military requirements. I have an establishment at Circular Quay, a magazine at Goat Island, three hulks in Middle Harbour, one in Broken Bay, and one at Newcastle, and you must bear in mind that we are obliged to keep watchmen on all night at the magazines.
4375. Can you recommend any saving on these Estimates apart from the question of dividing the civil from the military explosives? No, I cannot. That separation is all that I can really see would be of advantage to the Colony.
4376. For this year you have a deputy-assistant? That was done by a board specially appointed to go into the point whether he was wanted or not.
4377. Of the £25,000 set against your department, £13,000 is for warlike stores? Yes; and £12,000 for working expenses.
4378. Surely, it would only be fair for your department to be recouped for the amount you receive for civil powder? I think so; but the Minister does not take that view of it.
4379. As to these water supply and sewerage rates? That is at the forts and barracks, we are obliged to pay that.
4380. Except in the one direction you have mentioned you do not see any chance of saving in your department? No.
4381. Your report deals principally with the storage of powder, its separation—the civil from the military—and the necessity for magazines being erected elsewhere? Yes. Some of them are inconveniently situated, and in bad positions.
4382. Do any of your men belong to the Permanent Artillery? No.
4383. They are not military men at all? No.
4384. Should they be classified under the military organisation? No; I do not think so at present.
4385. Would they be available in case of war? No; they are not sworn in.
4386. Could you not use Permanent Artillerymen in place of them to a great extent? No; I do not see how you could. You must have men accustomed to know where these stores are to be obtained, and if a man is not in constant dealing with them he could not go at a moment's notice any more than he could do it in a large warehouse. We work the stores on just the same principle as you would a mercantile warehouse.
4387. I only want your opinion? Then, no.
4388. The Permanent Artillery men do work for you, and get working pay? Yes; we use them sometimes. I might give you an instance. After the encampment there are thousands of blankets come back to us, and they have, after being put away, to be taken out in the course of two or three months, and be aired and refolded, and put back in the stores. If we did not do this they would get full of moths. The Permanent Artillery men get working pay for doing this, but in the general dealing with stores it would not be applicable to use them.
4389. It would save some £3,000 or £4,000 if it were done? Then, if you use them for my department you take them away from their military duties.
4390. You know, as a matter of fact, that a large number are known as employed men, and get special pay? Yes; such men as artificers.
4391. I do not refer to artificers at all? Yes; there are some acting as storemen.
4392. Could they not be similarly employed by you? No; because at the very time I should need them most they might be, or rather would be, called away, and I should be left with nobody.
4393. You have another position as barrack-master;—what are your duties? I have control of the quarters, take charge of them when vacant, and, when called on, furnish them.
4394. Then you are barrack-master more in name than anything else? Yes; I have to undertake it here as a matter of convenience and economy, though in the home service it is in charge of special officers.
4395. Where are your stores? At Circular Quay, being the premises formerly occupied by the A.S.N. Co. There is also a detached building further on at the rear of the Marine Board boatshed where we repair all small arms. At Goat Island there is a magazine, at Middle Harbour three hulks, at Newcastle a floating hulk, and at Broken Bay a floating hulk with dynamite.
4396. *Mr. Mort.*] You were speaking just now about decentralising camp equipment, so that each regiment should have its own equipment to look after. Does each regiment get the same equipment one year as it does the next? No; most likely not. Their equipment all depends on the number of men they put in the field, and they are only supplied according to that number.
4397. Then the regiments cannot depend on getting the same camp equipment year after year? No; it is all a matter of chance.
4398. Do you not think if each regiment had charge of its own stores and camp equipment they would take greater care of them than they do now? I should think they would.
4399. The material would come up in better condition the following year than it can now? No doubt; if they were made responsible they would have to pay for any damage.
4400. In what condition are stores generally returned? Until last year they used to come in in a very slovenly condition, but now we get them in under my department they come in in better order. I know more about the way in which things are returned than I care to say.
4401. Would there be any economy by way of their being returned in better order to their own regimental officers and better care taken of them? They would be better taken care of, but on the question of economy I am doubtful.
4402. But if things are taken care of and kept in better order there is economy in the long run? I think it is questionable with regard to these things.
4403. If a thing is taken care of it will last longer than if it is knocked about? Yes; it points in that direction.
4404. Knowing they are not going to get the same things next year, there is no inducement to take care of them? No.
4405. In a remark you made just now in reference to these stores you said you knew more than you cared to say; why do you say that? If they were in charge of the regiments they would be better taken care of, because I do not think we should have what we have found in the past—that is, such things as in taking picket posts out of the ground, they would pull them out, and not simply chop them off in half and leave half in the ground; of course the post then is useless.

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4406. Is that one of the things you referred to when you made that remark? Yes. We have had buckets returned that a man has put the point of his bayonet through, and things of that sort, that would not occur where a man was under his regimental charge. Sometimes we have made charges against the regiments for these things, and sometimes they have paid and sometimes not.
4407. Then the tendency of what you say now is, that there would be more economy if the regiments were given charge of the stores and camp equipment? Yes; so far as stores are concerned.
4408. What is done with the worn-out stores and equipment? They are sold by auction or utilised in any way they can be of service.
4409. And the proceeds simply go to the Consolidated Revenue? Yes; we are not allowed to take any credit for this any more than for the charges for merchant powder. We are only a channel for the purchase and sale of stores.
4410. Who pitches the camp? The P.P. men are getting into the way of pitching it themselves, but the Permanent Artillery have done it in past years.
4411. Do you not think there could be a great saving effected in the camp—is there not too much luxury in the officers' tents and quarters? I do not think so, so far as the tents go; but there may be a rather lavish appearance with regard to other details. You could not very well alter that.
4412. Without endangering anybody's health, do you not think the cost of the encampment might be reduced? Yes, in certain things, in not having so many stores sent.
4413. I am only speaking of the housing? I do not think you can alter that very much, but you might the stores.
4414. Is the old A. S. N. Co.'s store a suitable place? Yes; it is on the whole. We have, practically, a deep water frontage, which is a very great advantage to us in respect of the heavy nature of some of the material. Sometimes we have cases 5 and 6 tons weight and more, so that having the wharfage within a short distance we have not very much trouble. The only disability we suffer under is that we have not a yard space.
4415. Have you any facilities for landing guns? No, except those at the wharf, and in that respect we are rather hampered. We have a gun coming out now, and it is a question whether we shall take it out or the ship will land it.
4416. You remember the accident to the 25-ton gun? I do.
4417. As a matter of fact, it occurred through the want of hydraulic buffers? The compressor plates did not answer the purposes of the gun.
4418. Then as they were going to send for hydraulic buffers it was discovered they had been in your stores for eighteen months? There is some mistake about that. In 1879 they were ordered, but they did not come out for nine years after. When they came there was the usual board—as in the case of all new material—held upon them, and it was about eight or nine months before they were taken away from the stores and were fixed on the gun.
4419. Did you know, as a matter of fact, that these buffers were in your stores? Yes. Because as soon as they came to me I reported it, and a board was held; I did not know who wanted them.
4420. We have been led to understand that this accident was due to some misunderstanding by the officers here? I do not know anything about that; I never knew anything about them till I got them.
4421. Were they not kept in the cases for a long time without being opened? No. They were opened within a very short time of their arrival, and then closed up again.
4422. The guns were at that time mounted? Yes.
4423. How was it that the fact they were here did not come to the knowledge of the proper Artillery authorities? I do not know. I reported the arrival of the goods here, and they had a board, or what is known commercially, a survey of them. We call it a board.
4424. Who were you under then? The Treasurer's Department to whom I reported, and then the report went to the General, I presume, and the board was appointed.
4425. Who constituted the board? I could not say from memory.
4426. Were any of them Artillery officers? There might have been.
4427. In spite of this Board, and the fact of the guns being mounted, and these things being wanted, they actually remained in store for nine or ten months after arrival? About that.
4428. During which time this accident to the gun happened? I believe it was during that time; but I am only speaking from memory.
4429. There is evidently some want of organisation? At that time there undoubtedly was.
4430. There must have been, because these buffers were allowed to lie in store when they were wanted, and we want to find out it was this could have occurred? It is entirely remedied now, because the Officer Commanding the Artillery gets a copy of all goods which arrive.
4431. *Mr. Meeks.*] Everything goes direct into store? They have not done so in one or two instances; but it is irregular and is not service practice.
4432. *Mr. Mort.*] Did you know anything about indents? At that time anybody prepared indents, and I would know nothing about the goods until they actually came. The guns were ordered in 1879, and Colonel Roberts was responsible for them; but the buffers arrived in 1888.
4433. Everything passes now through your hands? It ought to.
4434. You send the indents home and look for the arrival of the goods ordered, and if they do not come you ask the reason why? I prepare the indents, they go to the General, who sends them to the Colonial Secretary, who forwards them to the Agent-General.
4435. You check off everything as it arrives? Yes.
4436. And know exactly every indent that is unexecuted? Yes, when I have been advised.
4437. Where are the small-arm cartridges kept? At Goat Island.
4438. There is only small-arm ammunition there? There is a small supply of gun ammunition there, besides, because we make up ammunition; there are cartridges for machine guns as well there.
4439. Would there be any civil objection to storing these cartridges at Dawes Point? The public would not allow it, on account of possible danger.
4440. *Mr. Cowlishaw.*] Do you know the number of rifles in stock? The number on my charge is 6,500 Martinis and 400 Martini carbines, and about 800 converted Henrys.
4441. You have got a lot of clothing? Simply some green clothing which was imported in 1885. I have only eighty suits of that.
4442. You have not got 2,000 suits? No; it has all been issued. We had at one time nearly that number, but it has all been issued but eighty-two suits.

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4443. Then, if anyone said you had 2,000 suits it is a mistake? Yes; I have not got them.
4444. Colonel Mackenzie said the other day you had about 2,000 suits? He really would not know. He could not know anything about it, because it never came under his control.
4445. Is it six years ago since it was imported? It was ordered in 1885, and came out shortly afterwards.
4446. He was asked why he did not sell it, and he said they could not. Was it so unsaleable? We did sell a few suits, but got only about £2. About 200 tunics were sold.
4447. Do you know anything about the contracts for making these suits? It does not come under me at all, and the reason I had anything to do with the green clothing was because they could not make any use of it, so they sent it down to me for storage. Most of that has gone to the reserve rifle companies.
4448. Do you know anything about a large quantity of cartridges that came out, and on arrival were found to be bad? Yes; I reported directly after they arrived they had not turned out a success, the matter was brought up in the House by Dr. Creed.
4449. The Colony lost a large sum of money through there being bad? They were not entirely useless, and it was found they could be used for machine guns.
4450. Did you report to the General? No; I was not under the General.
4451. Who did you report it to? The Colonial Treasurer.
4452. Immediately? A short time after their arrival.
4453. Was any complaints sent to the contractor in England? There was correspondence over the matter, and I believe they are still in communication with the firm who supplied them.
4454. How many years ago was it? In 1890.
4455. Was a claim sent in for the estimated loss or for the amount of money represented? It has been referred home by the Colonial Secretary, but the contractor has not admitted any bad cartridges, and we have sent home two cases for the firm themselves to test at their own request. We have about 1,800,000 rounds yet.
4456. What proportion would that be to the total? We had 2,220,000 rounds in the first instance, so that we have used about a fourth.
4457. Considering there is a dispute as to the quality of these cartridges it is at all likely any firm will make you make an allowance after you have used a quantity of them? Certainly not.
4458. And if a claim was made the cartridges should not have been used at all? A complaint was made. I do not know that any claim has been made against the firm.
4459. Now about the books, you say the system is perfect? I think so, but you are at liberty to come down and see.
4460. There is a sum you have submitted of £13,000 for warlike stores for your department;—how do you propose to expend that? That will go to cover stores already ordered, and which require to be paid for.
4461. You put down £25,000 as the working cost of your department, and of that sum £13,000 is for stores;—what has that to do with the working of your department? The stores have been ordered and we must find the money for them.
4462. Then it should go under the Military Department? It is practically under the charge of the Military Departmant.
4463. Do you mean to say that all the warlike stores you intend ordering in 1893 is £13,000? No; we asked for £30,000, but it was cut down to £13,000, which is supposed to cover ammunition and other stores expended during the year. The object of the £30,000 was to replace stock.
4464. Then it remains that the estimated expenditure for 1892 is only £13,000? That is all allowed us. They did not by any means give us what we asked for.
4465. How was the vote for 1892? We asked for £30,000 in 1892, but the Ministry cut it down to £15,000, and then a further reduction took place of £2,000.
4466. How much have you expended up to 30th June? I cannot tell you, because I do not see the London accounts.
4467. Well then, what did you expend in 1891? The accounts are paid in England by the Agent-General, and when the accounts are sent out they go to the Treasury, through the bank, where they are charged against the vote in their books, and they are never referred to my department at all before charging them.
4468. The Government may get into confusion the same as everyone else? I believe they do. Whatever accounts are sent out I do not always see them.
4469. Do you not pass the Customs entries? Yes.
4470. Are there no invoices forwarded to you so that you can tell what it is you are receiving and paying for? No; we do not always get invoices, but we get packing lists.
4471. You cannot make it up from them; how do you know that your stock is kept properly when you do not know what you are to get? It is impossible to keep a stock-book in the ordinary way, because they do not always send us on the invoices.
4472. I am asking these questions that we may recommend something, so that you may be placed in a proper position. Your position is a very important one, and large sums of money are being expended on material which passes through your hands, and, therefore, the invoices ought to be sent to you? Undoubtedly they ought. I made that representation myself to the authorities, and pointed out that the system in use was imperfect.
4473. Has any notice been taken of it? So far as I am concerned I have not seen any improvement. There are invoices even now for goods received in the Colony that I have never seen and know nothing about. I pointed out that unless they gave their invoices to me the Treasury could never know whether the goods had come to the Colony or not.
4474. This statement in the Estimates is rather misleading, and puts your department in a worse position than it is in really, by putting down these contingencies so as to make it appear as cost of the Department and salaries? £25,000 as salaries would be excessive, but that is the vote for the Department.
4475. But £13,000, instead of being charged to your department, ought to be charged to an account for keeping up supplies? Yes; but they do not make any distinction in the way of dealing with these accounts by the Government. They deal with our estimates when and how they think proper.
4476. Now, about separating the merchant powder from the military—your staff is quite sufficient to cope with the work done under the two departments? Yes.
4477. And as to the merchants explosives, the keeping of accounts for them is no source of loss to your department? No; I cannot say it is, although the returns fluctuate every year.

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4478. You make other people pay for taking care of the powder? Yes; all expenses are paid.
4479. Do you not think it is rather a wiser thing that all merchant explosives should be kept under your charge;—even if it were not in case of war it would be at once appropriated by the Government? Not necessarily, because some of it is no good.
4480. But if it is any good the Government will take it? Powder is specially prepared for guns, and much of the merchant powder would be useless.
4481. But sporting powder will shoot men? Of course it will, but for military purposes there is too much fouling, and then again, it must be of uniform strength. This is not likely to be the case as it all comes from different firms, and although you can shoot with it, it is not reliable. That is what the defect was with the 2,000,000 cartridges. The powder is defective—it is not of uniform strength, it is not good enough and will not keep.
4482. As a matter of fact would it not be better to have the explosives under your charge, and in proper safety rather than run the chance, if an enemy came, of his getting hold of them and making use of them against ourselves? I am not defending the separation of the two classes of explosives. We can still control it if thought necessary, but the desire is that we should not do so.
4483. That is the desire of the military? Yes.
4484. But your staff is quite equal to taking care of it? Yes. If I retain charge of the department it can still be controlled, but there must be some rearrangement as regards the estimates.
4485. Is it unnecessary to go to the expense of establishing another department? If there were another department we should still be connected, because you cannot find a site for the magazines. I have already mentioned that there is a great and serious danger in regard to storing the military and commercial powder together, and it would not be allowed in England.
4486. Why? Some foreign powers could easily destroy the whole thing, and you would never know anything at all about it, and another thing is that the hulks, as afloat now, are liable to be sunk at any moment from wilful or accidental causes.
4487. We are satisfied that the hulk storage is a very bad arrangement? It is.
4488. *Mr. Manning.*] Have you anything to do with the uniforms? No; except with those few lots of useless clothing which were handed over to me for storing, because they were useless for general purposes.
4489. But you have a fair knowledge of the estimates;—what does it cost the country for uniforms? I do not know, I have never bothered my head about it, and if you only knew the numerous articles I have to deal with you would see I could not very well do it. Besides it is not supposed to be the duty of an ordnance storekeeper in any part of the world.
4490. Do you know, as a matter of fact, that we import the material for the uniforms of all the officers, both permanent and partially paid? The officers are supposed to find their own uniforms, but they get an allowance.
4491. Under the head of "contingencies for Infantry," there is "uniforms, £6,536"—they would not put uniforms under the head of contingencies? Yes. Anything paid as wages is put down as salary, and anything not under that head is put down as contingencies.
4492. Did I understand you to say in regard to the mounting of the 25-ton gun, to which the accident happened, that the stores they wanted were here—that is, that the buffers were in stock—and you knew it? I reported that they had arrived.
4493. Are you aware that the Artillery officer did not know it, and mounted the gun on a different principle? These 25-ton guns were experimental guns.
4494. I did not ask you that, but whether you knew, as a matter of fact, the Artillery officer did not know the buffers were here? The guns were brought out some years before, and were mounted, and the buffers came to the Colony after the compressor plate system had been found unsuitable.
4495. Who was the Artillery officer in charge then? I could not say, but I think Colonel Roberts was in command of the Artillery, but he might have been away on leave; at any rate, he asked for the buffers to be sent out, and they did not come out till 1888.
4496. Was it not in 1889 that the accident happened? There was one accident in 1889.
4497. Would you be surprised to hear that Colonel Roberts asserts that the accident occurred through the want of the buffers, and that their existence was not ascertained until inquiries had been made;—were you not the proper officer to inquire of? There is no doubt the buffers came to me.
4498. Then should not Colonel Roberts have applied to you to ascertain whether they were in store or not? He would not have applied to me direct.
4499. But he should have applied by some process or another? I never received any application for them.
4500. Then you never were applied to? So far as my memory serves me, I was not. So far as I recollect, it was I who wrote to say they were here. They came to me as a matter of shipping; I did not know when they had been ordered; but they found, when the guns were sent out, they were impracticable, because the compressor plates would not answer the purpose for which they were intended, and it was on Colonel Robert's suggestion, I think, that the buffers were sent out.
4501. Would you be surprised to learn that the gun was fired against the advice of the officer commanding the Artillery Forces, who was Colonel Roberts? It is inconsistent that the thing should have been done.
4502. Have you anything to do with the indenting of goods? Yes; with some but not all.
4503. Do you not think all indents should go through you? Yes.
4504. Are you advised of indents being despatched by other officers? I am now—since August, 1888.
4505. Then since 1888 you are advised of every indent that may be sent by another officer? I believe so.
4506. Can you explain, then, why it is that duplicate supplies have been sent to the Colony in certain cases—whether it is want of direct supervision on the part of some officer, or what? I am aware of some things being executed in duplicate, and I reported the circumstance to the General.
4507. Who was responsible? I believe it occurred in England.
4508. What correspondence took place, or what was done? I believe there was a cablegram sent to expedite certain stores, and the indent was to follow caused confusion.
4509. Do you know what stores they were? Some 10-inch common shell, I think. We got 150 more common shell than we wanted or had been asked for. I believe that lay between the cablegram and the indent being misread.
4510. Did any loss occur to the country. We shall use them up later on, no doubt, but at that time they were not necessary.

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4511. You do not know of any other indents being executed in duplicate—any perishable goods? I do not call any to mind.
4512. What is the value of the whole of the goods indented for the Colony in 1890? I should not think it was £25,000.
4513. Your general knowledge would enable you to answer that the expenditure by way of indents would not exceed £25,000 a year? I should not think it exceeded that amount, but I could not say positively.
4514. Now that there is a Military Secretary, is it necessary to have your staff as full as it is? Yes; because we have to distribute all these stores as well as to receive them.
4515. You have nothing to do with the distribution of clothing, and I doubt if there is much trouble with the rifles; it seems to cost a lot of money for indenting these goods? No; but there is also the care and supervision of them. After a certain time things have to be examined to see that they do not deteriorate. Take the blankets alone. There are 10,000 or 12,000 of them to be aired and restored three or four times a year.
4516. What do you want them for? For the men at camp.
4517. *Mr. Cowlishaw.*] Would it not be better to sell them when they are done with and get fresh ones? I do not think it would. We could not get them in the Colony when wanted. We could get all kinds of blankets, some thicker than others, and with all the differences of material, and you would not serve two men alike; besides, they would not realise their value if sold.
4518. *Mr. Manning.*] Colonel Roberts has been appointed Controller of Ordnance Stores;—what staff has he got? He has Mr. Unwin as chief clerk, an accountant, and two clerks.
4519. Will not that department trench on the work of yours? No; he has to deal with the whole Military question, and not the detail of the store issues and receipts.
4520. *Mr. Meeks.*] As far as we understand you then, you do not get a copy of every indent that comes out from home, and you cannot possibly know what has been ordered or is coming? No; I only get a bill of lading and packing list, as a rule, and some invoices.
4521. If you do not know what is ordered perhaps months before hand, how is it possible for you to check goods on arrival if the invoices are not handed to you? I make complaint that the invoices are not sent so me, but we get packing lists, showing the contents of the cases.
4522. Then you make up your books from packing lists? To a large extent. In consequence of the absence of invoices, I have had sometimes to give a guarantee to the ship to enable me to take possession of stores on the wharf.

[*The Commission adjourned until Tuesday, 2nd August, at 3 p.m.*]

TUESDAY, 2 AUGUST, 1892.

[*The Commission met at the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT.)

M. C. COWLISHAW, Esq., J.P. | W. P. MANNING, Esq., J.P.
A. W. MEEKS, Esq. | J. LAIDLEY MORT, Esq., J.P.

Major J. T. Blanchard further examined:—

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4523. *Mr. Meeks.*] Do you produce the stock sheets? Yes; but I have to return them to Colonel Roberts.
4524. You estimated the stock in your possession at about £300,000? Yes; approximately.
4525. You were correct in saying that of that amount, £120,000, was for civil requirements, and the balance military? Yes; approximately.
4526. Do the stock sheets just handed in show the entire stock? Yes; everything.
4527. Do you consider we are overstocked in any of these stores? I do not think we are.
4528. How much might be considered worthless? Very little, and there are very few things that might be dispensed with now.
4529. You do not think that on any of the lines you hold too large a stock? No; not according to the requirements of the service.
4530. You do not think that a smaller stock than that shown here, amounting to about £300,000, could be kept if some of the items were obtained here? No; there is so very little that can be obtained here, that we have to depend on outside sources of supply for nearly everything.
4531. You do not encourage anything being obtained in the Colony—you would rather import everything? Yes; because we make sure then of the material being sound and good, and of the proper pattern.
4532. Could any of the lines referred to in the stock sheets be reduced in quantity, provided the articles were obtained on the spot? I think not; there are but a few you can obtain on the spot. There are some things you can get plenty of, but the chances are they are all of different patterns and weights.
4533. If you had a contract for stores here would not that difficulty disappear? We buy here in some lines as required, but with spades, axes, and things of that kind, which are made up to meet a certain equipment, if we bought them here we should get them of all sorts of weights and kinds, and not regularly suitable for the equipment they are wanted for.
4534. At the present time, you have to take anything;—everything that is passed you have to accept? Yes.
4535. Whether it is good or bad, as in the case of the cartridges? Just so.
4536. You have not the values in this sheet, and your estimate of £300,000 is purely approximate? Yes. It may be £5,000 one way or the other, but it is as near as that.
4537. It is not likely to be more than that; you see you so seldom see the invoices, you may be mistaken? I do see some of them, and I get copies of others from the Auditor-General.
4538. Referring to those condemned cartridges, I see they were certified to by General Harding Stewart, on 24th August, 1891; when did they come out? They came out at the beginning of the year.
4539. As to the indents, when you make up your estimate of what you require, where do you get your information from? The various officers of the service, the indents passing through the General's office.

4540.

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4540. What do you do after you get them? The indents go through the General, and then they go through the Military Secretary.
4541. Do you know whether the indents go home after you have sent them on? Sometimes we get advices, but it has not been the case always.
4542. There has been some doubt thrown on the quantity of powder asked for; can you throw any light on it? As a matter of fact, that indent has not gone forward yet.
4543. Do you keep any record in your books of the invoices that leave here? No; except my own. They only send down to say that an indent has gone forward.
4544. *Mr. Mort.*] I presume invoices come to the Colony in every case? I think so, because the Auditor-General has to deal with them, and I think he would require to see the vouchers for payment, and the particulars.
4545. *Mr. Manning.*] Is General Harding Stewart connected in any way with the Colony now as approving of stores? I think not. Recently, I understand, some change has taken place.
4546. But you do not know anything about it? There are many things I do not know anything about.
4547. Have you any check at all on these invoices? No; the only check I know of is the Auditor-General.
4548. Then you do not really know whether the articles you have in your store are what has been ordered or not? In some cases I do not, although I believe I get what is ordered.
4549. Do you ever certify to the receipt of the goods? Not until I get the invoice, or, rather, a copy of it to satisfy myself.
4550. Do you know of any cases where the Auditor-General has paid money without your having certified to the correctness of the voucher? No. The Auditor-General does not pay—he only checks the payments.
4551. Does he ever refer to you as to the goods having been received? Yes.
4552. When did you last certify? Only two or three days ago.
4553. Was that a matter also certified to by General Harding Stewart? Yes; I think so.
4554. How long ago was the cartridge transaction? Six years ago, or about that time.
4555. Then if it was only dealt with in the beginning of this year we have only disconnected ourselves from this supervision for about half a year? Yes; it was some time in this year a change was made, I believe.
4556. I would like to know the exact date. You did not buy these cartridges for machine guns, and consequently, had war occurred at that particular moment, you would have been utterly unprepared? For long range shooting, yes; but the cartridges would have been right enough for a short range.
4557. *Mr. Meeks.*] Is all the camp equipment mentioned in the stock sheets imported from home? Yes.
4558. And all the belts? Yes.
4559. And the bedding? No; we make that up here, using New Zealand flax, but we import the cases for the bedding, and we have to do that because the material used is not in general use here.
4560. *Mr Cowlishaw.*] Is New Zealand flax the best thing to make these mattresses of? It is generally accepted as being so. But straw used to be considered so at one time.
4561. *Mr. Meeks.*] You get some of the goods mentioned in the stock sheets, such as paints, under the Government contracts? Yes; we get a lot of these things in that way, but nothing in the way of gun material. So far as we can for general material we make use of the Government contracts.
4562. *Mr. Cowlishaw.*] So far as submitting any invoices or accounts to you, it would be no use doing it before the goods arrived? If I knew what was ordered I should want to know what goods were coming, but they would be of great service in that case. When the twenty 6-inch guns were ordered they had no place to put them in, and I represented that to the authorities so that preparations might be made for storing them, or the guns detained for a while.
4563. *Mr. Meeks.*] You object to the Newington site as a site for a gunpowder magazine? Yes, I do. It is too low and too close to the mud flats and to where the salt-pans were, and the damp and mist that rises there after foggy weather would be injurious for safe keeping of powder.
4564. Have you any technical knowledge on the matter? No; but I have had experience for the last twenty years in the storage of powder, and in localities of this kind I know that what I say occurs. There is no question about it.
4565. *Mr. Cowlishaw.*] Do you not think that the rent you are called on to pay for the store at Circular Quay is very excessive? In my opinion it is unnecessary and excessive, but the Minister (Mr. McMillan) overruled my objection, and we have to pay it.
4566. For a building like that you should pay fair interest on its value? I think so; but the manager of the wharf thinks we should pay on the full value so that he can get it on his return of the revenue of the Circular Quay wharves.
4567. Do you keep all your stores there? Yes; all our large stores.
4568. *Mr. Meeks.*] Does it not seem a large amount to pay for rent for a department when you are allowed to get no return from the working of your own department? It is.
4569. Such a system does not work equally? No, that is so; but it is the general rule in dealing with revenue.
4570. It is the common practice to charge you with rent? They insist upon it, so I take it to be a common practice.
4571. Do you not think that if the men now living up in the barracks were distributed among the forts you could utilise a portion of the barracks as stores, and so save this £2,000 a year? I do not think so, because the Crown at present holds that under lease.
4572. How long has the lease to run? About forty ears but it is quite possible this ground may become the property of the Government.
4573. Have you not any exchange for Garden Island? That matter is not settled yet.
4574. *Mr. Cowlishaw.*] Then the Government only has the use of the barracks? Only that until the lease expires. I think if we were moved at all it would be across the water on to the north side of the Harbour, where we should be convenient to deep water, and able to get in all our stores easily.
4575. Would that be advisable in case of an attack;—you would have all your stores out of the way? There are plenty of means of transport across the harbour, it does not take long to move rifles, or equipment for the field.

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4576. It would take a very considerable time with the appliances we have in the country? It takes time to move stores as it is; but if we were moved I do not think we should be any worse off on the North Shore side.
4577. *Mr. Meeks.*] In regard to the powder—as storekeeper, you consider it is a mistake to have it all stored in one hulk? It is. I never agreed to it.
4578. It would be a dangerous thing if war broke out to risk so much in one place? Yes.
4579. Have you made any recommendation about it? It has been represented several times.
4580. You accept no responsibility in regard to the error which we now know to have been made in the General's report in reference to the big gun ammunition? No. The return is not signed by me.
4581. And if we are told that the figures are given on your responsibility it would be incorrect? Yes; because that return is compiled from the Artillery stores as well as mine.
4582. *President.*] Where is the compilation done? In the Headquarters Office.
4583. *Mr. Manning.*] Is there anything further you wish to say? Yes. You asked me about those recoil compressors, and if there was an Artillery officer on the board. On thinking it over I believe there were two.
4584. *President.*] Who were they? Major Airey was President I recollect. When I called attention to these stores my responsibility ceases in regard to the issue of them. All I have to do then is to wait till I get a proper demand from the Officer in Command. And I may say with regard to any correspondence I knew nothing of these recoil compressors being ordered until they arrived in the Colony.
4585. *Mr. Manning.*] I will read your evidence and if you wish to qualify it you can do so. I asked you, did I understand you to say, in regard to the mounting of the 25-ton gun to which the accident happened, that the stores they wanted were here—that is, that the buffers were in stock—and you knew it? You said, "I reported that they had arrived." I asked you, "Are you aware that the Artillery officer did not know it, and mounted the gun on a different principle?" And you replied, "These 25-ton guns were experimental guns." I said, "I did not ask you that, but whether you knew, as a matter of fact, the Artillery officer did not know the buffers were here?" and you replied, "The guns were brought out some years before and were mounted, and the buffers came to the Colony after the compressor-plate system had been found unsuitable." I asked you, "Who was the Artillery officer in charge then?" and you replied, "I could not say, but I think Colonel Roberts was in command of the Artillery, but he might have been away on leave; at any rate, he asked for the buffers to be sent out, and they did not come till 1888." Then I asked you, "Was it not in 1889 the accident happened?" and you replied, "There was one accident in 1889." Then I said, "Would you be surprised to hear that Colonel Roberts asserts that the accident occurred through the want of the buffers, and that their existence was not ascertained until inquiries had been made—were you not the proper officer to inquire of?" and you replied, "There is no doubt the buffers come to me." I said, "Then should not Colonel Roberts have applied to you to ascertain whether they were in store or not?" and you said, "He would not have applied to me direct." Then I said, "But he would have applied by some process or another?" and you replied, "I never received any application for them." I then said to you, "Then you were never applied to?" and you answered, "So far as my memory serves me, I was not. So far as I recollect it was I who wrote to say they were here. They came to me as a matter of shipping; I did not know when they had been ordered, but they found when the guns were sent out they were impracticable because the compressor-plates would not answer the purpose for which they were intended, and it was on Colonel Roberts' suggestion, I think, that the buffers were sent out." I asked you, "Would you be surprised to learn that the gun was fired against the advice of the Officer Commanding the Artillery Forces, who was Colonel Roberts?" and you said, "It is inconsistent that the thing should have been done."
4586. Do you wish to qualify that in any way? No. That is about the state of the case.
4587. *President.*] Your position is simply that of storekeeper? Yes.
4588. These buffers came out and were received by you, and a Board was appointed by the Military authorities to ascertain if they were all correct, and that Board reported, and, therefore, your responsibility as holder of these stores ended? Quite so. That is exactly the definition.
4589. Thence, the whole business rested with the Military authorities, and they and they only are responsible whether those buffers were used or not, because the Artillery authorities must have known that a Board had been appointed, and had reported? That is exactly the case as regards my department.
4590. And you as storekeeper had nothing further to do with them except to issue them on the proper demand? Just so.
4591. What quantity of military powder have you in the Middle Harbour hulk? About 200 tons approximately.
4592. What kind of powder is it? Black and cocoa prismatic pebble, and R.L.G. chiefly.
4593. How many pounds of cocoa? From 85,000 to 88,000 lb.
4594. How many of P2? About 70,000 lb.
4595. How many pounds of black prismatic? A very small quantity, say 1,200 lbs.
4596. How many pounds of pebble? About 90,000 lb.
4597. Have you any rifle large grain? Yes; probably about 193,000 lb., and in addition there are a lot of cartridges filled.
4598. Then the amounts you have been referring to are bulk powder? Yes; certainly.
4599. Are the filled cartridges in cylinders? Yes; metalline cases and barrels. There is a return giving all the various descriptions. [*See Appendix* .]
4600. Then there is about 120,000 lb. of military powder? Yes, more than that.
4601. Cartridges for the 9-inch guns, there are cylinders? Yes.
4602. Is there room for these in the battery magazines—I suppose not? No, there is not.
4603. Mention has been made of accoutrements being made here—what have you done in that way? We have had some of the Mounted Infantry accoutrements made here.
4604. How have they answered? Fairly well.
4605. And as to price? They would be dearer by about 50 per cent.
4606. What does a set of accoutrements cost—black valise, waist-belt, pouches, and water-bottle—from the Imperial service? Our equipment is of buff for the line regiments, and what we pay for the English make is about 28s. a set—including everything.
4607. *Mr. Meeks.*] Is that including all costs? That is what it costs to land in the Colony.

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4608. *President.*] Have you ever tried any other colony to see what you could get them at, whether you could not get them cheaper than in England, or have you tried India? I have not, and I have not heard of any inquiries being made in that direction.
4609. You have not tried the other colonies, or any other colony? No; we have only tried locally for the Mounted Infantry as yet.
4610. And that, you say, has resulted in an extra expense of 50 per cent.? Yes, quite.
4611. What price are your great-coats from England? Twenty-five shillings, I think.
4612. Cape and all? Yes.
4613. Do you know what the weight of them is? No; because I have not had this last shipment weighed. They have had an additional pocket put in, and some other alterations, but I will send it to you.
4614. *Mr. Cowlishaw.*] Is that price of 25s. the price landed here, or the price in the old country? In the old country.
4615. *President.*] You issue it to the men at 25s.? Yes.
4616. All charges paid? Yes.
4617. *Mr. Meeks.*] And with no duty to pay? No.
4618. *President.*] I see that the charges for running your department come to over £8,000 for clerical assistance, labour, and allowances? Yes.
4619. I see you have here an Assistant Commissary-General of Ordnance,—that is yourself? Yes.
4620. Then there is a deputy assistant—what does he do? He takes the field, camp, and other similar duties, in addition assists in whatever work there may be in the store.
4621. Then he assists you? Yes; he looks after a lot of necessary work in the way I mention.
4622. An assistant ordnance storekeeper? Yes; I cannot do without him.
4623. Then a Commissary of Ordnance? He is not yet appointed.
4624. That is really four clerks? Yes; all required.
4625. And then three clerks? They require them when they take the field and for the general office duties.
4626. How often do they do that? Once a year.
4627. Only once a year? Would it not be possible to get partially-paid officers to do that work? I do not think so. They are not used to storekeeping, and are not up to all the little requirements you need to know in the issue of stores.
4628. Superintendent of Stores and overseer—who are they? The overseer looks after the men, and the other after the contractors and shipping supplies.
4629. Does not the Commissary of Ordnance do that? No; but if the separation of the civil from the military takes place he may be able to do it.
4630. Then you have, practically, seven clerks and yourself? Yes; but as soon as we can get a separation of the departments we can do with less, as several would be transferred.
4631. What do you mean by a separation of departments? Of the civil from the military,
4632. Is it necessary to have all these clerks to run the stores at present? It is. They have a lot of returns to get out, and clerical work; their time is fully taken up.
4633. But it is a very small stock business, and it seems as if there was a very large number of clerks and officers to do it. Then comes a saddler? He does all the repairs instead of our putting them out, and the same way with the sail-maker, who is really upholsterer, and makes up the bedding, which is exchanged every year, and a fresh lot issued, and the beds remade.
4634. Have you ever heard of their using wire-wove bedding? Yes; and it would be very desirable if they were to adopt that plan.
4635. Then you have nine labourers? Yes. There is general work for them, and in some cases we have very heavy weights to move, and get extra hands.
4636. Do you ever use Artillery working parties? Yes; and they are more trouble than enough.
4637. But you do use them? Sometimes we do.
4638. Armourer, superintendent of work, and six labourers—what is all that for? At present they are remarking all the arms they are going to issue. We are about to issue 6,000 stand of arms, and receive back an equal number.
4639. Do you require all this staff for that? It is not only that, but the reserve companies are continually sending in their rifles for repair. It takes the staff all their time to keep pace with the demands on them. Then, we are not kept informed of the arrival of goods at the Railway Station, so that we have sometimes to send half a dozen times to ascertain if certain things have arrived at the railway.
4640. But surely that could be avoided—have you no telephone? Only to the Staff Office, the Artillery, and Middle Harbour.
4641. Are you not connected with the city? No; if I was I should have to put on a telephone man.
4642. But he would not always be at it. I cannot understand why it should be more difficult at your place than at any other place in the world? From what I can see, I should have to keep somebody constantly at the telephone.
4643. Well, how about the magazines;—what have you at Goat Island? That is where we keep the small arm and machine gun ammunition, and where we make up cartridges for the guns, and attend to the merchants' explosives.
4644. Would it not be possible to store all your smaller cartridges at Dawes' Point? It is possible to do it, but the public would not stand it.
4645. What do the public say on the subject? They say there might be an explosion, and they think it dangerous.
4646. Do you know whether small arm cartridges are dangerous? I do not consider them so at all.
4647. Then is your experience and what you have heard in favour of there being no danger? I see none.
4648. Coming to the barracks—what does the barrack sergeant do? He has to look after the duties of the barracks, change the bedding, and see that everything is kept in proper order.
4649. There is a lamplighter also—what does he do? Cleans and lights the barrack lamps.
4650. Why cannot the men light their own lamps? I do not know why they cannot, but they will not do it.
4651. But they are soldiers? I only know they will not do it. Then there is cleaning them.
4652. Why cannot they clean them—do they not clean their own barracks? No doubt.
4653. Why should they be treated differently to what they would be in ordinary barracks? I do not know how they may be treated in ordinary barracks.
4654. That concludes the military part of this return you put in—the whole of the rest of it refers to civil powder that we have nothing to do with at this stage? Yes.

4655.

Major J. T. Blanchard. 2 Aug., 1892.

4655. Now suppose that we have nothing whatever to do with this storage business, and we simply paid so much for storage over our powder and explosives, would not that answer all purposes well enough? I have suggested that in a report I have handed in to you, namely, that the civil authorities should take charge of the whole storage of powder reserving so much space for us.
4656. With reference to this armoury—will you want all these men? Not after this year.
4657. How many can you get rid of then? Only three. At present the men are fully employed, and if there is a subordinate branch of the service where they can be utilised I move them from one branch to another.
4658. *Mr. Cowlishaw.*] Have you anything to do with the stores for the "Wolverene"? Yes. They do not draw very much, and generally take it all at one time.
4659. There is £2,500 put down for the "Wolverene"—how is it divided up? I do not know anything at all about the cost of that ship, but I think that the amount you refer to is chiefly for pay. It is not for stores.
4660. Can you say when you first had dealings with the "Wolverene"? She was taken over by Captain Hixson direct when handed over by the navy, I think, about 1885, but it may have been as early as 1882.
4661. But stores, powder, and so forth come to a considerable amount? No; I think they come to very little so far as what they get from me.
4662. *President.*] Referring to a return supplied by Captain Hixson, it appears to be £219 odd? Something like that—I know that it is very small.
4663. *Mr. Manning.*] You know something about the establishment at Victoria Barracks, where the Artillery are located? Yes.
4664. I have before me a return of the duties of the men there;—do you know how many cooks are employed? I could not say at all.
4665. Are you not located there? No; I am not.
4666. How many men are lodged there? I could not say. There would be no regular number, I should think, because they are always changing from the barracks to the forts and back.
4667. Do you know how many clerks are paid as permanent men? No, I do not; I know very little about the barracks.
4668. You do not mess there? No.

Colonel H. W. Renny-Tailyour examined:—

Col. H. W. Renny-Tailyour. 2 Aug., 1892.

4669. *President.*] What is your position here? Commanding Engineer.
4670. You know the object of this Commission—can you give us any special information you may have prepared that may help us with regard to the object we may have in view, or, perhaps, I may ask you this question first, generally—you are in charge of all the works completed and being built—are they now in a satisfactory condition? Yes; I think so, except Bare Island and George's casemates.
4671. And when the works now being designed are finished, will the port be sufficiently defended, so far as the batteries go—that is, will it be necessary to put any more works here, or do you think the batteries now built and passed are sufficient? I think you must keep pace with the times. For instance we have no large quick-firing guns.
4672. What size do you think they should be? That is a question that keeps changing too, but I think at present 4·7 guns and 6-pounders for coast defence are required. A 6-inch gun is just coming in, and a great many ships are armed with it, and therefore, we must eventually get them too; but for the present the 4·7 and 6-pounders would do. It is all a question of what the navy does.
4673. Looking at the batteries from a defensive point of view, and with the submarine mining defence arranged, is the defence of the harbour secure? Yes.
4674. Will the forts in the harbour be sufficient for its defence? I think so with alterations in the character of the guns in some places.
4675. And at Bare Island, is the fort there sufficient for the defence of the port? It depends how the fort is reconstructed.
4676. Have you any recommendations to make with reference to armament? I should like to see the 80-pounders replaced by quick-firing guns for the defence of the mine-fields, and, in addition, I think one or two 4·7 guns will be necessary at certain points.
4677. To replace the 80-pounders, which fire on the water? I think 6-pounder Q.F. guns would do for that.

[*At this stage, the evidence being of a confidential character, does not, by direction of the Commissioners, appear in the notes of evidence.*]

4678. With reference to the mine-field, have you any recommendation to make? We are getting on with it, and, so far as things have gone, the outer defence should be ready in about a fortnight.
4679. You would lay down mines in that time from now? Yes.
4680. All our stores will be ready for laying in a fortnight. The ground mines are ready for laying now, but the floating mines are not. We are drawing the gun-cotton for them at present, but we shall not be able to lay the field as quickly as we shall in another three or four months, when the store for our material is completed.
4681. Have you any inner mine-field? Yes; but we have no stores for that, although they have been ordered from Home. On 1st June, 1892, we were informed that the Colonial Treasurer had been "invited" to remit a sum of £2,286 for stores we want, but I do not know as yet whether that invitation has been accepted by the Treasurer.
4682. In reference to the boats for submarine mining, are they all right? No; I am afraid not. I have money for a steam launch, which is now building at Mort's dock, but I want a big steamer, and I have been making an arrangement with Talbot & Co., to supply us with two steamers for laying out, and that agreement has gone forward to the Colonial Secretary for his sanction, but has not yet come back. I believe it is going on all right. We should fit up these steamers and keep the fittings in store, and I have made an agreement for receiving these boats on giving twelve clear hours' notice, and we are to take delivery at Circular Quay. The boats have everything in them that we require, such as derricks and winches, but they want some small fittings. As to the defences themselves, we have got out a complete scheme for the preparation of mining defence.
4683. What have you done in reference to Newcastle? Captain Lee is going down next week to survey the channel and take soundings and get information we want.

4684.

4684. Have you any gear for Newcastle? Yes.
4685. What about Botany? We have some big mines which would do for that, but it is rather a wide channel, and very deep water. Col. H. W. Renny-Tailyour. 2 Aug., 1892.
4686. What about the *personnel* of the men required for working your torpedoes? That is excellent, I think. I have written to the G.O.C. pointing out that the present strength of the Permanent Submarine Miners is quite inadequate to carry out the duties required of them. On July 15, 1892, I wrote the General Officer Commanding on this subject as follows:—Submarine Miners, Permanent. The present strength of the Permanent Submarine Miners is I consider quite inadequate to carry out the duties assigned to them. The Officer Commanding is in charge of the Submarine defences of Port Jackson, and as soon as stores and men are available he will have Submarine defences to look after at Newcastle, and most probably at Botany Bay. This officer is also in charge of the electric lights, lightning conductors, and electrical communications at the different batteries. I consider that he should have a permanent lieutenant to assist him. The sappers are considerably below the necessary strength to keep the plant in order, carry out periodical tests, and assist in the instruction of the Partially-paid Submarine Miners. I would recommend that they be increased by nine men. This will make a total strength of two officers and thirty sappers, and will only just be sufficient for our present requirements. This strength does not provide for the maintenance of mines for Newcastle and Botany Bay."
4687. What do you recommend then? That we should have three or four extra men at the end of the year, as I am not ready at Newcastle and Botany, but I shall be at Newcastle by the end of the year.
4688. Would it not be well to have them trained now? I do not think it is absolutely necessary. We shall only want about two for Newcastle, because we should keep all the stores here.
4689. You would not have forty men? Two officers and thirty men would do us to start with, but with our present force, if we get two steamers, we shall only have five men for the two; P.P.S.M. School, two men; test rooms, two men.
4690. Do you not think thirty men would be too few? I think we could keep going on that number for the present.
4691. Would it not be better if you got another ten? It would he better. Then for the five electric lights, we have only one man; four engine rooms, only one man and three tradesmen to keep up the whole business, leaving four men for general work. Once the whole place is in order you can do it with less men, but in no case with less than thirty men and two officers.
4692. What about the value of the Partially-paid Submarine Miners? There are some excellent men amongst them, but I do not know about the officers.
4693. Have you any means of testing them? Not at present; but I shall have soon.
4694. How many Partially-paid Miners have you? A colonel, two captains, one of whom is major, six lieutenants, and 111 non-commissioned officers and sappers.
4695. Has the colonel any knowledge but what he has picked up here? I do not think so.
4696. And the major? He has not been through any examination I believe, but one of the captains has I know, that is Captain Broughton.
4697. As to the lieutenants? Some have to pass their examinations, but the others have all passed;—two of them with Captain Lee.
4698. Are these men under your instruction, or who instructs them? There is rather a difficulty about that, but practically our instructor is instructing them. The difficulty is that the instructor came out as sergeant-major, and not as instructor.
4699. Are you getting that put right? Yes. When my attention was called to it by the sergeant-major I took steps to have it put right.
4700. How often do these officers meet for drill and instruction? They have nine days continuous training at Easter three whole days and twenty-two half days.
4701. Have you any course of three or four weeks continuously? No; but that is one of the things I have asked for in the same letter from which I read just now. I wrote, "I would strongly urge that provision be made in the Estimate for the continuous training of thirty men of the Partially-paid Submarine miners for twenty days every year—£300. It is absolutely necessary that the men employed in laying out and junction box boat work should be thoroughly trained, and I do not think that can be done without continuous practice every year. This is carried out by all submarine mining volunteers in England and at Melbourne."
4702. What night drills have they? None at present, because they had to go down to Chowder Bay, but directly the shed is ready at Dawes' Battery they will commence regular night drills.
4703. Are these all the recommendations you have to make in reference to the Submarine Miners? There is one point which is rather a difficulty—that the executive officer is not in charge of the defences in case of war. He has two officers senior to him, and no doubt the Permanent man should, as Permanent, be the one in charge; but if at a critical moment he is superseded, you do not know what is going to happen. The same difficulty occurred with myself, and in order to get over it I had to be raised to the rank of colonel, so as to be senior to Colonel Rowe and Colonel Cracknell. There is some reason for a colonel in the Engineers, because he has to go out and will have to take charge of the defences in the field and act on his own hook; I do not wish to say a word against Colonel Cracknell, except on the question of the officers of the partially-paid being senior to the permanent.
4704. Then how would it do to give the permanent officer a special rank for active service? I do not suppose the present officers would see that.
4705. Would it be absolutely necessary in the interests of the State? It ought to be in time of war. The Permanent officer must be made senior, and in the ordinary course of events, when the two senior P.P.S.M. officers leave, the Permanent Sub-marine Miner should be senior.
4706. Have you any difficulty in getting sappers? No; we can get any amount.
4707. Do you pay any more than the others? Yes; we do pay a little more to the P.P. Sub-Miners,
4708. How do you propose, in reference to night drills;—will you give them more pay? No; there will be so many night drills, and so many day drills, I think, on the principle of the Parlially-paid Engineers, who drill at night.
4709. Have you considered any line of defence on land across Botany;—has any scheme been drawn up of entrenchments, or assistance by means of earth-works? Not that I know of.
4710. Is it not very necessary that that should be done? Certainly.

Col. H. W. Renny-Tailyour. 2 Aug., 1892.

4711. So that you have everything cut and dried, and can be in a position of defence at a few hours' notice? I am trying to do that.
4712. Is there anyone here to help you with plans? I do not know of anyone capable of so doing.
4713. Is there any regular scheme of defence for Pittwater? There is no defence got out yet.
4714. You would be sure to know if there was any scheme existing in the Colony? I think so.
4715. What do they do at the Defence Committee;—do they not discuss questions of that kind, or what do they do? The proceedings show what they do, but what we have been discussing recently is where the different forces are to go, and getting out, where the different arms are to be distributed.
4716. How often has the Committee met since you have been in the Colony? I suppose we have met six times since I have been here.
4717. In how many months is that? In eight months.
4718. Has it been settled where the troops are to go? I am not exactly sure, but I think the positions are printed now.
4719. From your experience of the service, is not that a matter the General should settle entirely himself? What was done in Gibraltar was this: There was a defence committee, consisting of the Commanding Engineer, the Commanding Artillery Officer, and the Governor, and then a scheme was drawn up. Each officer was asked to put in his own scheme. The Infantry General supplied all information as relating to him, the commissariat did the same, and showed how they would bring in their stores, and where they were to take them to; and there was a small committee told off to deal with the civil population, and throughout the whole scheme everything was cut and dried. Every man knew exactly where he was to go, and every sand-bag was mentioned, and where it was to be got for barricade and other purposes. Everybody knew what part he had to take.
4720. That was a committee, consisting of the Governor, as Commander-in-Chief, and the two other officers as his advisers on their particular branches? Practically the Governor takes the whole thing into his own hands.
4721. *Mr. Meeks.*] The Governor is a military officer of high rank? Yes.
4722. *President.*] Do you think the Defence Committee here really resembles a defence committee? It would if it was worked out properly.
4723. But you have been here eight months, and the Committee has been in existence many years, and they have only just worked out a scheme of defence? That may be. I know the commissariat has been settled, but what I think is that every man should be told off to his place.
4724. In the scheme of General Richardson he tells us he has not even arranged for transport? That was arranged at the last meeting.
4725. How are they going to get it? Hire it.
4726. Are you aware that in every military experience hired transport for active field service has never been worth a rap? It would be a very good thing if they had permanent transport, but there seems no help for it at present.
4727. Is there any difficulty in any of the other colonies;—why could you not have it, so that every company shall have its company cart, ambulance cart, ammunition waggon, and cart for entrenching tools? In regard to the latter, I am starting it with the Partially-paid Engineers.
4728. How is it proposed to supply the infantry with ammunition? We have not gone into that.
4729. Then what is the general outline of the scheme;—how are they going to supply the men with food? That was settled when the transport was settled. Captain Miller takes charge of both food and transports.
4730. Then this one officer has to do everything? He has his own officers. It was a very full scheme he gave us.
4731. Looking at the whole scheme, is it any more than a scheme on paper;—have they decided where the men are to come from and go to? No, not the men.
4732. And the carts? They are to be supplied by the contractor until we have got into working order.
4733. And the drivers? They have all to be trained.
4734. Then the carts may be found, but the drivers have yet to be trained? Yes; they only have a certain number of drivers.
4735. How is it proposed to dispose of the forces;—how many men for the north side, how many for the south side, &c.? All that has been done is to decide where a certain number of men are to go. I have sent in figures, the artillery officer sends in figures, the General sends in his figures, but we have never discussed whether these numbers are the right numbers for the particular places. Each one is left to settle his own figures.
4736. It seems a rather happy-go-lucky arrangement all round? It may be.

[*At this stage, the evidence being of a confidential character, it does not, by direction, appear in the notes of evidence.*]

4737. Now about maps;—are there any that the soldiers could use;—they told us they had some linen maps? There are some supplied, but they give no information as regards the features of the ground. I have money to prepare a map of the north side. In fact, I have £500 for maps round Sydney, and Captain Owen is doing the north side.
4738. Then it will include Broken Bay and Botany? I do not know that sufficient money is available, but if possible it will.
4739. The hills are not put in from imagination? No; the features are mapped as accurately as you can map them.
4740. Since the Commission began to sit they have commenced to take it in hand and seen the necessity for making a military map? The money was voted for it last year. The map round Newcastle is nearly done, but it will not give the contours.
4741. The old map from Broken Bay, made by Major Parrott, is practically rubbish? It is not very accurate.
4742. Up to the present they have been under the impression these linen maps were sufficient? No; I do not quite think that. They have always been asking for them ever since I have been here, and wanting to know when they could get them done.
4743. Now, as to the Engineers? I put in papers showing the numbers and disposition of the men.

[*The evidence relating to this question does not, by direction of the Commission, appear on the notes.*]

4744. What about the field company;—what suggestion do you make? On this point I say in the same letter previously referred to:—"The Partially-paid Engineers' field companies must, I consider, remain as

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at present, namely, seven officers and 118 sappers. The country is so broken, and the troops would have to be so scattered, that I think this force is required to enable the different points of possible attack to be entrenched as early as possible. Thirty of these sappers would be required for the different batteries, and these men wouldwork under the officers of my staff who were told off to these positions"—but that question hinges on another, that of having my staff enlisted. "In addition to the field company, I think there should be a telegraph company, consisting of two officers and thirty men. These should be enlisted if possible from the Telegraph Department." Col. H. W. Renny-Tailyour. 2 Aug., 1892.

4745. You have two field companies now? Yes; but they are very small only 120 altogether. They call them two companies because they have the necessary compliment of officers, and we want the officers because the different points of defence are so scattered.

4746. Have they any instruction in the shed? I am building a small shed now, and a workshop and stores. When I first arrived I wrote to the various officers commanding on the matter of instruction, and shall be able to give proper instruction when the shed is finished.

4747. Would it be possible to have the field company so arranged as to commence work at the different points instantly? Yes; that has been attended to. I have forwarded a list of instructions.

4748. Have you any instructor for the field service? Yes; a warrant officer from the Imperial service who has only just come out.

4749. You are satisfied you could draw up a scheme which would do for the defence now? Yes.

[*The Commission adjourned until* 3 *p.m., Wednesday,* 3*rd August.*]

WEDNESDAY, 3 *AUGUST,* 1892.

[*The Commission met at the Town Hall, at* 3 *p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, Esq. | W. P. MANNING, Esq., J.P.
A. W. MEEKS, Esq., J.P. | J. LAIDLEY MORT, Esq., J.P.

Colonel H. W. Renny-Tailyour, R.E., further examined:—

4750. *President.*] I want to get some information, if possible, as to the capacity of these magazines in the batteries, so as to see if it is possible to put most of the big-gun cartridges or metalline cases into the magazines;—can you help us in any way? I can find out anything that you want. I think there is a probability that all the ammunition will go in, because we are doing away with the shell stores. Col. H. W. Renny-Tailyour. 3 Aug., 1892.

4751. That would give a very large amount of capacity in the magazines of the different batteries for spare rounds? Yes, I should think so; but it is simply a question of calculation.

4752. Will you give us a calculation by-and-bye? Yes; if they will let me know the sizes of the metalline cases and cylinders, as they vary so much.

4753. You could also put bulk powder in some of the magazines? Yes; but you would have to keep it entirely separate from the rest of the ammunition.

4754. There is one question I forgot to ask you yesterday, and that is what your previous experience has been in the Royal Engineers as regards special work, constructing batteries, mine defences, and so forth? When first I joined, I laid a line of telegraph round the Portsmouth forts; after that I was about three years in a submarine mining company: then I was about a year on the staff of the Duke of Abercorn as aide-de-camp, in Ireland; then I was adjutant of four companies of Engineers at Gibralter; after that I was assistant instructor of submarine mining; then I was instructor in fortification at the Royal Military Academy, Woolwich; and after that I was in charge of the workshops and instruction at Chatham, where I had to teach the engineer officers, giving them lectures in steam. I was in charge of non-commissioned officers and sappers in engine-driving and wood-cutting machinery; I had to put the Militia Engineers through field works; I had the instruction of boys as blacksmiths, and I was in charge of war game models, which are issued to the different colonies, and to other places. After that I was in charge of a district for about a year at Gibraltar, and then in charge of the new defences of that fortress.

4755. Therefore there are few engineer officers better qualified to give an opinion than you are? I cannot speak as to that.

4756. There is also a point about your stock of stores—you are deficient in some respects? Yes. I have forwarded an indent of what we require, and, to the best of my belief, the stores have been ordered. I have a letter, in which it states that the indent has been sent to the Agent-General, and that the Treasurer has been invited to find the money. The question is whether the Treasurer will find it.

4757. You have seen that indent? Yes; I made it out.

4758. And when it is completed we shall be in a very fair state of defence? Yes. I might add we are short of boats and steamers, especially a large steamer, from 80 feet to 100 feet long, for laying out in rough weather.

4759. And you have at present a steam-launch under weigh? Yes.

4760. But she is only fit for use in smooth water? Yes.

4761. And she is not supposed to be of a high rate of speed? The speed does not matter very much, as she is only wanted for laying out mines.

4762. *Mr. Cowlishaw.*] Did I understand you to say that you consider the fortifications now are in perfect order—except those under dispute or under construction, or where improvements are being carried out.

4763. How do they stand at Newcastle? That is very nearly ready, and indeed is practically ready, but the guns cannot be mounted for about four months to allow time for the concrete to set.

4764. Have you been there lately? Yes, last week.

4765. Has any defective work been pointed out to you? No. Defective work is very hard to detect on the surface, except by leaks.

4766. We have had evidence that at George's Heights there was some defective work and leakages, has that been remedied? No; it is not in good order.

4767. Have you estimated the cost of putting the forts there in good condition? I have an idea of what I would do to put it right, but I have not gone into the question of cost, because there is a trial still going on about it. The case is in hand, but it has not come on yet.

Col. H. W. Renny-Tailyour. 3 Aug., 1892.

4768. In the meantime the fort is not efficient? You cannot call it efficient, certainly.
4769. Since you have been in command have you laid before the Defence Committee a plan showing what you would do with the forces under your command? Yes, I have.
4770. Did you ever put it before the Defence Committee? Yes. The men under my command know where they should go in time of war.
4771. When you meet together you discuss what you shall do with all the forces? It has never got to that. Each head of a department has to send in a list of where his men should go in case of war, but the details have not yet been worked out.
4772. Has the General ever asked you, with all your experience and late information, to give a plan of what you would do? No.
4773. *Mr. Mort.*] How do you communicate with the General—direct or through the staff? I sometimes communicate directly, but if it is not anything very important I sometimes communicate through the staff officer, either the A.A.G. or the D.A.Q.M.G.
4774. *President.*] But is it not customary in the Imperial service for the Officer Commanding the Engineers to communicate direct with the General Commanding? I think that practically I am in direct communication here, but on small matters, not of urgent importance, I do not always communicate direct.
4775. Is it not the custom, in the Imperial service, for the Commanding Engineer and the Officer Commanding the Artillery Forces and the head of the Stores Department, and so on, to go to the General direct if they want to see him? Yes; they generally have certain days, one or two per week, and certain hours.
4776. *Mr. Mort.*] With reference to engineering works, have any orders been given from head-quarters without your being advised? Not that I am aware of.
4777. *Mr. Cowlishaw.*] What do you think of the Nordenfeldt gun-boats? It is not my line. The Whitehead torpedo-boat is not in my department.
4778. You do not interfere with any department but your own? Not if I can help it.
4779. *President.*] Are there any other points you wish to submit? Yes. The first question is about my staff. At present the salaries of my clerical and executive staff are chiefly paid out of loan votes. There is no doubt these men should be placed on the Military Estimates, and be given permanent appointments They should also, I think, be enlisted, as in that case their services would be available in case of war. At present, these men who are the most valuable I have got, could leave. The senior officers and clerks of works would be of great assistance in charge of the different batteries, and by placing a few of the Partially-paid Engineers under them in time of war, the work of defence and repairs in action would be carried out much more satisfactorily than by having to detail an officer of the Partially-paid Engineers for this work. The present salaries of my staff are small in comparison with those of the other Government Departments and I would suggest that the Colonial Architect and the Engineer-in-Chief for Harbours and Rivers be asked to give their opinion on this subject. The following is my list of requirements,—one staff officer (captain), inspector of works (quarter-master), building surveyor (quarter-master), chief clerk and accountant (paymaster), three assistants, three clerks of works (sergeant, quarter-master sergeant, or warrant officer), one surveyor, one assistant surveyor, one chief draftsmen, one assistant draftsman, one messenger; all but the staff officer, inspector of works, building surveyor. chief clerk and accountant, and three clerks of works to belong to a Reserve Rifle Corps attached to the Partially-paid Engineers.
4780. But when the works are completed here what would that large staff be wanted for? I do not know when the works will be completed.
4781. It is merely a question of time? Things are changing every day and you will have to keep moving. I do not see any chance of there being too many in my time, at all events.
4782. If they are taken on permanently they become permanent officers? The only permanent men on that staff would be the staff captain, the inspector of works, the building surveyor, the chief clerk and accountant, and three clerks of works. The others would only be attached to my staff and could leave on giving the ordinary notice. In peace, I would have the following establishment—one inspector and two clerks of works for the following places—Newcastle, Wollongong, Middle Head, George's Heights and Head, Chowder Head, Bradley's Head, South Head, Steel Point, South Head 9·2 gun, Bondi 9·2 gun, Coogee 9·2 gun, Henry's Head, Bare Island. Building surveyor, one clerk of works at Randwick Rifle Range, Victoria Barracks, Dawes Battery, Goat Island, Spectacle Island, Berry's Bay. In time of war I would have one inspector at Middle Head, one building surveyor at South Head, one clerk of works at Newcastle, one at Wollongong, and one at Botany. Unless these men were trained in time of peace it would not be much use to put them suddenly in their places in time of war.
4783. Would it not be possible for these men to be borrowed from some Department of the State, and then an arrangement made that they are to be under your command in time of war? The men might not agree to that.
4784. You could have them permanently until these works are finished, then when they are finished they go back to the office they came from? They are not Government men borrowed from some other office.
4785. *Mr. Manning.*] They could have been borrowed? Yes. Where we have picked up a good many of these is among engineers who have been in military service at home.
4786. *President.*] As soon as these works are finished there would be no occupation for such a staff? Then we could give them warning.
4787. Your idea then is to engage them permanently for three years? Yes; but I do not think you would ever get rid of the five men I have mentioned. In any case, I would never think of engaging any man for more than five years.
4788. You would take these men on for a three years engagement, letting them throughly understand that at the end of that time their services will be dispensed with unless otherwise arranged? Yes.
4789. You will let us have a statement of how it would work? Yes; I quite think these men could go on the permanent force for a time. If you have extra works you must have extra men to do them, but they are a charge against the extra work. On the question of salaries, I should like to refer you to Mr. Darley and the Colonial Architect, as they know more about that than I do.
4790. *Mr. Manning.*] Your list seems an immense establishment. What do you want three assistants to the accountant for? They are clerks in the office.
4791. What have they to do? There is an accountant, a record clerk, and a correspondence clerk.
4792. How much money do you spend this year in construction? I expect to spend about £64,000.

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4793. And you mean to say that the clerical work in connection with the expenditure of £64,000 requires this staff? Yes; I cannot do it with any less than that.
4794. These three clerks of works do all the measuring, checking accounts, &c.? No; they are simply put on to watch the workmen. They are at different works.
4795. The accounts would go straight to the accountant, and be checked by him, without any red-tapeism? It takes one man all his time to pass the correspondence, and register it.
4796. On such an expenditure I should not think there was much correspondence? There is. I am at it about four hours a day myself.
4797. Have you got all these men working now? Yes; I have more than that. These are what I look on as permanent, but there are others employed, as, for instance, when there is a survey going on there are chainmen, and in outside work extra men have to be employed.
4798. Surveying will be completed sooner or later in a very short time comparatively? Not much under a year, if it is then.
4799. Where are surveys being completed? At Henry's Head. Captain Owen is working on the north side; and then we have Newcastle and Wollongong.
4800. Has not all this been done before by Major Parrott? Between Broken Bay and Gordon. But it is no good for our purpose.
4801. In what respect? It is not accurate. The roads are not all put in for one thing, and the survey has wrong features.
4802. Those are the maps issued by the military authorities? The map by Major Parrott is quite inaccurate.
4803. I want to know when you instructed Captain Owen to prepare this feature map? I can let you know that on reference to my papers.
4804. Who instructed you to instruct Owen? The Commission. [*President*:—I did.]
4805. You were never instructed by your proper officer to prepare the map of this particular locality that Captain Owen is working on? Yes; I was.
4806. But only after his being requested by General Tulloch? That may be so.
4807. *Mr. Cowlishaw.*] Knowing at the time that this map was inaccurate, why did you not apply to the General to get it done? The case stood somewhat in this way:—The money had been voted and soon after I came here I made inquiries about maps, and they said that that work was in the Survey Department. I said, "That is my department; I should like to undertake it," and I was then told that one map had been given to Major Parrott to do.
4808. What is the use of allowing Major Parrott to do the Newcastle map if the one he has already done is defective or inaccurate? That has nothing to do with me. It was done before I came. I have seen the map; in fact, I saw it to-day, and it looks a nice map, but I have not checked it yet, and, of course, I must check it before I pass it.
4809. *Mr. Mort.*] How do you check it? I should take a tracing here and there of a square, and then I should send out and have it checked.
4810. *Mr. Manning.*] This linen map [*produced*] is the sort of map furnished to the officers by General Richardson? I have seen it before.
4811. These linen maps are, so far as you know, inaccurate? I do not know that this map is inaccurate so far as it goes, but it is defective, inasmuch as it only gives the main roads, and if a man had to go across country by this I do not know how he would go.
4812. Then the data are insufficient for any officer to use who wished to know anything about the country he had to travel? Yes; it is absolutely useless, also because it does not show the contours; but I must say that the authorities have been pressing to have the maps made since I have been here.
4813. How long now will it take to get this work done do you think? Of course one's work is so interfered with by other things that I cannot say definitely, but if I could put men straight on it I could do it in a year.
4814. There is no hope of any diminution of any of this staff? No.
4815. Are you an expert in office management;—do you know of your own knowledge that it is absolutely necessary to have a chief clerk and assistant quite independent of clerks of works? Yes; I think so.
4816. It seems to me to be a very big staff? Not for the work.
4817. Could it not be avoided by having less red-tape? Perhaps,—certain men I have reduced, and I am doing my best to keep the staff as low as I can.
4818. Do you personally go out and superintend these works? Yes. I try to go round every work once a week, and Newcastle once a month.
4819. Then you are responsible now for any defective work? Yes; certainly.
4820. *Mr. Mort.*] Do you consider the rifle range at Randwick safe? I think it will be when the alterations are carried out.
4821. We have evidence before us already that the rifle range was ordered to be handed over in a condition your predecessor considered unsafe? I do not think it was safe before these alterations were carried out.
4822. Then at the time it was handed over it was not safe? I should not call it safe.
4823. Why was it unsafe? Owing to the formation of the ground the bullets were deflected on striking, both before and beyond the targets.
4824. What alterations have taken place? We have terraced it, and any shot hitting in front or rear of the target will not now glance.
4825. *President.*] Is there any other point you wish to bring under our notice? Yes; there is no object in military papers going through the Military Secretary and Principal Under Secretary because it only causes unnecessary delay. I have no cause of complaint against the Principal Under Secretary's department, because I have met with every assistance there, but papers cannot be properly understood and presented to the Minister, and with equal force as if coming direct from the military authority.
4826. Are you suggesting a special Minister? I have not considered the question of a Minister of Defence, but I think they might skip the Principal Under Secretary, and no doubt there is considerable delay. I will give you an instance. There was a Mr. Kethel who was taken on on 10th July, 1891, as draftsman; Colonel de Wolski recommended his salary should be £200 a year; it was approved at £150; then in September Colonel de Wolski recommended that that salary should be increased to £200, and the answer was to resubmit at the beginning of 1892. When I arrived I asked for this officer's salary to be

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raised from £150 to £200. He was a specially good officer, used to fortification work, and excellent in every way. He got disgusted that the increase was not granted, and sent in his resignation. I then sent a letter asking the department to advertise for another draftsman, and stated the salary as £200 a year, and I said that Mr. Kethel, who had resigned, was a superior draftsman; that Colonel de Wolski had recommended his salary to be increased, that I had also recommended it to be increased, and that it was impossible to get a good man without giving him an adequate salary, and I pointed out that men of inferior qualifications were useless in designing military works and buildings. It was on the 10th February, 1892, that I wrote asking them to advertise for a draftsman, and on the 12th February this letter was sent on by the Military Secretary, and on the 29th February it was approved. The position then was that I had asked for a man whom I knew to be a good man to have his salary raised from £150 to £200, and they did not take any action; then they allowed me to advertise for a man at £200 to fill the position of the good man they would not give £200 a year to. Then on the 31st March I got back my original application, with a letter informing me that the Colonial Secretary approved of Mr. Kethel's salary being raised from £150 to £200, and that was about six weeks after he had left.

4827. *Mr. Mort.*] Have you any other instance? Of delay—yes, many. I was very anxious about a steam launch. I wanted to get it shoved through, as we had no boat to lay down with, but as we had only one tender for the launch, I did not like to accept that one tender on my own authority. I wrote asking for the recommendation of the Chief Engineer for Harbours and Rivers, and took the letter to the Military Secretary, the Principal Under Secretary, the Under Secretary for Public Works, and then to the office of the Chief Engineer for Harbours and Rivers on the same day, 11/6/92. It left Mr. Darley on the 18th, and came back to me on the 24th, six days after, and that was quick, as the average for a communication of this sort is ten days, five days each way. Then there is another point I should like to mention in connection with red tapeism: I think where a point is not involved, in which a Minister's authority is required, or extra expenditure of money is contemplated, that officers of one department might go to officers of another without all the circumlocution of putting the matter through Under Secretaries. I wanted some moorings laid down for the "Lilian." I made a request for them on 10th February, and on 27th April I received a reply, saying that the work would be complete next week. Matters would have been expedited greatly if I had been able to communicate with Mr. Darley direct, and I think great advantage would accrue all round if we were allowed to do as I suggest.

4828. *President.*] That is to say if the ordinary course of business in other parts of the world and in the Imperial service were carried out? Yes.

4829. *Mr. Mort.*] Is it desirable that the Engineer of Harbours and Rivers should come in in a matter of this sort? The point I am complaining about is that you have to go in such a round about way to do things which could be settled in five minutes by direct communication.

4830. *Mr. Manning.*] If you were able to do so then possibly you would get rid of some of these clerks? Yes, possibly. There is another matter I also wish to refer to, and it is a very serious one. It is in connection with the Loan Estimates for this year, for which I sent in a list. When the Loan Estimates were before the Legislative Assembly some one put them into my hand. I said at once, "They are not what I put in," and I saw that there were some items left out. I said, "There are some items left out," and the answer was, "Never mind, that's what is to be passed." I wrote next day about it, saying that my loan estimates had been reduced from £30,000 to £18,000, without any reference to me. This is the letter:—

From the Commanding Engineer to the General Officer Commanding.

Department of Public Works, Military Branch.

Loan Estimates, 1892.

Sir, Commanding Engineer's Office, Sydney, 23 March, 1892.

With reference to the proposed Loan Estimates, of which I forward a copy, I have the honor to call your attention to the fact that my original estimate of £30,000 has been reduced to £18,000.

This reduction has been carried out without reference to me as to which items could best be postponed.

The two items, electric engines and emplacements, £5,000, and submarine mining steamers, £6,000, which have been removed, are the most important on the list, and I would strongly urge that they should be carried out this year. The former item is to render the defences of Port Jackson secure in case of a night attack, and without the second item it is very doubtful if our submarine mining defences could be laid down in sufficient time to be of any practical use should an enemy run past the forts and up the harbour. I would suggest that the following items be postponed till next year to allow of these two being carried out at once, namely, Stockton, £3,000, Henry's Head, £8,000.

I have, &c.,
H. W. RENNY-TAILYOUR,
Commanding Engineer.

To this I received the following memo.:—

After our interview with the Premier, I think you can withdraw this letter.—C. F. ROBERTS, Colonel, 23/3/92.

On the 12th April, 1892, I returned the letter with this memo.:—

The interview having no effect, I again forward this letter.—H. W. RENNY-TAILYOUR.

4831. *Mr. Manning.*] Who is responsible for the alteration in the Estimates? I could not find out.

4832. What department would have submitted these Estimates to Parliament? The Colonial Secretary's.

4833. Therefore, the cutting out must have occurred there? I asked Mr. Walker about it, and he said he knew nothing of it.

4834. There was no one to go to the Minister and say, "These two should remain in"? No.

4835. When you had an interview with Mr. Dibbs, did not you impress him with the advisability of this being done? No; I had not been here very long at the time, and had not the opportunity.

4836. What occurred when you did see Mr. Dibbs? He said they would be put on the Supplementary Loan Estimates, or what he said amounted to that I think.

4837. *President.*] Practically it is this—in consequence of some unknown person in some office, that cannot be found out, having struck out certain sums of money the defences of the harbour will remain in a defective state? Yes; or not in so good a state as they should be.

4838. And in consequence of the electric light not being so good as it ought to be the harbour might be rushed? Yes, it might be. Another point on which I wish to say something is that there should be an Australian Defence Committee, so that the defences of the colonies may be carried on on similar lines, and that they may be provided with the same arms and armament should any combination of forces be required. At present each colony may arm its men differently, which would be a great drawback in case of an attack requiring to be met by a combined force. 4839.

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4839. You may not be aware that the commanders of the different colonies have agreed that nothing in the way of armament shall be obtained except through the War Office, so that the whole of the arms of a colony shall assimilate not only in that colony but each colony to the others? I was not aware of the fact. Another point is, that I consider it very essential that an Imperial naval officer should be on the Local Defence Committee to tell us how we can be attacked from the sea, and to point out the weak spots in our defence.

4840. As a member of the Defence Committee it lies within your knowledge that no naval officer of the Imperial Naval service has been consulted? I believe not; but it is absolutely impossible to get out a scheme of defence without the assistance of a naval officer.

4841. *Mr. Cowlishaw.*] But what is the use of your going to the meetings of the Defence Committee if they do not pay any attention to what you say? I do not say they do not pay attention. It is true we have a local naval officer on the Committee, but he cannot by any possibility have the experience which would enable him to advise us as an Imperial naval officer could.

4842. You mean that the commanding officer of one of the ships on the station should be a member of the Committee? Yes. Another point I wish to bring forward is that of garrison instruction. It is very necessary to have a garrison instructor who must have a knowledge of submarine mining, and should be an Engineer officer, if possible, who would form classes for instruction, carry out war games, deliver lectures, and devise schemes for meeting all possible attacks from various points. Another point is, that I think that staff and Commanding Officers should only be appointed for five years. If this were done it would give a flow of promotion, and men are apt to lose their energy if too long in one position but I consider that officers in the Permanent Forces should have a pension, as in most cases when they come to be retired they have nothing to fall back upon, and have given all their time to the service.

4843. Do you think it is necessary that any young man wanting to go into the army or navy should be sent to England to go through the schools? Yes; more officers should be sent home for instruction, especially staff officers, submarining mining and engineer officers and all adjutants. The positions on the staff and adjutantcies should only be given to officers who have been home.

4844. *Mr. Meeks.*] You are only dealing with the Permanent Forces now? And with the Partially-paid as well.

4845. Then would the same proposal, as to length of command, apply to the Partially-paid as well as the Permanent Artillery? Yes; I would allow no command to exceed five years.

4846. *Mr. Mort.*] But in the case of the Partially-paid there would be no pension? No.

4847. Does not the pension involve a rather elaborate retirement scheme? No; I do not think it need. The reason why I advocate a pension is that if you take an officer who has been twenty or thirty years in the force he has practically given up his life to it, and could not go into any other business, but in this question of retirement I am only referring to staff officers and heads of departments. I should further like to call the attention of the Commission to the Partially-paid Engineers, and I think they should be placed on the same footing as regards pay as the Partially-paid Submarine Miners.

4848. What are the points of difference? The Partially-paid Submarine Miners get extra pay, and I have pointed this matter out to the General Officer Commanding in the following letter:—

From the Commanding Engineer to the General Officer Commanding.

Sir, Sydney, 27 July, 1892.

I have the honor to call your attention to the fact that the Partially-paid Engineers at present receive practically the same pay as the Infantry. I would recommend that their pay should be increased to correspond with that of the Partially-paid Submarine Miners. I consider the duties of the Engineers are of equal importance with those of the Submarine Miners, and require specially trained officers and men. It is very necessary that the non-commissioned officers and men of the Engineers should all have a trade, and be good at that trade, and that the officers should have special civil qualifications, and therefore, I think, their pay should be higher than the Infantry. This is the case in the Imperial Service. If you approve of my suggestions I would propose that the increase of pay be inserted in next year's Estimates.

I have, &c.,
H. W. RENNY-TAILYOUR.

4849. What is the difference? Two pounds a year for the Sappers.

4850. Then you recommend that they should get £2 a year more than they do now? Yes. Then there is another point I wish to cite, and that is that railway passes have been stopped for drill. They used to issue railway passes to men in the suburbs to come into drill, but that has been stopped.

4851. Why? Owing to a reduction in the Estimates I believe.

4852. How long is it since they were stopped? Only lately—or it is only lately that my attention has been called to it. On this matter I have also made representations to the General as follows:—

From the Commanding Engineer to the General Officer Commanding.

Re Railway Passes for Partially-paid Engineers.

Sir, Department of Public Works, Military Branch, 29 July, 1892.

I have the honor to forward the attached papers relating to free railway passes for Partially-paid Engineers, The withdrawal of these passes will throw a considerable charge on the Corps for travelling expenses. The granting of these passes can make no practical difference to the Government. The trains must go, and additional carriages are not required for these extra passengers. The Engineers, being tradesmen, cannot well be tied down to one place; they must follow work wherever it can be found, especially in these hard times. The result of this order will, in Colonel Rowe's opinion, deprive the corps of a number of good and trained men. When others are enlisted the same thing will happen, as men must gradually go out into the suburbs for work if it cannot be found in the town. I would strongly urge that this order should be withdrawn, at any rate, with reference to the Engineers and Submarine Miners. These men require a special training, which takes a year or more to carry out, and it seems a waste of money to lose them after they are properly trained.

I have, &c.,
H. W. RENNY-TAILYOUR, Colonel, R.E., C.E.

On this point I received the following letter from Colonel Rowe:—

Sir, 27/7/92.

Herewith I have the honor to enclose for your information the cost of rail passes for the members of the Engineer Corps.

The withdrawal of this privilege will seriously affect the attendance and the working of the corps under my command. For instance, non-commissioned officers cannot be expected to attend orderly duty—not parade nights—and pay their own railway travelling, neither can we expect recruits to do so, more especially the officers, non-commissioned officers, and men along the railway line. The effect will, I am afraid, be disastrous. I must urge your favourable consideration of this important matter.

I have, &c.,
THOMAS ROWE, Lieutenant-Colonel.

The Commanding Engineer.

The

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The actual cost of the passes does not amount to a large sum. I now come to the Partially-paid Submarine Miners. There are at present four Partially-paid Submarine Mining officers in the Telegraph Department, and it should be clearly laid down that all should be available in case of war. The officers are Colonel Cracknell, a second in command, a testing officer, and another officer, but the question is, will the Postmaster-General spare them out of his department.

4853. The probability is that Mr. Kidd would withhold his consent at present? Yes; but I want it settled, because if anything like active hostilities should occur we should be in a fix.

4854. *President.*] Is there any other point you wish to mention? Yes; the last point is that the military offices are far too much scattered.

4855. What do you recommend? My idea is that the Artillery should go to the Heads, and that the whole of the military offices should be removed to the Victoria Barracks.

4856. Can you give us any estimate of the cost of sending the men to the Heads? I can easily get it out if you will give me the number of men.

4857. We will say about 100 men? For a few it would be comparatively dearer than for many, but I would say that you could move 150 for from £8,000 to £10,000.

4858. Do you know anything about a vote proposed for erecting a headquarters office? Yes; I know that there is a sum of £20,000 on the Loan Votes, and I suppose the money is ready.

4859. And if the Government gave permission it could be applied to building barracks at the Heads and putting men into the barracks? Yes.

4860. *Mr. Cowlishaw.*] Would there be sufficient accommodation for all the military offices at the Victoria Barracks? That resolves itself into a question of how many men would be taken away.

4861. The Permanent Artillery should all go? Yes. There is one drawback as to the offices being at the Victoria Barracks—that they would not be near the Minister, but I think they might all be at the barracks except the office of the Military Secretary.

4862. *President.*] Why could not the Minister go up to the barracks on the days he is wanted? Of course he could do that.

4863. That would probably not only save the Minister an immense amount of work, but would also cause a decrease of expenditure in getting rid of some of these offices at present existing? No doubt it would save an immense amount of correspondence, if nothing else.

4864. *Mr. Meeks.*] Would it not also save a large number of orderlies, who are now kept running about from office to office, and are thus taken away from their regular duties? Yes, it might; but we must have them now. The distance that some of the offices are apart necessitates our having a man for most of them.

Mr. R. J. Thorpe examined:—

Mr. R. J. Thorpe. 3 Aug., 1892.

4865. *President.*] What position do you hold? I am inspector of ordnance machinery.

4866. In a list of employed men in the Artillery, which I have before me, I see there are altogether thirty men employed in your workshops, why do you want so many as that? I have fourteen artificers and fifteen assistants, that is twenty-nine.

4867. And including the sergeant-major, that makes thirty? Yes.

4868. Then comes the question why, with only 14 H.P. guns mounted, you want such a large number of men? But including all the guns under my charge, I have nearly 120.

4869. But some of them are old-fashioned smooth bores, to say nothing of the 80-pounders—how comes it you want such a lot of men to look after these guns? I can give you a list of all the guns under my charge—eleven 6-inch mounted, two 8-inch, and three 9-inch.

4870. Wait a moment;—as regards the machine guns they are all under cover? Yes; but they have to be examined every week by the artificer of the district.

4871. Are these guns used so often that you require to examine them every week? I presume they are in use—I do not know how often—because we have to effect repairs. I received a report from Bare Island to-day—I am giving this as an instance—that the trigger comb springs had broken, and as they are very difficult to get in that must be attended to at once, as the gun is out of action until they are repaired.

4872. But taking the question broadly, and without going into details, why should you have so many men, especially as so many of them are machine guns? I can only say in regard to that that as soon as the 9·2 guns are mounted, I shall have to have an increase of assistance.

4873. Then how do you account for it that in other parts of the world they do with just half your number? Well, here we are working new pattern guns.

4874. Yes, H P's and all the rest, well? Perhaps they are not as well looked after in other places, but of this I am quite sure that since I commenced in the shops I have never known which way to turn to get through the work.

4875. I see in your list such work as boring out cylinders and all sorts of things that I was under the impression ought to have been done when then the guns were purchased? You are referring to the recoil cylinders of the 25-ton guns. They were not fitted with recoil cylinders when they were sent out from home. The fact was that the guns were fired or one of them was till it stuck up. On examination I found the wear had been so great that the piston had been completely ploughed inside the cylinder. The conclusion I came to was that they were not properly set, but I did not know much about the circumstances as someone else had done the work. I therefore had it very carefully lined off, and I found they were not set true. Therefore the piston was as you may say working round a corner.

4876. Whose duty was it to see that the setting was true? The work was in Colonel Boddam's hands.

4877. Had he anything to do with mounting the gun? The whole thing was in his hands.

4878. Was it the fault of anyone here or was it the fault of the people at home? It was left to us to fix the cylinders in here. Of course I have a very good idea where the fault lay, but I do not know whether I ought to mention names.

4879. Then say plainly whose fault it was without mentioning any names? The cylinders were set wrong and that, I take it, was the fault of the gentleman who was carrying out the work, but he did not notice it was wrong. I understand it was inquired into, but he disclaimed all responsibility on his part.

4880. Then you were not here then? I was then under Colonel de Wolski, but Colonel Boddam was above me—that is, I was supposed to take my orders from him, but everything was in such a very unsettled condition that sometimes I took my orders from Colonel de Wolski and sometimes from Colonel Boddam, and then back again to Colonel de Wolski.

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4881. Anyhow, there was a case of mishap, occurring through what? Want of practical knowledge.
4882. On the part of a superior officer? Yes.
4883. Well, putting all that on one side, taking all these 80-pounders, they do not want much looking after? If it was not done we should not know what condition they are in. At the present time we are re-venting one 80-pounder, and it would astonish you to see the impression we took from that vent.
4884. The vent is so worn or what? The tapping of the screw is so cut away there is scarcely any thread at all.
4885. Are there no 80-pounders in the store they could use in place of this one? I could not say, as I am not acquainted with what is in the store.
4886. Who would decide the question whether the gun should not be thrown on one side? I would say no to throwing it on one side for the cause of the vent, as I could get over that difficulty.
4887. But it costs a good deal in time and money to revent this gun. Who is there to say "there are other guns in store, and we will get rid of this one"—do you make any recommendation? I report the condition of this vent, but who will decide the matter I do not know.
4888. Then this gun is revented on the authority of some one else? Yes; I have reported to the Officer Commanding the Artillery Forces; I report any damage to him with a recommendation.
4889. This is one gun in ever so many, but, taking all the old-fashioned guns, why should there be so much labour required to keep them in order? It takes little to explain why there is such work as is now going on, as from the first they have never had anyone to look after this work.
4890. How long have you been here? Since September, 1888; I was two years superintending the unpacking and cleaning the new H.P. guns.
4891. And as inspector of ordnance machinery? I was appointed on the 1st February, 1890.
4892. Turning again to the question of these machine-guns and quick-firers, they only occasionally want a little alteration? There is not so much to do with them as to count as a large factor in your work? There is much to do yet before I consider the new guns complete.
4893. Taking the Nordenfeldts machine-guns and quick-firers there cannot be so much to do? Not with them.
4894. Then it is not these new type guns that specially take up your time? They do take up a great deal of time; although some of my time may be in connection with other work. I hardly know what to do sometimes, because everything connected with ordnance machinery comes to me.
4895. But with a certain number of new type guns mounted I cannot understand why you should have so many men? Another reason is this:—I hold that I should economise as much as possible; and I therefore use up all old material, such as tubes and cases, and I have a brass foundry, and use up as much of the old material as I can to make new.
4896. Would it not be cheaper to buy them in that case? No. In time of war there must be the different districts to look after, and they must have their own artificers, in case of accident.
4897. That is another question altogether. What you say is that you use up all brass tubes, fuses, and waste material of that sort, in order to economise, but might it not be quite possible it would be cheaper to buy the things right away, than employ men at so much a day to make them? I do not think so. In the first place ordnance work, as you know, must be of the very best quality, and the very highest class, and it would not pay outside shops to do the work.
4898. I do not say outside shops, but get them direct from England? Even as to that I can show you work that came from Woolwich that would not pass.
4899. How long had this work been in the Colony? Not very long.
4900. What is the work? Vents for the 10-inch 18-ton gun.
4901. Has any report come from home? Not that I am aware of.
4902. Has any report (home) been made here? I do not know.
4903. You do not know anything about the saddle being put on the right horse in regard to the blame for the bad work for the big gun? No.
4904. Are you aware they sell things from the Woolwich factory? Yes; but the things are dated and stamped.
4905. And sometimes in the case of defective workmanship they sell? I thought everything was perfect at the Royal Gun Factories.
4906. It may be so;—however, you do not know whether anything has been reported home in reference to this bad work? No.
4907. I am not satisfied myself that all these men are wanted, but you are of a contrary opinion? Not only that, but I should have to ask for more when all the guns are mounted, especially the 9·2.
4908. When the rest of the guns are mounted, what will you want more men for them? To keep them in order.
4909. Now really, when all these guns are ready for action wtll it be necessary to keep up this large staff you have now for these twenty guns? I do not think it is such a very large staff, I have only fourteen artificers.
4910. But you have fifteen other men? Fifteen assistants—they are merely bombardiers.
4911. It does not matter what they are—they are employed under you;—now when these twenty-four B.L. guns are all mounted, will you then require to have between thirty or fourty artificers to look after them? No; but at the present I have only fourteen artificers, the others are merely shed labourers.
4912. Let us see what the total of guns is? There are three 9·2 guns, two 8-inch, and fifteen 6-inch;—now do you really mean to say you want fourteen artificers and fifteen assistants to look after twenty guns? I do not know where the guns may be situated; but I should want two artificers at Middle Head, two artificers at South Head, one at Newcastle, and in time of war it would be advisable to have another there, as one of the 8-inch guns is isolated on Shepherd's Hill, one at Wollongong, one at Bare Island; then when the 9·2 guns are in position, give them an artificer each—3; then one artficer at George's Heights, and one at the Casemate, with an assistant to each artificer.
4913. Then you want fourteen artificers for twenty guns? Yes, in time of war. In time of peace we could do with one artificer at South and Middle Heads each.
4914. Then these guns are so intricate and delicate they require a man a gun to look after them? In time of war, yes.
4915. Then in time of peace how many? There would be a reduction; but if they are reduced in time of peace, I should not have the men ready in time of war.

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4916. I want to know how many you can do with in time of peace? I do not know the new stations or how the new guns are going to be disposed.
4917. We will say one gun at Henry's Head, and three on the coast? The three 9·2 guns would take three men.
4918. They are barbette? We have H.P. mountings here.
4919. They are given to me as barbette? That was the original idea; but they are H.P. mountings now.
4920. Well, then, say what you want in time of peace? What I have now. In time of war I should want twenty. You must remember that some of these men are blacksmiths, one is a pattern-maker, another is a moulder.
4921. I want to know about the artificers in the batteries. I do not care about pattern-makers or that kind of people? I will give you a list by-and-bye of all the men, and make allowance for the new guns in course of being mounted or ordered to be mounted. We have seventeen 6-inch guns in the Colony.
4922. My returns of mounted and to be mounted are fifteen 6-inch, two 8-inch and three 9·2? We have seventeen 6-inch.
4923. But some are in store; why have you anything to say about guns in store? I presume they will be mounted soon.
4924. How do you know they will be put in any place? That I do not know any more than I know how many more guns are going to be mounted.
4925. The Artillery return is twenty guns? Then how many will be separate?
4926. There will be;—could not you find out all that from the Artillery officer, and say exactly the number of men you want when the guns are completed? Yes.
4927. I understand now that you want fourteen artificers when the guns are ready and mounted? Yes; to look weekly after these guns and keep them in order. Then I require in the shop a couple of smiths, a carpenter, a moulder, and a pattern-maker; that makes nineteen, and with that I could keep the twenty guns in proper condition.
4928. If you have twenty, what do you want more for? I want five now, as I only have fourteen.
4929. Would you be satisfied to see under you in your shop nineteen men? Yes; but that does not include assistants.
4930. They are mere labourers? They assist the artificers whenever required.
4931. They can be got at anytime and anywhere? Certainly.
4932. You will not want fifteen assistants continually? I can find work for them at present. I have not a single man to spare, and have work put on one side, because I cannot get through it. It must be borne in mind that there was no provision made for this new machinery when ordering it, and as it came out, as you may say, deficient, I have now to turn to and make all these new parts.
4933. Having got your guns up and your workshop in working order, can you get on with twenty men and labourers? Yes; when all the guns are put up I do require twenty. Now I have sufficient, but I should require more then.
4934. Have you lately taken any impressions of the 25-ton 10-inch guns? That duty belongs to the firemaster.
4935. You have nothing to do with it? I have taken impressions when we are reventing guns, and I have already revented one of the 18-ton guns, a thing which was never done in the Colony before.
4936. When you were reventing did you find much scoring about the vent? No; not much, but it is a very bad fit.
4937. Were the lands grooves scored? I could not say. The firemaster takes all impressions and I only happened to take that impression to satisfy myself as to the vent.
4938. Who has the firemaster got to assist him? The assistant firemaster.
4939. Therefore, the firemaster alone, in the Colony, knows the condition of these two guns? I presume so.
4940. Does he take impressions of any other guns? Of all guns I believe.
4941. Do you know whether he is responsible for the inside of the guns, or who is responsible—are you? No; but I presume the officers of the different districts are.
4942. How would they know the condition of the guns? I presume they would from the officers under them, and the non-commissioned officers and men.
4943. How would they know;—did you ever hear of their taking an impression? They would not be acquainted with the condition of the inside, that is as to whether there was a flaw or fracture, only the firemaster would know that.
4944. Has it been brought to your notice that any guns have been scored or worn? It has not.
4945. You have nothing to do with that? No.
4946. Are there any special points you would like to bring before the Commission? Well, with regard to the number of workmen appearing excessive I should like to show you some of Armstrong's work to show you what I have to go through.
4947. What do you mean? Damaged work; work that has come out here bad.
4948. Actually bad work? Yes.
4949. What are your qualifications to say whether it is good or bad? I am over thirty-five years a mechanical engineer.
4950. But where? I served my time at Armstrong's, and after my apprenticeship, I went to the Mediterranean, and was in the Turkish arsenal. I returned home and was then taken into the ordnance office at Armstrong's, and I resigned from that to go out to Australia.
4951. Have you formed any estimate of the damage the Colony has sustained by bad work coming out? I have not estimated that, and I do not say that it is such bad work as to entail heavy loss. I wrote a report when the first 6-inch gun was mounted at the South Head, and my report or quotations from it were sent home for reply. General Harding Stewart forwarded the report to Elswick, and he also afterwards sent his own reply and Armstrong's. I replied to that again; but whether my replies ever went home again, I could not say.
4952. What was the nature of your communication? I complained of defects in the workmanship.
4953. Of what? Of the H.P. mountings, and I can show you some now.
4954. Were they very serious defects? No, nothing very serious; but what I considered bad workmanship, which showed the necessity of having a practical man at Elswick to see that the Colony got what it ordered.

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4955. How do you know no practical man was there? From the work itself, I thought no practical man had been there, the same as I had seen there on behalf of different countries, when orders were being completed on behalf of different Governments.
4956. How was it in your time on behalf of different Governments? I have seen gentlemen of different nationalities—Egyptians and Turks and others—watching the process of manufacture, and I presume they did so on behalf of their Governments in order to see that they got exactly what they wanted.
4957. Have you had any other instances of defective work except the H.P.'s from Armstrong? From time to time I have mentioned in my reports slight matters, but nothing actually of importance.
4958. Have you seen a report made by Mr. Harding on the defects in the H.P. machinery in another colony? No.
4959. Have you not made any estimate of the value of these defects? No.
4960. But it must be a considerable loss to the Colony? I do not suppose it would amount to a very large sum. It was more the trouble and annoyance it caused than the actual money cost.
4961. You never heard of another colony sending in a claim for £4,000? I have not.
4962. Why are all these alterations wanted in these cylinders? The principal item is what I may call an improvement by Armstrong, that is, plugging the air chambers. Our cylinders are sent out with simply these plugs turned off, and the trouble is that the rust accumulates in the air chambers and must be got out and prevented, because the smallest particle, like a pin point getting between the points will damage them.
4963. Who suggested these alterations? Before I was aware that Armstrong had proposed it I spoke of it with the very first gun, because I found such a large quantity of rust in the cylinders? Perhaps you may be aware they remained in store some time, and the first one I unpacked warned me of the trouble ahead, so I at once cast about for means to remedy what I saw was coming. Being accustomed to hydraulic machinery also I knew the necessity of keeping every joint tight.
4964. Are these alterations that are being made being carried out by direction from Armstrong? No; by myself, with the authority of the officer commanding the Artillery. Armstrong sent out a sketch, and I am making plugs for the cylinders from it.
4965. Has that been communicated to the Ordnance Committee? I cannot say.
4966. Should not this have been done to the guns before they came out? They found it was necessary after they had left. Our guns are of the earliest date; in fact, the two 8-inch are on the old principle, and have the air chamber on the top.
4967. Therefore you consider Armstrong is not to blame in that matter? No; not with the 8-inch.
4968. But with these other ones? It is a defect which has been discovered later by actual practice; but they should have known of it before these guns left.
4969. Have you had any trouble with bye-pass valves and lowering pumps? We have had the same difficulty with them as with all other valves.
4970. You have no complaint to make about these, or the cocks or tubes—I mean, as regards workmanship? I find in the lowering-pump there is a great oversight. No provision is made for cutting off the suction, and the consequence is that if anything gets between the valve, the whole pressure has to be let out. That is to say, you loose 1,250 lb. pressure, which it takes four hours to pump up again, and, therefore, for that time your gun is out of action.
4971. Do you consider the H.P. mountings practically serviceable? I have no fear of them, not the slightest.
4972. But if a little accident, like that you speak of to the lowering-pump, takes place, it cannot be a very universal system? As at present, it may not be, but I intended to prevent all that.
4973. At present, the lowering-pumps are in such a condition that a very small accident might throw the gun out of action for four hours? Yes.
4974. Now, then, after all this has been done, and the guns are all in working order, will you not be able to knock off a few of these men you now have? That will not be for another twelve months, at any rate, because the whole of the list I have sent in to the officer commanding the Artillery is new work. It is not as if Armstrong had provided us with spare parts; but as it is we have nothing to fall back upon.
4975. In what way do you mean? We have no spare valves.
4976. *Mr. Manning.*] Could you not get duplicates enough now for them? Yes.
4977. *President.*] Then do you not think it would save a large sum of money if you got these valves out instead of making them here? I do not think it would, because I must have work for the men.
4978. I thought the usual thing was that you found men for the work? But I must have men to keep the guns right after I have once got everything into good order.
4979. Would it not be infinitely cheaper to get these things out, and then you would not have to find work for these men? I should still want men to keep the guns in proper working order, and I might as well employ these men to make these parts as well as importing them.
4980. Just to keep the men occupied? Yes; but at the same time they are also receiving instruction. Some of them have come to me from the railway, some from Mort's Dock, and some from other places, and I have to instruct them.
4981. Then the primary condition is that you want fourteen men to keep your guns in order, and to keep the men in work you have to find it for them? There is no avoiding keeping the guns in order.
4982. *Mr. Manning.*] Do you keep a list of the works you perform during the year? I enter it all in a book.
4983. You have a record of how these fourteen mechanics are being employed? I have only done it since the beginning of the year.
4984. Then you have a record since the 1st January? Yes.
4985. You have a pattern-maker, what has he been doing during the last few months—what patterns did he turn out? I cannot give you that from memory.
4986. What is he engaged on to-day? Pattern making.
4987. What of? The sergeant artificer can tell you better than I can.
4988. You are in charge of the workshop? Yes.
4989. And are there every day? Not quite.
4990. What are your duties? My duties have never been very defined, but my time has been occupied so far in getting the guns mounted, and into proper working order.

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4991. You are not engaged as foreman in a workshop every day? No; not superintending the work that each man does.
4992. Then how can you say positively these men are necessary to do the work of this workshop;—you see you have committed yourself to the statement that these men are necessary, then seeing you are not there every day, how can you tell whether they are at work or not? I know by the requisitions that are sent in to me to be carried out for the various districts.
4993. But you cannot tell whether the men are occupied or not? That is a matter I must trust to my sergeant-major.
4994. Then you are not speaking of your own knowledge when you say all these men are necessary? I say, certainly, they are necessary.
4995. Where are the castings done? In the brassmoulder's shop.
4996. Have you ever kept the cost of the brass on any particular job—say making particular castings or fittings? We have not singled out any particular item, but we take the men's time every day, and know what they have been employed at.
4997. Can you tell me what it costs to do any particular casting in connection with this workshop you have to do with? Yes.
4998. You have kept a record of cost? No, I cannot say we have of all work.
4999. Have you ever noted the cost price of any work done in the shop? Yes, by entering daily the men's times in the books.
5000. Have you ever considered whether you could not get these castings better and cheaper in a private foundry? Under the circumstances I am quite sure I could not.
5001. Having taken the cost price of a particular job in your shop have you ever ascertained whether that work could not have been done in an ordinary foundry with the necessary appliances? No; I am sure an outside shop could not do the work cheaper than I do.
5002. Why? In the first place the work has to be of the very highest finish, and from what I know of wages and the price of materials I could not get the same work outside for the same price.
5003. Do you mean to tell me that Mort's Dock could not do the work as well as you can? Certainly they could, but not to make it pay them.
5004. How do you know that—have they not all the appliances, in fact, far greater appliances, than you have got? Yes, certainly.
5005. That being so, would it not be reasonable to suppose they could do a lot of the work for which you have not even the appliances? I do get all my metal castings from them.
5006. Then why have a pattern-maker? To make patterns for the castings.
5007. Why not let them have the pattern-maker if you only want him to make patterns for other people? If I had not him I should require the services of a draftsman, which I have not got now.
5008. He must have something to work from? He works now from rough sketches and verbal instructions.
5009. Could he not do it just as well at Mort's? No. Now he is close to my elbow and available at any moment I may want him. I could not get at him there very likely when I wanted to.
5010. Do you not think that you could make your drawings accurate just as in any other sort of machinery? Certainly.
5011. Do you not know that patterns are made from drawings every day and accurately and in machinery just as complicated and intricate as yours? Yes. Any plans that are wanted I draw myself.
5012. You say these assistant artificers are ordinary labourers? They are bombardiers working as labourers.
5013. You were brought up in Armstrong's foundry—do you mean to tell me that there is a labourer there to every artificer. If there was a pattern-maker there would not be a labourer attached to him or an engine-fitter he would not have a labourer? No.
5014. How is it then you have such a large proportion of labourers to artificers—you see, you have absolutely more labourers than the superior men—what do they do? They attend on the artificers at the different districts. There is Newcastle for instance. When they are told off in fortress formation they are all told off to different districts, so many artificers and so many assistants.
5015. At the present time they are at the barracks? Yes.
5016. I want to know what these ordinary unskilled labourers are doing up at that workshop—I can imagine them being necessary to lift heavy weights, but they cannot be doing that all day long? They are all day long employed at different odd jobs and with the different machinery. What I want to do is to train these men so as they may become qualified as artificers in future.
5017. Is that to their interest or to the country's interest? To the interest of both. It gives encouragement to these men to try and learn the work of the artificers and they are very eager about it.
5018. But the question with me is whether they are employed? They are employed, and well employed too. A man like an assistant artificer can work a shaping machine and will be able to teach others some day or another.
5019. How many fitters have you got? There are nine put down as fitters and there is one pattern-maker and one moulder.
5020. What do you want a moulder for? The brass castings.
5021. Do you not think all these sorts of things could be done much better and cheaper away from the barracks? No, I do not. I am sure about the work now, and on the matter of cheapness I use up all the old material which would otherwise be sold for next to nothing. I can be more certain as to the materials used.
5022. Have you any record of the brass castings you have turned out in the last twelve months? Yes; it is all entered in a book.
5023. Can we see it when we go up? Yes, certainly.
5024. Have you a clerk? Yes.
5025. And he does nothing but take the time of the men and keep the accounts of your workshop? He has to go through all the requisitions for artificer work and check stores we receive, besides the work you mention, and one of the assistants acts as storekeeper.
5026. The clerk takes the time of the thirty men? He only takes the time of the artificers.
5027. Does he keep a record of the stores you receive for repairs? Yes, all that comes into and goes out of the shop.
5028. Then that is all that he has got to do? He has also to attend to the correspondence and papers.

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5029. What salary does he get as clerk? He is one of the assistant artificers.
5030. What is his name? Lance-sergeant Taylor.
5031. *President.*] Is he a man who can go into a battery as assistant artificer, and if a H.P. mounting got out of order could he put it right? No, he is only an assistant artificer, but an engineer by trade.
5032. So far then we know about eleven men—what are the others? The acting sergeant-major is a fitter.
5033. Then you have more than nine fitters? Yes, he makes the tenth.
5034. What are the other men doing—are they also fitters, or what? There are two smiths.
5035. Now, do you mean to tell me in a small shop like this a moulder is constantly employed? Yes; if he is not moulding he is brass-finishing.
5036. Are the two blacksmith's continually employed? Yes.
5037. Are they engaged all the year round as blacksmiths? They have been.
5038. And they have work all the year round? So far.
5039. If you had not work fot them, what would you do? They would perhaps go into the fitting-shop, and be employed in turning or fitting.
5040. With regard to these parts of guns which were defective, and came from Armstrong & Co., have you ever reported these defects to your superior officer? Yes.
5041. Have you ever advised getting duplicates of these parts? In the first instance there were certain duplicate parts got, but not all that there should have been.
5042. Did you recommend they should be obtained? I could not specify any particular time that I did so. I made out a list for Colonel Roberts in 1888.
5043. Did you ever, or at any time, report these defects to your superior officer, and recommend that duplicate parts be got from England? I cannot say from England.
5044. From Armstrong's, or anywhere? Not specially.
5045. Did you consult with any of your superior officers on the subject? I mentioned it in the report.
5046. Now, is it not a matter of fact, that you have *carte blanche* in the workshop to do pretty much as you like? If I recommend any particular work as necessary it is done.
5047. Then you have recommended that these particular parts should be made here, and your superior officer has said yes? Yes.
5048. You have not had any conference with him as to any better way of providing these parts? No. I do not know that I have.
5049. Can you give us the cost price of some particular article you have made here, say the part of some gun? I can supply it.
5050. Have you not a particular job in your mind now regarding the making of a particular part of a gun which is guiding you in what you say—cannot you tell me of any particular piece of machinery you have taken the cost price of? I could supply you with the cost of plugging these cylinders, for instance.
5051. I understand, from you, that you are making particular parts here, and I want you to fix in your mind some particular piece of work you have done, and tell me the cost price? I might obtain the price of the new vents we made some time ago.
5052. Then if we have the price we shall be able to ascertain whether it is advisable to go outside your workshop? I understand, I will get the prices of those pieces of work.
5053. *Mr. Mort.*] Have you ever asked for tenders for the jobs you are doing in your own shop, so as to compare prices? No, not yet. I have not got really started yet with all this work, such as duplicate parts, which you see in the list. Up to the present time it has simply been repairs which have been asked for by the officers commanding the different districts.
5054. But you stated that you got your heavy castings done at Mort's Dock, therefore they must have been something more than repairs? The shop was only entered upon at the beginning of this year, and such castings as I required were in the construction of it. Then I had to get it into working order, and before I had the engine running I was crowded out with work from the outlying districts, which had been accumulating for years, and I have so far scarcely been able to cope with it.
5055. Then the heavy castings would be for the erection of your shop? There was nothing of any weight, and they were iron castings. I do not think I said there was anything heavy got from Mort's. Small castings of gun metal are cast in the shop out of old material which I use, but which would go to waste if I did not. I am perhaps called upon to break up an old carriage or limber, so that I get so much old timber, and if the timber is sound and good it will come in for something before very long, if only for hammer handles for the use of the blacksmiths.
5056. *President.*] What, did they formerly burn up the good timber? They did. They had no use for it, it was condemned.
5057. *Mr. Meeks.*] What do the artificers get? Seven shillings a day.
5058. In addition to their pay? No. Their pay is 7s. a day and allowances.
5059. What are those? Clothing, and so on.
5060. Of course then their pay is 7s. a day? Yes.
5061. What do the assistant artificers get? Five shillings a day.
5062. Is that in addition to their pay? No; that is their pay, but they have allowances.
5063. What are those? Clothes as in the other case.
5064. That is not the question;—then there is "employed pay"? They get nothing as employed pay.
5065. Do these assistant artificers drill at all, or have they been through the whole of their drills;—that is to say, are they able to go into the batteries and work the guns? Yes.
5066. *Mr. Mort.*] But you said they were bombardiers? Yes; but they are assistants to artificers who are mechanics enlisted specially for this work.
5067. *Mr. Meeks.*] Are they sworn in? Yes; but they have not gone through drill. The bombardiers who are assistants are soldiers, all of them.
5068. *President.*] And you give them more than double pay for being assistants;—a gunner only gets 2s. 3d. a day, and, therefore, you favour these men by giving them 5s. a day for ordinary labourers work? I do not know what the pay of a gunner is.
5069. Well, it is 2s. 3d. a day, and you give these assistants more than double what the gunners get, I want to know what for? I can only say that is the arrangement.
5070. *Mr. Meeks.*] These men who are getting 7s. and 5s. a day—does that include Sundays? Yes.
5071. Does these assistants get 5s. a day whether employed or not seeing that their soldiers pay is only 2s. 3d. a day? It has not come about that they have not been employed.

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5072. *President.*] Now, about these pattern men and moulders;—are they men who could go out to a gun and repair a by-pass valve? Yes; they both could. The pattern-maker could go to the drawing board and prepare a plan, and the moulder is a skilled man in that trade.
5073. They are thoroughly skilled military mechanics? Yes; the moulder can either mould or go to the lathe. The other artificers who may be placed at a distance have not the training or the knowledge of these new guns, but some men go out every week to their districts and some remain always in the shop; but the pattern-maker and moulder and the two blacksmiths do not go out.
5074. Do you not think they should go out? As soon as I get through the thick of this work I shall give these men proper training, so that in case of a man being disabled another may be able to take his place.
5075. Do you take any of the Militia? Not that I am aware of.
5076. *Mr. Cowlishaw.*] Have you a storeman? Yes; one of the assistants is storeman.
5077. He combines the two offices of assistant to the artificer and storeman? Yes.
5078. Does he keep a stock list? Yes; he enters everything in a book either received or sent out. The shops are hardly started yet, and I know there is a good deal of room for improvement.
5079. And it is part of your duty to see that every man is fully employed? Yes.
5080. And you see that work is provided for them? Yes; what I have to do is to see that the orders received from the Officer Commanding the Artillery Forces are carried out.
5081. At the end of the month or quarter you satisfy yourself that the country has got value for the money? Yes; I do that by keeping the armament in my charge in an efficient state.
5082. From the answers you have given us, we are to understand that it is your opinion that this work which you have to do could not be done as well by contract? I am quite sure it could not.
5083. The work would not be so efficiently done by sending it out to one of these engineering shops, and you would not get so good a result for the same money? No.
5084. You got patterns of these guns or gun parts, and you put them together? We got an instruction but it was simply a very rudimentary sort of statement, only an illustration, and not a proper plan, and I had to work it out from that; no patterns were sent out.
5085. However, if any portion was defective, you could have sent to Armstrong? Yes; I believe they have sent out parts to Victoria, but they have not done so to this Colony.
5086. If we had proper plans, would it be far less cost to get these things made in the Colony? I think they would cost nearly double to bring from home.
5087. Then you say you could do the work for half what it would cost to get the articles from home? Yes; I think it would cost only about half.
5088. And you also say that by keeping up this establishment of yours, the country is saving money? That is what I wish to do.
5089. That is what you think we are doing? I am looking not only to the present, but to the future.
5090. *Mr. Manning.*] You say that it costs only half the money to do these things here, now do you really mean that? I would make them quite as cheap, if not at half the cost.
5091. But you said just now you would do them for half;—that is quite a different thing? I believe I could do them for half, and I am sure they would cost no more here than at home.

[*The Commission adjourned until Thursday, 4th August, at 3 p.m.*]

THURSDAY, 4 AUGUST, 1892.

[*The Commission met at the Town Hall at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel Frederick Wells examined:—

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5092. *President.*] What is your position and rank? Colonel Commanding the Partially-paid Artillery Forces of New South Wales.
5093. How many years have you been commanding? Nearly twenty. I almost forget the date when I took command of the regiment.
5094. Had you been in the Imperial service before? No.
5095. Then, your experience is, so to say, local, or have you been through any course at all? No. I was educated at Woolwich, not at the Academy, but at a school that prepared for the Academy, and instructed cadets during vacation, where I learnt draughting and fortification.
5096. But you have no artillery training? No Royal Artillery training.
5097. The knowledge you have acquired, then, has been here? Yes.
5098. You know the object of this Commission—can you help us with any suggestions as to economy, and so forth? I want an increase.
5099. Have you thought of any scheme to further the object we have in view? I have not.
5100. Can you give us any suggestions on paper? I can only give you one suggestion, and that is, I think the field force of the service has lately been aggrandised unduly in comparison with the Artillery.
5101. How has it been aggrandised? I think by there being a larger number of Infantry and Cavalry than are necessary in comparison with the Artillery forces.
5102. When did this aggrandisation take place? During the last few months.
5103. Are you speaking only from hearsay, or do you know it for a fact? I see that the Infantry are increasing, and there is no increase being made in the Artillery, which I consider should really be increased considerably.
5104. Are you aware that the Artillery have been increased lately? I know they have.
5105. Has not the total amount of money spent on the Artillery been very much greater than the money spent on the Infantry? I could not tell you, very probably.
5106. How many batteries have you got? Nine.
5107. What is the average strength? Sixty supposed to be.

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5108. Where are they stationed? One at Newcastle—the most efficient battery I have—four garrison batteries in Sydney, one battery position guns at Bulli, and one battery at Wollongong.
5109. Is there a whole battery at Bulli? Supposed to be, but not always full, and then there are two field batteries.
5110. What is the strength of the field batteries? Sixty, when full.
5111. Are the batteries, as a rule, full now? No. The men go to the country a great deal for work and migrate from one place to another, and we lose the run of them. I think we are just now deficient about eight men a battery.
5112. Then out of a total of 580 men you are deficient seventy-two? Yes; somewhere about that.
5113. Can you give us any idea of the average services of the men in the Garrison Artillery? I have not taken the average lately, but I had it taken out for Colonel Spalding.
5114. His return was about four years? Yes; that is the case.
5115. Therefore we may say the average of your men is first rate;—have you got any staff officer to help you? I have.
5116. Who is he? The senior instructor is Major Churchward, and the men are under his instruction, and my direction ordinarily, I have a staff of seven sergeants, one being sergeant-major, one quartermaster sergeant, and five ordinary sergeants. One of the sergeants is instructor for the field batteries.
5117. Have you any staff—either a brigade-major, or adjutant? I have an adjutant.
5118. What does he do? He takes charge of the office in general, supervises the books and keeps all accounts.
5119. Does he superintend any drills? He superintends all drills and recruiting, passes the men as recruits, and afterwards when they have passed their drills he examines them and passes into the ranks.
5120. Does he instruct in gunnery? He does not necessarialy instruct himself, but watches the instrutions carried on.
5121. Where? At the barracks and forts
5122. Does he lecture? No; that is done by the instructor from England.
5123. Then the adjutant does nothing in the way of instruction alone, and does not interfere in instruction except that he is present when the senior instructor is instructing? He instructs at all recruit drills.
5124. Is he capable of instructing in gunnery? Yes; he has passed the gunnery course.
5125. Where? Here. He is well acquainted with the routine, and was acquainted with it for some years before he went to the Soudan.
5126. Gunnery has passed a good deal since then—has he passed since that time? Yes. He is a very efficient officer in the duties he is called upon to perform.
5127. Where did he pick up his gunnery? Under Colonel Bingham, here.
5128. Have you any breech-loading guns? We have just commenced with the 6-inch.
5129. Did the adjutant go through a course? Yes.
5130. Therefore, as you have only just commenced with the 6-inch, his course of instruction under Colonel Bingham, was with the old muzzle-loading guns? Yes; that would be so.
5131. Has he been through any course of H.P. work? Yes; he has had instruction on the gun the same as the rest of my officers.
5132. For how long a time? A week or two.
5133. What is his total pay? I cannot exactly say; but so much for pay, so much for horse, so much for forage—the usual allowances.
5134. What does he want a horse for? He has many places to visit.
5135. What does he want to ride on horseback to visit them for? If he has to attend the field battery parades he goes out with the men, and must have a horse, and wherever he goes he is expected to find his own conveyance or horse, whichever suits him best.
5136. With reference to the instruction of your men, are those sergeants you referred to old artillery sergeants, or are they trained here? Nearly all them have been in the Imperial service. They are all soldiers, and my sergeant-major is an old school Royal Artillery man, who looks very carefully after the instruction of the men.
5137. Have they been through a course of instruction lately? They all hold certificates from Colonel Bingham, R.A.
5138. How many of them are Royal Artillery? I do not know exactly.
5139. Do you think any of them are? Yes; I know some are.
5140. How many—two or three? Four or five.
5141. And the others are out of the Permanent Artillery, or are they old soldiers? They are from the Permanent Artillery.
5142. And you feel satisfied that the men are being thoroughly instructed? Yes; I am.
5143. But some of the instructors are getting a bit old? The sergeant-major is getting that way, but the others are not.
5144. As regards a school of instruction, where do your batteries get instruction? They now receive a good deal at night up at the Victoria Barracks.
5145. Who superintends? The drills are superintended either by Major Churchward or the adjutant of the regiment, who superintends the instruction by the sergeant-instructors; but Major Churchward himself generally attends.
5146. You have four batteries here, that is, over 200 gunners, and they get all their instruction up there? That is only instruction at night. Their day-drills are carried on under their own officers, and in their absence by the sergeant-instructors at the forts.
5147. What instruction do they get at the forts? They go down for half days and whole days, and the Easter Camp.
5148. Have you made use of the 6-inch H.P. gun at all? Yes, in drilling; but my regiment has not yet fired it.
5149. Where have they drilled? At the Heads and at the School of Gunnery.
5150. If they do not fire a shot it must be very laborious work just pumping the gun? It is very laborious work.
5151. And they must get very poor instuction if they do not see the gun come down after firing? They have had opportunities of seeing the gun come down though they have not fired it as yet.
5152. Do you think your men are capable of taking that gun in charge and fighting it if a ship were to attack

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attack the port? If we are not capable at this very moment we shall be in a week or two. The officers have been through on the gun, and the non-commissioned officers have been through, and the men are very nearly perfect; but they still want a little more drill on it.

5153. Suppose it was thought advisable to increase your force would you have any difficulty in getting men? If the increase is to be such as is contemplated——

5154. How do you know what is contemplated? I have heard only of the scheme laid down by Colonel Spalding, and under that it could not be increased by one-half.

5155. What does Colonel Spalding propose? To bring the full war strength of the reserves up to 1,769 men, the proposed reserves being attached to my regiment.

5156. What do you mean by reserves? They are men who have served and been through their instruction who will come for a less number of days for camp than nine days.

5157. How do you know that that will answer? There are many men who go away from our regiment because they cannot comply with the nine days' training.

5158. Then have you any ground whatever for supposing that you will get these men to come to camp? I have a reasonable belief that the men would join if it were not for the nine days' training.

5159. Has it been tried in any other colony? That I cannot say.

5160. If you were to ascertain it, would not that be a better plan than to go upon mere supposition? I speak merely by my knowledge of the personnel of the men.

5161. Would you have any difficulty in increasing your Artillery by 300 men? There are plenty of men who would come, and many men I would not take.

5162. Men not up to the standard? No. It takes time to get a picked body. At present our men are 34 inches at least, and 36 if we can get it, and average 5 ft. 7 in. in height.

5163. Well, would you have any difficulty in getting 300 men like those you have? I should have difficulty the first year.

5164. What, with only 300 men? I should.

5165. They tell me they crowd up to this drill-room, they are so enthusiastic? The men regularly in the force turn up well enough, because they want to learn their drill.

5166. Do you think, with the enthusiasm of these people, there would really be any difficulty in getting 300 men? With a little excitement they would come; but as things go it would be difficult to raise 300 men at a moment's notice, and the reason is that they feel themselves hampered by the nine days' training.

5167. How many days do you think they would train? Four or five days.

5168. If they could attend five, they could as well attend nine? You would think they could, but the employers object to their breaking the ordinary holiday. The get Good Friday, Saturday, Sunday, and Monday, and the employers want to see them back on the Tuesday; so that really they only get Friday, Saturday, and Monday for drill.

5169. Are they not at work on Sunday? No; they do not drill on Sunday. They have to attend church parade, but they are not drilled. Sometimes alarmed at midnight or morning and man forts.

5170. In another colony they have their church parade the first thing in the morning, and they have their work the rest of the day? They do not do it here. It is the *morale* of the thing I suppose.

5171. Suppose you had drill-sheds where the men had a kind of club-room at some convenient centre where the men could meet each other—do you think they would attend then? I am inclined to think so. It is one of the things I have always said would influence the men to come and drill.

5172. Have you made any proposition in that direction? I think the new school of gunnery is doing it to a considerable extent.

5173. Is your adjutant up there every night? On the night when there are night drills, which is generally about three or four nights a week, including recruit work.

5174. You think if they had these drill-halls and reading-rooms as they have in other parts of Australia, there would be no difficulty in getting them to come? It would no doubt induce those who are desirous of keeping in the force to come, and I do not think there is any doubt but that the fact of their coming would induce others to come. Of course, it would not do to allow other men to go in and see the drills. It must be restricted to the men who have joined the force.

5175. If you have got a drill hall for the Artillery and a reading-room, there is nobody but the Artillery can come into it. It is all reserved for them, it is all their own, and is run by their own officers; do not you think that should be very attractive? If they had such a room as that it would be an inducement to come. I have always held the opinion that such an institution would be of use to us.

5176. Then do you think with that in prospect there would be any difficulty in getting the men? It would give increased facilities for them to drill, but I would not say that it would cause a greatly increased stimulus.

5177. Now as regards instruction on the gun, have you anything to say in regard to increased ammunition? The regulation allowance is one shot per man, I think that is too small; but I have reason to believe that it has been increased lately, so that we have no reason to complain.

5178. What is the nature of the guns your field batteries are working? They are both working the 16-pounder.

5179. Have you got waggons? No.

5180. Harness? Yes.

5181. Horses? Six horses per gun.

5182. Are your No. 1's mounted? Yes.

5183. These attend drill how often? They have to attend the same number of whole day and half-day parades as the rest of the regiment.

5184. Who horses the guns? They are horsed by contractors for each of the batteries, excepting when the Permanent Artillery horses can be made available, but when their battery is out my batteries have to be horsed by draft horses obtained from the contractor. Our drills are arranged whenever possible with the Artillery; but when we turn out together, such as Colonel Spalding's parade, we have to parade with draft horses.

5185. That is cart-horses? Yes.

5186. You do your day and half-day parades with the Permanent Artillery? Yes, as a rule.

5187. With your own drivers? Yes.

5188. Who instructs them? They have been through the riding-school at the barracks.

5189. Who drills the battery? Usually under the Major by its own officers, and at times the lieutenants are called out and they put the battery through.

5190. Now about these cart-horses are they the same usually or any lot they happen to send? Anyone they happen to send.
5191. Is not that rather dangerous? We have not had an accident of late years.
5192. Have you ever tried omnibus horses? No; I do not think they would do so well although they might be a little quicker in action.
5193. I find that the Omnibus Company would supply horses at an average of 15s. a day, and many of them are good leaders and the price is a much lower one than you are paying? If we had them they would have to go together and the greatest difficulty we have is in having mixed teams with so many different gaits.
5194. Who would ever think of having mixed teams? Such things have occasionally been done. We have had spare horses from the Artillery mixed with others.
5195. How long ago? Some months ago. I made a protest at the time.
5196. But could not you put your foot down and say you would not have it? I made a protest and it has not been repeated.
5197. You only did one drill then with a mixed team? That was all with those horses.
5198. Who arranges all these contracts? The officer commanding the Artillery Forces Colonel Spalding.
5199. He arranges where the horses shall come from? Yes.
5200. *Mr. Meeks.*] What do you pay for horses? I could not tell you.
5201. *President.*] Then the horsing of the battery is very unsatisfactory? The greatest objection I have to make is not so much to the use of the cart-horses; but I do think the officers and non-commissioned officers should be provided with horses that they know. The slow draft horses are quite good enough to take the guns to any position they are wanted in.
5202. Then why do not the officers find some other means of horsing themselves? Simply that there are no means for doing otherwise. I have intended that it should be provided for on the Estimates, that is for the proper mounting of the officers and non-commissioned officers. The officers of the Field Battery are simply provided with a £25 allowance for hireing, but if they were allowed full forage they would provide their own horses, but unless they have full forage they can not do it.
5203. Tell us what the full forage allowance is? £64; that covers everything.
5204. Then, if an officer had about £64 he would be bound to provide his own horse? Of course he would.
5205. Suppose you wanted to increase your Field Battery, would you be able to do that? Yes. Quite as readily as the others, rather more readily, I think.
5206. Supposing you wanted to double your Volunteer Field Artillery, would you have any difficulty in getting the men? I think we could get sixty men—that is another battery—in the year, but not more I am sure.
5207. If you are to take six guns you want a certain number more? I presume, from what I see in the papers, the increased number of men for six guns would be raised from the reserves.
5208. Please do not talk about the reserves—they do not exist, and we have no reason to suppose they will. Can you tell me what opportunities you have for shot practice during the year? We have two or three days' shot practice, and the Association matches.
5209. How many days is that? Two or three days or more when there is shooting off. Everyman fires a shot during the year, and if he does not attend it is against his efficiency.
5210. Do you mean to say your men only fire one shot in the year? Only one regulation shot each is allowed.
5211. What is the regulation? The regulation under the Act which provides that a man is bound to attend and fire one shot during the year.
5212. Did you ever question anyone to see whether it is the opinion that a man who only fires one shot in the year is worth a single rap? They fire more, but we get our ammunition for the Association matches apart from our drills. The gun numbers as far as possible are allowed to look over the gun when laid.
5213. Then it comes to this, that he fires one shot for you and two for the Association, that is three shots? Yes, that is the least they fire.
5214. What do they fire at? Targets.
5215. Naturally, where are they situated? Field guns at Long Bay, at the land target. Occasionally they fire out to sea targets, but for the field guns we generally contrive to get the land target.
5216. The land target is put against the hill on the other side of the bay? Yes.
5217. Do they gallop the men up and down, and then make them fire? They are fixed guns when at Long Bay. They run them occasionally when they have them up at Camden or other camps.
5218. But at the ordinary annual practice you fire away at a fixed target? Yes, but at different ranges.
5219. Do you think that something better than that should be done? Of course it should. Colonel Roberts was very anxious to establish a range where moving practice could be done.
5220. Why does he not do it, there must be plenty of places available? He intended to have a range at Kurranulla Beach, where land practice could be carried out, but he has not been able to do it.
5221. Is not your shooting at present practically useless? No, I do not think so.
5222. What it comes to is this—they know how to fire a gun, and that is all? They know more. With regard to the quick-firing, we fire at movable targets.
5223. Do you fire with the big guns at movable targets? We have fired at a drifting target and moving.
5224. But it is not a regular thing? No.
5225. That being so, the big gun practice is not very good? Of course, they fire at different ranges and practice is good.
5226. Have you any Morris tubes for the men to get their eyes in? No; there is no Morris tube used here at all.
5227. Do you ever have a small quick-firing gun? They work the 0·45 Nordenfeldt inch gun and 1½-guns.
5228. You say you have no waggons and harness? Waggons and harness are, I believe, both in store, but are not in use.
5229. As Officer Commanding the Artillery you know all that—whether you could turn out your battery ready for service? They are ready in store.
5230. Are you certain? Well, I can only take the *ipse dixit* of those who tell me.
5231. As Officer Commanding the Artillery, have you got these things ready? Colonel Spalding would be responsible. Waggons have not been issued to me.

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5232. But you are responsible for the garrison P.P. batteries and P.P. Field Artillery? I would be ready with what has been issued to me.
5233. But you would be cognisant of anything that would be necessary for your men in case of war, and your being called into service? I have been informed that they are in store.
5234. That is assertion; I want to know if it is borne out by facts? I will ascertain definitely.
5235. Now I want to know about your non-commissioned officers of the Field Artillery. Are the sergeant-major's Imperial men? No; I do not think so; one I know is not.
5236. Where did they get their training? Here, in the Colony.
5237. Have any of your young officers been anywhere where they could get training? They have had to go through a course under the Permanent Artillery instructor, but they have not been to England.
5238. Do you think, if any of your officers' passages were paid to England any of them could go and enter at Shoeburyness at their own expense? One or two of my officers have done so, but they have been the wealthier ones. Our major is at present in England and is going through a short course at Shoeburyness, I believe.
5239. He belongs to the Partially-paid force? Yes.
5240. Have you got any officers well enough off, supposing their passages were paid by the Colony, to go home, and go through a course at their own expense? Not many. Indeed I would not undertake to say one. On looking over the list I say there are none well enough off to go and leave their employ.
5241. Supposing you increased a battery of Artillery would you have any difficulty in increasing the officers? No; I think we could fill up a new battery as well as the others.
5242. I mean with smart young fellows about 22 or 23 years of age? It would be difficult to get officers with experience. Nearly all of the subalterns are young men.
5243. Would it not be possible to put the Field Battery through a regular course annually; say you take the battery by itself for three weeks could you get the men? They would not come; neither officers nor men could get away from their employment. I may say that I am not at all in favour of field batteries in the Partially-paid Force, and my reason for objecting is that the Government will not provide us with the proper number of horses.
5244. If these field batteries had a decent drill-hall and reading-room would that make any difference to them? It would be well for them to have their own stables and also that they should have a common drill-hall.
5245. I did not mention stables, but a drill hall, where each battery could come by itself and drill; would that be any inducement to work up to a proper standard? I think they would do just as well in one hall.
5246. Why? I think they would congregate more readily in one hall.
5247. How are you going to manage in one hall with four batteries at once—you would want a place as big as a railway station? If you had two halls it would come to more money. There is nothing to prevent all the men assembling at one hall. I did not say they should all drill at once. I would not separate the two batteries, because I think their being together would be a greater attraction.
5248. But look at the inconvenience of having a large number of men drilling in a comparatively small space? Then there is also the cost of two halls to consider. In fine weather drill is outside at night.
5249. That is another thing, and may not be a very serious expense; do you not think if two batteries each had their own drill and officers there would be a spirit of emulation set up, and an officer commanding a battery would feel inclined to say, when they appeared in public, with some pride, that those were his men? I think that, as far as the men are concerned, their pride would be more likely to be taken up in their gun-sheds and harness-rooms, and the way the battery was turned out.
5250. Have you had any experience of these soldier drill-halls? No; I have not.
5251. *Mr. Cowlishaw.*] How frequently does the firemaster attend to drill the men at night? He does not attend at night at all, except to superintend.
5252. When does he attend? He attends at all shot practices, at most garrison drills, and nearly every parade of field batteries.
5253. How many garrison drills are there? One nearly every Saturday.
5254. When did he first commence to give any instruction with the large guns? As soon as he arrived, but previously instruction had been given by Colonel Bingham.
5255. Then he never attends any instruction at night time? Not often. Occasionally I have seen him there, but I do not think it is a regular attendance.
5256. Do you not think it is a most important time for the firemaster to attend? I think it is of more importance for him to attend at shot practice and fort drill.
5257. *President.*] Should he not attend both? That is according to his instructions.
5258. *Mr. Cowlishaw.*] I am referring to the partially paid? Yes; he attends frequently. He attends nearly all half-day parades and all whole day, and all shot practices.
5259. How many of these volunteer drill do you think he has attended? If he was at every other one it would be about the number.
5260. I understood a little while ago from you that each man only fired one shot a year? Yes. That comes to 500 odd rounds. One shot a year is all that he is required to do by the regulations.
5261. How many shots would they fire in one days' drill? Perhaps forty or fifty according to the number of men that are to be put through. The men do not come regularly to drill, because their occupation will not allow them. One comes in the morning and another in the afternoon, as that it takes us all our time to get through with two batteries.
5262. How frequently does the firemaster attend at parades? He is present at nearly every parade.
5263. How many parades are there? There is a parade nearly every Saturday of some kind or another, either for one Field Battery or the other.
5264. That is once a week? Yes; besides whatever attendance he may give when drill is going on in the gunnery shed.
5265. You can tell whether he attends there very frequently? No; but I have seen him there.
5266. Once a month perhaps? Yes, oftener.
5267. Now, the adjutant, what does he do? His duties are to attend in the office from 10 o'clock in the morning to 4 o'clock in the afternoon.
5268. That is what your adjutant does? All adjutants the same. They receive all correspondence, keep a check upon the quartermaster's stores, look after the pay, and carry out the business of the battery, checks everything received for the battery, and so on, as laid down in standing orders. 5269.

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5269. Is he under Colonel Spalding? No; he is under myself, but he was adjutant to Colonel Spalding at one time.
5270. What are the adjutants' duties other than office work? He has to attend, and enlist and pass all recruits at night time.
5271. *President.*] But he has nothing to do with drill? He does not interfere with the drill beyond seeing that the instructor gives.
5272. *Mr. Cowlishaw.*] How many recruit drills are there? They drill nightly until they are passed.
5273. Does he go there every night? No, perhaps not every night, but three or four nights a week, and on enlistment night he is always there, that is, one adjutant is. One adjutant comes one night and one another, I believe.
5274. Is he competent to drill the men? Yes.
5275. Does he understand about the guns? Yes.
5276. He has gone through a gun course? Yes, under Colonel Bingham.
5277. *President.*] That would be five years ago? Yes.
5278. Therefore, he knows nothing about the new guns? Yes; he has kept himself in touch with the course of instruction ever since.
5279. *Mr. Cowlishaw.*] How long have you been in command? It is more than twenty years since I got my first command, in 1869. I was Lieutenant-Colonel in 1881, nearly twelve years ago.
5280. During that time you have been away once on active service? Yes, that is correct.
5281. You have never been to England? No.
5282. How would you prevent colonial officers from rusting, and keep them up to the mark? I should be very glad to see them sent home, and it would pay the Colony to do so. They are doing it with the Permanent Artillery, but it is more vital with them than it is with our men, as they have the working and firing of the larger guns, and so far as we can see, the firemaster's duty, and all laboratory and repository work will always be performed by the Permanent Artillery.
5283. Do you belong to the Defence Committee? No.
5284. You have never given any attention to such a matter as what you would do in case of attack? I have never been asked, but I have thought over it.
5285. Do you think it is better to have a purely Volunteer Force, or a Partially-paid one? I do not believe in a purely Volunteer Force.
5286. You have no confidence in their remaining in the force? No. As long as the enthusiasm, which may be called forth by some particular event lasts, it is all very well; but after ——
5287. *President.*] What Volunteer Force do you refer to? A totally unpaid force.
5288. In the Estimates there is a sum of £500 for the hire of horses for your men;—how frequently do you take the guns out? About twelve times in the year; but for my own part, I do not think they take the guns out sufficiently often.
5289. I want to know the number of times you go out and the number of horses you use, so that I can arrive at the cost per day? Twice a quarter.
5290. How many horses do you take out? Six horses to each gun, four guns to a battery—twenty-four horses; two batteries, forty-eight horses. We are paying, I believe, at rate of 30s. a day for hire; that is allowed.
5291. Do you mean to say you pay 30s. The Omnibus Company will do it for 15s.? It is 15s. a day for a certain number of hours, but they are always exceeded. I have often wondered that the money voted for both steamer hire, and horsing of batteries, had not have been placed under my control, but it was put under the command of the Officer Commanding the Artillery Forces, and as I have no control over it, it is useless my saying anything about it.
5292. *Mr. Cowlishaw.*] For steamer hire there is £300—how often do you want a steamer? Whenever we go down to Middle Head, and then we may possibly want two steamers.
5293. Two batteries go one week and two the next; that is, each battery goes six times in the quarter. We have done that this last quarter with one steamer. Then, possibly, there are boats required for laying down targets.
5294. *President.*] They do not come under the head of steamers? I think so. In addition, there are boats for the staff.
5295. That does not come out of that? I do not know how either the steamers' fund or the horse fund is expended.
5296. *Mr. Cowlishaw.*] Will you tell me how many times you want the steamer during the year? About twenty-four steamers without extra ones such as I have indicated.
5297. To carry what number of men? It varies according to the numbers who turn up in the two batteries.
5298. If you got a steamer to carry about 300 persons for a day, it would cost about £4? Yes. I do not suppose they pay more than £4 a day for these, but it does not matter how many they carry they have to be paid for.
5299. You say twenty-four steamers—that is £96? Whatever it is it is not under my control.
5300. How long do you consider it takes? In addition there are target boats and camp time.
5301. Camp time is separate? I was not aware of it. The actual time taken is not very great.
5302. *President.*] Who has the manipulation of this money? The Officer Commanding the Artillery Forces.
5303. *Mr. Cowlishaw.*] How long training do you consider it necessary to have to make a volunteer efficient? He is not much good for the first two years, I mean that he is not much good until he has been through two camps. After he has been through his second camp, I look upon him as fairly good.
5304. We had evidence here the other day that it would only take six months to make an officer? It is very possible, but you cannot make an artilleryman in that time, because he is not always at it. wants to go through two camps, besides his ordinary drill, and that is why I say two years.
5305. What do you reckon is the cost of each of these artillerymen to the Colony? £17 a year, about.
5306. The total amount you have expended is £10,298. How many officers have you under you? I am two short at the present time. I have thirty, but my strength is thirty-two.
5307. Can you tell me how much out of £10,298 these thirty-two officers cost, including all their allowances? £1,108, and the adjutant's pay and allowances besides, as now roughly calculated.
5308. The adjutant comes to nearly £600—£300 on your Estimates, and £260 on the other. These officers are charged for as being up to the strength? It gives you the amount paid for 1891 on the Estimates and the amount voted.

5309.

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5309. Now, out of this expenditure, £5,000 is for officers and non-commissioned officers? Yes, I think so, without fuller calculation.
5310. Do you think the number of officers you have got is excessive? No; I have too few for the Artillery, because we must command detached guns. That is where we want to add to their numbers. It is absolutely necessary, if you despatch men to man small forts, you must have an officer in charge. It is not like handling infantry, where a certain number of men can be drilled by fewer officers.
5311. I want to know if there is any regulation in the Imperial service as to the number of officers to a certain number of men? Not for a certain number of men, but for certain duties. They are larger in their batteries. A Field Battery would possibly have a larger number of men, and would have a larger number of officers than we have.
5312. For instance, how many guns do you take out for your Field Battery? Four; but a Field Battery should have six guns, and the number of officers necessary to control six guns; but situated as we are, we have only officers for four guns.
5313. It appears to me there is a very large amount spent on officers in comparison with the number of men? We have nothing like the number of men we want.
5314. How is that then? There are plenty of persons who come forward as officers, but comparatively few as men.
5315. Under those circumstances do you think it is the duty of the Government to increase the number of the Volunteer Artillery? Decidedly.
5316. Have you ever made any recommendation to the General? Not beyond speaking to the Officer Commanding the Artillery Forces and to the General himself.
5317. You have not put your ideas in writing and had it transmitted from one to the other, and had an opinion taken? I have never been asked for my opinion.
5318. But this force is under your command? Yes.
5319. You have never made any recommendation as to the necessity in the direction of increasing it? I am not certain, but my opinion has been very frequently expressed.
5320. Have you been through a course under the firemaster? No.
5321. Do you not think it necessary for every officer to go through a course? Not with our force so tied to the Permanent Artillery as it is, because the two organisations are worked a good deal together, and the repository and laboratory work will always remain with the permanent force.
5322. Are the field guns they have now as complicated as the guns they put in the forts? No; the laboratory work is easy enough.
5323. You are not competent if anything went wrong with a gun to repair it? No, we do not profess to be; very few officers are, personally.
5324. Do you not think they should be? I think officers in my regiment learn what they could under under all circumstances. Repairs are duty of artificers; three or four of my officers are artificers.
5325. Is it your opinion then that these young gentlemen who desire to become officers should be put through this course before they are allowed to pass in as officers, that is to say, that their attendance at a course of this sort should be made a condition of their admission? I do not think you could get them all. I recommend, however, that they should be put through a course of instruction before they are passed in.
5326. Are the officers recommended by you? Yes.
5327. How long do you consider it necessary for a man to be trained who has not served at all? Six months as probationers.
5328. Why do you make it six months for the officers and two years for the men? I say that a man must go through two camps.
5329. What does that mean? Eighteen days. Besides in the case of the officer, he comes immediately under discipline.
5330. But first of all, must you not make the officer fit to take charge of the men? Certainly.
5331. You see my idea is that the officer should be put on a longer probation to fit him to take charge of the men? Yes.
5332. *Mr. Mort.*] You mean that the officer has six months continuous training every day, whereas the men's two years is only the eighteen days he has in the two camps? I do not say the officer has training every day, but he has higher training; also the camp training in addition to the annual course of service.
5333. *President.*] What is the Artillery Association? It is an association got together from both branches of the Artillery Forces.
5334. Under your direction? No; under the direction of a President and Council.
5335. Who is the President? Colonel Spalding. I am one of the Vice-Presidents, and the Council is elected from among the officers of the two forces.
5336. Is the firemaster one of them? I think so. I believe the chief military instructor is always on the Committee.
5337. It has been brought to our notice, that you have been firing for prizes with the 10-inch guns? Yes, but we fire mostly from the 80-pounders.
5338. We are told you have been using these guns. Has anybody pointed out to you that you ought not to use those big guns? We know that there is a certain period to the life of big guns, but it has not been pointed out that we were wrong by any Artillery officer.
5339. When did you commence this school of instruction? It has been opened about fifteen nights. As soon as ever I heard that we could have the shed, we began. That is within the last quarter, and we are turning out for night-drill within the last six weeks, which is about when the shed was made available to us.
5340. I see every regiment has got a band? It is a very nice adjunct, and to a great extent the officers of my regiment contribute to its maintenance.
5341. Do they drill on the guns? Yes.
5342. When did they begin? When the School of Gunnery was opened.
5343. Is that since the Commission began sitting? Yes. I know that in the last distribution I objected to the band drilling at all; I held that it should have been employed in ambulance work, but I was told to send them to drill—and to drill I sent them.
5344. When was that? A short time ago before the beginning of the quarter.
5345. *Mr. Cowlishaw.*] I understand that your impression is that there is too much attention paid to the Infantry? No; but there is too much enlistment in the Infantry and Cavalry, the absolutely required strength of Artillery not being made up.

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5346. Are the men more readily got for the Infantry? Yes for size and in country places they can get Infantry where they could not get Artillery.
5347. The Artillery will come in due time, no doubt. Now, I want to ask you about the disposition of your men, in case of attack? I should obey orders as laid down in fortress formation, in which every man is detailed to his place. If a full detachment is not present the men could be utilised afterwards on guns where they were short, as sometimes happens at ordinary drill, but at camp we should know they would be there.
5348. Although you must have considerable knowledge of the country they have never consulted you, or asked you what your opinion was? No, never, in particular.
5349. *President.*] Do all your batteries go to the same forts and the same guns? Yes, at camp.
5350. Where do they live? In tents.
5351. The men are told off to certain guns? Yes; but our fortress formation is elastic at ordinary drills.
5352. You have a mobilisation scheme, and each of your batteries is told off for a particular fort—do your men always go to these forts? Yes.
5353. And at the Easter Camp? Yes; the same and the same guns.
5354. *Mr. Mort.*] What is the term of the service? They can leave on giving fourteen days' notice.
5355. And the non-commissioned officers also? Yes. Anyone can leave on giving fourteen days' notice, under the Volunteer Act.
5356. *President.*] Officers and all? Yes.
5357. *Mr. Mort.*] Would it be an advantage if they were enlisted for a term, say, three years? Yes. I doubt the men could not fix themselves for that time. They would not bind themselves, because they have to move about in search of work.
5358. *Mr. Cowlishaw.*] As the School of Instruction was only started a few weeks ago, can you say how it was not completed before? Colonel de Wolski only finished it a few weeks ago and besides that the H.P. gun was not fitted up or mounted even for instruction to be given on it.
5359. *President.*] Why was it not done years ago? I could not tell you, I pressed and asked for it long enough ago.
5360. Did not the Officer Commanding the Artillery help you along? It was rather a question of Ministers voting the money. I was greatly and very pleased when I heard we were to have this shed.
5361. *Mr. Meeks.*] Do you approve of having Permanent Field Artillery? Yes.
5362. You have made no recommendation to dispense with it? No.
5363. *President.*] What have the Field Artillery ever done that they should be permanent? They can maintain their guns and equipment in proper order and do stable duty which a Volunteer Battery cannot do. I do not think our present force of Field Artillery is absolutely necessary. I think there is little danger of invasion, and until the forts are properly manned, I think one battery of Field Artillery is quite sufficient.
5364. *Mr. Meeks.*] Do you know what the Permanent Field Artillery really cost—would you think they cost £10,000? Very likely. Perhaps more.
5365. And you think that expenditure is justifiable? I do. I think one Permanent Field Battery is quite indispensable. There was one Field Battery before we went to the Soudan, and they had not at that time permanent horses, and one Field Battery in my Regiment.
5366. *President.*] Had they any training before they went? Yes.
5367. Did they ever do anything? They were at the base principally, then advanced to Handoub.
5368. Did they ever fire a shot in the Soudan? No; they found that the mule guns were sufficient—our battery did not go to Tamai.
5369. About your adjutant—does he do any soldiering at all? He attends almost nightly for gun drill, and all parades.
5370. Does he drill any of the men? He is present to see that the officers drill the men properly, and if they do not he does it himself, or corrects.
5371. He is competent to drill, then? Yes.
5372. *Mr. Manning.*] The bulk of his duties seems to be clerical? To a great extent they are.
5373. Nine-tenths seem to be so? He has necessarily a great deal of clerical work to do.
5374. *Mr. Cowlishaw.*] In addition, he attends drill—sometimes drills himself, and takes the names of people who want to enlist? But he passes those who have enlisted, afterwards, when they are drilled.
5374½. *President.*] He does not lecture on gunnery? No.
5375. *Mr. Cowlishaw.*] He has not been through a course? Yes; he went through a course under Colonel Bingham. In regard to lectures, we have been having them lately from Major Churchward, Lieut. Le Mesurier, and Mr. Thorpe.

Colonel C. F. Stokes examined:—

Col. C. F. Stokes. 4 Aug., 1892.

5376. *President.*] What is your position? Colonel Commanding the 4th Regiment of Infantry.
5377. How long have you been in command? Nearly seven years.
5378. You know the object of this Commission—can you give us any suggestion or assistance which will help us to make any recommendation for the field force? I would recommend that provision be made that it should be compulsory on employers to give every facility to those in their employ to attend the fixed training of the force, and also all parades if necessary.
5379. That would require an Act of Parliament? The present Act might be suited to the occasion.
5380. Have you any suggestion to make in reference to the reserves? I think the reserves might be utilised so as to fill up the gaps in the Partially-paid Forces.
5381. Have you any scheme to show how the reserves should be drilled and paid? I have never worked it out.
5382. But if you come to look at it, the Infantry Force is so small as to be quite inadequate to the defence of the Colony, and, except the General, nobody has started a scheme and discussed it? No; not that I know of. I have not done it myself, for one reason that I am at Newcastle, and travelling nearly the whole of my time.
5383. How many companies have you got there? Ten in the northern district.
5384. How many have you within drilling distance of Newcastle? On Saturday I shall have seven companies present.

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5385. Where do they come from, and which are nearest? I have two from Wallsend and Lambton. The next nearest is Maitland, 22 miles.
5386. Say you wanted to have a drill at short notice, how many could you get—could you do it? Yes; by letting them know the previous afternoon, I could get four or five companies certainly.
5387. You think you could not get more than four? Yes; I could get five.
5388. Could you get more companies in Newcastle? I could get two in Newcastle without the slightest difficulty.
5389. Could you make up eight companies in the immediate district? Yes, I could.
5390. I do not mean a spasmodic thing—the men would stay on? I think so.
5391. Suppose you had these men, and had a large drill-hall, say 130 feet by 60 feet, with offices and reading-rooms, do you not think it would be a great incentive to the men to come to drill? I dare say it would.
5392. Have you not a big district, and are not your men of fine physique? We have a big district, and the physique of my men is good, so much so, that, if you were to look at the men, you would find them over 5 feet 8 inches, and 37 inches round the chest, on average.
5393. If need be to come in to drill, how often would they come? We would get them in easily twice a week for recruit drill and afterwards once a week, or a fortnight.
5394. You will not interfere with the Artillery up there? No.
5395. What would the other country companies say about it? The country companies would complain very much.
5396. Could you not work up these country districts as reserves? Those men who have been under the partially-paid system would not care about going back to the reserves.
5397. Then, supposing, you say, you will not recruit any more, and let them gradually decrease? The district would not like it.
5398. Can you suggest any scheme by which you could get in a battalion of six or eight companies, at night, for drill, without interfering with the *amour propre* of the other forces? You might have an outlying battalion and work them together as a brigade, but I will go into the matter and see if I cannot send you a scheme.
5399. In connection with the musketry training, is it as satisfactory as you could wish? It is carried out as well as they can, considering you cannot get as many men to come together as you would like to.
5400. Why cannot your officer instructors do the musketry? So they could.
5401. We are told by their principal musketry instructor that the men are incompetent—is that so? No.
5402. Would you undertake to see everything carried out? Yes; perfectly, in connection with musketry instruction. I should prepare for it.
5403. Now, about your uniform; have you red? Yes; one tunic.
5404. Do you like the red uniform? Yes; I do, because the men like it. There is a feeling amongst them that it is associated with actual soldiering.
5405. What are the belts—buff? Pipeclayed. It looks very nice, and it is one of the considerable sources of complaint, because the men have not been trained to pipeclay as in the Imperial Service.
5406. Then do you advocate brown belts? We have had some brown belts, but the pipeclay looks very nice, and with the red tunic makes a nice swagger dress, and the men like it.
5407. It would be a large saving to the force if brown were used throughout; all things considered, however, you still stick to the red? I think so. When turned out for a guard of honor, for instance, they think they look more like soldiers, but when turned out in brown they do not. There is no doubt they like it.
5408. "The thin red line" perhaps; you have the old valise? Yes; I think it is a miserable thing; it covers everything and touches nowhere. At the time it was issued it was a new valise, and was considered a nice sort of thing then, but the men do not like it. I think they ought to have a good valise.
5409. Do you take the red tunic into camp? No; they leave it behind. We go to the camp for work, and not for show.
5410. Is not having to provide red very hard on the officers? It wants a little care, but it can be done without any great hardship on them.
5411. A young officer cannot come out under £50? He gets enough pay to pay for his uniform, but they expect to be out of pocket over it at first.
5412. *Mr. Mort.*] What does the uniform cost? Tunic, £10 10s.; trousers, £3 3s.; waist-belt and shoulder-belt, £6 6s.; ordinary waist-belt, 30s.; sword, £6 6s.; sword-belt and knot, 15s.; forage cap, 22s. 6d.; mess dress, £9 9s.; great-coat, £5 5s.; patrol jacket, £5 5s.; glengarry, 6s. 6d.
5413. *President.*] And then there is the karkee dress? Yes; I have omitted some items, no doubt. What I have given comes to about £45, so that it cannot be done under £50. The officers get a small allowance from the clothing fund.
5414. But some of them might prefer not to have to go to this expense for the red? I put it to the battalion, and pointed out to the men the difficulty of keeping this red, and I took a vote, and there was not a hand held up against it.
5415. Then it must cost a good deal to keep up this clothing;—what is your capitation grant? Two pounds.
5416. Where do you get the karkee clothing? It is made by Vicars.
5417. Who makes it up? Anderson.
5418. Are your men measured? Yes, all mine are. The only fault we have to find with the cloth is the moth getting into it, and it might be stronger texture.
5419. And your great coats? We get them from England. It is a blue cloth.
5420. You have no battle firing—that is entrenching a position, and setting up a number of dummies, about a yard apart, to represent an attacking force? We have not that regimentally, but when we have camp, we then take up a position where we can carry out that kind of training.
5421. Could you not find some place in the country, with the sea as a background, where you could have battle firing? We cannot; I have been endeavouring to get some few hundred acres of ground, but it is absolutely impossible.
5422. I should have thought you could have found some place, with the sea for a background, where you would be able to carry this out? We have a range, where we shoot matches, and the bullets that rise go over the hills into the sea, but it is not suitable for what you suggest.
5423. All you want is a place about 800 yards by 200 yards with a firm background? We have one place near Newcastle, where we practice as much as we can, and we do our field firing in different parts of

of the country, but we have not been able to establish battle firing, though we have it in camp. We are looking for a place now, but there is no disposition shown by land-owners in any way to help us. They have often objected to my taking the men on to their paddocks, even for parade purposes. Mr. Dangar has always placed his property at our disposal, and on one or two occasions Mr. Mereweather has done so, but others have objected to our going on their land, saying that we disturb their stock.

5424. *Mr. Mort.*] With regard to what you were saying about masters being compelled to allow their servants to attend drills, would it not tend to lead to the masters refusing volunteers at all? That is the difficulty. I know that in the case of the annual camp I have had the greatest difficulty in getting men to come for fear they might endanger their positions, and I used to have the greatest difficulty and trouble even to get men away from the Government Departments.

5425. And if they were forced to allow them to go they would probably say they would not engage men who were volunteers? They really ought to look on it as an insurance fund.

5426. *President.*] There would be no difficulty in the Government offices? After some difficulty they made arrangements that they should be allowed to go to camp.

5427. If you only had them four days in camp, would there be any difficulty? They would rather they had four than the longer time, but the men do not learn much in that time.

5428. But if you had night drills and day parades, you would be culminating the whole system? In camp it is more general work than anything else. You are sent out to take up a position and defend it, or you have to occasionally attack, but we do not do much close order drill in camp.

5429. You have to do battalion drill? Not much.

5430. When do you do that? At Newcastle.

5431. But then, how can other battalions who are not so handy as your men get on without it? They can do just the same down here.

5432. But they are not all down here, many of them are in the country? They can concentrate at various places. It is only a question of railway fare with the men who come, which is nothing. They charge it.

5433. Who pays the railway fares now? The Government has to, and it is charged to the Military Vote.

5434. For how many days in the year? For whatever number we want—eight or ten, or more.

5435. But if you have only eight or ten you cannot make the men efficient on that? I wish you would come up to Newcastle and see. I speak of battalion drills—not separate corps parades.

5436. If the railway travelling were free it would offer great facilities? Yes; undoubtedly.

5437. *Mr. Manning.*] I want to understand your position. What is your authority—you are a Colonel? Yes; commanding the 4th Regiment.

5438. You deal with Infantry only? Yes.

5439. But as a man who takes interest in military matters, you are acquainted with the Artillery defences up there? Yes; I know something about them.

5440. Are they in a satisfactory condition from the point of view of a citizen of Newcastle? I should think they ought to be fairly so, though I think there should be certain little additions made, which would improve them.

5441. What would these little additions be? I should say there ought to be a gun placed on the beach a little to the eastward of Stockton, to form a cross fire on any vessel attempting to enter the Heads.

5442. What size gun would that be? A fairly heavy gun, at all events. I think if I were asked to do anything to strengthen the defences of Newcastle I should put a gun there.

5443. Have you ever conversed with any of the Artillery or Engineer officers on the subject? A long time ago I talked to Colonel Roberts about it.

5444. And what was his idea? He seemed to be of the same opinion.

5445. And you think, to finish the defence of Newcastle, there should be that gun there? Yes; I think it ought to be there, because any man determined on making a rush for Newcastle—that is to say, a man who was determined to get there at any price—would get in such a position under Nobbys that the guns at Nobbys would not touch them, but this gun would touch them from the other side.

5446. Then you think the port might be easily rushed? I will not say easily, but I think it might be.

5447. What number of men should there be for this work? At any rate, thirty men.

5448. Of course, a large proportion of these men would be Partially-paid Artillery? Yes.

5449. How far is that from the nearest other work in existence there? There is no other work on this side of the harbour at all.

5450. It could not be officered from any adjacent point? No.

5451. Is that the only improvement you can suggest? It is the strong idea I have.

5452. With regard to the management of the Artillery works, as in existence, have you an intimate knowledge of how they are manned or officered? No.

5453. Have you any knowledge at all of their practice? I do not know anything about the Permanent Artillery.

5454. Do you know who is the Artillery officer-in-charge? Major Baynes.

5455. Is he constantly there? No; he may be relieved.

5456. How long does he stay there? A few months, perhaps.

5457. Then he is a pretty constant attendant? Yes.

5458. Are the men and officers engaged there much—at practice, for instance? I have not been there very lately, but they seem to be nearly always at work.

5459. You are in charge of the Newcastle Infantry—how many men have you under your control? Six hundred and sixty at present—when the Regiment is full, 700.

5460. Taking Newcastle as the centre, what is the greatest distance men come from? They come very long distances. Glen Innes, about 320 miles, is my most distant company.

5461. Where do you get the greatest number of men from? In the suburbs, close handy to Newcastle.

5462. Have you ever considered what work there is for Infantry to do at Newcastle? Yes.

5463. Will you state to the Commission what work they would have to do—that is to say, what is the sphere of their usefulness in that locality? They would have to hold certain roads, either from the direction of Port Stephens or Lake Macquarie. It would be difficult to say where an attack would be made, but those are the two most likely localities. They must watch all approaches.

5464. Say, possibly, there was a landing somewhere about the Hawkesbury, would your troops be effective then in defending the roads between the Hawkesbury and Newcastle? They could hardly get as far as Newcastle from the Hawkesbury.

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5465. Well, then, from Port Stephens. Have you officers fit to undertake the defence, provided with maps of the country, and everthing requisite to enable them to effectively defend against an attack from that direction? More than two years ago I wrote requesting that a proper military map should be made of the district, between Port Stephens on the north, and Lake Macquarie on the south, showing the whole of the roads, and the character of the ground in a way so that not only a military man, but an ordinary individual could read the map, study positions, to hold the vital points, and places, and those best adapted for the disposition of troops.
5466. Who did you write that to? The Major-General Commanding, two and half years ago.
5467. Who was he? Major-General Richardson.
5468. What was the result of that letter? Nothing was done for a long time.
5469. Why did he not give orders to have the maps furnished? The difficulty was, I think, that the funds have to come out of the Government.
5470. Did he apply for funds? Yes; he recommended it very strongly.
5471. What would be the cost? We have now got this map under way and it is nearly completed, and I believe it will cost about £600.
5472. Who is making this map? Major Parrott of the Engineers.
5473. Do you know what sort of map he has been instructed to make? Just the sort of map, I am told, that I requested.
5474. Do you know whether he has been engaged to make a feature map of the country that we call the North Shore? No.
5475. Have you got any section of his work yet? No.
5476. You do not know how it is proceeding? I am told it is all ready for engraving. I am very anxious to see it.
5477. Will it contain the features of the country? Everything we want, I believe.
5478. That was your intention, no doubt—to have a thorough military map in the fullest sense? I believe he has made a map of that kind, and I am confirmed in my belief by some of my own officers who have been with him.
5479. What touch is there between head-quarters here and your force? There is an annual inspection of the whole regiment.
5480. The annual inspection I take to be a parade in which the General rides up and down, and sees you go through a few movements? No; not at all. We first have a thorough inspection of arms, clothing, &c., then we have at least an hour's brigade drill, then at least one hour battle formation, and spend the afternoon in out-post work. That takes place every year.
5481. Is that the only link to connect you with head-quarters? No; my adjutant ——
5482. Who is your adjutant? Captain Boam.
5483. What are his duties? They are rather onerous. He is continuously inspecting the whole of the companies, reporting as to the state of their clothing and arms, and on the discipline of the men.
5484. How often does he visit every company? Three or four times a year, and sometimes oftener.
5485. Does he visit them once a month? On an average, I daresay he visits every company once a month, or nearly that.
5486. *Mr. Manning.*] With all these companies he inspects the clothing, arms, and so forth, and his duties are not of a clerical nature;—he is not engaged in his office, for instance, from 10 o'clock to 4 o'clock? He is very often.
5487. How many days a week? Two days a week, on an average.
5488. What possible work can he have to do of a clerical kind? There is an amount of correspondence.
5489. You have 660 men under your command, and I want to know why your adjutant, who should be a soldier, has to perform clerk's work? He cannot help it.
5490. Has he anyone to assist him? Yes, Warrant Officer Leckie, and a staff of instructors. Leckie acts as orderly-room clerk as well.
5491. As a business man you give your endorsement to this system which requires the adjutant to be in the office half his time? He must be a certain time in his office.
5492. Never mind about the "must-be"—do you, as a business man, give your endorsement to a system which compels a highly-paid officer, like the adjutant, to be in the office half his time. As for what is purely office work a man may attend to a lot of it in a day at his office, if he pleases? At any rate, two days a week would be necessary. A vast amount of time is required for checking quarterly and other returns and correcting errors, &c.
5493. To attend to matters of correspondence and listen to the men's grievances? Those do not trouble us, but there is a lot of correspondence from officers and from the staff. You do not know the amount of correspondence between ourselves and the Head-quarters.
5494. Then, do you not think in that case, as a man of business, you would do all you could to do away with all this red-tapism? It appears to me that in a military organisation you must have a certain amount of red-tape.
5495. We know there must be; but is there not a great deal of unnecessary correspondence? There is, I admit. To give you an instance, say you apply for some forms; they send them to you; a letter accompanies them: perhaps they have not sent the forms you want—another letter; then you get them; another letter, and so on. All that sort of thing means work.
5496. I am asking you whether, as a man of business, the adjutant has not a great deal of his time wasted in looking after such correspondence? There is no doubt if we were run on business lines we could get rid of a lot of red-tapism.
5497. You have told us that the General comes up and inspects you annually; what other work is done in connection with your command by the Head-quarters here in the way of instruction? We have a permanent staff of instructors.
5498. *President.*] Where are they; what do they do? They have to put all the recruits through.
5499. What recruits? When we get them they have three or four months drill before they are allowed to fall in.
5500. Do not your sergeant-majors do that? It is done by staff-sergeants.
5501. *Mr. Manning.*] What other work does the Head-quarters staff do by way of visitation and so on? No one comes near us except the General.
5502. With regard to the Artillery and the Fire-master and Chief Instructor, Major Churchward, has he visited the forts? I do not know anything about that.

5503.

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5503. How many of your men went into camp in the last twelve months? Nearly the whole of the 660. I have always had the largest regiment in camp and the strongest.
5504. *President.*] What is the average wastage of your men—that is, the number you have to recruit fresh every year? I have not made that up.
5505. What is the average service of the men who remain? I have not recruited since just before the last camp. I take my strength every day, and I am now about forty short, and have been since last November or December.
5506. *Mr. Manning.*] I understand you to say that you had a very considerable number of your men in camp last year? Yes, nearly the whole of them.
5507. Did I understand you also to say that you met with great difficulty with the employers of labour? Yes; with some of them.
5508. Did you find that prevented the men going into camp on that occasion? There were two cases—in one case two men, and in the other case four men were told that if they stopped away their places would be filled.
5509. I am speaking of the camp some fifteen months ago. It must have been before that? Yes.
5510. You have not much difficulty now with employers? But I have to write and get men away and that should not be. It should not be a matter of complaisance that employers allow them to go, and that I should have to write and ask for them to be allowed, I thing that is very bad indeed.
5511. You also stated that you had great difficulty in exercising your men by reason of the persons owning suitable land objecting to your parading on it? Yes, I did.
5512. Does that apply to those corporations owing land about Newcastle—say the A.A. Company? The A.A. Company has no land, but they would not object, had they any.
5513. Are there any particular corporations about Newcastle that have prevented your going on their land? No; it is private individuals that I was referring to.
5514. Of course you do not care to make an enemy of them? No.
5515. Anyhow, at the present moment, you have no difficulty in getting leave for the men to go into camp? No; not so much.
5516. Then that answer you gave in the earlier part of your evidence refers to the past? To a great extent, but I think they should be allowed to go, without my having to interfere, and that the employers should acknowledge that these men should not be prevented from going.
5517. You mean that there should be legislation, which would give the men the right to attend [these camps? Yes.
5518. Has any map been furnished to you at all in regard to the country between here and Newcastle? None.
5519. You know that we have been appointed to consider the management of the military forces of the country;—have you any suggestion to make at all in that regard;—do you know any way, for instance, by which your force could be conducted more economically than it is now? I do not think there is any money thrown away, as far as we are concerned.
5519½. Then you cannot give us any suggestion by which greater economy can be obtained? No.
5520. Now, as to the management of your force—that we understand to be under your own management—have you any suggestion to make, by which your force could be augmented or made more efficient? There was a suggestion made by the General as to working in the reserves; I think that would be a good thing to do.
5521. What do you call the reserves—the rifle clubs? Yes.
5522. Adjacent to Newcastle? Yes.
5523. What number of towns are there with rifle companies? They extend all up the line.
5524. These clubs are totally ignorant of drill? Quite.
5525. And the only way in which you could work them in would be what? They should have a certain amount of drill.
5526. Then you would send instructors to them? Yes; the instructors we have would do them just as well. They have a rifle club in Newcastle.
5527. Is not that an absurdity to have a rifle company there in addition to the other force. Do you not think you could make another regiment? That is where the difficulty is—they will not drill.
5528. Is it not a great anomaly to have a rifle club alongside your regiment? I think there ought to be some provision made by which they should be affiliated.
5529. Affiliation is no advantage unless they drill? They would have to drill. As a matter of fact, these rifle clubs are formed, in a great many instances, of men who have left our force, and joined themselves into a club.
5530. That is particularly the case with regard to Newcastle? Yes.
5531. Then take Singleton;—how many members of the rifle club are there at Singleton? About forty.
5532. Could not an instructor for Newcastle go up there and drill them? Yes; they could all be drilled at the same time that he was drilling the recruits for the regiment.
5533. *President.*] Would the riflemen not object? They may do that, certainly.
5534. *Mr. Manning.*] And if they declined to make themselves useful, what then? They could give them the opportunity of joining first.
5535. Have they ever had the opportunity of joining? There is nothing to prevent these men joining as recruits.
5536. There would be no expense to the country if the instructor drilled these forty men at Singleton? No.
5537. Have you ever recommended that to General Richardson? No; but he showed me, with other commanding officers, his idea of absorbing the reserves.
5538. He never had any machinery for bringing it into effect? No; I do not think he had.
5539. Coming to the next station where there is a rifle club—how many men are there? There is a club at Muswellbrook with about the same number of men as at Singleton.
5540. Could not the same drill-instructor go on there? Yes, I should send him to that part of the country to instruct recruits.
5541. Then, I understand that there are a good many rifle clubs within a convenient distance of Newcastle which could be instructed without any extra expense being incurred? Yes, if they were drilled with our recruits.
5542. Suppose these men had to put in twenty drills in the course of the year, would you get the men? You might or might not, it is hard to say.

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5543. But unless they are drilled what is the use of them? There you have it, I should not be at all surprised if they did not drill. They go for the shooting alone.
5544. What advantage are they if they are not qualified to work with the military forces of the country? Not very much.
5545. They are merely men with rifles. Do you know as a matter of fact, or is it within your own knowledge, or have you any reason to believe that they would not take advantage of the opportunity to drill? I really could not say. Some of these men are drilled because they have been originally in the force, and they join the reserves for the sake of the shooting.
5546. But if they never keep their drill up it is not much good? No, that is true.
5547. *Mr. Mort.*] Do you not think it would be a good plan to abolish all the privileges allowed to these rifle clubs who would not form companies and who would not drill? I think they ought to drill now.
5548. *President.*] Your officers pass an examination? Yes.
5549. Who sees them pass in their drill? There are Boards appointed for that.
5550. Local Boards. Who passes the Board—do the Staff Officers come up from Sydney and examine your officers? Yes, and sometimes they come down here—that is, when the officers cannot come to Sydney the Staff Officers go to Newcastle.

[*The Commission adjourned until Friday, 5 August, at 3 p.m.*]

FRIDAY, 5 AUGUST, 1892.

[*The Commission met at the Town Hall, at 3·30 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ., | J. LAIDLEY MORT, ESQ., J.P.

Colonel C. F. Stokes, further examined:—

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5551. *Mr. Manning.*] In continuation of your evidence about rifle clubs, you spoke of Singleton last night, can you tell us where the next rifle club is situated contiguous to Singleton? There is one at Tamworth, one at Glen Innes, one at Armidale, and one at Tenterfield.
5552. Would it be possible to work them with Newcastle as a centre? You could manage Glen Innes, but if you got beyond that you are too far away.
5553. Do you know how many members of the rifle club there are at Gen Innes? About thirty or forty.
5554. I want to understand about the finances of your force at Newcastle, and what moneys pass through your hands—you are the head of the Military Force there? Yes.
5555. What moneys pass through your hands? Money for the pay, for the clothing, and money for expenses and allowances.
5556. How is the money remitted? It comes down to the Adjutant, and he passes it into the regimental account, or to the clothing or deferred pay account.
5557. How is it operated upon? The clothing and deferred pay money by myself personally, and the other moneys by the Adjutant, under my superintendence, to the various companies.
5558. What check is there upon the Adjutant? I am the check upon the Adjutant.
5559. He only gives you certain moneys—supposing there is remitted to him a greater amount of money in respect of your force? It would be left to me to see that we do not apply for more than we want.
5560. Then you personally apply for the money? Yes.
5561. And they would not be likely to remit to the Adjutant more than you want? No. There is nothing done except it goes through me.
5562. Are the accounts audited properly? Yes.
5563. Who by? By me and by the Audit Department in Sydney.
5564. What becomes of any moneys you have not spent? It is all spent. It is never applied for until the expense is incurred.
5565. You are pretty well conversant with the Permanent Artillery, at Newcastle, when off duty in the town? I do not say that I am, but I have never seen anything wrong with them.
5566. Have you ever heard any complaints of their conduct—anything about their being intoxicated or quarrelsome? No.
5567. No complaints at all? I have not heard any.
5568. How many officers in the pay of the country have you got, other than those that are Partially-paid—that is how many permanent men have you? The staff attached to the regiment consists of nine, all told.
5569. Tell us what they are? The Adjutant 1, Warrant-officer and Sergeant-Major 2, he is also Drill Instructor, then there are five or six drill instructors, Band-master and Bugle-major.
5570. *President.*] What does the band-master get? About £2 10s. a week.
5571. And the bugle-major? I do not remember, but I can let you know.
5572. You have six drill instructors, and your whole force is 660; surely it is not necessary to have six drill instructors to drill recruits to fill up that force? Yes, it is, because they are so scattered.
5573. I understood you to say that your Force was within easy distance of Newcastle? So it is; but these recruits have to drill at night, and they cannot come in.
5574. Then where are they drilled? Some of them as far away as Glen Innes.
5575. Have you got some of your force there? Yes, and some at Tamworth, some at Armidale, some at Tenterfield, and some at Muswellbrook.
5576. But you have rifle clubs at those places as well? Yes.
5577. Do you not think it is an absurdity to have rifle clubs in the same town as you have a company of Partially-paid? I have always thought it was a mistake.
5578. And your only difficulty with the rifle clubs is the continuous drill which the ordinary volunteers have to do; that is the only objection on the part of the riflemen? I do not know what other objection they may have, but they do not do any drill.
5579. You think it is an absurdity then to have a rifle club in the same town as a volunteer company? Yes; I do, and, as I said, I have also thought so. 5580.

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5580. Who is the chief of the rifle clubs? Colonel Wilkinson is in charge of the Northern Reserves.
5581. Can you tell us what it costs the country to manage the northern clubs? They have a separate staff altogether.
5582. Whatever money it is, is it not money entirely wasted so far as having effective men in time of war? I do not think they are very much use.
5583. Your opinion then is ——? That they should have a certain amount of military training, and as rifle clubs they are wholly useless without such training.
5584. They may be equal to shooting very well at a standing target, where the distance is known, but against an organised force, where the distance is not known, they are useless? It about comes to that.
5585. Have you any information as to the plan of action proposed, in the event of war, by the Officer Commanding in Sydney? No; but we shall have a complete map, and I suppose a proper plan of operations will be laid down.
5586. The staff officers in Sydney have never instructed you as to the best plan to take in the event of attack? No; and perhaps it would be a difficult thing for them to do so.
5587. Should not these men, who have the military forces of the country in their hands, be prepared for eventualities? I daresay they are.
5588. Should not you be informed of them? I think I should.
5589. What would your position be in the case of war? I think it is very likely I should be in command of the military forces in the northern district, and if war occurs I am prepared for it.
5590. If we have a Committee of Defence it should have instructed you in case of war, or in the event of an attack on Newcastle? I think they should take the commanding officers into their confidence, so that they should know what basis they are working upon.
5591. But, as a matter of fact, you have received no instruction? No; but I believe they have a plan decided upon.
5592. How have you ascertained that? I have heard it unofficially.
5593. How would you stand in the case of war in relation to the chief of the Artillery Force at Newcastle? It would depend on what position he held.
5594. That is to say, you might be his superior, and might be entitled to the command? Yes; but if I were I should consult with him.
5594½. Who is the present Artillery officer commanding at Newcastle? Major Baynes.
5595. And you would consult with him? Yes; and take the command. I am quite ready for it.
5596. *Mr. Cowlishaw.*] What system is adopted in respect to the clothing in your regiment? I have a contract with a contractor in Sydney to provide clothing in my regiment at a certain rate and price.
5597. Is it the same price as is paid in Sydney? I do not know.
5598 Who has the contract? Anderson, in Oxford-street. I called for tenders, and several were sent in. I had the cloth sent to me, and also ascertained where I could get the clothing made most expeditiously.
5599. What do you pay? He charges me 29s. for a brown jacket, and 16s. for trousers. My contract with him is simply so long as he satisfies me. If I am not satisfied with his cloth, his fit, or his time of delivery, I am at liberty to make other arrangements.
5600. You consider it a good system then? Yes.
5601. A better one than was in vogue before? Far, far better. I think it was to a large extent on my suggestion that the change was made.
5602. What about the saving? It is not so much the saving in actual money as in the expedition in which the clothing is delivered and the quality of the stuff. The stuff used to be imported from England, and came out all sorts of different qualities and sizes, and gave no end of trouble and annoyance, and if any complaint was made about the quality there was no help for it. This man has to send in samples of his stuff, and we can judge for ourselves. There is no political influence under this system.
5603. You make it your business to examine the clothing? Yes; every suit is examined.
5604. You know what the weight of the clothing is that is supplied to the men? Yes; I know the weight of my clothing.
5605. What is the weight? A brown cloth jacket will weigh from 1 lb. 5 oz. to 1 lb. 7 oz., according to size; a pair of trousers, from 1 lb. 8 oz. to 1 lb. 10 oz.; a scarlet tunic, from 2 lb. 2 oz. to 2 lb. 3 oz. or 2 lb. 4 oz.; a pair of blue cloth trousers, 1 lb. 2 oz.,; a service hat and puggaree might weigh about 5½ oz. to 6 oz.; the old helmet weighs about 7½ oz., and when fully equipped with spike and chain, about 11¾ oz.
5606. Taking all these weights together, with the weight of the accoutrements, what weight would a man carry on the march? In full marching order he would carry, additional to the weight of his clothing, his valise, his spare clothing, his valise equipment—somewhere altogether about 18 lb., including his great-coat.
5607. Do you consider it part of the commanding officer's business to know the weight of the clothing? I think the commanding officer should know everything, both what his force is composed of and what weight they have to carry, because if you had a forced march there might be some men who would not be able to do it, and if overloaded it would only add to the difficulty. Therefore, I think every commanding officer ought to know both his material and their clothing and equipment—in fact, I do not think a commanding officer can know too much about the men in his regiment.
5608. As to regimental equipment and transport, supposing you make a requisition on Sydney and something is found on receipt of the requisition to be short, how do you manage? Sydney is the base of operations, but my regiment should have the whole of its regimental equipment with it; it should have its own regimental transport, and have everything to enable it to act from its own base of operations, so that there should be no delay. It would also be a good thing if we could have our local training there, so that we could familiarise the men and exercise them over the ground they would have to work over in the event of being called upon for active service.
5609. There are a great number of clerks in the storekeeper's department, and probably you can explain if you send a requisition down and it comes back short what you do about it? That is one of the annoyances of the red tape system. If you get any little thing short you have to write about it. It is first reported to you by your own officers, then you have to write about it to the storekeeper, informing him that his stock sent is short, then he writes back, and a dispute arises who is going to pay the 2d. for a strap, or something like that, because he says he sent it and you say you did not receive it. And you cannot pay the 2d. for the strap yourself, because you have no funds. The whole thing is a serious

annoyance

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annoyance and inconvenience. It would be a very good plan if a certain amount of necessary stores were handed over to the officers commanding regiments, and if he wants more let him apply for them.
5610. Every six months? Yes. It might entail a little expense for a regimental store, but that would be nothing in comparison with the assistance and convenience it would be to us.
5611. But it would hardly entail six days' correspondence and 2s. worth of postage over a twopenny strap? No.
5612. Now about this encampment—it seems to cost a good deal of money—do you consider it advisable to have a local encampment in your district? Certainly; that has been my opinion for a long while. I think we ought to have it there, and I have already expressed my opinion that we should, and also that we ought to have a complete fighting unit in the northern district, instead of having centred in Sydney, as it is now.
5613. Would it not be a good thing to make the men conversant with the country? That is what I say. We could utilise the nine days' training to far greater advantage locally than we do by coming to Sydney. But this is not a new matter; it has already received attention.
5614. What number of men did you maintain on the last camp? Close on 700 last time.
5615. Then their fares alone from Newcastle would cost a considerable amount of money? Yes; and it costs us more for provisioning them. At Newcastle we could get beef cheaper, and all other supplies are as cheap as they are in Sydney. In addition to this, if we had a camp at Newcastle, it would teach us all, myself included, how to provide for the men.
5616. And it would make the force more popular, because the money would be spent in the district? Yes; it would be easy to call down a high staff officer to see that we do not fritter away things, and I am quite willing to submit to anything of the sort, and take the responsibility of having the work of whatever kind efficiently done.
5617. Have you any proper course of training for the officers of your regiment? They are put through a pretty stiff course. I would like you to understand we do not play. As many as can spare the time have lately been going through a course of military sketching and reconnaissance.
5618. *President.*] Who aids in that? They have been teaching themselves to a certain extent, and have received assistance from Major Parrott, and members of the permanent staff have also helped them. I can send them out to make a military survey, and they have already done something of the kind, which I should like to show you, but I did not bring it down with me. They are acquainted with the salient points, as well as I am, which will be of great use to me, as I take my own line in defence, and it enables me to see where certain portions of the forces shall be placed. I tell them what they are going to do. Then each officer has to take his company, half company, or section, and dispose it properly, and I go round and see that it is done, and the way in which he does it. Some of these officers have done really very well indeed, and they take the greatest interest also in all the operations.
5619. *Mr. Cowlishaw.*] The men in your district would make good engineers? They have a great turn that way.
5620. *President.*] How do you do your surveying? With the plane table, and it works capitally.
5621. Does Major Parrott explain the plane table to your officers? Yes; he has lately had a regular course of lectures once or twice a week. I was quite astonished with the progress they have made, as we had never used the plane table before.
5622. *Mr. Cowlishaw.*] We have been told that a man can be made an officer in six months;—what is your experience? A man can pass an examination as an officer, but it takes him a considerable time to become a real officer, and understand how to handle his men, and to know what to do in case of any emergency.
5623. I have seen the men you have;—do you find any difficulty in getting them to attend drill? They attend exceedingly well. It must be some extraordinary difficulty that keeps them away from drill, because they like it.
5624. They are very attentive? Yes; they are very good fellows.
5625. How many drills do they attend in the year? Sixteen for efficiency; and when they attend half-day parades they have three hours or so solid work, and when we take them for whole-day parades they are twenty hours or more under arms.
5626. As to this reserve force, do you not think it should be got rid of? I would not say get rid of them, but utilise them.
5627. But you cannot utilise them under present regulations? Then the regulations ought to be altered, so as to suit them.
5628. The only way would be to make them join the Volunteers or the Partially-paid Forces? That is so that you could fill up the ranks of those forces from these men; perhaps it might be done, but it is well known they know nothing of drill.
5629. You know, as a matter of fact, they think a great deal more of fishing and shooting, and join for the sake of the shooting; if they had to drill they would strike? I do not think they use their rifles much for sport.
5630. They would not fire shot out of their rifles? I should hardly think that.
5631. *President.*] Do they not use them for kangaroo shooting? They may occasionally; but a gun is good enough for a kangaroo, and there are plenty of guns up there.
5632. They do not shoot big game with bullets? They have no game big enough for bullets.
5633. Then they are not what you call game shots? No.
5634. *Mr. Cowlishaw.*] Then these men are fond of shooting for itself, and if we took away their rifles from them as rifle clubs they would join the reserves? I am not sure; but as for those who are really fond of shooting, I do not think there is any doubt about it.
5635. Have you ever looked at the Estimates to see what these reserves cost the country? No.
5636. Do you think these men would submit to twelve daylight and twelve night drills during the year? It is very hard to say; but I fancy you would find at the end of the year there were not so many in the corps.
5637. But what earthly use are they unless they are drilled;—even those who have been drilled get out of it? There is no doubt you must keep up a certain amount of drill, or else you lose all touch.
5638. In addition to the drills I have mentioned, would it be possible for them to do four days in camp as well? If there was something by way of payment I think they would do that.
5639. If you paid them half-rates? Yes; perhaps.

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5640. You think they would come then? Yes, I am pretty sure of it.
5641. That being so, would it not be possible to affiliate the reserve companies so as to drill with the regular companies? That is what I think should be done, I think they should be under the officers commanding the present forces.
5642. Do you think they would come out for half militia rates of pay, considering they would be so much more free? I daresay they would, but it is difficult to give an opinion upon; it is different to our men, who all like the camp and like the work, and also there is more difficulty with the reserves as to their employment.
5643. Then, do you think they could not camp with the men for four days? No, not as a body, though many of them could.
5644. Supposing they got a total expenditure of £5 or £6 a year? I daresay they would, with the clothing.
5645. Say there is £6 a year, you have to do certain drills, and that is the total amount you can earn, I daresay they would.
5646. With your knowledge of the men up there, would it be possible for half the men in the rifle clubs to join? I daresay.
5647. In another colony the men join and work without pay at all, except when they come into camp? So I understand.
5648. And they do a great deal more drill than I have suggested, and all they get is £2 10s. a year for regimental expenses, and that the men do not get. The only pay they ever get is half militia rates when they come into camp, and sometimes when the Government is hard up and say they cannot afford it, they come without any pay? Yes.
5649. What drill do they do in the field? At least twelve night and twelve day drills in addition to the musketry, and yet the men remain year after year, and if they wanted to double this force of Rangers it could be done to-morrow.
5650. Do you think the same spirit of patriotism could be evoked in New South Wales? I daresay it could. The pay is, no doubt, an inducement to a great number of men, but to show that pay is not all they look after, they give up their work for whole day parades, where they are as many as eighteen hours under arms.
5651. Does not that indicate that the same spirit of patriotism exists here? I am sure of it.
5652. How is it that the Cavalry and Mounted Rifles require to be paid? I suppose they think that as the other forces are paid they ought to be.
5653. In another colony they have no pay except on the terms I have mentioned, and there are 1,200 Mounted Rifles, and at least 500 waiting to join;—why should they want pay here, and they almost refuse pay there? The Cavalry, just the same as the Infantry, did join here, and for a long time there was no pay at all.
5654. Then, why do you give them pay now? Because, when the Volunteer movement first took place, they were entirely neglected. Thirty-five or thirty-six years ago there was a splendid lot of young fellows, known as the "Buffaloes," and I was one of them. It cost them about £20 apiece for uniform and so on, but they were allowed to die out. They were made to feel that they were neglected, and the feeling has not died out; and I do not think it has been eradicated.
5655. Do you think, if they got the same encouragement as they do in other parts of Australia, they would come forward? I think they would.
5656. *Mr. Meeks.*] What is the system in the partially-paid force in the appointment of officers? They are appointed by recommendation and selection.
5657. Recommendation from whom? If any officer is required for one of my companies, the officer commanding that company will send a recommendation to me of a certain man, giving me his qualification and his service, if any. I make all inquiries about the candidate and if possible see him, and if he is a man I consider fit for the position, I send in a recommendation that he be appointed.
5658. As what? As lieutenant. Then he has to pass the necessary examinations, and, if he passes satisfactorily, he gets his commission.
5659. He may not have served in the force before? No; but in my regiment every officer has to go through a course of recruit drill. That course extends over about four months, and then if a vacancy occurs he is promoted.
5660. There is no limit at the present time as to how long a man may remain in a certain position? No; it generally depends on circumstances as to how long he remains.
5661. He can remain in command for how long? There is no age disqualification, except that provided by the Act—over 60 years of age.
5662. *President.*] There is no age qualification, such as 40 for subalterns, 50 for captains, and so on? Yes; in this way: that over a certain age a man is not available. If he is over 40 he is not available as a subaltern.
5663. *Mr. Meeks.*] How long can a man remain in command of an Infantry corps? It depends on the man. Some men are as good at 60 as other men are at 30.
5664. You would not recommend, then, a commanding officer should be called upon to retire after a certain number of years service, or be placed on the staff? My opinion is, that if a man is not fit to command his regiment he is hardly fit to go on the staff.
5665. I do not quite mean that, but on the retired list, attached to the staff? After 60 that is provided for.
5666. You would not like any alteration? I think ordinarily preserved men at 60 are good enough for anything.
5667. In regard to the command of the Newcastle district, I think you say you would have entire command? No senior officer being down there I would.
5668. Then, supposing one of the Permanent Force was sent down? If he was my senior he would be over the men.
5669. But if he was a major? I should have the control of the whole thing; but if he should be one of the Artillery force I would consult with him as to the best basis to work on.
5670. This Infantry Force costs £53,000, giving pay and allowances;—can you recommend any alteration by which this expense can be reduced? I am not prepared to make any sweeping observation without going into the matter. So far, I have not been into it, and I could not tell you unless I were more *au courant* with the various departments, and saw how many men could he done away with.

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5671. Can you recommend any system without going into the detail by which the Estimates could be cut down? I think decentralisation and local means of mobilisation would be a source of economy, not only in camp but in everything else connected with my regiment.
5672. The Volunteer Force costs about £100,000, and the expense chargeable to the Infantry is about £53,000, and you think something may be done in the way of mobilisation;—now, in regard to stores, everything down to camp utensils is kept in store in Sydney? Yes.
5673. You think it would be a very great saving to the country generally if the Store Department were divided up? It would not apply to forces immediately outlying Sydney, because Sydney would be the best place for them to go; but it is absurd for me to have to send for things to Sydney I could just as well have at Newcastle, or get on the spot. If any disturbance of communication arose and I wanted a few things I should be in a hole.
5674. *Mr. Cowlishaw.*] Where is the powder kept? In the magazine.
5675. *President.*] Where is your small-arm ammunition kept? In a hulk some distance from the shore; but I am not informed as to the quantity of ammunition available.
5676. Do you know exactly what amount of ammunition is up there? I know what I have got myself, but if I wanted four or five hundred thousand rounds af ammunition I have not got it.
5677. How many rounds of ammunition have you got? Perhaps 20,000.
5678. Have you not a regimental magazine of your own? No; I have only ammunition for rifle-shooting, and have to requisition for anything I require. I have no provision in case of any sudden attack. There may be any amount of ammunition up there, but if there is I do not know anything about it.
5679. If it is stored as you say it might be cut off and you would be without any? It might be cut off if an enemy got in.
5680. *Mr. Cowlishaw.*] It is about 1½ miles up the river? Yes.
5681. *Mr. Meeks.*] Although the country will have to depend on the Infantry Force is case of a landing, the commanding officers are not kept posted up in regard to the stock of powder and ammunition, and are not taken into the confidence of the staff? We have had a talk about it; but in case of any attack I suppose we should have someone up there who could tell us all about it.
5682. *Mr. Cowlishaw.*] The hulk is up the harbour? Yes.
5683. And anybody could come in and cut it out? If they could get inside Nobby's they could do anything.
5684. Do you not think, as officer commanding a district, you ought to be made acquainted with what is to be done in case of war? I have already said so to the Commission. At the time of the Soudan, when excitement ran pretty high, I wrote to Colonel Roberts, asking him what had been done to provide for Newcastle, and I got a very nice letter back, but this information was not in it.
5685. The country must depend on the Militia Forces to a large extent, and it is very desirable that those who devote their time to commanding should know what is going on? I think those commanding should certainly be seized of the main intentions, and ought to be trusted if only that they may be prepared. I am prepared with what I have, and could mobilise my 600 men with little delay, but they are tremendously scattered, and I have to defend 30 miles of coast line. They would not give me the material I want. I want intelligence charts and to know the roads, and unless I get some assistance and know what is going to be done I do not quite see it is easy to defend that length of coast-line with less than 1,000 men.
5686. Should not the staff here have a cut-and-dried scheme for you, and say, "Here is your plan of operations; all you have to do is to carry them out?" I think it is desirable something of that kind should be done. In the meanwhile we have to make the best of things as they are.
5687. *Mr. Meeks.*] Should not the officer commanding the northern district be placed in possession of his instructions, so that he may make himself conversant with the ideas of the staff as well as his own? Yes; that is why I have applied for the maps, snd it was not until I made very strong representations to Sir George Dibbs that I got that gone on with. I pointed out that a great deal was expected from me in the Northern district, and I could not teach the officers unless I had plans prepared, so that I could show them where they were to go.
5688. *President.*] Then as to the Defence Committee, you never require anything of them at all? I know it exists, and I suppose they have everything ready.
5689. *Mr. Mort.*] With regard to intelligence, patrols, and so forth, you have a good troop of cavalry? Yes; at Maitland.
5690. And they do work over the country? No; they keep up there very nicely.
5691. Are they not worked along a portion of the coast? No; they are at Maitland.
5692. They have never been down? We have seen half a troop at Maitland, and half at Newcastle.
5693. They would be valuable if they were made use of as patrols? Yes; they are all good riders.
5694. But to make them of value in the defences, they ought to know something about the country? Yes; but they could easily get over any country; they are all accustomed to it.
5695. *President.*] What are the places from which you may expect trouble in any land attack on Newcastle—Port Stephens? Yes; there would be danger there, because there is a splendid entrance, and an enemy could get into Salamander Bay or Nelson's Bay, or Telligerry Creek, and could land his men there without much trouble.
5696. How far is that from Newcastle? That would not be a considerable distance, about 15 miles; but they could easily make their way to Newcastle across country, if not stopped. There is a fairly good road.
5697. How many miles is it along the road? By this road, about 15 miles from Stockton, the road is practicable for light field guns.
5698. Would it be possible to get to Newcastle from Port Stephens in any other way? From Telligerry Creek it would be possible to get to Raymond Terrace and seize the railway, or even take advantage of steamer, and come into Newcastle, forming a junction with the part of his force sent to Stockton. But I would not apprehend that a movement of this nature would be attempted, for it is hardly likely a force would be divided considering the surroundings.
5699. How many miles do you say it is by this road to Stockton? About 15 miles from Telligerry Creek. The distance from Port Stephens to Newcastle along the beach is about 30 to 33 miles.
5700. Therefore, you have to consider it as a possible doorway? It is a very good doorway to Newcastle.
5701. What other place is there you might be attacked from? Lake Macquarie on the south, distant about 12 or 13 miles.
5702. Is it a good landing? It is a shoaly bar, with about 6 or 8 feet of water on it.
5703. A ship would not go over that? No; they would not attempt to take a ship; but they could land in boats, by laying off and watching their chance.

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5704. If you have a bar like that there is surf, and it is a very serious danger to any attempt to land? Sometimes it is as smooth as this floor.
5705. For how long? For nine months in the year you may say.
5706. And you can reckon on an attacking boat being able to cross safely for nine months in the year? I would not say that exactly; but it could very frequently be crossed with perfect safety.
5707. Have you had any nautical information on this subject? No; but I have been over it myself.
5708. Is there anything beyond Lake Macquarie to the south? No; I do not think there is.
5709. These two points should be thought of? Yes.
5710. Is it any good bothering your head about the coast above Port Stephens? No; I do not think it is. All that it would be necessary for us to look after would be about 30 miles.
5711. Therefore, with Newcastle as the head-quarters, these are the two weak spots? Yes.
5712. Have you roughed out any scheme for defending Newcastle from the hills facing inwards? That would be done in connection with the fortress formation and the Permanent Artillery.
5713. Have your people been tried over it? That is what we want the maps for.
5714. Nobody has ever communicated the land defence to you on the hills, so as to guard the road from Port Stephens? I know it has not been put in my hands, but I suppose they have done it in Sydney.
5715. *Mr. Mort.*] Is it a good road from Port Stephens? Yes; a good plain road.
5716. *President.*] In reference to recruiting, do you see that the men are up to a standard of education, what their writing is, and that sort of thing? If he has not a good character, and has some education, we do not admit him. I have a very nice crowd of men.
5717. *Mr. Meeks.*] You did give us your opinion on the length of service—you might do so a little more fully as to the men? In reference to men, if you want to get rid of them, you can give them fourteen days' notice; but, as a rule, if a man wants to leave, he is not forced to give the notice, but you can make him if you wish.
5718. Would you make any alteration—would you not rather have certain thing—say you had the men for a certain number of years? I would like to see the thing on Militia lines, with a compulsory term of service, if possible (say) three years, but not going quite so far as that, I would say that if a man joined at all, he should join for a certain period.
5719. Do you prefer Partially-paid or Militia as a term? Partially-paid is wrong—it is a Militia force.
5720. You are experienced in the Volunteer service of the Colony;—will you give us your opinion, if the change were made we have been speaking about, do you think the same men would join for a term? Yes; I have men who have been with me ever since the inception of the force, and who would not leave it. My own experience is that if a man is unwilling to do the work and wants to go, it is better not to keep him.
5721. But a fixed term would give you a little more hold on the men? Yes; we have a small hold on them now through the deferred payment of £2.
5722. You always keep that back? Yes; to cover his uniform, and, in addition, if he forfeits that, he could not join elsewhere under twelve months. I should like to see a fixed term of service with the same rate of pay as at present. It would be an advantage in several ways; but, principally, that it would give you a stronger hold on the men, and they would feel more like soldiers.
5723. *Mr. Mort.*] Would you get as many recruits? I think so.
5724. Looking at the floating character of the population? Yes. We are obliged to turn away recruits now. I could recruit 300 men in a week if I wanted them, but this abandonment of the camp has done a great deal of harm, because it hurt the men's feelings a good deal. They feel they are being neglected, and they also feel it was a breach of faith that they have not had their efficiency pay yet. These men were looking to that little amount of money in these hard times, and when, in addition to their not having had the camp, they have not got their efficiency pay, they think they have been very badly treated. When the Government agreed to the men getting so much efficiency pay, the men considered they had a right to get it if they earned it, and they are crying out bitterly against—not the Government—but the Parliament, because they have been wronged. They do not feel they have been well treated in this matter.
5725. *President.*] Would it not be better to call them "Infantry of New South Wales"? I never could see why they put Partially-paid before some of them and not before others. It is perfectly ridiculous.
5726. Then, if such a thing were proposed, it would meet with general approval? I think so.
5727. And, even if you called them Milita, it would be an improvement? I think it would.
5728. *Mr. Mort.*] You want something to meet the Artillery—you could not call them New South Wales Artillery? I do not know why not. I think they should be called simply Infantry and Artillery.
5729. What about the bands for the regiments? I think they ought to have a band; they love it.
5730. Is it necessary you should have a permanent bandmaster? If you have a band you may as well teach them well. Our bandmaster is not only bandmaster, he is orderly-room clerk as well.
5731. He gets extra pay for that? No; he has only one pay.
5732. Of course that makes a difference. Supposing you had a recognised amount of official correspondence is there any necessity for having a quartermaster-sergeant, sergeant-major, and clerk; could not two do the work? It is only occasionally that these men are concentrated; but I have to send men away; I send them to instruct recruits. The quartermaster-sergeant looks after the clothing and drills the men as well; and, as I told you, the orderly room clerk is bandmaster.
5733. In another colony the regimental sergeant-major does all the orderly-room clerk's work as well as his own work and that of the quartermaster-sergeant? Yes. This quartermaster-sergeant has to attend to the clothing when it comes in and fit the men, and see to its issue.
5734. Do not your captains fit the clothing? They superintend it, and if anything is wrong they make them return it at once to the regimental store.
5735. I do not understand why your captains do not look after the clothing? They do, as far as fit goes, but the clothing is supplied by the regimental office to them.
5736. Well, I do not quite see why you want these three to do work which is done in another colony by one man; and, at any rate, I certainly think it ought to be done with two? I do not think it would give satisfaction unless we had the men closer together. The quartermaster-sergeant also looks after the stores, and the sergeant does work for the adjutant.
5737. Who is the adjutant now? Captain Boam; he was brought up in the Imperial Service originally, but he has passed as adjutant in the Colony. He is nearly 40 years of age.

I may have ten squads of recruits undergoing instruction at one time. I should have one Instructor at Glen Innes, 320 miles; Muswellbrook, 76 miles; Singleton, 50 miles. If these recruits are at drill three nights a week, you will see that the instructors cannot stay in Newcastle, and there would be the recruits of five other companies to instruct.

Mr. A. J. Miller examined:—

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5738. *President.*] What is your position? I am secretary to the Sydney Reserve Rifle Company.
5739. Your men are formed into rifle clubs? Yes.
5740. You are dressed in uniform? Yes.
5741. Have you any drill? No.
5742. Do you think men are any good for military purposes without drill? I think if they have the first essential of an infantry soldier—a knowledge of the rifle—they can soon be drilled.
5743. What do you call a knowledge of the rifle? The ability to use it properly.
5744. At a fixed target? Yes, certainly. We have no instruction as to judging distances, or anything like that.
5745. Then it is simply that a man comes up to a fixed point and fires, and hits the target if he can; that does not require more than a few weeks to learn that? It takes a good deal of time to be efficient at target practice.
5746. Do you know that the regulation time for learning target practice in the Imperial Service is twenty-one days? That would not turn them out proficient with the rifle.
5747. The authorities are of opinion that this is sufficient for the first stage—to enable a man to hit a target—now do you go beyond the first rung of the ladder in rifle practice—that is, to hit a target at a fixed range? No.
5747½. Do you think the Reserves would drill? As far as I know the feeling of the reserves, they do not want to go into drill, but they are always ready to be held in reserve in case men are wanted.
5748. But men, without being the reserves, would go as far as that? But in this case the man has a knowledge of the rifle. For myself, I was nine years in the Infantry, and know the drill, and there are many others the same way.
5749. How long does it take a man to know his drill? An average man would get a very good knowledge of company drill, which is the most important for him to know, in fourteen days.
5750. Have you anything else to say? The reserves are going down owing to the retrenchment in the military expenditure. A feeling has got abroad that we are not required, and our numbers are decreasing although there is reason to think they would be found a very valuable arm if required.
5751. How do you mean that a feeling has got abroad that you are not required? It has been said that the Commission thinks they are not required.
5752. You must not pay any attention to that. The Commission has said nothing of the kind? It is stated so outside.
5753. *Mr. Meeks.*] Have the majority of the men been in the infantry? Yes; I believe about 50 per cent. of them have been through the ranks.
5754. *President.*] Have you any statistics to show you are right? I have a knowledge of the men of my own company, but I have no statistics, and do not know if they could be got.
5755. What is the exact position of the reserves—you get so much pay? Virtually we get no pay to speak of. We get £1 for each man who qualifies in musketry instruction.
5756. Have you any officers? There is one in our company—with honorary rank of captain, but there are no other officers in clubs beyond a secretary and treasurer.
5757. Then in the event of the reserves being called out, they would be formed into military companies and the military authorities would provide officers? I suppose so.
5757½. Are you sworn in for any term? The men are sworn in to serve if required, and can leave at any time.
5758. They get a rifle? The rifle is one of the chief grievances. There are thirty-six men on our company roll, and we have twelve Martini Henry rifles which acts as a great draw back as it leaves twenty-four men without rifles unless they purchase them themselves, which they do.
5759. A different style of rifle? No; they are purchased from the Government, and it means a good deal of expense, because when a new man joins he has to get his uniform, which costs about £3, then there is his annual subscription, which is another £1, and in the majority of cases he has to buy his rifle.
5760. So that the pounds he gets from the Government is practically paid to the Government? Yes, practically.
5761. Then you get powder and ammunition? They issue forty rounds of ammunition free, for every efficient, that is every man who qualifies in musketry every year, but any other ammunition we require we have to buy ourselves, so that the total expense is considerable. They are allowed to use the Randwick range or any other rifle range, and the Government has given small grants to aid ranges in various places.
5762. How long does the uniform last? About three years.
5763. When do they wear it? When shooting.
5764. What is the colour—green? No; ordinary buff with a green stripe and shoulder strap.
5765. Now, do you not think they ought to do some drill? I believe a certain amount of drill would be effective.
5766. Can they be considered reserves at all if they do not drill? I do not believe you will get the men who are in the reserves into any paid military organisation.
5767. What do they go in for? Simply for the shooting.
5768. What advantage is that to the State—it is merely pot-hunting? It is not pot-hunting. You will find if you go through the list of prizes it is anything but that.
5769. They shoot for cups and prizes? Yes.
5770. Still what advantage is it to the State that these men should go to the targets and will not drill? The men are always there, and can be called on if required.
5771. But if they decline to drill as I understand you to say they will, how are they to be utilised in conjunction with drilled forces? I do not say they would all decline to drill; but there are a great many who have drilled, and who will not go into it again.
5772. Do you think they would do twelve day-light and twelve night drills, and say four days in camp, and they were to get £3 a year, do you think they would come then? No.
5773. Then what is the good of maintaining them at all? I think it is advisable to retain them even with the slight hold you have upon them.
5774. Will you explain why they do not get beyond the first round in their rifle instruction—that is, being able to hit a target? That is the fault of the authorities. I think I am safe in saying they would come in willingly in the matter of shooting.
5775. You get £1 a year if a man goes through his musketry course; he can fire away his whole 40 rounds

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rounds in one day if he likes, and he need not drill. Now, supposing for instance that, instead of what is called musketry instruction, an arrangement was made for payment by results, that is to say, all the men come up one after the other and fire, say 5 rounds at 300 yards, 5 rounds at 500 yards, and 5 rounds at 700 yards, and they must make a certain number of points—a certain number at 300 yards, for which they would get 7s.; for a certain number at 500 yards they would get 7s., and for a certain number at 700 yards, 7s., would that suit them, do you think. You see they can all shoot; so what is the use of troubling about instruction, and we could save the expense of a staff by paying the clubs by results. On a certain day an officer will attend; you are all called out in turn, and if a man makes his hits, he gets his money—that is pay him by results? They require to get a certain number of points now, which is practically payment by results.

5776. But we need not go to the trouble of an instruction staff which costs about four times as much as the £1 for efficiency to the clubs. Could you not leave the instruction to the rifle clubs, and pay them by results? Yes.

5777. Would the rifle clubs be satisfied to be paid by results? I think they would be satisfied, so long as they could be kept together and reckoned a portion of the Defence Force of the Colony, and with a little more liberal supply of arms.

5778. But if the men will not drill, what is the use of their having arms? If they have arms they are being trained in the great essential of becoming expert rifle shots, which is important in infantry work.

5779. If a man will not drill, what possible good can he be to the service? He can be a good rifle shot, and can be drilled if required.

5780. You are aware that rifle shooting is a very small factor compared to drill and discipline, and a thorough knowledge of soldiering? Opinions differ on that matter, and some people are of opinion that an expert rifleman is a long way better than a man who has a full knowledge of the routine of drill.

5781. Would it not be better to have a knowledge of both? Yes, certainly; but in my experience you can obtain a knowledge of drill far quicker than a knowledge of the rifle.

5782. That is evidently your opinion; but do you not think that the knowledge of all the world, which has armed forces, and whose opinion is diametrically opposite to yours, is sometimes right? The minority is sometimes right; I am not the only one of that opinion; I daresay there are three or four thousand men in the Reserve Rifle Companies who think so.

5783. And the armies of Europe are all wrong then? They may overdo it.

5784. *Mr. Manning.*] There is a Volunteer Company at Glen Innes, and also a rifle club there—which is more likely to be of service to the country of these two forces? I can hardly answer the question.

5785. Do you confess an utter inability to answer it—which of the two forces is more valuable to the defence of the Colony? For immediate service, the Volunteer Company would be.

5786. Then, in what respect would the rifle club be of service in the distant future? They are expert rifle shots; they could be drilled, and become efficient.

5787. What I want to know is, whether if there is an ordinary volunteer corps and rifle club in the same town, the volunteer corps would not be far and away more efficient, as a military force, than mere men who shoot at a target? I do not think so, not necessarily.

5788. Then, you say that the member of a rifle club who shoots at a target is more valuable to the country than the member of a volunteer corps, who has been drilled? If he is a better shot, I should say he is. Statistics go to prove that the reserves are more expert with the rifle, than the Partially-paid Forces.

5789. You do not suppose that anyone coming here would stand up to be shot at as if they were targets;—they would move about, so that it is not a question of shooting at a target? But if you take two men, one of whom is better than the other at a fixed target he is also, as a rule, more expert at unknown ranges.

5790. *Mr. Meeks.*] Why do you assume that you are going to be cleared out? An impression has got about that the reserves were to be done done away with.

5791. Is there any reason why they should be? I cannot say. I know of no reason, but we have had the idea lately that the military authorities have looked askance at us.

5792. *Mr. Manning.*] You are Secretary of the Sydney Rifle Club—do you not think if the members of these clubs were to become members of the Volunteer Corps they would be far and away more effective to assist the military forces of the country than if they merely remain rifle shots? Yes; but I know the members of the company to which I belong will not become members of the ordinary volunteer force.

5793. Why won't they? Speaking personally, I have got tired of it. I had nine years in the infantry.

5794. Then you are an efficient volunteer? I have passed through my drill.

5795. But as to the men who have passed through no drill? There is a very small percentage of them in the company.

5796. The percentage of drilled men is greater? Yes, it would be; I scarcely think that in a great many places where these rifle clubs exist it would actually pay to keep up a volunteer company in the district, because the expenditure would be too great for the number of men who would be available. It is the amount of drill and camp which have driven many of the men into the reserves.

5797. You appear to think that the members of the clubs who have passed through the Infantry might be relieved from camp? It would be very beneficial. If certain men, who have gone through the military routine, were drafted into another corps where they would be emancipated from so much drill. Is the annual musketry course necessary? I do not think so. These men are good marksmen, and require no musketry instruction, but they might in drill.

5798. Then, if they require company instruction in musketry why should the country be put to the expense of sending instructors into the country to instruct corps, 75 per cent. of whom are good marksmen, and do not want his services? There is no reason for it whatever.

5799. *Mr. Meeks.*] The Permanent Staff are connected with you? Yes.

5800. Do you ever see the staff? Now and again, principally in connection with the office business.

5801. Do you ever see the Colonel Commanding? I have never seen him.

5802. Or the Adjutant? I have seen him once or twice when I have had to go to the office and have seen him there.

5803. The sergeant-major? Yes; and the sergeant instructors—they put us through musketry.

5804. How many reserves are there in Sydney? There are thirty-six on our roll, and there are several metropolitan companies about the same strength, either a few more or a few less.

5805. Have they any room in which they meet? We have a room, but I cannot speak for the others.

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5806. Do you not think the expenditure for commanding officers, instructors, and so on, amounting as it does to £17,000, is very excessive? I think it is, taking into consideration the results obtained.
5807. What do you mean? I mean that the instruction in musketry is totally unnecessary.
5808. The heavy expense of the staff adds to the expense of your reserve force? Of course it does. I believe it is the chief expense.
5809. Do you know that the expense of your force comes to something like £21,000 a year? I was not aware of it.
5810. *Mr. Meeks.*] You were saying that you thought the reserves might be altered if relieved of drill and camp, and that those who had been in the infantry would remain? I think they would. It is the drill which has driven so many men into the reserve.
5811. *President.*] Putting the camp on one side, how many days drill would rifle-club men be disposed to give towards efficiency? I can hardly say.
5812. Would they give twenty days? I do not think they would.
5813. Would they give ten? I do not think they would object to ten.
5814. Do you think they would attend a dozen half-day daylight parades, say once a month? I do not think they would.
5815. Then, what is the total number of daylight drills you think they would attend? I do not think you would get more than half a dozen.
5816. And you think they would not go to camp at all? I do not think so.
5817. *Mr. Meeks.*] If they had no drills? Possibly they might.
5818. *President.*] Would you get twenty night drills? No; not during the year. I can give you an instance in regard to the annual musketry instruction which will show how useless it is. The company to which I belong had thirty-one members go through this year, of whom twenty-seven qualified as marksmen. It is quite unnecessary to put them through musketry year after year. I think anything that would save this outlay on the annual musketry instruction would be good.
5819. For instance, let them fix on a standard that may be considered fair, and pay them by results? I think they would accept that.
5820. The expense of the staff is so very heavy it comes to about £4,000, and with travelling expenses to about £7,000, and the result is nil? I know the companies are very much scattered. They sent an instructor the other day to Broken Hill to put the men through musketry. Personally, I would like to see the men have a knowledge of camp and drill, but if they could pass an examination I think they should be afterwards exempted.
5821. But then, would they be prepared to pass an examination every year to show that they kept up? I do not know. That would be a matter for further consideration.
5822. A man may know his drill one year, and it may be a different drill the next? Of course the drill changes.
5823. That being so, I want to know if your men would pass their drills every year? Practical experience would test that question, I can hardly answer it. Nobody who takes as much interest as I do would grudge that, or at any rate such a knowledge of drill as would keep them in touch with the other forces.
5824. Supposing they were called out for active service would they be treated as deserters if they did not come? I should think so. That is one of the conditions we are sworn in under. I have always understood that the force was to be available whenever called upon for service in the Colony.
5825. Have you any further suggestion to make? I think I have said all I can, but perhaps a little more liberal issue of arms would be advisable.
5826. *Mr. Meeks.*] Arm every man? I would say a rifle for every man who can prove his ability to use it, and qualify as a marksman.
5827. *President.*] Should he not be able to prove that he can fire and hit a mark at an unknown distance? Yes; I should like to see it.
5828. *Mr. Mort.*] Your present firing is all at known ranges? Yes; at present. In my own time I have had only one experience of judging distance, and that was in a skirmishing match.
5829. *President.*] Then, do you think that judging distance should form part of the qualification, and that the men would go in for that? I think so; and I believe they would.
5830. *Mr. Meeks.*] You are given forty rounds of ammunition, and are allowed to purchase more from the Government at cost price? Yes; the same as the Partially-paid forces.
5831. And these are the only two advantages you get? Yes.
5832. Your only recommendation is a greater supply of arms, and judging unknown distances? Yes; and doing away with the present system, musketry instruction, and substituting something better.
5833. *President.*] Have you ever tried shooting at moving objects? Yes; at wallaby, and I once shot a kangaroo at about 350 yards. I know that it is difficult enough to shoot well at known distances, and of course the difficulty is much greater at unknown ranges, and with moving objects.
5834. Have you ever studied the conditions of the reserves in the other colonies? No; I have not. The great trouble here is with the rifles, and we find that lots of youths in the cadets can get rifles where we could not.
5835. *Mr. Meeks.*] You would not like to use them? It is only the other day I met a cadet with a brand new Martini, and a great many get them where we cannot.

Mr. F. R. Barlee examined:—

Mr. F. R. Barlee. 5 Aug., 1892.

5836. *President.*] You are captain of a rifle club? Yes; of the Sydney Rifle Company.
5837. You know the object for which this Commission has been assembled. Is there any information you can give us? I wish to say that we were called into existence under a scheme which emanated, I believe, from General Richardson. He said at the time, he was perfectly satisfied with the reserves were then going on, and in answer to a requisition from some country clubs that they should be allowed to drill, he said it was foreign to his wish and that they were doing very good work by becoming proficient with their rifle; we were uniformed and he knew where to find us. Since that time all inducements held out to join rifle companies have been gradually taken from us, and at the present time the individual personal cost to men wishing to join rifle club is not less than £7 or £8 for the first year, with the exception of twelve men who are provided with a rifle, and afterwards the cost would be about £5 a year including what has to be spent for necessary practice. The only advantage we receive from the Government is a capital grant

grant of £1 for those who have passed as efficients in the musketry course, and even the free passes have now been stopped.

5838. Who has taken those away? It is partly the action of the Railway Commissioners, but more the want of funds in the Military Department, but passes are still given, and they allow competitors to travel to the larger associations. As to our composition, about 75 per cent. of our numbers are from the volunteers, this does not apply to country companies.

5839. Do you receive any instruction? Yes; in musketry once a year.

5840. Do you get actual instruction? No.

5841. Then what is it? We have to attend a course. If we do not qualify at certain stages we lose efficiency.

5842. Some non-commissioned officer tells us how to hold a gun? No, he takes scores. That is all.

5843. Is there the slightest necessity for that? It is necessary as some test of efficiency. I have heard, and I know it to be a fact from observation, that there are country rifle clubs numbering sixty or seventy who have been in the habit of applying for passes for men who could not actually shoot with even a tolerable degree of proficiency.

5844. Dishonest work? They have been applying for passes for men who really do not deserve them.

5845. Could not the captain of the club look after the musketry instruction? I daresay it is quite possible.

5846. That being so, is there any necessity for these instructors? I think there is no other means of finding out whether the reserves are, as a whole, efficient.

5847. If an officer or two non-commissioned officers came to a certain rifle club at a certain period of the year and the men attended and fired at say 300, 500, and 700 yards and got an average of centres or outers—whatever was agreed upon at certain ranges—and received 7s. for each range he made a certain score at, would that meet the case that is paying by results instead of having all this instructing staff which costs a very large sum of money? That is all that has to be done now. The instructor just takes the scores.

5848. And you fire the forty rounds. Now, supposing they fired ten or fifteen rounds and were paid by the actual result, it would save a lot of money? We fire sixty rounds. It might save a little, but sixty rounds in the year is a very slight test.

5849. We pay you so much money if you hit the target so many times at such and such ranges and make a certain score? I do not think you could improve on the present style.

5850. At present there are 4,000 men in the reserves and they cost £1 per head—that is £4,000 as the cost of their efficiency in musketry—now, have you any idea what it costs to obtain that result? I have no idea.

5851. I wonder that before coming here you did not make yourself acquainted with the Estimates and see if you could not make any suggestion by which the expenditure on the reserves could be reduced. Would you be surprised to learn that it costs over £20,000 a year to keep the rifle companies up? I would not.

5852. The men get £4,000, and the organisation, to see they qualify for that money, costs £17,000—is that reasonable? I understand that it is necessary for other branches of the volunteer forces should go through musketry instruction, and they might go through at the same time.

5853. Can you assist us in any way to reduce this enormous expenditure for proving that a man can shoot? The only way I can suggest without thinking over the matter would be to have centres of instruction.

5854. What do you want centres of instruction for for men who can shoot? I think it would be the only way that would be made profitable to the men. They would get the same instruction then with half the trouble to the instructors I do not think that forty rounds is enough to test them for one thing, but you might save some money by having centres instead of an instructor going to each small township.

5855. But what do they want instruction for when they can all use a rifle? Still it is the proof of their efficiency. The drawback to having centres of instruction would be the travelling expense to the men.

5856. What is the use of the men unless they are drilled? Take my own case as an example. I am ready to come out if called upon, but I have not the time to devote to drill, and I think that about 75 per cent. of the men, if they were forced to drill, would resign.

5857. Then you say that the reason you cannot drill is that you cannot spare the time? That is one reason. Another is that a great many of the present men have been through the drill. Out of thirty-six in my company ten were colour sergeants in the partially-paid forces, and twenty-six in all have been drilled, but the proportion of drilled men would not apply to the country companies.

5858. Suppose you pass through drill, and qualify to go into the ranks, and get so much more for that, and we call you a second-class reserve, and ask you to go through so many drills, and we will test you? I do not think the men will agree to drill.

5859. *Mr. Manning.*] Ninety per cent. of the country companies have done no drill at all? No.

5860. *President.*] What use to the State is a man who can only shoot and will not learn to drill? Twelve out of each company are provided with rifles; they are uniformed and sworn in, and it is known where to find them.

5861. But what use are they if they can only hit a target under known conditions? I think the necessary amount of drill can be learned very quickly in an emergency.

5862. Will you give us a notion of the time it will take? If there were any necessity for them to be called out, I should say skirmishing and attack work could be taught in about a fortnight if the men are continually at it as in camp, assuming that the man understands the use of the rifle.

[*The Commission adjourned until* 3·30 *p.m., Monday, 8th August.*]

MONDAY

MONDAY, 8 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at* 3·30 *p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel J. H. Goodlet, examined:—

Col. J. H. Goodlet 8 Aug., 1892

5863. *President.*] You are colonel commanding the second regiment? I am.
5864. You know the object for which this Commission has been assembled—can you kindly give us any assistance to carry out the object in view, or have you any suggestions that would be of use to us? In what way—the Infantry is the only force I have to do with.
5865. Have you any suggestions for making them more efficient or anything of that kind? I have nothing in particular to recommend, I think the training arrangements are very good, and that they are just as much as you will get out of civilians in the shape of partially-paid forces.
5866. Have you any suggestions to make regard to the organization of camps or anything of that kind? I think it would be an improvement if there was more field firing.
5867. We understand that it is very difficult to get ranges? Yes; but where it is not it would be well to be adopted. I have been suggesting we should have one per quarter, and train the men to fire by sections.
5868. Then we find there is a musketry instructor goes round to instruct your men in musketry. Are the officers—captains of companies—incapable of instructing their men in musketry, in other words is it necessary that they should trust to outsiders to train their men in the most essential part of their duty? It has never been put upon the officers to do it. There has always been a musketry instructor; but of course it might been done by the staff of the regiment.
5869. That is what I mean—could not the staff of the regiment themselves attend to one of the most important duties of an officer? Yes, I think it could be arranged.
5870. Then comes the question of adding to the forces, and a proposition has been made that possibly some of the reserves might submit to a certain amount of drill, and each company might then have a reserve company and reinforce it for active service in the event of invasion—would any man now in the reserves consent to undergo the necessary amount of drill supposing they were paid half militia rates or something of that kind? It has never been found that the volunteers would work alongside the partially-paid men. As soon as payment has been started the pure volunteer force has gone down at once. We started thirty-two years ago with purely volunteers, and so long as there was excitement or the prospect of danger of war the volunteers were kept up, and afterwards for a few years when war was going on in Europe. Then the Naval Brigade was started on payment, and that sapped the volunteers and reduced the attendances of pure volunteers, and they said "We are doing as good service as the Naval Brigade, why should not we be paid." Then the land order system was introduced to meet that, but it was not satisfactory; but it went on for five or six years and then had to be given up, and then the present system was adopted, and from my experience I think it is well adapted for a colony like this where you do not wish to withdraw labourers from active life, all the men being engaged at various avocations.
5871. An idea forced upon us was that the Infantry force was not strong enough, and it might be necessary to reinforce it rapidly in time of war with men who were fairly trained and who could be passed into the ranks with men who were trained. The question is whether the men of the rifle clubs by being paid a lesser amount would do a lesser amount of drill? I do not think you would get enough to be of any service. If you take into account that there is an immense number who have been in the present force, and in case of emergency you would increase that force to double its present total in the ranks.
5872. Suppose some of the discharged men were members of the rifle club reserves, would it not be well to try and make use of them in some way, so as to get them to keep it up? I do not think it would be of much service. If we required them, and they had a fortnight along with the others, they could form the nucleus of a reserve attached to a regiment, you would make them far more efficient than by any amount of intermittent drill.
5873. When you refer to men for a fortnight you refer to men who have been already drilled? Yes.
5874. And you do not refer to men who have never been drilled before? No, to the men who have been discharged. If you got them for a fortnight and three drills a day you would soon get them into shape.
5875. But you might not even have a fortnight if war came on very suddenly, and it comes on so suddenly now-a-days it would hardly do to reckon on much notice? I think we should have a fortnight, considering the position of New South Wales—unless we find enemies amongst ourselves.
5876. Sometimes these foreign expeditions are all cut and dried beforehand, and I may remind you that in its report the Colonial Defence Committee especially point out that we must be ready at the commencement of war, because that is the time of the greatest danger? I think that half drilled reserves are not much good.
5877. Possibly, we may differ as to what half-drilled is. Do you think you can get twenty drills and four days camp out of them by paying them militia rates? Yes; that would be a pretty fair amount of drill. In camp we would knock a good deal out in four days.
5878. Suppose they drilled twenty times under the regular sergeants, and had four days in camp—that would not take them away from their regular business. What we want to arrive at is, whether we could get these men for this amount of drill? I think you would get a good many.
5879. The reserves number roughly 4,000—now, do you think you could get half? I think you could.
5880. Then what would you do with the other half; is it necessary to take very much notice of those men officially, or would you just let them remain as rifle clubs, and earn their £1 by making a certain score? They would need to remain just as they are now. You might have one half a shooting company, and the other half a working company.
5881. If a regular sergeant were sent down to these reserves, could he do the two without inconvenience? I think we could do that.
5882. Another point to be considered is, has anything been settled with reference to old company instructors retiring, because as time goes on these men get too old to keep up with modern requirements—has anything been done or any scheme been worked out, for giving these men a retiring allowance? There is no pension. They only come on after they have done a good many years in the service.

5883-4. In the course of nature some of these men must be getting a little old? They get as light a billet such as under the quartermaster, or something of that sort.
5885. You would, perhaps, get a hard-working adjutant, who might spend many years with you, until he got a little old, and afterwards a young adjutant, a man with energy and go in him; but you cannot take a man, after his long service, and cast him adrift without anything—what should be done to put that right, has any scheme been thought of? Not that I have heard of.
5886. What is the age of your adjutant? He is comparatively a young man—about 35.
5887. *Mr. Mort.*] Who is he? Captain Bailey.
5888. *President.*] Had he been in the Imperial Service before he joined you? Yes; in the 105th Foot.
5889. He was an officer? Yes.
5890. What was his rank when he left? Lieutenant.
5891. Have you any examination for your officers before they are promoted? Yes.
5892. Who conducts it? A Board appointed by the staff.
5893. Who is the Board composed of? It just varies according to circumstances. I have nothing to do with it; the headquarters fix the Board, and when the examination is to take place, in every one of the regiments, and if a lot of officers are coming forward for promotion, they are all examined together.
5894. The names of the different forces are rather intricate. It has been suggested that, possibly, to get over the difficulty of speaking of partially-paid, and so on, the whole of the forces should be called New South Wales Infantry, New South Wales Cavalry, or New South Wales Artillery, as the case might be, and not call them partially-paid, or volunteers, or anything of that sort? We do not use the term partially-paid although it is the official designation.
5895. Then how would it do just to say New South Wales Infantry? That is how we do use it, and would be much better. The term partially-paid is never used.
5896. Then you think it would be acceptable? Yes.
5897. Would any alteration be wanted in the Act of Parliament, because, as far as I can make out, there are one or two Acts of Parliament governing military affairs here? No doubt the matter is rather complicated, what with Acts and regulations, and one thing and another; but I do not know that a fresh Act would be required.
5898. Have you anything to say about the colour of the uniform? I am strongly in favour of the brown, and doing away with the red tunic altogether. It is a needless expense, and is only worn on Queen's Birthday; the men have great trouble in keeping it free from moth, and this, with men in small houses, such as most of the men occupy, and where they have little room to spread their clothes out, is difficult. A needless quantity of uniform for them to look after is a source of trouble, and, besides, I cannot see that any good purpose is served by retaining it.
5899. About the helmet—you still retain the white;—it seems rather conspicuous? Yes; the only argument in its favour is that it could easily be stained with coffee or something or other, but it is a mark as everyone knows, and there is nothing better than white for a target, as you can see white three times the distance you can see anything else.
5900. You have white belts also? Yes.
5901. How do you like the brown belts? Yes; I like them, and if the red tunic is done with, we would go in for brown belts.
5902. What do you consider the value of the rifle clubs, pure and simple, who go out and shoot at the target, and nothing more? Those are the reserves. It keeps up the spirit of rifle-shooting, which is all they do, and you make sure of having good marksmen.
5903. If you could ensure bringing them into the ranks, in case of necessity, they would be valuable, or if you could defend with them, but they do not seem much value at present? They are simply riflemen without drill or discipline, and I do not know if they care to be drilled; but some of them would drill, no doubt.
5904. Then is the residue worth nothing? I think so; but I think you would find a good many of them if called upon to serve would come forward.
5905. But would not every man in the Colony do the same? Perhaps so; but these men would have the advantage of having among them some very good shots.
5906. What do you call good shots? These men do nothing else but practice at the targets; they spend their Saturday afternoon at it, and fire for the pleasure of it, and for the chance of winning prizes, and they become very good target shots.
5907. What is generally called pot-hunting? Yes.
5908. And they always fire at known ranges? Yes.
5909. Then they have only got over the first rung of the ladder—that is, they can fire a musket? In reply to that, I would say that for the Infantry I have advocated more field firing or battle firing.
5910. What do you mean exactly by battle firing? Marching the men backwards and forwards, and causing them to fire by command at unknown ranges.
5911. At what target? A movable one, if possible.
5912. One that you could shift about quickly? Yes; just a small canvas target that you could easily move about. Our adjutant has invented one that can be folded up, and is movable in itself.
5913. What is the cost of the rifle clubs? I have nothing to do with that.
5914. *Mr. Manning.*] The cost for 1892 was £21,000, I may tell you, of which the men get approximately £4,000, or £1 per head, for efficiency, so that it costs about £17,000 to manage these rifle clubs spread all over the Colony? I have not gone into it.
5915. *President.*] Is not that sum out of all proportion to the efficiency and usefulness of this force to the Colony;—however, you say it is not a matter you have considered? I do not know sufficient about them to give an opinion.
5916. *Mr. Manning.*] I am simply telling you the fact. Would you not think that the country ought to get these men into the Volunteer Force by limiting the number of drill days, and the time in camp? They were drilled some years ago, but now I think you cannot get them as volunteers. They tendered their services at the time of the Soudan, and the expense was out of all proportion to their usefulness, and was much greater than it is now.
5917. As a military man you have had a lot of experience, do you think the country ought to continue to pay £21,000 a year for a force of that kind, and which could not be grafted into the ordinary Volunteer Force without a considerable preparation in the way of drill? If it was determined to utilise them, I daresay it could be done, but then I do not think you would want so many as you have got.

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5918. Some of them are very much isolated—do not you think they ought to be abolished, as being, in a military sense, useless? I do not see that they should cost the amount of money, but I do not say anything about there being abolished without going into the matter.
5919. *President.*] That is what they do cost. One of these companies is at Broken Hill, and they have to send an instructor right round there to it? To a reserve—I never even heard there was one there.
5920. *Mr. Cowlishaw.*] Could not these men be made to join the volunteers, and send the present volunteer officers to take charge of them. They could practise there, firing all the same? No; I do not think so. They practise firing while we are working, and at the Randwick Association Matches you will find the prizes are all taken by the reserves, because they have nothing else to do but practise, so that it tells against becoming a member of a volunteer force. It is no wonder they can shoot better when they have three practices for every one a volunteer has, and then they talk about the reserves shooting better than the volunteers.
5921. *President.*] Does not the country give a large sum, something like £2,000, to this Rifle Association? Yes.
5922. That being so, is it quite fair that the Rifle Association should take all this money which was really intended for the regular forces, and virtually put it at the command of those who are of least use to the country? It was intended for the regular forces.
5923. But about 75 per cent. of it is picked up by these men who will not drill? There is no doubt of that.
5924. *Mr. Meeks.*] If these men formed part of the Infantry Service, would the same staff of officers be sufficient to attend to them? It might be done. They might be attached to a regiment—in fact, they are now to a certain extent.
5925. But it is a merely nominal thing? Yes; they never drill. We have never seen them yet.
5926. There are some who live in Sydney? I know nothing about them.
5927. *President.*] Where is the headquarters of your regiment? Sydney.
5928. How many companies have you here? Four in the city and one at Ashfield, which is practically in the city.
5929. Where is the next nearest company? Bowral. It numbers about sixty.
5930. Suppose it suggested that you should have six or eight companies in Sydney, and you had a drill hall, and had regular nights drills, and made it a social centre for the men, would you have any difficulty in filling up eight companies? No; I do not think so. I think we could easily raise eight companies in Sydney.
5931. Would it not be advisable to break off a company or two outside, and have them in Sydney instead, and the companies broken off could then be dealt with in another way? Possibly it would answer.
5932. Which are your most distant companies? The next company is Goulburn, then Cooma, Kiama, and Ulladulla.
5933. There is no railway to Ulladulla—how do you get your men up from there? By coach to Kiama.
5934. How many miles by coach is that? About 60 miles.
5935. Then, it must cost a good deal of money? They do not often come to Sydney. They only come to the camp.
5936. Still it must cost a good deal? Not so very much.
5937. How many men are there? Sixty in that company.
5938. How long do they take for the 60 miles by coach? One day. They take the train at Kiama, and are in camp next morning.
5939. *Mr. Mort.*] Do not many of them come by steamer? Sometimes they do.
5940. Is there not some indisposition, from a military point of view, to having companies such a long way off? Yes; it is more expensive to work.
5941. Was it not clearly impressed, from a military point of view, by the authorities here that it was a mistake to have a company at such a distance? No; besides it is there for the defence of that part of the coast.
5942. Did not the military authorities, when the company was proposed, raise objection to it on that ground? No; the company was there as a volunteer company, and had been there for years.
5943. When was it turned into an Infantry Corps? When the force was first organised.
5944. Have you got a company at Albury? No; that company belongs to the 1st Regiment.
5945. Is Wagga Wagga yours? No; Goulburn is as far as my command extends.
5946. And even Cooma is rather far? Yes.
5947. *Mr. Cowlishaw.*] Does Braidwood come into your command? No; it does not. There is no company of Infantry there, but there are some Mounted Infantry.
5948. Now, looking at it from a military point of view, as regards the the efficiency of the defence of Sydney, would you rather have things as they are now, or eight companies in Sydney? If you ask me that, of course I say it would be far better to have eight companies in Sydney, which I could continually handle and supervise, and then I should be able to have them all regularly for parade and inspection.
5949. How often do you see that company down at Ulladulla? I only see it twice in the year—once in camp, and once on a visit of inspection.
5950. How often does your adjutant see it? He will see it perhaps four times in the year.
5951. How many companies have you got then? Ten.
5952. Then, except for those visits, everything is left to the officer in command? Yes; except for the visit of the staff-sergeant down there.
5953. Do you not think this company is rather far away for efficiency? It is difficult to get at them.
5954. And if you were left to yourself, you would rather have them all in Sydney? I would.
5955. In another part of Australia, every company, or every two companies, has a large drill hall, 120 feet by 60 feet, or something of that kind, in which there is an office, reading-room, and so forth;—would it be possible to have something of the same kind in Sydney? It would be very good.
5956. *Mr. Meeks.*] The men would come at night? I think so. I think they would come to a social centre.
5957. *President.*] Many of the men of your companies only see each other during camp time? That is all.
5958. Therefore, there is not that strong *esprit de corps* which is so essential in bodies of this sort, and which binds a regiment together? They do not meet frequently.

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5959. As commanding officer, you would advocate, if such a thing were possible, having all your companies in Sydney? Personally, I would like it.
5960. You do not think there would be any difficulty in raising the men? No; not in raising double.
5961. What is the standard height and chest measurement? Five feet 6 inches, and 34 inches round the chest.
5962. And the age? Nineteen to 40.
5963. *Mr. Meeks.*] Do you think it is desirable to alter the terms of service—do you recommend any alteration of the fourteen days' notice? I think it would be advisable if we could bind the men for longer. It might interfere with getting men, because now they know they can come and go when they like by paying their dues, and it would be very annoying, after going to the trouble of getting the recruit into shape, to find him leave; but there are not many who do that now, except they are forced to it by the calls of their occupation.
5964. How long would you make it for—three years? That would do very well.
5965. Can you recommend any economy, or suggest anything by which economy could be exercised at the present time? I do not think so, so far as we are concerned, and I have nothing to do with the staff.
5966. Could anything be done in reference to the encampment? No; I do not think so, as far as we are concerned.
5967. *President.*] The camp expenses come to nearly £9,000, exclusive of railway charges. It seems an enormous sum, and no extra pay. There is an item of £976 for messing officers—what is that? They get that instead of food. The officers all pay for their own food, and draw a small allowance per day instead of it, and pay their own contractor.
5968. That is 5s. or 6s. a day? No; not so much as that.
5969. What do the officers get for special camp allowance? I do not know what it is, but it is very small.
5970. Then there is £575 for cartage? That is for carting firewood and water to the camp.
5971. Then there is labour, £1,456—what is that? You must ask someone who knows. These charges never come under my supervision, and I never see them.
5972. *Mr. Manning.*] You have not been through the Estimates? No. We have nothing to do with them.
5973. *Mr. Meeks.*] Then who are these expenses arranged by? The staff.
5974. Without consulting the commanding officers in any way? No.
5975. Do they not take you into their confidence in any way? No. They find us so many wood-carts or water-carts, or so much provender, but we have nothing to do with it.
5976. They do not take you into their confidence as to whether you could reduce this expenditure? No; we have nothing to do with it.
5977. Do you not think it would be much better if each regiment had its own camp equipment instead of drawing from the general store—would not your own men take more interest in keeping it in good order? We could do that. We would not have to requisition for anything then, and would know what to do. We could then start at a day's notice, where now we have to give several days' notice for everything.
5978. *Mr. Mort.*] We have evidence that camp equipment is frequently returned in bad condition, and that articles have been wilfully damaged? I have never seen it returned in bad condition. Indeed, quite the reverse.
5979. Still, however well returned, the regiment would have more interest in looking after its own equipment than if it simply drew it from the stores? Yes. Of course if it belonged to ourselves we would be bound to take care of it, and there would be this advantage—that if ordered out at any moment we should be able to go at once.
5980. *President.*] How long does it take to pitch camp? It is done by the staff corps before we go in.
5981. Do not your men pitch their own camp? No; it is done by the staff corps, generally the Artillery. They may call on us a day or two before for a couple of men, and the adjutant goes out and marks off the camp.
5982. Who pitches the tents? The adjutant and the staff under him.
5983. What staff? The sergeants and the labour employed. That is what "labour employed" in the Estimates means.
5984. Do you mean to say your men do not pitch their own camp, and you employ men as labourers to do it? It is all pitched before we go in.
5985. *Mr. Meeks.*] Practically, you have nothing to do with the management? Nothing. We are going to pitch the tents ourselves for a small camp we are about to hold.
5986. That is just for training? Yes. We used to take down the tents at the Easter camp if they were dry, but if they were not we could not take them down.
5987. Suppose, in case of a hurried call on your services, I suppose you would have everything arranged from head-quarters what you were to do? Yes.
5988. Your position has been marked out by head-quarters? I believe so.
5989. Are you sure of it? I know that I have to await orders, and have no instruction, so I conclude they are ready to tell me.
5990. Then you know nothing about what scheme of defence would be adopted? No.
5991. As commanding officer of the 2nd Regiment, you have not been taken into the confidence of the staff on this point? No: not in the slightest.

Lieutenant-Colonel W. T. Farrell, examined:—

Lieut.-Col. W. T. Farrell. 8 Aug., 1892.

5992. *President.*] What are you? Lieut-Colonel commanding the first regiment.
5993. Where are your headquarters? Sydney.
5994. How many companies have you? Four at headquarters, and six country corps.
5994½. You know the object of the Commission—to inquire into the military forces of the Colony and their efficiency and organization and to ascertain if any economy can be practised in their maintenance—can you help us with any suggestions to carry out our instructions? I really do not know how I can express in words what would help you in any way. There is no doubt that the organization with the distant companies so far from headquarters is not satisfactory, but I do not know that I can help you to set that right.

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5995. Would you prefer some scheme by which you would have eight companies in Sydney and none in the country? I think it would be a very wise plan to have the headquarters of regiments with their companies without their going out any distance and that would enable them to give close supervision. The country corps on the railway lines are easily to be worked and are easily come-at-able; but the headquarters appears to me to be too far to be properly in touch with the distant companies without a great deal of expense, and I do not think it would be satisfactory with the expense. I will show you the different districts I have under my command in conjunction with the four headquarters companies, namely, Albury, 386 miles, Wagga Wagga, 309 miles, Young, 249 miles, Yass, 187 miles, Parramatta and Hunter's Hill, which you may reckon as headquarters companies one being 14 miles and the other 6, and those two I reckon we can with very little trouble always inspect and work. For whole day parades we bring them down to Sydney.

5996. If some of these companies were done away and additional companies were raised in Sydney could you get the men? I do not think there would be the slightest doubt about it. I think we could easily get two companies in St. Leonards, and two in Balmain. Then there are all the surrounding districts such as Hunter's Hill and Parramatta which must be kept attached to consolidate the regiment.

5997. Then as commanding officer you would recommend something of that kind being done for the general benefit of the defences of the colonies, so as to have everything in your hand ready? There is not the slightest doubt about it. I would like to say this that the country corps might be formed into a battalion or regiment on the southern line with their headquarters at the most convenient and central place for the work on the southern line say at Goulburn. Wagga Wagga would scarcely do as it is not central enough to take in Albury, Young, Wagga Wagga, Goulburn, and Yass.

5998. *Mr. Mort.*] Including Cooma? I am not able to speak of other regiments Colonel Goodlet commands at Cooma and Goulburn, but I think the towns I have named might be worked together as one full battalion.

5999. *President.*] You want to have the town batallion separate from the country battalion? Yes. These companies should be within a reasonable distance of each other so that we should not have to bring them down to Sydney for battalion parades or send a staff to them for ordinary parades. In these country districts they never have any opportunity to have any battalion parades, and it is left until they come into camp and then it takes three or four days to work them up in it. They are very good men but being spread about so does not tend to encourage suitable young men to become officers.

6000. Then you have a difficulty in getting officers? In the country districts yes, except at Wagga Wagga and they always keep their corps there as good as at headquarters and that is because they have a very good officer as captain.

6001. Might not that then be made the headquarters of a country battalion? Yes, it might, but it only takes in Albury and is not so central for the surrounding districts as Goulburn. I think there is only one officer at Yass, and he is like to go away. They have one at Young, two at Albury, but Captain Wilkinson is very much taken up with his public duties and practically there is only one there. We cannot get a second at Young.

6002. They still keep the red uniform;—do you think it is necessary? I have given my opinion about it with reference to the coats being done away with. We have a field service uniform, and I do not see how we can possibly clothe the men upon the capitation we are allowed, that is, but two tunics, blue cloth trousers, two suits of field service uniform, great coat, and helmet, and leggings, all of which has to be provided out of the £2 capitation.

6003. You cannot possibly do it? We can by the greatest economy. We have what is called, "deferred pay," which is retained in case a man leaves before the time for which his uniform should last has expired, and the unexpired value of his clothes is allowed him. A full suit costs between £7 and £8, and we are sometimes able to utilise these clothes, but the men do not like having to take partly worn clothes.

6004. Now about accoutrements;—do you like brown or white? I like the white. The brown is more serviceable, but the white makes a man keep up a little military smartness.

6005. Could you not keep your brown belts just as smart? I do not think so. With the white belts, you must put the pipeclay on, but I daresay, if we had brown belts, we should soon take to them. We did not like the brown uniform at first, but we have now got into it, and my officers are all willing to take to the brown, and do away with the scarlet.

6006. And, equally, the white belts? I do not know so much about that, and I could not answer just now. Of coure the brown belts would save the men a good deal of work.

6007. And more time might be spent in drill? I do not think it would make any difference as regards that, because they do the belts at home. I think whether it is brown or white, it is very much a matter of opinion.

6008. We are looking at it from an economical point of view? Then I do not think there is very much difference.

6009. You can get brown leather here, but you cannot get buff? But then when you are started with a supply of white, it is a different matter. Here, having the white belts, we should have to continue them until they are thoroughly worn out.

6010. That is to say that your regiment being 700 strong, you have 700 white belts, but supposing you had to re-uniform your regiment? I do not know what they have in stock. I am only speaking of what we have, and what we are likely to want, unless of course the force is increased.

6011. You have no colonial made accoutrements? Only water-bottles.

6012. What are they? Lemonade bottles covered with leather. They are always breaking or losing the cork, or getting out of order in some way, and frequently lose all the water.

6013. Who suggested them? It is a great many years now since they were introduced. I do not know who suggested them.

6014. Is that what you have for a water bottle now? Yes; from what I can gather, there is another coming out to us, made of tin or steel.

6015. Are you satisfied with your musketry instruction? I think so; I see no fault to find with it.

6016. But I find the musketry is conducted by a separate staff;—are your own officers incapable of teaching their men musketry? No.

6017. Then why do they not do it? We are not asked.

6018. Suppose it were handed over to you, your own officers being capable of doing it, and it was taken

right

Lieut.-Col. W. T. Farrell. 8 Aug., 1892.

right out of the hands of the staff? I think we could do it with our own staff, but you could not expect the officers to go out and teach the men every little thing.
6019. You have your sergeants? Yes; four or five of them, but we have to send the sergeants into the country. We have one to work Wagga Wagga and Albury, and another to work Yass and Young.
6020. Suppose you had a sergeant for every company, and took in the reserves? That would be more than we have at present. I think with a little extra assistance, we could do it, if we had to work the reserves.
6021. You think you could do it if you had a sergeant for each company, and each company of reserves (say) fifty? I think so; but it is the distant companies that would give the trouble; but without the distant companies we could take in the reserves certainly. We might want an extra orderly-room clerk, but that would be all.
6022. But you have a quartermaster sergeant? Yes; but he is totally away from that work.
6023. What does he do besides? He has a good deal. His work is well cut out.
6024. What is the sergeant-major doing? He is always engaged with returns and accounts, besides drill and other duties.
6025. And the orderly-room clerk? He attends to all the correspondence, besides drilling and other duties.
6026. That is the duty of the sergeant-major? He is always working for us.
6027. Do you not think nine-tenths of this correspondence might be torn up and got rid of? Some of it might be, no doubt.
6028. Do you not think that if the country corps were knocked off you might get rid of the bulk of the correspondence? Yes; I am certain of it.
6029. In another colony they have a sergeant-major who does his sergeant-major's work, the quartermaster sergeant's work, and the work of the orderly-room clerk, and never has the slightest trouble? But there are no country corps there.
6030. Suppose you put all your companies together could you not do with less? I do not think we could. We have to work the accounts of the paymaster, and the clothing account.
6031. How is your pay done? By the captains who issue it to the men. The accounts have all got to be made out and checked. The colour-sergeant makes them out, but they have to be checked afterwards.
6032. Even so, how can you account for it that you want three times the staff they want in another colony? I do not know what they do anywhere else. Our staff has a good deal of work to do, and you can only do away with it by concentrating the force. Let me have eight companies for Sydney and Parramatta, and we can do with less correspondence. because we can deal with the men face to face.
6033. A dozen letters have to be written now, in connection with some mere trifle not worth the postage? Yes; and which, if it is not done, will bring us into trouble. It is all very well to say that these little things can be looked over, but they cannot, or those above you will make complaint. I think that our Infantry regiments are in a fairly efficient state, add we have been worked well for the amount of money we have, and the only difficulty with the force is that the men change so much.
6034. What is your annual wastage? It is very considerable.
6035. Is it 25 per cent.? Yes; particularly in the country districts.
6036. The men get tired of it? No; it is not that so much as that they are compelled to leave their districts in search of work. Generally they are shearers who have to go away for three or four months, or even longer. If a man is away for three months we are compelled to strike him off, because, according to the regulations, if a man is three months absent from parade he must be struck off. Their employment is not settled enough, and if they are not struck off their arms and accoutrements would go astray.
6037. Do you lose your arms and accoutrements then? No; as a rule we do not. I issue them to the captains, and hold them responsible, and if anything goes wrong with a man's arms or accoutrements we stop it out of his captain's pay. If a man allows two months to pass without parading, he has to bring his arms and accoutrements in for inspection.
6038. I see in looking over the programme of the Rifle Association they have no less than seventeen different sights—what on earth do they want so many as that for? It is only a matter of fancy shooting.
6039. Therefore, from a military point of view, is it not going beyond what is wanted? I do not know that it is, where we are trying to make our shooting record equal to that of other countries.
6040. The foresights are not allowed to be filed, but the gauge may be filed to bring it down to the gauge of the Henry? I do not know that it has ever been attempted without the men being punished. The Henry rifle is not in existence here.
6041. The rifle clubs use it? They never fire matches with it, they would have no show.
6042. Then why do they have this regulation? I cannot tell you without seeing it. It is a thing that has never come under our notice. We are very severe on men who do any filing to their sights.
6043. As a soldier, is it necessary to have seventeen different kinds of sights? No, certainly not.
6044. Then it is a question of pot-hunting? As pot-hunters, they do the best they can to make tall scores.
6045. Are you aware that such alterations, as I see are countenanced by the Rifle Association, would never be even thought of at Bisley? I think that the Association were inclined to go for it; I know that in Victoria they do not, and that it has been the means of preventing matches coming off, because there was no uniformity. Of course, with movable targets, these fancy sights would be no use.
6046. *Mr. Mort.*] Your great difficulty is that you have no range? We cannot get on with field-firing for that reason, and therefore we have no practice, but Randwick may be made eventually more suitable.
6047. *President.*] Can you not get a very suitable place out towards La Perouse? I do not know that you can, and then comes in the time difficulty. It takes a man so much time to march to La Perouse as to necessitate a whole day.
6048. *Mr. Manning.*] How long would it take you to march from the Botany tram terminus? Not so very long, if we could get the tram accommodation.
6049. *Mr. Meeks.*] Has the First Regiment always been divided as at present? No, not until the partially-paid force came in.
6050. When was that first introduced? About eight or nine years ago.
6051. What reason was there for dividing them the extraordinary way they are? I do not know.
6052. Was it a matter of political influence? I should say there was not the slightest doubt about it.
6053. Why should four of your companies be here and the others away up in the country, and it is just the same with Colonel Goodlet's regiment? I cannot tell you at all. 6054.

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6054. Can you say why all the companies in Sydney were not formed into one regiment? I do not know.
6055. There appears to be so many companies of the First Regiment in Sydney and so many of the Second, and so many of each regiment in the country;—is there any explanation you can possibly make why this is so? When the partially-paid system came into force it was on a very moderate scale. We had, previously, two regiments of eight companies at headquarters in Sydney. They lasted for some considerable time. The land-order system ended, and things were in a mixed state for some time, but after the introduction of the partially-paid system company after company was formed, and was added to one or other of the existing regiments.
6056. Then it was not originally intended that there should be this town and country arrangement, but it has gradually grown? Yes. After 1886 we got one or two extra companies, and since then they have gradually crept up. We were cut down from eight companies to four when the partially-paid system came in, and company after company has been added since, which has brought it up to the ten we have.
6057. Then you would rather have one regiment in town and another in the country in preference to the existing state of affairs? Yes.
6058. *Mr. Cowlishaw.*] You rank in the estimates as commanding officer? I am a volunteer under the same system as the others, I get £70 and £30 for command pay, and £64 for forage allowance.
6059. Anything for house rent or uniform? No, nothing.
6060. You rank the same as Colonel Goodlet, as regards pay? Yes, exactly.
6061. Do you go round to the various districts and see the companies? I do; I have to.
6062. Do you get extra pay for that? I have pay for travelling expenses; that is, so much per day, and a free pass.
6063. And extra pay as salary? No; none.
6064. How many visits do you make in the course of a year? I am only compelled to go once, but I can go oftener if I choose.
6065. How many companies have you got to go to? Six as commanding officer.
6066. Is that sufficient to enable you to judge whether your men are efficient? No; but my adjutant is constantly going round.
6067. But he is only under you? Yes; but he is a highly-paid officer and one of the staff, and he is responsible.
6068. Who is your adjutant? Major Bartlett.
6069. Is he an English or Colonial officer? Colonial; but he went to the Soudan, and is a very good officer.
6070. Going to the Soudan merely does not make a good officer? No, certainly not; but he is a good officer, irrespective of that.
6071. When you go round to these inspections do you visit the rifle reserves? No; I have nothing to do with them.
6072. Do you know anything about the rifle reserves? Nothing. They are affiliated to the regiment, but are not under our control in any way.
6073. Do you not think that it is a very great mistake that you should have these men belonging to you, and yet have no control over them? It seems to be a foolish thing to do, and it is a matter for serious consideration whether they are of much use being affiliated in that sort of way, but they are all told off to their respective regiments, and when the time comes they can be called on for duty.
6074. Do you not think that the expenditure of £21,000 a year on these rifle reserves is out of all proportion to the amount of good they are to the country? I think they are very little further advanced than a raw recruit so far as as their drill goes, if they can be said to have any drill; but they have a good command of their weapon and are good shots.
6075. Our expenditure on these men is one-twelfth of the total military expenditure—do you not think it is out of all reason that these men should have all that money spent on them, or given to them, for the very small service they perform? I do not think so, but I think they ought to be worked with the regiment; but if they were, and were given some drill, you would have to give them some pay.
6076. *Mr. Manning.*] It costs £17,000 to manage them; do you not think that is a ridiculous amount to pay, and the men themselves only get £4,000? It does seem out of proportion.
6077. *Mr. Cowlishaw.*] They get ammunition at cost price? But still they are not paid. You cannot work them as we do our men, where they do not get paid if they do not parade, or if our men do anything wrong their pay may be stopped.
6078. Then it is your opinion that it would be no use putting them under your control unless they had some pay? I do not say they should get £12 a year, but if they had to do less parade, both whole-day and half-day, and had not to attend camp, then you might get some of them in. Suppose you had a number of half-day parades with the regiment, it could be worked with the headquarters of the regiment, and then they would get paid.
6079. Would you then give a certain premium to these men to annex all the rifle-shooting prizes which ought to go to the men in the Infantry? That is a great mistake, and one which has done a serious amount of harm, but the Volunteers are very quiet over it. The rifle club men have nothing to do but shoot at different ranges, and some of them have ranges almost at their own door, and the consequence is that they take almost all the prizes, while the working Volunteers have to go through all the drudgery, and keep themselves up to the mark for the very small prizes they may win.
6080. You belong to the United Service Institute—what is the object of this Institute—have you ever brought a subject before the Institute so as to get it ventilated? It was mentioned in the last paper read by Captain Bailey, but if attempted to remedy it by bringing this under official notice, we might be told it was none of our business.
6081. Do you think it is a proper thing to keep silent on such a matter when you must allow that the Infantry suffer an injustice? It can be represented without bringing it before the Institute which has no power to do anything.
6082. Did you ever represent it to the Institute? No.
6083. *Mr. Manning.*] Did you ever read a paper on the question? No.
6084. You know that General Richardson, Captain Barlow, and others, have read papers there on local subjects? Yes.
6085. Do you not think it would be within your province to read a paper on this subject, pointing out how the forces can be better organised and less injustice done to the working-branch of the defence force? It might be done, but it has not been done because there is no means of remedying anything of that sort by the Institute.

6086. But any suggestion made there ought to be taken up and attended to by the proper authorities? Yes, if it is feasible. Lieut.-Col. W. T. Farrell.

6087. *Mr. Cowlishaw.*] Do the officers commanding the Infantry ever meet together and discuss any military point or subject? Not outside their own regiments. 8 Aug., 1892.

6088. Now, about the shooting and practice—what course do the officers go through to make themselves efficient? Just the same as the men. They have to go through their musketry.

6089. Can all your officers put the men through a course of musketry instruction? Yes; but they may not be all good shots.

6990 A man who does not thoroughly understand it would not be a good shot? No; but there would be no difficulty in his going through the aiming drill.

6091. You have a musketry instructor of your own? Captain Cuthell undertakes the whole of the business.

6092. You go to the encampment? Yes.

6093. Do your men understand getting the camp ready—laying out the camp and pitching the tents? The Adjutant always lays out the camp for the men a few days before they go. They strike the tents and pitch them again one day during the continuance of camp, but before going to camp the tents are generally pitched by a few of the Permanent Staff, and some of our own men.

6094. But in case of war the Adjutant would not go out to get the tents ready for you. Do not you think it is necessary the men should be put through a course just the same as the drill they go out there to do, for what is the object of the camp if it is not to do these things and others connected with military requirements? The object is general instruction.

6095. Is it not part of there instruction to teach the men to pitch the camp? I do not think the men are required to lay it out. There must be an officer to point out the ground and attend to the "dressing." I do not think you could just give the men the tents and tell them to put them up, but when the camp is laid out, I daresay, with a little practice under the sergeant, they could do all the rest without any trouble.

6096. Now, there is another point—supposing an attack were to take place, they have never informed you what part your regiment would have to take or where you would go? I do not think they would know. It would depend on where the enemy was likely to land.

6097. Who would you get your instructions from? From the general staff, who would tell us where to assemble the men.

6098. From your experience do you not think it would be a very good thing to train all these public-school boys? I think they are being trained very well as far as it goes.

6099. They do not get many drills—do you not think they ought to be drilled every day? I do not think every day. It might take them too much from their school work.

school work.

6100. Half an hour a day? Perhaps they might, but I think they are very well attended to, and have a very good staff.

6101. Is it not your opinion that they should come under the charge of military officers? They have military officers, and I think they are very well looked after, as it is under Colonel Paul, I do not think it would be wise to allow them to mix with the regiment, but they might be paraded occasionally with it. You must remember there are some very small boys in it, scarcely able to carry the weight of the rifle.

6102. *President.*] Now, in reference to the naming of the forces, would it not be better to simply call the footmen the New South Wales Infantry, and leave out all this about partially paid? We have practically done as you suggest because we never use the term partially paid.

6103. But would it not be as well to make New South Wales Infantry your official title or designation? I think it would. It gives a lot of trouble as it is.

6104. And then you would be called officially what you now call yourselves actually? Yes.

[*The Commission adjourned until* 3 *p.m. Tuesday, 9th August,* 1892.]

TUESDAY, 9 *AUGUST,* 1892.

[*The Commission met at the Town Hall at* 3 *p.m.*]

Present:—

MAJOR-GENERAL A. B. TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, Esq., J.P. | W. P. MANNING, Esq., J.P.
A. W. MEEKS, Esq., | J. LAIDLEY MORT, Esq., J.P.

The Honorable John Mildred Creed, examined:—

6105. *President.*] You are a member of the Legislative Council? Yes. The Hon. J. M. Creed, M.L.C.

6106. You have taken great interest in the military forces of the Colony. Can you kindly help us in reference to the objects of the Commission? I do not know exactly what the terms of the Commission are. 9 Aug., 1892.

6107. "To make a diligent and full inquiry into the existing state of the forces of all descriptions enrolled for military service within the Colony of New South Wales, and to scrutinise and examine concerning the organisation and efficiency thereof, to estimate the strength of officers and men necessary for the economical maintenance of a sufficient and effective military service, and generally to report as to what is and what ought to be the condition of the said force in respect of numbers and discipline and general organisation, and to have special regard to the necessity of strict and just economy in the maintenance of such service consistently with the effective military protection of the said Colony"? I assume that also includes the question of Ministerial control.

6108. Most undoubtedly? I consider it would be of the first necssity for the efficiency of the defences of this Colony that a Minister should be placed in charge of a Department, that the Department be separate from all other Ministerial offices, so that the Minister in overseeing the requirements of his Department should have no other duties to attend to. Under such circumstances, no man would have any excuse for any neglect of the defence of the Colony. This is necessary because the defences are of such importance

The Hon. J. M. Creed, M.L.C.

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importance that we have no right to give any man who might be at the head of the Department the chance of saying that he had other public work to attend to as an excuse for his neglect, and therefore, I say that the Minister for the Defence ought not to have any other public duties. I would wish to lay before the Commission examples of the evils which have arisen from the present arrangement, by which the Defence Department is part of the Colonial Secretary's Department—a Department which is already seriously overworked by the number of various duties it has to perform. I presume you have copies of my speeches in the House on this matter, which were delivered on August 19, 1886, the 12th May, 1887, the 17th of May, 1888, the 11th of July, 1888, the 30th May, 1889, and the 11th December, 1890. There are other occasions upon which I have spoken on the same subject, but these are the principal. In the whole of these I have endeavoured to show the inefficiency of the Defence Forces, and as far as possible the Ministerial neglect. I may say that I first commenced to pay attention to this matter in 1886, when Sir Frederick Darley, the present Chief Justice, was a member of the Legislative Council, and he moved the first resolution; I then took the matter up, and in May, 1887, moved my first resolution. From 1887, to the present time, contains the period in which I can quote instances of Ministerial neglect. The first which came under my notice, is a fair example of many others. In March, 1887, at the instance of the Imperial Government, a Defence Committee was appointed by the Parkes Government, for the purpose of arranging the defences of the Colony. In the *Government Gazette* of the 22nd March of that year, appears a notification of the appointment of the Committee, consisting of Major-General Richardson, the Officer Commanding the Military Forces; Colonel Roberts, the Officer Commanding the Artillery; Captain Hixson, the Officer in Command of the Naval Brigade; Lieutenant-Colonel Cracknell, the Officer Commanding the Torpedo Corps; and Major Penrose, Royal Engineer, of the General Staff. That Committee had some meetings, but Sir Henry Parkes, the Minister of the day paid so little attention to the matter, and gave so little aid to it in carrying out its work, that on the 23rd September, 1887, General Richardson wrote to the Principal Under Secretary as follows:—"Sir, On behalf of the Defence Committee, I have the honor to point out for the consideration of the Minister that, with two exceptions, no replies have been received to the letters and memorandums which, from time to time, have been forwarded to your Department in connection with the important business on which the Committee is engaged. Without the replies in question the work of the Committee cannot be continued, except in a very modified degree. I would, therefore, request that the matter would receive attention with as little further delay as possible." Thus it will be seen that six months after they were appointed they could do no work because they got no replies, owing to the Minister's inaction. That letter was submitted on the 24th September, 1887, and has no Ministerial minute on it up to the date of its being laid on the Table of the House, in consequence of the order of the Legislative Council of the 19th December, 1890, therefore that Committee was unable to work.

6109. You cannot say whether it did any work or not, as you were not a member of the Committee? As a matter of fact, I know that for a long time they held no meetings. At all events there is an example of Ministerial neglect in a matter which was of the highest importance in the defence of the Colony. Other instances of Ministerial neglect occurring under the same Minister can be given, and I would quote this letter of the 10th February, 1887, addressed by the Major-General Commanding to the Principal Under Secretary for the information of the Minister of Defence, that is the Colonial Secretary, who was the head of the Government. General Richardson wrote:—"Sir,—I deem it my duty to invite immediate attention to the various recommendations that have latterly been addressed to this Department, with the view of placing the Artillery, and more especially the Torpedo Defence of the Colony, upon an efficient footing, as I have reason to suppose that no definite decision has as yet been arrived at in reference thereto. It is certain that should war break out during the present condition of affairs the Colony will, to say the least of it, be placed in a position of great disadvantage." In reply to an inquiry of what was required to be done the Major-General gave information as to the principal matters which required consideration. That was in March, 1887, and in June, 1887, no definite decision having been arrived at, General Richardson wrote to the Minister again in reference to the same matters and as to the war material required, saying:—"In point of fact, without these aids no responsibility can be accepted by the military authorities for the efficient defence of the ports in question." That memorandum was sent in June, four months after the Major-General called the Minister's attention to his minute. Nothing was done until June, 1888, just twelve months after. This is another instance in which the Minister having had a protest made to him, in the strongest language it was possible for a man to use, neglects for twelve months to deal with a matter of urgent importance. In reference to the Steel Point guns, on the 21st February, 1889, the Major-General wrote to His Excellency, Lord Carrington, as Commander-in-Chief, making very serious charges with regard to the conduct of Colonel Spalding, and Lieutenant Le Mesurier, in regard to the state of the guns mounted at Steel Point in the Artillery District, immediately in charge of Colonel Spalding. It was dealt with promptly by Sir George Dibbs, who was then Colonial Secretary, but he went out of office, and Sir Henry Parkes came in, and though the whole of the papers were before him, up to the 5th September, 1891, the Colonial Secretary never paid any attention to them at all. The matter was a serious one. The Fire-master reported that "the bores of the gun were so choked up with rust, that a few feet from the muzzle it was impossible to tell whether the guns were smooth-bores or rifled." No decision was ever given by the Minister, and the only one arrived at was that given by Colonel Spalding himself who happened by accident to be Commandant. He gave a decision in his own case, acquitting himself. The point I wish to call attention to, however, is not so much the value of the guns and the damage done to them, as the neglect of the Minister to deal with the question, thus causing an utter absence of all discipline. I will now go to the Pay Branch of the Military Forces. After Sir Henry Parkes came into Office, the Pay Branch was found to be in a great state of disorganisation. There were deficiencies of large sums of money, and the accounts were kept in the loosest way by the Paymaster, who was much too aged for his office. That condition of affairs went on from 1886 to some time in 1889, without any settlement.

6110. *Mr. Manning.*] Can you particularise any case to accentuate what you are saying? The Auditor-General makes this report on the 29th April, 1886, to the Principal Under Secretary:—"Department of Audit, Sydney, 29th April, 1886.—Sir,—I have the honor to enclose a special progress report made to me by Mr. Inspector Rowe of this Department, who has been engaged for some considerable time in endeavouring to clear up and adjust the accounts of expenditure by the Brigade Paymaster, Lieutenant-Colonel Baynes, and to request that you will have the goodness to invite

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invite the attention of the Colonial Secretary thereto, at your very earliest convenience. The report discloses a system of accounts which could not fail to produce the gross irregularities which have been already found to exist in the actual payments, and especially in the vouchers furnished to this office towards the adjustment of the advances made to the Paymaster. The cases quoted in illustration of those irregularities are but a few of the many that are constantly coming to light. So far as appears at present the irregularities are chiefly due to the utterly insufficient mode of keeping the accounts of so large an expenditure, and to the inaptness for the work of the officers employed upon it. It is a matter of imperative necessity that a properly qualified accountant and book-keeper be at once appointed to take charge of the accounts, and that the present loose systems of making payments be put an end to. The aim of the present investigation is to arrive at a correct balance on the accounts of the Brigade Office for 1885. This will occupy some weeks yet; but in the mean time the chaos in the current accounts is going on and increasing the difficulty of the final adjustment." That report is signed by Mr. Rennie, the Auditor-General. One would have thought that such a report would have received immediate attention; but the Paymaster was not superannuated as he should have been, and a new one was not appointed until 1889, when one was appointed by Sir George Dibbs; so that a matter, in which some £1,200 was concerned, was left unsettled for a period of nearly three years. On the 16th June, 1886, Mr. Rowe in his final report at this period to the Auditor-General, said "The balance-sheet which is submitted in this report shows a deficiency of £1,252 6s. 10d." The point that I wish to bring out is, that although this matter was so strongly reported upon by the Auditor-General, it was allowed to go on. On the 12th October, 1887, another Inspector to the Audit Department, Mr. Pinhey, made this statement with regard to the same officer, the Paymaster: "To arrive at a conclusion other than that there has been on the part of Colonel Baynes a continuous and wilful default in not accounting for public moneys placed in his charge, it is necessary to accept that he was and is unfitted to perform the duties that he was appointed to carry out; that he has permitted subordinate officers—unquestionably unreliable—to have almost unlimited control of the accounts; and that, even granting the insufficiency of assistance of which he has elsewhere complained, he has evinced the most blamable negligence, and is chargeable with gross irregularity in permitting for a prolonged period considerable public moneys to be placed to his private banking account without any attempt on his part to keep a record of the transactions or to adjust such receipts by payment into the Treasury." The poor man was absolutely too old to perform his duty, and could not do it. No fresh officer was appointed in the place of Colonel Baynes until somewhere about March of 1889. I believe by the Queen's Regulations, that officers decorated with an order or mentioned in despatches, are exempted from examination, and may receive their promotion on the authority of the Minister for War—that is, they are not necessarily exempt, but they may be.

6111. *President.*] The examination is only deferred? However that may be, it seems that in October, 1889, Brevet-Major Airey, then doing duty as captain, applied to the Commander-in-Chief for exemption from examination on the ground of distinguished conduct in the field.

6112. Who is the Commander-in-Chief? The Governor. That application had to meet with the approval of the Minister in charge of the Defence Department; it was not attended to promptly, and the thing went on. Had this claim been properly acted on, and dealt with, as it was eventually dealt with, Major Airey would have been first for promotion; but as it turned out the next entitled to promotion was Captain Savage, and eventually, through some management of affairs which I cannot understand, two officers who had not passed their examinations were promoted. The point I wish to make is, that officers entitled to promotion in cases where the Minister has to deal with it, often have their chances injured through the Minister's inattention to his duty. Another instance I will point out of very great moment to the Colony, in which the neglect of the Minister to deal with a matter has been productive of great injury, is in connection with superseding General Harding Steward by another officer in England. A communication which was made to the Colonial Secretary by the Premier of Victoria on the 11th February, 1891, was not dealt with by Sir H. Parkes during the whole of the time he remained in office, but was promptly decided by Sir G. Dibbs, on his coming into office on the 2nd November, 1891. I could go on for a month with instances of this kind, but I think I have given sufficient evidence to show that the absence of a Minister, having entire charge of a defence department, might have been the cause of extreme peril to the Colony in the event of war breaking out. One other point is this, that in October, 1886, the first of a number of H.P. guns arrived. There were plans prepared in March, 1887, for the emplacement of some of these guns, which only required the Minister's approval. This approval was not given, and the result was, as far as I can recollect, that none of the guns were placed in position until the latter end of 1889, or beginning of 1890. Another extraordinary thing is, that they were not even put in store, but were left lying about on Circular Quay open to damage, and it was not until an Imperial Artillery officer happened to come along and notice them that they were removed.

6113. Is it known why these guns arrived in the Colony, and why the Colony had to pay for them so long before they were wanted? I can only tell you this, that the Government of the day ordered £243,000 worth of war material, but there was no memorandum of the order except what could be found on the butt of the telegraph form; and that they could not find for a month.

6114. *Mr Mort.*] Was that about the time of the Soudan? Yes; nobody remembered anything about the order until the demand was made for payment.

6115. *Mr. Cowlishaw.*] That was not in Sir G. Dibbs' time? No; Mr. Dalley's. Going to another point, General Schaw in the general report he made on the defences of the Colony, recommended that a small body of Permanent Mounted Infantry should be formed for guard duties, and to form the nucleus of a partially-paid force of the same character. Some of that report was acted on, and some was not, but the papers as laid on the table of the House, at my instance, disclosed in no way who was responsible for the choice of what portion of this report should be acted on, or what should not. The first thing we have in relation to the matter is a letter from General Richardson, in which he states that Parliament having voted money to give effect to the recommendations of General Schaw, for a small corps of Permanent Mounted Infantry, he required authority to embody it. There is nothing to tell us on whose recommendation money was placed on the estimates. So little consideration was given to it by the Minister, that this corps was formed, and remained nearly two years on the establishment, at a cost of between £9,000 and £10,000 without doing more than twenty-four hours duty.

6116. *Mr. Mort.*] Was that prior to Major Lassetter's arrival? I really do not know, but the point I wish to make is, that the matter received so little a consideration from the Minister. We have no evidence

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as to the recommendation made, or whether any was made, nor anything at all about it, but the fact remains at all events, that a corps was established on which between £9,000 and £10,000 were spent, that it was for a period approaching two years on the establishment, and it did only twenty-four hours duty. I do not know that I can say anything much more telling in regard to the necessity for a Minister. General Schaw also made a strong recommendation in reference to the importance of some official who should be charged with the whole correspondence connected with the finance of the defences. And he pointed out that it was impossible that the Colonial Secretary and Premier could deal with all the correspondence on defence matters, overwhelmed as he must be with important political duties. In speaking on this subject on 30th May, 1889, I said, "if we estimate the importance of a department by its annual expenditure, one specially charged with the control of defence would take precedence of three of those now existing, for whilst the Statistical Register gives the military expenditure for 1887 at £338,649 7s., the estimates of that of Justice for the same year was £269,161; of Mines £253,169, this includes nearly £100,000 for rabbit extermination since removed to the Lands Office, and of the Attorney-General, £40,321. I, however, maintain that the mere amount of money expended under the control of a department is no real guide as to its importance, for the efficient defence of our country against an enemy must rank above all others after internal peace, the security of individuals, and the safety of their property, and I think there will be no dispute as to the fact that under existing circumstances, safety from external attack is by no means so certain as it ought to be." As another instance of Ministerial incompetence or neglect, when Mr. Dalley was in office, nearly £250,000 worth of war material during the war scare at the time of the Soudan, was ordered, and no proper record kept of the order. It was not known on whose advice these guns were got, or on whose authority, but that they were got, the record on the butt of the telegraph form discloses, and the date shows that they had been ordered while Mr. Dalley was acting for Sir Alex. Stuart. Not only was very little judgment shown in the choice of these guns, but they were ordered in too great numbers, so much so that I fancy that there are some seven or eight in store now, not used or likely to be used.

6117. *Mr. Cowlishaw.*] I want to go back to this Defence Committee, which was formed in 1887;—do you think it has done any good at all? How can I say.

6118. But you say no notice was ever taken of the reports sent in? I cannot say when they did meet after that occasion to which I referred, but I do say there were no facilities granted them to enable them to perform the duties they were appointed to carry out.

6119. Supposing I tell you that the matters brought before the Defence Committee were not attended to, and in particular, one very important matter by the naval officer, and they never made any recommendation for ten months;—what is the use of the Defence Committee? My opinion of it is not a high one, and if you tell me that they have not paid attention to matters of importance brought before them, I can quite believe anything of that kind. That shows they are incompetent. But if a Defence Committee is appointed, it must have facilities granted to it by the Minister. The Minister should appoint, or he should not appoint, but if he does appoint, he is responsible for the appointment. They are appointed on a Minister's minute, and therefore he is responsible, because if they are unfit, he should not have appointed them, and if he considered them fit, he should have given them every facility to perform their work by doing his Ministerial duty.

6120. But he could not do otherwise than consult these officers in charge of the Military and Naval Forces? That does not follow. If he found them incompetent he could have superseded them. I would supersede any man who was not competent.

6121. Do you not think it was a mere farce for these men to write, and for the Government to take no notice of what they wrote? The Minister paid no attention to the letter they wrote; he did not even consider it. If the Minister considers the officers to be incompetent, he should point out they are so incompetent that it is unnecessary to answer their letters. And if they were so incompetent, he should have superseded them.

6122. Do you consider it is advisable to have a Defence Committee? Of course I cannot say what the duties of the Defence Committee are. It at all events should not be a secret one. I do not know that anything is gained by secrecy. My opinion is that everything that is wanted to be known by the enemy, always is known, and therefore publicity for the information of our people is the best thing.

6123. But in your own mind you have some idea of the duty of the Defence Committee—what is it? To consider questions as to the necessity of special fortifications, for proper armament, for proper provision of material, for proper provision for the manning of forts, for the proper provision for the command and instruction of the men in the forts, and for every matter of that kind. And not only that, but the Naval portion of the defences would also be included. In the first place you tell me that a naval officer of great ability——

6124. An officer of great ability wrote a paper suggesting, and the Defence Committee never took any notice for five months? Who was the officer?

6125. Colonel de Wolski? I certainly think that if they neglected to act on the recommendations of Colonel de Wolski, they were grossly culpable, if, as Engineer-in-Charge, his recommendations did not go outside his department.

6126. *Mr. Meeks.*] As an Imperial officer engaged for special service, his recommendation should have had special attention? Yes.

6127. *Mr Cowlishaw.*] And that recommendation not having received prompt attention, shows that the Defence Committee is useless? Practically, yes. As I intimated just now, I do not like secret committees, and the probability is that you could get better information about our defences from St. Petersburgh or Berlin, than you could here. Then there is another question about these guns at Steel Point. When the report was tabled on the 22nd May, 1889, it was found to contain this paragraph by Major-General Richardson:—"To my mind it is conclusive that these officers"—referring to Colonel Spalding and Lieutenant Le Mesurier—" have either signed false certificates, or they have performed their duties in an extremely negligent and, I might almost add, criminal fashion; for it is obvious that if all the officers of the Artillery entertain a similar appreciation of their responsibilities, we may be living in a fool's paradise, and find, when too late, that all our guns and ammunition are useless. In justice, however, to other officers, I may state that I have no knowledge of any of them having, in so great a degree, failed in their duty; at the same time I believe an example to be necessary. This would seem to be especially so in the case of Colonel Spalding, seeing that it is only a few months since that he was adjudged guilty of similar

negligence

negligence in regard to the powder in his magazines, and to an extent which can be judged of by perusal of my memorandum of 12th July, 1888." The Hon. J. M. Creed, M.L.C. 9 Aug., 1892.

6128. Why did you not take some action, as a member of the Legislative Council, and see these men were brought to justice? I called attention to it. I cannot do any more unless I have power to turn out the Minister.

6129. The matters you have brought under our notice here to-day would be sufficient to turn out any Minister? I called attention to it, and it aroused more public attention at the time than anything else. But you know very well that if a Minister will not act, nothing but an adverse vote of the Assembly can make him act.

6130. *Mr. Meeks.*] What Minister do you refer to? If a Minister will not act, there is nothing but an adverse vote of the majority of the Assembly to bring him to the point. The Minister had all the papers before him, and did not take any action for two or three years.

6131. What action was taken in the Legislative Assembly? None.

6132. What was done in the Council? I showed the absurdity of the whole thing. If there were any public opinion here, or if there were an independent Press, who would deal with these matters, instead of pandering to people who happen to be in power, things might be different; but, personally, I have no power, and nothing but an adverse vote of the majority of the Assembly could compel the Minister to act; and, in my opinion, nothing but the threat of such a vote would have induced him to do anything. I may, however, say this—that if the Commandant had made strong representations, and had then said that in view of the absence of Ministerial decision upon them he considered his position untenable, that might have caused the Minister to do something; but you could hardly expect the Commandant to take that step.

6133. *Mr. Mort.*] Do you know anything about an order for the Barbette guns, which were recommended to be countermanded? No. You tell me that a recommendation was sent in in 1889, and not attended to, whereby, no doubt, a certain amount of money was lost, and I presume you are speaking of the 9·2 inch guns, in which instance an order was sent, by some error, for four H.P. guns of this calibre when only three of these expensive mountings were required.

6134. Do you wish to make any remarks as to the friction which existed between the Commanding engineer and the Colonial Architect? That is a matter which would never have been settled had it not been that it was taken from the Colonial Secretary and put under the Minister for Works, Mr. Bruce-Smith, who dealt promptly with it. That, to my mind, again shows the great necessity for a Minister for Defence. There are Ministerial matters which occur every day in the week, which such a Minister would find occupy the whole of his time.

6135. *Mr. Meeks.*] Speaking generally, then, you consider the neglect shown to have existed in the past on the part of the Minister necessitates a man devoting the whole of his time to the defence work? Yes; and I will go further, and say that even supposing that there were not enough work to keep him employed as Minister of Defence I would give him no other work to do, so that he could not make other duty an excuse for neglect.

6136. You would not combine him with the Postmaster-General, for instance? No.

6137. Do you not think it would be possible to combine his office with that of some other Minister? It might be possible, but not advisable. I think that things are of such importance in the Defence Department that no Minister should have the excuse of saying he omitted to do its work owing to having the work of another department to attend to.

6138. Is not the Colonial Secretary's Department already much overcrowded in consequence of having the administration of so many Acts of Parliament? It is absolutely and terribly overcrowded. Take the ordinary expenditure which is administered under this Department. In 1891 it amounted to £1,041,000, covering all sorts of Acts of Parliament, and rendering it quite impossible for the Colonial Secretary to act properly as the Minister of Defence.

6139. Then your suggestion is that there should be a new Ministerial portfolio created? Yes; a Minister of Defence.

6140. And you do not think it is possible that another Minister could take it? As I have said before, I think it would be possible, but I do not think it would be advisable. Mind you, I see nothing to prevent the combination of other portfolios, such as Education and Post-office, or Education and Mines, or Education and Justice, so as not to increase the number of Ministers; but as for the Minister of Defence he should be Minister of Defence alone.

6141. What do you think of the Defence Department as now created? It will probably go on in the same groove as it did when directly part of the Colonial Secretary's Office.

6142. Would it not be the means of relieving the Minister of a number of difficulties that have occurred in the past? It may make things a little better, but it is not sufficient.

6143. *Mr. Mort.*] At present it is a fact that everything Colonel Roberts has to do in connection with the Minister has to go through the Principal Under Secretary? Which is an absurdity. The Department must of necessity be a failure unless the Secretary of Defence communicates direct with his Minister. Under any circumstances that must be done, because in the first place I suppose he is chosen on account of his special expert knowledge, and how can he explain the special matters requiring expert knowledge if he has to filter them through another person?

6144. *President.*] In fact he is the fifth wheel of the coach? Yes, he is no better.

6145. *Mr. Mort.*] We are informed as a matter of fact that when he attends on the Minister he goes with the Principal Under Secretary? And I say that is absurd.

6146. *Mr. Meeks.*] You know the amount of money expended on the Defence Department was something like a quarter of a million. That is a very small amount for a Minister to have to administer? I do not think you can look at it in that light at all.

6147. He would have a larger number of persons under his control, because if you create a department in the sense of a portfolio, you must have a larger staff? You need not have any more staff, but if you take the importance of the department only in regard to the amount of money it has to administer, you do not take a correct view as I pointed out to you just now. The estimates of the Attorney-General were only £40,000, and of the Mines £269,000 for 1887, and both of these have special departments. Now, I take it that the defence of the Colony is a matter of the highest importance. Everything hinges on it—our financial credit, our prosperity, and the safety of everything. And in that respect the Defence Department

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Department is more important than any other. Its economical scope would be shown by the fact that we should probably save a great deal of money and have an efficient defence, where we now spend a large sum and have an inefficient defence, and I believe that this arises only through the want of a Minister.

6148. I want to get your opinion on the basis of the money, because it has been stated over and over again that the amount expended has been so small; the amount expended by some of these departments will cover a large area of ground necessitating much correspondence? This covers the area of every man's life and property.

6149. But if you take the Mines Department they have to deal with the laws of mining all over the country, and perhaps necessarily it is more extended, and should be. Now that our defences are getting a little more settled, forts are being erected, and guns put in them, do you think that in the course of time the Defence Department will require the whole of the time of one Minister? If you get an efficient administration of the Defence Department, you will ensure efficient protection on as little expenditure as possible, and to do that a separate department is necessary.

6150. *Mr. Mort.*] What is your opinion of the expense which would be caused by the creation of this new Minister? It seems to me it would be something small, you might perhaps want an extra clerk or so; but I do not think that should weigh, if you get a capable man, responsible for the efficiency for the defences of the Colony as Minister of the Military Department—a man who is in touch with that directly, and is in touch with the Parliament and the people, and who has nothing to come between him and bringing about that efficiency to the defences which is so essential, and in keeping up that efficiency. I know that the feeling of Sir Henry Parkes has been one of disinclination to do anything, the sort of feeling that the command of the soldiers having been given him, he did not care to give it up to another Minister. I would point out again that the sole duty of the Minister is to keep the forces in a state of efficiency, and that they are only at the disposal of the whole of the Government, and not of any single Minister. It is very unfortunate that things are in the condition they are at present, many officers are physically unfit to perform their work, while many of them are unfit from want of ability, and others from lack of special training. I am sure that many of them do not possess the confidence of the men as it is, and certainly would not have it in action.

6151. *Mr. Meeks.*] You are speaking of officers generally, without reference to the permanent, the partially-paid, or anybody else? Yes; only a Minister who can devote a lot of time to this subject can be of any use, because these things may want weeks of thought, before he could devise any scheme for the remedy.

6152. *Mr. Cowlishaw.*] Do you think the Minister would be able to remedy such things as this without weeks of thought—we have been told that if a strap which may be worth 6d. goes astray between the Ordnance Store here and Newcastle, it costs 4s. or 5s. worth of postage to see about it, and in addition all the time wasted? I have no doubt at all that sort of thing occurs at present, but do you think it would be any worse if we had a department; on the other hand would not that sort of thing be quickly disposed of. If it were necessary for a Minister to interfere about the strap, and Sir Henry Parkes was that Minister, he would not attend to it in three years, therefore, you cannot get rid of the red-tape, unless you have someone who can devote a very considerable amount of time to altering the present system.

6153. That is the present system? Then it wants a change.

6154. *Mr. Mort.*] Independently of the increased efficiency there would have been a very large economy in the last ten years, had there been a Minister? Yes.

6155. *Mr. Meeks.*] There is a great deal of dissatisfaction that certain matters came to light like these you have spoken of, or happend to be found out;—how was it that information was obtained by you? I had a suspicion in some instances, and I may say that often from a few words with the General, in talking over matters, I got quite enough hint to make further inquiry, and get the papers.

6156. But for your pressure upon these subjects, a large number of these items would never have reached the public, although they might have come within the range of vision of the official eye? Any amount of things reach the official eye which do not excite public attention.

6157. And as they did not excite attention, they did not make them public? Apparently not.

6158. *President.*] What is the next point? I think we may take the Commandants next. It is a very bad principle that we should have one man occupying the position for a great number of years, because, if we do we make it a post for life, the man does not perhaps advance with the times. Again a man who holds a post for life, is bound more or less, not to hurt the sensibilities of the Minister in charge of the Department; whilst if he holds it only for a certain number of years, if his recommendations are not carried out, he feels his position is a bad one, and it is not a great sacrifice to make to resign, which is the only practical protest he can make, while you cannot expect the man who holds the post for life to make such a sacrifice. Therefore I think that the officer commanding the Forces generally, the Officer commanding the Artillery, and the Officer Commanding the Naval Forces should not retain their commands for a longer period than five years. I may say that I carried a resolution in the Legislative Council which stated, that in the opinion of the House, it was not advisable that these commands should be for a longer period than five years.

6159. *Mr. Meeks.*] Is it possible for men to get sufficient knowledge and training here now? No; under existing circumstances I think that Imperial officers are necessary.

6160. And you would have an Imperial officer as commandant, and an Imperial officer for the Artillery and Engineers? Yes.

6161. And for five years? I am not sure but what it would be better for three years to be increased to five if the officer was specially efficient and mutual satisfaction was given. The next thing I would point out is in connection with officers in command of the Partially-paid regiments. Some of them have been in command for fifteen or twenty years and more, whereas a colonel in the Imperial service only commands a regiment for four years.

6162. *Mr. Mort.*] If you had Colonial officers who could only retain their posts for five years a scheme of retirement would be necessary? Yes; and that would involve a big pension list and a larger expenditure in proportion than in the Imperial Army.

6163. That would be saved if you had an Imperial officer as commandant? Yes; at the expiration of the term officers would go back into the ordinary active list of the Imperial Army.

6164. You consider that officers commanding regiments should be limited to five or seven years? Five years. Now, taking the officers generally, I am very much dissatisfied with regard to the appointment of

officers

officers to the Partially-paid Forces. I think that in a citizen army such as this is no man should ever receive a Commission unless he has gone through the ranks; but a man now stands a poorer chance of getting a commission if he enters the ranks than if he stands out of them. I could give instances of it, as I know that there are cases in which men have left the ranks to get the chance of obtaining a commission. There is a return if you call for it which will give you every officer who entered with a commission and everyone who passed through the ranks. Speaking roughly, the colonels, majors, and senior captains entered by the ranks, and nearly all the juniors entered by direct commission. The Hon. J. M. Creed, M.L.C. 9 Aug., 1892.

6165. *President.*] How long should they be in the ranks? From six months to a couple of years; and the examinations should be very strict, and only fitting men should obtain commissions.

6166. *Mr. Meeks.*] Is it a common thing to allow a man to get a direct commission? In the Imperial service it is; but I do not know what is the case in the other colonies. In a citizen army it is wrong; and it is wrong from the point of view I take. In the Colony there is practically no means of education for officers and I know that in many instances young officers are appointed with the idea of passing their examinations afterwards; then the examination is put off and put off until they may be a year or two commanding men without having passed any examination showing their fitness for the position. No man should be allowed to be an officer until he has proved his capacity to command, and he should not be allowed to delay his examination. Now with regard to pay and allowances of officers it may be all very well in the Imperial Service to have a certain amount of pay and certain allowances, but for the satisfaction of Parliament and the people who make the payment, I think every officer should get a definite amount of pay, and that one item should cover everything. It is wrong having £150 put down here and £300 somewhere else. Another thing which I consider very essential is, there should be some system of promotion by which an officer should only remain a certain number of years in the same rank. Why, if we come to look at our forces we have gray-haired lieutenants, and to remedy this, I think officers should only hold each step for a certain number of years, and either be passed on another step or passed out of the service.

6167. *President.*] Would not an age qualification do, all men having to retire at a certain age? Yes; that might do. There is another reason why we ought to have some means of limiting the tenure of each rank. If you pass them on, you would create a reserve of officers; but if we wanted to increase our officers suddenly now we have no spare ones to work upon, so, therefore, I say we must pass them quickly through the various ranks in order to have a reserve of officers available if required.

6168. *Mr. Mort.*] Under this system of officers remaining in command for twenty years or more, there is no possible chance for promotion? No; and it keeps the supply of officers very short. But if you have a proper system, some men must pass out, and there would be some retired captains and some colonels, and so forth always ready, and so you would have sufficient officers who, by arrangement, may be made available to meet necessities. You can always get men, but you cannot always get officers.

6169. *Mr. Meeks.*] You would always have this reserve to fall back on? Yes; to give you an instance of the absurdity of the existing arrangement there was a very worthy officer here, who was physically unfit to perform his duty, but for two years, although his superannuation was recommended, he was left in his position.

6170. *President.*] Was not that caused by their not having any retirement scheme? No; the trouble was that the Minister would not deal with the case.

6171. *Mr. Cowlishaw.*] He was an Imperial officer? What matters that.

6172. *Mr. Meeks.*] Does it not necessitate some retirement scheme being adopted for the permanent forces? There should be. All the employees of the Government should come under some retiring scheme, and for this reason that as soon as a man becomes unfit for his post he will then be made to retire. You would find there are very few Ministers who would turn a man out to starvation because he was unfit. The retirement forms a portion of the pay for services rendered, and when there is such a scheme it enables the Government to remove the unfit men.

6173. *Mr. Cowlishaw.*] Do you think it is a fair thing that a man who has been serving his country for a number of years in the Civil Service, and is required to retire on a superannuation allowance, should still retain his command in the Partially-paid forces? I think it is an absurdity. A man who is unfit to remain in the Civil Service is unfit to remain in the command of a regiment. I would also point out that in the appointment of officers there is undoubtedly very much influence brought to bear from higher authorities in a very bad manner. There is a paper which I moved for in regard to the appointment of Captain Lee, of the Submarine Miners, he is a good officer, and efficient, but if you read the paper you will see that he was appointed on the recommendation of Major Penrose, who in writing to the Major-General commanding the forces, says—"In accordance with previous communications with you on this subject, verbally, I have the honor to recommend the provisional appointment of Mr. J. A. H. Lee, Commander of the Naval Artillery Volunteers, to the post of captain in the proposed corps of the Submarine Miners." But he adds to it a saving clause that he should go home and learn his business. I believe he has gone home, and come out, and is an efficient officer, but I think it was rather an absurd recommendation.

6174. *Mr. Meeks.*] How are you going to appoint officers for these positions especially, when you have the establishment of a new service such as this? In this particular instance, I think a junior Engineer officer from the Imperial service would have been better than this appointment. I would have the Commanding Engineer, and then a junior Imperial officer from the Imperial service.

6175. But the same principle applies, seeing that a certain number of officers have been going home every year? Yes; they have been going home, but it is only lately, and we should have got on better, I think, in getting an officer, when we wanted one, than sending one home to train.

6176. *Mr. Mort.*] Under existing circumstances, do you not think it is wise to keep up the stream of young officers going home to be trained? I do not think it is unwise. The only thing is, that you get a man out here permanently, and he eventually gets stale.

6177. *Mr. Meeks.*] Then, as matters now stand, how are you to manage for instruction only obtainable at Shoeburyness and similar places? The whole of the colonies might be able to start a school, which would be sufficient for our purposes. I do not think the Colony could do it itself.

6178. As matters now stand, you do not see any objection to the junior officers going home? Except on the question of expense.

6179. They could not receive the necessary military instruction here? No; not in this Colony, and I do

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do not think that they could receive it in Australia until we get a proper federation of the whole of the forces of the colonies, and then they could. Until that time it would be cheaper to get Imperial officers; but a strong national feeling exists, and for that reason I think the colonies would spend more money to have their own men trained.

6180. I suppose you know that in another colony steps have been taken to have the officers properly trained, and, failing our training them ourselves with Imperial officers, the next best thing is to arrange such a course as to give them what training we possibly could, and send officers to India, where, in these times, they would be likely to see as much of active service as could be conveniently permitted them? I have not gone into what that colony is doing.

6181. Is there any branch of the service you think over-manned? I cannot say anything about that. Referring, however, to the privates of the Permanent Force here, there is one thing I wish to comment on, and that is that their pay is given every week, so that if a man deserts and gets clear, he loses nothing. If there were some system of deferred pay, which a man would lose on his desertion, it would be better; but there is none. The next point is, that if a man is injured he has no absolute claim for compensation. A case in point is that of a man named Forster, who was with another permanently injured whilst on service through a restive horse. He was a driver in the Artillery, and, after being kept in the hospital a long while, really that the poor fellow should not be thrown on the world without anything, probably a much greater time than was absolutely necessary for his cure, it was proposed to pension him for three years, and give him £30 per annum. I consider nothing could be more derogatory to the good name of the Colony than the proposition to give him £30 for three years; and the matter was taken up in such a way that the man was eventually satisfied with £50 for three years, and he has got some service employment now. It is, however, a very bad plan for a man to have to go on duty with the chance of getting injured, and, if he is injured, to have no positive certainty of compensation afterwards.

6182. *Mr. Mort.*] The reports show an enormous number of desertions, do you not think we ought to inflict a more severe punishment? I think that deferred pay would meet that, the loss of it would do more to check desertion than anything else.

6183. *President.*] Do you not think that the greatest punishment that you can inflict on a man when he comes back is to refuse to take him back? Yes.

6184. *Mr. Meeks.*] Is it not possible the cause of a number of desertions and discharges amounting in 1891 to no less than fifty-three discharges and fifty-nine desertions is caused by taking in a bad class of men in the beginning? I am not in a position to pass an opinion on that; but it is a high rate, and I think the absence of deferred pay has something to do with it. Men should not be able to discharge themselves without some loss; therefore, if a certain amount of pay is due at the termination of his engagement, the man would, if he left the force in any irregular manner, lose something.

6185. *Mr. Cowlishaw.*] Do you not think that the men are too well paid, and that one reason why they desert is their having too much money? I do not know. I think it may be traced to other causes as well.

6186. *President.*] Is there any other point you wish to bring before the Commission? Then comes the question of discipline. As far as I can gather as Chairman of the Committee on the torpedo defences of the Colony and as one of the members of the Committee on the case of Lieutenant Hammand, who was a witness before the previous Committee, I have come to the conclusion that the discipline of the forces is in a very bad state. Mr. Hammand had most serious charges made against him. He was recommended for dismissal from the service, and to be removed from his civil appointment and sent to another place. As disclosed before the Committee the conduct of the commanding officer amounted to something nearly criminal. On this he demanded a court martial, but he never practically received any reply, and the poor fellow was killed without having any settlement of his case. Again, such serious charges as were made in regard to Colonel Spalding and the Steel Point guns necessitated that there should have been some definite decision in regard to his conduct in that matter. In this case which General Richardson reported on as one of criminal neglect, on the 21st February, 1889, in these words: "To my mind it is conclusive that these officers have either signed false certificates, or they have performed their duties in an extremely negligent and I might almost say, criminal fashion; for it is obvious that if all the officers of artillery entertain a similar appreciation of their responsibilities we may be living in a fool's paradise, and find when too late that all our guns and ammunition are useless. In justice, however, to other officers, I may state that I have no knowledge of any of them having, in so great a degree, failed in their duty. At the same time I believe an example to be necessary. This would seem to be especially so in the case of Colonel Spalding, seeing that it is only a few months since that he was adjudged guilty of similar negligence in regard to the powder in his magazines, and to an extent which can be judged of by a perusal of my memorandum of 4th July last." This, mind you, is the recommendation of the Major-General Commanding to His Excellency the Commander-in-Chief. Then having made that recommendation the whole papers are wound up two and a half years afterwards by this:—"The final decision of the Major-General is contained in letters of the 2nd April and 10th August, 1889, of correspondence, and to the effect that whilst admitting that the report as to the dirty state of the guns might have been somewhat exaggerated, they were not in the state as certified, viz., "clean, and fit for immediate service." Consequently he could not hold such certificates free from blame. He further considered that Lieutenant Le Mesurier had not received adequate support from the Artillery authorities, notwithstanding which he appeared to have been possessed of a laudable desire to perform his duty to the best of his ability and knowledge. The Major-General wishes it to be understood he neither stated nor implied that officers had *intentionally* rendered incorrect certificates." I say that when an officer has two such contradictory things as that said of him discipline is a farce. There is none. These are two particular cases. In one a man dies without having received any decision in his case, and in the other the only decision on the officer in default has been practically given by one of them when acting as commandant in the absence of General Richardson. There has been from the commencement a terrific amount of waste in the reckless way in which material has been ordered without any sense of responsibility on the part of officers or Minister, and the grossest case is that of the £250,000 worth of material ordered by Mr. Dalley. We have purchased upwards of twenty-five H.P. guns, and I think there are about twelve or thirteen mounted. From a return of the 10th July, 1889, there were twenty-five of these breech-loading guns in the Colony, consisting of two 8-inch, twenty 6-inch, and three 5-inch. Of these about twelve or thirteen are mounted, and all that has been expended on the others has been absolute and useless waste. In addition to these there were four large guns ordered for the defence of the coast. I believe that an order was sent home by which four guns

and

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and four carriages were ordered at the cost of some £10,000 apiece. Now this is the point. Recommendations were made to the Minister that four guns were required, but only three carriages; but through the neglect of the Minister to act in the matter or through the fault of his department, all four carriages came out, and an expenditure of from £6,000 to £7,000 was incurred when it was not wanted, without any reason at all. We required the four guns so as to have one in store in case one of those mounted required retubing, but we did not want the four carriages. Then I may point out that some of the H.P. guns were sent out so carelessly inspected that a great many of the fittings were not fit for use, and they were lying out here for some three or four years before it was found out. I also think we have too large a number of machine guns. In addition to this, during the scare, they purchased forty Schwartzkopf torpedoes when six or eight would have been sufficient, and these from their being so small are practically of no value. The Whitehead torpedoes were first recommended, but the order was changed to Schwartzkopf on the recommendation of Colonel Cracknell, I think.

6187. *Mr. Meeks.*] We were informed that they were the only torpedoes that they could get at that time? That might have been, but they are much too small, and contain too small an explosive charge. I think the most gross case of what I may call mispurchase was that of 30 knots of electric cable which was bought in 1885 for use by the Torpedo Corps, and my best plan to make you acquainted with the circumstances is to hand you in the following statement I made in the House. "On the 5th January, 1885, Major-General Richardson submitted a requisition, accompanied by a specification, from Lieut.-Colonel Cracknell as commanding officer of the Torpedo and Signalling Corps for 30 knots of single core armoured cable to the Acting Colonial Secretary—Hon. W. B. Dalley—for his approval of its purchase in England, Lieut.-Colonel Cracknell recommending that it should be obtained from a private manufacturer. The purchase of cable of the character submitted was approved by Mr. Dalley, and in accordance with directions forwarded to him, the Agent-General, acting on the advice of Major-General Steward, the military adviser in England to the New South Wales Government, recommended that tenders for its supply should be called for. As a consequence, on 7th April, 1885, tenders were received by Sir Saul Samuel from W. T. Henley & Co., The India-rubber, Gutta-percha, and Telegraph Works Co., and Messrs. Siemens Bros. "On 20th April, Lieut.-Colonel Cracknell, having arrived in England, submitted an offer from another firm with whom he had been in communication, Messrs. Johnson & Phillips, to the Agent-General, recommending that the cable should be purchased from them. The whole of the tenders were then submitted to him, and on 22nd April, 1885, he recommended that the cable should be obtained from Messrs. Johnson & Phillips, which was accordingly done at a cost to the Colony of £2,081 5s. including packing. This cable, Major Penrose states, is not in accordance with the specification or description which was submitted to the Minister for his approval. Lieut.-Colonel Cracknell having on his own authority ordered a different one, not having received any permission to make the change, either from the Minister or the Major-General Commanding, neither did he subsequently make any report to his superiors that he had considered it advisable to make a change in the kind of cable purchased. Major Penrose, in a report dated 17th May, 1887, and by his evidence before a Select Committee on 15th February, 1888, expresses the opinion that it is an unsatisfactory cable which is not used in the Imperial service. In March, 1889, the papers relating to the purchase of this cable having been laid before Parliament, being struck with the contradictory statements made by Colonel Cracknell with reference to the purchase of this cable in the answers supplied by him on the 19th May, 1886, to the representative of the Government in the Legislative Council and in his evidence before a Select Committee on 15th December, 1887, and also by the statement of the Agent-General that the recommendations of his military adviser, Major-General Steward, had been overridden by Lieut.-Colonel Cracknell who had recommended the purchase of cable from another firm with whom he had been in direct communication, I applied to the Colonial Secretary for eight samples of this cable which were supplied to me on the 18th March, 1889. On their receipt four of them were forwarded to an eminent firm in London with the request that it would submit one to each of the three manufacturers who had formerly been asked to supply the cable approved of by Mr. Dalley, viz., W. T. Henley & Co., The India-rubber, Gutta-percha, and Telegraph Works Co., and Siemens Bros., and also to Johnson & Phillips, with whom Mr. Cracknell had been in communication, and from whom the cable of a different character to that approved of by the Minister was eventually purchased at his instance, asking them all to quote the prices at which they would supply it on exactly the same conditions as it was originally supplied by the latter firm. This was done in due course, and tenders dated 2nd May 1889, were received for the supply of 30 knots of cable according to sample supplied from W. T. Henley & Co., at £1,125, from the India-rubber and Gutta-percha and Telegraph Works at—with discount off—£1,287 from Siemens Bros. at—with discount off—£1,613 10s., thus showing, when compared with the cost of the cable, £2,081 5s., as supplied in 1885 by Messrs. Johnson and Phillips, that if it had been purchased as advised by Major-General Steward from either of these firms, that a saving to the Colony would have been made in the first firm of £956 5s., with the second of £794 5s., and with the third of £468 15s. Messrs. Johnson and Phillips' tender dated 1st May, 1889, for the supply of the cable was, however, £2,550 an increase of £468 15s. over their price in 1885, which is remarkable, for if the cost of production of this kind of cable had so increased that they could not supply this year a similar cable to that manufactured by them in 1885 except at an increase of upwards of 20 per cent., it is a fair inference that the cable would have been supplied in 1885 by the three firms first-mentioned at a price more than that rate per cent. less than their recent offers, so that, had not Mr. Cracknell used his influence with the Agent-General in favour of the firm with whom he had been in communication in opposition to the recommendation of Major-General Steward, a saving of many hundreds of pounds would have been made to the Colony—in the case of Henley and Co., £1,181 5s.; of the India-rubber Co., £1,051 8s.; and of Siemens Bros. of £790 14s. The circumstances surrounding the purchase of this cable are the more remarkable when it appears that though it arrived in the Colony in December 1885, there are upwards of the 28 knots of the 30 purchased still remaining in store unused; and that, though Lieut.-Colonel Cracknell is of opinion that a cable—or as he expresses it 'the life of a cable' is only expected to last ten years, and all the single armoured cable in the possession of the Colony for actual defence purposes was of that age, he said on February 25th, 1887, that this cable was procured for 'drill and experimental purposes' only and 'forms neither part nor parcel of the actual torpedo defence of the Colony'; and this in the face of his recommendations for the purchase submitted to the Minister which states that it was 'required for the torpedo defences next year, and should be ordered without delay. To be charged to Works of Defence Vote.'" At the present time there are some 26 or 27 knots of this cable in the store which have not been used,

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used, and you will observe that the explanation given was that it was bought for drill and experimental purposes. Now, Colonel Cracknell at this period of 1885 was, and during the whole time since has been the Commanding Officer of the Partially-paid Submarine Miners. Therefore, if it was required for drilling or experimental purposes it would be well for the Commission to get some explanation why it has not been used for the purpose for which he bought it. I only hope the Commission will carefully read the statement I made in the House. No action was ever taken, or explanation demanded, by Sir H. Parkes; but I will read you a letter which I received this year, which may give you some idea of what Mr. Cracknell thinks on the subject. I referred officially to the head of the Government when Sir Henry Parkes was in office, and then to Mr. Dibbs, and I received this answer:—"Colonial Secretary's Office, 28th January, 1892. Sir,—Referring to your letter of the 21st ultimo, requesting to be supplied with full particulars as to the circumstances attending the purchase in 1885, of cable for use by the Torpedo and Signalling Corps. I am now directed by the Colonial Secretary to enclose herewith for your information a copy of a communication that has been received from Lieut.-Colonel Cracknell on the subject. I have the honor to be, sir, your most obedient servant, Critchett Walker, Principal Under Secretary. To Hon. J. M. Creed, M.L.C." Copy. "The whole of the circumstances connected with the purchase of the cable in question were fully detailed in the very complete and exhaustive evidence taken before the Select Committee of the Legislative Council, of which Mr. Creed was Chairman, in 1888. The report of that committee *not* having been adopted by the Council, one would have imagined there the matter ended. All the documents bearing on the subject were produced at the time for the information of the Committee, and I can add nothing to the evidence then given likely to throw any additional light on this matter. Signed, E. C. Cracknell, 12/1/92." No explanation has ever been given, and it is one of most disgraceful transactions that has ever taken place.

6188. *Mr. Mort.*] He refers to an explanation given before the Committee? None which was in any way satisfactory was given before the Committee of which I was Chairman. The Committee was considering the circumstances surrounding the purchase of this cable, and I, as Chairman, wrote to the Agent-General for particulars. The papers were sent out under cover to the Colonial Secretary, directed to the Chairman of the Committee, but they were suppressed by Sir Henry Parkes, and did not reach the Committee until laid before Parliament twelve months afterwards by Sir G. Dibbs. The statement I made in the House is simply a summary of the whole thing; it details facts, and leaves inferences to be drawn. Now, turning to another subject, with regard to the construction of batteries, as the Commission is aware, the bad construction of the Fort at Bare Island, of the Casemate battery at George's Head, and of the batteries at Newcastle has been without parallel, and is such as no one without inspection would have thought possible. I am of opinion that evidence of the defects must have been, or should have been, apparent to the officers of Artillery on duty in those places, and the Government of the Colony has good cause for complaining of the junior officers for not reporting to their superior officers, who in turn are in fault, for not bringing it under the notice of the Ministerial authorities. So much was it a matter of common talk, that in my speech made on the 12th May, 1887, in speaking of the various batteries, I said this:—"The more powerful of these guns it is freely reported, on what appears to be good authority, are defective either in their original construction or from deterioration, the result of want of care or skill on the part of those having them in their charge, and from time to time show the possibility of their being fired to be most difficult, if not impracticable, whilst the construction of the batteries in which they are placed is such that every time these heavy guns are fired, it is rumoured, that damage is done to them." I say that the revelations made through Colonel de Wolski recently, ought to have been made if we had had a proper sense of responsibility on the part of the officers concerned, as long ago as 1887. In another portion of the same speech I said, "Our great guns are defective; the batteries in which they are placed being in some cases bad in construction, and in others still remaining in an unfinished state." Every effort was made to prevent my getting that information, but I did get it, so that if I was able to ascertain that our great guns were defective, and the batteries, in which they were placed, bad in construction, it is extraordinary that the officers did not find it out so as to make these revelations many years ago. If they had done so, a large amount of money would have been saved, because more care would have been since exercised in the supervision of the works than has been shown. I may point out that the general has often complained, but apparently without effect, that often military stores were taken for use by the civil branch of the service without his authority, tents especially; and it came out in evidence before the Torpedo Committee that 17 knots of single core cable had been taken for use by the Telegraph Department, but that the Military Department had not been recouped, and this cable appears to have been diverted by no other authority than that of the officer taking it, Lieut.-Colonel Cracknell himself.

6189. *Mr. Mort.*] What date is this? I am referring to the report of the Select Committee on Torpedo Defence, date 6th June, 1888,

6190. How did Colonel Cracknell get it out? What the Committee did was this: The Committee requested Major-General Richardson to forward for its information all store books, "from the date of commencement to the time of Warrant-officer Wood taking charge." And it received on 6th March one book which the Commandant said was the only book having reference to the subject. An examination of that book disclosed that, with the exception of a single line at page 13, there was from 1870 to November, 1885, no entry relating to cable which had cost the Colony many thousands of pounds, and the Committee reported "This book appears to have been the sole record as to the receipt and expenditure, not only of the cable, but of the other stores required by the Colony for use by the Torpedo Corps, the value of which the evidence of Warrant-officer Wood shows to have been on his taking charge about £30,000."

6191. *Mr. Meeks.*] Is that system now in force? It has been altered to a large extent. When Colonel de Wolski came he was made Commanding Officer of the Submarine Miners and Engineer Corps, too, and, undoubtedly, there is a proper system in vogue now. It is, however, curious that the first step made in the direction of reform was on the protest of the warrant-officer, who said he could not take charge of the stores until he had a list of what he had to take charge of.

6192. *President.*] In whose hands were these stores? They were just under the control of Colonel Cracknell only.

6193. *Mr. Meeks.*] You bring up this as a reason for the necessity for a department to control these matters? Yes.

6194. And that the military equipment would be no source of loss to that department if we had a Defence Minister? Why should we have wasted over £20,000 on torpedoes, £2,000 on cable, £20,000 or £30,000 on

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on guns, £14,000 on bad cartridges—and I can go on as long as you like—for want of a controlling authority. There must have been throughout the management of these stores, both in their purchase and expenditure, an absolute want of all system, and of all responsibility.

6195. But for a long time these stores were not under military control at all? I do not know whose control they were under. The want of responsibility and of system remained.

6196. I may tell you that, for a number of years, they were not entirely under military control, but partly under the Treasury? I cannot say about that. What I complain of is there all the same. I may say that a matter in connection with this want of responsibility and system occurred in regard to clothing of the Permanent Artillery, and was such that the late Attorney-General in acting as counsel for the defence for the prisoner Webster, tried and convicted for the clothing frauds, felt himself justified in saying this: "The whole of the circumstances showed want of control, want of supervision, and want of discipline, which ought not to exist in a large force like this. And, in deciding on the case, it should be for the Court to consider, not only whether those circumstances entail a certain amount of supposition, or whether they were all inconsistent with the hypothesis of innocence. Why should the prisoner be made the scapegoat of others? Why should this man be punished and the real offenders allowed to go free?" In my opinion he was the scapegoat of others who were behind him. Now, with regard to the Naval Forces at the present time, there are no means of using them as Naval Forces. The torpedo boats were condemned in 1885—but Admiral Tyron said it was better to have them, if only to look at, and they were repaired, and probably now they are better than they ever have been before.

6197. *President.*] Do you know who bought these boats for the Colony? They were built in the Colony. I would point out that at the commencement of 1889 Captain Hixson was first appointed to command the Naval Forces. Before that he only commanded the Naval Brigade. He made a report for the year 1889, which contained a number of suggestions not very welcome to the Ministerial head of the department. For 1890 he made no report, and when I asked in the House why he had not done so they replied there was nothing of importance to report. Then of course the question would arise at once, "Who was to decide what was important, and what was not?" In 1892 he has made another report for 1891, but it shows a lack of sufficient insistence on his recommendations for the efficiency of the corps being carried out. I may point out as showing the general effect of having a commandant in a lifelong position is that he will let things go, and he really cannot bring such pressure to bear on Ministers as would enable him to be of any service. I may point out that in 1885 the rifles of the Naval Brigade were so worn out as to necessitate fresh ones being ordered. A recommendation was made by Captain Hixson that the Naval Brigade should be re-armed, and an order was sent home to England; but by some mistake the arms never came out. The point I want to emphasise is this, that although these arms were condemed in 1885 as worn out, the Naval Brigade remained armed with them for seven years, and it is only during this year they have got out the new pattern of rifles. That shows very simply and clearly the idea of responsibility held by a commandant who would allow his corps to remain for seven years with worn-out arms.

6198. *Mr. Cowlishaw.*] Do you consider this a satisfactory report? No; very unsatisfactory.

6199. I ask you this, because Captain Hixson was asked whether he considered the "Wolverene" was a sufficiently well-armed ship to go outside and meet a hostile vessel, and he said she was fit to attack anything that was likely to visit these shores? To go into action with the "Wolverene" would be simply the murder of her men.

6200. *Mr. Meeks.*] Another officer has described her as a Noah's Ark? A question was asked by me in Parliament about the "Wolverene," and the answer officially given was that the carriages of the guns on board the "Wolverene" were similar to those used at the battle of Trafalgar. Since then they have put on board two guns mounted on Vavasour carriages; but if we went into action with her, her top-hamper would come tumbling down on the men and kill them, while any sort of modern shot would go right through her. She is useless as a training ship, because for active service now-a-days they do not need any top-hamper in fighting ships, and do not want to lose half their time in attending to sails, bracing yards, and all the paraphernalia of an old-fashioned battle-ship.

6201. *Mr. Cowlishaw.*] Do you not think it was the duty of the Naval Commander to report to the Minister before he bought the "Sobraon" that he had the "Wolverene," which was of no use to him, but was admirably suited for training the boys, and so save the expenditure of £30,000? The "Wolverene" would have been far better employed in that way.

6202. But do you not think it was his duty to report it? I think it was his duty to point out a means of getting rid of her—in fact, there is no doubt of it. But she was once ordered to be used for that purpose, and her engines were ordered to be taken out. An offer was made by Mort's dock to take them out on receipt of the engines and £2,000.

6203. *Mr. Manning.*] Is not that an additional reason why Captain Hixson should have reported? Yes; the offer made by Mort's dock was when Dr. Renwick was Minister for Education, and he seemed inclined to get rid of her at that time.

6204. *Mr. Mort.*] How long ago was that? Five or six years ago.

6205. *Mr. Cowlishaw.*] Did the Naval Commander make any report then? I do not know; I only know he ought to have condemned her on every opportunity, officially and publicly, so that there should have been no continuance of the "Wolverene." I do not know who recommended that she should be used as a reformatory ship, but from what I recollect, I believe it was the intention of the then Minister for Education to use her as a school some five or six years ago.

6206. *President.*] Would not Captain Hixson know that? I suppose so.

6207. *Mr. Cowlishaw.*] Do you not consider it the duty of the Naval Commander to recommend the Government to take a certain course? I will go further than that. It is the duty of the Naval Commander to point out that any portion of his equipment which is obsolete should be got rid of.

6208. And failing to do that he is not fit to be in a position of command? Yes; I may say this much, that unless everything is kept in a state of proper efficiency, it is useless. Supposing the Admiral's ships were away to meet an enemy, who might send down so big a fleet as would necessitate the whole of the Imperial fleet having to go in search of him, it might be away months. In the meantime, one or two vessels could come down here and remain off the North Head, and effectually blockade the port until the Admiral's vessels came back, and for this reason, that there is nothing in the harbour now to drive an enemy away. If we had a couple of boats such as those they used in the Chilian war, or boats something

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like the "Boomerang" and "Karrakatta," no enemy could at night safely lie off the coast at a less distance than 25 miles, and this would practically keep our intercolonial communications free.

6209. *President.*] Do you think these small ships could always keep the sea when there was heavy weather on? I am only instancing these two ships as generally indicating the style of vessels we require. Possibly we might want something rather larger, but, at any rate, something to prevent the port being blockaded. One might lie at Newcastle, or even further north, and make it uncomfortable for any vessels attempting to blockade there. No doubt it would be difficult if the Admiral's vessels were here for an enemy to do anything, and these ships that I am speaking of now should not go outside Australian waters, but if the Australian Squadron is a couple of thousand miles away, there is the enemy's opportunity, and that opportunity you might be sure he would take. And you may be sure also that if the Admiral is following a hostile fleet none of his vessels would come back unless under the most direct orders from him.

6210. *Mr. Cowlishaw.*] What would you think of the Naval Commander who says that the only way in which he could make use of his vessel would be to moor her in shore in some place where she could not sink? Extraordinary!

6211. *Mr. Mort.*] What do you think of hiring a modern war vessel from the Imperial authorities for a term of years? Matters are in such a state that I think that anything by which we could make a change would be an improvement. There is another matter in relation to the Naval Brigade I should like to draw your attention to, and that is that we have no ships here in which to use this body of men, the consequence is that we should have to use it as infantry in war time, or for manning the batteries. We have at present two ships of the Reserve Squadron without crews. I have no doubt the Admiral in time of war would demand the Naval Brigade to man them.

6212. *President.*] The Admiral has his crews for these vessels? I was not aware of that, but that being so, it is at all events more clear than ever we could not use the Naval Brigade, except on land.

6213. Then why should we waste this money upon them which they cost? They are good men and good infantry.

6214. *Mr. Meeks.*] As a matter of fact, the Naval Brigade at the present time is not under the command of the Officer Commanding the Military Forces? There is a very considerable doubt whether the Naval Brigade is under any discipline Act at all, or what control it is under.

6215. *Mr. Cowlishaw.*] As a matter of fact, it is clear from the evidence that we have had, that the Naval Commander would not be bound by any orders given by the General? I take it that if he did say so, he has done a considerable service to the Colony by showing the necessity for reform, because it is absolutely necessary there should be some head to have supreme control, and I take it that head will be the military head.

6216. Then what is the use of having a naval commandant who says he will not work under the military head? Well, you must have a naval commandant undoubtedly, but I do not think you want one who will take up such a position as you say the evidence leads you to infer the Naval Commandant does.

6217. *President.*] You would have another naval commander in charge for thirty years? No; change him, as I said before in reference to the military branch. Engage a man for three years, with the option of an increased term if it was advantageous to both sides.

6218. *Mr. Cowlishaw.*] Do you know how much the "Wolverene" has cost in the last ten years? I do not recollect; but I have no doubt it is a considerable sum. I would point out that the Imperial officers who have come out were in a very invidious position. They often found themselves under the command of men who were without professional education, and however energetic they were they were continually finding their energies thwarted. There are numerous of instances of it. Major Penrose was positively insulted in the correspondence which he had to go into. Colonel de Wolski was some months here before he was placed in command at all, and the way in which he was placed in command was this: he was sent for one day and told that he was in command of certain forces, and that was done in order that the Minister of the day might answer a question asked by me. To sum up, I consider the organisation and discipline of the defences of the Colony are in an actual state of chaos at the present time. The whole thing requires reorganisation from top to bottom, and, failing that reorganisation, I would do all I could to abolish the entire Military Vote, and save it up for an indemnity fund for the enemy when he comes along and captures us.

6219. *Mr. Meeks.*] Have you considered the rifle reserves? I think it is well to encourage them. You remind me of one matter I wish to speak about, and that is the cadets. A system has been started by which the boys are encouraged to join the Cadet Corps, but when they leave school it ends, and it is a considerable waste of money in that way. Now, I think that the Cadet Corps might be made useful if the boys were not only encouraged to join, but were made to feel they were under a certain amount of disability if they did not join, and that joining the Cadet Corps necessitated a certain number of years' service in the Partially-paid Forces, and in this way I think you might make the Cadets a recruiting-ground for our citizen army. At present the boys get full up of soldiering while they are boys, and do not take to it afterwards.

6220. *President.*] That will necessitate their being put under military discipline? Perhaps. With regard to the reserves, I think that you ought to encourage any men who are fond of shooting to come in on payment of a small fee. And, on the question of reserves, I would only allow privates in the Partially-paid Forces to remain in the regiments a certain number of years. They then should be passed out into the reserves, receiving their uniforms and a certain efficiency allowance.

6221. *Mr. Manning.*] Do you know anything about the financial aspect of this rifle club question? No.

6222. Do you know that they have a separate staff and that the reserves cost nearly £21,000 a year, of which the men get about £4,000 and the staff officers and expenses of management absorb £17,000? As I said before, I do not know what the reserves cost. I have gone into the general principle, but not into details.

6223. But when you applaud these rifle corps you ought to know their cost to the country, and, seeing that they cost the country for officers and management £17,000 a year, is it worth while to retain them? I should prefer to retain the men at £4,000, leaving the officers alone. I think your statement shows they are expensive luxuries. My strong objection is that we have never had one continuous system for three years on end.

[*The Commission adjourned until Wednesday, the 10th August, at 3 p.m.*]

WEDNESDAY,

NOTE.—Many questions asked have apparently been omitted or misplaced, and many answers appear to be irrelevant.—J.M.C.

WEDNESDAY, 10 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at* 3 *p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Mr. Job Sheldon, examined:—

6224. *President*] You are Member of the Legislative Assembly? Yes.

6225. You know the object of this Commission, and among other things it is to see whether the efficiency of the forces can be increased; can you make any suggestions, or give us any information which will assist in carrying out the object we have in view? I think it is rather a question for you to decide. Would it not be more within the scope of getting information if you were to ask me questions? I do not profess to have any great knowledge of the working of the system here, and what little I have had has been more in connection with the Volunteer service here, in which I held a certain position. J. Sheldon, Esq., M.L.C. 10 Aug., 1892.

6226. What was that? In the old Rifle Reserve.

6227. Are they done away with? They are extinct.

6228. There are a great many rifle clubs; have you formed any idea how we can make use of them, because the evidence we have at present shows that they can shoot at a fixed range, and that is all; have you any suggestions how you can work this body up? I think that any suggestion that I might make would be of a secondary nature, because I should first have to deal with the first line of defences.

6229. Will you give us your views, and what you think of the first line? I may perhaps mention that, from the acquaintance I have had with Reserve companies, I was led to form the opinion that the whole of the system as pursued here was a very costly, wasteful, and extravagant one. I had many reasons for coming to that conclusion, and it caused me to think that the system we had might be very much bettered. I may say that a system such as we have is one which I have no hesitation in at once stigmatising as bad; that is, as applied to what we know as the Partially-paid Forces. I do so for this reason: The drills and attendances which are required are such that, in the first place, it is only men who are resident in centres of population who can become members of this force. That is to say, they are men who have employment of a more or less permanent nature, which causes them to be close to the centres, where the head-quarters of the various companies are situated. That is the first consideration. Then I attach to that this fact, that, generally speaking, and the President will indorse what I say, in the composition of an army, or the nucleus of an army, you do not altogether look to the residents of towns and cities, but you prefer to get the outside element. This system we have here debars the outside element from coming in; so that it appears to me that if we could in any way have that system changed to allow a much better physical element to come in, and an element which is quite as good mentally, then we should have a much better force by taking in those men who are living about in the country districts, such as bushmen, as a body which comprises a most useful class, who are already marksmen—kangaroo-shooters—and who are inured to rough life. These men, I am sure, you would find the very back-bone of an army if they were called out.

6230. Do they shoot kangaroo with bullets? Yes. I should consider them the peers of the Boers, and an excellent class to get hold of, as they are very expert in the use of the rifle. The kangaroo is not the largest animal possible, and as a moving mark they must be experts to hit it.

6231. What ranges do they fire at? Up to about 300 yards.

6232. Is there any large number of kangaroo-shooters? There is a great number of them scattered through the Colony, but it is not always the same class of men who follow it up, as they often go out into the country districts kangaroo-shooting as an amusement. All these men are debarred from entering the present service because they are too far away from head-quarters, and they could not possibly give the required attendance that is wanted of them. They might do a drill this week and one next, with a quarterly parade, and that is no good at all. That is why I look upon the present system, to say the least of it, as an injudicious one.

6233. Have you any suggestion to make as to how these men should be drilled? My suggestion would take the form of going back to the English Militia system, and instead of enrolling them as at present, and calling upon them for these desultory attendances, where whatever they may be taught one day is forgotten by the next time; we should give them a continuous training of twenty-eight days or so, and take them in hand at the time of year when there was the least call for the services of men in the country districts. In that way we should have a better system and draw in the most valuable class of men. It is quite true that many of the men in the present force might not be able to continue in it because it would injure their occupation; but if any value is placed on that other element to which I am referring, and which ought to be brought into the ranks it is greatly in its favour that, as a rule, it is not in permanent employment. My idea, therefore, would be to follow something on the same principle as the English militia, and voluntarily enlist them for a term of three years, with (say) twenty-eight days of continuous training, or whatever time is thought necessary. My own opinion is this—that the men would learn more in fourteen days' continuous training than they ever would in desultory drills.

6234. Good solid drill? To give them some idea of what is required of them; but, as an addition, I would suggest that a fair amount of payment should be made. Personally, I would be very strongly in favour of seeing a small amount of daily payment allowed, which they would not get until the close of the training. This money would, I think, ensure the men coming up for their training, and you would be able to judge how the men would respond to any call that would be ever made upon them.

6235. How much payment would you require for twenty-eight days? Unfortunately, I have not the documents which I had drawn up some time since; but I made a calculation, and it came out something like this:—First I allowed a nominal payment of, say, 4d. a day for 365 days, less twenty-eight; that 4d. to be merely a kind of retaining-fee—that would be £5 12s. 4d. Then take the twenty-eight days in camp, and say what would be a fair amount to allow for that; I should say 5s. a day, and free rations—£7.

6236. *Mr. Manning.*] That would be about £13 a year? Yes; then there would be the small expenses of uniform and incidentals; and these are incidentals, as it is. If we did this it seems to me we should have a much better system and far greater control over the men.

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6237. *Mr. Mort.*] Do you not think that 28 days at 5s. a day and rations would be sufficient to attract the men all the year round? I do not think so, because you have to take this into consideration—that a number of men might have some offer of work in another direction, and if they had nothing but the twenty-eight days' pay to look forward to might say:—"Oh, well, let it go, the Colony is wide enough; they won't find me." Whereas, if they have this small back fee to look to, which is almost as good as the pay for the continuous training, it would be an inducement for them to carry out their part.

6238. *Mr. Manning.*] You would not pay this small back fee until the end of the year? Not until the close of the training.

6239. If you gave them 4d. a day as well as their 5s., they might go away then? But then you have them drilled soldiers. Or pay them twice yearly if you like it better. I would suggest paying them two-thirds of the amount, and allowing the other third to be paid in a lump sum at the close of their training. By these means I think you would get a body of very well trained men.

6240. *President.*] What do you want the 4d. for? It would act as a kind of retaining fee, to my mind, and would be an inducement to the men to come up to the annual training. My idea is that if this 4d. a day was paid to them at the close of the training, they, having their twenty-eight days' pay in addition to their 5s. a day, would be likely to come up annually.

6241. *Mr. Mort.*] You would pay them on a tremendously high scale in proportion to the town men, who, on £12 a year, would be on a very much worse footing? I suggest that the whole number of the reserve should be brought into this scheme. If a town man did not care to enter into it, the force would be much better without him.

6242. Can a man afford to go into training for twenty-eight days—the evidence we have is against it? I should be inclined to doubt the truth of it. Even as it is there are very few employers who would let their employees go away for twenty-eight days paid or unpaid.

6243. *Mr. Mort.*] Do you see any objection to keeping the town men under their present footing when they can get away for their half and whole day parades, and put your kangaroo-shooters on a separate basis—that is, on such pay as would about bring them up to the town men's pay? I do not see that it would hurt, if you drew a line between city and country.

6244. *President.*] I believe some of them would like to put in a month as a kind of holiday. Say that a country company was attached to a militia company, do you think the men of the country would do it in that way? Yes; I think they would, because it would be a continuous thing. What you have to look at is that it would be continuous service, which it would be certain the men would enjoy. They would look on it as a little change from active bush life, and providing they were not sacrificing permanent employment they would do it.

6245. They are not like the men in the towns? No; they are not men in offices, and therefore they would be very glad to do it.

6246. *Mr. Mort.*] Probably, your experience would be that the bulk of the country men would be drawn from the shearers? I think so.

6247. Who are busy in the spring and summer, and who are mostly idle and out of pocket as well in the winter? Quite so.

6248. And you think it probable that these men, being out of work, and perhaps out of pocket as well, would be willing to travel to some central point for twenty-eight days' training? Yes. Of course it would be understood that free railway passes would be afforded to them to go to the training.

6249. *President.*] Unless the railway is available, the travelling expense would be a big item? No; in the bush it really comes to very little. You would have your different military districts, and there would be no necessity to bring men down into Sydney. In the northern district you might have places such as Maitland or Singleton, because if you draw a line between city and country, you would have in the northern district to consider Newcastle as apart from the various centres on the line.

6250. *Mr. Mort.*] You would have to treat Newcastle, then, as a city battalion? Yes.

6251. And places like Bourke, Narrabri, Tamworth, and others, would be convenient country centres? Yes; and even Maitland. It is quite far enough from Newcastle.

6252. *President.*] Five shillings a day and rations for twenty-eight days? If the men would come out for that it would be a very excellent plan. Indeed, it is so good, that I would like to know if you really have any groundwork for supposing the men would come. First of all, I base my views on the composition of the English Militia, which is very much the same thing. Men enter voluntarily, and you will generally find a class of men enter who have not permanent employment. Then, apart from that, I have often heard the complaint made in country districts by men not settled near town, that it is hard they have not the chance of joining in the defence movement, because they cannot attend the various parades.

6253. You see on the map, which shows the position of the rifle company, all the places where they have them, and you perhaps also know the large staff employed to instruct them? For anything of this kind it would not need such a large staff, because under the conditions I propose, it would not be necessary to call out the city batallions for drill at the same time as the country, so that actually one staff would fulfil two operations.

6254. *Mr. Manning.*] If the character of the men forming the present country corps, is not similar to the quality of the men that you have in your mind, and that you are describing as the material of which the reserves would be made in the country, would you take the Goulburn and Glen Innes Corps as examples of town corps? In my opinion, the men that I have in my mind would be a much better element, physically, than you would get in the cities and towns—an element which, in the towns, is bound to permanent employment. Town companies are composed largely of trades people and their assistants, who gain their livelihood in the towns.

6255. Then, your scheme is applicable for the nomadic population? Almost wholly so. At the same time, any person about the townships would be welcome to take their turn at training.

6256. Could you rely on getting these men in case of hostilities? You would not require to look for them, nor have to go very far to find them. They are just the class of men who would jump at anything of that sort.

6257. Suppose it was shearing time, would they come in then? Yes, I believe they would, but the same thing might apply to the men in the towns. I am not looking to this movement at all in reference to internal disorder. They would take their part in any fighting, and I would make the rifle clubs quite a secondary consideration.

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6258. *Mr. Mort.*] With the deferred payment you would bring them up to about the level of the town men? Yes.
6259. *President.*] Now, suppose we put it this way: Here is 5s. a day and your tucker for twenty-eight days; I cannot promise you anything beyond that, but you shall have your uniform. That would really mean about 6s. a day, and you would not have any deferred pay. Twenty-eight days at 6s. a day is 8 guineas, would they be satisfied with that? I attach great importance to that small deferred pay, and I am talking of permanent enlistment for three years, and on that account, I think, the deferred pay would be the inducement which would always bring the men up to go through their training.
6260. Might we suggest a bonus for efficiency and good conduct? It would come to the same thing, and offer the same inducement.
6261. *Mr. Meeks.*] To deal with the men in this way would necessitate a new Act of Parliament? I do not know that that follows, it is merely a matter of regulation, because, practically, you are working under the Imperial Army Act.
6262. Including the Rifle Reserves? Everything; although for certain purposes we have got special Acts.
6263. At the present time, a member of the Partially-paid Force of Volunteers can leave on giving fourteen days' notice, and returning his arms and accoutrements in good order? Yes; because he is not bound down for any time. If he were, it would be different.
6264. Then you think it can be done by regulation? Yes; although the work is under the Army Act, there is no such system thoroughly recognised in it. This giving notice is another matter in which I condemn the present system, because a man, if he likes, may put the country to the expense of his uniform and instruction for two or three months, and suddenly throw it up by giving his fourteen days' notice; and in that respect it is decidedly a wasteful system.
6265. *Mr. Mort.*] In that other class of men which you desire to train, are there not a large number of small selectors who leave their holdings to go shearing, and could just as well leave them to go into training? I believe there are.
6266. *Mr. Manning.*] If they were merely a nomadic element then I fear you would be unable to get them, but the class of men you have in your mind is the selecting class, and therefore, though it does travel about in certain employment, is not nomadic in the full sense of the word? Yes, exactly; but a certain number of them are nomadic.
6267. I think you would have to rely for your idea on the shearer who is also a selector, and not on the others who are away at their shearing four and five months in a year, up and down, all over the place? If they were small selectors you could lay your hand on them at any moment? Yes.
6268. And you adhere to your views about the pay? I am not inclined to think we could get them for less, but I am not afraid of an increase,
6269. *President.*] You may say we will give you instead of 4d. a day £2 every half-year as a retaining fee, and then 5s. a day. Do you not think you might bring that down to 4s.? Yes; I daresay. In making a suggestion of this kind I am roughly giving what I consider a fair margin.
6270. *Mr. Meeks.*] You spoke just now of men leaving on fourteen days' notice, that is part of the Act regulating the Volunteer Forces? Yes, that is so; but under what I suggest you come under the Army Act direct, instead of under the Volunteer Act. It would be simply changing from one system to the other.
6271. *Mr. Mort.*] It is quite clear you could not have a force such as you suggest on the fourteen-day basis? No; decidedly not. I was at Moree only a fortnight ago, and I was requested to speak in public, and I happened to touch on this matter on the military system. I said I did not like it, and I said it should be put on such a footing that men who could not live in or near the towns should be able to enter the service if they so wished, and there was a rousing cheer went up when I said it.
6272. *President.*] We asked about what they call the rifle companies, and we were told they would not come to drill at all? I have one in my district. In fact, the original Company that I had to do with there came under the old rifle reserve system. Now they have a rifle club, and it would be a secondary consideration to the opinions I have just expressed. I might mention now that, in view of the great success that has attended the volunteer movement in England, it seems to me advisable that we should encourage the present rifle clubs as a nucleus of a purely volunteer system, and totally apart from what I have been suggesting.
6273. We have taken all the evidence we can, and that evidence is these men will not come to drill? From what I have been able to judge the members of rifle clubs are mostly professional men who do not want to be in them except for the shooting. At all times it has been shown that you will find amongst the labouring element the best material for the soldier. In these places where they require everything to be done in daylight, a man who has to work for his pay at, perhaps, some distance from the township cannot afford to come in and lose his day's work, and the only inducement he has is that if he is a good shot he may pay his way in prizes. I think it would be worth the while of the Commission to analyse these clubs, and analyse the various occupations followed by the members.
6274. In fact, these men who go in for prizes, come under the designation of pot-hunters? Exactly.
6275. And these are the men who do not come in to the useful part of the force? No, they are not. You will find bankers, lawyers, doctors, and the principal tradesmen joining the rifle club, because it gives them amusement; but for a man who is working as a day-labourer it is a very difficult thing for him to sacrifice his day's labour to go and shoot, with the probability of his not getting any prizes. You can easily understand that professional men, and comparatively well-to-do people, would be glad enough to use the clubs as means of amusement, where they would not give a couple of hours occasionally for drill.
6276. They are paid £1 each for their efficiency, and have a large grant for rifle shooting, while an enormous amount is expended on what they call inspection and so-called instruction? Yes.
6277. It is your opinion then that the rifle clubs might pretty well assist themselves? Undoubtedly; but to turn them into a military corps let them be trained.
6278. But they say they will not train? The class of men we are getting now, perhaps, will not.
6279. Then what are you to do? Get rid of them.
6280. You would not then encourage the class of men known as pot-hunters? Certainly not. Take for instance, a rifle club which I have in mind. Amongst its members you might find a couple of local bankers, a doctor, and there may be a solicitor. Now the shooting is all very well as an amusement, but supposing

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an emergency arose, and you want to assemble these men in Sydney, or at any particular point? The question arises could they throw up their appointments under the obligations they have undertaken? I do not think they could.

6281. *Mr. Manning.*] In the event of an emergency they are part of the military forces at once? They are to a certain extent. I am not casting any imputation on their courage; but they have a responsible position, having often engagements they cannot very well get over, whatever other obligation may be upon them. I would not so far defame any member of the community as to say that on an emergency he would not take his part in what had to be done. But it is a case of one obligation overriding another. In my own district there were two bank managers, both members of the rifle club; if that club or company were called down to Sydney could these men forego their obligation to their employers, and leave the banks to take care of themselves, notwithstanding any obligation they may have supposed themselves to have undertaken in respect to the rifle corps?

6282. *President.*] There seems to be an outside feeling that the rifle clubs have a considerable amount of political influence, and that any change affecting them will be a difficult matter to pull through Parliament? I would not answer for how it may be in the city; possibly they might have some influence there. In the country I do not think they have a great deal. Even then, if it were made one of the conditions that they should undergo training as well as shooting, I do not think that any great exceptions could well be taken to it. At any rate, I will go so far as this, that if any objection was put forward of that description I should not hesitate to give expression to my opinions and say that the sooner they were swept away the better. There is one other matter in connection with the ordinary system as pursued here which is, I think, worth attention, and that is, some little discrimination should be used with respect to the dress or uniform. I will give you an instance. I do not know whether you know Narrabri, but, if you do not, I may tell you that it is a very hot place in summer, and at the time we had the Reserve Rifle Company there the men were served out with a coarse green uniform, and, of all things in the world, a Glengarry cap. We had some parades at 2 o'clock in the afternoon, and nothing could have been more ridiculous than the figure we cut with these caps. The green colour itself gave a great deal of dissatisfaction and brought ridicule on the men which, of course, did not tend to make the corps popular.

6283. Do they not wear a a round soft felt hat? Now they do; but I am speaking of some six or seven years ago.

6284. When was the felt hat introduced? Four or five years ago.

6285. In all hot countries where they do regular soldiering they have their drills very early in the morning—at daybreak;—would it not be possible for the men to do their drills here at daybreak, and so not lose any? No, I do not think so; because in the bush a man may have to go a long distance to his work.

6286. In the suburbs? No; because the townspeple, as a rule, do not care about early rising.

6287. *Mr. Meeks.*] There are the townships;—the people there get up early? Quite so; but take, for example, the place I am speaking of. I had a body of men there and they worked hard; many of them used to get up at 5·30 in the morning to drill, and it was for the purpose of passing an inspection of which they had had very short notice; but the inspection being over you would not get them to continue it for long. There is one other matter with respect to the uniform. My opinion is that if, as in Great Britain, a little taste is displayed it will be very useful, and whatever system is inaugurated great care should be bestowed upon that. There is also one other matter which requires very close attention, and that is, whatever regulations may be issued from headquarters, the staff should pay particular attention to carry them out themselves, and not let the men be disappointed, and made to feel it was a secondary consideration whether the obligations imposed on them were kept or not.

6288. *President.*] In what particular way? For instance, if it was decided that certain inspection should be held, or it was contemplated that any visit, for whatever purpose, should be made to the district—I am speaking now of the purely volunteer system—very great care should be taken that the person whose duty it was to inspect the men should not disappoint them by not appearing.

6289. Do you know any instance of disappointment? Yes.

6290. Have any of the higher men of the staff disappointed them? There has been disappointment, but the thing is past and gone now, and I do not think there is any necessity for me to reopen it. But in connection with these reserves, I will say that, of my own knowledge, the thing was done repeatedly. Notifications were sent up that officers would visit a district on a certain day. The men used to turn out and drill, and make themselves as efficient as they possibly could, and the officer appointed to come never turned up.

6291. But surely that is monstrous? It is a fact.

6292. How long ago was that? Some seven or eight years ago, just before these reserves were disbanded.

6293. It is an enormous thing that an officer ordered to pay a visit of inspection should not turn up? I assure you it is a fact. I happened to be the senior instructor at the time, and I have the records of this particular case among my papers. But speaking from memory, I think it was on three occasions that the men prepared to be inspected from information they had received, that an officer was coming up, and no officer came.

6294. What was the rank of the officer? As I said before, it is all done with now, and I would rather not reopen it. But I think it should be made a strict matter that officers should fulfil their obligations.

6295. *Mr. Manning.*] You have not heard of any similar case occurring lately? No; I think the officer's remissness in those days was owing a great deal to the fact that the reserves were looked upon with great disfavour, and it was the intention, if possible, to starve them out.

6296. Have you any other point? There is a matter with which I have nothing to do personally, but it will be for the Commission to say whether they will consider it. I am certain of this, there will be a very strong feeling in the House when the Estimates come on with respect to the salaries and payments of the commissioned officers on the general staff. I am certain there will be a very strong opposition from the House generally, unless matters are placed on a more definite footing than they are at present.

6297. *President.*] Do you think the Estimates will not be passed, unless the reforms you are hinting at are carried out? I think so. I am, however, merely offering my individual opinion.

6298. *Mr. Meeks.*] In what way do you mean? In lumping the officers' salaries. That would refer simply to salaries, so that whatever the salary is now, it will be put on a definite footing, and all lumped together, including all allowances, and not only is there that strong feeling in the House, but there is a very strong feeling out of doors.

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6299. Do you think we are paying too much, or is it the way the salaries are computed? My opinion is that they are too highly paid. I say nothing about the salary in itself, but it comes to a good round sum when you take all the allowances in. Take the rate of payment allowed to the Imperial officers serving here, they have in addition to their salary, but then they are not under the disabilities of Imperial officers serving at home.
6300. *President.*] What do you mean? He is not required to undergo liability to foreign service, and there are very many things in the way of expenses which the Imperial officer has to incur at home which he does not incur here. I quite agree that all the payment, for all services—I am not speaking of the military service alone—are higher here than in other parts of the world, and it is quite right they should be. I would apply that principle to the military as well as to the other service, but when it comes to a number of allowances being added which bring up the total to a large amount, it becomes a very serious question.
6301. Take the Commandant? He gets £1,400 a year, and quarters. A Major-General in the Imperial service gets £1,700 per annum, and gets a higher rate of pay than the Commandant here? Yes; he would get more, but the duties are different. And this question arises, what are the duties on comparison with the duties which a regular officer has to perform at home.
6302. Take the Adjutant-General in another colony? He works from 9·30 till 5. Then about three nights out of the six, he has to go round to the drill-halls, and sometimes does not get home till 11 o'clock at night. If you compare that with the work which has to be done by the Assistant Adjutant-General, at home, you will find that the man out here has three times as much work? Take the Assistant Adjutant-General's work in the south-western district, why, he was able to lock up his door at 1 o'clock in the day. He had no night-work and no afternoon work. I think that may be a special case.
6303. *Mr. Mort.*] Apart from that, no officer of the Permanent Force would be allowed to engage in any other occupation, but has to give his whole time? Quite so.
6304. *President.*] A staff-captain, at home, gets £600 per annum, and would get £900 here, but by coming here an officer gives up all chance of active service, and that is why the field of selection for the purposes of the colonies is very limited, because they will not come out and lose their chance of active service and promotion? My suggestion really only comes to this, that it will be much more satisfactory, to the people generally, if the salary of an officer were shown in one sum, and were not scattered all over the Estimates, in addition to the various allowances.
6305. *Mr. Meeks.*] Would that remove the objection? I think it would.
6306. Have you any other points, in regard to other items, that you would like specially to call attention to? No. I do not think I wish to call any particular attention to it at all, further than making a general observation in regard to salaries.
6307. *Mr. Mort.*] But it would meet the views of the people, equally well, if the general expenditure were reduced, even if the men were well paid? Yes; my own impression has been that we should be far better off with half the number of men, under the system I have spoken of—that is with a month's training—than we are to day.

Lieut.-Colonel H. D. Mackenzie further examined:—

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6308. *President.*] In your evidence there so many corrections, which rather bore away from the answers as given, that the Commission has decided that they could not allow you to make all these corrections, but will let the evidence stand as it is, and you will be called upon to make any statement you like? In answering a great many questions from memory there was a certain amount of information given which was incorrect. These points have now been corrected. I have found out that I can give you in some respects better information than I gave you at the moment of answering the questions, and think it is very much better to do so.
6309. Admitting that, there are certain other matters inserted, which if you had spoken of I should have examined you on at the time;—in answer to Question 2467, which was—"About the Infantry officers—what examination do they go through?" you said, "We have a special syllabus laid down, which is based very much on the home Militia syllabus, &c."; and you now say that that should be answered, "We have a special syllabus laid down, which is based very much on the 'Regular Forces' and home Militia syllabus." Now, you did not mention anything about the regular forces, or I should have examined you upon it;—what are the officers evamined in? In A, B, C, and D of the——
6310. How do you manage A? The syllabus is based on the form at the end of the book.
6311. What do you mean by "based"? Taking that as a guide as far as those subjects are likely to apply to local forces.
6312. Take, for instance, the Artillery and the Militia Artillery—do they pass an examination? Yes.
6313. Have you got any syllabus showing exactly what you do examine in? We have two—one for the Permanent Artillery, and one for the Partially-paid, which is now under revision by a board of officers.
6314. Looking at the last series of subjects for the Artillery—if your men can pass those examinations, or anything based on them to any extent, they must be very well got up;—have you done the work which is laid down in the Regular Forces' Syllabus? I cannot say, speaking from memory, as to the different items, but I know they have been through a large number of them. If I had the syllabus to refer to I could tell you more exactly.
6315. Do you teach them anything in making up ammunition? Yes; but in a modified form.
6316. Do you teach them anything about electricity? No.
6317. Range-finding? Yes.
6318. What is your hand-book for that? Watkins'.
6319. Do you teach them depression range-finding? I am not able to tell you, because all that is under the chief instructor.
6320. Does he pass the Militia officers for promotion? Yes; he is one of the Board.
6321. Do you teach them anything about equipment for field service? I think so; but I think you had better let it stand, and I will give you the syllabus, and you will see exactly what is laid down.
6322. Then I will take the Infantry. What do you teach the second lieutenants before passing for lieutenants? Squad drill, company drill, command of company, and manual firing.
6323. And all their ordinary company drills? Yes.
6324. Do you teach them military law? No.
6325. Now, what duties do you teach them in the field;—have you any field fortifications? No.

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6326. Have you any field-repository work? As opportunity offers.
6327. Is it part of their work? No; but special classes ave sometimes held.
6328. Do you teach them any tactics? Yes; from Carey's text-book, and they are examined by a Board.
6329. In reference to Field Artillery, who examines? That examination is also by a Board, of which the Chief Instructor is one.
6330. Who teaches them their tactics? That is a difficulty we labour under at present. We badly want a School of Instruction.
6331. Then at present you have no instructor in tactics? No; but both Major Churchward and Major Lasseter have a class at the United Service Institute.
6332. What tactics do they teach? Those tactics of Carey, and also when the war game is being played.
6333. What is the war game being played on? Aldershot maps.
6334. I understood that you had no officer who was an instructor in topography? No; we have not. That is why these officers attend these war games, and pick up what they can there if they are unable to attend the classes.
6335. Did you ever hear of anyone outside a staff college man who could play the war game on an Aldershot map? Major Churchward has been putting them through on those maps, and is able to point out the mistakes they may make; and those among them who are surveyors can read them.
6336. How many surveyors have you among the officers? Six or seven.
6337. And in the infantry? Four, I think.
6338. You say that your syllabus is "based" on the Imperial regulation, and you have included the word "Regular Forces." In view of what you have said just now, it would have been better to have left the answer as it was? I thought it went a little further.

E. W. O'Sullivan, Esq., M.P., examined:—

E. W. O'Sullivan, Esq., M.P. 10 Aug., 1892.

6339. *President.*] You are a Member of the Legislative Assembly, and you know the object of this Commission? Yes.
6340. Can you give us any information or make any suggestions which will help us to carry out our duty? My evidence must, to a large extent, be of a purely theoretical character, as I have only had three years' practical experience in the Volunteers; but being descended from a military family I have always taken a great interest in the military service, and I have made it a study since I was a politician, especially with reference to our own Colony. Therefore, I shall be pleased to give you any information that lies in my power, or give you my opinion as to what I think ought to be done. In the first place I think it is absolutely essential that we should have a Minister of Defence. It is absurd for any man who has the enormous amount of work thrust upon him by such a department as that of the Colonial Secretary, to attempt to administer the military affairs of the country;—affairs which require a great deal of consideration, and which cannot be properly attended to in a department already so overcrowded with work as that of the Colonial Secretary. Then it is rather a nebulous position to have appointed an Under Secretary for Defence who is a military man and compel him to send his communications through a layman like Mr. Critchett Walker, the Permanent Under Secretary, and I say that with all due respect for Mr. Walker as Principal Under Secretary, knowing the large amount of work that has to go through him. I also hold the opinion that we have been very much over-served in the matter of military staff. I think most of the members of our military staff are obsolete soldiers, and that we have too many of them such as they are. With all due respect to Major-General Richardson and his Colonels and Majors, they are out of date, and it is time they gave place to more vigorous men. I also think we have too many men in our Permanent Forces. I think if we had about 300 trained Artillerymen who should be kept in touch with all the latest ideas in artillery, and who should be compelled to so learn their duties as to fit them to become instructors to the Volunteer Forces if necessary, that would be as much as we require in the way of a Permanent Artillery Force. I object to the Artillery men being compelled to serve as servants to the officers, it is not only lowering their prestige as soldiers but it is damaging to their self-respect and to men of the stamp of which they are it is galling to serve merely as servants to the officers above them. I would also be prepared to see a fair number of skilled men in the Submarine Miners and Torpedo Corps so as to raise that branch of the service to a state of greater efficiency, because the moral effect of torpedoes in modern warfare is such that when it is known they are laid down an enemy does not care about running any risks with them; and they become one of the strongest defences of seaports. When we recollect the part that they played in the American Civil War, and also the way in which the naval forces of France were rendered completely useless by the fact of the German ports being defended by torpedoes, and added to that, when we considered the important part they play in the Paraguayan War, a fair expenditure of money on the torpedo forces may be sound and justifiable. I would like to see a certain number of men educated to torpedo warfare, and would prefer that they should be taken from the maritime classes. I would like to see them drawn from the fishermen and watermen and others who get their living on the sea. If you take them you would find them a most useful class for this purpose. And a fair expenditure of money on this branch of the service I should regard as money well spent, although I am very strong in the matter of retrenchment, so strong, that they have done me the honour to elect me the leader of the retrenchment party. I am not, however, a retrencher where money can be wisely spent, and I only raise my voice against the abuse and waste of public money. But I do contend that there is a great waste of public money in regard to the military forces. I have spoken on the subject many times, and I have given my opinions in the House and in the Press, and the result has been, coupled with a vigorous denunciation by Dr. Creed and others of our present military system—that there is now a party in Parliament with the fixed determination that they will have reform, and it will continue to press for these measures because we are determined to have a thorough reform of the military organisation in such a way that while we are willing to allow all necessary expenses we intend to knock off all the wasteful expenditure and extravagance that has taken place in the past. That has been the general aim of the retrenchment party in Parliament, and it has succeeded to a large extent, possibly having even given rise to this very useful work on which you are now engaged. With regard to the men, I hold that the country can best be defended by its own citizens, and I would like to see a State Militia composed of men of ages from 18 to 45 with, if necessary, a reserve force of men older in life. I note what the American States have achieved in this direction.

When

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When we recollect the enormous number of State Militiamen they have, and that they could, if war were proclaimed put 3,000,000 men in the field, who, to a large extent are well trained militia, we can see what a free country can do. New York sent 146,000 men into the civil war and other States in proportion. We must always have a nucleus of skilled men to control a small standing army and keep it in touch with modern ideas, so that they may be able to properly instruct a citizen soldier, therefore, while I am an advocate of a citizen soldiery as a whole, I do not discount a small and efficient permanent force. In regard to a State militia we must have a certain number of Field Artillery, and a small body of Cavalry, if only for scouting purposes; but at the same time it appears to me we are only encouraging what may be called playing at warfare by perpetuating such forces as the Sydney Lancers, and, if I had power to do so, I would strike them off the military list at once. They would never be of much use in actual warfare, and especially in regard to the kind of foe we should be likely to meet. Now, that is a point we must consider, the class of foe we are likely to meet in our own time. We shall never be called upon to meet anything more than an expeditionary force, which probably would not consist of anything more than 7,000 or 8,000 men; for, so long as Great Britain has command of the sea, we need never fear any actual invasion from any foe, or combination of foes. Our best protection is the great distance we are from the warlike countries that would be likely to threaten us. Russia, however she may exert herself, could not land anything like 50,000 men on our shores. Considering the distance they are away, and also considering that any attempt they made must arise out of some complication with Britain, and if they did make the attempt, the British fleet would soon capture them. If there were any secret force, such as was supposed in 1885 to be contemplated by Russia for a descent on our shores, the best way to meet that force would be to have troops well accustomed to fighting in the Australian bush. If any foes land, we must fight in the bush just the same as the Boers had to, and that kind of training will be the most useful for New South Wales. In a war such as that, to call out the Sydney Lancers would be simply an idle display of military trapping. What we want in their place is a body of men like the Mounted Infantry, who can transport themselves from point to point quickly, and fight in the bush under any conditions under which they might find themselves. For that reason I would like to see the encouragement of that force called the Mounted Infantry, and, knowing what happened in the American war, and the immense value they proved themselves to be, we ought to do the best we can to stimulate them. Another point in connection with this force is, we ought to encourage the natural habits of the young men of the country districts. They have an aptitude for this sort of work, and they are good horsemen. They know the bush thoroughly, and can easily find their way anywhere. If to that we can add a certain amount of drill and discipline, and make them good shots as well, we have as fine a force at command as you will find for these purposes. When we bear in mind the work which this force did in America under General Stuart and those under General Sheridan, every one will admit they played a most important part in the American war. A reference to Colonel Dennison's work on Cavalry—and he is recognised as a very high authority—will show what he thinks of these men; and this has been supplemented by General Havelock, whose authority to give an opinion no one will dispute. Both these authorities state very distinctly their very high opinion of the American Mounted Rifles. It was the American Mounted Rifles who turned the tide of battle at Five Forks, a battle which decided the fate of Richmond and of Petersburgh, and led to deciding the fate of the confederacy of the Southern States. When we see what they have done in America, a country like our own—largely unsettled, rough, and bushy—they have taught us a lesson we ought to embody in our own schemes, and therefore I think we may still further encourage the establishment of the Mounted Infantry, or, perhaps, as they may be more properly termed, the Mounted Rifles. Then, I think we should want a certain amount of Infantry, and we should make a certain amount of provision for them; but I am one of those who utterly disbelieve in what I consider an annual picnic to National Park or Campbelltown, called the Easter Encampment. The men are exercised, it is true; but it is a question whether the exercise they have is the best that could be given them, while as to the officers, they have all the luxuries imaginable.

6341. *Mr. Mort.*] At their own expense? Possibly. Every little luxury, I presume, is at their own expense. But you hardly expect when a man goes into camp to hear of such a thing as of his having a piano in his camp when he is expected to be under the conditions of actual warfare.

6342. *President.*] Have you ever heard of such a thing as a piano in an officer's tent. Come, now? Well, musical instruments. I am given to understand, on what I believe is very good authority indeed, that officers' tents have not only flooring-boards laid down in them, but they have carpets laid over them, and there is every appearance of ease and comfort. The question at issue on this is the demoralisation of the officers by their importing into a camp on active service all those luxuries which they might easily be expected to have left at home. Is it proper training for them?

6343. Have you ever known an officer having all these luxuries which you complain of? I have it on very good authority. My informants are reliable men, and they tell me that the training the officers get at these camps is not a military training, and while the men may be over-exercised, the officers themselves do not receive the military training they should receive.

6344. Are they not always about with the men, and do what the men do? From what I can understand, they generally go on horseback.

6345. Not the Infantry officers, surely? Yes; but even a good many of them ride about. But what I say is this: If we are going to be attacked it will be on the coast, at such places as Broken Bay, or Wollongong. Therefore, why not call the men to arms at points likely to be attacked, and let them defend them. Let them learn all about the country, and make themselves thoroughly acquainted with the points where it is possible to effect a landing on the shore. That would be far better than having an encampment at a place like Campbelltown, where they go simply to enjoy themselves, if not altogether, at any rate to a large extent. That is a reform which might be made there. I think also that our Military Works Department is very inefficient, as is shown by the disclosures in reference to Bare Island; and I also think there is a good deal of room for improvement in the Military Stores Department. We have extraordinary disclosures made in reference to those by Dr. Creed. Electric cables imported and never used; carriages which are not necessary; guns which are defective; and any number of mistakes of that nature. This shows that there is a weakness somewhere which ought to have been rectified; and it is one of those things that the Commission can do good work in by ascertaining the evils, and pointing out where the reforms are needed. I am speaking now entirely on general grounds. I do not profess to have a knowledge of the details or the inner working, but it seems to me we are over-officered, because we have

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three staffs here—one for the Permanent Forces, one for the Cadets, and one for the Reserves. At all events, I think that one staff might perform the whole of the work which is now performed by the separate departments.

6346. *Mr. Manning.*] What are your three special departments? The Cadets, the Permanent, and Partially-paid Force, and the Reserves.

6347. Would you like to see the Cadets affiliated to the military forces of the country? I do not grudge any amount of money spent in reason on the Cadets, because I look upon them as the nucleus of future forces, and possibly it might be advantageous to affiliate them to the military.

6348. The Colonel commanding that force was opposed to that idea? He is one of a separate staff, and he might have reasons for his opposition, but that does not prevent my thinking that we are too much officered. But if there were more for the officers to do, they would have full employment for their energies, which are now running to waste in clubs and elsewhere. Why, I am told that officers have even been seen to go down in cabs to relieve guard at Government House. From my recollection of the Imperial Service, as a journalist, going every day and at all hours of the day and night to and fro, I always found the officers going their rounds and inspecting the guard themselves; but here I am informed by men who live close to Government House gate that they have seen the officers go down to inspect the guard in cabs, and it is this sort of thing—this slipshod method of doing business which will lead to the demoralisation of the military staff, if it has not done so already. Then the excessive cost of our staff is another thing. Ostensibly a man may be drawing £1,000, but with his fees and allowances it will be brought up to about £1,400. Perhaps I should not use the word fees, but there is no getting away from the fact that there are all sorts of allowances. Now, as regards horses. In one part of the Estimates you will find there is an allowance of £30 per annum for a horse which may be wanted for a few days' work in the Domain. In another part of the Estimate you will find that the allowance for a military horse is £64, and you can understand that if £30 apiece is good enough for in the Domain about £40 would be enough for a horse doing general work, unless they feed him on gilded oats. Then there is a servants allowance and a stable allowance, allowances for fuel, lights, rations, and quarters, and then comes salary. So that really you cannot make out what it is a man gets. And it seems to me that the amounts set down, when you come to put it all together, is too high. I would be prepared to make a fair allowance for everything, and I would be always glad to see good men paid well, but still I do contend that while we are paying the highest salaries possible, we are not getting the best value for it. In the British army a British General would get about £1,700 a year.

6349. *Mr. Manning.*] If you had a good Major-General out here, who would keep the forces well organised, and make himself felt by the men under his command, he would have a lot of work in front of him. Do you think you would get one? No doubt he would have a lot of trouble, but there are other circumstances which rather modify his trouble.

6350. *President.*] If I was commanding out here as an Imperial officer I should get more than £1,700? For that matter I do not know that we want a General at all. We got on with General Richardson as a Colonel and I do not know of much change since except in the matter of more expense. But if it is considered by military men necessary to have a Major-General let him be a good man in touch with modern ideas. And if he demands £1,700 a year, or whatever it is, and he is worth it, pay it. With all due respect to some of these gentlemen who are now in command of our forces, they are out of date and ought to retire.

6351. You believe in the principle of changing the officers from time to time? Yes; let them be in command for short periods; and until we get a Federal Military Academy we might change them as often as possible, getting men from the old country, and so keeping ourselves in touch with more modern and extended systems than we have got.

6352. Does not that remark equally apply to our Volunteer officers, some of whom have been twenty or thirty years in command? Yes; to such men as Colonel Goodlet. Although he has done good service, he is past the age of usefulness and ought to retire. If they do not retire they block the way for younger and more energetic men, promotion is stopped, and officers lose their ambition. This remark applies equally to Colonel Cracknell and his connection with the branch of the service he has to deal with. I simply look upon him as a round peg in a square hole so far as relates to his command over the Torpedo Corps.

6353. Have you any scheme for retirement? I have not worked one out.

6354. *Mr. Meeks.*] After being in command so many years the officers will get rusty? Undoubtedly. I think in the British Army four years is the limit of a Colonel's command, and we might have something of that sort here. I think it is a good thing to have men changed, and not placed in command for perpetuity. If a man retires because he knows he has to retire at a certain period he feels no loss of prestige in making room for another man.

6355. You think the Volunteer Colonels should be asked to retire after they have served a certain number of years as Colonels? I would not only do that, but as long as you have partially-paid forces I would do the same with the rank and file. Take, for example, the Naval Brigade. In that brigade there are men who have been twenty-five years in the service, and they are getting old, and have lost a good deal of their smartness, and a lot of these might be compelled to retire. During the last war scare I formed a new company of 150, and I am told that they have turned out very well, being a younger and more energetic class. But these twenty-five year men, having had their drill and their day, should be made to retire as well as the officers; and even then these old men will always be ready, if worked into a second reserve, and can be called on if necessary. By these means you will have more men drilled, and given military knowledge.

6356–7. You would then have drilled and instructed reserves? Yes. What is the secret of Germany's military power? It does not consist in the number of men which they may have under drill to-day, but it lies in her reserve forces—the Landwehr and Landsturm—every man of whom has been thoroughly trained.

6358. *Mr. Mort.*] The same thing applies to the Permanent Force, but if they retire you must give them something to retire upon? I have not studied the scheme of retirement. I do not go further at present than saying they might be retired; and the fact of their being in the military service might be considered afterwards in giving them some position in the public service, so that their service in military ranks might give them some claim to a civil position.

6359. *Mr. Manning.*] Do you not think political considerations might rather bias these appointments? It is an element you will never get rid of, but in the main such a system could be justly worked.

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6360. It would have to be very elastic? There is very much the same thing in America, where all the members of the Grand Army of the Republic are entitled, by reason of their service, to consideration in the matter of employment.

6361. *Mr. Meeks.*] Do you not think such a scheme would, in all probability, seriously affect the Civil Service, and the promotion in it, if officers were appointed from the military, and would act upon the younger men in the Civil Service who were working up? I do not think so. I think the state of things just at the present time is worse, when you have some friend or relative of the Minister foisted upon the service because he is a friend or a relative, to its very great detriment. These men retired from the military service would have the right to take such positions as gold-field's warden, or C.P.S., or equivalent positions of that character. I think these positions might be well filled by military men who had retired, and they could be made just as effective as the men who are in the positions now.

6362. But why should they come into the Civil Service system at all? Generally speaking, their services in the Permanent Forces would be too short to justify a claim in the matter of a retiring allowance on the same footing as men who have been twenty-five or thirty years in the Civil Service.

6363. *President.*] But supposing he had thirty years' military service? Then I should not have much objection. Returning to the main point in the old gold-field's days, nearly all the civil positions were held by old military officers; and I do not see why the same thing might not be carried out now-a-days.

6364. *Mr. Meeks.*] But they were nearly all military men in Victoria in the early days, and the area of choice outside them was limited? I do not know that that interferes with the argument that they were quite as well able to do their work as well as anybody else.

6365. *Mr. Manning.*] With regard to this question of a settled portfolio for the Minister of Defence—what is the total expenditure for the military forces per year? In 1884 it was £174,000; to-day, outside the Loan Vote, it is about £310,000.

6366. We have it on evidence that it comes to about £240,000, and that there was an amount of some £20,000 voted in addition, but not expended? The trouble about the Military Estimates is this—you cannot find out what the expenditure is by reference to one page; you have to hunt all over them. I think that last year you will find that it totalled up to about £310,000.

6367. The expenditure out of Loan Votes has pretty well reached its limit;—the bulk of the works are pretty well finished? Yes; I think it has reached its limit for the present.

6368. So what we have to deal with now is the yearly expenditure, which we may anticipate would be about £250,000; there would be a considerable saving on that by your system. Do you know how much it would be if you gave effect to your views? I have not drafted a scheme, but I believe it would be quite possible to save 40 per cent. of the present expenditure by having the present Ministerial head responsible to Parliament for his actions.

6369. You would bring your £310,000 to less than £200,000 per annum;—would you say £200,000 per year? Yes.

6370. Do you think it absolutely necessary to have a separate portfolio to control the expenditure of about £200,000 per year, seeing that a large portion of the said expenditure is very largely composed of salaries which are fixed and well known, and the extraneous money beyond salaries, such as the purchase of ammunition and warlike stores is pretty well defined;—would it be absolutely necessary to have a second portfolio to deal with this? They have found it absolutely necessary in Victoria, and possibly there is greater necessity for it here. In the first place you must remember that military matters are special matters and require consideration of a special kind; and it is absurd for an overworked politician like Sir Henry Parkes or Sir George Dibbs, with all their duties of office as Colonial Secretary and Premier, added to watching the course of events in Parliament, to give proper attention to a special matter that requires a special training.

6371. I agree with you in regard to the Colonial Secretary's Department, but are there not other Ministers, who have very limited duties, who could take up the work; for instance, take the Minister for Mines, why could we not clothe him with the powers of a Minister of Defence, and call him Minister of Defence and Mines? I think not. I think you want a man with special knowledge of the matter in hand, and who will give special attention to it. You must bear in mind that the military expenditure is like an insurance fund and does not rest upon the same basis as the expenditure in other departments, and should anything go wrong with the defences it is a very serious thing.

6372. Do you think that the Minister of Defence as appointed under our present system would have that special knowledge you claim that he should have? I believe that in every Parliament you will find some men who have given special attention to the military question, and I think it is quite possible for the Premier to pick out from his own party a man who would be thoroughly fitted to control the military expenditure of the country.

6373. Do you not know as a matter of fact that the political exigencies of a leader, at times compel him to make choice of a man independently of his merits for a particular office? I am painfully aware of that. I know that men who ought to be promoted to the Ministerial ranks have been overlooked. But while this may happen there is always a number of men sitting behind the leader from whom he may select one to carry out these duties. I have not gone into the matter, but I think Mr. Dibbs could get one or two men who are in sympathy with him to take such a position.

6374. In the Upper House? Yes; and from a man who, although he might be inclined to take the bit in his mouth, and have every thing his way, is imbued with the military spirit, and would do what is right in the main.

6375. Is there any peculiarity about this office you would create that would make it better it should be held by a nominee member? Yes, I think there is; and in saying that I think you have laid your finger on a weak spot. I think it would be better to have him in the Legislative Council for this reason. You need not have a man engaged in active party politics such as members of the Assembly must engage in; and you could create your Minister of Defence from the ranks of the people.

6376. Would not that have the effect of relieving the Minister from the difficulties he suffers from now? I think it would.

6377. Is there any other reason? I am not going to say that the portfolio ought always to be in the Nominee Chamber, but I do say that the power a Minister has under our nominee system of appointing a specialist would give him that opportunity, and I think he would always succeed in getting him.

6378. Your great argument is that the Minister in charge of the portfolio should be a specialist? Yes.

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6379. What would he have to do when our forts are equipped, and our system in going order? He might have to do nothing at all if a system of peace is to prevail, but with Europe honeycombed with intrigue, and a prospect of war at any moment we must always be ready, and I think that that will give the Minister enough to do.

6380. Would you require the Minister for Defence to be a competent naval strategist, for instance? I should expect him to have a good general knowledge of warfare both naval and military, but I am not going to say that he should take command of an army corps or of a squadron at sea.

6381. I want to know exactly what duty he would have to perform to warrant an office being created which would mean another addition to the public expenditure, in fact a very considerable addition? I daresay it might increase the public expenditure by £10,000, but at the same time, I believe, it would save £200,000 in other directions.

6382. How could you do it on £200,000? I am not speaking of the present arrangements.

6383. But the loan votes are done with? According to our present ideas of warfare they may be, and our defence force may be almost complete, but we do not know that some morning news of some invention may be brought to us which will render all our preparations useless.

6384. Should not the artillery officers keep themselves *au fait* with what is going on? All officers ought to keep themselves in touch with the particular branch of the service to which they belong, and more than that, the Minister ought to be a man of such enthusiasm as would cause him to keep himself in touch with other parts of the world. All great military reforms have been effected by laymen who have thrown such enthusiasm into their work that they have been lead to discover solutions of difficulties that the purely military mind could not. Mr. Staunton, in America, is an instance of this, and he was merely a lawyer.

6385. But you cannot tell whom these reformers may have had behind them? Whomever they had, they had the backbone to do the work.

6386. *Mr. Mort.*] Do you think it possible to make this saving you speak of under the present administration? I think not. You would require to make the administrator the Minister of Defence, and make him responsible for every vote he proposed. Those who are behind the scenes in Parliament and know how the estimates are got through, know how, unless there is a sharp party on the watch, the estimates are rushed through, and the Minister at 3 or 4 o'clock in the morning, when everybody is pretty well tired out, and the House is almost empty, will give the command to his whip, and the estimates are rushed through as fast as they can get them; while as to the Minister, he takes no responsibility beyond the possibility of a vote of censure, which it may be next to impossible to pass, and therefore he can almost defy criticism; but if you had a special Minister there you would know that on a certain night his estimates would come forward, and you could criticise them and him in a proper manner, just as well as you could criticise other Ministers. We never get that now.

6387. Why should the department cost £10,000 a year? I do not say it should cost that, but I am putting it down at the highest rate, more as an example. I believe it would be a wise investment, even if it did cost £10,000, because it would save such a large amount of money in other ways.

6388. But it would be in addition to the department under Colonel Roberts? The Minister must have an Under Secretary, but I do not see there would be anything beyond the expenses of the Minister, his secretary, and two or three more officials.

6389. *President.*] You say you think the Minister ought to be a specialist. Suppose he has only given some attention to the subject, and is not a professional. How would it be possible for him to run the coach, having only a superficial knowledge? In the first place, I believe he ought to be supplied with a professional Under Secretary, who would be able to keep him in touch with anything he did not know himself, and then he would very soon realise whether the advice he tendered was valuable or not.

6390. Do you not think that the officer who is responsible for the defences of the Colony, and for everything being ready should be the Minister's adviser? I do not think you ought to combine the position of Commandant with the mere secretarial duties appertaining to a Secretary of the Defence Department.

6391. I do not refer to secretarial duties. You have a Minister for Defence who is responsible for the whole of the preparation of the defences, and for everything being ready;—why should he call in a secretary of defence which is a civilian position? I would suggest the Commander-in-Chief. I think he has special functions, and his recommendations ought to be valuable and acceptable; but at the back of all that we require a man who would be administrator enough to carry out all the details.

6392. Is not the General responsible? Yes; in just the same way as the head of the police is.

6393. Why should you advocate a civilian secretary for a military work? I do not. I have not said so. I say there ought always to be a skilled man as Under Secretary.

6394. Then your position is this—you have your skilled Under Secretary, you have your General; and you have your Minister of Defence; therefore, you have three heads?—Now, suppose they all differ? Suppose they do. The Minister remains responsible. We can only recognise one head in Parliament; that is, the Minister and we hold him responsible.

6395. You want him to have some notion of military affairs, and run the military show—very good; not many years ago you had a minister of that type, who ordered a lot of guns that were not wanted at all, simply from his ignorance of military matters? I presume you are alluding to Mr. Dalley. But you do not touch my argument, because we have never yet had a military enthusiast as Minister.

6396. But here we have a military enthusiast who has no military knowledge, do you not think that if such a man as you allude to had a certain amount of military enthusiasm, and no military knowledge, I have no doubt he would ruin the whole thing;—that is the case to which you refer, and of course we all know that a great quantity of war material was brought out here, and was a mere waste of money. Mr. Dalley did not pretend to have any military knowledge, so he took the advice of obsolete soldiers, who did not know much better than he.

6397. How do you know he accepted any advice? I presume he had some advice, or he would not have dared to order the material that was sent out.

6398. That we do not know;—but do you think, for one instant, that any man who would come out here would submit to have his professional advice overruled;—would he not say, "You engage me as Commandant; you decline my advice; you do the business, I say, 'Good morning'"? When I find the Commander-in-Chief in Great Britain is subordinate to the Minister for War I think the Commandant here might work under the Minister.

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6399. In England, a civilian politician, who knows nothing whatever about it, is always at the head of the War Office, and there are numerous cases of it—W. H. Smith, who was absolutely ignorant on the subject, was the very best War Minister we ever had;—what you want is not a military man but a strong clear-headed man of business, who will take advice on the professional matters of which he knows nothing, then, in his Ministerial office, he can run the show;—but if a Minister, with a mere smattering of the business, thinks he can run the show, as one of our Ministers thought he could, the whole thing comes to grief? No doubt that trouble would arise with a slight enthusiast. But I am speaking of men who are taking an interest in military matters, and have pursued their way through them by the force of their enthusiasm.

6400. Our experience at home is directly opposed to that;—unless the Minister allows the coach to be driven by the proper men who understand how to drive it, it is very bad to run, and the coach will come to grief? Two of the greatest organisers of modern times have been Carnot and Mr. Staunton, and these men, with a certain amount of enthusiasm, and a certain knowledge that they had acquired of military matters, were undoubtedly able to achieve great things.

6401. Was it not from their broad common sense—you tell the right man what is wanted to be done, and he will find the way in which it is to be done? I am not going to say you must have a meddler, who would do a lot of harm, but you certainly do want intelligent and strong men, and I think on the whole you will find it difficult to find two more intelligent or stronger than those I have mentioned.

6402. *Mr. Meeks.*] I take it you would not make it a *sine qua non* that the Minister must necessarily be a military enthusiast? I have no doubt that the enthusiasm of such a man would become developed long before he aspired to become a Minister, and the Premier would take care that a man would not be appointed unless he had developed this enthusiasm. I think your idea is to have a good man of business, but I consider his usefulness would be very much increased by his having some interest in military affairs. It would be just the same in military departments as it is in other departments. In the Department of Agriculture you want a man who takes an interest in agriculture, and is in sympathy with the class with whom he is connected. And in any portfolio you want a man who is in sympathy with what he is promoting. In the same way you want a man to take the portfolio of Minister of Defence, who is in sympathy with the military idea, who is willing to carry out the policy of his department with due regard, not only to the interests of his department, but to those of the country as well.

6403. I do not want you to run away with the idea, that because a man understands finance, and knows something about military work, he is a necessarily good man for this office? I say he must take some interest in the work, whatever he is.

6404. Practically, it comes to this, that if a man takes any interest in military affairs, and has any common sense, he would be a very unlikely man to meddle with the professional details? All Ministers have to deal with matters of which they may not have a special knowledge.

6405. But his special knowledge added to his common sense would prevent his doing anything stupid? Yes.

6406. *President.*] Do you think a General would stand anyone interfering in professional matters? I think not. I think it would be some advantage to have someone as secretary, who could advise the Minister on the technical details of his department, but he should not be the Minister's military adviser except to carry out departmental details.

6407. *Mr. Meeks.*] You said just now, that you thought about £10,000 would be the cost of the office;—do you mean that in addition to that which is now provided for the military office? I do not mean to say that the expense of the Minister of Defence would amount to £10,000. Possibly it might not amount to more than £4,000 or £5,000. But I say that even if it cost £10,000 extra, it would pay to have a department whereby we could save £100,000,

6408. Do you think it is fair to take as a reason for not establishing this office, the amount of money that passes for the service;—are there not other departments which cost a long way less than that of the defences? I think the Mines costs less, and Justice; and they have separate departments; but I do not think we ought to look at it in that light. What we should look at is the necessity which exists for the public interest to be served. The Defence Department is a very important department, and my opinion is, while I am no advocate of militaryism, I hold that it is important here for our citizen soldiers, just as much as for our permanent forces, which are the nucleus for the defences of the Colony. I do not think that much expense would be required in addition to that which is going on now, except the salary of the Minister, and two or three clerks. But as to the question of the defences, it is one of those things we are prepared to see go on.

[*The Commission adjourned until Thursday, 11th August, at 3 p.m.*]

THURSDAY, 11 AUGUST, 1892.

[*The Commission met at the Town Hall, at 3 p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel Malcolm Macdonald examined:—

Col. M. Macdonald. 11 Aug., 1892.

6409. *President.*] You are commanding the Lancer Regiment of the New South Wales Forces? Yes.

6410. How long have you commanded them? Since 1884.

6411. Before that you were in the Imperial service? I was originally in the East India Company, and afterwards went into the Imperial service.

6412. When did you join the East India Company's service? In 1837. I went to Afghanistan in 1840, where I was under Sir John Keane, afterwards Lord Keane, and from there went on the staff. When the 1848 war broke out I was then Brigade-Major to General Outram, and Sir Willoughby Cotton, Commander-in-Chief, appointed me in charge of the Poonah Horse. I came down from Moultan sick, and having got a sick certificate was sent here by the Commissary-General to purchase horses for India.

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Col. M. Macdonald. 11 Aug., 1892.

The mutiny of 1857 broke out just about when I started, and I have been here ever since. Twice before there has been a Sydney troop of Cavalry raised. Once when Sir Charles Fitzroy was Governor, and he appointed me Commander. In the course of a little time that troop died out, and some time afterwards they got me to raise another. Then that died, as most things do in Sydney, and when they formed the Sydney troop in 1884 I had strong objections to joining it, bearing my previous experience in mind. The idea however took immediately, and next year when I had got them formed and into something like working order, we went into the question of carrying the troops into the interior.

6413. You know the object of the Commission, and what we are directed to do, viz., to see if the forces can be organised, possibly with less expenditure, and certainly with greater efficiency. With reference to your special arm of the service, can you give us the benefit of your great experience? The only thing I would like to say, if it is not thought too impertinent, is that the thing would be much better managed if I had a freer hand, more especially in the interests of my successor.

6414. A little while ago you had an Imperial officer as adjutant to assist you with the ordinary duties of an adjutant. That Imperial officer has gone away. What is your opinion with reference to that change? I would have wished him to remain; but the General Officer commanding here sent for me and said—the expression used was—"He was full up of Imperial officers. Can you not recommend any young man among your subalterns to go home and be instructed as your future adjutant?" I said, "Yes," and selected the young man to go home, and he was also a man of means, which is another consideration. His name was Lee, and his people are well to do at Maitland. He went home and he has done so very well that the Officer Commanding at Canterbury, General Sir Baker Russell, wrote to me to say that he thought he should be wanting in his duty if he did not write a letter officially to say that this young man had conducted himself with extreme propriety, and had shown himself a very efficient officer. He is now attached to the 20th Hussars at Aldershot, being finished off. He was due to be out here next November; but as he wanted to go through the highest course he remains away on leave until the 15th February next. In the meantime I have had to do all the work of adjutant myself. I have a very good warrant-officer, but no adjutant.

6415. With reference to the one who has gone home, would you like him to be adjutant, or a man in a position like Captain MacNeill? With a man like MacNeill you have not only got the great assistance of his Imperial service, but you have also got his great experience. MacNeill had been nine years a subaltern, and knew his duty perfectly; but, apart from that, you cannot give that moral force of the Imperial man to a native of the Colony. I do not see how you could get rid of this young man now, even if you wanted to, because he has been pledged the adjutancy of the regiment, and expects to be gazetted when he comes out, and I maintain that unless there is an Imperial officer with field rank put over him as Commanding Officer the thing will never do from the want of moral force. With this young native as adjutant, and another young native, say as major, it seems to me that the whole thing will fall into the hands of the non-commissioned officers. As it is, the men are always coming to me and entreating for an Imperial officer. The Cavalry in England are quicker for promotion than the Infantry, and when a man gets command of his regiment at a comparatively early age, he serves the short term of his command, and has to go out on half pay. Now, this is the source we want to draw on. There are scores of such men walking about London, and if it were known that such a billet as £600 a year were going, you would get any amount of them. I had a letter a few days ago, enclosing one from Captain de Crespigny, 15th Hussars, a very good officer, also from Captain Baillie, 4th Hussars, also an excellent officer, who asked to be appointed to the Cavalry Staff. If General Richardson had agreed to my proposition, we should have had a man out by this time doing my duty until we got a man who was fit. For myself, I am not able to undertake the active inspections at a distance. I am 74 years of age, and am not fit to go to such places as Lismore, no matter how well worth going in may be.

6416. We have noticed in the vote for the camp a sum of £500 is put down for the transport of two troops of Cavalry from the north of the Colony down to the camp; is there any way of getting over that difficulty? No; none. We have tried to get over it, but if they have to come to comp, that is what it costs for their transport. One of these troops has to swim three rivers before it gets to the train. They are a splendid lot of fellows, and when coming to the last camp had to swim one river in high flood. Captain Fanning is in command, and they swam this river with the loss of nothing except a sword, and that the troop dived several times for. It seems a farce to put this expense for transport down in the estimates in which it is, but the Railways charge the transit of other troops in the Regiment to the Military vote.

6417. What would be the cost of trucking horses? There are places where you cannot do it, and we have had enough correspondence on the subject to last for all time. The result was an ultimatum that any horses that came down to the camp would have to be paid for from the Military vote.

6418. In Victoria we truck about 700 a year? We truck them from the railway stations, but the difficulty is at a place like Lismore, where they are a very long distance from any railway, 100 miles, but where they also have the finest body of men. There is no difficulty in trucking them on the Illawarra line or from Moss Vale, Maitland, and similar places.

6419. *Mr. Mort.*] Do the Clarence River force march the whole way down? No; they march by road from Richmond River across to Clarence River, and thence by steamer to Sydney. As for the men themselves, I never saw more enthusiastic cavalry men in my life. They all take the greatest interest in their work.

6420. Supposing we recommend that the matter be left entirely in your hands, and that a troop be only raised where you consider it advisable, so as to economise money, and then the men would also be more handy if wanted? It would create a furore and a revolution if we were to disband them. The worst of it is that the very best troop among them all are those at Casino and Lismore, and it would not only be impossible, but absurd, to disband them because of their inaccessibility to the railway. I do not mean to say that the other troops are inferior by any means; but I can truly say of the Casino and Lismore troops, they are *primus inter pares* at present.

6421. *President.*] The total amount put down for the Cavalry is £10,000 a year. Of that £10,000 how much was spent last year? The annual vote for the year 1891 was £9,045; of this £7,326 was paid for the Cavalry. We could have spent it all with great advantage, but the money was diverted to other purposes.

6422. What do you mean by diverted? Made use of in some other way, by the Paymaster for contingencies.

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6423. I do not quite understand. Did not all the men who were effective get their pay? Yes, they got that all right; but the pay of absentees is not credited to the Regimental funds to meet contingencies for clothing and equipment, we are not allowed to spend the money on things that had to come out of our own regimental funds.

6424. But suppose you are placed in this position: You are the Officer Commanding the Cavalry. There are £10,000 for you, and any money you may want for camps or transports you must keep up from your regimental vote, and do it on that entirely? It could be very easily done, if all moneys voted for transport were placed to the credit of the Regiment, and we should be glad to do it, for we have a Paymaster who gives us an infinite amount of trouble. There is the authority for him, there is the confirmation to it, and yet the money cannot be got out of him. Here is a small case in point: They gave £150 a year for an office. The arrangement was forwarded to the Colonial Secretary for approval, it was approved, and the money was voted, but the Paymaster would never advance that money. I applied for it repeatedly, but never could get it, and at last the landlord began to get impatient, so I said to him, "the best thing you can do is to sue the Government for it." So he did, and then this Paymaster said that he had not got £150, because he had appropriated it to other purposes. It was on the Estimates of the country for the Cavalry office, but I never could get it; and that is why I told Mr. Simpson, the landlord, that the best thing to do was for him to see if he could get it by sueing for it.

6425. How many men have you got in the eight troops? Four hundred and thirty, with staff.

6426. Can you make these troopers up to 600? Certainly. Another thing I wanted to do was in connection with the new drill. There is a new system of cavalry drill out, and there is no such thing as a troop. They are all squadrons. I said to General Richardson, "I must submit this matter to you. I have got eight troops; they are very unwieldy, and the officers have been a long time without any promotion. My suggestion is that you call them squadrons, as they are now called by the Queen's Regulation, instead of troops, and go back to our original term, Cavalry Brigade. And let there be two regiments—North and South. Let there be a Colonel in command, and two Majors; we then have the Cadres, and we are capable of immediate expansion. We should be enabled to drill, according to present regulations, and it would enable me to give a little promotion to those officers who have been eight years at a stand-still."

6427. But if you had two regiments, you would want two commanding officers? No; we would let the Majors command.

6428. Therefore, when you think of that proposition put forward £10,000, you have this idea in your mind? Yes; but let us have the sole disposal of it, and do not let them say we have diverted it to other purposes.

6429. Then what you say is, you will have the whole of the money for the Cavalry, and what is not used shall go back to the Treasury? Yes.

6430. Out of that sum would you provide for an adjutant from England, your camp expenses, and all that sort of thing? Yes; this year we will only spend about £5,000, and have been under no camp expenses.

6431. That being so, would you not prefer to have your own camp and give the men nine days' drill, instead of bucketing about all over the country? Yes; at a central place to concentrate the Regiment, and a little more tether should be given to the Commanding Officer, who should not be so completely under the A.A.G. and the Quartermaster-General.

6432. You mean they should leave the Colonel Commanding the Cavalry very much to himself? Exactly. What I complain of is the way in which the Officer Commanding the Cavalry is made subservient to the general staff in matters of mere detail.

6433. Then, you think the Cavalry are much more interfered with by the Staff and the A.A.G. than they are in the Imperial service? Yes; far more. I told the A.A.G. the other day that the regulations were not much good, and wanted remodelling, to which he replied, "You will admit they are our present regulations"? And I had to admit that. That was all the satisfaction I could get out of it. As to what the regiment is doing, there is always something or other being corresponded about, owing to each troop being separately treated. My warrant officer gives me reports from day to day, and there is always something going on connected with the administration of the force, including drills, inspections, and other routine matters. Down comes a telephone from the Staff Office—"Send so-and-so to me directly"—and off he goes. My business has to be checked, and when he gets here he finds that all he is wanted for is some absurd and trivial matter. There is another thing I have attached to almost every troop—a Cadet troop—we provide instructors for them, who drill them at so much per drill outside their present duties, and I think it is rather a good thing. The boys are constantly with the men, and it forms a sort of recruiting ground for the Cavalry Force. They are all boys who keep horses and ride to school, and as far as we are concerned we are glad to do all we possibly can to help the Education Department in getting them on.

6434. In the Cadet Estimates a sum of money is put down for instruction purposes? Yes; they allow our sergeant-instructors something, but I do not know what it is.

6435. Would it not be possible to take in the Cadets as young volunteers, as in the scheme I propose, and make regimental arrangements for any extra payment for instruction, and take them out of the Educational Department? I very much doubt whether the Educational Department would like it; they are very proud of them nevertheless. I should like to see them attached to the Cavalry.

6436. Soldiers are but soldiers, and should not be under the control of any but those who are soldiers? They are under the control of the teachers who are their officers, and I believe that under present arrangements the Cadet Corps cost a good deal of money.

6437. My suggestion is that we should treat them as soldiers? It is a rather difficult question when you look at it from other points of view. But there is no doubt they are very fond of our men and are always hanging on to them. Both the Cavalry and the Cadets have the same instruction, so far that the same sergeant instructors who drill the men also drill the boys.

6438. My idea is that the young soldiers in training like to be under the military authorities? Would it not be possible to hand them over to the Cavalry, if they really want to be Cavalry, and take them away completely from the Educational Department? I do not know anything about the Education Department myself, but from what I hear, it would be very loth to see the boys handed over to us.

6439. With reference to the Infantry and Public School Cadets, they must be under the Military Department, and I am simply referring to the Cavalry Cadets as being a more mature class. If it was all

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included in the £10,000, it seems to me you would have proof that they were properly inspected? They are properly inspected now by my staff. They made a very good show at Parramatta last Saturday. Now, if I could only persuade you to accept my idea with regard to this regiment being in the hands of Imperial officers, I believe it would do an immense amount of good. If the regiment fell under the command of a Volunteer Officer at this time I am sure it would be inimical to its interests. I know the General Officer Commanding is averse to importing Imperial officers, but in the case of the Cavalry I think it absolutely necessary to procure such a one for a period of five years at least. We are very different from the Infantry; they are all at their respective Head-quarters, and can be paraded every Saturday. Moreover, have a much longer organisation than the Cavalry, which is comparatively very recent, and as yet imperfect. The Cavalry are so scattered that the Commanding Officer never sees them in their entirety save at the annual encampments, which would militate against their being correctly manœuvred by an inexperienced volunteer field officer. The officer in command should be the best and professionally trained up to date.

6440. If £10,000 were given you, and you had your Imperial officer and your own camps, do you think you would get on better then? I think we should.

6441. *Mr. Meeks.*] There is no possibility of doing it for less money? I do not think so, because they would take a commanding officer on somewhat different terms to me, and there are many expenses that have to be incurred to make the regiment thoroughly efficient. You know I am not paid. Fortunately the money is no object, but I never could understand the way they have treated me. £60 is put down in 1891, as Commanding Officer pay, but they have only given me £30, for what reason I do not understand.

6442. *President.*] If the Mounted Infantry had the same sum of money given them the same arrangements could be made with them, could they not? Certainly.

6443. *Mr. Mort.*] You are down on the Estimates as Officer Commanding for £60. Your command pay is £20, and a forage allowance of £64? They do not give me any pay except for attendance at drill and inspecting; the time taken up in superintending the work of the Regiment is not considered. The whole sum they gave me last year was £30, and the fact is, I found it so utterly impossible to deal with the Paymaster, that as regards my personal concern I have dropped him altogether. Luckily it is not a matter of any pecuniary consideration to me, but after having had me for eight years at £60, of which they gave me last year half, they cannot expect to have men for ever on the same terms.

6444. Is it that you cannot get them to give time and attention to it? Well, I do not know; but it seems to me you cannot combine the fierceness of the soldier with the tameness of the clerk.

6445. Do you think that the officers of the regiment would like to have this Imperial officer over them? They are all praying me for it. They have written to me, begged of me and entreated me to get an Imperial officer. They sent me a letter signed by every officer of the regiment praying that I would get an Imperial officer to succeed me whenever I went. So I advocated an Imperial officer coming here, and I was reprimanded for it, and was told that I was making a reflection on the officers by insinuating that none of them were fit to take command.

6446. *Mr. Meeks.*] The Mounted Infantry have also drawn £10,000? I do not know; but as I have shown you, we have never been allowed to draw it.

6447. You think it would be well to credit them with a similar amount on similar terms to those suggested for you? Yes; and, if possible, give them a little freer hand.

6448. *Mr. Cowlishaw.*] Can you say anything about this Parramatta troop? They are a very fine lot of men. They were the last troop to be formed, and have only just come under me; but they have a very superior man for commanding officer in Captain Burns, who is not only a good man, but he is acquiring the knowledge that he wants, and he is fast getting an influence over the men. The lieutenants here are also very good men. In conclusion I would like to say that the cavalrymen here are so superior to the yeomanry cavalry that they are worth cultivating. They have more brains, and you could teach them what you could never teach a common fellow at home in four times the length of time. I have been very much struck with that in drilling them; and another thing is, these men take to their work with pleasure. I think I may say this, that a country troop will always be superior to a city troop. I look upon the city troop as being our worst. They have so many disturbances to their work. There are so many ways in which they can amuse themselves, if you only look at it in that ligh. They have boating, and cricket, and billiards, and they cannot ride so well. Now it is quite different with the countryman. The countryman's troop is his club, and it is as much a social meeting as one for the hard and necessary work. In the country you will find they all attend on the Saturday afternoon unless there is something very extraordinary indeed to keep them away. In the country out of forty men you will never see less than thirty-six; but take a Sydney troop, and you will perhaps see about fifteen out of fifty. I have never yet got an escort for Lord Jersey or Lord Carrington of more than twenty men out of fifty. One says that it is mail day; one has this excuse, one the other, and I daresay that it is correct. I should rather like to distinguish the countrymen from the townsmen. The Australian horses are wonderful, and the men who ride them thoroughly understand how to manage them; but in Sydney a man as likely as not gets his horse out of a livery stable.

Colonel A. E. Otter examined:—

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6449. *President.*] You are the Officer Commanding the Victorian Rangers? Yes.
6450. The object of the Commission is to increase the efficiency of, and make an inquiry into the condition of the forces in order that they may be administered with the utmost economy. In part of our inquiry it has been brought before us that there is no scheme for making use of the Reserves. They are simply rifle clubs and no more. As you know in Victoria we have a different system, and it was part of your work to turn the existing Volunteer Forces into fairly drilled troops;—will you kindly give us any information you can on that subject? At the very beginning, prior to the initiation of the Rangers, there was a desire on the part of the rifle club to be drilled, but it was found, so long as they remained rifle clubs, they could not not be drilled. They had no uniform, but the wish was so earnest on the part of these men that they should be formed into a properly constituted body of defence, that the Government appointed a certain number of drill instructors, who were sworn in as rifle volunteers, and this body was afterwards called the Victorian Rangers. They were formed, as nearly as possible, on the line of railways, in detachments. A company consisted of 120 men, this company sometimes being composed of five detachments. A drill instructor was appointed to this company, and he drilled the men on an average about eight times a week, that is including daylight and night parades. One of the main features of the system and its organisation is that every company is within itself, a distinct unit, that is the captain of the company manages the whole of the effective grant and the interior economy of the company, just as if it was a battalion. The only thing is, that when they come into the field as a battalion the unit system ceases; that shortly is the organisation. But one of the principal things is to form the companies in such places that you get detachments of the best class of men able to come as often as possible, and that a company should not be formed of too many detachments, because if it is the sergeant-major has too long distances to travel, and his time is taken up with travelling instead of drill. That is very obvious. If the company can be formed of two or three detachments they get all the more drill, because he can visit them oftener.
6451. Will you say something as to their being on the line of railway? I only have two detachments that are off the line of railways; but they are so near there is no difficulty in getting the men in. But as a rule, it is preferable not to form detachments away from the line.
6452. How often is a detachment visited by the drill-sergeant? The least number of times is once a week.
6453. How often do you think does your adjutant see them? There is an interval of two days between his visits; that is, every third day some portion of the regiment is seen either by the adjutant or myself, either as a detachment or as a company.
6454. Will you state what the staff is to work these men? I have ten company sergeant-majors, and one battery sergeant-major, with the 40-pounder battery, which is being raised and added to each regiment. Then there is the adjutant himself, and one staff clerk.
6455. And you three administer the whole force? Yes.
6456. What is the strength? One thousand three hundred and fifty-six; including the 40-pounder Field Battery.
6457. Now, as regards the efficiency of this 40-pounder battery. What are the qualifications of the men, and how is it raised? It is at Hastings, in Western Port Bay. The men themselves are nearly all fishermen, except about a dozen farmers, and they make very excellent gunners; theirs being a coast defence battery, while their knowledge of the water makes them capable judges of distance. They attend very regularly at drill, work hard, and like their work, and, although it is a purely a volunteer arrangement, they turn out so regularly that every one of these men, numbering in all sixty-seven, was effective this year.
6458. How many guns have you for this battery? Six guns.
6459. Have you got waggons and timber? Yes.
6460. Has this battery ever been paraded with horses? Yes; a battery of four guns with horses on the Queen's Birthday the year before last, and was paraded in Albert Park.
6461. How do you propose to supply the ammunition? We have just had ammunition waggons that will serve our purpose fitted up. They are lorries on which are fitted the ammunition boxes.
6462. So that each gun has its own ammunition lorry? Yes.
6463. And does the lorry carry as much of the 40-pounder ammunition as an ammunition waggon would? It carries more.
6464. And how many horses would be sufficient for this lorry? That would be rather a question of roads. Any number of horses could be put on, the harness being arranged for that, and it would only be a question of the roads and the country to be moved over.
6465. How many horses do you require when you are working with a 40-pounder? Six horses.
6466. That is enough for the slow movement of the heavy gun, such as a 40-pounder? Yes; but with our fittings and harness you could put any number of horses on, according to the class of country you have to negotiate.
6467. This 40-pounder corresponds, and, in fact, is almost identical with the 40-pounder battery with which the volunteers are armed in England? Precisely.
6468. What pay do the men get? No pay; but they get a capitation, or an effective grant, of £2 10s., which, however, is now reduced to £2 5s. That provides for everything, including clothing and incidental expenses.
6469. How many drills have the men to perform to enable them to be effective? To pass into the ranks, twenty drills—that is twelve daylight, and twelve night drills, and a course of musketry.
6470. How many rounds have you to fire in the musketry course? Sixty.
6471. Do they do any battle firing? Constantly; parades for battle-firing are held throughout the year by myself, the adjutant, or the commanding officer.
6472. What are the targets you fire at? Head-and-shoulder targets, made of cardboard.
6473. Now, as regards the men staying;—how long is it since the Rangers were instituted? I took command in April, 1889, and partly formed and partly equipped the regiment. The men who are discharged for not attending drill were 29 per cent. the first year, 24 per cent. in the second year, and this year only 19 per. cent.
6474. Then the total wastage this year is only 19 per cent.? Yes.

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6475. What is the total cost, including everything, for these 1,356 men? The annual cost a man is £6 0s. 2d.
6476. That includes everything, your own salaries and all? Yes; my own salary, staff, drill-room's money, effective and capitation grant, and everything that the Government has to pay.
6477. How do you manage about the drill-rooms in the country? In all country districts, and in fact in all townships, there is either a shire hall, or a school-room, or a shed of some sort, and we have never had any difficulty in getting suitable rooms for drilling. We have to pay as much as £1 a week in some places, but in others 2s. 6d., and 7s. 6d., and sums like that. In fact, in some places they have been so glad to get a detachment of Rangers formed, they have given the room simply for the cost of the lighting.
6478. *Mr. Meeks.*] Does the expense of the room come out of the Government grant? Yes; it is part of the £6 0s. 2d., which is the annual cost per man, including permanent staff salaries, capitation and effective grant, drill-rooms and everthing else.
6479. That comes to about £8,250 per annum? Yes, about that. But in reality it is less than that, because every man does not draw his capitation and effective grant. Every man we get is not effective, and we only pay the effective grant to men who are. Consequently if a man has not made himself effective during the year, he does not draw the £2 5s.; he would only draw the capitation grant which is £1.
6480. *President.*] What amount of drill is necessary to make a man effective? Twelve daylight and twelve night-drills.
6481. Are the ranges in the towns or in the surrounding district? Both, for instance, I have one at Echuca, which finds one company in itself, but it is the only town which does so. The other larger towns will find a detachment of thirty to forty men. Then to make that up, I take the small villages on the railway lines, but they must be within 30 miles of head-quarters, wherever they are.
6482. What class of men do you get? I have a mixed class. Men employed in stores; men in various avocations amongst the farms, in a few cases, but very few, the men have been labourers, and settled in employment. Then I have men in business as storekeepers, farmers and farmer's sons; and the best class of all, undoubtedly, is the latter.
6483. Have any of these men been in the Militia? Very few, but I have some.
6484. You do not have a Rander's Corps at the same place as a Militia Corps? No; but in one place I have them very close, though not actually in the same town.
6485. Where is that? At Eaglehawk, which is, in fact, the suburb of Sandhurst.
6486. How do you account for the men joining the Rangers, and not joining the Militia, where they get more pay? One reason is that many men in Victoria like the volunteer movements better than the Militia. It has perfect freedom. If a man wishes to retire at any time, all that he has to do is to hand in his arms and accoutrements in good order, and he is struck off.
6487. *Mr. Meeks.*] Is not there any time of notice? Fourteen days' notice should be given; but it is not much use having it, because it simply means that while you say a man must give fourteen days' notice, you cannot compel him to do it.
6488. Have you ranges at such places as Ballarat? No; there was a battalion of Militia there many years ago, but they were turned into a regiment of Infantry.
6489. Has this something to do with the old Ballarat Ranger style? I do not know.
6490. *President.*] What uniform do they wear? Grey with scarlet facing.
6491. The same as the Militia? No; the scarlet facing is the difference. The others have no facing. The facing is a very good distinguishing mark, and you can tell a Ranger from a Militia at a glance.
6492. Do they make rifle shooting a great feature of their work? Yes; not only individual rifle shooting at which they are very proficient, but also in battle firing—that is shooting at a head-and-shoulders target of very indistinct colour—Karkee, and as near under service condition as we can get. At the Easter camp two years ago we attacked a position exactly as if in actual warfare, and we made exactly double the percentage of hits that the Militia did. The men did not know the ground in either case but the Rangers made 11 per cent. to their 6 per cent. under exactly the same conditions.
6493. *Mr. Meeks.*] The only staff is your own? Yes; myself, the adjutant, and a staff clerk, manage the whole.
6494. Are you an Imperial officer? I was.
6495. Did you join the service in Victoria in connection with this movement? No; I was in the Victorian Artillery for some years, and then was given the command of these Rangers.
6496. Is your adjutant an Imperial officer? No.
6497. Then he is locally trained? Yes.
6498. *President.*] How often is a detachment visited by an officer, either you or your adjutant? Only two days elapse between the visits.
6499. *Mr. Meeks.*] Can you visit like that all over Victoria? Yes. As a matter of fact, I am never in Melbourne, and am at my head-quarters not more than three, and, generally speaking, two days in the week.
6500. They are all handy because they are all on the railway lines? I would not form them anywhere else. I have been offered splendid detachments off the railways; but what is the good of them? They cannot come to me, and I cannot go to them.
6501. Do they go into camp? Yes.
6502. Then where does the difference between the Ranger and the Militia man come in? The difference is this, that the Ranger does not get so much drill.
6503. Will you explain a little more fully? A man might attend 100 drills in the year; but he could not be effective unless he passed a course of musketry. The number of Militia drills is six whole-day drills, twenty half-day, and forty-five night drills.
6504. Is that what the Militia in Victoria have to go through? Yes; every man has to do that to earn £10.
6505. *Mr Mort.*] Is that independent of musketry? In order to earn his effective grant he must complete his course of musketry as well, independent of these drills. This includes the time of musketry.
6506. Now about the Rangers' time? Those are the number of drills the militia men have to put in in order to win the effective allowance of £10, which used to be £12.
6507. Could he put in more drills if he liked? Yes; there are opportunities for his doing so.
6508. *President.*] Do you know how many half-day battalion parades there were early in the year to enable the Militia to attend? I am not certain. The average drills for a volunteer who attends without pay at all, and which my men put in, are thirty-four—daylight and night drills combined.

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6509. How many would be night drills? Twenty-one; but there are thirteen whole-day drills. We give no half-day parades, because when a company concentrates, men have to come for several miles, and it means that they have to start about 8 or 9 o'clock in order to get to the place where the company is ordered to concentrate; so that in all circumstances it is a whole-day parade, because if a man is not drilling he is travelling.
6510. The £6 0s. 2d. per man to which you refer is for uniform, expenses, travelling of the staff, and everything else connected with the Rangers? Everything except the uniform, which has nothing to do with it, because we pay for that out of the effective capitation.
6511. Then it does come out of the £6 0s. 2d.? Yes, it does; but it is part of the expense of the volunteer.
6512. What is the nearest company to Melbourne? Oakleigh, and then Cheltenham. Starting from Cheltenham I have Rangers right down to the Hastings battery, which ends there. There are Rangers right across Mornington, in the vicinity of Frankston, and so on. On the Gippsland line I go right from Oakleigh to Sale.
6513. Does that £6 0s. 2d. also cover the encampment expenses for the Rangers? No.
6514. Then, that is an additional charge on the military vote? Yes; these expenses are placed on the Estimates every year. We get what is called camp compensation allowance, or I should say, we got it. It is 5s. a day. This year we got nothing.
6515. Five shillings pay per day? 5s. a day, yes; but it should not be called pay in any way. It was simply to compensate the men for loss of time. Plenty of them were put to more expense. It was in no sense pay at all.
6516. Then the only difference between the two forces is that one is paid and the other is not? No; a great mistake is made if you look upon them in that light. I look upon them as being a month to five weeks behind the militia; but if looked on in the light of a real live absolute reserve, where you know where every man is, and how much drill he understands, and his character, a regiment of that description is the very best reserve any country can possibly have.
6517. Their place is laid out in case of attack? Yes, everything. Even to the requisitions being made out.
6518. You are fully aware of the actual positions these Rangers are to occupy in case of war? Yes; they know every spot and every function.
6519. You think that in less than two months they would be as efficient as the militia? In five weeks from the day of mobilisation they would be most excellent for any powder. All I have to do is to act on the word "mobilise." The railway train time-table is laid down, and everything in readiness to place the men at the same point, with the least possible delay. I have drawn out the scheme myself.
6519½. And is it approved by the General? Yes.
6520. You, as Colonel Commanding these Rangers, have everything at your fingers' ends, in case of necessity? Yes; it would never do if the scheme were drawn up by someone else.
6521. How are the officers appointed? They are selected by myself. Suppose I form a new detachment. There are no officers and no non-commissioned officers. I appoint my officers for some time, until I am thoroughly well acquainted with the men. Then if I see a man I judge fitted for the position, I speak to him to see if he would like to work up to a commission. He may point out to me difficulties in the way of it, or he may say he does not feel inclined. Then I look for some one else; and if I cannot find any one else I think is suitable, I leave that detachment without an officer. It is not for the want of men offering themselves. I get hundreds of applications, but I do not take them. I would sooner leave the sergeant in charge. When I find a man I think suitable, and that man sends in his application and a medical certificate that he is physically fit, I send it on to the A. M. G., and he is then put in order as a selected candidate for a commission. That ends that. He is then drilled for six weeks, and passes a theoretical examination. He then becomes a probationer lieutenant, and is examined at the end of six months by me for confirmation of his commission.
6522. How are the non-commissioned chosen? After examination by myself or the Adjutant, in drill and general qualifications.
6523. You have also rifle clubs in Victoria? Yes.
6524. They have nothing to do with the Rangers? They are perfectly distinct now. When I first took command of the Rangers I recruited from the rifle club, but a man cannot belong to the rifle club and the Rangers at the same time. If he wishes to join the Rangers he must resign from the rifle club. Consequently, they are perfectly distinct. Now, one of the principal things in forming a company of Rangers is to have a rifle range within a convenient distance. It is useless to form companies in districts where you cannot have a rifle range, and in places where the only range is that belonging to a rifle club. We pay so much per man for the use of it, so as to have no friction.
6525. How do the rifle clubs get their rifles? They pay for their rifles, which are sold to them by the Government at cost price.
6526. Have you any instructors of muskety? Yes; the sergeant instructors are instructors of musketry.
6527. How many of them are there? Eleven, including the battery sergeant-major.
6528. They are all paid? Yes.
6529. Does that come out of the odd £8,000? Yes; staff and everything comes out of that.
6530. You have no band? Yes, I have a volunteer band in connection with the Rangers.
6531. *Mr. Mort.*] Do they find their own instruments? Yes, everything.
6532. *Mr. Meeks.*] You might give us some information as to what a rifle club is in Victoria? A rifle club consists of a certain number of men, not less than twenty, and between the ages of 18 and 45; and they have to go through a course of musketry and shooting, in order to earn the small effective grant they get, and also to obtain their free ammunition. They get a certain number of rounds of free ammunition from the Government, and any other they require they have to purchase at 7s. 6d. per 100.
6533. *President.*] Will you state what the effective course is? They are sworn in and go through their musketry course, and they can drill, but it is not obligatory; and they only drill if they can get anyone to put them through. Their main function is as a good school of musketry from which they may possibly afterwards go to join the Rangers.
6534. Then they are not looked upon as drilled men? No.
6535. And are simply men with muskets? Not exactly. They do a certain amount of shooting drill, field-firing, and battle firing.

6536. So they have some drill, but limited in amount? Yes, very limited.
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6537. Are the rifle clubs increasing in number? I do not think they are increasing.
6538. They are not being encouraged? I would not say that. They have received encouragement in the past.
6539. What is the effective allowance? The effective allowance is 2s. 6d., 5s., and 7s. 6d., according as a man is a first-class shot, or a second-class shot, or a marksman. A short time ago they had no effective allowance, but under this later regulation they do, which is a proof that the rifle clubs are encouraged.
6540. Are they in uniform? They are not obliged to be in uniform; but a great many of them are.
6541. What kind of uniform do they wear? Kharkee with a green facing, just to distinguish them.
6542. They do not go into camp? No.
6543. Now, about the Mounted Rifles? You know pretty well about them, though they do not come under you? No, they do not come under me, but their organisation is similar to that of the Rangers. To be effective a mounted rifleman has to put in twelve daylight drills and a course of musketry, and to get a higher effective allowance of £3, which is now, I believe, reduced to £2 15s.
6544. They get a rather higher amount than the Rangers, in consequence of their being mounted? Yes; they have little repairs to make to their saddles, bridles, and so on.
6545. Are they a similar class of men to the Rangers? I think a great many are of the same class, and recruiting as I do, I take a great many of those men who could not join the mounted rifles. They are a smaller class of men; and the Mounted Rifle men must have a horse which, perhaps, these men may not be able to provide.
6546. He does not cost as much as a militia-man? No.
6547. What does he cost? Their staff is a little larger than mine, as they have two adjutants and a quartermaster sergeant, and pay their sergeant-major a little. I think, speaking roughly their cost is about £7 against my £6 0s. 2d.
6548. According to the estimates there are 1,224 men costing £10,576? In that case it would be a little higher. The initial cost of the equipping a private is £6 1s. 3d., and the rifle corps get a haversack and water-bottle.
6549. Are you increasing the numbers of these Rangers now, or is there any number fixed? I am not increasing them now; my establishment is 1,356.
6550. All you have to do now is to keep up that number? The trouble is not to keep it up, but to resist the applications which are coming in.
6551. So there is no difficulty in carrying out the system with the Rangers? None whatever; and I say it with perfect confidence that the regiment is three times more stable now than it was three years ago, as is shown by the number of strikes of—that is the number of men not turning up to drill is only 19 per cent. as against 31 per cent. three years ago. There is also something to be said in estimating the strikes off, such as men leaving one district, and having to go somewhere else. There are dozens of these men who, perhaps, in some organisations would be kept on; but if they were you would have a lot of men who might turn up to drill or might not, and you would never know where you were. But we are very stiff about the number of drills, and if a man does not put in his drills he is discharged. If he is not effective at the end of the year, and very excellent reasons given by the officer commanding the company why he is not effective, he is struck off the roll.
6552. Can you form any estimate of the number of the farmers you have in the Rangers? Roughly, I should say that the farmers, farmer's sons, and selectors are 35 per cent. of the whole.
6553. You say you visit every three days some detachment or other;—can you say whether that is in the day-time as a rule? No; not as a rule.
6554. You generally see them at night? At this time of the year I see them in the day-time, and we arrange so as to suit, as far as possible, the occupations of the men. Every half year I inspect every detachment in the Rangers, or if I do not my Adjutant does. My Adjutant inspects those I am unable to. That parade is in marching order only, and a man is obliged to come or I strike him off the strength. At this parade a man has to show his arms and accoutrements fit for immediate service; then there is an inspection held at night, so that every man can attend. There are thirty-nine detachments, and consequently it takes some time to get round. At these inspections everything that a man possesses in the way of arms or accoutrements is seen by myself or the Adjutant. No man is allowed to be absent unless he can present a certificate from a doctor that his absence was caused by sickness, or a letter that satisfies me that for business reasons he could not attend. In that case he then parades in his own locality, and is seen by the officer commanding his company, who examines his arms and accoutrements, and sends me a certificate. Every half-year all the stores not issued are inspected by the Adjutant, who examines them and sees that they are correctly numbered, and that they are put away in proper order. There are a certain number of stores under the Company's storeman; for unless the men hand in their arms and accoutrements, you do not know in what condition they may be. If a man leaves, his arms and accoutrements may lie in the store for a certain length of time before they are reissued. Everything on issue is inspected by myself or the Adjutant, and everything that is not on issue is also inspected twice a year.
6555. Do not the Rangers go into camp with the Militia? Yes.
6556. Do you keep your own camp equipment or draw upon the central depôt? The whole of our camp equipment is kept at Langwarrin. The Militia have their own camp equipment, but they have to retain it under their own charge; but with the Rangers the camp equipment is kept at Langwarrin, because the men in the force are so scattered.
6557. Then it is not under your own charge? No, under the ordnance storekeeper in charge at the camp. I send our requisitions to him for the amount of camp equipment I require, and a few days before the camp an advance party goes down from the country to fix our own tents. The time, I should say, is two days beforehand. All we do now is to send in the number of men, although we used to send in separate requisitions When we arrive, the ordnance carts take all the camp equipment to the place selected; then the men, under their own officers, fix the camp, and we have no nursing, but do the whole of the camp work ourselves.
6557½. Does the same remark apply to the Militia? Yes.
6558. Do you happen to know, in regard to the rifle clubs, what is the expenses of the staff? There is one clerk. Lieutenant-Colonel Price is in command of the rifle clubs and of the Mounted Rifles; he has one clerk to look after the affairs of the rifle clubs.

Colonel A. E. Otter. 11 Aug., 1892.

6559. There is no staff of Sargeants or instructors? No.
6560. What instruction they get comes from your staff? No, from Colonel Price's staff; either Colonel Price, or his Adjutant, or a Mounted Rifle Instructor.
6561. Then a portion of Colonel Price's staff ought to be charged to the Rifle Club? Yes, in so far as it is extra work.
6562. If Colonel Price only had his Mounted Infantry and no Rifle Clubs, would he be obliged to have the same staff as now? No.
6563. *President.*] How much staff is wanted for clerical work? One; there is only one clerk for the Mounted Rifles and the Rifle Clubs.
6564. *Mr. Mort.*] I see there is another force mentioned, called the Militia Reserve? It does not exist, and that is why I have laid so much stress upon the point that an organisation like the Rangers is the only real live reserve you can have in a country like this this with a floating population.
6565. In Victoria I understand that the single cadets are included in the scheme of defence, and are relied on to protect certain places? Yes.
6566. Are they equal to that duty? Most distinctly.
6567. What are their ages? Up to eighteen or nineteen.
6568. What is the minimum? Sixteen I think.
6569. Have they stamina enough? They are not at all intended for any movement; they are in a fixed position, and would act excellently behind a shelter trench, or behind a cover.
6570. How are they armed? With the Martini-Henry.
6571. The same as the Militia and your Rangers? Yes. In conclusion, perhaps you might like to know the number of battalion drills we had in the Rangers, exclusive of Easter Camps. Last year I had eight altogether throughout the Regiment.

Commander R. M. Collins examined:—

Com. R. M. Collins. 11 Aug., 1892.

6572. *President.*] You are Secretary of Defence in Victoria? Yes.
6573. You know the object of this Commission. Can you give us any information that will be useful to us in our inquiry. To commence with, will you say what your duties of Secretary of Defence are? The Secretary of Defence is directly responsible to the Minister of Defence, so far as money goes. He is responsible for the framing of the Estimates and their submission to Parliament, and afterwards in controlling the expenditure, to see that it is authorised and within the regulations. He is also the medium of communication between both Commandants, naval and military, and the Minister. He has under him the whole of the paid staff, and controls the whole of the National Defence expenditure, and is responsible therefore to the Minister. He is responsible for stores that are not on issue, those that are issued being under the responsibility of those to whom they are issued; and supposing any are returned or condemned in accordance with the regulations, he sees such is done. He is responsible head of the Ordnance Department for all warlike stores and materials that have been authorised, and the civil administration in that respect is separate from the military.
6574. *Mr. Meeks.*] Are not the stores recommended by the military Commandant. And after receiving the approval of the Minister, are ordered? Yes; I am also responsible for keeping the Agent-General supplied with money for any material or stores which may have been ordered, and when they come out, I am responsible for them until they are issued.
6575. Can you tell us the number of men that are required by you, as Comptroller of Staff, and the number of employees for every description of work? The Comptroller of Stores is an officer of the first divison of the Civil Service, receiving £600 a year, with annual increments. All my staff are Civil Servants, myself included, and the Comptroller of Stores is under me. Then there is the sub-storekeeper, who is a clerk, he is an officer of the fourth-class, whose minimum salary would be £210, with rises by annual increments to £350. Then he has with him, for the conduct of the books and the clerical and correspondence work, three others of various ranks. The total cost of the Civil Administration of the Defence Department is £6,500 per annum.
6576. *Mr. Manning.*] Does the total include rent? We have no rent to pay.
6577. What is the salary of the Minister? £1,500 a year.
6578. Then there is yourself at how much? £900 a year. Then under me there is the comptroller, substorekeeper, already referred to, a chief clerk at £300, and six clerks, with minimum salary of £80 and maximum of £200. Then there is the Paymaster at £500 a year, with annual rises to £600. He has three clerks with him, a head clerk who can rise to a maximum of £350, and the other two clerks as before.
6579. The sum of £6,500 includes the Secretary's salary but not the Ministers? No.
6580. Then the total including everything is how much? £9,300.
6581. *Mr. Meeks.*] Is the salary of the paymaster included in the £9,300? Yes.
6582. *Mr. Mort.*] Does it also include the Assistant Commissary-General? Yes.
6583. Do you take charge of the civil powder? No; we store all our powder in the Government magazine.
6584. The civil powder is taken charge of by another staff? Yes.
6585. *Mr. Manning.*] Have you made any comparison of that system with our system. You will see that under our system we have a number of officers included in the Military service, that you have under the Civil? It is rather difficult to pick some of these estimates out.
6586. If the Military system cost £9,300 a year for its Civil administration, that sum of money includes a number of items, as salaries, that we pay out of the Military Vote? Yes; the total number of employees in the Ordnance Department is twenty-five, and that includes the Ordnance office staff, and Inspector of Ordnance.
6587. Does it include the whole of the artificers and labourers? It includes both.
6588. But it does not include magazine men? No, we have no magazine keepers.
6589. *Mr. Mort.*] Then that is an expense which you are saved? Yes; the Customs look after the powder for us.
6590. *Mr. Meeks.*] The sum of £9,300 a year include the paymaster and his staff, and the Defence Office? Yes.
6591. *Preident.*] What numbers of clerks have you in your office? Three.
6592. And in the paymaster's? The paymaster has three clerks.

Com. R. M. Collins. 11 Aug, 1892.

6593. So far as you yourself are concerned, you were formerly a naval officer, and are now a civilian? Yes.
6594. Retaining your rank? Yes.
6595. You could not take command of a ship? The Admiralty could recall me; but my rank in the Defence service of Victoria conveys no executive authority.
6596. *Mr. Manning.*] You have no such thing as a servant allowance, or rent? No.
6597. *Mr. Mort.*] What is the cost in Victoria of the simply Ministerial staff, counting yourself as Under-secretary, and those who directly assist you? As I understand it, the Ministerial staff consists of the Minister, yourself and three clerks? Yes, that is the whole of it, if you do not count the Pay Branch.
5598. Then the Minister, the Under-Secretary, and three clerks, is the Defence Department? Yes.
6599. Your predecessor was a military man? Yes.
6600. But while in office he occupied the same position as you do, and was purely civil? Yes purely.
6601. *Mr. Meeks.*] Do you receive all the requisitions for stores and material—do they come to you from the commandant? Yes, unless they are within the regulations which enable him to deal with them himself. I may explain this by saying that it was found that bringing all the requisitions to my office, was centralising the the work too much; so now the only requisitions which come to the Secretary of Defence, are those which are not within the regulations. If the requisition is for the Stores Department, it goes through the Commandant and Comptroller; but if it is not within the regulations, it goes to the Secretary for approval.
6602. Supposing there was a requisition for additional stores, which had not been provided for in the Estimates? That requisition comes to me, and goes through me to the Minister.
6603. But you do not advise the Minister whether the stores are necessary or not? I only advise the Minister on the financial aspect of the affair; and in my responsibility for the finances, I have to bring every phase of the financial aspect under the Minister's notice.
6604. And you give him the advantage of your technical knowledge? Yes, in this way :—I do not traverse the Commandant's recommendation in any way; I only submit the financial aspect to the Minister, in all its branches, and I afford him technical explanations bearing on the financial aspect. I also bring under his notice any professional matter that is being dealt with.
6605. I believe you had some experience prior to the establishment of a Secretary for Defence? Yes.
6606. Did you find any inconvenience before from matters not being dealt with by the Minister, as, for instance, the Chief Secretary? Yes; we were simply organising the Department at that time, but there was an utter impossibility to get things done.
6607. Do you mean that you were crowded out by other business? Yes; there was so much to do in relation to other matters, that we could not be attended to.
6608. *Mr. Meeks.*] You think it is an advantage that the Secretary for Defence should be either a military or naval man? Yes; it is decidedly advantageous to have an expert knowledge, especially if you give an officer the charge of stores. I do not see how the Secretary could control the expenditure, unless he had an expert knowledge. He would not discover where there had been leakage.
6609. *President.*] Since the Comptroller's Department has been under you, has there been the slightest friction caused by such an arrangement? Not the slightest.
6610. Nor with either of the Commandants? No.
6611. *Mr. Meeks.*] Is your Minister only Minister of Defence, or has he any other Ministerial office? He is only Minister of Defence.
6612. *President.*] But you have had the Minister doubled? Yes; we had a Minister of Mines who was also Minister of Defence for a short time, and then we had Sir Frederick Sargood who was Minister of Education as well as Minister of Defence.
6613. But he had been a previous Minister of Defence? Yes.
6614. *Mr. Meeks.*] During the time of Sir James Lorimer he was solely Minister of Defence? Yes.
6615. How long have you had the present system in force? Since 1884.
6616. *Mr. Mort.*] You were not Secretary at that time? No.
6617. Do you happen to know when Sir Frederick Sargood was Minister of Education and Minister of Defence how he arranged his business? He gave up the whole of his private time to his political duty. In fact, there is no Minister I have come in contact with who has given so much time to the work of his office. He used to be at his office from 10 o'clock in the morning until 5 o'clock in the afternoon, and would take the Secretary of Defence first one morning, and the Secretary of Education the next, so that if any question arose which necessitated prompt dealing with you got your reply at once.
6618. *Mr. Meeks.*] Sir Frederick Sargood is a military enthusiast? Yes.
6619. *President.*] How many hours a week did it require for the attendance of the Minister? It would not require so much time now, but when I first took office it required a couple of hours a day or more.
6620. When you were establishing the Department I suppose you had to commence a good many things again, and it was almost necessary for the Minister to give the whole of his time. Would that be so? It would.

[*The Commission adjourned until Thursday, 12 August, at 3 p.m.*]

FRIDAY,

FRIDAY, 12 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at* 3 *p.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT).

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ., | J. LAIDLEY MORT, ESQ., J.P.

Brigade-Surgeon Lieut.-Colonel W. D. C. Williams examined:—

Brigade-Surgeon W. D. C. Williams. 12 Aug., 1892.

6621. *President.*] What is your present official designation? Brigade-Surgeon, Lieutenant-Colonel, and Principal Medical Officer of the New South Wales Forces.
6622. You know the object for which the Commission is assembled? Yes.
6623. From personal inspection I know that your establishment is just as perfect as an establishment can be, but in looking over the Estimates we find the expenditure is very large considering the size of the force;—can you give us any information whereby the expenses can be reduced? I am afraid I cannot. The Permanent Medical Staff Corps dates from the 29th of January, 1891, when I started it; but the partially-paid, which represents the volunteer branch of the service, came into existence about four years ago. The reason for starting the Permanent Medical Staff Corps was this:—The whole of the medical work of the garrison had previously been carried on by men detailed from the New South Wales Artillery. Such men were detailed as were considered fitted for the work, but when they had to go to their duty at any time it was found there was no medical control over them. This was so unsatisfactory that I pointed it out to the General, and the General then said, "Give me a scheme upon which you can work out a small permanent corps, and be careful as regards the expense. Cut it down as low as you can, and I expect you not to put in a single man you can do without." I worked it out to thirteen men. The Imperial Hospital Service was taken as a guide, and the number of men allowed there regarded.
6624. The Permanent Force consists of about 550 men? Five hundred and thirty-one Artillery, twenty-eight Submarine Miners, and then there is the general staff; we have often had officers in hospital.
6625. You do not take officers in hospitol, surely? I have had one in for three months at a stretch.
6626. But then there is an officers' hospital? Yes.
6627. They do not have that in the Imperial service? Yes, at Aldershot; where there is the Cambridge Hospital.
6628. Take a station like Portsmouth or Dover? The hospitals there are supposed according to regulation.
6629. Is there an officers' ward supposed to be in every one of the hospitals? In every large or station hospital.
6630. That presumes a large force? Thirty-six beds. We have beds up to that extent, if necessary.
6631. But in any place where one regiment is stationed, have you ever heard of an officers' ward? No.
6632. But it is about the same number of men here? Still, if we have a hospital at all we must make it a workable one. Take the different branches of the service which have to be attended to, or take the case of Captain Cuthell. There was an officer brought into the hospital with a broken thigh, and it was not possible to move him.
6633. Did you ever yet hear of a military station with a hospital for officers such as there seems to be here? I have never heard of it, especially in that form; but if the hospital can afford the accommodation, the regulations do provide for it.
6634. But where there is a station with only thirty officers? I believe so.
6635. The number of officers being so very small, have you ever seen anything in the hospital regulations of the Imperial service which would justify an officers' ward here? I say that it is provided for in the regulations where the accommodation permits.
6636. Do you know what the total cost of this medical service is? Irrespective of contingencies, £3,572.
6637. That is only for the Medical Staff Corps and Permanent Forces? Yes; but I want to explain this, because all the £3,572 is not made up of hospital service alone, it is Hospital, Depôt, and Medical Department; it combines these three things. For the working hospital, taking the officer's salary out, £1,000 has to be deducted.
6638. *Mr. Manning.*] The expenditure is connected with the health of the men of the forces? No, the whole of the staff is not; I want to explain that. There are ambulance waggons and some field equipment. It takes two men to look after this alone.
6639. *Mr. Cowlishaw.*] The amount you have given will not cover the cost of everything? It covers the whole of the Permanent Medical Staff Corps.
6640. *President.*] You say it is a depôt and medical department? Yes.
6641. A depôt of what? Of all field medical stores, ambulance waggons, and so on.
6642. Does that require two men? It does.
6643. Who are they? A non-commissioned officer and a private, who are wanted to keep the place in order and look after the stores and see that the vouchers are correct; also to attend to correspondence.
6644. You cannot have much correspondence in reference to ambulance waggons and things of that kind? Ambulance stores must be accounted in the returns. It does not require very much clerical work.
6645. Could not the corporal, with the occasional assistance of a man, do the work? No; he could not. The corporal who assists him looks after one department.
6646. Why could he not do it with one man? I have tried it and found it a failure.
6647. How many waggons have you? Eight waggons and a water-cart.
6648–9. And you think it requires two men to look after eight waggons and a water-cart? Not only so; but there is £3,000 worth of medical field equipment gear in the ambulance shed, which has all to be looked after and aired.
6650. Surely, you do not want a man for that every day. Could you not get a man occasionally? The Artillery cannot give us a man.
6651. Could you not get a man on fatigue from the Artillery? We could not.
6652. Have you ever tried it? I tried it before, and it was a failure; because I had no control over the man, and the work is constant.
6653. Have you tried it now? No.

Brigade-Surgeon W. D. C. Williams.

12 Aug., 1892.

6654. You have eight privates at 3s. a day. Why do you want so many privates? Instead of drawing a guard from the Artillery as laid down in the regulations, we find our own guard. We find our own town orderly, who takes the official letters to all the officers in town as may be required, and the balance consists of one man assisting in the kitchen, and the others are on duty in the wards.

6655. A warrant officer is the compounder? Yes; a warrant officer, medical staff corps.

6656. I see there is a warrant officer, garrison, compounder and an assistant compounder. Why do you want two? The additional compounder is necessary in case of necessity. Suppose the other compounder fell sick.

6657. But suppose he is not sick? Then he does not compound unless he is called upon to do so.

6658. What else does he do? He has various duties in the wards, and acts as chief clerk and pay-sergeant.

6659. Did you ever hear of a man being detached from a corps for pay and discipline? Yes.

6660. Do you not think, if these men were attached to a battery for pay and discipline, they would get just as much? Perhaps they would, but I cannot do it. In addition to what appears on the Estimates, this man comes in as one of my clerks.

6661. Then that makes two clerks. What do you want two for? In consequence of the amount of work to be done.

6662. What amount of work have they to do? I have brought down blank returns to show you. "Morning Sick Return," "Prescription Sheet," "Requisition Form on the Contractor for the daily food," "Form for Men's Service," giving their medical history. Every man we take on we take a medical history of.

6663. *Mr. Manning.*] Suppose a man is never ill at all? Then he has a blank sheet.

6664. *President.*] That might be all very well in some places, but what is the value of that kind of thing out here in the colonies? It is of the greatest value; we cannot do without it. It is a record of what sickness a man has had. Men are constantly being transferred from here to other parts of the Colony, and their medical history goes with them.

6665. Did you ever hear of any other colony doing this? No; but there is no medical service in any of the other colonies, nor is there anything even approaching one.

6666. If a man is kept in good health, is not that enough? No; we want a record, in case of his being sent away.

6667. I cannot see why you want to bother about that? The men are often sent away for six months at a time. Perhaps he may be sent to Wollongong, and the doctor there sees him. He knows nothing about him; but as he gets this sheet with the man, he is able to inform himself of everything.

6668. But do you not think that a doctor rather does not want to know all about a man? I am sorry to say that often they do not. But this is not a matter of doctoring. There is only one way of doing it, and that is to keep a proper medical history.

6669. You want a clerk to keep these medical history-sheets. Can you not do without him? He keeps the Company's book as well.

6670. Of course, it is unquestionably necessary that he should have some clerical assistance, but it seems to me that the medical history-sheets are something quite unnecessary? They have to be produced at Medical Boards, or when a man is sent away, or is discharged.

6671. It is all very well in the British service. You are keeping up a larger staff here in proportion to the number of men in the forces than they do there. When you get hold of a man you turn him out well, or if you do not you discharge him? It depends on the nature of the case.

6672. You have a good artilleryman for this clerical work. Why should a man, with all the experience that he has obtained, be turned into a clerk, whose principal business appears to be to make out these medical-sheets? I may say, for the information of the Commission, that it is only within the last eighteen months we have had these medical-sheets, and they have been of such value I would not give them up.

6673. *Mr. Manning.*] And you have only about 600 persons to provide for altogether? No; about 700, because there are the wives and families in addition.

6674. *President.*] Can you not get these statements without all this trouble? No, we cannot.

6675. In another colony there is no bother of this kind? If you will excuse my saying so, there is no other colony with a medical service. In addition to the hospital records there are general papers and forms connected with the hospital.

6676. *Mr. Manniag.*] This is all to show the necessity of the clerical work? Yes.

6677. *President.*] Then there is a second corporal at 4s. 6d. a day? He is in charge of the ambulance building, and is a very careful man in the discharge of his duty. He has the separate stores of the whole of the service under his supervision, and has everything ready to supply at a moment's notice for any branch of the service.

6678. I see you have eight privates. What are they wanted for? To begin with, there is one cook and his assistant.

6679. What do you want the assistant for? Because one man cannot be on duty from 5 in the morning till 10 o'clock at night. I do not know when the cook may be called upon—at any hour it may be.

6680. In a critical case could you not get some other men to help you? You see, by taking a private you are taking a man who costs a hundred a year? You could not do it with less than two men all the year round. Besides the patients, they cook for all these men. There is one down at the waggon shed, two or three in the ward, as the occasion requires.

6681. Why do you want so many in the wards? We have five wards, including a prisoners' ward, and the men have to be attended to by somebody. It does not matter to us whether there are eight men in the ward or a dozen, or only one; the amount of work is all the same.

6682. How many have you in the hospital to-day? Eighteen.

6683. Is that about your average? Yes; but sometimes there are twenty-five or twenty-six.

6684. *Mr. Manning.*] What is your average of attendance? There is a simple explanation for those we have. To commence with, there is one town orderly, for whom there is enough correspondence to carry about from one place to another.

6685. Can you not do it through the post? You cannot post a letter at 11 o'clock if it must be answered at 12·30. This orderly is for the whole Medical Department, and carries the correspondence to the various Departments in town.

6686. Would it not be quite possible for you to send your correspondence by the ordinary man who goes down for the barracks? It would be possible if I could fit it in; as it is I cannot fit it in.

Brigade-Surgeon W. D. C. Williams. 12 Aug., 1892.

6687. Have you a telephone? Yes.
6688. That saves a lot of work? Yes.
6689. Whom else have you got? Two cooks, two warders, one with the waggons, and a man always on duty as hospital orderly on the verandah.
6690. *President.*] What has that man got to do on the verandah? He is practically a sentry. Then there is one man I have as a servant; that makes eight. I do not draw a servant's allowance.
6691. Would it not be better in the interests of the country that you should draw a servant's allowance, in view of the fact that this artilleryman you have costs the Colony £100 a year? They allow us a servant.
6692. Yes, I know that; but would it not be better for the Colony if you got £52 a year, and provided your own servant? It would be cheaper for the Colony.
6693. I see that you have got a surgeon besides;—what does he do? In July, 1890, I pointed out to the General that the work was so heavy for the whole of the garrison, which not only includes the Victoria Barracks, but the attendance on men at the Heads, and attendance on officers, and their wives and families, and on non-commissioned officers of the general staff, that one man could not do it. I have not only to carry out my department in the hospital, but I have to carry out all the correspondence of the Partially-paid Forces as well.
6694. Could not that be cut down. The quantity of correspondence that I see carried on here is done in a way that I have never seen in any part of the world? We make use of the telephone where we can, but it is impossible to do it by that means. I have to look after these things myself, as I am responsible for every detail.
6695. In another colony we have no bother about correspondence, and everything goes on capitally, yet we know what is wanted exactly? You have only Militia officers there. You have one man at Queenscliffe, and another at Victoria Barracks, who are private practitioners. When I came here in 1882, I was better off than I am now, although I was at a salary of £450 a year, including allowances, because my work was similar to that of principal medical officer in Victoria. My work is over at 10·30 in the daytime, and I was able to devote the rest of my time to private practice. Now, I devote the whole of my time to the Colony.
6696. In Victoria we have a medical officer at £350 a year in Melbourne, and we have another at the Heads at £300. These are the only two medical officers we pay in the Colony? I think you will find that taking the number of men for attendance, and the regulations for medical attendance, we can claim four here on those terms.
6697. What regulations? There are regulations for medical attendance approved by the Colonial Secretary about eighteen months ago.
6698. Where did they come from? They were taken from the Imperial Service regulations of 1891 and fitted into local requirements.
6699. What do you mean by medical attendance? They give a definition of medical attendance. It means in the hospital, at quarters, residences, and includes medicine.
6700. We need not go into that. I admit that you have a larger number of permanent men than we have; but if you had not so many, would you not then be able to do with less for your hospital? It is not the men so much that take up the time, but the wives and families, both of officers, warrant officers, and non-commissioned officers. All on the strength of the regiment come in, and no one single man can do it.
6701. Who goes to the Heads? Dr. Swanston or myself, just as it happens to be, except in cases of great emergency, such as an accident, in which case the nearest medical man is called, and we are advised of it at once, and go down next day.
6702. Supposing you have to attend no cases at the Heads, would it not then be possible to work the staff with less. Supposing you had no one except a battery of Artillery in the barracks, and the whole of the Garrison Artillery at the Heads? Then you would need to have a medical officer at the Heads, and one in town as well.
6703. Could you not arrange then as they do in Victoria? No; for this reason, that Queenscliffe is a watering place where there is sufficient practice to keep a man going; but here a man has to look to his Government pay, and nothing outside it. You pay your medical officer at Queenscliffe £300 a year, and he has the right of private practice.
6704. *Mr. Manning.*] The population in Queenscliffe is about as large as that of Watson's Bay;—what do you think is the population of Watson's Bay? About 500 people, I should think. There is a health officer there, and although he objected to do it as a regular thing, he has often been called in on emergencies and paid for it.
6705. Out of a population of 500 at Watson's Bay how much would a medical man make? He would not make £200 a year.
6706. Then what about Queenscliffe with its small population? But Queenscliffe has a floating population of about 2,000.
6707. Nothing like it; that is only in the summer? It is more than twice as thickly populated. I was at Queenscliffe in February, and there was not a place of any sort to be had. But bear in mind I only advised a surgeon at the last moment when I found I could not do without him.
6708. *President.*] What is your salary altogether? Pay, £472; £100 a year as senior instructor in the ambulance service—I received that after I went home to Aldershot and received a first class instructor's certificate, an allowance of £150 for lodging, £50 for stabling, £64 for forage, and £27 command pay.
6709. Command of what? Command of the Permanent Medical Staff Corps.
6710. That is for the command over these few men you have been telling us about? Yes.
6711. Then there is an allowance of £25 for rations, fuel, and light. So that roughly speaking and in round numbers your salary is £900 a year? Yes.
6712. Are you allowed private practice? No; if you came to me and said, "come down and see me," I have no right to go and see you, but probably I should do so. The only thing I do outside my military work is that I am honorary surgeon to St. Vincent's Hospital, and that permits me to admit women and children in very special cases, or for operation. If I went to see you, it would be as a friendly personal matter.
6713. Now about your assistant surgeon's salary? The surgeon's salary is £365, lodging allowance £90, £50 for stabling, £52 for servant, £20 for rations, fuel, and light, &c., and forage allowance £64, which brings it up to about £640. 6714.

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6714. *Mr. Meeks.*] One of the privates goes as servant to you? Yes, I draw a servant; Dr. Swanston draws the allowance for a servant.
6715. What does he want a horse for? He has to go to South Head sometimes; sometimes to Middle Head; sometimes he has to go to La Perouse. Actually he does a lot of work on horseback.
6716. Does he keep a horse? He must, because unless he did he could not draw the allowance.
6717. I see on the Estimates a sum put down for diagrams for instructional purposes? Yes; £200 a year is placed on the Estimates for which sum we shall be able to maintain the ambulance material, diagrams, &c., and other equipment that we want. £400 a year was placed on the Estimates for two years in order that we might provide and maintain the ambulance equipment, because two years ago there was no ambulance equipment, and irrespective of its first cost it requires a good deal of attention and a little money to keep it up.
6718. I understand that some of this equipment is ambulance waggons. Are you getting fresh waggons every year? There is one being built now, and that will be eight. We asked for this money for a year or two in order that we might get things into working order.
6719. Now as to the Medical Staff Corps of the Volunteer Forces, it seems to come to £3,000 a year. Have you an ambulance besides this you have mentioned? No; the Partially-paid Medical Staff Corps is the Medical Staff Corps in connection with the Volunteer Service.
6720. Do the men get anything besides what is down in the Estimates for their services? The surgeons receive £40 a year and £25 horse allowance; that is the whole of their pay. For that these medical officers, who are all private practitioners in town, have to do nine days' continuous training.
6721. How much is it they get altogether? £65 a year.
6722. What have these medical officers got to do? They have the medical examination of all recruits that pass the Partially-paid Service, and they attend all parades.
6723. How many parades do they attend? They attend eight or nine out of thirteen.
6724. How many recruits does the medical officer examine? That must depend upon the number coming forward; but, I suppose, each of these medical officers has to attend about ten times each year to examine recruits.
6725. What does he do when he examines a recruit? Strips him stark naked to begin with, and then examines him to see that he is fit both in wind and in limb, and free from disease.
6726. *President.*] You say an officer will go about ten times—I suppose that will be mostly in the evening? Yes.
6727. And the examination of recruits will last about an hour? It lasts from an hour to an hour and a half.
6728. What else does he do? He attends all the Medical Boards of the Partially-paid service. There are three medical officers on each Board, and there may be two, or there may be ten in the course of a year just as it happens.
6729. What are the Boards for? For instance, on such an occasion as the torpedo disaster.
6730. That, I hope will never occur again? Quite so; but there are Boards to be held on other injuries that may happen.
6731. And how many Boards do you have on an average? Six or seven in a year.
6732. *Mr. Manning.*] They have Boards for very trifling affairs? They may seem so; but when the injured persons send in a claim for compensation, which is just as likely to happen as not, the affair is not so trifling as it might seem.
6733. *President.*] What parades have they? Half-day parades when the men are at shot practice at the Heads. The surgeon goes round twice a year, at least, and often more.
6734. How many parades does a surgeon usually go down to? Four or five. Then, there are nine whole day parades, and eight half-day parades.
6735. Those are in the evening? No; on Saturdays from 3 to 5. All this is done as regular duty. In addition to this the attendance of a medical officer is provided for at the Rifle Association meeting, and the Artillery Association matches, at two guineas a day, for the whole day, and a guinea for a half a day. Then there are medical Boards on permanent service in contradistinction to partially-paid for the administration of chloroform or for consultation with medical officers of the Permanent Staff in case of necessity. They are only paid extra on those three items, that is to say, the meetings of the two associations, and the administration of chloroform, or when in consultation on permanent service.
6736. The Militia medical officer under similar circumstances, in another colony, receives 2s. 6d. a head for recruits, £2 10s. for whole-day parades, and £1 5s. for half-day. That is the maximum amount of pay derivable in one year? He would only do four days training where we do nine. If you take an officer away from his practice for nine days, it makes a great difference to him, and you must also remember that you have all your staff practically in one place, while here we are so split up.
6737. We do not require the number of men you do, and we have a Garrison Artillery camp, a Field Battery, and a Ranger's camp; and then there is the whole general force of the camp itself? Admitting that, you must have two medical officers for the Artillery camp, and one for the Rangers; then you must have a field force, but you have no provision for any field hospitals or bearer companies.
6738. The total amount allowed on our vote for these purposes is £600 a year, and we managed to do it all right. Now the Medical Staff Corps I see, has an instructor in Ambulance Service? That is myself, £100.
6739. Then a company sergeant-major and a staff instructor, £146? That is an ordinary sergeant of the Permanent Staff.
6740. And the number of your corps now is eighty-four privates? We have two companies at fifty each, that is one company of fifty to each brigade.
6741. Where are the brigades? That is what General Richardson told me to work out on.
6742. Do all the bands of the different battalions go through their "first aid"? Not only the bands, but in accordance with the 1889 and 1892 Regulations, there are two men of a company for each regiment who have been trained in stretcher and bearer drill, and "first aid," with the exception of the 3rd Regiment; but we cannot attend to them until next quarter.
6743. Are all the Artillery bandsmen trained? They have been through their first course. I tutored them myself.
6744. I am not criticising this service as an inefficient one. As I told you before there was nothing to complain about on that score; but I want to get at is whether we can possibly reduce the expense. However,

you

you are straight that you cannot help us to cut off anything? I would be glad to give you any information I could, which would help you in that direction, but I do not see how it is to be done. When I had the formation of this service, the proposals were cut down to the lowest point. If you take this simply as a Medical Staff it is not 1 per cent. of the total men on the roll.

6745. *Mr. Manning.*] What do you estimate the number on the roll? Ten thousand eight hundred and twenty.

6746. But we know that more than half of these men are not accessible? Then, allowing 5,000 men, it is only 2 per cent.

6747. *President.*] The total amount of the medical service of the Colony comes to about £8,000 a year;—I do not say that we are as perfect as you are, but comparing the amount with what is expended with the other colony, it is a good deal? If you take the Medical Staff Corps, at page 28 of the Estimates, you will see that it is only £2,976—say £3,000; then comes an addition to that for the other services, there is £3,751, or total of £6,750, which provides for every detail, maintenance, and equipment, and items of service.

6748. I wish we could afford to be as liberal in the other colonies, but as we have to cut down as far as possible, do not you think you could commence by dividing your expenditure by four, looking at it in comparison with the other colonies;—now cannot you help us to reduce your large expenditure? We cannot reduce our expenditure on the permanent forces.

6749. Suppose all the permanent forces were down at the Heads,—could not you manage it then? I should like to know where you are going to treat them without some place to treat them in.

6750. Supposing the hospital was at the Heads? Then there is the cost of building the hospital.

6751. Never you mind about that;—supposing you had the hospital at George's Head, and with a reduced number of permanent men? You could carry on the hospital, pure and simple, with six or seven men, including a non-commissioned officer all told. Then you must make provision for the ambulance equipment, and in addition you must make provision for a small nucleus who are trained in ambulance duties. These Permanent Staff Corps do not waste the whole of their time loafing about the barracks; they are available for all duties wherever there is a chance of an accident, and wherever the permanent forces go. If there is shot practice at Bare Island for instance, there is a waggon and a couple of men go out there.

6752. Why do you want a waggon to go out there when there is simple shot practice? There was such a terrible outcry a few years ago, when a man was injured, and there was no means of bringing him in, that it has been considered advisable to send a waggon out.

6753. *Mr. Manning.*] You seem to expect accidents? You must expect them.

6754. They do not have any accidents at Mort's Dock necessitating a medical staff corps to look after a man if a bar of iron falls on his hip; however, you say it was the outcry of the public that prompted your action? I will not say prompted it, but drew attention to it.

6755. *President.*] But what is the use of your sending a medical officer and orderly down to Bare Island on the chance of an accident? A medical officer by himself is of no use, for, in case of an accident, after he has attended the man, there must be somebody to look after him, and bring him into the hospital.

6756. But why not leave him out there; if a man is seriously injured, it is much better not to go dragging him about? There is no place to put him in.

6757. Then, if he is badly hurt, you can surely find temporary accommodation for him until you can send out? There is no place to leave them out there. One Saturday we brought in two men injured—one with a badly injured foot.

6758. *Mr. Manning.*] That might have occurred in George-street? Then the man could have got a cab; down at Bare Island he is entirely removed from assistance, unless we were there to give it to him.

6759. *President.*] Could not you do as they do in other parts of the world—that is, use the man as well as you can until you can bring him in? It is only at Bare Island that we have any difficulty; we do not bother about the forts, and it is because of the difficulty of communication, and the utter want of accommodation at Bare Island, that we send a waggon there. If a man is hurt at the South Head you can put him in the hotel.

6760. *Mr. Cowlishaw.*] Do you not think that by increasing your pay, and giving you another assistant surgeon, you could get rid of the partially-paid surgeons? No; that might be all very well as regards the permanent service; but, for example, take our camps—one at South Head, one at Middle Head, and a few forts wherever it is decided they should go, the duration of the camp being nine days.

6761. You could get a doctor for three guineas a day? Unless a man has some military training, a civilian doctor is nearly useless in military duties.

6762. *President.*] Why do you say that? Because I found it out for myself, and because medical officers when appointed come up to me and absolutely ask for instruction in military duties.

6763. That might arise from their asking information about gunshot wounds? No; they ask for general instruction, and take all they can get in reference to military work.

6764. *Mr. Cowlishaw.*] At these camps there can be no very serious derangement of the system for you to attend to, probably only little casualties? No, there are not serious derangements; but at the last camp we had three or four concussions of the brain, and accidents of that description, which may or may not turn out seriously in the end.

6765. Do you mean to say that ordinary doctors are not capable of treating these? No, I do not; but unless a man has some field training he does not fall into the way of doing his military duty so quickly.

6766. *President.*] Do you not think we have too much red tape about all this business? I do not see that we have any more than anywhere else.

6767. *Mr. Cowlishaw.*] These men cost the country at least £65 a year. If you look at it from the financial aspect, we could get men at camp time, for the nine days, at about £25 each? But that would not touch the rest of the time, when they are examining recruits and other duties.

6768. Then we will give you an assistant in your department, and let him do all the recruiting work. I want to get rid of these nine men at £65 a year each, and increase the doctor's assistants? I assure you it will not work.

6769. *Mr. Manning.*] In Victoria they do not get paid unless they do the work, and then it is at the rate of 2s. 6d. for each recruit they pass? But then Victoria has got no military medical system.

6770. *Mr. Cowlishaw.*] Could you give us a return of the work the nine doctors in the medical forces have done? Yes; there are eight men on the estimates, of whom only seven have been appointed, and there is one vacancy.

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6771. *Mr. Manning.*] You have got along pretty well without filling the vacancy so far? Yes, but I am keeping this vacancy for the reason that we want a man for the Richmond and Windsor district, for which I have not been able to find anyone suitable.
6772. *President.*] A lot of our doctors work for nothing? We have several who only get paid for the work they do; these are the acting surgeons.
6773. *Mr. Cowlishaw.*] Do they not get paid for their uniforms? No; the officers find everything for themselves.
6774. Then what is £490 on the estimates for for uniforms? That is for the men. That item for uniforms includes a second issue of field service uniforms which was made during that year.
6775. Then I am to understand that you do not think that by increasing the pay you get, and giving you an assistant, you could dispense with the services of these doctors at £65 a year each? If you gave me £3,000 a year and an assistant, I could not conscientiously say it would do, and the service would suffer by it.
6776. *President.*] If you put them on the same regulations as they are on in Victoria, do you think you could get these surgeons? It is a question difficult to decide; every man of these medical officers earns his £65 a year.
6777. *Mr. Cowlishaw.*] You mean by his attendance at parades? No, I do not; I mean the actual duties they perform. There are six men going out to-morrow who are giving up practices that the proportional amount of £65 a year will not come within a tenth part of what they would earn in their practice if they remained at home. And to show you their enthusiasm I may tell you that some of them start at 6 o'clock in the morning so as to go their rounds, and get away by 9 o'clock, and then work until 10 at night.
6778. *President.*] No doubt there is great enthusiasm, but the question is, can we not reduce this estimate;—could you not have a smaller skeleton and fill it up from the regiments? No; because the regiments work independently.
6779. It seems to me a very large amount for such a small body of men? It is not a large amount when you come to divide it up and see what has to be provided for.
6780. Do you know the number of officers and men we should require in case of war for ambulance service? I have had to make it up for the Defence Committee.
6781. *Mr. Mort.*] How many is it? Allowing for every detail, including the various forts at the Heads and Bare Island, Wollongong, and Newcastle, and the field forces in different places, we should want seventy-two officers and 508 men.
6782. For how many troops? That is on a basis of about 8,000 troops, and includes the forts, field hospitals, and bear companies for the field forces, and the reserves.
6783. *Mr. Cowlishaw.*] That is one for every fifteen men? It is not the size of the force that has anything to do with it; it is the scattered nature of the force.
6784. In case of war, where would you raise these officers and men? It is a difficult question to answer; we have not got them at present.
6785. *Mr. Meeks.*] I suppose that matter of ambulance work is so thoroughly taught now up to a certain stage that you would not have any difficulty in getting a certain number of men who could pass into the ambulance corps if you wanted them;—do you always have the same men? So far we have, pretty nearly. We would not be able to draw upon those of the Artillery; that must be gone on with. Perhaps it seems an enormous number that I have given for a war establishment; but when you have to provide for the inner and outer Middle Head, George's Heights, and the various other batteries all over the country, and the various places to be defended along the coast extending from Newcastle to Wollongong, it is not so very many men after all.
6786. *Mr. Cowlishaw.*] But your medical business costs the country a thirtieth of the total expenditure;—do you not think that is out of all proportion to what it should be? No, I do not; not if you intend to carry it on as an efficient service.
6787. In any other profession or business a thirtieth of the total expenditure does not go in medical attendance? There is no comparison at all between the two. The bulk of men who are in employment get into a lodge, and get their medical attendance for a trifling sum. I do not see how you can make any comparison between the private medical bill of a householder and the cost of a medical service for a country.
6788. You think it should be more, then? There is only a service way of doing things, and we must do it in that way.
6789. I think these volunteer officers are quite unnecessary. I think if you got in another medical man, and paid him properly, you would be able to relieve your Department of these £65 a-year men? We could not do it.
6790. *President.*] I believe they would come out for next to nothing, as they do in Victoria? I think they do now.
6791. *Mr. Mort.*] Where are the eight surgeons? First, there is Surgeon Major Dansey.
6792. *Mr. Manning.*] What does he do? He commands the Partially-paid Medical Staff Corps, and turns up at all parades.
6793. Supposing he did not turn up, would the consequence be that anyone would die? Perhaps not, but I do not see that that has anything to do with the system.
6794. Has he ever had any serious accident to attend to;—has he had to set a broken leg, for instance? I do not know that he has done so. It is his duty to attend the companies in camp.
6795. But barring the nine days' camp, what has he to do? Barring that he has no purely medical duties to perform, except the examination of recruits, attendances when required at shot practice, and attendances at medical drill, as laid down by the Medical Staff Corps.
6796. *Mr. Mort.*] Who else is there besides Mr. Dansey? Dr. Macleod, Dr. Jenkins, Dr. McCullouch, Dr. Huxtable, Dr. Kelly, and Dr. Eames in Newcastle.
6797. *President.*] The total estimate we saw just now was £6,700? In Victoria it cost us £1,688; for that we have two surgeons who have civil practices, fifteen Surgeon-Majors, and a surgeon besides; then we have a number of surgeons belonging to the Mounted Infantry and Rangers who do not get any pay at all?. You cannot conduct the service unless you have a permanent head who is always available. If you were to offer me £3,000 and another man to assist me, I could not do it and make the service efficient.
6798. *Mr. Manning.*] How comes it that the only real thing that Dr. Dansey does is, after all, to attend the camps? He drills and gives work of an instructional character, or if he does not do it himself he attends as Commanding Officer.

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6799. I want to understand what the country really gets for these seven men at £65; and the best answer I have heard is that they attend camp and occasionally do parades; but the risk of a man being injured at parade is hardly as great as of a man being injured in an iron foundry, and there there is not a Medical Staff Corps to fall back upon. Is there any record of any real medical or surgical work that these eight men have done? I dare say there is; that is, if you mean as regards the actual treatmeat of the sick.
6800. I want to see the necessity for these £65 a year men? There is very great necessity for them if only for the examination of recruits or of the partially-paid men.
6801. Do you mean to tell me that you cannot do without employing these men at £65 a year, because of the passing of recruits? The Partially-paid Force is one of the lines of defence, and that being so, its strength must be kept up, and it will be no use having men of an inferior description.
6802. Then tell us how many recruits has Dr. Dansey passed this year? I should say certainly over seventy.
6803. How many recruits have been passed by the full corps during the last twelve months? I cannot speak from memory, but I will send you a return.
6804. Very well then that will dispose of the recruit part of the business. What is the next argument in their favour? They attend all parades of the Medical Staff Corps. These are parades on which all stretcher and bearer drill, waggon drill, and first field aid is taught.
6805. But once having acquired that knowledge, they have acquired it for life. How long do you think it takes to acquire the knowledge? They acquire it in about a couple of years. You must not forget that these men are not always at it, and they have only eleven half-day parades in the year.
6806. To my mind that is of no practical use so far as the real surgical and medical duties are concerned. What is the next argument in their favour? They attend Medical Boards on partially-paid services. If a man is injured it is necessary for him perhaps to ask for compensation, and the report of the Board is of great use in dealing with the question.
6807. How many doctors are there on the Board? Three.
6808. And is it necessary to have three surgeons to attend those Boards. Do you not think some reform is possible in that respect, and that you might attend, or that the Board should be composed of a professional man, one of the public, and one of the officers to be nominated by the General? No, because the point at issue is a purely professional one.
6809. I do not know that that is a good argument. This is not a professional Commission, and yet we can grasp a good many of the details of military working? But you could not grasp many of the details of injury received. In addition to attending on Medical Boards they attend half-day parades for shot practice at the Heads.
6810. I do not understand why they should go round about in that way as if to foreshadow accidents which never occur. It seems to me that there is no more danger in working the men on the guns than there is in the work of a big iron foundry? If you did not attend and anything happened the public outcry which would be raised would be enormous.
6811. *President.*] Are you aware that in Victoria we have only one medical man on the Board and two officers? I was not aware of it.
6812. *Mr. Meeks.*] Is it essential or desirable that you should keep so strictly to the Queen's regulations? Not if you see your way to do otherwise; but until you can see your way to do otherwise, I do not know what you can do better than be guided by the Queen's regulations; you must take them as a basis.
6813. *President.*] The whole thing is founded on the old-fashioned idea that it is necessary to have three medical officers on the Board? You can have two at a pinch.
6814. Why not always, and not at a pinch? If it is possible I would do it.
6815. Do you not think you could save a little on these Boards? No. The doctors are not specially paid for them.
6816. *Mr. Mort.*] On the Victorian basis, there would be here 800 recruits at 2s. 6d.—£100; eleven half-day parades—£88; and ten half-day parades—£80. Total, £268. Continuous training, nine days—£144; and horse allowance? I do not mean to say, each officer gets a horse all to himself all through the year, but that allowance is for camp and whole day parades.
6817. *Mr. Manning.*] Why should they all have horses? If a man has to go with a Field Battery, and the Field Battery goes 9 or 10 miles, he must have a horse.
6818. *Mr. Mort.*] At present they cost about £854, or £220 more than Victoria? Five hundred and forty-eight pounds is what they actually cost now.
6819. *Mr. Manning.*] The broad fact is that you have eight doctors, and they do nothing at all of any use to the country, except attend nine days in camp? I assure you, you are very much mistaken.
6820. Has Mr. Dansey ever attended to an injury? He has not lately had an injury to attend to.
6821. *Mr. Meeks.*] For immediate purposes your training is not of practical use, but if war came on it would be; is that the way in which you look upon it, viz., that these medical men are attached to a corps in case of war? Precisely; and in addition to doing a continuous training, they exercise their professional ability on whatever sick come under them, and bring their professional knowledge to bear on recruits.
6822. *President.*] How many men were discharged as medically unfit last year? Two hundred and forty-five recruits presented themselves for the Permanent Artillery, of whom 197 passed, and forty-eight were rejected.
6823. I do not mean that. How many men were discharged from the Service as medically unfit? Discharged as medically unfit—in the permanent service, eight; two were discharged for intemperance; two, for medical reasons, and one for goitre; that is a very small percentage.
6824. But the year before, was there not a very large percentage? It would be about the same. It does not matter to me if a man is not fit for service, but if he develops any chronic unfitness (say) he gets habitually drunk, and has to be medically treated after three admissions, out he goes; we do not keep him for a second longer than that, but get rid of him at once.
6825. Then, if you get rid of them so very quickly, how is it that there is such a large number of military Courts-martial? That I am not able to answer.
6826. The year before, there were ten men discharged for alcoholism. Is not that a large proportion in comparison with the Imperial service? No; I do not think so.
6827. *Mr. Manning.*] Of course, I understand that you always have the doctors' services; but it strikes me that you might get them to attend camp, and pay them a fee for that, and I have no doubt we should get them in time of war? Then, I do not see how you are going to fill the other service.

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6828. *Mr. Meeks.*] Do you not think what is contained in these regulations of what the Staff Corps has got to do, is too much? No; I do not think we could do it with less. They allow 10 per cent. of all the Permanent Service to be on the married establishment, and this percentage is entitled to medical attendance.

6829. *Mr. Manning.*] Do I understand then that the officers in the pay of the country get their medical attendance and that for their wives and families as well? Yes; the parents and all the children, up to the age of fourteen years.

6830. As a matter of fact, do they avail themselves very much of your services? Yes; they are entitled by Regulation.

6831. They have the utmost confidence in their medical and surgical staff? They appear to have.

Commander R. M. Collins further examined:—

Com. R. M. Collins. 12 Aug., 1892.

6832. *President.*] Will you state what the total force of paid soldiers in Victoria was at the end of last year? Permanent Staff, 58, including instructors and clerks; Permanent Officers, Mounted Rifles, Rangers, and Cadet Corps, 21. Total, 79. Permanent Artillery, 287; Permanent Engineers, 31—that includes all men permanently paid; Militia, 397; Militia Staff, 3; Victorian Cavalry, 71; Horse Artillery, 90; Field Artillery, 286; Garrison Artillery, 723; Engineers, including Field Company, and Submarine Mining Company, 184; Infantry, 2,917; Ambulance and Medical Staff, 55; Commissariat and Transport Corps, 39. Volunteers—Mounted Rifles, 1,219; Victorian Rangers, 1,356. Total, 7,320. The total number of the Permanent Staff, including Submarine Miners, Permanent Artillery, Staff Instructors of every description, and clerks, is 407.

6833. How many officers are there on the Head-Quarter's Staff? Six.

6834. Who are they? The Commandant, the A.A.G., the Officer Commanding the Artillery, the Officer Commanding the Engineers, the Garrison Instructor, and the Battery Sergeant-Major.

6835. *Mr. Meeks.*] Are these Imperial officers? Yes.

6836. *President.*] Will you say how many clerks are required by the officers? Six.

6837. That includes the administration of the Artillery and everything? Yes; and it also includes a temporary shorthand writer.

6838. What is the total number of clerks allowed for the Permanent Artillery? Five; they are soldiers.

6839. Will you state whom they are clerks to? Orderly room clerk, armament clerk, master gunner's clerk, pay clerk, and Quartermaster-General's clerk.

6840. Are those the only clerks employed in the Permanent Artillery? Yes.

6841. What is the total cost of the Victorian force of trained soldiers? The total, a military portion of the annual cost, including stores, clothing, and everything, is £184,000.

[*The Commission adjourned until Saturday, 13th August, at* 10·30 *a.m.*]

SATURDAY, 13 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at* 10·30 *a.m.*]

Present:—

MAJOR-GENERAL ALEXANDER BRUCE TULLOCH, C.B. (PRESIDENT.)

M. C. COWLISHAW, ESQ., J.P. | W. P. MANNING, ESQ., J.P.
A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

F. A. Wright, Esq., M.P., examined:—

F. A. Wright, Esq., M.P. 13 Aug., 1892.

6842. *President.*] You are a Member of the Legislative Assembly? Yes.

6843. You know the objects of this Commission; can you try and help us in any way? I think I have already told you in writing. I do not desire to give evidence.

6844. Can you tell us anything with reference to the political organisation of the Defence Department? In the first place, I think we want a new defence system altogether. I hold the opinion that the Force, good in its material, and in many respects adaptable to the circumstances of the country, is very badly governed. When you come to consider that nearly the whole of this force of men can resign at almost a moment's notice. Therefore, I think that the force should be organised under some kind of discipline Act, the men to be secured for a period of time. I take it that it is a most unwise position for the Colony to be in, to be under the hands of a large force which may leave us at any moment. At a time like the present with labour organisations making themselves more or less powerful, and bearing in mind that many of the men are connected with these organisations, we have no certainty that they may not resign at a moment's notice. Therefore, I think the first thing to do is to have fresh legislation. I do not think it is necessary to follow the Discipline Act of any particular place, but something must be done by which you can command the services of these men when you want them. I need not point out to you the danger of our position with a body such as there is now. In speaking in Parliament some time ago, I pointed out the fact that we had no control over the men. That is the first thing, I think to be given consideration to. As far as the present troops are concerned, I flatter myself they are as good as can be found in any colony, bwt the military authorities have made a great mistake in trying to do the most to make a perfect soldier of imperfect material. As to our volunteer system, which is the one of which I am principally speaking, their work has consisted principally of marching past, and the practical business given to the men has been of the most primitive kind. In drilling troops of this description, any attempt to perfect them so as to make them perfect soldiers is only to harass them, and produce no good results; and, while harassing them in a way you need not, you neglect to give them lessons in the practical work which you might expect to be called on to perform. I think there is also a serious mistake made on the question of camps. No doubt we should hold an annual camp, but hitherto they have always been in unsuitable places. I pointed out some years ago that there was a point in Botany Bay, or rather between Botany and Long Bay, where troops, and even cavalry, could land in fine weather, and I suggested to the Commandant the formation of a permanent military camp between long Bay and Botany Bay, which would command all the approaches to Sydney on that side. You can land almost anything you like at Long Bay, and the road from there along the ridge commands the approaches to Sydney, and I have pointed out the necessity for drilling the men

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men in this locality. The work done at the camp is instructive and good, and the men are worked hard; but, in a colony like this, having a sea-board like we have, the constant endeavour should be to make the officers and men familiar with the country they are likely to have to defend. At present this country is unknown. They are now preparing a feature map between here and Newcastle; that should have been prepared years ago and the men familiarised with the ground; but the camps seem to me to be at present thrown away, because of the unsuitability of their positions. The country between Sydney and Newcastle is scrubby undulating country in which strong positions could be easily taken up, and special advantage should be taken of the annual camps to make the officers and men thoroughly familiar with it. The same thing will apply to the land out towards Botany.

6845. I must differ with you as to the country towards Botany; it is a very difficult place to defend by a small body of troops in consequence of there being no salient position, and the difficulty of forming a camp there for an exercising ground for the troops and horses? There is a position at Maroubra Bay which could be taken up.

6846. I examined that and it is very difficult to defend? But it is necessary to defend that part.

6847. Yes; it is absolutely necessary. If troops are landed anywhere here they can march in right behind the forts, and Sydney is done. Two thousand plain troops would easily do it. Could not this ground be acquired? I do not think there would be much difficulty about it; and it is badly wanted, for the bulk of our working system has been show-parades.

6848. *Mr. Mort.*] Is it all Government land? It is all church and school land, but all open.

6849. *President.*] It would be the finest camp and exercise ground we could possibly wish to have? Yes, it would be very good; but the same thing applies to the country between Manly and Pittwater, which is much easier country to defend than that on the Botany side, where you would have no difficulty in throwing up two or three good redoubts.

6850. Instead of the Newcastle and Northern troops coming down to Sydney and going to the National Park and Campbelltown, you would let them form a camp in their own district? Yes; and pursue the same course as with the Sydney men, so as to make officers and men more familiar with the more salient spots in their own district.

6851. *President.*] You have omitted to say anything about the Defence Department? I think there should be one. I think that the affairs of the department are not sufficiently looked after, and that if we really have to defend ourselves, we shall have better organisation under a separate Defence Department than under the Colonial Secretary, who is already overwhelmed with work. Of course, I know that something has been done in this direction by the appointment of a Military Secretary; but that does not relieve either the Principal Under Secretary or the Colonial Secretary, as all the work of the Military Secretary has to be filtered through the Principal Under Secretary to his chief.

6852. Then, as it stands at present, the Military Secretary is simply the fifth wheel of the coach? Precisely so. If the Military Secretary dealt direct with the Colonial Secretary it might get over the difficulty, though I am rather doubtful about it, and I think it would be better if it were combined with the department of some other Minister, say, the Public Works and Defence.

6853. Is it your opinion that the Minister of Defence might be Minister of something else? Yes.

6854. Is not the Minister for Works a very heavily worked billet? No, not now, under recent legislation.

6855. *Mr. Mort.*] Do you not think that the passing of this Act and getting the whole thing into full working order it would be better to have a Minister of Defence alone? You cannot have a Minister of Defence unless you pass a special Act creating him.

6856. But that could be provided for? Yes; it would not take long so far as time goes. There is a certain amount of opposition against the expenditure of so much money on defences; but I think the country is alive to the fact that it is necessary to expend a quarter of a million on our defences, provided we get the proper results. Those results we are not by any means getting now, and that arises in a great measure from the weakness of the Administration. I do not grudge the money we have been spending, but we ought to get the best service we can for it, and I do not think recent events have tended towards any improvement.

6857. *Mr. Cowlishaw.*] Then if we have a Minister, we do not want a Secretary? The Minister will require an Under Secretary just as any other Minister would.

6858. But not a Military Secretary? No; failing a Minister, it would be best to have the Military Secretary dealing direct with the Minister; at present he has no right to approach the Minister direct, and I can quite understand that this is a source of great delay.

6859. But if you put him in the position, you make him the vehicle of the Secretary of Defence? No; it only gives him the right to deal direct with the Minister.

6860. In that case you make him a bigger man than the Commandant? No, not at all. The Commandant's duty is a different one altogether.

6861. Is it advisable that the Prime Minister of a Colony like this should be troubled with the ordinary details of the Defence Department? No, I do not think he should; but I say failing the appointment of a Minister of Defence, it is better that a Military Secretary should deal directly with the Premier.

6862. In that case the Prime Minister will still have to deal with the details. Do you think he should be bothered with them? No; but I do not think it is necessary to have a distinct Minister. My suggestion is that there should be created a Department of Defence, which may be connected with some other Ministerial Office, such as the Public Works. In the old days of the Colony it used to be the Lands and Defence, but the increasing necessities of the Lands Office, compelled the separation of the offices. When they were separated the Minister of Railways was connected with the Works Department, and there was a great deal to do; but now the Railway Department has gone over to an authority under the Colonial Treasurer, and the Minister for Works has only the construction of roads and bridges to attend to.

6863. *Mr. Mort.*] And if we can get Local Government, his labours would be still further lightened? Yes, very much, indeed.

6864. Do you think that if we had had a Minister of Defence in the past the country would have been saved a great deal of money? Yes; but not if Sir H. Parkes had been Minister. The money has been wasted through the inability of the Minister to either grasp the details or attend to the business, and also through the apathy of the occupant of the office. I also think that the Commandant has made many mistakes, which should have been avoided, and that he has failed in the essential qualifications of a Commandant because he has not forced his views on the Government of the day. 6865.

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6865. Have they said to him, "We have had one request from you, we do not agree with it; if you do not like it you had better go"? I do not think the Government would have done so, because the Commandant would have been supported by Parliament.

6866. Is it wise that the Commandant should have to trust to political parties in the House for enforcing his views? No; not exactly that, but I think he should have sufficient moral force behind him to simply tell the Minister what he considers it is necessary to do, and stick out for it. I should take up this position. I should say to the Minister, "I am prepared to give my best services to you to make the defences of the Colony efficient, but I require certain things to be done, and unless you do those things I must be relieved of all responsibility for defending the country.

6867. That requires a man to be in the position of military adviser to the Government, and to have some idea that his recommendations will be carried out without fail. But it might be a serious thing for a man who has his bread and butter depending on it to set himself up against the Minister? It is much more serious to have the defences of the country under his control and responsibility, and all the world be unable to defend it.

6868. *President.*] Is it not possible that all this may have been stated to the Minister, and may not have become public? Quite possible. I daresay it has been. But that, to my mind, does not relieve the Commandant of the responsibility of having the defences of the Colony in a thoroughly prepared state, and of insisting, even at the risk of his position, that what he said was necessary should be carried out. There is another point. The force themselves are in a state of disorganisation. I would call your attention to the great volume of Parliamentary papers laid on the Table of the House, showing in our Permanent Forces an internal state of disorganisation, personal quarrels between officers as to the priority of promotion, and incriminating charges made against each other. All these things, to my mind, point very conclusively to the fact that the general, who should dominate the position, does not do so, but allows a very much larger latitude to his officers than he ought. I take it that discipline is of the first necessity. I do not know if you have all the various documents and correspondence placed before Parliament during these last few years, but it is enormous, and it all shows one thing throughout, that there has been a great lack of administrative ability. Take the case of the Steel Point guns. Here is the General now commanding who absolutely accused two of his officers of the very grossest neglect in reference to those guns, and so far was he aware of the general inefficiency of the defences which these guns gave evidence of that he officially reported that we were living in a fool's paradise, and in a state of false security. He has not brought the offenders to book. In place of doing so, the officer who was principally condemned has been promoted to the command of the Permanent Artillery. Another matter is in connection with the fort at Bare Island. There was report after report submitted by the officer in charge that the magazines were leaky, that the doors would not close, that the shutters were destroyed, and a dozen other things of that character. In one case there are no less than sixty reports that a magazine was wet, and all you can find on searching through the papers is a reference from one officer to another and back again, and that went on for three consecutive years.

6869. Would it not have been possible for these reports to have been passed to what represents the Defence Department in these days, and no notice taken of them? They were passed to that department, I presume, but I do not think they were to the political department. In the case of the battery at Bare Island, an officer who would allow a magazine to remain in a state of insecurity for so great a length of time has seriously neglected his duty, and, no matter what the consequences to himself might have been, he should have at once stopped it. But through all this correspondence, although the Commandant must have known of the complaints that were made, there is no evidence of his name appearing in the papers at all. The same thing occurred at George's Head. Doors were bad, windows would not close, and there were leakages. It all goes to show we were simply living in a fool's paradise.

6870. Would it not be possible to say that the Commandant has for years past done his best to get things put right, and that the amount of blocking he has met with has almost broken the man's heart? Then all I can say is that the Ministers ought to have been impeached.

6871. *Mr. Meeks.*] In the case of Bare Island, does not the fault lie more outside the Military Department, and in the Architect's branch in regard to the construction. I think if you look up the papers you will find the matter was left entirely in the hands of the Colonial Architect? My opinion is this, as an individual, that if I had been Major-General Richardson I would have seen the Colony damned before I would have remained in the position of Commandant when these things were going on.

6872. In reference to the Bare Island papers, you will find some recommendations with J.S.R. on them? Then it is conclusive he knew all about it. So important do I look upon the position of the gentleman in charge of the defences of the Colony, that nothing could justify him in allowing these things to go on, even if it was at the sacrifice of his own position.

6873. I think you said there was no mention made of the Commandant in the Bare Island papers? I notice that he does seem to have seen the letters, and referred them to the Colonial Architect, evidently looking on him as responsible. It is this reference from officer to officer that I am complaining about. Why did not the General put his foot down?

6874. *Mr. Mort.*] Do you think it would be advisable that the officer commanding the force should not hold the position for a great number of years? I think so, because a man becomes obsolete, and changes are necessary. If you will look at the Imperial mode of doing things, you will see that when a regiment goes to England after having been on service five years, the first thing the officer in command does when he gets home is to set his regiment up and drill the men, because by that time there have been so many changes that it has become indispensible to "set it up," as they term it. The mere fact of a General coming here for periods of three or five years is a great relief to the service. He at once gets rid of all local influences and family connections, and is independent of offending anyone.

6875. *Mr. Meeks.*] He would probably require one or two Imperial officers with him? The only difficulty with Imperial officers is that sometimes they expect us to do more than we can do.

6876. *President.*] And if anything goes wrong the Imperial officer would be hanged? Quite so. He is there to prevent anything going wrong. There is no doubt that we require a continuous change of officers, because military science is progressing very rapidly, and when an officer comes in like General Richardson did, fifteen or sixteen years ago, he slips out of touch with what is going on in modern military science. The Officer Commanding the Artillery Forces, the A.A.G., and several others—in fact, nearly all

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all the officers of the Permanent Forces, are men who originally had something to do with the Naval Force, and I do not see how you can anticipate that they should keep themselves in touch with modern artillery science.

6877. *Mr. Mort.*] About altering the basis of the engagement of the forces, I understand you to recommend that the Militia should be engaged for a term of years? Yes.

6878. Have you anything to say about their pay? I think our partially-paid men are fairly well paid, and fairly well drilled in the ordinary drill; but the weak spot to me is that they do not know anything about the country they are likely to have to fight over, and that they can leave at almost an instant's notice. I was for a long time connected with the Partially-paid Force, and to show you the absurdity of the hold we had upon them, I may tell that I have had occasion to reprimand a man, and fine him perhaps 2s. 6d. On the following day his resignation would come in.

6879. Suppose it was altered from fourteen days' notice to three years' service, do you think you would get the men? There would be no difficulty about it.

6880. Would three years be a suitable term? I should prefer five, when you consider that out of the term it takes the first six months to make a man much good.

6881. Might not a man perhaps want to go away, and if he did so, be in effect outlawed? I should think that the term of service should be a little elastic. If a man's occupation compels him to move, and he could prove this to the authorities, there might be some provision in the Act for releasing him from his obligation. There is always that difficulty which you have alluded to, where occupation is more itinerant than in older countries, and, therefore, I think that the term of service might be made sufficiently elastic to allow a man, on satisfactorily proof being given that he is compelled to remove, to be taken off, or change him if possible to some branch elsewhere. That would be the means of popularising the service, and preventing the men from feeling that they were absolutely tied down.

6882. Have you taken much interest in the rifle clubs? No; I have not.

6883. Have you formed any opinion of their present system? Yes; a very strong one.

6884. Will you let us have it? I look on them as perfectly useless for purposes of defence. The men only join for rifle shooting, and they are not drilled. They are supposed to be put through the foot exercise, but beyoud that they receive nothing, if they receive that, and they certainly are no source of strength. The bulk of the men enter the clubs for what they can make out of them in prize money. There is no liability for servitude, and they cannot add to the strength of the Colony, unless they can be utilised as a source from which to fill up the ranks in the Militia as vacancies occur. Apart from that they run into unduly large expense. The staff costs between £7,000 and £8,000 a year, and there are travelling expenses and contingencies, and a large staff of drill instructors who practically do no work. The railway fares and expenses in visiting the country corps come to some £7,000 or £8,000 more, and it is a perfect waste of public money.

6885. Would a scheme of this sort work. Suppose you said that all the rifle clubs be disbanded, except those who would form themselves into companies of certain numbers, and would agree to do a certain amount of drill? If they accede to the regulations of drill, they cease to be rifle clubs. I do not know whether you would get them to do it; it seems doubtful. At present they are a perfectly useless and wasteful element. Now, I want to say a word or two about the government of the Volunteer system. In the government of a colony, like this, we should not settle the administration of our Volunteer Forces in Sydney, but we should put them into divisions. We should have northern, southern, and western divisions, with head-quarters, where all correspondence, and all work in connection with the interior economy of the divisions should be carried out. I cannot see the necessity there is for all this correspondence which at present goes on.

6886. *Mr. Manning.*] You mean by decentralising the forces it would save a lot of correspondence? No doubt it would. I would also point out to the Commission another great expense connected with the Military Forces. Take the recent establishment of the Ambulance Corps. The gentleman who is at the head of it has several assistants, and is paid quite as much as he is worth, and it is currently reported that he has a large private practice; but apart from that he is a gentleman who, so far as I know, is of no eminence in his profession. Since he has been in charge of the Department it has grown very big indeed, and his salary has increased with it. Altogether the expenses of the whole Department have increased out of all proportion to the usefulness of it. Practically he has nothing to do, except with the Permanent Artillery Forces; but it is rather too fine a thing to have a large permanent staff for a Permanent Force of about 500 or 600 men. If you look through the Estimates, you will find that this Department is too big and too expensive for the requirements of the Colony, and the work to be done.

6887. *Mr. Meeks.*] It is a case of a man having the position and making the Department? Yes; and to show the necessity for the Department, he goes into a large expenditure of money.

6888. *Mr. Cowlishaw.*] Do you know the total expenditure on this Department is about £7,000? I had it all at my fingers' ends a little while ago, but do not know the exact amount now.

6889. *President.*] How would a scheme like this work:—Say that we calculated for the Permanent Artillery a sum of so many thousands a year, and it was put down at that for the Permanent Artillery, and not a penny more allowed. Or, if they exceeded their amount one year, to be struck off the next Estimates, unless they can pass it through Parliament, and the same system to apply to the Mounted Infantry, the Cavalry, and the Militia? Let them divide it as they like;—I understand. But there may be a great many difficulties in the way, and I have not gone into the matter. It is certain that one thing that causes a great deal of annoyance is the system of pay. I think the majority of Members maintain, and I maintain it myself, that whatever a man gets in the service should be shown in one sum, and that should be his fixed pay. I do not think they are paid too much, but this continual cropping up of allowances here and allowances there goes to such an extent that you do not know what a man gets, and you do not know where they are to be found in the Estimates. I have asked in the House for information as to particular salaries, and have found a bit on page 25, another bit on page 39, and another bit on page something else; and although, possibly, it is the practice of the Imperial Parliament to take the Estimates in this way because it suits them, it is a system which does not do here. I am not an advocate for cutting down these things, but whatever is paid should be conclusively and fairly stated.

6890. *Mr. Manning.*] Do you know that officers, their wives and families have medical attendance free? Yes; I am aware of that.

6891. *Mr. Meeks.*] There is a great tendency to follow the plan of the English regulations? Yes.

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6892. And, probably, the system is somewhat more expensive than necessary? Yes; there is no doubt of that; I have pointed it out in the House, and I have had frequent complaints from the military authorities themselves of their not working under regulations of their own. When General Richardson was appointed the Government of the day asked him to frame regulations for the conduct of the service, and he did so, and he says he cannot work under those regulations now, although he made them himself.

6893. Is not that rather a strong argument in favour of having periodic changes of command, so as to get the latest experience of what is going on in other parts of the world? I think we have been too slavish followers of Imperial customs—even of obsolete Imperial customs. I do not think that the whole of the British service regulations are applicable to these colonies, and you ought to modify them, considering the changed condition of affairs, and the different kind of life.

6894. You do not mean that the Commander should be the only Imperial officer? We have Imperial instructors now.

6895. But putting that aside? No; I would not suggest anyone except the officer commanding.

6896. *President.*] Not the Adjutant-General? No; I am not an advocate of the importation of anything exceeding the present number of Imperial officers.

6897. You would let the present Adjutant-General remain as he is now? No; I would allow the Commandant to remodel the system, and to send a few young officers home to England for instruction. In this way we shall have continually brought before us new English ideas, and, under the guidance of the General—who would be an Imperial officer—we should be made thoroughly conversant with the whole thing. There is another thing that I would say with regard to the Imperial officers. I have seen some terrible muffs in the Imperial service, and there is always this chance in importing a number of officers, that you may, through interest, get some of the muffs. If you are going to allow the Agent-General to select the men you would no doubt get somebody who would look very pretty in a drawing-room, but who would not be much use in the field.

6898. *President.*] The Agent-General would have nothing to do with it? There is no certainty about it if the Agent-General has got anything to do with it. He might get us a very good-looking man, but one not of much use for our purposes. We should endeavour to build up a system suitable to ourselves under a succession of competent Imperial officers, but not to absolutely follow the system pursued in the Imperial service, that is not suitable for the requirements of the Colony.

6899. *Mr. Meeks.*] You mean that the Imperial service is not suitable for a small scattered force? It certainly is not.

6900. *President.*] In another colony the men of the defence force, who are sworn in for five years, have the priority in the next clerical division, if they pass an examination in certain subjects—would that be an advisable thing to suggest here? It would be. I hold the idea that men who have been sworn in for any definite period have a prior right to such appointment as they can fill, and I know we gave it for the returned warriors from the Soudan. But the principle, I think, is that employment by the State afterwards would be a good thing to offer as a reward for having entered the service and completed its term. There are many such billets, as messengers, which they could fill.

6901. *Mr. Meeks.*] Would you retire the officers at a certain period of their lives? They cannot remain for ever. I think the regulation of the service that officers should retire at sixty is a very good one.

6902. Would you bring them under a superannuation system? I am not an advocate of pensions. In all these things there should be some elastic power, because you may not want to get rid of a man at sixty. He might be a very active and capable man, and it might be a very injudicious thing to remove him, so there should be some little elasticity, which would enable us to retain him if it was thought fit.

6903. But supposing the time does come, allowing for the elasticity you mention, would you then allow him to be shunted off? I am in favour of creating a reserve force, where his service is not otherwise utilised.

6904. Should he receive the same pay? He should receive some small pay.

6905. Do you think the Civil Service Regulations might be made applicable? No; I do not think the superannuation system would work. Pay a man well in his active life, and let him make provision for himself, just as other people have to.

6906. *President.*] We have a force here, and a man is fairly paid in it; but supposing part of his pay is set aside as a sinking fund, and it is so arranged that after thirty years service a man is entitled to draw £300 a year, would that suit you? The difficulty of that is—you may call it what you like—the salary will remain the same, and the deferred pay will be increased.

6907. Then how are you to dispose of men who are worn out in the service? How do you dispose of men worn out in other services not in the pay of the country. Why should they not have a little forethought, and make provision for themselves. They can provide for it either by life policies, receivable by their families at death, or by themselves on arriving at a certain age. I have three policies at £1,000 each in one company, and I do not see what is to prevent their doing just the same thing.

6908. But these men have no chance of doing that on their pay? Then pay them well, and let them make provision for themselves for the future.

6909. *Mr. Manning.*] Pensions are unpopular? Yes, very.

6910. *Mr. Meeks.*] There is some sort of a scheme in force here, whether it be good or bad? Yes.

6911. Should not the permanent officers be compelled to come under the Civil Service system and make provision for themselves, otherwise when they have to retire there will be nothing to retire on? If they contributed it themselves, well and good.

6912. *President.*] But you say they ought to be well paid and make provision for themselves without State interference? Yes; pay them liberally, and treat them as you would in the commercial aspect. I have three policies of £1,000 and one of £5,000 due when I am 60 years of age, and I am 57 now. Why could not officers make provision in a similar way for themselves? I speak strongly when I say that any attempt to introduce pensions would prejudice and condemn your whole report.

6913. *Mr. Meeks.*] I am not asking you about the principle of pensions, or recommending them; I am opposed to them altogether; but there is some question of officers retiring at a certain period;—now, the question is whether, as there is a scheme enforced in the Colony, they could not become parties to it? It might be worked under that scheme if there were no legal difficulties; but there is no possibility of a scheme being devised to create a fund from which these retiring officers could be paid, unless you made very serious deductions from their pay, such serious deductions that they could not stand it. The only way

way to get over it would be to incorporate them under the Civil Service Act. These men are a part of our population and participate in our advantages, and it is only right to expect them to make use of those advantages.

6914. Could they not come in under the Civil Service Act? Then you mean to recognise them as civil servants?

6915. I do not see that would necessarily be the case; but what we want is to make some reforming scheme, and the question is whether they could not participate in the existing one? Unless they could be incorporated and recognised as civil servants under the Civil Service Act, I do not see how you are going to do it. I should not be disposed to make any further provision for them than that of paying them well and letting them make provision for themselves by means of insurance societies, by policies either falling due at death or at a certain age.

6916. Then you recommend they should retire? I think, under certain conditions, they might be retained over 60; but it should not be a hard and fast condition. The President will bear me out that there are men over 60 who are as capable at that age as they ever were in their lives.

6917. *President.*] As a rule, men about that time of life perhaps, having been knocked about with fever and wounds, are, generally speaking, only fit to see the bow window of a club? No doubt the bulk of men at 60 years are past work; but there are exceptions.

6918. Then you leave compulsory retirement at 60 an open question? I am in favour of retirement at 60 being the rule, with sufficiently elastic provisions to retain the command of the services of good men.

6919. In the English Service, unless a man is a general officer at 57 he must go, no matter what his service is? And a very good condition too.

6920. *Mr. Meeks.*] Our force being a small one, what chance is there of an officer working up to a general's position if the officers are allowed to remain indefinitely in the service, some of them till they are 60 years of age? I see the force in your argument. I was twelve years senior lieutenant in my regiment and there was no chance of my moving up.

6921. Would you limit the time in the volunteer service of a man being in command of a regiment? No, I would not limit his time if he was capable.

6922. *President.*] But then you block everything else. There is no movement in the promotion? If you get a larger service—and I maintain that we should have a larger service, though, perhaps, the present number is sufficient for immediate requirements—and you have a reserve force, you would have a chance of getting promotion.

6923. But you could not make a man who is colonel in a militia regiment a captain in the Reserves; nor could you make a regular captain in the militia a subaltern in the reserves? No, certainly not. It is a matter I have not thought out, and while I contend that it is desirable to have the reserves on one hand, I can see on the other there may be objections to lengthy commands in the militia if you transfer officers from the militia to the reserves.

6924. In the Imperial Service a colonel's command is for only four years? Then what becomes of the superannuated colonels?

6925. They are put on half pay? We have no half pay here, and we cannot do what they do under a system like that of the Imperial service. We are a distinct people with distinct aspirations almost, and to attempt to foist Imperial regulations on us as half-pay superannuation is perfectly ridiculous.

6926. I do not propose to adopt any of those regulations. I simply say, should not officers commanding regiments retire at a certain time, and after a colonel has been in command for seven years, for instance, should he not be placed on the unattached list, unless the Commandant recommends the time being extended, year by year? I think that would work, but I have not gone into it.

6927. *Mr. Manning.*] There is no incentive for an able man to remain? I do not know; he always has a deep interest in his regiment.

6928. *Mr. Meeks.*] Some of the lieutenants and captains have been in their positions for the last fifteen years and more. If these men had been worked up, the majority of them would have been past the command of a regiment by this time? I think if you limited the command of a regiment to seven years the colonel would then be on the unattached list, but he would be always available.

6929. *Mr. Manning.*] But even there you would not make a hard and fast rule as to the seven years? No, I do not think I would make a hard and fast rule for our forces in any of these practices. There would be no object in getting rid of a good man with a chance of one with lesser ability taking his place.

6930. *Mr. Mort.*] And you would allow his being kept on in his position from year to year on the recommendation of the officer commanding the forces? Yes.

9631. Do you know anything about the Naval Brigade? I am a sailor by profession, and not a soldier, and should know something about them; but I do not understand its having a separate and independent existence from the rest of the defences. The officer commanding ignores everybody and does not conform to the necessities of the defences of the Colony. As to its present usefulness it is a misnomer to call it the Naval Brigade, it has nothing to do with naval business. It is simply an Infantry, perhaps of a pretty good class. They have no ship, and from the first they have been two or three very good companies of rifles and nothing else. Some years ago less than half of them were seamen, and were in the Civil Service, but I believe there has been a great deal of attention paid to them of late years, and a great many things have been done in order to keep them prominent in the service; but their uselessness as a Naval Brigade is shown by their having no appliances by which they can be taught, and no vessel for training in. They have never been trained as sailors in modern vessels. All their work has been Infantry work on shore.

6932. *Mr. Manning.*] What Act are they constituted under? I am not quite sure. I think they have an Act of their own; they are not under the Act of 1867. As men, they are a very good body, and could be made very useful, but they should be used as naval men, and not as soldiers.

6933. Do you not think that the Naval Commandant should be a naval man, and changed every three years? I think it would be a very good thing if the Naval Brigade was placed under the command of one of the officers on the station, and failing that, we should have a naval man out. If you do not have an officer on the station, and if you do not import one, how are the men to be thoroughly acquainted with the system of a modern warship, and as for Captain Hixson, I think it is about time he went under the lee rail and had a smoke. He is too old for the service, but he is quite good enough, if you are going to retain the Naval Brigade as Infantry soldiers, dressed as sailors. The best thing to make them efficient and useful to the Colony is, that the Government supply them with a vessel, in which they should be properly exercised.

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6934. I suppose you mean a proper ship, capable of keeping the port open? Yes; I think we ought to get one.

6935. *Mr. Cowlishaw.*] Do you not think that instead of buying a vessel, that if we could rent one from the Admiralty, it would be better? For really exercising the men, I do not think it is very important that you should go as far as that. If you had a suitable modern vessel, she would be useful for many years for training purposes.

6936. *President.*] Do we not want something capable of keeping the port clear, and driving off an enemy, if they try to blockade it? It would be very much better if we could arrange on terms, but you must remember that we cannot be continually drawing on the old country for everything. The time may come when she may want every vessel she has got for herself.

6937. *Mr. Manning.*] Then you go in for buying a ship? Yes.

6938. *President.*] Very likely she would be obsolete in ten year's time? Or perhaps in two so far as that goes, but from what I have seen of the Imperial Government, she is more unlikely to send us an old ship than a new one.

6939. Can you make your own terms like you did with these new ships of the Australian Squadron? I think they are obsolete already, and the first time they come across an angry Russian or Frenchman, they will be knocked to pieces. The question whether we should buy one or rent one, is one that can be afterwards determined; but I do not like being dependent on England for everything.

6940. *Mr. Manning.*] Practically, in lending a boat to us in that way, she is in a measure protecting her Colonies, because her people are so interested in the Colonies? Yes; I do not dispute that view of it.

6941. *Mr. Cowlishaw.*] The interest on the cost of a new vessel from the Admiralty would not come to much more than the cost of keeping up the "Wolverene"? I do not suppose it would.

6942. We have a ship then lying here useless. Would it not be better to at once get rid of her, and replace her with something better? I think I know pretty well all about her.

6943. *Mr. Manning.*] Instead of buying the "Sobraon," can you see any reason why they did not fix up the "Wolverene" to take the place of the "Vernon"? I think it was a very serious mistake.

Commander R. M. Collins, further examined:—

Com. R. M. Collins. 13 Aug., 1892.

6944. *President.*] I believe you wanted to put in a statement? Yes, but in reference to the answers I made yesterday as to the total cost of the Military Forces in Victoria exclusive of the Cadets and Ministerial Staff, I said yesterday it was £184,000, I find it is exactly £183,214. I hand you in a comparative statement which shows the establishments of New South Wales and Victoria on the basis of their Estimates for 1892, and also the comparative cost. This statement shows that New South Wales has 5,320 trained troops. The rifle clubs are taken as not being considered by the General as sufficiently trained, and the total cost is £235,947 as against 7,320 trained troops for Victoria costing £183,214. Therefore we maintain 2,000 more trained troops at a less cost by £52,000.

6945. *Mr. Mecks.*] You say that £183,214 was the total expenditure for Victoria. The estimated expenditure is only £155,000? The actual estimated cost was £155,000, what it did cost was £183,000. With regard to New South Wales, the £235,947 includes £50,000 deducted by Parliament. This establishment, as given here, was estimated by the New South Wales Government to cost £275,650. Parliament struck £50,000 off that. I do not take that £50,000 off from the total, but I take off works of defence, civil ordnance—that is the storage of commercial powder, and the railway vote of £6,000, because we do not pay any railway in Victoria. Those three items come to £19,000. In addition to that I deduct the Naval Brigade £14,000, rent of offices and several other minor items in all £39,703, which leaves the balance at £235,947, which shows the cost of the whole thing to run the forces for the year with their necessary equipment and stores, but with no works and naval defence.

Cost of Military Establishments of New South Wales and Victoria on basis of Estimates, New South Wales 1892 and Victoria 1891-92.

	New South Wales Establishment.		Victorian Establishment.	
Permanent—Head-quarters Staff	5		6	
Clerks	10		6*	
Pay Branch	6		4	
Instructional, unattached, and permanent officers of corps	99		74	
Medical	17		.....	
Artillery	559		286	
Sub-marine Mining Corps	24		31	
Other permanent employees (caretaker, labourers, storemen, markers, and carters.)	11		.....	
Total Permanent		731		407
Partially-paid—Cavalry	420		71	
Artillery	571		1,081	
Engineers, Sub-marine and Field	240		184	
Mounted Infantry	418		.....	
Infantry	2,800		2,917	
Medical	112		56	
Transport	39		39	
Total Partially-paid		4,600		4,348
Volunteers Trained—Mounted Rifles	.....		1,209	
Rangers	.....		1,356	
Total Trained Volunteers	.....			2,565
Rifle Clubs		4,501†		2,048
Grand Total Trained Corps		5,320‡		7,320
Grand Total Rifle Clubs or Reserves		4,501		2,048

* This includes two clerks for Volunteer Corps. † One officer drawing £100 per annum. ‡ Deducting eleven employees.

Comparative

ERRATA.

Page 229, line 20. *For* "£272,000" *read* "£227,000."

Page 229, line 22. *Omit* "at £50,000."

Comparative estimated cost.	£
Total estimated cost, New South Wales, 1892	275,650
Deduct—Naval, £14,159; works defence, £4,500; civil ordnance (the storage of commercial powders), £9,094; railway vote, £6,000; rent of offices, £3,450; furniture, £300; water supply and sanitation, £1,200; military maps, £1,000	39,703
Total cost Military Establishment, New South Wales	235,947
Total cost Military Establishment, Victoria (excluding Minister, Secretary of Defence, two clerks, and Cadets)	183,214

Colony.	Trained Troops.	Rifle Clubs.	Total.	Cost.
				£
New South Wales	5,320	4,501	9,821	235,947
Victoria	7,320	2,048	9,368	183,214

Medical Staff, including Ambulance.

Colony.	Staff.	Militia or Volunteers.	Total.	Cost.
				£
New South Wales	19	112	131	6,228*
Victoria	2	56	58	1,958

* Deducting £400 for renewal of ambulance equipment and cost of diagrams.

6946. *Mr. Meeks.*] The estimates show only £155,000; but I see there is an additional £72,000, and that covers the naval and military expenditure? Yes; that makes a total of £272,000, which includes everything—Naval, Military, Cadets, Ministry, and Secretary and all. But it is impossible to make a comparison that might be good for one year, and which will be good for the next. You may probably average it at £50,000. Yes, our special appropriation ran out at the end of the year. This year we have cut our expenditure down considerably; for instance, our militia rates are cut down.

6947. You have reduced them to £10? Yes, and reduced the establishment.

6948. Do you think that £10 will be accepted? Yes; and I think the Government will make a great mistake if they raise it again. It was originally £10, and we should have never had any trouble about it if the Naval Brigade had not struck. They were also partially-paid, and got £12. When the re-organisation took place, in 1883, Sir Frederick Sargood decided to raise the Militia Force on the £10-per-annum scale; and then, as he considered there should be no difference between the Naval Brigade and the Militia, he put the Naval Brigade back to £10. They said they would not have it, and struck, and the Government, very stupidly, as I think, gave way. Then the Militia at once brought sufficient pressure to bear to say that if they were going to raise the Naval Brigade they should raise the Militia to £12 also, and it was done.

6949. Although it cost £183,000 last year for the Victorian Military Establishment, there will be a further saving this year by the arrangement by which the Militia get £10 instead of £12? Yes.

6950. What do you estimate the reduction comes to? It will amount to about £10,000.

6951. Twelve pounds is on the basis of 10s. per diem, and £10 is on the basis of 8s. per diem? Yes; but in reducing the £10 per annum we have also reduced the drill.

6952. Will that affect the efficiency? No, I do not think it will, because the reduction of daylight drills is very small. I think you will find £10 is a very good basis. It would be better to maintain a large force at £10 than a small force at £12.

[*The President retired, and Mr. Manning took the Chair.*]

6953. *Mr. Meeks.*] Do your officers draw their salary or pay in one amount, or are there several amounts, which go to make up their pay? There are no allowances; it is all consolidated in one item.

6954. Including the Commandant? Yes; the only thing we do not consolidate is horse allowance, which you cannot consider in any way as salary; but lodging, fuel, light, rations, and so on are all consolidated, and if an officer is given quarters we deduct the rent.

6955. Then the intention is that only the horse allowance can appear separately? Yes.

6956. Do you allow servants? No, we do not.

6957. *Mr. Mort.*] Would it not be better to include the horse or forage allowance? We compel officers to keep horses, and the amount we give them for forage only covers the actual amount of the feed for a horse.

6958. No man in the force is employed as a servant? No; if anyone is it is against the regulations, and it is a thing, which I may tell you, every Minister puts his foot down on. In my opinion it is a great source of abuse; and even in the United States they do not allow any soldiers to be servants.

6959. Supposing an officer wants a servant? Then he must make his own arrangements. Experience has shown that these allowances grow into great abuses.

6960. Your Staff costs what? I shall have to give you some elaborate information because I do not think you can get easily a comparison between the Staffs of the colonies unless I do. We have a highly-paid officer who commands two batteries, but he is not the officer commanding the Permanent Artillery. The real and proper officer who does that is Colonel Deane Pitt; but he is also instructor as well, and in that way he includes the duties both of Colonel Spalding and Major Churchward.

6961. How much does your Medical Staff cost? £1,958. The New South Wales Staff costs £6,228, and I have deducted £400 for renewal of ambulance equipment and cost of diagrams, because any expenditure on such items will not appear in an annual cost.

6962. Then £1,958 covers the entire expense of the Permanent and Militia Forces? Yes.

6963. And the Ambulance as well? Yes.

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6964. The total number employed must be very much less than we have? Yes—58 against 131.
6965. Then your staff is a small one? Yes; we have no permanently-paid medical officers at all in the sense in which you have them here. We pay our Permanent Artillery medical officer £210, but then he is a civil practitioner, and the man who attends the Volunteer Artillery is a civil practitioner too.
6966. The amount of your naval expense is how much? £47,000 and stores.
6967. And ours is about £14,000? Yes.
6968. You think that this statement you have put in gives in a fairly accurate way a comparison of the cost of your force and ours? Yes. I propose to send in a little more elaborate return, especially to show what is the cost of your Departmental Establishment, which is military, and our Departmental Establishment, which is civil.
6969. You will send in a return showing the comparative cost of working? Yes; what I have given you now is the number and the total cost, and I will furnish you with details. You will see that in the grand total of trained troops for New South Wales I have deducted ten employees and an officer for the Rifle Clubs; otherwise, the comparison stands:—Partially-paid—Victoria, 4,348, against Partially-paid, New South Wales, 4,600. Then we have trained Volunteers 2,565, and you have none. Our Rifle Clubs are 2,048 against your 4,500, and we pay them for efficiency and shooting not so highly as you do; and we give them their free ammunition and ammunition at cost.
6970. *Mr. Manning.*] Where there are differences between our estimate and your comparative statement in dealing with the numbers of our men, is it a fact that they are occasioned by your analysing our estimates carefully, and leaving a part to untrained that we have mentioned as trained in our estimates? Yes, excluding the permanent people altogether.
6971. That is to say, where there is a divergence there is a reason for it in your mind which can be explained? Yes.

[*The Commission adjourned until Monday, the 15th August, at 3·30 p.m.*]

MONDAY, 15 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at 3·30 p.m.*]

Present:—

W. P. MANNING, Esq., J.P., in the Chair.

A. W. MEEKS, Esq. | M. C. COWLISHAW, Esq., J.P.
J. LAIDLEY MORT, Esq., J.P.

Mr. F. A. Wright further examined:—

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6972. *Mr. Manning.*] I understand you are desirous of supplementing the information which you gave us the other day; perhaps it will facilitate matters if you state what you wish to say? The first thing I have to complain of is, that *we should mobilise our troops, and show by practical results that the scheme of defence, whatever it is, will meet the requirements of actual war. I hold very strongly that these attempts should be made, and that they are absolutely necessary in demonstrating the efficiency of the defences. We have many assailable points near Sydney. Although I do not profess to be a soldier in the professional sense of the term, it has often struck me that attempts have not been made to gather the effective forces at certain places open to attack, such as Pittwater and Botany Bay. An attempt might be made at Easter time to see what forces we could get together to resist attacks at one or both of these places, and to see what we could do with 1,000 or 1,500 men; and were I a professional soldier, it would be one of the first things I should direct my attention to. Supposing Sydney were attacked, I want to see in what time the General Commanding the Defences can get together a reasonable body of men to defend them. So far, no attempt of this kind has been made. Nominally, we have six or seven thousand men for defence purposes, and we should certainly be enabled to place our men in the position they would have to occupy, and do it in a very short time. If I say anything on this point to the Colonial Secretary, I am told in reply that the scheme is ready, but that it is inadvisable, in the interests of the defences, that everybody should know of it. I know that these things cannot be made public, but making every allowance for that, I think there ought to be some practical demonstration of our readiness to defend ourselves under any ordinary emergency. It takes six weeks now to prepare a camp for the annual training, and if it does that now you could hardly expect the enemy to retire while you get the defences to meet him. Then, as to the concentration; for that there will be several things required we have not yet got. We want the nucleus of a proper Transport Corps, for so far as my experience of our Transport Corps goes, it consists of dragging wood and water to the camps. Captain Millar, who is in charge of it, has never submitted any scheme of transport along the coast where there is no railway. Following in the same direction, there has not been any attempt made for the organisation of the Camp Commissariat. I recollect once being told that six weeks was too short a time to get up a camp within 30 miles of Sydney, and I said in reply that I thought Bourke, or a place as far off as that, should be reached by a body of troops in six days, and that Transport and Commissariat services should be equal to the demand made on them for that time. The Commissariat arrangements are in anything but a satisfactory state, and you might go to any of the hotelkeepers about Sydney, who would supply a camp in less time than it takes the Commissariat Corps. These are points most steadily ignored by our military men: First, the means of moving a large body of men; and secondly, how they are to be fed. This is a matter that I think the Commission might very well direct its attention to—not only the mode of the mobilisation, but how they are to be moved and fed.
6973. Are you aware that General Richardson has a plan of defence, and that his scheme includes one for quick mobilisation? I have been told he has such a scheme, and I admit I have no right to know the details, nor have the public; but we ought to have some practical test of the working of the scheme, which need not necessarily disclose the actual detail of this scheme itself. We do not make any secret of our drill, and we need not make any secret of our ability to quickly mobilise, because, if the knowledge went to our enemy that we had the power to speedily mobilise our men it would have a very strong moral effect in the way of preventing attack. But the mere moving of the men, and how they are to be moved, need not be kept a secret any more than their drill. 6974.

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* Note (*on revision*):—Instead of "we should" *read* "no attempt has been made to."

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6974. *Mr. Mort.*] Was not an effort made in that direction on Saturday? Not that I am aware of.
6975. Judging from what I have read in the papers, there was something of that sort in view; the men were called on to assemble in Victoria Barracks and march towards Botany and pitch their own camp? That is not mobilisation.
6976. But the idea was that these troops, such as they could get together, were called out to meet a sudden attack on the Botany side? That has been the case once or twice with small schemes. The First and Second Regiments have participated in these movements. One was marched out round Botany Bay and the other marches from Victoria Barracks, and they have what is known as a sham fight. That is not mobilisation of the men down here. What we want is to get them perhaps some 30 miles distant in the quickest way. Now, for instance, take Pittwater. It is very easy of access, and a considerable body of troops could be easily landed there. There is nothing to prevent their marching in behind Manly and then crossing behind our batteries. They would then have Sydney at their mercy. As Pittwater is an obvious point of attack which any enemy would avail himself of, an attempt should be made to show how quick we could meet an attack in that direction.
6977. *Mr. Meeks.*] Your idea is, then, that Pittwater does not form part of any general scheme? No; it does not, as far as I know.
6978. From a military point of view, do you think this at all likely, that an enemy would land at Pittwater and march towards Manly? I cannot see why not. It is an easy march of 18 miles. They get behind our guns at once, and then have Sydney entirely at their disposal. With any force attacking us from that direction, our coast defences would be no use at all. The next point is, that if they landed in Botany Bay or National Park, they would at once get in behind our defences, because our defences are purely for the coast.
6979. It is not easy to get from Manly to the North Shore? I think it is very easy.
6980. They could not cross the spit; it would be destroyed? It could be defended, but not destroyed. But, apart from that, an enemy could get through at Gordon and at the head of Lane Cover River.
6981. Broken Bay has been mentioned as being a vulnerable point by Colonel Roberts and some of the visiting generals? That may be so. There is another thing, though. In addition to the possibility of landing troops on the north side of Botany, they could just as well land them on the south side. They could be landed at Kurnell, where they could come in behind Sydney, and practically there would be no defence to the city,
6982. *Mr. Meeks.*] In connection with the mobilisation scheme, do you think it would be desirable that officers commanding should know what scheme of mobilisation was necessary? I think all the commanding officers should know, so that when the time comes for active field service, the field officers should have acquired an outline of what they are to do, and should have sufficient information to enable them to act.
6983. *Mr. Manning.*] What is the next matter? The next thing is the staff. It has always appeared to me that one of the objects of the military staff is to thrust as work much as possible on the Regimental and Commissioned Officers, and to harass and irritate them by senseless orders and regulations which they do not even understand themselves. All officers are supposed to know the standing orders, but as there are about 200 or 300 at this time, the memory of the officer at present in command must be remarkably good. Company officers are in many ways burdened at the present time, and have many duties to do, very inconsistent with the military business. As it is, the Captain commanding a company virtually keeps an old clothes shop. If you pay him a visit at his office you will find concentrated in the corners old helmets, boots, coats, bayonets, and a lot of other things besides; and all these are centred upon him, because there has been no attempt made, as I think there should have been, to have different depôts for different districts. The Captains are held responsible for all losses that may occur. If a man leaves his Company and does not return his arms and accoutrements and uniform, the Captain is held responsible for their loss; and if he does return them, then he has to keep them in his store. It is not very long ago since I went into a solicitor's office in the country and I found it full of old military stores and clothes of every description, so much as to conceal his identity almost as a solicitor. There should be some attempt made to divide the Colony into districts—as, metropolitan, northern, southern, and western; and each district should be provided with its own staff to control all arms of the service in that district. It should have full control of the enlistment, preparation of pay sheets, and the custody and the care of arms, and everything in connection with the regimental stores, and there should be some depôt in the district for stores and other arms. The result of our present system of allowing men to take their arms where they like is that they are not cleaned or repaired, and the expense is much greater in keeping them in order than it would be if they were kept in the armoury with an armourer's sergeant in attendance. Apart from this, the establishment of district commands would effect many desirable changes. It will do away with our present system of centralisation, because in the military system we at present have, as indeed in everything else, the idea is that everything must be down in Sydney, and it also cripples country officers in making their men efficient, because they have not the control of the material they should have.
6984. *Mr. Meeks.*] It would lessen the amount of correspondence perhaps? Yes; it would not only do that—but lessen the number of employees who have to attend to the correspondence, and lessen the cost of the postage. Then you have a considerable amount of correspondence, the mere registration of the papers alone costs a good deal of money.
6985. *Mr. Mort.*] Do you mean a complete brig in each centre? No, in accordance with the arms. In the northern district, for instance, you could have a staff representing each arm of the service, and the same in the western and southern. It would be only necessary to have two arms. If divided, every man commanding would be king in his own district, and it would minimise the cost and increase the efficiency. The centralising system has done a great deal of harm. In reference to the organisation of our forces, there is one thing which has struck me, and that is the disparity which exists between the different arms in the force. We have an Engineer Corps, and the engineers are supposed to be the first arm in the service; but I find in looking over the estimates, that professional men, such as engineers must be, are paid less than the submarine miners, who are not professional men, and they are practically of no use, because they have not been supplied with the material they require. As it is, they spend the principal part of their time in making plaster casts and little model forts in the Dark Room. I saw the Engineers in Melbourne under somewhat different circumstances. They were called out in the Botanical Gardens, and threw a pontoon bridge across a sheet of water there in a very short space of time; but then the

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responsible authorities had gone to the trouble of giving them the material for their work, while here they have nothing but picks and shovels. Further than that, the Engineers are insufficient in proportion to our other forces. They should have at least 200 men, and should be treated liberally and supplied liberally with all the material they require to do the work, which would be required of them in case of necessity.

6986. *Mr. Meeks.*] You know the engineers are in process of reformation under Colonel Tailyour? I do not know. I asked the question in the House, how many times the Commanding Engineer attended to parades of the Engineers, and I was informed that he always attends the Head Quarter's Parade, and that it was not his duty to instruct them.

6987. Was that since the present officer in command was in charge? No; it was during the time of Colonel de Wolski. It struck me that the gentleman who bore the designation of commanding engineer would only have been in his proper place in instructing the Engineer Corps. I was told only yesterday that Colonel Tailyour has attended one or two working parades of the engineers; but I look upon this arm of the service as having been altogether neglected in the past; first, in point of numbers, and secondly, in want of instruction and drill. As they are now they are of no use as Infantry, and no use as Engineers. I cannot understand the anomalous position by which a man in the Submarine Miners gets £20 or £25 more than a man in the Engineers. I do not see why the Engineers seem to have been so much ignored.

6988. I see the Commanding Engineer of the Partially-paid gets £60, and a similar officer in the Submarine Miners gets £100;—you think the Engineers ought to be above them? I think so; they are supposed to be the scientific branch of the profession, and it was unfair for another reason that the Engineers are the only corps of the kind in the Colony.

6989. The officer commanding the Engineers is Colonel Rowe, and the officer commanding the Submarine Miners is Colonel Cracknell? Yes; all the officers of the Engineers are professional men, while none of the Submarine Miners are professional men except Colonel Cracknell.

6990. *Mr. Mort.*] The Submarine Miners now have a permanent captain? Yes.

6991. Does he not do any work for the Volunteers? I do not think so. As regards the permanent Submarine Miners, there appeared to be a desire from the inception of this corps to make it a body distinct from the other arms of the service. This body, instead of holding themselves aloof, should have been placed with the Partially-paid men; but you never find the Permanent men turn out to drill with the Partially-paid. The only thing they participate in is in firing a *feu de joie* on the Queen's birthday.

6992. *Mr. Manning.*] Do you make it a very strong point that they should be made to work? They should be incorporated as far as possible. In the Imperial service they have shown the strongest desire to incorporate the Military and Volunteer branches, and of late years every wish has been shown to break down this exclusiveness. We know that a professional man always looks with contempt on an amateur just as the professional sculler holds the amateur oarsman in contempt, but that should not be the policy of the State. The policy of the State should be to break these old-fashioned ideas down by every possible means, and make the defences into one general whole. We arranged the Partially-paid Infantry years ago, and the Permanent Force point blank refused to turn out with the Volunteers. That is a point well worth the consideration of the Commission.

6993. By working them together you think you would get perfect efficiency? Yes; that is the object of permanent men, who are supposed to be perfect, mixing with the imperfect. I have often had the pleasure of attacking the Permanent Artillery, and I do not believe that they do anything like the work that the Partially-paid do. They have drill, but it is never seen; in fact, it is down at the batteries; but for field work no one ever sees them do any drill. I have been a volunteer for twenty years or more, and an officer for many years out of that time, but I have never seen the Permanent Artillery in the field yet.

6994. What is your opinion of the Field Battery? From the correspondence which takes place, it cannot be in a high state of efficiency.

6995. What do you think we should have instead of it? I think it is a desirable thing to have, but a very expensive luxury, which will be very likely useless in active warfare.

6996. *Mr. Manning.*] Would it not be useful in case of an attack on Botany? I do not know that it would. They would probably get into position, and never be able to pull themselves out of it.

6997. *Mr. Mort.*] Have you anything to say about their horses? I approve of having sufficient horses to horse the battery, because you can get first-class horses for the battery for £30, to fit a battery, but an officer will require £64 to fit him. I think it would be a very good thing to have one battery horsed, but I do not know that it is necessary to have a battery in connection with the Permanent Artillery.

6998. *Mr Meeks.*] The expense is something like £10,000? Yes; but, on the other hand, if we want an effective battery, we cannot make it effective without training the horses.

6999. *Mr. Mort.*] There are a great many of these horses in peace time which could do the transport work which was wanted? Oh, you cannot expect Artillery horses to drag waggon loads of tents about. It would be *infra dig.* They do not often have the field batteries of Artillery at their annual camps. They do not associate with the other forces.

7000. *Mr. Meeks.*] You say that the field battery does not attend each camp? No; they go to Middle Head.

7001. What is the use of their going there? Under the old system, all they had in camp was one battery of Volunteer Artillery, and all the rest of the Volunteer Artillery went into camp at Middle Head, and I am under the impression the regular field battery still follows the same practice.

7002. This field battery is only of recent formation, and it is attached to the Permanent Force of this Colony, and comes to something like £10,000 expenses? I am of opinion that the Permanent Force is larger than the Colony requires; we have now 558 men, and I think 400, all told, is ample; for, after all, they are only garrison artillery, and can be supplemented from the Partially-paid men if the necessity arises.

7003. *Mr. Cowlishaw.*] Would you not do it with 300? I would give them a liberal allowance, and 400, all told, would be as large a force as is required.

7004. *Mr. Manning.*] What is the next point? It is in reference to the Cadet service, which is one of the excrescences of the Force which has grown upon it. We have our Colonel Paul commanding, and our Major Dettmann, and another major and another captain, and a large staff of drill instructors, all at a considerable cost. As against that system, there is in Victoria a Cadet force, commanded by a captain, at less than a fourth the cost of ours, but they have not quite so many cadets as we have. The point

I lay stress on it, that the cost of their management and drill is considerably less in Victoria than it is here. In my opinion we have built upt this Cadet Force from the fad of a late Minister, into rather too big a thing altogether, and it ought to be managed and drilled at a very much less expense than it is at present. Why, we are just running riot in the matter of Cadets, as anybody must say when he sees a Cadet of 12 years of age carrying a rifle as big as himself. It cannot conduce to his health to set him to carry heavy weights of this description for a long distance, and if we are to have a Cadet Force, I think the limit of age entrance should be fourteen, and that children ought not to be allowed to carry arms at all. The actual drill is very good, and a good deal of enthusiasm is displayed over the corps, but it has gone rather too far. Both the expense and the numbers are too great, and children ought not to be enrolled.

7005. *Mr. Mort.*] Could we not have a corps of similar cadets about the centres of population, who could parade with the partially-paid men? Yes; I, for one, would agree with something of that kind.

7006. *Mr. Manning.*] Is that what you call the Pupil-teachers Corps? There used to be a Pupil-teachers Corps, but that is not what I am referring to.

7007. *Mr. Meeks.*] As you are aware this system is absolutely distinct from the military service? Quite so.

7008. What is your opinion about it? My opinion is that it would be absurd to perpetuate these distinct organisations. The military should control everything of a military character. What is not of a military character is no concern of theirs. Just look for a moment at the different organisations we have already. First of all we have the Permanent Artillery; that is distinct. Then we have the Partially-paid under another organisation, then the Rifle Companies under another, then the Naval Brigade under another, and the Cadet service under another. So we have three or four practically independent commands.

7009. *Mr. Cowlishaw.*] They have 20,000 boys being taught military drill in Victoria? I was not aware of it.

7010. In Victoria they are under military authority? Yes; and no doubt it would save a great number of instructors. As I said just now, everything of a military character should be under one general organisation, but as we have things here, the Naval Brigade and the Cadets are independent of all authority. This is an absolutely rotten system. I speak very strongly in reference to the Naval Brigade, because the officer commanding that force can go behind the back of the Minister and everybody else. The same with the Cadets, and I cannot see why you should make the Minister of Public Instruction a War Minister.

7011. *Mr. Manning.*] I would like to say a few words about the general cost;—by comparing it with the other colonies, you will see that our average cost per man was very much heavier that that of the other colonies? I find on looking over the correspondence, I was in error as to some of the Victorian figures, because there was an item of £145,000 on an appropriation Vote which I have not taken into account, but all the same the Victorian cost is much below us, and also the South Australian is much below us per man.

7012. And you say that with the heavier cost the New South Wales force is very inefficient? Yes; in Victoria they have made a good force at less cost per man, and also in Queensland.

7013. *Mr. Meeks.*] The amount spent on the Victorian Defence Force, also includes a large amount for the Naval Force? Yes; they have almost a fleet. Practically, they have eight ships in command. The expense on our service is too great, and the source of it is to a very large extent the want of sufficient system of organisation, and the expensive character of our staff. I do not object to a fair and liberal salary, but I do object to an officer apparently receiving £400 per annum, and getting £1,000 in the shape of allowances, which no persons either Minister or Member of Parliament can possibly attempt to follow. You will find on the average that the amounts are excessive for quarters allowances, rations, fuel and light allowances; and that when all put together they aggregate a large sum of money. It may be that the officers are not highly paid with all their allowances, but it is desirable the country should know what they are paid, so as to have it in one sum, and whom they are paying it to. In my opinion some of the officers may not be overpaid, and others are paid about four times what they are worth. Then again, look at these wretched Rifle Clubs; £7,000 or £8,000 are provided for travelling expenses and prizes, another £7,000 or £8,000 for the staff who do nothing; in fact, I do not believe they do £500 worth of work a year. Instead of looking after the defences of the country the adjutant in all probability is God knows where, playing billiards very likely, and leaving everything to the staff sergeant which he ought to look after himself. There is £20,000 which might be saved very comfortably, and if they were struck off the Estimates, and the Government gave a couple of thousand a year in prize money it would do much better than keeping this sham force on. Then the system of concentrating all the business in Sydney has resulted in a very expensive staff. What between Head-quarter's Staff, a staff for the Reserves, a Medical Staff, and a Permanent Artillery Staff, you have got a great aggregation of officers whose services so far as their value is concerned is very questionable. For Head-quarter's Staff you have the General Commanding, an A. A.-G., whom I look upon as the real commander, and several others; and they all tell me they are worked to death. I believe they are simply in consequence of the number of letters and intolerable quantity of correspondence they have brought on themselves. Therefore, you cannot be surprised at my saying in the strongest terms that the whole system wants reorganising from top to bottom. A great many of the returns and forms are useless and absurd, and the system of accounts could be simplified. To still further add to the expense we have recently had a paymaster's staff added. Another questionable matter is the Ordnance Department where I am certain there could be a great saving effected and where they have charge of a quantity of material presumably for commercial purposes.

7014. *Mr. Mort.*] It is only the civil powder? But they have the two mixed up together.

7015. *Mr. Cowlishaw.*] They make a considerable profit out of the civil powder? No doubt.

7016. *Mr. Meeks.*] Should not the civil and the military stores be kept separate? The control of the military stores should be under military men, and the control of those other than military should be under civil authority.

7017. Then you would want seperate magazines? No; not necessarily. The magazine at Goat Island consists of three buildings; one could be devoted to the public service, one to the military, and one to the mercantile.

7018. *Mr. Mort.*] Do you not think it would be advisable to give the Partially-paid men free passes on the railways, and on the tramways when actually coming in on duty or to attend parades? They get them, I believe. 7019.

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7019. We have evidence that they do not? Well, I think they ought to get them.
7020. *Mr. Manning.*] They are charged by the Railway Commissioners to the Military Vote? I do not see the necessity for that, as the free passes do not really mean any loss to the country. I think they should be carried free to their actual parades, and any attempt at dishonesty could be easily prevented.
7021. And the men should be in uniform? Decidedly.
7022. *Mr. Mort.*] From the evidence we have had we see that they have free travelling in Victoria and we have not got it here? I know very well as a volunteer I have gone free several times. I have even travelled free to Bathurst for a shooting match, and if it has been discontinued it must have been done quite lately, and while upon this question of travelling, I attacked the General on it the session before last on what struck me as being a very peculiar thing. General Richardson and Lieutent-Colonel Mackenzie, the A.A.-G., seemed never to do anything but knock about the country inspecting country corps. I mentioned it in the House, and pointed out that one day they were at Dubbo, another at Owen, then at Bathurst, or somewhere else, and I said I thought they seemed to spend their time flying about the country doing work which possibly would have been better done by a drill instructor, and costing the country 30s. a day each for travelling expenses. It struck me as a peculiar business for the General Commanding the Forces of a Colony to undertake work such as passing men into the ranks of a country corps. This travelling about was discontinued after I spoke about it in the House, so I conclude that what I said had some effect. In conclusion, I think a careful review of the whole circumstances will enable this Colony to be defended quite as well as it is now, if not a great deal better, at considerably less expense. I have never taken up the position that the money spent is too much. The position I take up is that it may be necessary to spend a quarter of a million a year on our defences, and I do not object to it. But I say that we ought to be satisfied that we get the best possible service for the money expended, and I have always maintained that we do not get as good a service for the money expended as we ought to. If ever the time should come, though I hope it never may, when we shall have to depend on the defences of this Colony in actual war, my words will be verified, unless there is a great change effected soon. The character of the instruction has not commended itself to me. I know that my drill was of a most sickening description for years. In six months from the time I joined I was a corporal, and I had learned all that any officer of the regiment could teach me.
7023. You rose from the ranks? Yes.
7024. As a matter of fact, the officers do not always rise from the ranks? No; under the old rule the officers were elective, and although the system of elective officers has its disadvantages, it has produced some very good men. I may instance Colonel Raymond as one.
7025. Do you think that every officer ought to pass through the ranks before he gets his commission? I think it is a very desirable thing that he should thoroughly learn his drill, which many of them do not. In a volunteer force I am rather inclined to believe in the principle of selection that every man should serve as a private in the first instance.
7026. Do you not think it would be better, from this point of view, that if a man went into the ranks with the intention of qualifying himself for an officer, you would get a better class of men? Yes; when I first joined the best men in Sydney were in the ranks.
7027. Is an officer now appointed right over the heads of the privates? Yes; I would not insist upon election by selection, and it ought to come from the men of the force. I approve of the system of the officers passing through the ranks, and then being selected for their various positions.

Mr. Critchett Walker, C.M.G., examined:—

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7028. *Mr. Manning.*] You are the Principal Under Secretary? Yes.
7029. You should be informed that a number of witnesses have appeared before this Commission and have complained of great delay in the conduct of military business in the office of the Colonial Secretary, and this Commission thought that, as it affected your office, you might like to appear and explain generally any delay that has taken place; and whether, without particularising the details, you can give any general information which practically will be an answer to the charges against the Department? I should like to know the specific charges, because it is difficult for me to guess at what is meant by delays. In a general way, I can explain that the cause of delays, if there were any, was that matters were not pushed on by the military authorities themselves, or else that the information furnished to the Department by them in many instances was so lax that it would be unwise to send their business on without further inquiry.
7030. Can you give us any particulars of any matter you have on your mind? Yes; there have been two indents of things to be obtained from England, amounting to some £30,000, which have been standing over for, I think, nearly two years simply because of the want of sufficient explanation from the Military authorities; and, in one case, from want of information to enable us to forward the indents, the delay has been so long that some of the things asked for became almost obsolete.
7031. What particular articles do you refer to? I cannot detail them without having the indent before me; but, so far as I recollect, they were in reference to some Infantry accoutrements.
7032. Who furnished it? It came from the military authorities.
7033. Was it from a particular office, or from the General? I do not remember; but it would come through the General.
7034. You do not know whether it had reference to Artillery or general stores? The indent was for all kinds of things; but I know that some part of it was for the Infantry, and some was for saddlery.
7035. It has not been executed? No; and, as far as that goes, I think it is a great saving to the country that it has not been, because some of it, at any rate, has never been wanted.
7036. You have sufficient information to enable you to say positively that some of the things asked for in the indents have never been wanted;—have you any reason to suppose that the make of any particular article has become obsolete? There was some valise equipment which was included in the indent; but they have never been to us about it, from which we can only conclude it was not urgent. They have asked once or perhaps twice, but they have never pressed us.
7037. They were not importunate because the money was not voted, perhaps? They have not pressed us as if it was a very important thing.

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7038. Can you give us any other example? There are one or two cases which I cannot call to mind at the moment where things have been delayed, but not without some good cause.
7039. One witness in his evidence states, "As soon as the indent left us it went to the Principal Under Secretary, and we never knew what became of it"? That is not true. It may not have gone forward so quickly as they wanted it, for the reason I have already given, or it may have had to await its turn, but certainly it was not indifferently treated.
7040. Then one of the causes of delay, if any has taken place, is that your Department was very much overworked? There is generally a great deal of work to do in it.
7041. Yes, it is very difficult for the Colonial Secretary to give attention to these and other matters without interruption.
7042. Is that the case with every Colonial Secretary? Yes, very nearly; because the Colonial Secretary is invariably the Premier as well, and his time is taken up with the consideration of business entirely apart from the mere clerical work of the Colonial Secretary's Office.
7043. I suppose when Sir Henry Parkes was Minister he was no more negligent than others? Certainly not.
7044. *Mr. Cowlishaw.*] Referring to the valise equipment and to the indent which contained it, we have been told that Sir Henry Parkes approved of it as Colonial Secretary, and disallowed it as Treasurer;—would that be the case? I cannot say, but it does not sound to me feasible.
7045. *Mr. Meeks.*] All indents, before they reach the Colonial Secretary's office, have to be approved by the Commandant? Everything used to go through General Richardson before the appointment of a Military Secretary.
7046. Suppose some officer may recommend a certain thing; it would have to be finally passed by the Commandant, and only on his recommendation would you accept it? Yes, that is all. Very often he would simply forward the indent, if it was an artillery matter, holding the artillery officer responsible for the contents.
7047. *Mr. Manning.*] Do you know anything about Colonel Spalding and Lieutenant Le Mesurier, and the 80-pounder gun at Steel Point? There was some complaint made in connection with those officers, but I could not bring it to my recollection without referring to the papers.
7048. You cannot say whether you ever spoke about the matter to Sir Henry Parkes, at all? I have no special recollection of it, but it is very likely I did.
7049. It is alleged that the matter was brought before Sir Henry Parkes, and he never paid any attention to it at all? That I could not answer for. If it came to me, I submitted it to him; but whether he took any action or not I could not say.
7050. *Mr. Cowlishaw.*] There is one very serious matter about running short of cartridges. A report was sent to the Colonial Secretary that the reserved stock was being infringed on, and he is said to have taken no notice;—do you remember anything about that? No, I do not. I remember there was a complaint made about cartridges, but I think that was in reference to their quality, and it was represented to the authorities at Home.
7051. This was a complaint in reference to running short, not of bad ones, but of good ones; and we have been informed that the military authorities applied to the Colonial Secretary, and the indent was never executed? I am not aware of that being the case.
7052. *Mr. Mort.*] There is a particularly distinct statement made by the late Commanding Engineer about some 9·2 guns. If you look at question No. 3512, he was asked:—"They are not yet put in position? No; the works are now in progress. I want to show you what action took place in regard to the ordering of these guns from home. Shortly after I arrived in the Colony I found that four guns on H.P. mountings had originally been ordered, but, owing to a doubt as to the assured success of this type of mounting, central pivot barbette mountings were subsequently substituted. Finding, on examination of the sites, that they involved very large arcs of fire on exposed ridges, which would not form a good back-ground for barbette guns, I advised the Gun-sites Committee, which then consisted of three officers—Colonel Roberts, Colonel Bingham, and myself—to recommend that a cablegram should be sent countermanding the order for barbette guns. On the 9th May, 1889, the President of the Gun-sites Committee recommended that the following telegram be sent to the Agent-General:—'Stop the mountings for 9-inch, as our present recommendation is for H.P. carriages. Letter follows.' A letter was received from the Agent-General in September, 1889, which was referred by the General first to Colonel Roberts, and then to me, from which it was evident that the barbette mountings had not been countermanded, and that the pivots and racers were nearly ready for shipment. I went to the Colonial Secretary's office, and asked if our cablegram had been sent. The Principal Under Secretary assured me it had. I asked to see the cablegram book, but no cablegram could be found in it countermanding the barbette mountings. The President then wrote on the 27th September, saying that no action had been taken in reference to the substitution of H.P. for barbette mountings, and that as the Committee adhered to their recommendation, they urged the despatch of a telegram suspending the order for barbette guns. In reply a letter was received to the effect that the mountings were far advanced, and that the Colony would have to pay for the work done, as they would be unable to dispose of these mountings. That little mistake in the Colonial Secretary's office cost the Colony £3,600. In addition, the delivery of the guns was delayed nearly a whole year. Had this not been discovered in time we might have constructed works for H.P. guns while barbette guns were on their way out?" That is all new to me.
7053. Do you mean to say it has not come before you? I do not recollect the matter, and I should like to look into it. At present I do not remember much about it, as the Military Works Branch was transferred to another Department about that time, but if the matter is referred to me officially I will inquire.
7054. *Mr Cowlishaw.*] There is another case where the indent of £15,000 worth of material was forwarded and it is still unexecuted? That is one of the cases of which I spoke; the indents did not come with, sufficient explanation, and I believe that indent is with Colonel Roberts now.
7055. *Mr. Meeks.*] But you were content to let it remain as it was, and think it was a good job it was not sent home, because part of it was obsolete? I have no expert knowledge, of course, on the subject, but I am told that several of the articles mentioned on that indent are old fashioned and out of date.
7056. Do the same people who ordered them then think them obsolete now? I think they do now. They did not tell me when they were sent in that they were obsolete, and as they did not follow it up by pressing for them, we would naturally conclude there was some little indifference on their part.

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7057. The mere sending in of requisitions to you or to the Colonial Secretary could not enforce their being attended to, unless they had been provided for in the Estimates, except under exceptional circumstances? No.
7058. They must wait until the Estimates come in again next year? Certainly; provision must be made for these things before they can be ordered. We do not pay money out of the Treasury unless it is voted, and in that respect the purchasing of war material is like the purchase of a piece of land which the Government may require. You have to get the money voted first.
7059. *Mr. Mort.*] Do you not think that an arrangement could be made by which the Officer Commanding the Forces could have a certain sum of money at his disposal for the purchase of material or equipment which might be urgently required, but he must not got outside that sum? It would be a good plan if you could get Parliament to sanction it. The question is whether it would be sanctioned.
7060. *Mr. Manning.*] Do you remember when Mr. Dalley was in power, that he ordered a large quantity of war material? Yes; there was a quantity ordered, but I could not from memory give you a description of what it was.
7061. Was a proper record kept of the order? I do not think there was. It was done in a hurry during the time of the Soudan expedition.
7062. What was the nature of the order? Guns and ammunition.
7063. He did not particularise anything at all? I think he did, but I could not say from memory.
7064. If he did particularise, there must have been a proper record kept? He did not write any minute about it.
7065. But you would have kept the cablegram on which the order was made? No doubt that could be found. But Mr. Dalley did some things without any reference to me at all, and in those cases it would not pass through our books. Sometimes he would send to the telegraph office himself.
7066. There must have been some record there of the particulars of the order? There probably would be, but it was not a departmental record as regarded us.
7067. It has been alleged that no proper record was ever kept? I cannot say that; but Mr. Dalley did some things which were not recorded.
7068. It has been alleged that no proper record has been kept or was procurable? I do not think there was in the Colonial Secretary's office, but there must have been in the telegraph office.
7069. There could not have been any great disaster to the country by reason of his omission to have a record kept? Not the slightest.
7070. *Mr. Cowlishaw.*] Do you remember the Government having to pay £13,000 for deficient cartridges, or cartridges that were bad in quality—was it through any delay on the part of your Department that the country never recovered the money? I do not think so. That was more a matter for the military people who had probably not represented the matter properly. If it had been properly represented to us that these cartridges were either deficient or bad, the representation would have been sent home and a proper claim made.
7071. *Mr. Mort.*] Under the system of inspection at home could you make a claim? That would be a difficulty.
7072. *Mr. Manning.*] Anyhow, you never paid? I do not remember.
7073. *Mr. Mort.*] Looking at the tremendous amount of work the Colonial Secretary has to attend to, do you not think it would be advisable to have a Department of Defence? Really, there is a Department of Defence.
7074. But a Minister? I do not see there would be sufficient for the Minister to do. At present things are going on rather more rapidly than they have done, and Mr. Barton does it all in about an hour and a half twice a week, but then he gives his whole attention to it, and has not the other business of the Colonial Secretary's office to distract him.
7075. Supposing we send in a report which was adopted, and which requires a great alteration and new organisation of the defences of the Colony, would not the Minister then require to devote a great deal more time to it? Perhaps he would; but the only effect of a separate Minister would be to enlarge the expenditure, so far as I can see.
7076. Do you not think he might decrease the expenditure by looking sharper after the business? I really do not think he would.
7077. There is no means of communication just now, except through you? No; there is no delay now, as things are going on, because the Colonial Secretary's duties are taken by Mr. Suttor, and Mr. Barton has so much more time to give to the defence work. But when Mr. Dibbs comes back it may not go on so well, because he will I presume take up the defence work again, and will also have his duties as Premier to attend to. As a rule it is the business connected with the Premier that takes up the time.
7078. *Mr. Cowlishaw.*] Before they can approach the Premier they have to come to you? Quite so.
7079. And you have so much to attend to that you cannot give them the attention they want? I do not think they could get on any quicker if they went direct to the Minister. They would have to take their chance of being able to see him. If they had another Minister they might get on a little quicker in some things, but it would not make any difference in ordering things from England; because, if you had a separate Minister he would still have to send the indents through our Department.
7080. *Mr. Manning.*] The same conduit pipe would have to be made use of, and it would take equally as much time to do the thing as it does now? Quite so.
7081. You say Mr. Barton deals with all these matters connected with the Defence Force, and does not take more than an hour a day? I said an hour and a half twice a week. It is not necessary to see him every day.
7082. I apprehend that your opinion is that there would be no great advantage to the Colony in the establishment of a separate and distinct portfolio in matters relating to defence? I do not think so.
7083. And you are strengthened in that idea because, in the ordinary departmental etiquette and conduct of business arrangements, it is compulsory that all foreign correspondence should go through your Department? Yes; that is the rule laid down.
7084. Is it not more than etiquette. Is it not necessity? Yes; otherwise the Premier would not know what is going on. It is not a rule peculiar to New South Wales. It is the same in all the colonies.
7085. Can you state shortly what Colonel Roberts' salary is? £1,000 a year.
7086. That is £800 salary, and £200 allowance for a house? Yes.
7087. Has he any allowance for servants? No; Mr. Dibbs would not give him a servant.

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7088. He has established a department away from your office? Yes.
7089. Where is he now? In O'Connell-street.
7090. What is the rent? About £270 a year.
7091. Since he has been created Military Secretary, how many clerks has he provided himself with? A chief clerk at £400 a year, and three other clerks, whose exact salary I cannot tell you.
7092. Approximately, a couple of hundred a year each? Yes; I think it is £300 for one, and £200 for the other, and he has a messenger.—Then there is an inspector or overseer of stores, and I think he has got four officers and a messenger? No, but there is an A.C.G. of Ordnance and a staff of ten.
7093. I suppose the messenger costs about £104, and Colonel Roberts has a chief clerk and three other clerks. I want to know whether last month he did not apply for further assistance, or whether he has stated he requires it? I have not heard that. He got a Superintending Store clerk, young Robertson, some two or three months ago.
7094. *Mr. Cowlishaw.*] As a matter of fact, if the General sends anything to Colonel Roberts, he has to send it on to you? Yes; and the only difference is that when it goes to the Minister, Colonel Roberts is there and can explain.
7095. *Mr. Manning.*] Would it not have been much better to have had the Military Secretary near to you? It would have been very much better; but we have had no room for him.
7096. What is that big Board-room? That is used every day, and there is merely a Board-room which is now being used by the Chicago Commission.
7097. Can you appoint anybody to the force? I never have done so.
7098. *Mr. Mort.*] We have made out £1,000 a year for Colonel Roberts, and £1,000 a year for his clerks, and, say, £200 a year for rent;—would the Minister add more than a couple of thousand to that? Yes. In the first place, a Minister could not go into that building, and you would have to give him one; and my experience is that you could not get a building fit for a Ministerial department under about £600 a year, or perhaps about a thousand.
7099. *Mr. Cowlishaw.*] Do you draw any pay for military service? No. I may say that, so far as my work is concerned, it would be a relief to me if there was a Minister; but I am speaking only on the question of expense.
7100. You do not want a Military Secretary to send papers to you—the General can do that. Is it not unnecessary to have a highly-paid officer to come between you and the General? If the General was put in the light of a Military Secretary as Colonel Roberts is, exactly the same thing would happen as happens now.
7101. Is not this an expenditure of money which is quite unnecessary? No; I do not think so, because he would get more than this as colonel of artillery.
7102. But he has been replaced by another colonel? That is so; but there is one colonel less on the list.
7103. *Mr. Manning.*] Then that shows they can do without him? His place has been filled up; but another colonel has not been appointed.
7104. Dr. Creed has taken a great interest in the defences of the Colony. Did he not interview Sir Henry Parkes many times when Sir Henry Parkes was Premier? He did for some time, until there was a disinclination on the part of Sir Henry Parkes to see him. After that, Dr. Creed did not come.
7105. Did not Dr. Creed, in his Parliamentary capacity, call on the Premier and represent to him there were various delays in the execution of indents? He was frequently making complaints about military affairs, but I cannot say whether he spoke about that particular matter.
7106. Did he not write to the Colonial Secretary and point out the state of the Steel Point gun? Yes; and moved for the papers.
7107. What did Sir Henry Parkes do? I think he ordered an inquiry.
7108. Who made the inquiry? I think it was made by the Commandant, but I am not sure.
7109. Are you aware that it was the Commandant who really caused Dr. Creed to call on Sir Henry Parkes, in consequence of the General having made a report in reference to the Steel Point guns? I am not.
7110. That being so, Sir Henry Parkes would not be likely to ask the Commandant to make an inquiry, when he was the accuser? I really cannot say.
7111. Would the Premier be likely to appoint Colonel Spalding to hold that inquiry? I do not think so.
7112. Is not that a sort of thing which would impress itself on your memory as being a matter of great moment? Yes; but I do not remember all the circumstances as you suggest them.
7113. Do you think that it is likely that Sir Henry Parkes would have done anything of that sort, such as to appoint Colonel Spalding to make an inquiry No, certainly not; knowing that he was the man accused of negligence.
7114. Do you remember reading a despatch or memorandum by General Richardson, in which he says, "To my mind, it is conclusive that these officers have either signed false certificates, or they have performed their duties in an almost criminal fashion? Yes; I recollect reading something like that.
7115. In view of those words, Sir Henry Parkes would not be content with any inquiry Colonel Spalding might make? Certainly not.
7116. Whom do you think he did instruct to hold an inquiry? I do not remember at this time, but some kind of inquiry was made. Whether the instructions were given verbally through General Richardson or not, I could not say. I am pretty certain that some investigation was made, but I do not think it was allowed to go abroad.
7117. Do you know anything of an accusation made by Dr. Creed against Colonel Cracknell, in reference to the negligent storage of torpedoes or electric cable? Yes; Dr. Creed made inquiries of us.
7118. What did he do? He made representations to the department.
7119. Did not Sir Henry Parkes call on Colonel Cracknell for an answer? I know some specimens of cables were sent for, I think, on Dr. Creed's representation, and we got them out from England.
7120. What was the result? I do not know, we sent some samples to the manufacturers for him, but whether it was for comparison or not, I do not know.
7121. You do not know whether there was a general accusation made by Dr. Creed against Colonel Cracknell, of negligence in regard to this matter? Yes, there was; and a Select Committee inquired into it.
7122. What was the result of this Committee. Was Lieut.-Colonel Cracknell exonerated? The report was brought up, and not adopted by the House.

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7123. Then, as a matter of fact, with regard to the accusations made against Colonel Cracknell by Dr. Creed, it is quite clear that Sir Henry Parkes did not neglect to deal with those matters? Not so far as my memory serves me. He may not have treated them in the way Dr. Creed wished.
7124. Do you know anything about the ordering of forty Schwartzkopf torpedoes? I know there was something about torpedoes, but I am not prepared to say exactly what it was.
7125. There seems no doubt that forty were ordered, when, according to the allegation of Dr. Creed, "It was considered that six or eight would have been sufficient"? I would not like to say that there was not an order of the kind you mention; and even if there was, there is nothing wrong about it.
7126. Do you recollect that Whitehead torpedoes were first ordered, and that forty Schwartzkopf were substituted on the recommendation of Colonel Cracknell? I do not remember that.
7127. Do you remember when Colonel de Wolski was the officer in charge as Commanding Engineer;—I suppose he had occasion to wait on Sir Henry Parkes very often? Yes; he used to see him very often at one time.
7128. Did he give you a number of complaints that he felt he should make? I do not remember that, because he was not very long under me, but was transferred to the Minister of Public Works.
7129. That being so, Colonel de Wolski, as a matter of fact, could not have come much into communication with Sir Henry Parkes? Not after he was transferred to the Public Works Department.
7130. So that it cannot be alleged, so far as the Colonial Secretary's Department is concerned, that any great delay has taken place in reference to the indents of Colonel de Wolski? No.
7131. So far as the invoice is complained of, it would not have been correct to say that Sir Henry Parkes is chargeable for any neglect which could have been complained of by Colonel de Wolski? No, I do not think so.
7132. Supposing an indent of any kind from Colonel de Wolski came to your office through the Under Secretary for Works, and was in proper order, would that indent have been stopped in your office for any cause and prevented from going to London? I do not think so.
7133. Do you know of any case where such a thing occurred? No, if you mean wilful delays.
7134. I am speaking particularly in reference to indents by Colonel de Wolski which may have come from the Works Department in the proper order to insure their at once being attended to;—would they have been stopped in your department from any cause whatever? If they were in proper order I do not see how they could have been, provided the necessary information accompanied them.
7135. Do you know of any that were not in proper order? Not that I remember.
7136. Supposing the Estimates were being considered, would they have been held back then? No; nothing of that kind has ever come under my knowledge.
7137. Do you remember, in connection with the last Estimates when they were on, that Colonel Renny-Tailyour sent in an indent to your department for stores, and the indent was considerably curtailed by some person in your department without any regard to the interest of the public, and certain items were expunged by some one who was in ignorance of their being much more necessary for the defences of the Colony than other articles which were ordered, and were not so necessary? It was not done by us.
7138. Then your department is not chargeable with touching indents in any way of that kind? Certainly not.
7139. What was the object of putting the Commanding Engineer under the Works Department? I do not know; it was done in Mr. Bruce Smith's time, when he was reorganising the Colonial Architect's Branch. Now, Colonel Renny-Tailyour comes back to us.
7140. *Mr. Mort.*] Why? I do not know, I presume because the arrangement was found to be unworkable.
7141. *Mr. Manning.*] Probably the idea was that the Minister for Works would be able to give quicker despatch to any indents because much of the material required was connected with works under construction? I have no doubt that is why it was transferred in order that it might work better under the Works Department.
7142. Going back to Colonel Renny-Tailyour. He sent in an indent, and on the 23rd of September, 1892, a letter was written from the Commanding Engineer to the Colonial Secretary calling attention to the alterations in the indent and asking who was responsible for the alteration in the Estimates? As a matter of fact the alteration was not made in your department? No, certainly not.
7143. *Mr. Mort.*] The matter Colonel Tailyour complained of was that, without any reference to him, what were, in his opinion, the most important items in the indent had been cut out, and those he could have done without were left in? I certainly would not have done that. I would not take the responsibility of cutting out a single item in an indent of that kind without consulting the Commanding Engineer or some skilled officer in order to know what could be dispensed with.
7144. Do you remember about one of the 25-ton guns being dismounted through not being fitted with recoil buffers? I remember something going wrong with one of the guns.
7145. The evidence we have had states that these buffers were in store for about nine months before the accident happened, and nobody knew they were there. The examinatiom turned on the information supplied to the different officers and especially to the Ordnance storekeeper, namely, Major Blanchard, and it appeared clear that articles of any sort might be overlooked and mislaid and nothing be known about it. Does not that point to something wrong in the system of organisation and mode of dealing with these indents? I think that the system of organisation is anything but what it should be. I think that indents ought to be brought up by an officer who understands them, and explanation afforded as to why and for what purposes the material is ordered.
7146. *Mr. Manning.*] They never come complete to you? No; the information is very rarely complete.
7147. *Mr. Mort.*] Cannot some arrangement be made that the department which orders the material shall receive it? That certainly would be a good idea, but it would require to be looked into to see if it could be carried out.
7148. At present that is not so? No, it is not. The Ordnance Storekeeper is supposed to be the man who receives all this military material.
7149. It is said that in consequence of these buffers not being on the gun it cost the country £300 to repair the damage caused by their absence? It is very likely.
7150. *Mr. Cowlishaw.*] About this Ordnance Storekeeper. Who forwards the indents to you? The head of the department which requires the material.

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7151. And when the material was sent out from England the invoices were sent to you, and not to the Ordnance Storekeeper? The invoices do not come to either of us.
7152. The Ordnance Storekeeper complains that he never gets any invoices at all and never sees a bill of lading or a packing list until the stores arrive. He has, in fact, to take delivery of things which he really does not know whether they have been ordered or not? I think it is very likely, but it rests with the Agent-General. I think that the Ordnance Storekeeper is right in stating that.
7153. The Agent-General pays for this material in London? Yes; the money is remitted to him.
7154. He never sends any invoices to the Colony at all? I have rarely seen them.
7155. In that case he can pay whatever he likes, and the Colony will not know much about it? I cannot say that. I suppose that ultimately the Auditor-General takes care that only the proper amounts are paid. Going back to this first indent of £15,000, which has been complained of apparently as being unexecuted. We did not understand it, and we did not send it on; it is now nearly two years old, and with the subsequent indent of £15,000, I think, from what I can hear, that we have saved the country £30,000 by not sending them home.
7156. If you sent an indent to the Agent-General, do you not think that the Agent-General should be instructed to send you back invoices of the material ordered, so that you would know what you were getting and prices paid? He should certainly do so.
7157. *Mr. Mort.*] But he does not do so? He has not always done so.
7158. *Mr. Cowlishaw.*] There must be something more than big guns. The Ordnance Storekeeper says that he has more than £300,000 worth of war material in store? I do not know what he may have; I presume that the Agent-General keeps the invoices in his office, and, if so, I think it is a very lax way of doing things.
7159. *Mr. Mort.*] How is it possible for a man to take goods on receipt without the invoices describing them? He ought to have the particulars, of course.
7160. *Mr. Manning.*] Has Major Blanchard ever applied to you for invoices? I do not remember his having applied to me.
7161. Should he not apply to you to know what is going on, and see if there is anything affecting his department every mail? Of course he should.
7162. *Mr. Mort.*] You say that as a matter of fact the Agent-General does not always send invoices? I have seen some invoices, but generally there is just a bill of lading only.
7163. *Mr. Manning.*] Such a bad system need not be perpetuated if the Agent-General were advised of the difficulties it creates here? Certainly not. If you would represent that to me in an official way the Agent-General would be instructed about it at once.
7164. Can you tell us whether the dealing with the forces of the country by the Colonial Secretary's Department has ever been discussed by any Ministry at a Cabinet meeting, or to put in another way, has any Minister you can remember ever discussed why the forces of the country should always be in the hands of the Premier? I cannot say whether it has been discussed, but I know that the question has been mooted and spoken about outside.
7165. Are you aware that Sir Henry Parkes whenever he has been Premier has always contended that he, as Premier, should have the control of the military forces of the country? I have heard that he raised that contention, but not from him.
7166. Has he not got strong political reasons for keeping the defences of the Colony under his own control? I do not think that.
7167. The Colonial Secretary generally is Premier? Yes; with one or two exceptions he has been.
7168. Has not Sir Henry Pakes strong political opinions that the forces of the country should be kept in the hands of, and under the control of, the Premier? It has never been communicated to me by himself, but I believe that he has the idea that they should be under control of the Premier.
7169. *Mr. Cowlishaw.*] Can you tell us the cost of one of those 25-ton guns? I do not think I could, because we only get them out in parts, and without putting costs all together I could not tell you.
7170. When an order goes home, what is the usual course? It must be approved here by the proper authority and the Agent-General is then told what he has to purchase.

[*The Commission adjourned until Tuesday, the 16th of August, at 2 p.m.*]

TUESDAY,

TUESDAY, 16 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at 2 p.m.*]

Present:—

W. P. MANNING, Esq. (IN THE CHAIR),

M. C. COWLISHAW, Esq., J.P. | J. LAIDLEY MORT, Esq., J.P.

Major John Dettmann examined:—

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7171. *Mr. Manning.*] What is your rank? Senior Staff Officer in charge of the Cadets.

7172. Are you on General Ricardson's staff? No; it is rather our misfortune that our Staff is not.

7173. The Commission understands you are in attendance to give some information in relation to the Cadet system;—I think the quickest way to deal with the matter will be for you to make a statement? In this matter I represent the Department of Public Instruction. I also represent the Cadet Staff, which represents the body of teachers. The present Cadet system is the outcome, as has been pointed out in Colonel Paul's letter to the Commission, of a good deal of attention paid to this by teachers of the Public Instruction Department and by the higher officers, and also from the attention of the Ministers who have from time to time had control over the Department. The Cadet Corps was started in the Public Schools in 1871, the year of the Franco-German war. They were started in Sydney by Mr. Bridges, now Superintendent of the Technical Education branch, then head of the Model School in Fort-street, and Mr., now Colonel, Maddeley, of South Australia. Instruction courses were formed in the school, and they carried them on successfully for the next two or three years, but as the thing grew they found it necessary to combine these corps and form them into a battalion, and Mr. Bridges was asked to take command. He did not, for certain official reasons, feel prepared to do that, and he and two or three others among the teachers waited on Colonel Richardson in 1873. They applied to Colonel Richardson for an officer to take charge of this battalion, and as he had just been freed from his office in connection with the permanent Infantry, he was asked to nominate an officer to take charge, and Lieutenant Strong was appointed. Matters went on until a change came in 1884. At the close of 1884 there were twenty-two corps in connection with the Public Schools, and during 1885 fourteen new corps were added, which brought them up to thirty-six in all. The number of schools in operation at the end of that year was 2,014. In the report for 1885 it was said that as the corps had been in existence for over twelve years, the progress made was poor and disappointing. At this time Captain Strong was under Colonel Richardson. For some reason not very apparent the movement was not espoused by teachers and pupils. As the companies had been established by the pupils and teachers, some regulations were framed, and Captain Strong was brought more in touch with the Department. The next year things were no more satisfactory, and the Department wrote to all the teachers all over the Colony who would be likely to take an interest in Cadet matters, asking them for their opinion why the thing had been so near a failure, for suggestions as to its improvement, and what would be the best means of renovating the system. From the replies received it was apparent the organisation was considered defective, that the regulations were not enforced, that target practice was neglected, that the teachers had no voice in the management of the corps, and that the cost of the uniform was a bar to the enrolment of Cadets. Then, in order to make the movement popular, they made certain suggestions, the result of which was that the Minister of Public Instruction, taking into consideration these suggestions made, appointed a Committee in 1887 to go into the whole business. This Committee made an exceedingly lengthy report, and the conclusions they arrived at were these. (*a.*) "The Committee unanimously agree that it is most desirable that all boys of 12 years of age and over who are not physically disqualified, should be drilled in the use of arms." (*b.*) "That to carry out that principle all teachers should be put through a course of training in rifle exercise." (*c.*) "That the present Cadet Corps be disbanded with a view of introducing a military system on a broader basis of training, by establishing a force to be called the New South Wales Public School Cadet Force, of which the various sub-divisions shall be known by numbers and not by names of particular schools. The Committee are convinced that it will be absolutely necessary to establish in connection with this force, a senior Cadet Corps, to continue the military training of the boys after they leave school, and until they are eligible for admission into the ranks of the volunteer forces. That a simple and inexpensive uniform be selected by a committee of teachers, to be appointed by the Minister, such uniform to be paid for in the first instance by the parents. That the Public School Cadet Force should be under the command of an officer whose rank shall be determined after consultation with the proper authorities. That this officer should be a teacher who should be selected by a committee of teachers appointed by the Minister for that purpose. That this officer should have a paid staff, consisting of an Adjutant, Sergeant-Major, and Sergeant Armourer. who shall act as drill instructor as required. No other paid officers will be necessary. That the Adjutant, Sergeant-Major, and Sergeant Armourer, should be directly responsible to the officer commanding the force for discipline drill, arms, clothing, &c.; and that the officer commanding should be responsible to the Minister. That the preliminary operation should be to establish in Sydney a corps to be called the First Regiment of the New South Wales Public School Cadet Force, the movement to be extended to the country districts as soon as practicable." After they were established in the country they intended to decentralise the corps, and appoint a paid Adjutant in each centre, to enable the work to be satisfactorily and economically carried out. After dealing with several matters in detail, the following is the conclusion of the report:—"In conclusion, the Committee would respectfully draw the Minister's attention to what they conceive would be the benefits of the proposed extended military training in the schools, and to the means by which the cadet movement may be made popular to the teachers, parents, and scholars. To the boys themselves, the following advantages among others, may be enumerated. It will tend to improve them physically, imbue them with patriotic ideas, teach them practically the value of discipline, train them to handle firearms with safety, and provide healthy and useful occupation during hours of relaxation, and thus be a means of preventing many of the boys from forming bad associations and pernicious habits. at a critical period of their lives. The country must also benefit by the proposed extension of drill. The Committee recognise in the desire for re-organisation and extension of the cadet system the beginning of a national movement in the direction of extending and perfecting our system of defence. The adoption of a complete cadet system will undoubtedly prepare the way for a better and cheaper military system. Placing the management of the cadets in the hands of the teachers, it will strengthen the tie between teachers and scholars,

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scholars, and will have the effect of providing for the State an additional supply of educated officers, trained at a very slight cost to the country. In order to make the cadet movement more popular, the Committee would recommend the use of the following means. To give teachers a personal interest in the movement as officers in the force; to place school drill at the annual school examinations on the same footing as the other school subjects, by awarding it a distinctive mark; to send from the department a circular letter to teachers explaining the advantages of the proposed system and requesting them to co-operate in making the movement a success; to issue parchment drill certificates signed by the Minister to teachers qualifying themselves; to supply cadets with an arm superior to that intended for ordinary school drill—miniature suggested for cadets; to select a cheap and suitable uniform; to arrange for military camp and meetings for prize shooting; to use any other means that may be suggested to make the force attractive to the boys. In submitting the report and recommendations the Committee desire to thank the Minister for his confidence, and to express the hope that the result of their labours will be to originate a system which shall be a credit to the Colony and a valuable adjunct to our military forces." That was submitted to the Cabinet and approved, and the result was the present scheme, which was founded as nearly as possible on the lines of that report, and which has been a success in our public schools, inasmuch as we have nearly 7,000 cadets, notwithstanding they are labouring under many disadvantages which are not to be found in connection with the Victorian Cadet Force. Major-General Tulloch made it a point to compare the two, and I think we have gone far ahead and at a less cost.

7174½. *Mr. Manning.*] Have you made a comparison? Yes.

7175. If you have made a comparison of the cost of the two systems we will allow you to put that in, but if you are going to make an excursion over a lot of figures, you fail in making it as sharp as such a statement should be. Can you send such a statement in? I will do so. I was saying that the result of our system has been so far very successful notwithstanding many disadvantages. In evidence of that I will leave with you the reports of Colonel Paul to the Minister before the years during which he has been in command. I then wish to refer to the Estimates and the reasons for appointment of the officers for the money asked for, because General Tullock struck his pen very liberally through them.

7175½. We do not know anything about what Major-General Tulloch may have done, and it will be much better to go on without referring to anything he may have said in private conversation? This estimate covers all that is done by way of drill in public schools, commencing with the officer commanding the forces with £586. Then there is my own position.

7176. Have you any scholastic duties? None.

7176½. What are your duties? Principally as organising officer. We have to deal with all corps recommended to be formed, and to deal with all reports which come in from the department, applications for positions, &c.; and, when I can, I attend parades.

7177. *Mr. Cowlishaw.*] What are your military qualifications? I was in the Volunteer forces in 1868, and remained there for six or seven years.

7177½. As what? In the ranks; but you must remember we had a corps which answered to the professional corps in England. We had a corps composed of officers and teachers of the Department of Public Instruction.

7178. Had you any school training so as to specially fit you to deal with boys? Yes; certainly.

7178½. What was it? In 1868 I joined the Department of Public Instruction, and was drilled weekly by the staff-sergeant. I then joined the Volunteers, and practically have been drilling since then. I have made myself familiar, in connection with my duties, with modern drill.

7179. What do you do in addition to organising the different corps? I command a battalion on parade.

7179½. How many of these parades do you take in the year? Whenever I can.

7180. How often do the boys see the drill instructor? Weekly.

7181. Do you think that is sufficient drill for a boy, weekly, because I see in this report you speak about the moral effect of drill on boys. Will you explain what effect one drill a week will have on a boy? Drill instruction in the Department of Public Instruction goes back to 1851, and the whole thing is so interwoven one thing with another that I cannot very well get on without explaining it. But, perhaps the shortest way will be to say that it has been a recognised plan with our department to require all teachers to drill their boys. They are drilled according to the school time-tables for three quarters of an hour once a week; but they receive squad drill morning and afternoon for 10 minutes before going to school.

7182. Is that drill I see going on at William-street a specimen of all the drills you go through? I do not know what you may have seen there.

7183. If you have witnessed school inspection drill you will know what I mean? That is not the weekly drill.

7184. *Mr. Manning.*] That morning and afternoon drill is really to get them into order and march them into school orderly? They go through inspection drill, that is, they form up in column of classes, and the teachers then take charge of them and march them about, and after that is done march them into school. When formed in line they may be in six or seven classes, and they are marched into school in classes.

7185. *Mr. Cowlishaw.*] After forming them into line and inspecting them, what drill do they do? Ordinary squad drill in close and open order, and then they take class order.

7186. *Mr. Manning.*] You do not mean to assert that all that occasions an establishment in these days, because that was done before you had any cadets at all? No, I do not say so; but I am asked to explain the training. Then, in addition to that every class must have its lesson or drill according to the nature of the class. Every class so much; but they must have three quarters of an hour weekly.

7187. *Mr. Cowlishaw.*] How many drills do you attend? I do not touch that at all.

7188. But you are part of the organisation, and I take it that your part in that organisation is to see that the drill is conducted properly? We have not got so far as that. If you go to Fort-street and other schools you will see exactly how the system is carried out.

7189. It is very slipshod business at William-street? Perhaps it may be, I do not know.

7190. I thought it was the practice of the forces, so far as military drill is concerned, to see whether the boys' hands are clean, and his boots clean, and his hair brushed. But they do not seem to go through their facings properly at all? If the inspector had seen them something might have been said; but we do not inspect for school drill.

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7191. *Mr. Manning.*] What do they do at school-drill? They must prepare themselves to pass before the inspector an examination laid down in the book. The teachers are not compelled to drill at 9.30 and 2 o'clock; but many of the teachers do it. You cannot judge of all the schools by what may have been seen at one particular school, just as one swallow does not make a summer. There are two sets of regulations under which the cadets are formed. Those of the Grammar School, the King's School, Newington College, and St. Ignatius College, and others are framed under the Volunteer Act.
7192. Who teaches them drill? They have their own drill sergeants.
7193. *Mr. Cowlishaw.*] And the Government pays? I do not think so, the trustees administer the funds.
7194. And the trustees are the Government? I suppose you may look at it like that.
7195. *Mr. Manning.*] You cannot take credit for their work? No; this three-quarters of an hour is to satisfy the standard of military drill laid down by the Department of Public Instruction. That must be given by the teacher; but they may have a cadet corps which may be drilled partly by the teacher and partly by the instructor.
7196. Do you think it is a good thing to give a small boy a heavy rifle to carry;—are you responsible for that? We are not responsible for the arms supplied to us, because the Government has not given us money to buy suitable arms for all.
7197. You are doing that boy a very great injury when you allow him to carry a rifle which is so heavy as to bear him down one one side? I admit that it is decidedly wrong.
7198. Then, why do you allow it? We cannot help it, because we have no money to purchase other rifles with.
7199. Then, why send them out with these heavy rifles? Because we have nothing else.
7200. Is it wise or proper for you as manager for that establishment to send these boys out with rifles too heavy for them to carry, when you know they are too heavy;—is it right you should continue it? No; certainly not.
7201. *Mr. Cowlishaw.*] Then, why do you not make those boys whom you think are physically incapable of carrying these guns discontinue carrying them, and put them through their foot-drill only? I can show you a report where we have reported against the arms carried. In that report we say, "Most of the boys are armed with the Snider cavalry carbine, which is very clumsy and heavy."
7202. You spent last year £4,000 on the purchase of arms for your cadets;—what number of armed cadets have you in uniform? Six thousand six hundred and ninety-five, but others are joining every day, and 7,000 would be a fair thing.
7203. You started in 1889;—how much did you spend in 1890? We have just got 1,000 new Braendlin rifles.
7204. Since you started how many stand have you got;—first of all tell me how much you pay each? About £2 5s. We did not spend the whole of the money placed on the estimates on arms, because we could not get a suitable arm. The Government in 1888, purchased 2,000 of these cavalry Sniders, which are a great mistake, and we have purchased 1,000 Braendlin rifles since.
7205. Are they light enough for they boys to carry? Yes; they are just over 6 lb. weight.
7206. What is the weight of the Snider carbine? Over 7 lb.
7207. How did you acquire those carbines? The Government purchased 2,000 carbines of that description in 1888, on the recommendation, I suppose, of the responsible authority at that time, and others were got from time to time by the Military Department, and found their way to us.
7208. You have spent altogether about £10,000? Not yet; we have not spent any of this year's vote.
7209. You appear to have spent £3,000, then a sum of £4,000, and £2,000 before; that will be £9,000? We have been granted that amount, but we have not spent it.
7210. You do not want to make a boy lop-sided by giving him a too heavy a rifle to carry? No; the object of military training is to make a boy straight.
7211. *Mr. Manning.*] Who was responsible for the purchase of these heavy guns originally? I do not know.
7212. Where were you in 1888? I was head of the Model Public School at Fort-street.
7213. When did you join the Cadet Staff? In 1889. The rifles were bought, I suppose, on the recommendation of some responsible officer, but all I know of them is that they came into our possession.
7214. *Mr. Cowlishaw.*] You consider the allowance to the Lieut.-Colonel necessary? Certainly.
7215. What are his duties? He is responsible to the Minister for Public Instruction for the condition of the force. He deals with the force in brigades, and also inspects the whole of the corps, both in city and country; that is, twice in the half year. He also goes out to various battalion parades on Friday afternoons.
7216. That is the show business? Certainly not; it is the instruction parade.
7217. What do you do at a special parade; I know you go into the park, but what do you do when you get there? The cadets go through battalion movements.
7218. Could you not do it in the school grounds? We have not the room.
7219. We know how many inspections Colonel Paul makes, for he has told us; if you were put under the General it would not be necessary to have a Lieut.-Colonel? I do not see how you could do without a commanding officer.
7220. If you were under the General, all you would require would be an adjutant? That would hardly do. He would find more than he could give time to.
7221. They do not drill at these parades? Certainly they do.
7222. That is once a month? It is really once a month for each battalion or half battalion. There are six battalions in the Sydney district, and we work them on this plan: The first month of the quarter we have the half-battalions out for battalion drill; the second month is the shooting month, and the third month is for full battalion drill, and there may be battalion drill going on the same day at Moore Park, and Parramatta, and perhaps on the Balmain side.
7223. What schools come together to constitute a battalion? No. 1 battalion is composed of Fort-street, the High School, Castlereagh-street, Balmain, St. Leonards, Willoughby, and Watson's Bay.
7224. How do you get those boys from Balmain? By steamer.
7225. And after they get to Fort-street you march to the park? Yes. Sometimes we have to drill them in the Domain, and sometimes at the North Shore.
7226. Do you think it is a good thing for a boy to bring him from Balmain, let him get to Fort-street, march him about, and keep him without food all day? He is not kept without food all day. He takes his lunch with him, and his business is to get to the parade ground at 2 o'clock in the afternoon.

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7227. You trot a boy out to the park, and then trot him back again, after putting him through an afternoon's drill, and the boy gets home done up; instead of your doing him any good you are doing him a great deal of harm? I do not think so; I am sure they do not suffer any injury. They change arms in the course of the work.
7228. Anyhow, after all this work is done, you leave them over on the other side? No. If you put them under the Military they will do precisely the same.
7229. We are not talking about the Military, but what you do; do you know what the total cost of the cadets was for 1891? £14,000; and for the year before, £7,000.
7230. Out of that there was £3,700 odd for administration—that is, for officers? Yes—officers and non-commissioned officers.
7231. Who gets the capitation money? It goes to the senior cadets for the purchase of uniform.
7232. I thought you said, or read, a little while ago, that the parents paid for that? No; they pay for the uniform for the schools.
7233. Who are these cadets, then, that take the capitation money? The senior cadets, who get £1 from the Government for the purchase of uniform.
7234. Do they get a better quality? No; they are bigger boys, and have a more expensive uniform. A schoolboy's uniform costs him £1, and the senior cadet's about £2, of which £1 is paid by the Government.
7235. I see drilling expenses—officers and instructors, £1,500;—do you not think that is a very large sum? It covers a good deal of expense, such as officers travelling, and the carriage of arms and ammunition.
7236. What carriage of arms and ammunition? What has to be sent up country, and which must be sent from school, or, if not availed of, must be returned to head-quarters.
7237. The officers do not get any of this capitation grant? No, not a sixpence.
7238. Do they get any capitation or allowance among the teachers? The officers of the Cadet Corps get £5 or £3, according to their position as captains or lieutenants.
7239. Do the boys get anything—the sergeants or the petty officers? No, nothing at all.
7240. *Mr. Manning.*] Do you mean to say that none of the young officers get any encouragement of that sort? Only the captains and subalterns—the boys do not.
7241. *Mr. Cowlishaw.*] What is the difference between a senior cadet and an ordinary cadet? A senior cadet is a boy who has left school, and who has, perhaps, been apprenticed, or is in business, and he joins a Cadet Corps, very often to keep up old associations. The ordinary cadet is a boy at school.
7242. Do you not think that the elder boys should be sent away to the Volunteers? He is not old enough. He cannot join the Volunteers until he is 18 years of age, and he is allowed to leave his school at 14. If there were not the senior cadets for him to go into he would simply form other associations, and lose all taste for the military business. These boys get their uniforms from the military tailor, and the military tailor, as soon as the boy comes to him, sends his name in to us. If he is a boy who has been passed into the ranks, we will pay the pound, and the tailor will get the other pound from the boy or his parents. And if he leaves before a certain time he must pay a proportion back to us.
7243. *Mr. Mort.*] This is the regulation in reference to the purchase of uniform. Regulation 64. Assistance towards purchase of uniform: "Each cadet will, on being passed into the ranks, be allowed £1 towards the purchase of uniform, on his undertaking to comply with the following conditions:—Should a cadet leave or be dismissed from the Cadet Force within three months of his being passed into the ranks, he shall refund the sum of £1 to the officer commanding the force; if within six months, the sum of 15s.; and within nine months, the sum of 10s."? Yes, that is the rule.
7244. *Mr. Cowlishaw.*] In addition to the items made up of officers, you have instructors in the country at £350? Yes; we do not send men up from Sydney to instruct the country schools; but we have twenty-five men or so employed as instructors for the country. This is by regulation, and we have this means of assisting the teachers in the country. We will say there is a staff instructor at Orange; he will also take the double corps, and drill the Volunteers there, and while there will take the corps out of the school and give it drill, and advise the teacher. Then, perhaps, he goes to Molong, or somewhere else, and devotes any spare time he has from the Volunteers to us.
7245. What do you devote your time to. You do not do clerical work? There is a great deal of it.
7246. How much time do you devote to it? I cannot put it in that way, but whatever time I find is necessary. There is the work of organisation going on, and some days one may be all day out of the office.
7247. That is all clerical work, then? Yes; it amounts to that.
7248. And you do it every day? Yes.
7249. And the lieut.-colonel—what does he do? It is his duty to inspect the corps, go round to the schools, and see that his instructions are carried out practically.
7250. *Mr. Manning.*] Where is he to-day? I could not say.
7251. Or yesterday? I do not know.
7252. Then what does he do? He keeps a diary, and that will show you what he does.
7253. *Mr. Cowlishaw.*] I see you do twelve parades in the year—how many do you attend? I have been out frequently, and I go out as often as I can.
7254. You trot these little boys about on foot and you officers go about on horseback? That is not a proper inference.
7255. Is it not a fact that you go on horseback, and the boys walk? Of course you must of necessity do that; but I should not like you to draw the inference that the boys are allowed to be fatigued and the officers not.
7256. I do not mean anything of the sort? It is not a matter of choice. A field-officer must be mounted.
7257. There is £300 charged for the mounted officers;—how many of you would be mounted? We mount the officers in charge for each parade.
7258. When the colonel goes out on these parades he is mounted, and so are the adjutant and doctor? Yes.
7259. And the captains? No; the captains of companies are all on foot.
7260. The lieutenants are boys? No, junior teachers. The teachers all walk. There is a commanding officer of each battalion and an adjutant, and it must be so.
7261. So you say that it is the custom for the principal officer to ride, and that the boys must walk? Yes; the boys and their officers, from the captains downwards. 7262.

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7262. Who are the captains? Schoolmasters, many of them University men; they all walk.
7263. *Mr. Mort.*] You simply follow the rules of the Imperial service as if they were ordinary troops? Yes.
7264. *Mr. Cowlishaw.*] Is it not a very severe ordeal for these boys to pull through, to carry a gun as long as himself, trot him down to his parade-ground with a big gun on his shoulder, trot him out to Centennial Park, or somewhere else, and then march him back again, until by the time the boy gets home he is thoroughly done up;—is not that a very severe ordeal? No; they do not go very far away, the furthest being for battalion parades; and for half-battalion parades they drill as near the school as possible. When they go out for the shooting they travel in the train.
7265. *Mr. Mort.*] What is the longest distance you march to parade? I do not suppose it is ever as much as 2 miles, and, generally speaking, it is about a mile, as far as I can gather.
7266. You were speaking of an interview with General Tulloch, and of making a comparison with Victoria. How do you know the number of cadets they have got there? Their last official report puts it at 4,000, and they certainly have not got any more since.
7267. Would you be suprised to hear that 16,000 are being taught military drill? I should be suprised.
7268. And that 4,000 were uniformed? I will say this, that all the boys taught in the schools of New South Wales are taught military drill.
7269. *Mr. Manning.*] You do not call the ten minutes before going into school military drill? No; irrespective of that there are more boys taught military drill in this Colony than in Victoria.
7270. And the expense is considerably more? But it covers a considerably greater area of ground.
7271. For 1891 you will see that it is over £13,000? Yes; but for the year before it was only £7,000. Since 1885 Victoria has been spending more money than we have. She has been equipped since 1885, when she bought her arms, and has spent more money on her Cadet Force since than we have.
7272. *Mr. Cowlishaw.*] Did I understand you thought it would be a good thing to place these cadets under the military? We say no.
7273. Would you rather let the General organise the thing, or would you rather have your own organisation? We certainly do not want to go under the General, but we do want to have some connection between ourselves and the military.
7274. You cannot have any connection with the military forces unless you are under the General? I think there is a way in which it can be done, but we have not gone deeply into it yet.
7275. How many years experience have you had in this cadet business? I have been directly and indirectly connected with the Volunteers since 1868.
7276. But I want to know the length of your connection with the cadets? Since 1871.
7277. And from your experience you do not think it would be a good thing to be under the General? I am convinced of it.
7278. What are your reasons? First of all, the plan has been tried and failed.
7279. Why did it fail? Because the teachers themselves, who are really the mainstay of the whole thing, considered they had no voice in the controlling power.
7280. Did it not fail because there was no public interest in the matter, and the teachers would not associate with it? No; that was not the reason. There was plenty of interest, but it became too big for the teachers to handle, and then it was passed over to the Military Department, and did not succeed.
7281. *Mr. Mort.*] Twelve years of age is the minimum for boys to join the cadets? That is the regulation age, but if a boy is sufficiently strong, he may, with the permission of the officer commanding the cadets, be taken at 11.
7282. Have they to carry arms at 12? Yes.
7283. Those heavy rifles? No; a light drill rifle.
7284. What age do they begin to carry the carbine? The boys may carry them from 12 years of age.
7285. Do you not think it would be advisable to increase the age at which they are allowed to carry arms? It would be better to get the lighter arm for the younger boys, about 5 lb. weight. The boys over 12 carry the new arm we have got, which weighs about 6 lb., easily.
7286. What would be the weight of the lightest arm? About 5 lb. That is the weight of the one they have in Victoria.
7287. Do you see any advantage in drilling these small boys at all, except in school? Certainly there is nothing to prevent it. It is done all over the world, and in Victoria it is done from 9 years upwards.
7288. What is the utility of the camp for these boys? Certainly it is of great utility, by the fact of the cadets being brought together, especially from the country. I have known boys drill day and night to fit themselves for the camp.
7289. *Mr. Cowlishaw.*] Do you think it improves the boys' moral tone for half-a-dozen of them to be camped together in one tent without any supervision? There are generally twelve in a tent, and the teachers' tents are with each company. One of the great advantages to the boys is that by going into camp they are handled in battalions, many of them for the first time. They do a week of real hard work, and even the teachers themselves admit that they have learned a great deal in camp.
7290. Do you think your arrangement of the boys in camp is good for their moral training? When the camp is arranged the tents are so pitched that the lines of officers' tents run just between the others, and enable these officers to look after their own boys. Want of supervision ought not to exist.
7291. How do the officers know what is going on in the tents if they do not go round and inspect them? They certainly look after that.
7292. *Mr. Mort.*] They look into the tents from time to time? Certainly; and take a very great interest in the boys and their conduct.
7293. What check is there on the language used in the tents? If anything of that sort occurs, and is reported, it will be dealt with.
7294. *Mr. Manning.*] We all know that in the big public schools where there are dormitories the teachers find it necessary to sleep in the room? Yes.
7295. *Mr. Cowlishaw.*] Then there is another thing—these boys are allowed to go in and bathe as often as they like, two or three times a day? Boys have always done all sorts of things that they should not do, and I suppose they will continue to do them; but I think they are supervised as well as it is possible for them to be.

Mr. J. W. Turner examined:—

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7296. *Mr. Manning.*] You are a head-master? Yes; of the Model Public School, Fort-street.
7297. We understand you are desirous of giving us some information in regard to the Cadet Force, and we think it will conduce to the despatch of business if you will state what your views are? I am not desirous of giving evidence.
7298. We did not contemplate calling you, but I was informed you were desirous of making a statement which I thought would represent the teachers' point of view? I am here by orders. I was summoned to attend, and I have attended. It is not any desire of mine to give evidence.
7299. There has been some communication with us on the subject which seems to have arisen on a communication from Lieutenant-Colonel Paul, addressed to the Under Secretary for Public Instruction. In this communication he writes as follows;—"The Under Secretary,—The Cadet system in connection with our public schools is the outcome of years of experience on the part of our teachers, and the fullest inquiry is made from time to time by this Department (*vide* Minister's Reports for 1885, 1886, 1887, 1889, 1890, and 1891); and any proposal which may have the effect of disturbing should be considered in the light of the best available evidence from the Department. As the Public Schools Cadet system has, after the most careful consideration, become a part of the educational machinery of this Department, and is intended to be interwoven with, and to be the direct outcome of, the drill training of our school, I do not think that the Military Commission should consider any plan which may materially change this organisation, such as placing it probably under the Military Department—a plan which has already been tried in this Colony, and failed conspicuously—without fully examining witnesses as to the reasons for the existing organisation, and the possibilities of the cadet movement. Major-General Tulloch was not present at my examination before the Commission and his pronounced views, those of a professional soldier, did not appear. The lengthened interview with Major Dettmann in my presence was held subsequently to this interview, and at a second interview with Major Dettmann alone on the following day, which was not satisfactory, no notes were taken. I feel certain that if the matter of the Cadet Force be not fully placed before the Commission that the many friends of the cadet movement in our schools will be very much disappointed, and I still hold that the officers named by me in my former memorandum should be examined by that body. I respectfully recommend this question for further consideration.—Signed, A. PAUL, Lieutenant-Colonel commanding the Public School Cadet Force."
7300. We understood that there was some strong feeling in the Department on the subject? Not that I am aware of.
7301. Very well, then, abandoning all that now, will you state your views, and give us any information that you think might be of use? I agree with that portion of the letter, in which it is stated that the system has become a part of our educational machinery, and is intended to be interwoven with the Public Instruction Department. The military control of the cadet system has been tried and failed. Under the present system, *i.e.*, under the Minister of Public Instruction, a satisfactory amount of success has been achieved. As to the inner management I cannot speak, and can only speak from my own stand-point. I have a company at Fort-street, which I have had since the inauguration of the system, but in the last twelve months my powers have been extended, and I have been made a captain commanding, and have twelve schools in No. 1 Battalion. I think the management of Lieutenant-Colonel Paul has been up to the point we have arrived at fairly successful, and where it has not been thoroughly successful, it may possibly be on account of there being too many military men in the management. My own opinion is that if we were placed under a head-master, as officer commanding, we should be much better than we are, and that is in accordance with the views of the Committee which sat in 1887. Whatever success we have obtained, I still think that if we had been placed under the control of one of the leading head-masters, the cadet movement would have been a greater success to-day.
7302. You might give us your views so as to bring out the point more sharply? I was a member of the Committee, which sat in 1887, to give more life to the cadet movement. The Cadet Force was then purely under the military. Major Strong was in command, and it was thought it was not progressing sufficiently, and in order to remedy this the Committee of teachers was appointed. That Committee drew up certain recommendations to the Minister of Public Instruction, and one of our recommendations was with reference to the appointment of the officer commanding. The Committee strongly recommended that a head-master of the public schools should be in the position of commanding officer, but their recommendation was not carried out.
7303. *Mr. Cowlishaw.*] You did not mean that he should give up his scholastic duties, and devote himself to soldiering? I think that was the idea of the Committee, because its members did not believe he could carry on his scholastic duties with the new duties after the movement had reached a certain stage. Perhaps it was not the idea that he should cease his scholastic duties at first, but afterwards it was thought that ultimately this would be necessary.
7304. Although giving up his scholastic duties he was to keep himself in touch with the teachers? Entirely so; that was the object the Committee had in view. If I may refer to the Committee's report in 1887, in reference to the alteration of duties, it was recommended that "The Public School Cadet Force should be under the command of an officer whose rank shall be determined after consultation with the proper authorities; that this officer should be a teacher who should be selected by a Committee of teachers appointed by the Minister for that purpose."
7305. *Mr. Cowlishaw.*] You have departed from that under the present system? This Committee did not depart from it, but the change may have been made by the Minister from it.
7306. *Mr. Mort.*] The report of that Committee was not adopted? No; not in its entirety.
7307. *Mr. Manning.*] What particular recommendation was negatived by the Minister? I do not know that any particular recommendation was negatived by the Minister. It may have been done by the Cabinet.
7308. This Committee did not contemplate such an extensive establishment as prevails now? I do not understand in what way you mean.
7309. Are you acquainted with the financial aspect of the question? I do not think the expense exceeds £14,000 that year.
7310. Then you did contemplate such a staff as you have? I do not think our cadet system has grown to the extent I anticipated.
7311. Then you made a provision for a large staff, and with what you have got at present you could really do three times the work with a few extra drill instructors, perhaps? Possibly so.

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7312. The staff officers are sufficient to manage three times as large a force? Yes.
7313. *Mr. Cowlishaw.*] We are rather departing from the witness' idea that the commanding officer should be a head-teacher, and that they should not go outside the teacher's ranks for him? The idea was to place him on partial pay when you made that report? Yes, I think so; but I do not know that it would have stopped at that. In time with the large enrolment which was anticipated I do not think the dual position could have been held by a head-master; but the idea was to have a head-master so that he could be in touch with the whole of the schools and they with him. I admit I thought that Major Dettmann would have had the position.
7314. He had taken a great interest in the Cadet Corps? Yes; he had served a time in the Volunteers, and well understood the working of it. The teacher found that the military element had not cemented the two systems in the past and if it is the intention of any body of men to place the public school teachers of this Colony directly under the military system they will act very wrongly, and that is the opinion of all those who know anything about teachers, because then you would not keep another department in close touch with the schools. In addition to which we are doubtful of any advantage to the boys.
7315. *Mr. Mort.*] What is your doubt as to the advantage to the boys? We do not believe that they desire it; and in many cases we believe that it would be unpopular. Of the drill itself we admit that it is a great advantage to the boys. We set them up and make them better men.
7316. Then your primary point is that the drill improves the boys physically? Yes.
7317. Is it a feeder to the military system? Decidedly so. I would like the military to hold out a helping hand at a certain period in a cadet's life. When he has learned at school discipline and obedience, I would like those boys getting a good report from the officer commanding the cadets to be sent on to the Partially-paid Forces.
7318. Giving them the preference? Not necessarily putting them on an equality with others.
7319. But if you take all the cadets of good characters you might have the force over-crowded? Then let the authorities use discrimination. But let us have a link between our school system and the Partially-paid Forces.
7320. Do you know, as a matter of fact, how many cadets pass into the Partially-paid? I do not know, except as a man walking about town may learn these things; but I think it is a fact, although I have no statistical information on the subject, that many have gone into the Cadet Artillery during the last few years, and those interested in the force from years back tell me that they know that many of our cadets worked their way into the Partially-paid Forces. This refers to the city, and I also hear that it is just the same in the country districts. I am informed that, in Wagga Wagga, for example, some of the cadets have found their way into the troops. It would be a difficult matter for a man to state definitely to what extent the cadets go into the other force, but I believe they are an auxilary to it.
7321. We are rather desirous of knowing if it occurs to any great extent? I can only tell you from what I hear and read.
7322. *Mr. Mort.*] Do you think that the young boys are ever injured at all by carrying the arms they have to? I do not think some of them ought to carry those heavy Sniders. Unless he is well set up I do not think he should be burdened with a 7-lb. Snider carbine. It has not come under my notice that any of them have been injured, but at times I have noticed some of them are rather too small to carry a heavy weapon.
7323. Ought a boy of 12 years to carry more than 5 lb.? Yes. I will show you several boys quite capable of carrying the Sniders at that age.
7324. Those may be exceptions;—is it the rule? I think a carbine of 5 lb. to 6 lb. is heavy enough for an ordinary school boy.
7325. *Mr. Cowlishaw.*] Do you not think any boy hanging over on one side with the weight of the rifle should be allowed to fall out? I do.
7326. *Mr. Manning.*] Who introduced those heavy rifles originally? I do not know.
7327. Was it before your time? No; I have been connected with the cadets since 1884. I think the cadets make the best of their circumstances. We have always wanted suitable arms, and they have been a trouble to us all through. These arms were transferred from one force to another. The new rifle, the Braendlin, will be suitable for boys of all ages, and it is the intention of Colonel Paul to have them in general use as soon as possible.
7328. *Mr. Cowlishaw.*] Do you not think that if they were placed under the General that you, as a teacher, knowing more of the disposition of the boys, could represent matters much better to him by being in touch with them? It will never do to have the cadet system separate from the Department of Public Instruction.
7329. Not even the military part? I say again, it will never do, and will be the biggest mistake that was ever made. The present system has been in existence for two or three years. It has been thought out by the ablest teachers we have in New South Wales, and has not had a thorough trial yet. The military have had their chance, and have not availed themselves of it. Its first request having been refused, I, as one of that Committee, say the military could not make out a case, and that it will never do to divide the force as it is now from the Public Instruction part of the Department. I think that the military authorities should have some supervision, and I am prepared to place myself under General Richardson or any other officers, pass my examination, and get my parchment certificate, if I deserve it.
7330. *Mr. Manning.*] Would you not be able to achieve your object of allowing some of the cadets to go into the Partially-paid Forces much better if there was some link between the Cadet Forces and the General? Yes; a Committee now sitting recommend we should have two kinds of Cadets in schools, the Junior Cadets and the Senior Cadets; the Junior Cadets up to 13 years of age and the Senior up to 15, and when they leave the school they are to be called ex-Cadets, and they should be the link.
7331. Would not that be better done if there was some arrangement by which the General for [the time being should command. I think so, for military operations; the teachers would be glad, speaking from what I know of them generally, that is of those interested in the formation of Cadet Corps, if they did come under the General, and would hail such a thing with pleasure. For myself I would like to see the Commandant taking a greater interest in the Cadet Force than he appears to take.
7332. *Mr. Cowlishaw.*] Do you not think if you came under the General that your position in the military world would be recognised, and you would get your proper station, because we are told by Colonel Paul that your officers should be recognised, and have their military status as well as these other officers? That is a grievance; if we have the military knowledge we expect the status.

7333. You will never get that without joining yourself to the military? However that may be, I think that so far as the political aspect of the question goes, both sides of the House, both Government and Opposition, would be only too willing to support the cadet movement on popular lines.
7334. Are your teacher-officers sworn in? I have not been sworn in.
7335. *Mr. Manning.*] Colonel Paul himself would not come under the Army Act? No; we consider that he ought to be sworn in.
7336. *Mr. Cowlishaw.*] Then you would be recognised? Even so, I think you cannot sever us from the Education Department, while I admit military supervision would be very beneficial.
7337. And you are convinced that you should be embodied under the General? There is no self governing body among us. We have to take our orders from our Department.
7338. The Minister for Public Instruction does not understand anything about military affairs? Perhaps not, but we get instructions from officers under him. I consider that he has as much right to take the report of Colonel Paul as he has to take that of his Chief Inspector.
7339. Supposing you had anyone in the position I am thinking of, you would then have a gentleman who would consult with the Minister of Public Instruction? Some one must be at the head, and teachers prefer a head master.
7340. *Mr. Manning.*] Are you aware that the instructors are paid out of your vote for the few hours work they do teaching the boys? I believe so.
7341. Is it not an unnecessary expense? I do not think so.
7342. Why not;—when the military instructor goes up to a depôt for the purpose of drilling the volunteers, he is all day doing nothing in the town, and is paid for doing nothing; if he instructs your boys during that time why should he have extra pay for it? Looking at it in that way, I think one expense ought to cover both duties.
7343. You would not think that he, being already in the pay of the country, should be paid extra for filling up an hour in the afternoon drilling the Public School boys? I think he could do it; but it is very small amount of money the instructors get for these extra duties.
7344. *Mr. Cowlishaw.*] A man who takes a great deal of trouble as a Public School teacher to qualify himself as captain, and who is thoroughly qualified to drill the boys, you do not give any pay to; but for sending up very likely an inferior man in education you pay him; do you not think that that is an injustice to the Public School teacher;—why, if he has taken the trouble to qualify himself as an instructor should he not be paid this money? There is this difficulty in the way that a Public School master cannot leave his school.
7345. But he is there at the drill? Not always; he must be inside with some of his boys. The whole school does not drill under the instructor at once. While one company is outside, there are other scholars inside requiring attention.
7346. Supposing the drill-master goes up, does not the captain of the company come out with the boys and see them drilled? Not always, as I pointed out. His first duty is to his school.
7347. *Mr. Mort.*] Or he might be teaching a mixed school—girls, as well as boys. That is a point to show the drill-instructor is necessary? I think it is.
7348. *Mr. Cowlishaw.*] In justice to the qualified teacher, do you not think he ought to be as well treated as the drill-instructor? He has a fixed salary, and besides that, teaching drill is a subject which is a portion of the school curriculum.
7349. How much do you take out of their time for this? Three-fourths of an hour; but it is like other subjects. You may shorten it if you find it advisable.
7350. *Mr. Mort.*] Then you can expand the time as well? I do not think so. It would be at the loss of other subjects if you did. Three-fourths of an hour is the usual length of the lesson,
7351. If you can shorten it and expand the time of other subjects, I do not see why you cannot expand this? We do not expand it. The three-fourths of an hour being the usual length, we teach some form of military drill during that time, from our youngest boys right up.
7352. *Mr. Cowlishaw.*] That is the elementary business? I will ask you to look at some of the reports in the Press, as to what the work has been, and whether the movements we carried out in the Domain last May were elementary. I took 850 boys on to the Domain for my annual drill inspection, under Captain Mulholland. I had some of them at turnings, some of them at physical drill, and other drills, according to the different standards of proficiency.
7353. *Mr. Mort.*] If you had military supervision, would it not be possible for the Minister of Education to put the duty of inspection on the Military Forces and issue a certificate? The military authorities had their opportunity and they did not take it.
7354. It was their duty in earlier times? It was more their duty than that of the Education Department, which only came on the scene at a very much later period. Major Strong was the man placed in charge of the Cadet Force, and he did not bring it to a successful issue.
7355. I am talking only about inspection, and the issue of certificates of proficiency? Then the Military Department will have to send men who can examine in everything—calisthenics, and the rest of the subjects of that character. That is what our officers do now; and if you are going to supplant our officers by military officers, you will be unable to attend to the other parts of the physical instruction, which we are determined to have carried out.
7356. Is gymnastics included with the drill? We have no gymnasium. We have never taught gymnastics, but we teach calisthenic exercises. We have nothing approaching a gymnasium.
7357. *Mr. Cowlishaw.*] I do not know whether Major Strong is connected, with your Department now,—is he? Yes; he is one of our staff officers.
7358. But I thought you said that under his military control the thing proved a failure? I do not know that it was a perfect failure; it certainly was not a great success, and he is still on our staff.
7359. Who is this adjutant on your estimates at £500 a year? Major Strong.
7360. And the captain is Captain Mulholland? Yes.
7361. About this uniform, would it not be better to get it made of grey instead of blue? I like the blue for several reasons.
7362. What are they? This matter was taken into consideration by a body of teachers, and they came to the conclusion that it was best for the New South Wales climate, it was best for sanitary purposes and that also that it was about the best stuff for wear. You can get serge for 7s. a yard and make a suit for 21s. That is for a boy? I was on the committee to find out about the cost at the beginning of this year.

Mr. J. W. Turner. 16 Aug., 1892.

year, and we found that with most of the boys the second suit was the trouble. So we went down to Anthony Hordern's and found that we could get the stuff at 7s. a yard and the suit made up for 21s.
7363. We understand there is no capitation money goes to the officers? It is not exactly capitation, but there is an allowance. I have received one allowance of £5.
7364. Do you not get it as capitation? No, only by way of bonus.
7365. Is that all they give you for the trouble you take? Yes, according to the regulations.
7366. And you do not get capitation for every boy who proves his efficiency? No, nothing whatever.
7367. But you come under the capitation system for the school? No, we get a fixed salary, and we are not paid by results in this Colony.
7368. Does not Mr. Weigall of the Grammar School get a capitation;—I may tell you that he does? I was not aware of it.
7369. *Mr. Mort.*] What cadets do get capitation? None that I know of.
7370. Do not the senior cadets get capitation? I do not know that they do.
7371. *Mr. Cowlishaw.*] And all you get is £5 for your services? That is all, and lieutenant's £3.
7372. As the department does not seem to spend much money on you, I should like to know where all this £14,000 goes to? I expect that there are rifles and encampment equipment, and so forth.
7373. There is £3,000 for rifles, and £1,500 for the encampment;—do you not get any uniform allowance? No; what I get in connection with the cadets does not pay my expenses. When I have my boys out I have to incur some expense.
7374. But if you came under the military you would be paid? I do not want to go under the military, even at that. As sure as you put the teachers under the military you make no progress from that moment, but you will go backwards. So far as the military are concerned in themselves I have nothing to urge against them.
7375. You have everything to gain, and your position will be defined? I have my position as a Public School-master, and I put that before any position under the military.
7376. Then we cannot make any mistake that your opinion is that it will not work under the military? That is my opinion.
7377. Is it not compulsory on you to serve? No, not at all—only in this way, that it is to my benefit.
7378. Are there many masters who do not serve? Yes, one of the most popular in Sydney does not—the head master in Crown-street.
7379. How do you arrange your drills? One month the boys are out for drill and skirmishing, the next month for shooting, and the third month for battalion parade.
7380. Do you make them go through their drill at Crown-street, although the head master does not belong to the force? Yes, one of the teachers is a captain. In conclusion, I would say that one of the great advantages of drilling the cadets is that you get a better control of the boys, and next you improve their physical training. The boys take a great interest in what they do. They like a gun and they like the shooting. My idea is to set these boys up well and to turn them out good citizens with a good knowledge of military drill and how to handle a rifle.
7381. Have you been in camp? Yes.
7382. What do you think of the moral effect on the boys being associated as they are? I have not known of anything injurious to arise from it, but I think that Colonel Paul has made a big mistake in shutting out our city boys from the camp and only having the country boys. He would have had 8,000 or 9,000 cadets if he had given as many opportunities to the city boys as he has to the country ones. He has given the country boys two encampments, and in that respect he has shown a want of judgment in his management.

[*The Commission adjourned until Wednesday, 17th August at 3 p.m.*]

WEDNESDAY, 17 AUGUST, 1892.

[*The Commission met at the Town Hall at 3 p.m., and proceeded to the Ordnance Stores.*]

Present:—

W. P. MANNING, Esq., J.P. (IN THE CHAIR).

M. C. COWLISHAW, Esq., J.P. | J. LAIDLEY MORT, Esq., J.P.

Major J. T. Blanchard further examined:—

Major J. T. Blanchard. 17 Aug., 1892.

7383. *Mr. Cowlishaw.*] Do you examine all this material as it comes in? Yes.
7384. *Mr. Manning.*] Attached to each department is a list of stock. On looking at one of them, I see that your list of reduced stock from last October for 6-inch B.L. ammunition was 1,392;—is that correct? Yes; the list shows exactly what there was in that month.
7385. Before this various material is put away into stock, you open the cases and see that the articles are in good condition? Yes; a Board assembles here periodically, and they examine what stores they like, taking any case at random and having it opened. There is a list attached to the posts of each compartment, showing what the compartment contains.
7386. How many men have you in the stores? There are altogether six men who work in various parts of it, and there is one man who superintends.
7387. Why have you got such a large staff? Principally to assist in moving the heavy weights.
7388. *Mr. Cowlishaw.*] Do you examine the contents of the casks? Yes; these particular casks to which you refer contain soap crystal used in the lubrication of certain parts of the big guns.
7389. Is it what they use in the Imperial service? Yes.
7390. *Mr. Mort.*] It is simply a lubricant? Yes.
7391. *Mr. Cowlishaw.*] About what is the cost of it—is it very expensive? No; it is not very costly. I think it is about £3 a cwt.; but owing to our not being furnished with invoices, we can only speak in a general way as to the price of this material.
7392. What portion of the horse equipment are these articles? Surcingles for horse covers which they use in camp.

Major J. T. Blanchard. 17 Aug., 1892.

7393. Are they made in the Colony? Yes; very satisfactorily. The man who made them is a man who understands what is wanted, which is rather a difficulty with colonial makers, as they do not seem exactly to understand what it is you do want. This man had a good pattern and knew exactly what to do.
7394–7. *Mr. Cowlishaw.*] What are the contents of the next store? Spare cartridges for the 40-pounders, and spare projectiles for the 25-ton gun, ordinary shell and Palliser shell.
7398. Do you get the trench carts made in the Colony, or are they imported? We have had them some years. They were not made in the Colony.
7399. What was their cost? I think they run into £12 or £15 landed here.
7400. Could you not get these carts made here for less than that? Yes; I think so. These are a few we had imported more as samples than anything else.
7401. These things seem to run into a lot of money? Yes, they do. Here are some with metal naves.
7402. There does not seem much difficulty about building the cart, and, if it is necessary, you could get them cast at Mort's Dock as cheap as anywhere. I have found that for certain castings for steamers we can do as well here as we could in England, if you give them the pattern at first? I dare say you could.
7403. *Mr. Mort.*] Have the military authorities duplicate lists of all the stock you have here? Yes.
7404. *Mr. Cowlishaw.*] We have understood from previous evidence that you have a quantity of obsolete stock. Do you not think it would be advisable to let all this plant, which is obsolete, be got rid of, instead of paying storage for it, because it amounts to your paying storage for it when you have to pay rent for the place? If you get rid of it you will get nothing for it, and why we are charged rent for the store, considering it is Government property, I do not know unless it is nominally to swell the receipts of the manager of the Circular Quay wharf. Here is some material which has been only recently imported for the smooth-bore gun, because we have two guns down at Wollongong requiring it.
7405. Do you instance it as obsolete? To this extent, that all smooth bores are obsolete. Of course, if they replace the guns at Wollongong by something else, this material will be useless for any other purpose.
7406. *Mr. Manning.*] On looking through the stores and what you have in them, and the comparatively small amount of moving which you would seem to have to do, I still do not see what you want six men here for? Although you may not see much sign of movement to-day, we are continually having to move these things about.
7407. *Mr. Cowlishaw.*] What is the cost of the siege gun-carriages? The reason you cannot get these so well in the Colony is because they have all this cut out, and the material is allowed to dry until it is thoroughly seasoned. The cost for them landed here is about £35.
7408. Could you get them for £35 in the old country? Yes; they are in the habit of having all the different details made in large quantities. Here they do not understand fixing up the small details which may have to be specially made in small quantities, and of course, would run into expense.
7409. In reference to all this camp gear, such as barrels and hand-carts, which seem to be in rather a dilapidated condition—it must cost about 25s. a week for stores, at the rent you are paying. Would it not be better for you to clear them all out after each encampment and sell them, getting in a fresh lot next year? We should get no return for them if we did. They are only of a very light description; and are unsuitable for any heavy work.
7410. What do the barrows cost? About 7s. 6d. apiece. You would get nothing like that for them if you sold them.
7411. What is the weight of the 9·2 gun? Twenty-three tons with carriage and platforms.
7412. Where are they going to be put? I am not certain, but I understand at Shark Point or Green Point, Ben Buckler, and the South Head.
7413. You told us in your previous examination that you did not get any invoices? No; we do not. Sometimes I see one. The Treasurer generally gets them.
7414. You find it an inconvenience to be without them, but a witness we have examined says that it is your own fault if you are without them? I do not see how that can be. The Agent-General sends the invoices, and I cannot control what they do at home.
7415. Is there anything, so far as you know, with these 25-ton guns? Nothing, I believe. I believe instructions have been given to Thorpe to furnish the fittings, but I do not go into that Department.
7416. What rent do you pay? £2,800 a year; and although it is Government property they say we must pay it.
7417. *Mr. Mort.*] Do you know what department it goes to the credit of? Yes; the Public Wharfs Department.
7418. If this big store of yours was a civil establishment, there would be no such rent as £2,800 a year in it? I believe they charge us with the interest on the money it cost. The Government bought it from the A.S.N. Company instead of resuming it years before when they could have done. As a matter of interest, I may tell you in connection with the 9·2 gun, that it came out in a case, and the case alone increased the weight 7 tons. There is some difficulty in discharging these by ourselves, and as there is another to come, the Government has decided that the ship must get it out itself.
7419. *Mr. Cowlishaw.*] What are these boilers? They belong to the Naval Artillery Volunteers, but what they are for I do not know.
7420. What does Captain Hixson want them for, do you suppose? I do not know. He asked me to store them here, and I stored them.
7421. Were they made in the Colony? That I do not know either. All I know about them is that Captain Hixson asked me to store them. There is various other gear in this establishment which belongs to other bodies than the military, such as the Engineers and the Torpedo Corps.
7422. I see a lot of tackle about which does not seem of much use, what are you keeping it here for? They used to use it for picket ropes, but it is now simply kept here, as it is useful in making wads for the guns.
7423. Have you any Maxim guns here? Yes, six. They have been in store about twelve months. Four of the original order have been examined and taken into use.
7424. I omitted to ask you the price of the surcingles and the horse-covers? The surcingles, 2s. 3d., and the horse-covers 8s. 6d., made of canvas, and specially dressed, but I do not know what number of canvas they used.

Major J. T. Blanchard. 17 Aug., 1892.

7425. I should like to see your stock-book? [*The stock-book produced.*] The stock-book shows the quantity or number of any article received; the quantity issued; the quantity or amounts received since that time; and at the date of checking the stores the amount on issue is deducted, and the book balanced off. We take vouchers from all who receive anything from us, and you will see that there is a regular debit and credit for every article taken in charge, and the balance on the book is checked by the stock. The method is the same as in the Imperial service, or where it is not quite applicable we follow it as nearly as possible. The long experience they have had, having shown them the best form in which to keep their books. Account is also taken of material which may become damaged or unserviceable, or which is sold by auctions, or is sold as the requirements of the service may dictate.
7426. Do you not write them off when they become unserviceable? When they go out of stock we do. When they are sold by auction we take the auctioneer's voucher for it.
7427. Everything you receive you get an order for, and everything you issue you get a receipt from the party that takes it? Yes; we pass it through the ledger and enter it up in the stock-book.
7428. On looking over the books, there seem to be a great deal of detail attached to it? That is a matter that cannot be helped.
7429. These books are always open to the inspection of the commanding officers, and they could tell from them what number of shot or quantity of material of any kind you have in store? Yes; we have only started the system of annual test comparatively recently. It is not a general stock-taking, but you take articles of any description you like in the store at random, and compare them with the ledger.
7430. There is nothing in military etiquette to prevent an officer asking you to let him look at your books? No, certainly not, if he is an officer authorised to do it.
7431. Such an officer as the A.A.G.? Yes, if he likes. I should assume from his position if he came to inspect my books that he came with the authority of his General to do it.
7432. *Mr. Mort.*] Either the A.A.G. or the D.A.Q.M.G.? Yes, of course.
7433. If either of these officers were uncertain about the stock of any particular material on charge he would come down and see about it? Yes; and he could go into the store and count it.
7434. Practically the A.A.G. is your commanding officer? Yes; practically he is.
7435. And it is quite impossible that anything like the missing of these H.P. buffers could have happened here? Quite; but they may have come out under a different name. In fact they did come out as recoil compressers, and not as H.P. buffers. I produce the indent or pattern list in which you will see they are described as "Two recoil cylinders with ram glands." Such a description as that was misleading, if the correct term was H.P. buffers. The Colonial Secretary does not refer the accounts to me. They take a receipt voucher.
7436. That is they take a London receipt? Yes; so far as I am concerned a vessel might be lost at sea, and we should not know very much about it if she had anything for us, nor what was in her before she left England.
7437. *Mr. Mort.*] Do any of the lists you get show the mark of the cases and the number? Not necessarily.
7438. Then, how can you identify them? Only through the packing list which gives numbers, weights, and description of contents. But it should be accompanied with the invoice as well.
7439. If they send the bill of lading to you with an intimation that certain goods are coming out in a certain steamer, should they not send you the invoice? Undoubtedly. To show you what happened, I will give you an instance of goods by the "Hubbuk." "Treasury of New South Wales, I have the honor to enclose bill of lading and packing list" of these goods by the "Hubbuk," but no invoice. Then if I do not receive the goods, they advise me of I let them know.
7440. *Mr. Cowlishaw.*] Judging from the information given in the packing list, I do not know that you actually want an invoice, as you have nothing to do with the cost? They are not always very complete, and as we have often to furnish details of the prices, it is right that I should know.
7441. Probably you might be able to get certain things cheaper in the Colony, and would be able to advise to that effect? Possibly.
7442. *Mr. Mort.*] Do you consider cost in any way;—does it come under your Department? We have to advise at times in connection with arriving at the amount for the estimates so, unless I have the knowledge of the prices, I am rather in a difficulty.
7443. Who is the author of this indent produced? It comes from various sources. We get our prices from a standing price list which gives us an approximation of the amount.
7444. You cannot give the actual prices then, and in forwarding the information to the Colonial Secretary or whoever it may be, you only make an approximation of what credit they will require to send home? Yes; for the information of the Treasurer.
7445. But as regards the economy of buying goods here or there, it is a matter which does not rest with you? I think the Ministry settle that point.
7446. But as to the recommendations that you make? I do not make any recommendations, but the General makes them on the strength of my report.
7447. *Mr. Cowlishaw.*] The advantage of buying things where they can be bought in the Colony, is that where they are not up to the standard you can send them back and have your order properly fulfilled? That is what they have an inspecting officer for at home.
7448. If he does not do his duty you do not get any reclamation? Perhaps the Agent-General may have something to say in it. I cannot help myself.

[*The Commission adjourned until Thursday, 18th August, at 3 p.m.*]

THURSDAY,

THURSDAY, 18 *AUGUST*, 1892.

[*The Commission met at the Town Hall, at 3 p.m., and proceeded to the Victoria Barracks.*]

Present:—

W. P. MANNING, Esq., J.P. (IN THE CHAIR.)

M. C. COWLISHAW, Esq., J.P. | J. LAIDLEY MORT, Esq., J.P.

Mr. R. J. Thorpe further examined:—

Mr. R. J. Thorpe. 18 Aug., 1892.

7449. *Mr. Manning.*] In reference to the work which you said you have found to be bad or indifferent coming from Armstrong's shop, have you any samples of it? Yes. If you look at this vent you will see that it is not bored true, consequently we have had to remove all vents in which work of this description has been found, and replace them with vents made here. The vents are not of the usual thread, and we have to make them specially.

7450. Could you not import special stocks and dies, and so save you the necessity of having these vents made here? No; they are not the usual thread, and we have to make them specially.

7451. Can you give us any examples of the cost at which you make articles here, and cost of the same articles imported? Yes. For instance, these trigger comb springs cost 6s. 6d. in England, which with 30 per cent. added brings them to 8s. 6d. here. Our cost is 11s., but they may be wanted at any moment, and we derive the advantage in that way.

7452. Your allegation has been that in many cases the Armstrong work has not been what it should be, and you claim to turn out better work and at a less cost—can you give us something to show that? Yes. These vents I have been showing you cost us 21s. at Home. They do not cost anything like that here.

7453. How do you make the cost up? From the time-book.

7454. Then you allow nothing for the use of machinery? That is rather a difficulty, but it cannot amount to very much, and that is more than equalised by our finding our own material, which we do from waste metal. I have compared the prices of metal with the schedule rates, and find it is 13d. per lb.; I also show you some piping from the 8-inch gun at Newcastle, which has to maintain a very high pressure. On examination of the workmanship it is evident, even to the unprofessional eye, that it is not sufficiently close to stand such a pressure as is put on it without leaking, and in the working of the H.P. guns it is essential there should be no escape, and that there should be great tightness in the various fittings. This piece of piping which I show you is part of the pump-pipe, and instead of the inner part being "sweated" on it is left almost loose. Consequently the pump-pipe would not be air-tight, and cannot stand the pressure of the air in the cylinder which is 1,250 to the square inch. Such repairs as these must be done here, and we must have the facilities for doing them. Heavier work we can get elsewhere, but these are repairs which will take but little time, and it is not worth having a spare stick of equally bad workmanship. We do our own brass and gun metal castings. We are also repairing at the present time one of the H.P. cylinders, which requires us to have some of the plugs bored out and new ones fitted. In the machine-shop eight or ten men are often engaged. The machinery is chiefly lathe-planing machines, screw-cutting machinery, &c. There are two smiths who find constant work in all sorts of repairs in ironwork. In the school of gunnery the members of the Commission will observe an electrical appliance for superseding telephones in batteries, experience showing that telephones are useless in actual warfare. By means of this apparatus the officer in command can direct the nature of the charge, and the class of projectile, by means of pressing a button, or series of buttons, and also the moment to fire. After firing the apparatus returns to a normal condition.

Major H. P. Airey examined:—

Major H. P. Airey. 18 Aug., 1892.

7455. *Mr. Mort.*] How many horses have you stabled? Fifty-six.

7456. Where do you get them? We buy them unbroken from some of the principal horse-breeding stations, at an average of £20 each.

7457. What do they cost for keep? Last year they cost us 42s. a month for feed. If we had hired the same horses from a contractor we should have had to pay £150 more.

7458. How often do you shoe them? About every month.

7459. What does that cost you? Only the material. We have our own farriers, so that all we have to do is to buy the iron. We do everything in connection with the horses ourselves from the time we break them in till we get rid of them. If a horse is sick we treat him ourselves and have no outside assistance of any kind. In a separate building there is a saddler's shop, where repairs to equipment are made, and where some things, such as bridles or traces are sometimes made. The saddler is an artilleryman, and receives 5s. a day.

7460. What are the current wages for saddlers in town? I understand from 45s. to 55s. a week.

Surgeon-Major W. D. C. Williams further examined:—

Surgeon Major W.D.C. Williams. 18 Aug., 1892.

7461. *Mr. Cowlishaw.*] How many beds have you in the hospital? Thirty-six.

7462. How many are occupied now? Eighteen.

7463. In your previous examination you told us that was about the average? Yes; at the present time we have no less than seven men down with mumps, and the others are sick from various causes. Those in the venereal ward have their pay deducted while in hospital.

7464. Regarding the ambulance appliances, are they insured? Yes; for £3,000. You will see that every regiment or force has its own ambulance appliances, ready to go out at a moment's notice, and there is, in addition, the full equipment of one field hospital complete.

7465. You do not treat serious cases in the field hospital? That must depend on circumstances. Inflammation of the lungs we send to Sydney as soon as possible, or any chronic cases. We do not keep men unfit for active service a day longer than we can possibly help.

[*The Commission adjourned until Friday, 19th August, at 3·30 p.m.*]

WEDNESDAY,

WEDNESDAY, 24 AUGUST, 1892.

[*The Commission met at the Town Hall, at 3.30 p.m.*]

Present:—

MAJOR-GENERAL A. B. TULLOCH, C.B. (PRESIDENT).

A. W. MEEKS, ESQ. | J. LAIDLEY MORT, ESQ., J.P.

Colonel W. H. Holborow examined:—

Colonel W. H. Holborow. 24 Aug., 1892.

7466. You are a Member of Parliament and officer commanding the 3rd Regiment? Yes.

7467. You know the object for which this Commission has been assembled—can you assist us in any way with any suggestions? In what way—do you wish me to make suggestions in the direction of economising?

7468. As to efficiency first? I am only connected with the Infantry, and the only thing connected with the Infantry is whether it would be worth while to curtail the continuous training. At present we have taken nine days, and for that, the amount of money which is provided for each private is not sufficient when in conjunction with a sufficient number of drills, independent of this continuous work; and I, therefore, think, the nine days should be reduced to six days. The whole-day parades are not of much use where men are so scattered all over the country as they are in my district, where I can only get thirty or forty men together at a time. I think if they were discontinued, and night parades substituted, it would be much more advantageous.

7469. How many whole-day parades do you get in the year? Three; for each of which a man gets 10s. If that 30s. for the three days was divided among twelve moonlight parades, say one a month, it would not only do the men more good as a matter of drill, but it would bring them together. At present we have three whole-day and thirteen half-day parades, and nine days continuous training.

7470. I have spoken about that idea to witnesses here, and they say it is no good, because they have no drill places, and they have not this and that. We have found the system so very advantageous in another Colony? According to the professional drill-book just issued it is considered of great advantage to have night drills.

7471. You are referring to a drill-book for the use of well-trained troops in night attack; what I am thinking of is whether it would not be possible to hire a hall at a small expense to drill these men in at night? It could, under some circumstances. We are at great disadvantage in having no drill-sheds at all, but if we had night drills, and got a little more enthusiasm into the force, I think that the people would assist with money in getting the drill-sheds, and afterwards the men could pay for their hire, or in whatever way the charge was made, by giving concerts, and that sort of thing.

7472. *Mr. Meeks.*] Your district covers what? All the western district as far as Dubbo. Commencing at Windsor, it takes in Richmond, Penrith, Lithgow, Orange, Molong, Wellington, and Dubbo, Hawkesbury, Mudgee, and Bathurst.

7473. *President.*] You think the same enthusiasm could be evoked here as in other parts of Australia;—would you find the men come forward? I think there is a great feeling of patriotism in the Colony which only wants stirring up.

7474. It only wants vent—I am delighted to hear it? I think it would be a great advantage to these country corps to have night drills instead of whole-day parades? So far as I am concerned, personally, I would not shorten the continuous training, but there is a difficulty in getting the men to come to it, because the employers will not allow them to leave their work for nine days. Therefore, I am of opinion that six days would do better, and the money for the odd three days could be put into half-day parades and night drills.

7475. How would you manage about battalion drills? In a regiment like mine I can only get two or three companies together at one time.

7476. I see they are sometimes called corps—would it not be better to call them companies altogether;—is not the word "corps" an excresence on the Volunteer Act? In the Volunteer Act it is pointed out what the word "corps" means, but I think it would be a great advantage to use company in preference. If we could get these companies for drill once a month I am sure it would benefit them.

7477. *Mr. Mort.*] By night drills you mean drills by moonlight—the President may understand something else? Yes, not in a shed by gaslight; but if we had drill-sheds we could do a lot of useful work in them, such as manual and firing exercises, bayonet exercises, &c.

7478. *President.*] The cost of building a shed 100 feet by 50 feet is only about £1,000? That would be met by the allowances given so far as interest on the money is concerned, and there is the land. We have a £15 allowance for each company.

7479. And as you have ten companies you would have £150? Yes.

7480. You would not require very large halls for your men? No; the full strength of a company is only sixty-seven, officers and all.

7481. *President.*] We have a scheme under consideration for the reorganisation of the reserves, and attaching a reserve company to each company of militia, these reserves to do a certain amount of drill every year, so as to be real reserves, and to be real companies of the regiment to which they are attached—how do you think that would work? If you got the men it would be very beneficial, but at the present time the reserves and the partially-paid do not work very well together, and it has been found a disadvantage to partially-paid men to have a reserve company in the same town. It would be necessary to place the reserve under the command of the captain of partially-paid companies.

7482. The idea was to have a militia company and its officers, and have a reserve company under the command of the militia company, so as to form a real reserve, which, in time of expected hostility, might have its men passed into the ranks for drill. They should have a certain amount of drill at night, and occasionally one or two half-days for simple company drill? That would be a great advantage. At the present time the reserves are literally useless.

7483. Do you think it would be safe to say, "Let the present reserves go, as they cost over £20,000 a year, and all they do is to fire away a lot of Government ammunition," and put this force I am speaking of in their place? What I have been in favour of is, that they should be divided into districts; I have under my command in the partially-paid forces a certain number of men on the staff, and with that staff I could work—if allowed—the reserves and the cadets, and everything connected with their drill.

7484. Suppose you got an instructor for every company, and an adjutant, and you had a free hand, and the

Colonel W. H. Holborow. 24 Aug., 1892.

the whole of the instruction of the reserve rifle companies and of the cadets was in your hand, would you be disposed to say, "Give me that free hand, and I will be reponsible for the efficiency of the troops"? I think so; it would be better than the present plan.

7485. It has been mooted further, that these rifle club men should be placed on an entirely different footing. The men who make themselves useful to the State, by drill and efficiency, should be given 5s., 7s. 6d., and 10s., according the state of efficiency they reach in their shooting, the 10s. being for a marksmen; then the money saved on these clubs could be made use of for the other real reserve? Would you have any control over them at all? I think the amount too small and would suggest 20s., 15s., and 10s., respectively, for marksmen, 1st and 2nd class shots.

7486. None; except that they should be sworn in? Then that would be outside the men attached to regiments.

7487. Exactly? They should not be called reserves, but rifle clubs, and there should be no waste of money on the so-called instruction of men who can shoot a great deal better than the instructors; the colonel of the regiment to which the club is nearest to certify to so many hits, so as to cut off the dead-weight of these present useless men? I do not know really how the suggestion would work; I think the men are useless unless you have control over them.

7488. Would you not have it in this way—that when mobilisation came, you would say that so many men of this club must go into the trained reserve and be drilled, and if not, they will be treated as deserters? Would you leave them the control of their own arms?

7489. Let them buy them? I daresay it would do; but it is a hard matter to say anything definite upon.

7490. *Mr. Meeks.*] I understand that only a certain number of good rifles are issued? Yes; only a dozen Martini-Henrys to each club.

7491. *President.*] Why should these men, who do not make any return, have this money spent on them? Put in that way, I do not see any object in it at all.

7492. Have you any suggestions to make in reference to musketry instruction? It is working very well at present.

7493. Are you quite disposed, as commanding officer, to take upon yourself the responsibility of musketry work? My staff is perfectly capable of putting the men through musketry. There is no need for the general staff interfering.

7494. I hand you the regulations of another colony, which commence, "The Commanding Officer is responsible for the entire musketry training," &c.—do you not think it could be just as well carried out as the present system here? Yes; it would be just as well.

7495. *Mr. Mort.*] At present you have nothing to do with it? No; nothing beyond this, that one of my sergeants may assist the musketry instructor.

7496. *President.*] In another colony the amount of instruction the rifle clubs get is comprised in forty rounds of ammunition, at ranges from 200 to 600 yards; if a man gets 137 points he is entitled to wear a marsksman's badge; 125 points, receives 10s.; 100 points, 7s. 6d.; and 75 points, 5s. Besides this, the men have to do battle-firing? It appears to me a small sum.

7497. Then they have to find their own rifles and uniform? I think the sum is then even smaller. There is a great advantage which the clubs have here in the Association matches. I do not know whether you mean that the men may participate in the Association matches.

7498. Naturally; they would have all the advantages they have now? That would make a difference.

7499. The more stringent the regulations with us as to scores the more men we get. 137 points is very high out of 40 rounds, and they pay for their own ranges as well? Then our men have greater advantages, because they are allowed to shoot on the ranges of the Partially-paid Force.

7500. Is there any suggestion to be made with reference to the musketry course of the Partially-paid? Nothing beyond what I have told you, namely, that the instruction could be carried out regimentally.

7501. I meant in reference to the number of rounds;—do you do any battle-firing? We do field-firing at head and shoulders targets.

7502. It would be possible in some of the country districts? Yes, where there are ranges.

7503. What I mean is this—you prepare a position, and put up a number of little targets, and the men work across country, and the first intimation they get of the position is suddenly seeing these targets in the distance, and then they have to fire at them? No; we do not do that. What we do is on the range at no specified distance, but the men know pretty well what the distance is. For what you call battle-firing we should have to have proper country with the sea for background. It would be a great advantage if we could introduce your plan, as it would enable the men to become judges of distance.

7504. In another colony we find the country corps are becoming splendid shots, and have a good deal of this kind of practice? The men in my regiment have been making wonderful improvement in the firing lately; our weapon is first-class, except that it wants a great deal of taking care of.

7505. With reference to the shooting, I see no less than seventeen different descriptions of sights allowed—what do they want them for? Expert shots keep on introducing new sights, and are allowed to do it.

7506. In every part of the world, except in this Colony, these fancy sights are prohibited? I have always said that it has been very unwise to allow these artificial sights to be used, because in the field they would be useless, where you want a man who can fire with the weapon handed to him. The back position seems to me supremely ridiculous if you think of it in the field. I have often thought that our shooting should be as for men on service in the field, and the men ought to be trained in that way.

7507. Have you anything to say about the transport of the regiment? We have never had the opportunity of doing any transport work at all. I have always been of opinion that we should have our own transport service ready to take the field. I have advocated that very thing I want for my regiment on service should be in my possession. Now I get nothing until we get into camp, and my quarter-master is handed everything there. Wherever I was ordered to go I should be able to move my troops without anybody having to be bothered about it, whereas now, if I had my men ready, I should have to depend on the Ordnance Department for all stores, even to a tin-pot.

7508. We have a scheme before us to have everything connected with a regiment handed over to the regiment, and stored in the Victoria Barracks in a particular room or shed, which should be the property of that regiment, and that possibly other than the commanding officers might have some company arrangement for providing for transport, and bringing their horses down with them? We have never had anything of that kind. We have a Transport Corps just started, but when we have to go to continous training all we have to do is to move into camp with our valise.

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7509. Have you the old-fashioned valise? I do not know whether it is very old-fashioned or not, but it is heavier than the ones of more recent pattern.
7510. How do you think brown leather would do? The only thing I do not like about the brown leather is that I think it might induce the men to be slovenly.
7511. Why? It does not require the same amount of cleaning and care that a buff belt does.
7512. What do you use for cleaning the buff? Blanco.
7513. But a man requires to be a very good hand at pipe-claying? We have got them into that way now, and fifteen out of twenty would be quite equal to the regulars. That is the experience I have from the inspection I have just completed.
7514. For service work now-a-days, everybody goes in for brown belts? I am speaking from my experience, I commanded when we had them, and there was always a difficulty in getting the men up to the mark and with the white I find there is no such difficulty.
7515. Is not white at the present time somewhat out of date? It may be out of date and conspicuous as well, but the object I have in keeping it is that it keeps the men up to the mark.
7516. What have you got to say about red and karkee? I am in favour of a showy dress for parade.
7517. Can you afford it? I can manage it.
7518. How much is your clothing fund in credit? I can clothe my men well on what I get. They all have two suits of karkee and one of scarlet. It has not been finally decided whether we shall retain the scarlet, or not, but I can do it well on the allowance given to me, and also keep up the corps in helmets and hats.
7519. *Mr. Mort.*] How much is it you get? £2 per annum.
7520. *President.*] Do you not furnish a return every year showing how much you are in credit? Yes.
7521. In one instance, I find, a department furnishing no accounts at all but simply drawing the money? I am not saying we do not furnish accounts. We do furnish them, and the Auditor-General is very severe on us if he finds anything done without authority. He examines the regimental books.
7522. In another colony they have to show what funds exactly they have. They do not want to know everything, but whether they can save any money? By great economy you can make an allowance for the men, clothe the men, that is, with two suits of karkee, a pair of blue cloth trousers, a scarlet tunic, a helmet, a field-drill hat, a glengarry cap, and leggings for £2 a year, but we have to be careful. If a man leaves the service we have his clothes, and they are steamed and repressed, and reissued when occasion arises. The following are the prices of the uniform:—Tunic (scarlet), £2 5s.; trousers, cloth, £1 2s.; jacket, field service, £1 3s. 6d.; trousers, field service, 15s. 6d.; helmet and mountings 8s.; hat and turban 5s. 2d.; glengarry cap 1s. 2d.; greatcoat 18s. leggings 4s. 6d.
7523. Have you ever known any regiment ask for an advance for its clothing? I have not been outside my own district in these matters.
7524. *Mr. Mort.*] How long does that clothing last? The following are the periods of wear of uniform:—Tunic (cloth), eight years; trousers, ditto, four years; helmet eight years; glengarry cap four years; field service suits (2) four years; field service hat two years; greatcoat eight years; leggings eight years. The valises were issued inthe first place by the Government, and we had to keep them on after.
7525. Do all your things come out from England? No; we have them made in the Colony.
7526. The clothing? For the karkee it is all made in the Colony; the cloth for the scarlet, and, I suppose, also for the blue is imported.
7527. *Mr. Meeks.*] Are the uniforms themselves imported? Not that I know of. We enter into our own contracts.
7528. *President.*] £2 5s. seems rather much for a tunic? It is better cloth than the Imperial tunic.
7529. The Imperial cloth they have no man could wish to have better;—have they realised the periods of wear you have set against the different articles? The first issue of leggings has been in use about six years, and we still have them because a new pattern has not been decided upon.
7530. Does not the moth get into this red cloth and destroy it? I make my men parade in scarlet once a quarter to see that the cloth is not touched by moth.
7531. What do you do if a man's tunic is not properly kept? If a man had been very negligent with it we should stop it out of his pay.
7532. Is not that a rather heavy tax on a man to make him pay £2 5s.? It does not happen very often. We have several men who have had their tunics for years.
7533. Do you find any difficulty in getting officers? Sometimes we have. We do not get the young men to take that interest they ought to take, but I can generally manage to fill up, and at the present time there is only one vacancy in the regiment. We are never in a hurry to fill up these vacancies, and do not until we have suitable men.
7534. Are they not put to a considerable expense for uniform? They get £25 allowance which covers that.
7535. How much does a subaltern get? A junior subaltern gets £25, and a senior £30.
7536. Anything besides? Nothing.
7537. When you are in camp do you have a regimental mess? Yes.
7538. Do you have dinners or entertainments? Latterly we have not had time, but we used to have two or three years ago. Each regiment would entertain on one night. There was always provision made for any officers to have their friends in to the ordinary dinner, and each regiment would have a mess night.
7539. I recollect hearing on one occasion that the sound of a piano had been heard in the camp? Yes; we have a piano in the mess tent, I must admit we have had one in my mess tent, and I cannot say I see any harm in it after the work is done. We work pretty hard during the day, and when it is all over the amusement does no harm.
7540. How many officers have you in a tent? Two subalterns to one tent, and the captain a tent to himself.
7541. What amount of baggage do you take down? Until lately you were allowed to take pretty well as much as you liked, but the quantity has been cut down. It used not to be confined to 80 lb., but at this year's camp, had it been carried out it would have been strictly confined to 80 lb. for a captain and lieutenant. Some of the officers felt a good deal grieved about it. Scale of baggage on march:—General officer, 280 lb.; field officer, 140 lb.; captain and lieutenant, 80 lb.; staff sergeants, 16 lb.; orderly room, 40 lb.; officers' mess, 2 tons; sergeants' mess, 2 tons. Baggage of non-commissioned officers and privates must be carried in valises.
7542. Why? They do not feel that it is absolutely necessary to rough it. They like to take a camp bedstead and make themselves as comfortable as circumstances will permit.
7543. When I go into camp I carry everything in my hand? When I first went into the service I thought it was my duty to do as the men did and camp on straw. 7544.

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7544. So do I, I have straw now? Do you not have any board on the floor? No. If I saw a man with boards on the floor I would order him out of the camp at once, and burn the boards. In the day-time we do a large amount of work and after that is done I do not see there is any objection to the men having a little ease and comfort.
7545. You know the big helmet plates, would it not be possible to have something smaller and ornamental? We could not do it at present because we have just got new helmets and they have been pierced. We have our own Australian badge and the helmet plates would last a lifetime.
7546. *Mr. Meeks.*] On the subject of the organisation of the forces you do not approve of the present system of three distinct organisations that is to say three staffs—should they not be under one head? They are all under one command.
7547. But you do not see any necessity for a large staff being retained for the reserves? No, I do not.
7548. Do you think the Cadets should have a distinct staff? I think that with my staff I can—and especially if I had another instructor—that is, an instructor for each company, do all the cadet work, all the musketry, all the the reserve work, and all the partially-paid work.
7549. Then do I gather you rather disapprove of the Cadet system whereby it is kept absolutely separate from the Military system.
7550. Do you think the Cadets should be under the Military system? I think it would have been better if the General Officer Commanding, commanded the whole of the Military system.
7551. A saving would come in because the instructors could be utilised to greater advantage than at present? If we had an instructor for each company it would save a lot of money in travelling expenses in instructors going about as they do now. There is one thing I would like to see in connection with instruction and that is a little encouragement given to Australian youth. Supposing I had at Lithgow a smart colour-sergeant and he said he was prepared to give the time to the work, he ought to be allowed to drill the recruits instead of sending a paid staff sergeant there to do it.
7552. *President.*] You do not mean to say a staff sergeant does it now? If I got a letter from the head-quarters of one of the companies saying there were ten or twelve recruits waiting, I would send one of the Permanent Staff attached to my regiment to drill them.
7553. Do they not look on these men as part and parcel of the regiment? Of course they do, but they are not attached to any one company. If instead of my sending from the head-quarters of the regiment a regimental staff sergeant to drill these recruits a little encouragement was offered, smart men would come forward and drill the recruits up to a certain stage, and then I would send a man up to put the finishing touch on them. If I had a smart sergeant at these places in my district where I have companies he would do recruit work, musketry work, cadets, and reserves, and in fact everything in connection with their drill.
7554. *Mr. Meeks.*] Then there would be greater efficency and also economy? Yes. Then there is another thing in connection with our present system—we have a difficulty in getting good officers to command the companies on account of the great amount of clerical work. If a gentleman comes forward and attains to the position of captain of a company, supposing a man leaves the force, the officer has to see about his uniform and rifle being returned in good order, and afterwards he has to look after all the spare clothing so that there is no pleasure in it. He has also to see after the pay, and there is a lot of little work which if we had a staff sergeant he would be able to do, and then have plenty of spare time.
7555. How many staff sergeants have you in your regiment? Seven and a band sergeant.
7556. So for your regiment you only require three more? That is all.
7557. In the event of war do you know what position you would be called on to occupy? I do not know at all; I believe that the General has a scheme which is only known to himself or the staff, but it does not reach us, so that I have no idea what position I should occupy at all.
7558. Do you not think that the Colonels commanding regiments should know something of what they are likely to be called on to do in the event of war? I think it would be better if the General commanding would take the officers commanding regiments a little more into his confidence.
7559. Is it not a great drawback? It is, no doubt, and I think our duty might be communicated to us. So far as I am concerned I hold a very high position in the Force, the only officer senior to me being Colonel Goodlet.
7560. Then taking that into consideration, is not that an additional reason why you should be taken into the General's confidence? I think so. I think it would be a good thing if the whole of the officers commanding regiments were.
7561. With regard to equipment and camp material, would you prefer that being under your charge? Yes, certainly.
7562. Therefore you would remove it from the central store, and have it somewhere under your own control? Yes, I would like the officer commanding the Military Forces to say—"There is your equipment, and I hold you responsible for it," and I would be prepared to take the responsibility. At the present time, when an encampment is held, we will, perhaps three or four days before it, send a requisition by our Quartermaster for so many tents, camp kettles, and so on, and he gets them for us. Then, when we leave camp, he stays behind and sees that these things are handed over again to the Ordnance Department. We do not know what tents we are going to occupy until we get into camp, or in fact anything about the arrangements.
7562½. Do you think there would be a great saving of labour if you had these things under your own control? Yes.
7563. What is your opinion in regard to the control of the defences of the Colony—should they be under a Minister of Defence, or under the control of the Colonial Secretary as at present? I would sooner see it in some other Department, but we have only got a Military Secretary, and the new system has not had much time to prove itself. On the whole, I would rather see the defences under a Minister of Defence.
7564. You think some Minister should be charged with the defences other than the Colonial Secretary? Yes; some Minister appointed to have the sole control.
7565. Would it be necessary to have a Minister to devote the whole of his time to this work? If he took a sufficient interest in it, I think it would take the whole of his time.
7566. You do not think it could be connected with another Department? It could be as it is now, but I think it would be advantageous to the force and to the Colony generally, if the Minister devoted the whole of his time to the work.
7567. As conducted at present, the defences are not receiving all the attention they should because the Minister has so many Acts of Parliament to administer, but take the Minister of Mines or Education where,

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where they are burdened with the administration of only one Act, would it not be possible to have one of these Ministers for Defence, Minister whose duties are only connected with specific acts? Now that we have a Military Secretary, affairs appear to be better done than heretofore, but we have not given the Military Secretary system much of a trial. Before his appointment there was great difficulty in getting anything done in the Colonial Secretary's Department, in connection with military affairs; there is not so much delay now.

7568. You think that some Minister should be charged specifically with the defences? I think there should be some one appointed who takes more interest in military matters than is taken at the present time.

7569. You understand the Military Secretary is not in direct communication with the Colonial Secretary at the present? I think he has opportunities of doing things quicker than he had before, even if he is not in absolutely direct communication.

7570. At present we know he can only communicate through the Principal Under Secretary with the Colonial Secretary? There must be a head to the Department with whom there should be direct communication, and therefore I think there should be a specific Minister.

7571. *Mr. Mort.*] With regard to the time of service of your men would it not be possible, instead of engaging them at fourteen days notice to engage them for three years? I think there would be a difficulty in the matter, on account of the moveable nature of the population. My regiment is composed of farmers, mechanics, and shearers, and I think if you had a long engagement, such as three years, it would interfere with the working of the corps, neither do I think the men would be bound for three years, because they would not like it.

7572. But if you lost some men do you not think you would get others? I do not think so.

7573. *President.*] But if you had a free hand in the matter, and were able to meet the case of a man wanting to go away for work? It requires a little consideration. Lately work has been very scarce, and men have been moving about a great deal. What I think is, that if a man say, from Penrith to Lithgow, he should be allowed to drill with the Lithgow corps, but he cannot do that now.

7574. Why should he not? He is not allowed to, and the consequence is that after he has been absent three months without leave we have no option but to strike him off.

7575. Would there be any difficulty in doing as you propose? None. The only thing to do would be for the captain of the Lithgow corps to notifiy the man's attendance to the captain of the Penrith corps, and there he could then draw the allowance for the man, but since this system of rigid economy has come in, there is not even a free pass, and you cannot get men to spend money they have so much difficulty in earning.

7576. You know that soldiers in uniform are in another colony carried free? That ought to be done here. I know Parliament is very liberal in matters of this kind, and it appears to be absurd to charge the military account with such things as railway fares for men on duty, because it is only taking the money out of one pocket and putting it in the other. Even when we had free passes, we had to get a ticket for them. The men are now suffering a hardship in my regiment. Many of them are in Mudgee and Dubbo, and cannot afford to pay their fares about.

7577. *Mr. Mort.*] Under what regulation can a man not drill with another company? There is no regulation permitting a man to drill with another corps.

7578. The regulation is that he must be permanent in one corps? Yes.

7579. With your wandering population, when a man leaves, you have to take back his uniform, and take care of it, for you do not know how long? Yes. Leave of absence can be granted by officer commanding regiment for three months, and a further leave granted by the general officer commanding, but should a member of the partially-paid force absent himself for three months without leave he is struck off the roll.

7580. And hands in his things? Yes; if he has not done it before. We have what is called deferred pay—that is, if a man brings in his things in good order when he leaves the force, we give him that deferred pay, but if he does not we keep the money, and put it to the credit of the uniform account.

7581. How long have you been in command of a regiment? Nearly nineteen years under the different systems—as volunteer, land-order man, and partially-paid.

7582. You are enjoying more vigor than most men of your years, but do you not think it would be an encouragement for officers to join if there was more promotion? Some of our officers are old men, bordering on 60, and yet are as active as many men at 45.

7583. But taking the men all round, would it not be a good thing to limit the command of a regiment to seven years, subject to being continued on the recommendation of the General Officer Commanding? I would say subject to his capabilities as a commander.

7584. And the decision on that point to rest with the Officer Commanding the Forces? I am a little doubtful. In the junior positions, we do not take men over 30, or captains over 40.

7585. Of course every man likes to command a regiment as long as he can, but if he remains in command for twenty years, those below him have very little chance of getting up? But on the other hand, if a man has commanded a regiment for so many years, he ought to be worthy of promotion, and made a brigadier.

7586. If there is a brigade obtainable, he might obtain it at the expiry of his term, but why should you have an age limit for junior officers, and allow the command to be retained indefinitely. Do you not think a man should give up command at a certain age? I would not object to extending the rule to officers commanding regiments, but it must depend a great deal on the officers themselves. It might not be a bad thing for the Officer Commanding the Military Forces to have the power of saying whether a man should retire or not. Lately promotion has been rather rapid.

7587. The commands have been held for a very long time in two cases? Yes; but not in the Northern Regiment, nor in the 1st Regiment. Colonel Farrell has only recently been appointed, and Colonel Stokes is a comparatively recent promotion, but Colonel Goodlet and myself have held our commands for many years.

7588. *President.*] In reference to the cadets, you say there would be drill-sergeants for all the country corps? I do not know that there would be in the remoter districts, but in the immediate districts where the sergeants would be stationed, they would be able to drill all the schools within a radius of a few miles.

7589. Would he have spare time? Yes; lots of my sergeants drill now, and get paid for it, and some of my officers drill the cadets too, for which they receive a small remuneration of 2s. 6d. a drill.

7590. How do you propose to organise your system in that way;—will you give your sergeant extra pay for the cadets? The organisation wants thinking out, but I would not give them extra pay. All the recruit drill is done at night, and they have lots of spare time in the day time. All the half-day parades are done on Saturdays, and it is only a matter for the Commanding Officer to say it must be done, and it will be done in a moment I am sure.

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7591–2. You think it can be systematically carried out if the whole of the military drill of the cadets is handed over to the Partially-paid Forces? Yes; where partially-paid corps are formed all the schools within a certain distance could be drilled, and should be under one head in the district. I know a lot of my staff would do it willingly, from the adjutant downwards.
7593. Might not there be some friction between the regular military drill and these schoolmaster people? The schoolmasters are supposed to drill the boys, but it would have to be insisted that a certain amount of time should be given up to instruction by the Partially-paid sergeant. If the drill is to last an hour let the instructor have half of it. By means of these instructors they would make the schoolmasters more efficient. Now they get into a lazy indifferent style of drilling.
7594. I had a theory that the whole cadet inspection should be under the officer commanding the district, and he should certify that the school has passed, and that the schoolmaster is entitled to a certain amount of money? At the present time the cadets are managed in the most expensive way, and have most expensive rifles, when wooden guns would do them just as well.
7595. Have you ever turned over in your mind the federation of the colonies in reference to defence? The only thing I have thought of in connection with the federation of the defence forces is this, that I think in time of need the colonies would not like their troops to leave their respective colonies.
7596. They could not spare them? Yes; that is what I think. After paying a quarter of a million for years and years the people of New South Wales would not like to see their troops drafted off to South Australia.
7597. Very naturally, but could not you so organise your forces as to very rapidly expand them, and afterwards they could be brigaded together? A regiment could be made in that way perhaps, but it must be understood that the brigade was for that purpose.
7598. The Defence Committee thought the various colonies could each do something? Yes; that is what I was thinking.
7599. You have never had it laid before you what number of Infantry would be required of you, or what position they should occupy? No.
7600. You have never been invited to discuss that matter? Never.
7601. Now as to the value of some of these country corps—do you not think Albury is a terribly long way off? It is.
7602. Is its existence a little bit of political arrangement? I do not know.
7603. *Mr. Mort.*] Do you not call Yass, Young, and Wagga Wagga also very far off? Yes; but they all belong to a Sydney regiment. I say that they should have their own commander in connection with a southern regiment.
7604. Your regiment has not its head-quarters in Sydney? No; mine is a district with a regiment; but there is no southern district with a regiment. The men all belong to the 1st Regiment, which is a Sydney regiment.
7605. You recommend that Goulburn, for instance, should be the head-quarters of a new regiment? Yes; the present head-quarters is in Bent-street.
7606. *Mr. Meeks.*] What do you think of "Partially-paid" as a term? I do not object to it, though the men could be called Militia.
7607. Do you think it is necessary to have this distinction between the Volunteers and the Permanent Forces? There is no doubt there is some ill-feeling between the two bodies at the present. I think a volunteer should be allowed to wear gold lace just as well as a permanent man.
7608. *President.*] Then you think it would be better to do away with any distinction of that kind? Yes.
7609. The matter has cropped up several times here. Knowing the amount the Infantry Force costs, can you recommend any alteration in the direction of economy? I do not think you can reduce the pay; but I think you could get more, and more useful work for the money.
7610. That is to say, a man should be able to earn his £12 in the year and should get more parades? Yes.
7611. *Mr. Meeks.*] Do you think they would take less than £12? No. I think it would materially interfere with the forces if you were to lower it; but I think the whole-day parades for about forty men at a time is useless, and might be worked out in another way, as I said at an earlier part of the sitting.
7612. What was the object of the whole-day parades in country districts? It is according to regulation. When the end of of a quarter is coming on you will get a letter from the A.A.G. stating the parades for the following quarter. I can only get about thirty or forty men together, and that is useless. We could get considerably more work out of them by twelve night parades than we do out of three whole-day parades. When I have an inspection I discuss all matters of that kind with the officers of the regiment, and I get to hear their ideas, and that is one thing on which we are agreed.
7613. Then you have no special recommendation to make on the economical side of the question? No; I do not see any. It has been mooted at times that the pay might be reduced, but I know that if it were done it would materially interfere with the working of the force. We have to be very careful in the selection of men, both in height and chest measurement.
7614. *President.*] Still you can always keep your regiment full? Yes. There is a feeling among the commanding officers that they would like to have as big a muster of men as possible at camp time. My strength is 695, and we would have had 850 in camp last time had it been held, but now my strength is only 590.
7615. How is that? On account of things being slack, and that winter is a bad time to drill.
7616. What is your percentage of waste, or, to put it the other way, how many recriuts do you require to engage? I should think we have over 100 every year; that is about 15 per cent. These men could be got at any time, however.
7617. I see the rifle companies get 300 rounds of ammunition? Yes; and the Partially-paid are only allowed 100. My officers now are are complaining because the companies have so great a privilege. The company men make themselves first-class shots, and never do any drill, and are never seen at parades, and are thus enabled to get more than their fair share of the prizes.
7618. *Mr. Mort.*] Do you think it would be advisable to withdraw all privileges from the rifle clubs, except where they formed a company and would drill? Yes; or as under the system suggested by the President. It is my strong opinion that it is no use having men over whom you have no control, and, besides, some of their officers are lame.
7619. What is the total you get for shooting free? We get fifty rounds for efficients (who are allowed to purchase 100), sixty for musketry, and thirty for field-firing; that is 140 altogether against their 300.

[*The Commission adjourned until the following day.*]

ROYAL COMMISSION ON MILITARY SERVICE.

APPENDIX B.

Appendix to Major-General Richardson's Evidence.

No. 1.

Subject:—Papers called for *re* Musketry, &c.

Sir, Head-quarters, 29 June, 1892.

I have the honor to forward herewith the undermentioned papers, applied for by the Commission, viz. :—

Letter from the Officer Instructor of Musketry, dated 28th June, 1892, showing the cost for musketry instruction for 1891.

Tabulated statement of visits of adjutants to outlying corps for 1891.

Estimate of the probable expenditure of the commercial branch of the Ordnance Store Department for 1892.

I have, &c.,
JOHN S. RICHARDSON,
Major-General Commanding.

The Secretary, Military Service Inquiry Commission.

Sir, Musketry Office, Victoria Barracks, 28 June, 1892.

I have the honor to state, for the information of the Royal Commission of which you are the President, that the total amount expended on the musketry instruction of the Permanent and Partially-paid Forces of New South Wales for the year 1891 is as follows, viz. :—

	£	s.	d.
Pay of Instructor of Musketry, five sergeant instructors, and one clerk, together with all allowances	1,916	15	8
Travelling allowances for above	491	2	10
Cost of musketry badges	127	3	0
Erection and repairs to rifle ranges	543	6	3
Marking—Hire of halls and annual requisites for target practice	341	9	7
Rents paid for rifle ranges	40	0	0
Stationery	3	11	0
Total	£3,463	8	4

I have, &c.,
W. A. CUTHELL, Capt.,
Instructor of Musketry.

The President, Royal Military Commission, Town Hall.

The President of the Commission.—JOHN S. RICHARDSON, M.-G., 28/6/92.

No. 2.

VISITS of Adjutants to outlying Corps during the year 1891 :—

Corps.	1891. March	June.	Sept.	Dec.	Total.
1st Regiment—					
Young	1	...	1	1	3
Albury	1	1	..	1	3
Yass	1	.	1	1	3
Wagga Wagga	.	.	1	1	2
Hunter's Hill	...	.	.	1	1
Parramatta		1	...	..	1
Total.	3	2	3	5	13
2nd Regiment—					
Bowral	1	1	1	3	6
Kiama	1	..	2	2	5
Cooma	1	1	2	1	5
Ulladulla		.	1	1	2
Goulburn	..	1	1	2	4
Ashfield	..	.			
Total.	3	3	7	9	22
3rd Regiment—					
Bathurst	2	...	2	1	5
Orange	2	...	4	1	7
Lithgow	2	1	5	3	11
Penrith	1	..	2	1	4
Wellington	1	..	1	..	2
Molong	1	1	1	3	6
Dubbo	1	3	2	1	7
Mudgee	...	1	1	2	4
Total...	10	6	18	12	46
4th Regiment—					
Maitland	1	1	2	2	6
Singleton	2	2	3	1	8
Morpeth.	2	1	1	2	6
Wallsend	1	1	1	3	6
Tamworth	1	1	4	1	7
Muswellbrook	3	2	4	2	11
Lambton	1	1	..	1	3
Armidale	2	2	2	1	7
Glen Innes	2	2	2	3	9
Total	15	13	19	16	63

JOHN S. RICHARDSON,
Major General.

29/6/92.

No. 3.

No. 3.

Military Staff Office, 28 June, 1892.

You stated that £12,000 was about the proportion of the Ordnance Store Vote for this year, which should be debited against the civil side. Can you state, for the information of the Commission, how this computation is arrived at?

J.S.R., M.-G.

Assistant Commissary-General of Ordnance.

Military Staff Office, 27 June, 1892.

As an addendum to my memo. of the 31st March, 1892, *re* the estimated expenditure of this Department for the year 1892, I beg to submit the following particulars of the approximate (estimated) expenditure of the £9,000 on the commercial branch of the Department.

	£	s.	d.
Salaries—Clerical Staff, Sydney	712	0	0
Magazine establishment, Goat Island	1,260	0	0
Do do Middle Harbour	573	0	0
Transport	380	0	0
Magazine establishment, Broken Bay	432	0	0
Do do Newcastle	971	0	0
	£4,328	0	0
Contingencies, including allowances, expenses, &c., &c.	4,672	0	0
	£9,000	0	0

J. THOS. BLANCHARD,
A.C.-G. of Ordnance.

The A.A.-G., &c., &c., Military Staff Office.

No. 4.

Return showing the Average Attendance, during the last twelve months (from 1st April, 1891, to 31st March, 1892), of each Arm of the New South Wales Forces, at whole-day Parades, half-day Parades, and Night Drills.

Corps.	Average Strength of Corps.	Whole-day Parades.				Half-day Parades.				Night Drills.			
		No. of Parades.	Total Attendance.	Average Attendance.	Percentage.	No. of Parades.	Total Attendance.	Average Attendance.	Percentage.	No. of Drills.	Total Attendance.	Average Attendance.	Percentage.
Cavalry	351·75	4	1,073	268·25	74·84	13	3,094	238	67·66	...	.....	.....	.....
Artillery	505·50	4	1,535	383·75	75·91	16	5,563	347·68	68·78	...	.....	.....	.....
Engineers	112·25	4	329	82·25	73·27	14	1,232	88	68·98	13	1,106	85·07	75·79
Submarine Miners	111·25	4	312	78	70·11	22	1,922	87·36	78·52	...	.....	.....	.....
Mounted Infantry	304·5	4	883	220·75	74·14	13	2,244	172·61	56·68	...	.....	.....	.....
Infantry	248·0	4	6,999	175·8	70·47	13	22,828	175·6	70·8	...	.....	.....	.....
Commissariat and Transport Corps	35·5	4	108	27	76·05	16	398	24·87	70·07	...	.....	.....	.....
Medical Staff Corps	100·75	4	290	72·5	71·96	12	849	70·75	70·22	10	627	62·7	62·23
Reserves	78·5	4	.....	.....	.....	...	.....	.....	.....	20	773	38·65	49·23

Military Staff Office, Sydney,
8th July, 1892.

H. D. MACKENZIE, Lieutenant-Colonel,
A. A. General.

No. 5.

Reply to Colonel de Wolski's Evidence.

Sir, Head-quarters, 22 August, 1892.

In accordance with your request, I have the honor to forward replies to that portion of the evidence given before the Commission, by Colonel de Wolski, R.E., late Commanding Engineer and Director of Works, in which he has thought fit to reflect upon my administration.

2. I am accused by that officer of obstruction and of ignoring his position and responsibility as Commanding Engineer, notably in the following respects :—

Delay in replacing Warrant-Officer Wood, R.E.

The Commission will note by the Commanding Engineer's evidence, that there was no delay on my part in recommending Captain Lee to be sent to England for instruction, and for the replacement of Warrant-Officer Wood, R.E.; but the Commanding Engineer takes exception to my not having forwarded his recommendation intact to the Minister, and attaches to my action an interpretation and result I am not prepared to accept. If any special reason really existed why this dual application should have been treated as one, then it was the Commanding Engineer's business to have pointed it out, as, without such notification, each subject would receive separate consideration, in accordance with the custom of the Service. I know nothing in the Regulations which compels a General Officer to take the course indicated by the Commanding Engineer, or precludes him the exercise of his discretion in such a question. As a matter of fact I did know that objections existed to sending officers to England away from their local duties, and that none could be possibly taken to the mere replacement of an Instructor for whom the necessary provision had been voted. I therefore dealt advisedly in separating matters which, if submitted in the form desired by the Commanding Engineer, might have contributed to the delay of one or both applications.

3. *Inspecting Bare Island Fort, 5th June, 1889, without informing Commanding Engineer, &c.*

The Commanding Engineer has evidently overlooked the existence of Garrison Order of the 1st of June, 1889, which notified that the "Major-General will inspect Bare Island on Wednesday, the 5th instant." It is quite true I took an interest in the erection of the barracks, for obvious reasons, and possibly asked questions thereon, as I presume I have a right to do; but I in no way interfered with the construction, as the following incident will show. During my visit Messrs. Noble and Purkiss (I believe) pointed out some difficulty which presented itself in regard to the entrance into a barrack-room on the ground floor, and suggested that I should sanction some slight alteration, but I refused, saying that I had nothing to do with the construction, or words to that effect.

4 Construction of the Rifle Range at Randwick

The Commanding Engineer maintains that any errors which may have been committed on the Rifle Range are due to the manner in which it was initiated, and that he objected to the site as inherently dangerous He also states he was *ordered* to hand over the range before inspection and report that it was free from danger, and that he protested against such procedure He complains that his advice *re* targets was ignored, also that, without consulting him, I started a correspondence with the Rifle Association respecting certain objections to the range as raised by a member of that body.

In regard to the foregoing, I have to observe that, as a matter of fact, the site was selected, approved, and surveyed some time before Colonel de Wolski's arrival in the Colony The officials who carried this out by personal inspection, &c, being the Premier, the Officer Commanding the Forces, the Officer Commanding the Artillery, the *Commanding Engineer*, the Officer Instructor of Musketry, and Mr Deering, and certain preliminaries were taken for its reservation. It was not, however, until 1890 that steps were taken for the formation of the range, which was then unreservedly placed in the hands of Colonel de Wolski for execution, and by whom modifications as to area, &c, were suggested, and conditionally approved. This officer has never expressed objection to the site, either verbally or in writing, to me On the contrary, I find in his minute of 6th November, 1890 (printed correspondence), he thus expresses himself —"The natural adaptability of the range is apparent from the most casual visual inspection" If, therefore, his evidence before the Commission is to be taken *au sérieux*, the question suggests itself,—Why did he, without protest, identify himself with the expenditure of thousands of pounds of the public money in the construction of a range on a site he knew to be "inherently dangerous"? I can trace no endorsement of the statement that he was ordered to hand over the range under protest On the contrary, in his letter of the 14th October, 1891 (printed correspondence), he says – "I may mention that, in reply to a question when the range will be handed over to the General or his representative, I replied on the 17th September as follows —'By 10th October The completion of minor details for the meeting will not interfere with handing over' Orders were issued to the Instructor of Musketry on 9th of October in the precise terms of this minute, and, on the 10th instant, the range was handed over, as far as practicable, by mutual agreement between me and the Instructor of Musketry' Where, then, is the improper compulsion which the Commanding Engineer has sought to affix to this transaction? As regards the Commanding Engineer's advice *re* selection of targets being ignored, I have to observe that a Target Board was appointed to consider the question. The Acting Commandant, in my absence, approved of the recommendation of the Board in favour of Keating's pattern as against Anderson's, which was advocated by the Commanding Engineer. On my return to head quarters I saw fit to also favour Keating's Both types were practically tested during the meeting of the Association, and the superiority of Keating's was unmistakably asserted It is not correct to say that I started a correspondence with the Rifle Association, the fact being that, in consequence of representations to the Minister by a member of the Association *re* assumed defects in the construction of the range, I was instructed by the former to ascertain the exact grounds of complaint, and formulate them for his information This I did, in the shape of a confidential memorandum of the 29th August, 1891 (printed correspondence) The Commanding Engineer takes exception that this was done without consultation with him, but the last paragraph of same clearly implies that a contrary course was rendered impossible by his habitually offensive attitude.

5 I may inform the Commission that the other specified instances of obstruction, &c, have already formed the subject of Ministerial consideration, as represented in correspondence covered by my letter to the Principal Under Secretary of the 9th of July, 1891—Sir George Dibbs thus writes in relation thereto —"In my minute of the 6th instant, I do not intend in any way to reflect upon Major-General Richardson's administration; on the contrary, it is evident that after reading the mass of correspondence which surrounds the Military papers, that the General has displayed much self control, and temper, in dealing with the difficulties which have been created, and the consequent friction and its attendant rejoinders It is evident, further, that Major General Richardson, instead of obstructing Colonel de Wolski's movements, has endeavoured on all occasions, to forward that officer's suggestions"

6 It is asserted that neither allowance nor consideration has been shown the Commanding Engineer by me; but how he arrives at this conclusion, I cannot conceive Reference to the correspondence above alluded to and other records in the Staff Office will, I believe, demonstrate that he has received an amount of consideration far beyond what he would have had in his own Service; and that he has misinterpreted his position in the Colonial Service

7 Colonel de Wolski speaks of having been subjected to unmerited censure by the Minister for the expression of views he entertains as to his obligations towards the Colonial Service. This is in part true, but the censures were based mainly "in regard to the temper, negligence, and disrespect" displayed by the Commanding Engineer towards his commanding officer He also intimates his intention of submitting the whole matter to the Military authorities in England, in which case I trust that, in fairness to the Colonial Service, the concluding portion of Sir Henry Parkes' first censure may be acted on, viz —"It appears to me that no other course is open to the Government, but to transmit copies of this correspondence, through His Excellency, to the Secretary of State, to be laid before the authorities of the War Office"

8. In conclusion I have to thank the Commission for affording me the opportunity of meeting the reiterated attacks of this officer, and especially as the attitude of the Staff towards him has been the subject of bitter and unjust comment through the Press, to which, however, I have hitherto been debarred reply by the rules and custom of the Service.

I have, &c,

JOHN S RICHARDSON,

Major-General Commanding.

The President, Military Service Inquiry Commission

No. 6.

RETURN showing Age, Length of Service, and experience of all Field Officers in the New South Wales Military Forces on 20th June, 1892

Names	Age	Length of Service	Remarks	Reference in Local Army List
		Years		Page
Major-General Richardson*		37	10 years Imperial Service	18
Colonel Spalding*	48	28	7 years Royal Marines	18
Bt Colonel Wells*	55	23		18
,, Goodlet	57	32		18
,, Holborrow	51	22		18
,, Airey G J *	50	32	11 years Royal Marines	19
,, Stokes	53	22		19
,, Renny Tailyour		2	R E Officer under special engagement	18
Lieut-Col Wilkinson	65	29		19
,, Eden*	55	22	15 years Imperial Service	19
,, Cracknell	61	15		19
,, Rowe	62	20		19
,, Farrell	57	31		19
,, Mackenzie*	42	26	10 years 10 months Royal Navy; 8 years N S W Artillery; 7 years as A A Gen, Hd Qr. Staff	19
,, Williams*	36	9		19
,, Macdonald*	73	7		19
,, Taunton*	49	26	11 years Imperial Service, 1 year 4 months N S W Artillery; 7 years A A G, P P. Artillery; 7 years D A Q M G, Hd Qr Staff	19

* Denotes actual War Service as under Reference in Local Army List will give particulars of Service

Names.	Age	Length of Service	Remarks.	Reference in Local Army List.
		Years.		Page.
Bt.-Colonel Remington	42	21		20
Major Lassetter*	32	4	Imperial Officer under special engagement	20
,, Churchward*	36	3	do do do	20
,, Dansey	62	25		20
,, Owen	62	21		20
Bt.-Major Walker	52	12		20
,, Parrott*	50	18		20
Major Wilson	54	31		20
,, Longfield	51	24		20
,, Ranclaud	41	10		20
,, Gould	45	8		20
Bt.-Major Linsley	61	23		21
Major Waddell	46	8		21
Bt.-Major Airey H. P., D.S.O.	48	20	5 years Imperial Service	21
Major Bartlett*.	39	14	Went through course of Instruction with Imperial Troops.	21
,, Burnett	47	20		21
,, Murray	43	16		21
,, Blanchard*	..	4	Ordnance Storekeeper for the Government	21
,, Morris	58	21		21
,, Baynes	40	16		21
,, Chapman	46	19		21
,, Davidson	51	8		21

*Denotes actual War Service as under.—Reference in Local Army List will give particulars of Service.

WAR SERVICES—Alphabetically.

Airey, G. J.—Angoza, 1861, in charge of Marines at capture of 2-gun battery. Rewa River, 1868, in charge of Marines and Settlers of expeditionary force, including action at Deuka. Soudan Expedition, 1885, Suakin; despatches, *London Gazette*, 25th May, 1885; medal and clasp; Khedive Star.

Airey, H. P.—Soudan Expedition, 1885, Suakin; advance on Tamai medal and clasp; bronze star; Burmese Expedition, 1886-7 (severely wounded); mentioned by Government of India; despatches, *London Gazette*, 2 September, 1887; D.S.O.; promoted Brevet-Major for "distinguished services in Burmah" by His Excellency Lord Carrington, 29 June, 1887.

Bartlett, C. F.—Soudan Expedition, 1885, Suakin; advance on Tamai; despatches, *London Gazette*, 25 August, 1885; medal and clasp; Khedive Star.

Blanchard, J. T.—Soudan Expedition, 1885, Suakin; medal with clasp; Khedive Star.

Churchward, W. S.—Jowaki Expedition, 1877-8: medal and clasp. Afghan War, 1878-9-80; capture of Ali Musjid, and battle of Ahmed Khel: mentioned in despatches; medal with two clasps; Egypt, 1882; Tel-el-Kebir, medal and clasp; Khedive Star.

Eden, T. M. B.—Served in New Zealand Campaign, 1863-7; medal.

Lassetter, H. B.—Soudan Expedition, 1884-5; Nile medal with clasp; Khedive Star.

Macdonald, M. M.—Served in the Scinde Campaign of 1839; command of Poona Horse, in Upper Scinde and Beluchistan, in 1847; incessantly engaged against the Beluchee and Candaharee tribes infesting the frontier; and at the seige of Mooltan, in 1848.

Mackenzie, H. D.—Soudan Expedition, 1885, Suakin; advance on Tamai; served as Brigade Major in N.S.W. Contingent despatches, *London Gazette*, 25 August, 1885; medal and clasp; Khedive Star.

Parrott, T. S.—Soudan Expedition, 1885, Suakin; advance on Tamai; medal and clasp; Khedive Star.

Richardson, J. S.—Crimean Campaign, 1855, siege and fall of Sebastopol, with 72nd Highlanders. New Zealand War—Taranaki, 1860 and 1861, with 12th Regiment; volunteered from 2nd Battalion and served with 1st Battalion, 12th Regiment in Waikato Campaign, 1863-4. Soudan Expedition, 1885, commanded N.S.W. Contingent, Suakin; advance on Tamai; despatches, *London Gazette*, 25 August, 1885. Crimean medal and clasp, Turkish War medal, New Zealand medal, and medal with clasp for the Soudan; C.B.; Khedive Star.

Spalding, W. W.—Japan, 1864 and '66, with Royal Marine Battalion at the bombardment of the batteries at the Straits of Simonaski; carried colours at assault, capture, and destruction of five batteries, stockade, magazine, and barracks, 5 to 8 September, 1864. Soudan Expedition, 1885, Suakin; medal and clasp; despatches, *London Gazette*, 25 August, 1885; C.M.G.; Khedive Star.

Taunton, J. E. D.—New Zealand, Wanganui Campaign, 1864-5 and '66, present at repulse on camp at Nukamara and storming of Putahipah, and affair at Kakaramea; New Zealand War medal.

Wells, F.—Soudan Expedition, 1885, Suakin; advance on Tamai; despatches, *London Gazette*, 25 August, 1885; medal and clasp; Khedive Star.

Williams, W. D. C.—Soudan Expedition, 1885, Suakin; advance on Tamai; mentioned in special despatch by Sir Gerald Graham, V.C., K.C.B., dated London, 5th July, 1886; medal and clasp; Khedive Star.

No. 7.

Subject:—Evidence as to quantity of ammunition for big guns.

Sir, Head-quarters, 25 August, 1892.

I desire to offer the following explanation *re* my evidence before the Commission as to the quantity of ammunition available for big guns. I stated that there was plenty, and when I gave that answer on the spur of the moment, my mind reverted to the terms of my Annual Report of last year, wherein I specify that the ammunition for garrison ordnance is maintained up to an *average* of 321 per gun, *i.e.*, for guns in action. This statement I have verified as correct. Had the question on the subject not been of such a general nature, I should have easily remembered that for one type of gun, at least, the reserve had been trenched upon. I shall be glad if this statement may be appended to the report.

I have, &c.,

JOHN S. RICHARDSON,

The President, Military Service Inquiry Commission. Major-General Commanding.

No. 8.

No. 8

Appendix to Colonel Roberts' Evidence

ESTIMATES FOR NAVAL SERVICES as voted for years 1883 to 1892 inclusive.

Strength by Estimates	Apparent strength by Blue Book	Year and service	Estimates in Chief	Supplementary Estimates	Total Vote	Expenditure as shown by Blue Book	How expended and reasons for increasing Estimates in Chief	Reasons for Supplementary Expenditure
		1883	£	£	£	£		
See Remarks under "Reasons"	See Remarks under "Reasons"	Volunteer Naval Artillery	500	650	1,150		Nothing known as to strength, or how expended, said to be expense of instruction	Purchase of shed for drill purposes
328	326	Naval Brigade	5,815		5,815	5,120	Salaries, £5,215 uniforms to officers and men, £350, incidentals, £250	
Not shown	49	Training ship "Wolverene"	7,000	984	7,984	4,465	Probable expense of maintenance (pay to officers and men), £4,465	Further maintenance
					14,949			
		1884						
Not shown	Not shown	Volunteer Naval Artillery	500	547	1,047	Not shown	£300, instruction, £200, incidentals	Contingencies
328	326	Naval Brigade	5,817		5,817	5,120	Salaries, £5,217, uniforms to officers and men, £350, incidentals, £250	
Not shown	30	Training ship "Wolverene	4,200	2,090	6,290	3,018	Probable expense of maintenance (pay to officers and men), £4,465	Further maintenance
					13,154			
		1885						
Not shown.	Not shown	Volunteer Naval Artillery	500	148	648	Not shown	£300, instruction, £200, incidentals	Instruction and clothing
328	648	Naval Brigade	5,815	4,636	10,451	9,253	Salaries, £5,215, uniforms to officers and men, £350, incidentals, £250	Additional men for brigade
Not shown.	50	Training ship "Wolverene"	4,200	8,050	12,250	5,523	Probable expense of maintenance (pay to officers and men), £4,465	Further maintenance
					23,349			
		1886						
Not shown	Not shown.	Volunteer Naval Artillery	770	674	1,444	Not shown	£570, instruction, £200, incidentals	Purchase of rifles
328	648	Naval Brigade	7,628*	1,961	9,589	9,253	Salaries, £5,214, uniforms, £350, incidentals, £250, doubling strength, which does not appear to have been done, £1,814	Further expenses in doubling force
Not shown	50	Training ship "Wolverene"	3,400	494	3,894	2,762	Six months' salary to officers and men—disbanded 30th June	Gratuities, &c
					14,927			
		1887						
328	336	Naval Brigade	5,814*		5,814	5,519	Salaries, £5,214; uniforms, £350, incidentals, £250	
Not shown.	13 officers	Volunteer Naval Artillery	770	6	776	153	£570, instruction; £200 incidentals	Further expenses of instruction
,,	Not shown.	Training ship "Wolverene"	600	172	772	Not shown	Probable expense of maintenance	Further maintenance
					7,362			
		1888						
328	328	Naval Brigade	5,814		5,814	5,162	Salaries, £5,214; uniforms, £350, incidentals, £250.	
Not shown.	18 officers	Volunteer Naval Artillery	770	630	1,400	255	£570, instruction; £200, incidentals	Extra salaries and drill shed
,,	Not shown	Training ship "Wolverene"	2,500		2,500	Not shown	For commissioning for training Naval Brigade and Volunteer Naval Artillery.	
,,	,,	Torpedo Defence—Naval	1,000		1,000	,,	New Vote for maintenance of torpedo boats, "Acheron" and "Avernus"	
					10,714			

* £1,814 between 1886 and 1887 evidently not required for doubling force

ESTIMATES for NAVAL SERVICES—*continued.*

Strength by Estimates.	Apparent strength by Blue Book.	Year and Service.	Estimates-in-Chief.	Supplementary Estimates.	Total Vote.	Expenditure, as shown by Blue Book.	How expended, and reasons for increasing Estimates-in-Chief.	Reasons for Supplementary Expenditure.
			£	£	£	£ s. d.		
		1889.						
328	327	Naval Brigade	5,814	.....	5,814	5,090 0 0	Salaries, £5,214; uniforms, £350; incidentals, £250.	
Not shown.	18 officers.	Volunteer Naval Artillery	770	628	1,398	282 10 0	Instruction, £570; incidentals, £200	Further instruction expenses.
,,	9	Training ship "Wolverene"	2,500	247	2,747	1,604 0 0	Commissioning for training Naval Brigade and Volunteer Naval Artillery.	Further maintenance.
,,	5	Torpedo defence	1,000	253	1,253	1,012 0 0	Maintenance, torpedo boats "Acheron" and "Avernus"	,, ,,
					£11,212			
		1890.						
328	327	Naval Brigade	5,814	69	5,883	5,090 0 0	Salaries, £5,214; uniforms, £350; incidentals, £250. (Quarters and gas allowed to Commander, but amount not stated.)	Railway passes.
Not shown.	18 officers.	Volunteer Naval Artillery	770	770	1,540	332 10 0	Instruction, £570; incidentals, £200	Expenses of instruction.
,,	9	Training ship "Wolverene"	2,500	500	3,000	1,604 0 0	Commissioning for training Naval Brigade and Volunteer Artillery.	Further training expenses.
,,	5	Torpedo defence	1,000	493	1,493	1,205 0 0	Maintenance, torpedo boats "Acheron" and "Avernus"	Further maintenance.
					£11,916			
		1891.						
328	327	Naval Brigade	5,814	.....	5,814	5,407 0 0	Salaries, £5,314; uniforms, £350; incidentals, £250. (Quarters and gas allowed to Commander, but amount not stated.)	
Not shown.	16 officers.	Volunteer Naval Artillery	920	350	1,270	332 10 0	Instruction, £570; incidentals, £350	Extra instruction.
,,	9	Training ship "Wolverene"	2,500	250	2,750	1,604 0 0	Strength taken as last year, but number of seamen at £109 10s. not stated. Commissioning for training Naval Brigade and Volunteer Naval Artillery.	Further maintenance.
,,	5	Torpedo defence	1,200	450	1,650	1,332 0 0	Maintenance, torpedo boats "Acheron" and "Avernus"	,, ,,
					£11,484			
		1892.						
328	Not shown.	Naval Brigade	5,489	.....	5,489	Blue Book not yet issued.	Salaries, £4,596; uniforms, £350; incidentals, £250; gratuities, £293.	Reductions made in accordance with vote of Parliament.
Not shown.	,,	Volunteer Naval Artillery	2,170	.....	2,170		Partially-paid from 1st July, 1892, £1,250; instruction, £570; incidentals, £350.	
,,	,,	Training ship "Wolverene"	2,000	.....	2,000		Maintenance in commission	
,,	,,	Torpedo defence	1,500	.....	1,500		Officer-in-charge torpedoes, £300. Maintaining and working "Acheron" and "Avernus."	
					£11,159			

20 July, 1892.

CHAS. F. ROBERTS, Colonel,
Military Secretary.

ESTIMATES FOR MILITARY SERVICES as voted for years 1883 to 1892 inclusive.

Strength.	Year and Service	Estimates-in Chief.	Supplementary Estimates.	Total.	Reasons for increasing Estimates-in-Chief.	Reasons for Supplementary Expenditure.
	1883.					
9	General Staff	3,025	.....	3,025	.....	
322	Artillery Force	32,789	500	33,289	.....	Working Pay—Artillery Force.
56	Artillery Reserve Force	1,520	.....	1,520	Nominal	
.....	Works of Defence	1,706	37	1,743	,,	Proportion passage-money, Major-General Scratchley.
1,801	Volunteer Force	39,146	.....	39,146	...	
.....	Volunteer Naval Artillery	500	650	1,150	.....	Purchase of shed for drill purposes.
328	Naval Brigade	5,815	.....	5,815	.....	
.....	Training ship "Wolverene"	7,000	984	7,984	.....	Further maintenance.
				£93,672		
	1884.					
9	General Staff	3,074	.....	3,074	Increase of pay to Clerks.	
323	Artillery Force	33,347	2,096	35,443	Increase, 1 Master Gunner and Camp, &c., expenses	Stores, &c.
56	Artillery Reserve Force	1,520	.....	1,520	Nominal; was not carried out.	
.....	Works of Defence	1,500	.....	1,500		
2,327	Volunteer Force	54,786	621	55,407	Caused by increase of 526 men	Contingencies.
.....	Volunteer Naval Artillery	500	547	1,047	.....	,,
328	Naval Brigade	5,817	.....	5,817	.....	
.....	Training ship "Wolverene"	4,200	2,090	6,290	.....	Further maintenance.
				£110,098		
	1885.					
9	General Staff	3,072	64	3,136	.....	Increase of Pay to Clerks.
322	Artillery Force	33,575	6,399	39,974	Increase—Good conduct pay	Increase of Pay—180 men, three months, &c., on account of 250 Artillery being sent to the Soudan.
.....	Works of Defence	3,150	.....	3,150	Erection of armoury and making a road.	
3,019	Volunteer Force	90,182	62,070	152,252	Increase of 707 men	Further increase of men.
.....	Volunteer Naval Artillery	500	148	648	.....	Gunnery Instructor, Clothing, &c.
328	Naval Brigade	5,815	4,636	10,451	.....	Additional men.
.....	Training ship "Wolverene"	4,200	8,050	12,250	.....	Maintenance.
4	Military Instructors	.....	663	663	.....	Additional; introduced latter part of this year.
.....	Torpedo and Signal Corps, Volunteer Force.	.....	1,676	1,676	.....	Increase of men.
				£224,200		
	1886.					
13	General Staff	4,030	.....	4,030	Increase of 4 Clerks.	
4	Military Instructors	3,206	.....	3,206		
500	Artillery Force	43,983	7,488	51,471	Increase of 178 men	Pay to men; reduced from strength of 500.
.....	Works of Defence	1,600	.....	1,600	Decrease of £1,550.	
10,199	Volunteer Force	89,854	29,455	119,309	Increase of 1,654 men	Pay to men reduced.
.....	Volunteer Naval Artillery	770	674	1,444	For instruction, &c.	Purchase of rifles.
328	Naval Brigade	7,628	1,961	9,589	*Doubling the strength	Further expenses in doubling the Force.
.....	Training ship "Wolverene"	3,400	494	3,894	.....	Gratuity, Captain Taylor, &c.
				£194,543		

ESTIMATES FOR MILITARY SERVICES as voted for years 1883 to 1892 inclusive—*continued.*

Strength.	Year and Service.	Estimates in-Chief.	Supplementary Estimates	Total.	Reasons for increasing Estimates-in Chief.	Reasons for Supplementary Expenditure.
	1887.	£	£	£		
17	General Staff	5,031		5,031	Increase of 3 Clerks; Allowance lieu Quarters and Stabling.	
4	Military Instructors	3,386		3,386	Stable allowance.	
378	Artillery Force	39,732	120	39,852	Reduction of 122 men	Shed for guns at Middle Head.
..	Works of Defence	4,920		4,920	Erection School of Gunnery and purchase of Position Finders.	
5,406	Volunteer Force	80,886	109	80,995	Reduction of 2,461 men	Compensation for injuries and shed for guns.
328	Naval Brigade	5,814		5,814	*£1,814 evidently not required for doubling the Force.	
....	Volunteer Naval Artillery	770	6	776		
.....	Training ship "Wolverene"	600	172	772		Machinery.
. ....	Volunteer Submarine Miners		24	24		Painting cases.
				£141,570		
	1888.					
18	General Staff	5,803		5,803	Increase of salary and allowances for grooms and 2 extra Clerks.	
4	Military Instructors	2,821	175	2,996	Reduction, 2 years' salary, 1 Instructor	Passage money of Instructor.
500	Artillery Force	51,198		51,198	Increase Good Conduct pay; Forage for Field Battery horses; increase of 122 men.	
24	Permanent Submarine Miners	4,921		4 921	New increase to Force—24 officers and men.	
32	Permanent Mounted Infantry	5,221		5,221	New increase to Force—32 officers and men.	
6,041	Volunteer Force	103,245	149	103,394	Increase of Partially-paid Mounted Infantry (300), and Infantry (894)—Reduction in other Corps, 64, and 2,000 for £1 efficiency money, Reserves.	Contingencies.
.	Works of Defence	3,900		3,900	Decrease of £1,020.	
328	Naval Brigade	5,814		5,814	As per 1887.	
....	Volunteer Naval Artillery	770	630	1,400		Extra salaries and drill-shed.
....	Training Ship "Wolverene"	2,500		2,500	For commissioning for training.	
..	Torpedo Defence	1,000	..	1,000	New Vote for maintenance of Torpedo-boats "Acheron" and "Avernus."	
				£188,147		
	1889.					
20	General Staff	6,813		6,813	Increase of salary, Major-General Commanding; same to Clerks, Extra Clerks; increase to Chief Paymaster.	
3	Military Instructors	1,963	38	2,001	Decrease of one Instructor	Forage allowance.
500	Artillery Force	54,999	309	55,308	Increase pay to Colonel Commanding; increase 1 Captain, 3 Lieutenants; increase pay to Sergeant and Assistant Master Gunner.	Passage home for Instructor.
27	Permanent Submarine Miners	5,614		5,614	Increase to Military Instructors.	
34	Permanent Mounted Infantry	5,292		5,292	Increase of lodging allowance.	
4.926	Volunteer Force	103,857	10,441	114,298	Increase of Medical Staff Corps, 62 men, and reduction in Reserves	Cavalry Adjutant and extra expenses, travelling, &c.
.	Works of Defence	8,720		8,720	Increase for mounting ordnance and purchase maxim guns	
62	Ordnance and Barrack Department	22,110	4,984	27,094	Now brought on to Military Vote; increase in vote for warlike stores	Warlike stores.
328	Naval Brigade	5,814		5,814	Same as previous year.	
.	Volunteer Naval Artillery	770	628	1,398	,, ,,	Expenses for instruction.
	Training-ship "Wolverene"	2,500	247	2,747	,, ,,	Maintenance—further sum.
.....	Torpedo Defence	1,000	253	1,253	,, ,,	Further sum required.
..	Medical Staff Corps		1,826	1,826		Purchase of surgical and medical appliances.
				£238,178		

Strength.	Year and Service.	Estimates-in-Chief.	Supplementary Estimates.	Total.	Reasons for increasing Estimates-in-Chief.	Reasons for Supplementary Expenditure.
	1890.					
20	General Staff	6,813	363	7,176		Increase salary, Asst. Adj. Genl., £147; Dep. Ass. Q.M. Genl., £124; Instructor of Musketry £92.
3	Military Instructors	980	166	1,146	Reduction 1 major	Increase of Instructor's salary—£152.
500	Artillery Force	54,999	2,242	57,241		Gratuity to 2 officers, £1,700; increase salary, Brigade Surgeon, £107; additional medical officer, £164, with allowances, £271.
24	Permanent Submarine Miners	4,007	1,315	5,322	Transfer of Colonel de Wolski to Public Works	Increase of Instructors.
34	Permanent Mounted Infantry	5,292	.....	5,292		
4,926	Volunteer Force	103,857	13,166	117,023		Pay to No. 9 Battery and Cavalry—Field Service dress, £8,794; Cadets, £200.
.....	Works of Defence	8,720	.....	8,720		
62	Ordnance and Barrack Department	22,110	758	22,868		Erection shed, &c.
328	Naval Brigade	5,814	69	5,883		Railway passes.
.....	Volunteer Naval Artillery	770	770	1,540		Expenses of instruction.
.....	Training-ship "Wolverene"	2,500	500	3,000		Expenses, training.
.....	Torpedo Defence	1,000	493	1,493		Maintaining boats "Acheron" and "Avernus."
				£236,704		
	1891.					
20	General Staff	8,319	.....	8,319	Increases of pay to Officers of Staff, A.A.G., D.A.Q.M.G., and Instructor of Musketry and Clerks, and increase in allowances.	
3	Military Instructors	1,333	.....	1,333	Increase to Major and Warrant Officer.	
558	Artillery Force	60,736	1,000	61,736	Increase 1 Lieut.-Colonel, 2 Lieutenants, 1 Veterinary Surgeon, 6 Master Gunners, 4 Sergeant Artificers, 11 Assistant Artificers, 47 Gunners, and allowances.	Hire of Steamers.
6	Commanding Engineer	3,758	.....	3,758	New Department.	
24	Permanent Submarine Miners	4,034	.....	4,034	Increase of Command Pay—£27.	
15	Permanent Medical Staff Corps	3,657	.....	3,657	New Department. Previously partly charged against Artillery Force.	
4683	Volunteer Force	124,519	1,797	126,316	Increase Cavalry, Artillery, Engineers, Submarine Miners, Mounted Infantry, Medical Corps, Transport Corps, Uniform and Allowances. Reduction in Reserves.	Spare parts of Rifles and New Helmets.
71	Ordnance and Barrack Department	26,482	1,944	28,426	Increase in Armoury, Victoria Barracks, and General Stores	Increase of Establishment and Fire-hose, &c.
328	Naval Brigade	5,814	.....	5,814	Same as last year.	
.....	Volunteer Naval Artillery	920	350	1,270	Increase, incidental expenses	Extra instruction.
.....	Training ship "Wolverene"	2,500	250	2,750	Same as last year	Maintenance.
.....	Torpedo Defence	1,200	450	1,650	Increase for working "Acheron," and "Avernus"	Extra for torpedo boats.
				£249,063		
	1892.—(Estimates as submitted to Parliament.)					
21	General Staff	8,537				
3	Military Instructors	1,661				
559	Artillery Force	61,136				
9	Commanding Engineer	4,184				
24	Permanent Submarine Miners	3,922				
17	Permanent Medical Staff Corps	3,752	Reduced by £50,000 by vote in Committee of Supply.			
4699	Volunteer Force	134,743				
.....	Works of Defence	4,500				
76	Ordnance and Barrack Department	39,056				
328	Naval Brigade	6,439				
200	Volunteer Naval Artillery	3,420				
.....	Training ship "Wolverene"	2,500				
.....	Torpedo Defence	1,800				
				£275,650		

20 July, 1892.

CHAS. F. ROBERTS, Colonel, Military Secretary.

No. 9.

Appendix to Colonel Spalding's Evidence.

RETURN of Work done by Artificers since 1st January, 1892.

Artillery Workshops, 24 June, 1892.

SPRING for bottom reflecting sight, Inner Middle Head; handles and repairing clerk's screw jack, Master-Gunner's store, Victoria Barracks; gauging 6-inch b.l. projectiles, Middle and George's Heads; traversing gear, No. 3, 10-inch r.m.l. and one 10-ton Tangye's hydraulic jack; drag chain and shoe for sling waggon, repaired Victoria Barracks; mirror for examining ordnance repaired; repairs to buffers from Bare Island; board for printed instructions—four made; Tangye's hyd. jack, Armoured Casemate, George's Head, repaired; cylinders, 9-inch and 10-inch r.m.l. for cartridges, repaired; lamp brackets (two) for Bare Island district cart; eight copper rivets, ½ inch, for 10-inch 25-ton battery, Outer Middle Head; taps fitted to oil drums; key base plug, 6-inch b.l. shell, Middle Head; gun-metal receptacles, elevating screw, 80-pounder, Victoria Barracks; Tangye's hydraulic jacks (two), repaired; bracket, No. 1, 10-inch r.m.l. slide; gauging of shot and shell, 6-inch b.l., South Head; sponge heads, 16-pounder, Master-Gunner's store, Victoria Barracks; conversion of six 80-pounder sponge staves to 16-pounder; handle of pump, 6-inch b.l., South Head, repaired; Tangye's hydraulic jacks (five), repaired, Master-Gunner's store, Victoria Barracks; Tangye's hydraulic jacks (two), repaired, South Head; keys, metal, m.l. and corrugated cases, 6-inch b.l., South Head; 2⅜-inch brass studs, and 4¼ x 3½ inch split pins for 80-pounder, Bare Island; deflection leaf, 40-pounder r.b.l. tangent sight, School of Gunnery, Middle Head; pieces, vent, drill, wood and bronze face, r.b.l. 40-pounder; catch on trail box, 45 Nordenfeldt, South Head; handle shot trolly, No. 1, 10-inch 25-ton battery; three bolts for 9-inch r.m.l. gun at Newcastle; repairs to studs of zinc cylinder at Middle Head; sights tangent and trunnion of 80-pounder blueing and bronzing at Steel Point; prongs of wad, hook repaired, 25-ton, battery, Middle Head; two nuts for 16-pounder, r.m.l.; scotches of sizes for Master-Gunner's store, Victoria Barracks; twelve clip plates (cut ½-inch off), ninety-six bolts repaired, field battery; spring Nordenfeldt, 1·5-inch, repaired South Head; poles wood, hand, ·45 Nordenfeldt, South Head; prop of timber for Nordenfeldt, South Head; skids, alteration to; overhaul (two), G S. hydraulic jacks, South Head; overhaul and fitting up 12-ton sling waggon, Victoria Barracks; roller for gymnasium; boards (deal) notice; winch handle, No. 2, 25-ton, Outer Middle Head; mauls cutting, rewelding rings, Master-Gunner's store, Victoria Barracks; removing breech ring of 6-inch b.l., School of Gunnery at Victoria Barracks; repairs to gymnasium truck, Victoria Barracks; hooks for swingle tree for field battery; lid of No. 1 cartridge lift, 25-ton, r.m.l. battery, Middle Head; repair to zinc-cylinders for 9-inch r.m.l.; overhauling and repairs to Tangye's jacks; overhauling and repairing r.c.d. jacks; keep-pins for lever of breech-screw, 40-pounder, Middle Head; new eye for chain of cotter, 40-pounder, Middle Head; handle for elevating screw for 40-pounder, Middle Head; spring and trigger comb for Nordenfeldt, Armoured Casemate Battery; stencils for shell, Wollongong; repairs to Nos. 1 and 2, 6-inch b.l. guns, Middle Head; recovering 25-ton tampeon; repairs to collars of Armstrong's time fuzes; tampeons made for 32-pounder; overhaul and cleaning of Maxim gun; overhaul and cleaning 9·2 guns; enlargement of the trunnions of 80-pounder, r.m.l.; repairs to catch of entrance gate, Wollongong; keep-pins and chain elevating gear, 80 pounder; shaft of elevating gear and bolts for bracket, 9-inch, South Head; removing vent No. 3 18-inch ton gun, before dismounting; cap-covers on bearing loading gear, 25-ton, and clamping screw; cut off handle of derrick; stencils 9-inch, 10-inch, and 80-pounder guns at, Newcastle; boat-slip, South Head, estimate for extension; alteration to waggon, Commissariat and Transport Corps; levers, colonial ash, making of; handles of lowering-pump, 6-inch, b.l., South Head; conversion of window to door in Artillery Workshops, Victoria Barracks; taking off iron-work, 40-pounder carriage, Middle Head; hose-box, Master-Gunner's Store, Victoria Barracks, repairs to; taking down shed at Balmain; alterations, overhaul, and repairs to electric light engines and plant; sling-waggon, overhauling; cambering girders, in School of Gunnery Shed, Victoria Barracks; alterations to battery lamps; alterations to adapters for 6-inch b.l. guns; alterations to shed at Middle Head; alterations to 6-inch b.l. hydro-pneumatic cylinder; gun cover, 6-inch b.l., Middle Head, estimate for making of; board for mounting plans; board for office drawing table; alteration to ladder handles of guns in each district; weekly and fortnightly inspection of ordnance in Port Jackson and outlying districts; trough for moulder, a.w.s., making of; file-handles, for store; breaking up 80-pounder carriages and slides; model 6-inch h.p. cylinder for instructional purposes; sets of spanners for each 6-inch b.l. guns; extension of workshop stores; new shafting for workshops; conversion of vertical drilling machine; drawers and shelves for office; copying-press table for office; attendance whilst fixing Maxim gun; alterations to T squares; making set of trammels; stool for office, making of; desk for store, making of; marking-off table, pattern and fitting up of; moulding-boxes, wood, making of; moulding-boxes, metal, making of; tool-chests for districts; arm-racks (not completed); ingot-moulds, pattern; faceplates for lathe, pattern; boxes for test-gauges; box for curves; fittings to magazine lamps; brass blocks for marking off elevating arcs of 6-inch and 8-inch b.l. guns; iron guard-rail, 6-inch, b.l., School of Gunnery Shed, Victoria Barracks; new brackets and repairs to circular saw.

Half-yearly Overhaul—Middle Head.

No. 1, 6-inch b.l.; No. 2, 6-inch b.l.; No. 1, 25-ton r.m.l.; No. 2, 25-ton r.m.l.; No. 1, ·45 Nordenfeldt; No. 2, 45 Nordenfeldt; No. 1, 1·5 Nordenfeldt.

Half-yearly Overhaul—George's Heights.

No. 1, 6-inch b.l.; No. 2, 6-inch b.l.; examining No. 1, 80-pounder, r.m.l.; examining No. 2, 80-pounder, r.m.l.

Half-yearly Overhaul—George's Heights.

No. 1, 1·5 Nordenfeldt; No. 2, 1·5 Nordenfeldt; No. 1, ·45 Nordenfeldt; No. 2, ·45 Nordenfeldt.

Half-yearly Overhaul—South Head.

No. 1, 6-inch b.l.; No. 2, 6-inch b.l.; No. 1, 10-inch r.m.l.; No. 2, 10-inch r.m.l.; No. 1, 9-inch r.m.l.; Maxim gun; No. 1, 1·5 Nordenfeldt; No. 1, ·45 Nordenfeldt; No. 2, ·45 Nordenfeldt.

Half-yearly Overhaul—Newcastle.

No. 1, 80-pounder; No. 2, 80-pounder; No. 1, 1·5 Nordenfeldt; No. 2, 1·5 Nordenfeldt; No. 1, ·45 Nordenfeldt; No. 2, ·45 Nordenfeldt.

Half-yearly Overhaul—Bare Island.

No. 3, 10-inch r.m.l.; No. 2, 9-inch r.m.l.; No. 4, 9-inch r.m.l.; No. 1, 80-pounder, r.m.l.; No. 5, 80-pounder, r.m.l.; No. 1, ·45 Nordenfeldt; No. 2, ·45 Nordenfeldt; No. 1, 1·5 Nordenfeldt.

Half-yearly Overhaul—Wollongong.

No. 1, 6-inch b.l.; examining 1·5 Nordenfeldt.

Alteration to Maxim gun; alterations to 8-inch r.b.l., Newcastle; fitting up 9-inch and 10-inch, school of gunnery shed; shop fitting and fixing machinery; moulding plugs for 6-inch cylinder; mounting No. 1, 6-inch b.l., Newcastle; overhaul of No. 2, 6-inch b.l. gear, Newcastle; new pulleys for 25-ton gun gear (loading.)

From Instructor of O. M. to Officer Commanding Artillery Forces.

Artillery Workshops, 8 July, 1892.

Sir,

I have the honor to lay before you a list of spare parts to be made, and alterations required for our new type guns, &c.—6-in. and 8-in. on H. P. mountings,—19 spare bye-pass valves complete, 21 ditto recoil ditto ditto; 19 new charging cocks, and 19 new water-level ditto, to be designed to prevent accident by plug blowing out. Nineteen new valves to let air out of inner cylinder; 38 new stop-valves for suction and delivery of lowering pumps to be designed specially; 19 lowering pump pistons to be altered; 48 spare plungers for charging pumps; 192 spare valves for charging pumps; 168 spare copper pipes and connections for ditto; 24 racks for spanners; 19 racks for side-arms; 19 training arcs to be made graduated and fitted to pits; 19 sets of spanners and tools; 1,200 leather washers, various sizes—2 spare for each joint; 57 gutta percha washers, one spare to each joint; 19 cup leathers one spare to each cylinder; 187 air chambers to bore tap and recess in 17 cylinders; 187 gun-metal plugs to cast, turn, screw, and to fit to air chambers; 187 leather washers to above; 4 80-pounder slides to be raised for gun to clear parapet; 14 new iron handles for large charging pumps; 10 maxim guns to be altered; 5 guns to be re-vented; lamps for all batteries at Newcastle, Sydney, Bare Island, and Wollongong; arms and clothes racks for ditto ditto; sling waggon to have new iron wheels.

I have, &c.

R. J. THORPE.

It is estimated that value of above works would be about £600.—WARNER SPALDING, Colonel Commanding Artillery 8/7/92.

No. 10.

No. 10.

From Officer Commanding Artillery Forces to the General Officer Commanding the Forces.

Subject : Annual Report for 1891.

Sir, Artillery Brigade Office, Victoria Barracks, Sydney, 1st January, 1892.

The Artillery Forces, both Permanent and Volunteer, have been exercised during the year (inclusive of camp of continuous training at Easter) in the various drills and exercises required of them, and have generally displayed zeal and intelligence. Artillery Forces.

The formation known as "Fortress Formation" is adopted on all general parades. Under this formation every member of the Force is told off to a special position in the batteries, which is known to him and to his superior officers. The officers commanding batteries of the P. A. and V. A. forward monthly to their regimental offices lists, amended as necessary, giving the actual working number of each individual member of their batteries, and the Regimental authorities forward monthly to the Artillery Brigade Office a return showing the regimental details. Thus, in case of sudden emergency, no confusion can arise nor valuable time be lost. The fortress formation was practised at the camp of continuous training and on 25th April, 15th August, and 24th October, 1891, the last being a night parade, on which the electric light was used. Fortress formation.

On completion of the fitting of the School of Gunnery shed at Victoria Barracks, it is my intention, by the establishment of courses of evening lectures, drills, &c., to arrange for the increased instruction of the Artillery Forces, especially the partially-paid portion. Evening drills and lectures.

Shot and shell practice has been carried out from all natures of heavy guns mounted at the defences, the results being very satisfactory. The various classes of machine guns were also brought into action against moving targets. Shot and shell practices.

Field Artillery Brigade.—There has been little opportunity of instructing this force as a brigade, except during the Easter camp, as the officers, non-commissioned officers, and drivers of the V. A. Batteries have been receiving valuable instruction in riding, driving, and sword drills. No. 2 Battery, although they have made considerable progress towards efficiency, are not yet fit to attend in brigade with the other two field batteries. The appointment of an adjutant is already recommended, and would undoubtedly lead to increased efficiency. I would draw your attention to the fact that the field batteries of this Colony are armed with obsolete field-pieces, and would recommend that the atteution of the Government be directed to the necessity for providing an equipment for four batteries of the most recent and suitable type of field gun. Field Artillery Brigade. Re-armament necessary.

The horses on charge of the Field Artillery are in thoroughly good condition, and fit to go anywhere where horses can be expected to go. The heavier description of wheelers have been gradually absorbed into other services, and have been replaced by a more active, though at the same sufficiently powerful horse. This has increased the mobility of the Field Artillery without any corresponding disadvantage. Field Battery horses.

While on the subject of horsing the field batteries, I desire to report that, in my opinion, the cost of the purchase and maintenance of the limited number of horses belonging to the Field Artillery has been more than recouped in value by the undoubtedly increased efficiency of all ranks of the Field Artillery Forces. It is now my intention to show that the cost of maintenance exceeded only by some £265 the expenditure which would have been otherwise necessary for the very partial training of the Field Artillery, using unbroken and unsuitable horses. Expense of maintenance contrasted with cost of hire.

Cost of feed, &c for 60 P.A. horses	£1,480	Hire of horses for V.A.	£850
Extra duty pay to P.A. Field	79	,, P.A.	370
Bty. in connection with training V.A.		Transport	74
		Balance	265
	£1,559		£1,559

The Permanent Battery has gone through a course of instruction under the Chief Instructor, at which both officers then belonging to the battery gained first-class certificates, and I have much pleasure in stating that at my recent inspection I ascertained that the battery was thoroughly efficient. Instruction has been given under my personal supervision in the method of ranging batteries by fire, and practice has been carried on, as far as the limited nature of the ground and the consideration of public safety admitted, with shrapnel shell over a land range. The results were fairly good; but I propose, with your concurrence, to arrange during the current year for the Permanent, and, if possible, the Volunteer Artillery Batteries to go through a thorough course of field artillery firing against light field works, representations of field guns and their detatchments, cavalry, and infantry, on a specially selected site. Instruction and training. Proposed course of field-firing, &c.

List of special work carried on by the Permanent Batteries attached, marked "A." Special work.

New South Wales Artillery.

I enclose a report from O.C.N.S.W.A. marked "B," giving the actual strength of the regiment on the 1st January, 1891, and 31st December, 1891, number of courts-martial, recruits enlisted, and casualties. Duty state, N.S.W.A.

Garrison Batteries.—The two service batteries have been put through special courses of instruction in all types of guns mounted in the batteries, shot and shell practice at stationary and moving targets, repository exercise, making up ammunition, and examination of ordnance under their own battery officers. Garrison Batteries.

I propose to send the Depôt, which is composed of what are known as employed men, through a similar course early this year, instruction as much as possible being given of an evening, in order to interfere as little as possible with the duties these men are now told off to, and for which they have been specially selected. Recruit courses of instruction have been formed at Middle Head. Five young officers with detachments have, under the supervision of the C.I., made a good advance in their knowledge of artillery. Depôt Battery. Garrison Artillery Course.

The whole of the recruit officers and men have passed through a satisfactory course in the Gymnasium. Working parties of the Artillery have been employed in transport of ordnance and stores, and making up of ammunition. Gymnasium Course. Working parties.

The master gunners (except two recently promoted) have been examined by the Firemaster, and received certificates in the examination, and care, of ordnance and making up ammunition. Master gunners.

Captains Savage and Morris have proceeded to England to go through instruction in what is known as the "Long Artillery Course," at Woolwich, Shoeburyness, and Oakhampton, followed by a special course at Waltham Abbey with regard to the manufacture of powder, &c., and in position finding at the Isle of Wight. The course will probably continue until August, 1893. Captain Bridges, at present studying in England, will rejoin in Sydney in August next. Officers going through course in England.

The authority of the Government has been obtained for the enlistment of six additional staff sergeants and four assistant artificers. Artificers.

One officer and eleven men have been stationed at Wollongong in charge of the battery there. Wollongong detachment.

Lieutenants Jenkins and Lamb have passed the necessary qualifying examinations, enabling them to retain their commissions in the regiment. Officers passed qualifying examination.

Mr. Thorpe, Inspector of Ordnance Machinery, has been transferred from the Department of the Director of Military Works, and although this transfer was made early this year, as it was the result of recommendation made during last year, I consider it advisable to mention the transfer in this report. Inspector of Machinery.

The three young officers (who are all natives of the Colony) appointed during 1891 promise to turn out good officers, as from personal observation I am aware they are endeavouring to acquire as rapidly as may be a knowledge of their profession. One of these officers has been appointed to the Field Battery and two to the Garrison Batteries. Recruit officers.

Volunteer Artillery.

I enclose suggestion from O.C.V.A. and O.C. Garrison Batteries, V.A., and Senior Officer of Field Batteries, and also report from O.C.V.A., giving effective strength of regiment on 1st January, 1892.

I am glad to recognise that the senior Artillery officer reports that the horsing of the batteries with trained horses has removed the difficulty of obtaining drivers, and has had the excellent effect of inducing the men to take a greater interest in their work, and I also notice that this officer reports that all the accidents that have occurred during the year have been with hired horses. Colonel Wells also speaks of the great advantages these batteries have derived from the use of the trained horses of the P.A. The mixed teams referred to by Major Chapman are no longer used; Major Chapman's recommendation as regards the instruction of the men of the Field Batteries will receive every consideration. Field Batteries, Vol. Artillery. Advantages of employing trained horses.

A recommendation has been made which, if approved, will remove the difficulties now experienced in keeping the guns, harness, and stores on charge of the V.A. thoroughly clean and in serviceable order. Care of harness, &c.

Major

Garrison batteries, Vol. Artillery.

Major Remington recommends that the School of Gunnery may be utilised for the instruction of the Garrison Batteries; but, as stated in the earlier portion of my report, this important matter has already received my consideration, and will be adopted as soon as circumstances permit.

The question of taking arms to the Heads is one for regimental consideration, as is also Major Owen's report on the unsatisfactory fitting of all clothing of the batteries under his immediate command.

Reasons for modern type ordnance not being available for drill at Wollongong.

There is no doubt that No. 6 Battery (Wollongong) has been somewhat handicapped by having to drill at the S.B. guns, but this has been unavoidable, it being impossible to mount a more modern type of ordnance, until the works, as designed and approved, are constructed. Arrangements are being made which will enable the members of this battery to acquire a knowledge of the 6-in. B.L. gun recently placed in action.

Repository stores for No 7 Battery, V.A.

Major Owen should have taken the necessary steps to obtain by requisition such repository stores as No. 7 Battery requires, and not have waited until he was called upon by his Commanding Officer to make suggestions.

The 40 pounder R B.L. guns at Bulli have been examined by the Firemaster, and reported fit for service.

Defence Works.

Newcastle

At Newcastle a new work has been completed at Shepherd's Hill, and armed with an 8-in. B L. gun on H.P. mountings, but this gun is not yet in action. At Fort Scratchley a 6-in. B.L. gun on H. P. mountings is in action, having replaced a 9 in. R.M-L. 12-ton gun. The two remaining 9-in. guns will shortly be dismounted and replaced by two 6-in. B.L. guns on H.P. mountings, as soon as the emplacements are modified. An 8 in. B.L. gun has also been mounted in this work, but is not yet in action. Small barracks have been built at Shepherd's Hill.

Port Jackson Northern Sub-District Inner Middle Head; Outer Middle Head.

The battery at Inner Middle Head has been reconstructed, and the 80-pounder R.M.L. guns originally mounted there have been replaced by two 6-in. B.L guns on H.P. mountings. The emplacements of the 80-pounder Battery at outer Middle Head have been reconstructed, so as to give 7 feet of cover, the work of loading being carried on without exposing the detachment. As soon as the racers are laid steps will be taken to remount the guns.

Armoured casemate.

The armoured casemate is being re-armed with guns of greater precision, the three old type 10-inch R.M.L. guns being replaced by three 6-inch B.L. guns on Vavaseur mountings.

Southern Sub-District

An additional 6-inch B.L. gun on H.P. mountings has been mounted on the sea front.

Bare Island.

The defects ascertained to exist in the material used in the construction of the battery at Bare Island has not yet been made good, and I would strongly urge that this work be placed in a proper state for defence without further delay.

Wollongong

Emplacement, magazine, shell stores, &c. for 6-inch B.L. gun on H.P. mountings have been completed and handed over by the Commanding Engineer, and also the small barracks. The gun has been mounted and is now ready for service. It is proposed to mount a second 6-inch B L. gun on H.P. mountings near the present one, and two 80 pounder R.M.L. guns on a position on the western side of the harbour. A detachment of the New South Wales Artillery, consisting of one officer and eleven non-commissioned officers and men, has been stationed there since 28th January, 1891.

Coast batteries

Two of the four 9 2 B.L. guns ordered from England have arrived, and the others are expected shortly. Although aware that unavoidable delays have occurred in securing, for military purposes, the land selected for sites of emplacement for three of these guns, I most strongly advise that the construction of the necessary works to enable these guns to be mounted should be proceeded with immediately, as until these guns are in position it is quite possible for an enemy's vessel to throw shell into the city with impunity. This fire, even if unaimed, and resulting in comparatively little damage, would certainly cause a panic among the civil population.

New type guns

It is satisfactory to be able to report that the new type guns on H P. mountings have stood the tests of actual work and firing without the slightest accident occurring to material, and without any stoppage in the service of the guns.

Service equipment

During the last year the authorised service equipment has been made up and stored in the magazines by working parties of the New South Wales Artillery under the supervision of the Firemaster, who reports that great care has been taken in examining, testing, and incorporating the powder throughout, making up and classifying of the equipment, luting of metal lined cases and cylinders and the proper labelling of the same. The result of the trial shooting with incorporate powder was excellent.

Ammunition retained for action.

This service ammunition is specially retained for action. Blank and practice ammunition has also been made up and stored so as to be available.

Blank and practice ammunition Nordenfeldt ammunuton

Eighteen thousand rounds of 1½-inch Nordenfeldt ammunition has also been made up by the Permanent Artillery under the direction of the Firemaster and issued to the various batteries.

Machine guns.

The batteries generally have been supplied with machine guns as per return forwarded.

Maxim-Nordenfeldt.

Ten Maxim-Nordenfeldt guns have been landed, and are being fitted. A preliminary trial has been made of one at the Rifle Range with satisfactory results.

Ordnance workshops.

I am glad to be able to report the completion of a most valuable adjunct to the defences, viz :—the workshops at Victoria Barracks. These workshops are under the immediate supervision of the Inspector of Ordnance Machinery, assisted by the Artificers of the Permanent Artillery. There will be no difficulty in future in fitting and keeping in thorough repair the H.P. machinery of the new type guns or the mountings of the old type.

Lowering pumps.

The lowering pumps of the 8-inch B.L. guns having been found inconvenient to work as originally fitted have been removed to more suitable positions.

Vent bushes

The vent bushes, as supplied from England, for the 10-inch R.M.L. guns having in some instances been found too small in diameter, and the guns requiring reventing, vent bushes of hardened copper have been successfully made in the Artillery workshops.

School of Gunnery.

The School of Gunnery, at Victoria Barracks, has been constructed by the Director of Military Works Department, A 6 inch B L. gun on H P. mountings is now ready for instructional purposes. In addition one 9-inch and one 10-inch R.M L. gun will be mounted there and there will also be types of each of the machine guns, models of sheers, derricks, gun-pits, bridges, pontoons, sections of projectiles, fuzes, vent sealing, and other tubes, electric firing apparatus, and combinations of tackles and knots. I will shortly arrange for special instructional night-drills and lectures to be given to the Permanent Artillery and Partially paid Artillery.

General remarks

I would direct your attention to my remarks contained in my annual report for 1890, in reference to the establishment of a system by which a bonus would be granted to non-commissioned officers and men, of good character, after fifteen years continuous service in the Permanent Artillery, and also to the consideration of building married quarters for married non-commissioned officers and men of the regiment.'

I have, &c.,
WARNER SPALDING, Colonel,
(*Pro.* Commanding Artillery Forces.)

Schedule of Enclosures.

a. List of special work performed by the New South Wales Artillery, during 1891.
b Annual report from Officers Commanding New South Wales Artillery.
c. Suggestion from Officer Commanding Volunteer Artillery.
d. Suggestions from Officer Commanding Garrison Batteries, Volunteer Artillery.
e. Suggestions from Major Owen, Volunteer Artillery, Commanding Southern District.
f. Suggestions from Major Chapman, Volunteer Artillery. Senior Officer Field-batteries.
g. Return showing establishment of the Volunteer Artillery, and effective strength on 1st January, 1892.

W.S., Col.

True copy.—Warner Spalding, Colonel, Commanding Artillery Forces.

Memorandum

Memorandum from Artillery Brigade Office, Victoria Barracks, Sydney, to Captain Nathan, V.A., Phillip-street.

29 June, 1892.

Required to be at this Office by 4 p.m. to-day.

1. Average length of service of the Non-Commissioned Officers and rank and file of the Volunteer Artillery.
2. Average number of men who leave the service within six months of their enlistment.
3. Average number of men who leave the service within twelve months of their enlistment.
4*a*. Total cost of clothing issued to a recruit on joining; 4*b*., and on being passed into the ranks.
5. Average cost of clothing per head of the regiment for 1891.
6. Number of efficients (inclusive of officers) for 1891.

By order,
J. LE MESURIER, Lieutenant,
Staff Officer Artillery Forces.

O.C.A.F.,—Replies attached. By order.—W. A. NATHAN, Capt., Adj., V.A., 29/6/92.

Memorandum from the Adjutant, Volunteer Artillery, Phillip-street, to the Officer Commanding Artillery Forces, Artillery Brigade Office.

29 June, 1892.

1. Non-Commissioned Officers, rank and file, 4 years 6 months; Officers, 8 years 10 months.
2. 28⅞. A number of these joined during the Russian scare in 1885, and left after a few months' service.
3. 16¼. A number of these joined during the Russian scare in 1885.
   N.B.—The averages quoted above are based on calculations made from the formation of the P.P. Artillery in 1878.
4*a*. Nil. 4*b*. Driver Field Battery, £10 8s. 8½d. (including cloak); Gunner Field Battery, £9 4s. 8½d. (including great coat); Gunner Garrison Battery, £8 8s. 10½d. (including great coat).
5. £2 9s. 10½d.
6. 343 efficients.

By order,
W. A. NATHAN, Captain,
Adjutant, V.A.

No. 11.

RETURN showing strength of each Battery of Partially-paid Artillery, on 30th June, 1892.

	Captain.	First Lieutenant.	Second Lieutenant.	Brigade Surgeon-major.	Quarter-master Sergeant.	Sergeants.	Corporals.	Bombardiers.	Shoeing-smith.	Farrier Sergeant.	Trumpeters.	Gunners.	Total.
No. 1 Battery	1	1	1	1	1	3	4	4	...	1	2	36	55
,, 2 ,,	1	1	1	1	1	3	4	4	1	1	1	35	54
,, 3 ,,	1	1	1	1	1	3	4	4	...	...	2	34	52
,, 4 ,,	1	1	...	1	1	3	4	3	...	..	2	33	49
,, 5 ,,	1	1	1	1	1	3	4	4	...	...	2	39	57
,, 6 ,,	1	1	...	1	1	3	4	4	...	...	1	35	51
,, 7 ,,	1	1	1	1	1	3	1	3	...	...	2	42	56
,, 8 ,,	1	...	1	1	1	2	4	3	...	...	2	30	45
,, 9 ,,	1	1	1	1	1	3	4	4	...	...	2	33	51
Total	9	8	7	9	9	26	33	33	1	2	16	317	470

T. PHILLIPS, Captain,
Acting Adjutant, Volunteer Artillery.

20/7/92.

RETURN of strength on 30th June last of each battery, Partially-paid Artillery—called for by letter received this morning, herewith.

WARNER SPALDING,
Colonel Commanding Artillery Forces.

20/7/92.
The Secretary of Commission.

No. 12.

STATE showing employed Officers, Non-Commissioned Officers, and Men of the New South Wales Artillery.—4th July, 1892.

No.	Rank and Name.	Nature of Employment.
		Garrison employ.
...	Colonel W. W. Spalding	Commanding Artillery Forces.
...	Lieut. H. Le Mesurier	Staff Officer.
1644	Lance-Sergt. T. Darby	Librarian.
1093	Warrant-officer S. H. Tristram	Assistant Gunnery Instructor.
233	,, J. Griffith	Master Gunner.
1105	Staff-Sergt., J. W. Astley	Superintending Clerk, Artillery Brigade Office.
1764	Staff-Corporal W. Macintosh	Clerk, Artillery Brigade Office.
1633	Gunner E. J. Forsyth	,, ,,
1945	Staff-Corporal H. Jordan	,, ,,
2070	Acting-Bombardier G. G. L. La Touche	,, ,,
1971	,, F. E. Jackson	Clerk to Firemaster.
1830	,, G. T. Donovan	Telephone Operator, Military Pay Office.
1704	,, F. Farley	,, ,, Dawe's Battery.
1595	Lance-Sergt. S. M'Lennan	Military Staff Mess.
1943	Gunner W. Smith	,, ,,
1669	,, J. Turnbull	Servant to Major-General.
1357	,, W. Shaw	,, Colonel Roberts, C.M.G.
1476	,, T. Willis	,, ,,
1873	,, W. Hammond	,, Colonel Spalding, C.M.G.
1647	,, R. M'Cann	,, ,,
1981	,, J. Barrett	,, Lieut.-Colonel Taunton.
1823	,, J. P. Burns	,, Major Churchward.
1590	,, J. Harrison	Orderly, Military Staff Office.
2115	,, J. Fleet	,, Artillery Brigade Office.
1174	,, I. Buchanan	,, ,,
1997	Driver Jenkins	Mounted Orderley, Dawe's Battery.
1508	Acting-Bombardier E. Conyers	Assistant Provost, S.H.

No.	Name and Rank.	Nature of Employment.
		Regimental employ.
...	Lieut. C. A. G. Close	Acting-Adjutant.
624	Master-Gunner T. J. Lynch	Master-Gunner.
892	,, G. S. Le Beau	,, ,,
1327	,, A. H. Jones	,, ,,
1066	,, J. Murray	,, ,,
1585	,, C. Morris	,, ,,
1507	,, J. O'Connor	,, ,,
860	,, W. Cullen	,, ,,
928	Sergeant J. Hallett	Acting Master-Gunner.
1936	Staff-Corporal C. Rowden	Clerk, New South Wales' Artillery Regimental Office.
2045	Acting-Bombardier L. Baadsgaard	,, ,, ,,
1701	,, W. Heaney	,, ,, ,,
2174	Gunner W. Bowman	,, ,, ,,
2067	Acting-Bombardier P. Vincent	,, Port Jackson District Office.
2171	,, H. Capell	,, ,,
2187	Gunner H. S. Kensett	,, to Inspector of Ordnance Machinery.
1448	Acting-Bombardier W. Thompson	,, No. 1 Battery Office.
1937	,, G. Burnett	,, Brigade Quartermaster Sergeant s Office.
2172	,, I. H. Rimer	,, No. 2 Battery Office.
2175	,, C. Olsen	,, No. 3 Battery Office.
2092	Gunner W. A. Byram	,, Outlying District Office.
936	B.O.M. Sergeant W. M'Millan	Brigade Quartermaster-Sergeant.
1553	Sergeant W. Hammond	In charge of Sergeants' Mess.
1943	,, J. Christie	Sergeant-master Cook.
2135	Gunner H. J. Kristiansen	Cook, Victoria Barracks.
1949	,, H. Holbrook	,, ,, (Sergeants' Mess.)
2051	,, E. T. Ball	,, ,, (Officers' Mess.)
1134	,, C. Abdy	Cook, Victoria Barracks.
2108	,, J. Taylor	,, ,,
1016	,, M. Judge	,, Dawe's Battery.
1762	,, J. Keogh	,, Middle Head.
1913	,, J. Sollett	,, South Head.
2116	,, H. W. McIntosh	,, George's Head.
1955	,, J. Molyneaux	,, Newcastle.
1330	Lance-Corporal J. D. Jones	Canteen Steward, Victoria Barracks.
1584	Gunner W. Bird	,, ,, Middle Head.
1135	,, E. Young	,, ,, South Head.
1335	Acting-Bombardier J. Gray	,, ,, Newcastle.
1804	Gunner G. Goodman	,, ,, George's Head.
1576	Acting-Bombardier C. Turner	,, ,, Victoria Barracks.
1938	Lance-Corporal J. W. Hey	,, Accountant.
1298	Gunner J. Harris	Pioneer at Victoria Barracks.
1741	,, A. Nott	,, South Head.
1892	,, J. H. Enright	,, Middle Head.
1653	,, J. Foster	,, George's Head.
2113	,, P. Hanley	,, Victoria Barracks.
2146	,, M. Brown	,, ,, ,,
1041	Lance-Sergeant J. Thwaites	Gymnastic Instructor.
2105	,, J. Lee	Officers' Mess.
2121	Gunner S. Ireland	,, ,,
2056	,, G. H. Anderson	,, ,,
1935	,, G. B. Broadbent	,, ,,
2136	,, M. Kaolund	Sergeant's Mess.
1733	,, W. G. Smith	Telephone Operator, Victoria Barracks.
1102	,, I. Holland	,, ,, South Head.
1503	,, A. Smith	,, ,, Middle Head.
1895	Acting-Bombardier H. Forsyth	Brigade Printing Office.
1922	Gunner J. C. Scheggia	,, ,, ,,
1927	Acting-Bombardier E. Blake	District Carter.
1570	,, E. Wescombe	,, ,,
1868	,, A. Mullins	,, ,,
2189	Gunner J. N. Stewart	,, ,,
2075	,, L. A. Andrews	Orderly, Telephone Office, Victoria Barracks.
1939	,, H. L. Gates	,, No. 1 Battery Office.
1682	,, J. T. Ball	,, Field Battery Office.
1809	,, J. McClelland	,, No. 3 Battery Office.
978	,, T. O'Malley	,, N.S.W. Artillery Regimental Office.
2143	,, W. Cotter	,, Brigade Quarter-master Sergeant's Office.
1965	,, P. Hanley	Tailor's Shop, Victoria Barracks.
1914	,, E. Harding	Servant to Colonel Airey.
2023	,, G. H. Barton	,, Major Baynes.
1174	,, F. T. Buchanan	,, Major Murray.
1982	,, C. Cornish	,, Major Airey, D.S.O.
1799	,, J. Watson	,, Captain Kyngdon.
2188	,, A. L. Duncan	,, Lieutenant Le Mesurier.
2130	,, A. Adamson	,, ,, Sandford.
1597	,, J. Fitton	,, ,, Luscombe.
1820	,, J. T. Green	,, ,, Dangar.
2163	,, J. Roberts	,, ,, Close.
1871	,, G. S. Parker	,, ,, Jenkins.
373	,, J. Molyneaux	,, ,, Lamb.
1192	,, J. Flanagan	,, ,, Antill.
1795	,, W. H. Jeffreys	,, ,, Taylor.
2069	,, M. Bruggy	,, ,, Owen.

No.	Rank and Name.	Nature of Employment.
	District Gunners.	
256	Acting-Bombardier S. Lawlor	Victoria Barracks, Storeman.
551	,, G. Jennings	Bare Island, 1 10″ 18-ton Battery.
1532	,, W. Johnson	South Head, No. 1, 6″ B.L., No. 3 Battery.
1560	,, W. Ringwood	Steel Point, 3 80-pounders.
1563	,, W. Corbett	George's Head, 1 6″ armoured casemate.
736	,, D. M'Lachlan	Bradley's Head, 2 80, 1 68 pounders.
1778	Gunner J. H. Gemell	South Head, 1 10″ No. 1 Battery.
1889	,, W. G. M'Manus	,, 1 10″ No. 2 Battery.
1829	,, W. J. Horsley	,, No. 2, 6″ B.L., No. 3 Battery.
798	,, G. Jobson	,, 3 80-pounders, 2 S.B., No. 4 Battery.
1785	,, G. W. Bird	,, gun shed.
1572	,, N. M. M'Leod	,, district store.
1867	,, S. Jones	Middle Head, No. 1 25-ton Battery.
1684	,, E. Drumm	,, No. 2 25-ton and 2 machine guns.
1844	,, H. Davenport	Inner Middle Head, 1 6″ B.L. Battery.
1189	,, J. Webb	,, ,, No. 2 6″ B.L. gun.
1723	,, G. Peach	George's Head, 1 6″ armoured casemate.
1861	,, J. Caller	,, rock casemate.
1816	,, E. D. Thornbury	George's Height, 1 6″ B.L. Battery.
1651	,, P. M'Coy	,, No. 2 6″ B.L.
1510	,, T. Bowen	,, 1 80-pounder.
1917	,, W. H. Brown	Outer Middle Head, 1 80-pounder.
695	,, W. Carroll	Middle Head, S. of G. shed.
1845	,, P. Gaughan	,, ,, ,,
1870	,, T. Campbell	,, ,, ,,
1719	,, H. Remmington	,, ,, ,,
1854	,, T. Manktelow	,, ,, ,,
1814	,, W. G. Kiddle	Victoria Barracks, 2 80, 2 40, 3 24 pounders.
1857	,, J. R. Walsh	,, 1 6″ B.L. gun.
1399	,, J. Sparrow	Dawe's Battery, 1 16, 1 42 pounders.
1554	,, J. Wollet	Wollongong, 3 68, 1 1½ Nordenfeldt
	District Gunners—continued.	
1897	Gunner H. Walsh	Bare Island, 1 9″ 12-ton Battery.
1874	,, W. Harp	,, 1 9″ 12-ton Battery.
1729	,, A. Strauss	,, 2 80-pounders, R.M.L. Battery.
1837	,, A. M'Lachlan	,, 2 45″ 1 1½″ Nordenfeldts.
1690	,, W. Wright	Newcastle, 1 6″ B.L. gun.
1665	,, J. W. Hoffleck	,, 2 9″ 12-ton Battery.
1025	,, E. D. M'Closky	,, 4 80-pounders, R.M.L. Battery.
1754	,, J. Buckland	,, 2 45″, 1 1½″ Nordenfeldts, 1 32-pounder Time gun.
2023	,, J. Watson	Wollongong, 1 6″ B.L. Battery.
	Sergeant Artificers.	
1197	S.S.O.A. Goodall	
1619	,, Breakspear	
1672	,, Steer	
1658	,, Young	
1639	,, Lester	
2002	,, Holloway	
2003	,, O'Keefe	
2004	,, Bennett	
1847	,, Cameron	
1979	,, Allen	
2005	,, Dow	
2179	,, Campbell	
2180	,, Falconer	
2181	,, Watt	
	Assistant Artificers.	
1138	Acting-Bombardier J. J. West	
1405	,, W. Flemming	
1730	,, A. Pope	
1558	,, J. Botham	
1631	,, W. Gilfillan	
846	,, J. Hind	
521	,, W. Clarke	
813	,, J. Rush	
1655	,, J. Delargy	
1972	,, F. Kilner	
2015	Lance-Sergeant A. J. Taylor	
2063	Acting-Bombardier F. Burton	
831	,, F. Doonan	
2031	,, J. R. Wright	
1774	,, W. S. Armstrong	

No. 13.

WAR DISTRIBUTION—Fortress Formation—Grand Total.

	Permanent Artillery.			Partially-paid Artillery.			Reserves.			Grand Total.	Remarks.
	Officers.	Men.	Total.	Officers.	Men.	Total.	Officers.	Men.	Total.		
Port Jackson District	9	186	195	36	427	463	5	286	291	949	
Outlying Districts	7	134	141	16	214	230	1	162	163	534	
Henry Head and Coast ...	6	116	122	5	72	77	...	87	87	286	
	22	436	458	57	713	770	6	535	541	1,769	

WARNER SPALDING, Colonel,
Commanding Artillery Forces.

29 July, 1892.

No. 14.

Subject :—Return of Fortress Formation.

Sir, Artillery Brigade Office, Victoria Barracks, 29 July, 1892.

I have the honor to return form received from the secretary of the Commission, showing the armaments and proposed armaments of the forts at Newcastle, Port Jackson, Botany, Bulli, and Wollongong, and Coastal (Anti-Bombardment) Defences.

I found it necessary to modify the headings of the form as received from the secretary, to suit the ordnance and machine guns of this Colony.

I have also found it necessary to modify the headings under which the controlling officers are entered, so as to be in accord with the present Imperial instructions.

The return will show that in consequence of the pits being fitted, or about to be fitted, with recesses to contain a number of projectiles. I have been enabled to considerably reduce the number of New South Wales artillerymen told off to the shell stores in my previously submitted fortress formation.

As shown by the return, it will require twenty-two officers and 436 non-commissioned officers and men of the New South Wales Artillery to provide gun detachments for eight of the most important guns, and master gunners, artificers, magazine numbers, storemen, telephonic operators, signallers, &c., &c., for the whole of the batteries.

It will require fifty-seven officers and 713 men of the Partially-paid Artillery to provide detachments for the remaining guns and machine guns. The Reserve Artillery to consist of a total strength of 541 will practically provide half relief for all detachments.

In my estimate for the officers and warrant officers of Garrison, New South Wales Artillery, I have made no provision for relief, as this would entail a considerable increase in expenditure, and I have no doubt but that in time of war, after a few weeks of continuous training in the batteries, I should be able to select from the officers of the Partially-paid Artillery, a sufficient number to give relief to the permanent officers.

I also enclose, as requested, fortress formation, showing in detail the position (without providing for relief) of the Artillery Forces of Port Jackson, outlying districts, and coastal anti-bombardment defences, marked M.O.P. 2, together with an aggregate statement, showing the numbers of Reserve Artillery required for half reliefs.

I request that the previous fortress formation returns, giving the then estimated strength of the Artillery Forces, handed in to the Commission by me, may be considered cancelled.

I have, &c.,
WARNER SPALDING, Colonel,
Commanding Artillery Forces.

The President, Military Inquiry Commission.

NOTE.—It was not considered advisable that the above information as to the position of the Artillery Forces should be published.

No. 15.

NEW SOUTH WALES ARTILLERY.

RETURN of Rounds fired from different natures of Guns by the Permanent and Partially-paid Artillery during the year 1891.

Nature of Gun.	Number of rounds fired.			Nature of Gun.	Number of rounds fired.		
	Blank.	With Projectiles.			Blank.	With Projectiles.	
		Full.	Reduced.			Full.	Reduced.
10″ (25-ton) R.M.L.	63	43	.....	1·5″ Nordenfeldt (Q.F.)	.....	324	33
10″ (18-ton) R.M.L.	150	108	62	1″ Nordenfeldt (machine)	100	620	
9″ (12-ton), R.M.L.	31	62	21	·45 ,, ,, ...	1,243	5,526	
80-pr., R.M.L.	328	158	103	·45 Maxim.....	.....	1,053	
16-pr., R.M.L.	548	128	,,	10″ Small bore	14	.....	
9-pr.. R.M.L.	914	156	,,	8″ Small bore	13	.....	
6″ B.L.	20	61	33	68-pr., Small bore	26	.....	
40-pr., R.B.L.	52	279	,,				

JOHN S. RICHARDSON,
Major-General.

No. 16.

No. 16.

RETURN showing the average attendance at Whole Day and Half Day Parades of the Partially-paid Artillery during the twelve months ending 31st March, 1892.

	Attendance.			Total.		Attendance.				Total.	
	Whole Day. 1891.		1892.			Half days. 1891.		Half Days. 1892.			
	Sept.	Dec.	March.			Sept.	Dec.	March.	June.		
Staff	3	3	3	9	Average attendance, 362	8	11	7	10	36	Average attendance, 347 13/16
No. 1 Battery	41	43	47	131		154	153	151	179	637	
No. 2 ,,	49	41	49	139		181	194	181	196	752	
No. 3 ,,	38	40	31	109		139	150	141	159	589	
No. 4 ,,	35	38	33	106		139	153	146	146	584	
No. 5 ,,	50	50	51	151		199	202	213	208	822	
No. 6 ,,	43	44	43	130		127	118	140	127	512	
No. 7 ,,	42	41	38	121		155	127	139	142	563	
No. 8 ,,	29	34	31	94		120	147	125	131	523	
No. 9 ,,	30	31	35	96		132	131	135	147	545	
Total	360	365	361	1,086	...	1,354	1,386	1,378	1,445	5,563	...
Band	19	21	21	61	Av'ge, 20 1/3	71	67	80	58	276	Av'ge, 17 1/4
Percentage	77 1/10	78	77 1/7		Av'ge 77 1/3	74	72	72	76		Av'ge. 73 1/2
Band	75	84	87		82	98	93	83	77		87 3/4

By order,

6 July, 1892. W. A. NATHAN, Captain, Adjutant.

WARNER SPALDING, Colonel, Commanding Artillery Forces, 7/7/92.

No. 17.

Sir, Military Service Inquiry Commission, Town Hall, Sydney, 12 August, 1892.

I am directed by the above Commission to request that you will be good enough to furnish me with the following information, viz. :—

1. What are your duties as Officer Commanding the Artillery Forces?
2. What are your responsibilities in connection with your command?
3. Could your command be in any way extended; and, if so, explain in what direction and the advantages that would be gained by such course of extension?

I have, &c.,
A. CAREW HUNT, Major,
Secretary.

Colonel Spalding, C.M.G., Commanding Artillery Forces, New South Wales.

Sir, Victoria Barracks, Sydney, 16 August, 1892.

In reply to your letter of the 12th inst., I have the honor to inform you, for the information of the Military Inquiry Commission,—

Paragraph 1.

(*a*) Commanding coast defences of the Colony.
(*b*) To inspect the Artillery Forces—Permanent, Partially-paid, Field, and Garrison.
(*c*) To inspect all ordnance, ammunition, stores, works of defence, barracks, &c., occupied by or in charge of the Artillery.
(*d*) To consult with Commanding Engineer, advising officers to the General Officer Commanding, as regards selection of gun sites for permanent or field works or modifications of the present works.
(*e*) To prepare indents on England for all Artillery warlike stores.
(*f*) To check all requisitions submitted by officers commanding regiments for warlike stores upon Ordnance Department.
(*g*) To inspect horses purchased for Artillery purposes.
(*h*) To inspect and check Artillery district ledgers half-yearly.
(*i*) To arrange for all the instruction of the Artillery Forces.
(*j*) To command and prepare details, and personally supervise the instruction at the camp of continuous training at the Heads.
(*k*) To annually inspect, in conjunction with the Commanding Engineer and Ordnance Officer, all military magazines in the Colony.
(*l*) To frequently inspect, conjointly with the Commanding Engineer, existing works of defence.
(*m*) To prepare Artillery estimates, inclusive of moving, mounting, and examination of ordnance and munitions of war, and provision of tools and machinery for Artillery workshops.
(*n*) To deal with all matters of discipline, interior economy, beyond the power of the officers commanding the regiments of Artillery.
(*o*) To submit confidential reports to the General Officer Commanding of all officers attached to the Artillery command.
(*p*) To arrange for and generally supervise mounting and dismounting ordnance, transport of stores to and from the batteries.
(*q*) To generally supervise Artillery workshops.

Paragraph 2.

(*a*) Responsible for the organisation of the Artillery Forces and arrangements of general details for the defence of the ports at Newcastle, Port Jackson, Botany, Bulli, and Wollongong, as regards artillery.
(*b*) That the whole of the ordnance is fit for service, and that there is a sufficient supply of ammunition, stores, &c., for the effective service of the guns in each battery.
(*c*) That the Artillery are properly trained.
(*d*) That the available Artillery are told off in fortress formations, in such a manner as to prevent confusion should a sudden emergency arise.
(*e*) That a proper system of control of command section and fire is arranged for.
(*f*) That depression range-finding stations are established, with sufficient staff.

(*g*)

(*g*) That the Artillery Forces receive sufficient instructions in laboratory work, examination and care of ordnance, machinery, powder, fuzes, &c.
(*h*) That a sufficient shot and shell practice is carried out annually by the Field and Garrison Artillery at stationary and moving targets.
(*i*) That the officers commanding batteries and groups have a knowledge of the ranges of the various channels practicable for vessels of deep, moderate, or light draught.
(*j*) That the electric fighting-lights and fixed beams are established in the most suitable positions and work effectively.
(*k*) To generally supervise the disbursement of the money voted for the Artillery Forces.
(*l*) To control the economical disbursement of the votes for mounting and dismounting, examination, and cleaning of ordnance and munitions of war, and purchase of tools, machinery, for Artillery workshops.

Paragraph 3.

I consider the chief command (subordinate to the General Officer Commanding) of all arms of the service engaged connection with the defence of our harbours should be vested in the Officer Commanding Artillery Forces, who might be termed "Officer Commanding Coastal Defences." The details of the command should be as follows :—

1. Artillery Forces.
2. Submarine Mining Forces.
3. Local Naval Forces (inclusive of torpedo, armed, or other boats manned by them).

4. Infantry detailed to assist in the defence of the Batteries. It must be obvious that the present system, by which the details Nos. 2, 3, and 4, are at present practically independent of my control, except to a certain extent as regards No. 2, and part of No. 3, during the annual training only (being on the part of the Naval Force a voluntary submission to my instructions), can but lead to confusion during war.

To obtain efficiency then, it is, in my opinion, absolutely necessary that the whole of these forces should be controlled by one command in time of peace as well as in war, so that the proper detailed scheme for the combined service of all arms might be at once formulated.

This scheme to be prepared by the officer in chief command of the Coastal Defences after consultation with the Officers Commanding the several arms referred to in my detail. Printed copies of confidential orders and instructions to be issued to all responsible. Details of all necessary equipment, arrangements for the arming of guard and torpedo boats would be made—in fact, every detail as regards the arms, equipment, provisioning, encampment, replacement of ammunition or stores expended could be arranged for immediately.

I am also of opinion that the appointment of an Artillery officer to the control of the Ordnance Department, as far as regards artillery material and munitions of war, would lead to greater efficiency in the preservation and issuing of these stores as demanded, and would also avoid confusion in nomenclature. This officer should be under the immediate control and be responsible to the Officer Commanding Coastal Defences.

Should this suggestion not be approved of, I strongly recommend that the Ordnance Storekeeper be made immediately subordinate to Officer Commanding Coastal Defences.

I have, &c.,
WARNER SPALDING, Colonel,
Commanding Artillery Forces.

To Secretary, Military Inquiry Commission.

No. 18.

War Office.

EXTRACT from Report of Colonial Defence Committee.

AUSTRALIA and New Zealand possess an enormous coast-line, with numerous points, against which such raids as have been referred to might possibly be directed. In the absence of any organised force on shore, even a small number of men landed for a short time would be able to inflict grave damage. To meet these requirements, it appears to be essential to provide an adequate force well organised and capable of being rapidly mobilised, since it is at the outset of war that the probability of a raid is greatest.

So soon as the command of the sea in this quarter of the world has been fought for, or conceded without fighting by an enemy, the probability will diminish.

In the event of a great war, the military resources of the Empire will be heavily taxed, and the responsibility for land defence must necessarily rest with the colonies, which have willingly accepted it. As it would be of great importance to dislocate the industrial machinery as little as possible, reliefs of garrisons and posts would doubtless be required, entailing the maintenance of a higher total strength than would be necessary in the case of a standing army.

In carrying out the military defence of the coast-line, occasions may evidently arise where a transference of troops from one colony to another may be desirable. The Committee, therefore, consider that assimilation of organisation, as urged by the Royal Commission in 1882, is of great importance. The defence of Continental Australia, including Tasmania, cannot be satisfactorily dealt with in piecemeal fashion ; and by adopting a common system, and providing for the easy transference of troops from one colony to another, a definite gain of strength would be obtained. From this point of view, as well as in a commercial aspect, the assimilation of railway gauge, which Major-General Edwards has urged, appears highly desirable.

Finally, the Colonial Defence Committe desire to point out that the rôle which the Australian colonies will probably play in the event of war is not likely to be limited to the passive defence of ports little liable to attack. These colonies will doubtless desire that solid guarantees for future security should be taken, and it is evidently essential to success in this sense that their land forces should be organised on a common basis so as to be capable of being brought together for concerted action. The possibility of being able to take a vigorous offensive at the outset of war against points which might subsequently prove menacing, would be a strategic advantage of the first importance.

For the above reasons the Colonial Defence Committee, while differing from the line of argument followed by Major-General Edwards, concur generally in the strength of the forces he lays down.

As regards the standard of coast armaments, the conditions above laid down supply a definite basis.

For the purpose of dealing with the class of vessels which alone will be found in Australasian waters, the 6-inch gun will amply suffice, and, by its great handiness and speed of fire, will prove more effective than the heavier natures. The cost of armaments and emplacements rapidly rises as calibres increase, and by restricting the size of their guns in future the colonies will secure economy, efficiency, and simplicity at the same time.

The most important question with which the colonies have to deal is that of organisation, and the Colonial Defence Committee concur with Major-General Edwards in considering that the brigade unit is most suitable. They are, however, of opinion that the population basis cannot well be adopted as fixing the relative strength of the forces of individual colonies, and that as regards New South Wales and Victoria, it will suffice for present requirements if each of those colonies furnishes two brigades.

The basis of the organisation should be a nucleus of permanent troops and a partially-paid force, capable of expansion, and it appears most desirable that the conditions of service and training, and, if it can be arranged, the rates of pay should be common be all the colonies, and that the same general standard of efficiency should be maintained. The principle of a small cadre battalion proposed by Major-General Edwards appears sound, but the Colonial Defence Committee are unable to regard the rifle companies as at present fulfilling the conditions of a reserve ; for while it is undoubtedly most desirable to encourage proficiency in rifle shooting by means of these companies, they appear in some cases to be only private associations, assisted by the Colonial Governments, and not under a general obligation to serve in the ranks in case of need. It would be a doubtful expedient to flood the small battalions with untrained men at the outset of war, and rifle companies can only be looked upon as a practical reserve on condition of receiving some drill and training, possessing uniforms, and being accustomed to discipline.

No. 19.

No. 19.

Appendix to Captain Hixson's Evidence.

Sir, Sydney, 19 July, 1892.

I have the honor to inform you that I was altogether unprepared when I appeared before the Royal Commission appointed "to inquire into the existing state of the forces of all descriptions enrolled for military purposes within the Colony of New South Wales," &c., &c., to undergo the searching examination and cross-examination that I was subjected to last Saturday, in what I respectfully contend was a prejudiced manner.

According to the official notification which appeared in the public papers, the Commission was directed "to report as to what should be done consistently with an effective military protection of this Colony." I therefore did not anticipate that I would be examined in the manner referred to on naval subjects.

As reference was made during this examination to the accompanying report which was presented to Parliament last Session, may I request that it, together with this letter, be published as an addenda to the proceedings of the Commission.

I have, &c.,

FRANCIS HIXSON, Captain,
Commanding Naval Forces of New South Wales.

The Secretary to the Military Service Inquiry Commission, Sydney.

NAVAL FORCES OF THE COLONY—REPORT FOR 1891.

Presented to Parliament by Command.]

Sir, Sydney, 1 March, 1892.

I have the honor respectfully to submit the following report relating to the Naval Defence Forces of this Colony for the year 1891.

H.M.C.S. "Wolverene" was released from her attendance on the N.S.S. "Vernon," where she had been placed as a precautionary measure because the latter-mentioned vessel was leaking badly in the early part of the year.

The "Wolverene" thus again came back into full possession of the Naval Forces.

The vessel was subsequently docked, refitted, and made available for the Easter training of the Naval Brigade. She was found to be sound and serviceable, and her armament was improved by placing two 5-inch breech-loading Armstrong guns on board, also two quick-firing 3-pounders, and two Nordenfeldts. This addition to the vessel's armament was brought about in consequence of a suggestion made by his Excellency Rear-Admiral Lord Charles Scott, C.B., who, when he inspected the Naval Forces on the 24th May, 1890, found that there were no modern guns in their possession, and therefore no facilities for training the men with this description of ordnance.

The Naval Brigade embarked on board the "Wolverene" on the evening of Thursday, the 26th March, and the vessel sailed for Jervis Bay next morning. She steamed to that place, distant about 85 miles, in eight hours during a calm, and returned against a north-easter in eleven hours, arriving in Port Jackson at 7 p.m. on Monday, the 30th March.

During the vessel's stay in Jervis Bay shot practice under steam was satisfactorily carried on, and the duties and routine of a man-of-war were reasonably well performed during the cruise.

The Government steamers "Ajax," "Thetis," "Dayspring," and "Carrington," were improvised as temporary gunboats for the service of the Volunteer Naval Artillery during Easter time. As these vessels do not possess the necessary cooking and sleeping accommodation, and as the torpedo boats "Acheron" and "Avernus" are not adapted for long cruises, the training of this corps was necessarily confined to the vicinity of Sydney Heads. The men were therefore camped in tents on Green Point, and they worked in conjunction with the senior Military Officer at the Heads in the operations carried out for defending Port Jackson.

The Volunteer Naval Artillery is still worked under the purely volunteer system. This is all very well for a short time, or even during the excitement of an expected attack, but if preparation for war is intended to be made, as it no doubt should be during a period of tranquility and peace, stringent regulations must be enforced. This can only be done under the partially-paid system, which has been found to answer so well in other branches of the Volunteer Service. I trust, therefore, that provision will be made on the current estimates for partially paying this corps. It has now been in existence nine years.

No opportunity was afforded me for exercising the Newcastle company of the Naval Brigade afloat, because of the want of a suitable vessel. The late Naval Commander-in-Chief, His Excellency Vice-Admiral Henry Fairfax, C.B., proposed leaving the Imperial gunboats "Raven" and "Swinger" in Sydney as a gift to the Colony for drill purposes for the local Naval Forces, but the British Government did not concur with his views; they, however, offered to sell us the "Swinger" for £5,000; this is a far greater sum than the vessel was worth, so the offer was declined. Either of the vessels mentioned would have answered for training the Newcastle men. This company was inspected, and made good practice on a target, moored out at sea, with their field guns, from the cliffs at Newcastle, on Thursday, 25th November.

In my opinion modern war vessels are very much required here. The fortifications of Sydney and Newcastle have now become so formidable, as with other reasons to make it most improbable that an attack in force will be made upon either of these places. Indeed the enemy from over the sea will be forced to act by units; he dare not keep his ships together for lengthened periods for fear of utter annihilation by the superior British Squadron, lately strengthened by the Australian federal ships, which is certain to be on his track. His only resource, therefore, will be to disperse his forces, and prey upon our commerce with single ships on the "Alabama" principle, and perhaps endeavour to obtain coal at some of the jetties along the coast. This would give us considerable annoyance in the absence of the Admiral, upon whom all sorts of feints will be practised to cloak the enemy's operations, and who will be bound to keep his ships together and thus hold command of the sea on whatever part of the station he may be drawn to by the strategy of the enemy. One or two powerful war vessels for local purposes thus becomes a pressing necessity.

The "Wolverene" and torpedo boats are still in fair order, but they are obsolete and unfit to contend with modern men of war.

I trust that the 1st class torpedo boat, which could be landed in Sydney for about £15,000, which was specially recommended lately by the Defence Commission, will be ordered by the Government.

The late improvements effected on the eastern side of the Circular Quay necessitated the sweeping away of the old drill-sheds belonging respectively to the Naval Brigade and Naval Volunteer Artillery; this created great inconvenience for a time, but a modern shed has now been constructed under the superintendence of Mr. Darley, the Engineer-in-Chief for Harbours and Rivers. It fronts the steps leading to the "Tarpeian Way." The building is capacious, and affords all the accommodation necessary for drilling and storing most of the effects of the local Naval Forces.

As the new magazine rifle does not appear to be making its way with the rapidity that was anticipated into the vessels of the Royal Navy, and as the old weapons, so long in the possession of the Naval Brigade, were quite worn out, I recommended the Government to import a stand of 375 sea-service Martini-Henri rifles of the latest pattern, similar to those that are still being issued to Her Majesty's ships. These have now arrived and they will very shortly be issued to the members of the Naval Brigade. They are serviceable weapons adapted to the ammunition already in possession of the Colony.

The Commander-in-Chief, His Excellency the Right Honourable the Earl of Jersey, P.C., G.C.M.G., visited H.M.C.S. "Wolverene" on the 27th July, 1891, and inspected the ship throughout. He also witnessed the torpedo boats "Acheron" and "Avernus" discharge their weapons, and he was pleased to express himself favourably with what he saw of the local Naval Forces afloat.

The

The Volunteer Naval Artillery have been deprived of the services of the temporary gun-boat "Neptune." She was sent to Newcastle, where she was used for a short time by the Naval Brigade Company stationed there, but the Harbours and Rivers Department to which the vessel belongs eventually altered her in such a manner as to necessitate the taking out of the 64-pounder rifled gun with which she was armed.

The Naval defence of the Colony at the present time may be summarised as follows :—

1 corvette of 16 64-pounder muzzle-loading rifled guns, and 2 breech-loading 5-inch guns, 2 quick-firing 3-pounders, 2 Nordenfeldts, and 1 gatling gun, 2 second-class torpedo boats, and 40 Schwartzkoppf torpedoes, with seventeen sets of dropping gear; these spare fittings and torpedoes could be improvised in temporary steam launches that could be purchased here on an emergency.

The entire cost of the Naval Defence Forces of the Colony for the year 1891 was £12,055, including salaries and all contingent expenses. This provided for a permanent staff of 16 persons, the Naval Brigade numbering 328 of all ranks, and the Naval Volunteer Artillery (pure volunteers) composed of about 180 men.

I have, &c.,
FRANCIS HIXSON, Captain,
Commanding Naval Forces.

The Principal Under Secretary.

No. 20.

Appendix to Lieut.-Colonel MacKenzie's Evidence.

The following amendments to his evidence submitted by Lieut.-Colonel MacKenzie, but not allowed by the Commission, as it was considered that some of the alterations materially affected the answers as given.

Answers should read as follows :—

A. 2397.—As to who would is a moot question, &c.
A. 2401.—Amendment inked in on proof.
A. 2405.— do do
A. 2412.—Word "and" should be admitted.
A. 2423.—Word "exactly" included.
A. 2425.—Word "very" excluded.
A. 2436.—Words "with necessary training" added.
A. 2437.—Altered to read "I should think so; I passed similar examinations in sister service earlier myself."
A. 2438.—Words "if you provide the necessary schools" added.
A. 2440.—Word "and" should read "as for."
A. 2441.—This answer is incorrect as applied to Permanent Artillery. It is confused with what obtains in the Partially-paid Forces. Correct answer would be "for Lieutenants only in Permanent Artillery, as Captains are not appointed direct."
A. 2442.—Words "two years" are not mine; should be admitted.
A. 2451, 2452.—Word "Assistant" before "Adjutant-General" should be inserted.
A. 2453.—After "yes" insert the words "the General does," eliminate "yes."
A. 2460.—Clerical errors corrected on proof.
A. 2467.—Between "the" and "home" insert "regular forces and."
A. 2468.—After "without" word "necessarily" inserted; and before "qualification" word "military" inserted; for "apply" substitute "qualify."
A. 2475.—Insert word "Assistant" before "Adjutant-General."
A. 2481.—Word "and" inserted before "firing."
A. 2482.—Eliminate "all," substitute "inspection" for "special."
A. 2500-1.—Should read "the reserves have not."
A. 2506.—Note, "Return to be supplied later on."
A. 2509.—For "Sir Henry Parkes" read "the Minister of the day."
A. 2510.—After "we have not," add "a large quantity. The total equipment available is for 6,000 men."
A. 2511.—Should read "I think it an excellent idea if the indents are not to be completed."
A. 2513.—For "knowledge" substitute "ability;" omit "I have submitted," and "d" in "required;" and add "have been submitted."
A. 2515.—For "took that" read "had to take this."
A. 2518.—The reply "Quite so" is misleading if not absolutely incorrect, as the General Officer Commanding holds each head of a department directly responsible to him, and not to the Assistant Adjutant-General; add the words "from a disciplinary point of view,"
A. 2522.—For "men" read "rifles."
A. 2523.—Should be "10,000" rifles.
A. 2530.—Add word "originally;" alter 2,000 to 3,000.
A. 2536.—Reply should read "Not altogether, as a large quantity was issued as follows: To Boy's Brigade, Cadets, and old Reserves."
A. 2539.—Should read "not altogether." Nearly 2,900 suits were disposed of.
A. 2540.—After "That, I do not know" delete and substitute "cannot know without looking up records."
A. 2546.—For "straps" read "badges."
A. 2548.—Add "on reference, I find it is mostly made in the Colony."
A. 2549.—Add "on reference, most from Messrs. Vicars."
A. 2550.—For "select their" read "and sealed."
A. 2559.—For "has" read "had," add "now two."
A. 2560.—Read "red" for "blue," add "if not second suit kharkee."
A. 2562.—Should read "I have not taken clothing up, not being in my department."
A. 2571.—For "decided" read "recommended."
A. 2574.—Add "and if necessary coffee'd in time of war."
A. 2576.—Should read, "As they have done away with all the parades almost for full dress for the men. When a man has his belts to clean he seems to better maintain his self respect, and the extra work does not keep him from his employ."
A. 2577.—For "an" read "so much," add "as he does not feel so smart."
A. 2580.—After "but" read "you can make a complete change by coffeeing if necessary."
A. 2581.—Delete "or the" and "either."
A. 2582.—Delete "in every way and."
A. 2592.—Delete words "but whether," also "I am unable to say," add "and laid before Parliament."
A. 2598.—Add "on reference, I find papers were laid before Parliament."
A. 2603.—Add "as through contractors."
A. 2604.—Reply is not correct; should read "The contractor received full amount of compensation, but paid over only two-thirds; the difficulty was what became of the other one-third."
A. 2609.—Delete "I believe so" add "yes."
A. 2626.—Add for "S.A."
A. 2632.—Delete "I think."
A. 2636.—Add "and by further inquiry find he can obtain 1,000 yards of kharkee per week.'
A. 2642.—Should read "I am not—we are only having matters of detail readjusted."
A. 2643.—Add "*i.e.*, we are amending in accord with late Army orders."
A. 2644.—Add "as regard details."
A. 2645.—Add "for my own department."
A. 2646.—Should read "Not necessarily. General Officer Commanding holding each officer responsible for his own department and clothing is not in mine, as the idea is to work on a decentralised principle."
A. 2651.—Add "I will produce a return showing the system."

A 2650 —Add "When a regimental system works well, staff do not interfere
A 2656 —Add "to £6"
A 2657 —Add "it is a matter of underclothing"
A 2661 —Delete "two' insert "one' delete "s'
A 2667 —Insert "Mr'
A 2692 —Add "not subaltern only junior, but held responsible for his own department'
A 2693 —Add "but not the chief of the staff only the senior staff officer"
A 2694 —"And the General does not hold me responsible outside my department
A 2702 — Add "the report does not say 320 rounds each big gun"
A 2705 —Insert between "the' and "big" "larger nature of," add after "smaller' "nature of big guns'
A 2709 —Add "I am not chief of staff, only senior staff officer'
A 2711 —Add "signed by him I would consider it an insult to question his signature"
A 2718 —Delete "political'
A 2719 —Add "possibly"
A 2727 —This reply is misleading, should read "Permanent, though the principle affects Partially paid too'
A. 2739 —After "regimental system" read "and I cannot well explain, I admit, but will hand in a digest
A. 2741 —After "like" insert "you," and add "and will send the information'
A 2743 —For "acting" substitute "garrison"
A. 2745 —For "balance" substitute "quantity'
A. 2746.—Add "as regards accoutrements"
A 2747 —Add "by returns sent in"
A 2748 —Add after made "for myself'
A 2760 —After 'no' insert "Randwick,' after "engineer" insert "remainder under Instructor of Musketry, and for Reserves, Officer Commanding Reserve district"
A 2764 —For "the substitute "an" delete "s" in "ranges'
A. 2768 —Add "any reference" delete 'our sanction"
A 2772 —After "personally" delete and substitute "To do this would mean by being away from Sydney all the year'
A 2774 —For "only" read "mostly"
A 2779 —Insert before "it is words "you may consider'
A 2783 —After "hands" read "we" for "I," delete "not' read "spent' for "got'
A 2784 —Add "as regards money for ranges outside the estimates as submitted by General Officer Commanding'

No 21

Appendix to Lieut.-Colonel de Wolski's Evidence.

27 July, 1892

STATEMENT of services of Captain J H A Lee, Submarine Miners herewith

JOHN S RICHARDSON
Major-General

The Secretary, Military Service Inquiry Commission

Record of services of Captain J H A Lee, New South Wales Permanent Submarine Miners

Served in H M S "Warcutta" training ship, 1867 to 1870, obtained 1st class extra certificate
Served in merchant service, 1870 to 1877 Passed necessary Board of Trade, London, examinations
Surveying up country in New South Wales, 1878 to 1879
Employed in Surveyor General's Department until 1887
Commanded New South Wales Naval Artillery Volunteers, 1883 to 1888, passing examinations in drill &c
Appointed to examine New South Wales Permanent Submarine Miners, September, 1888 Passed examination for Captain in 1889, before Colonel de Wolski, R E
Went to the S M E, Chatham, in 1891 Passed through the following courses, obtaining certificates—

(*a*) Electrical course.
(*b*) Long course, submarine mining
(*c*) Brennan torpedo.

J H A LEE, Captain,
Permanent Submarine Miners.

26 July, 1892

No 22

Appendix to Commander Collins' Evidence.

Cost of Military Establishments of New South Wales and Victoria, on basis of Estimates, New South Wales, 1892, and Victoria, 1891-92

	New South Wales Establishment		Victorian Establishment	
Permanent—				
Head quarters Staff	5		6	
Clerks	10		6*	
Pay Branch	6		4	
Instructional, unattached, and permanent offices of corps	99		74	
Medical	17			
Artillery	559		286	
Sub marine Mining Corps	24		31	
Other permanent employees (caretaker, labourers, storemen, markers, and carters)	11			
Total Permanent		731		407
Partially paid—				
Cavalry	420		71	
Artillery	571		1,081	
Engineers, Submarine and Field	240		184	
Mounted Infantry	418			
Infantry	2,800		2,917	
Medical	112		56	
Transport	39		39	
Total, Partially paid		4,600		4,348
Volunteers, Trained—				
Mounted Rifles			1,209	
Rangers			1,356	
Total Trained Volunteers				2,565
Rifle Clubs		4 501†		2,048
Grand total, Trained Corps		5,320‡		7,320
Grand total, Rifle Clubs or Reserves		4,501		2,048

This includes two clerks for Volunteer Corps * † One officer drawing £160 per annum ‡ Deducting eleven employees

Comparative

Comparative estimated cost.	£
Total estimated cost, New South Wales, 1892	275,650
Deduct—Naval, £14,159; works defence, £4,500; civil ordnance (the storage of commercial powder), £9,094; railway vote, £6,000; rent of offices, £3,450; furniture, £300; water supply and sanitation, £1,200; military maps, £1,000	39,703
Total cost, Military Establishment, New South Wales	235,947
Total cost, Military Establishment, Victoria (excluding Minister, Secretary of Defence, two clerks, and Cadets)	183,214

Colony.	Trained Troops.	Rifle Clubs.	Total.	Cost.
New South Wales	5,320	4,501	9,821	235,947
Victoria	7,320	2,048	9,368	183,214

Medical Staff (including Ambulance).

Colony.	Staff.	Militia or Volunteers.	Total.	Cost.
				£
New South Wales	19	112	131	6,228*
Victoria	2	56	58	1,958

* Deducting £400 for renewal of ambulance equipment and cost of diagrams.

13 August, 1892.

No. 23.

Appendix to Major Dettmann's Evidence.

COMPARISON of the cost of the Cadet Systems of New South Wales and Victoria, by Major Dettmann.

IN making this comparison it should be noted :—

1. That the whole of the cost of cadet work, and of the instruction and examination of military drill in the Public Schools of New South Wales, is met by the Education Department, and is covered by the cadet estimates.
2. That in Victoria the cost is defrayed partly by the Education Department and partly by the Defence Department.

The amount spent last year on New South Wales was £14,517, and in Victoria £10,821 1s. 10d., namely, £4,384 16s. 11d. by the Education Department, and £6,436 4s. 11d. by the Defence Department.

* For the previous year the cost was greater in Victoria than in New South Wales :—Victoria £8,331 15s., and New South Wales £7,422.

The Victorian cadets participate, in addition, in two large annual grants amounting jointly to £5,000 or £6,000, namely, the annual grant to Victorian Rifle Association, and the sum voted "to replenish the ammunition fund." Moreover, there are no railway charges against inspecting officers visiting cadet corps or detachments, teachers travelling to and from seventeen centres for weekly drill instruction, cadet detachments assembling monthly for battalion drill, officers and cadets visiting the rifle ranges for practice, for matches, and for musketry requirements, for the cadet staff officers as inspectors of military drill attending at the 250 schools in which military drill is taught.

If all this were paid for, as in New South Wales, it would cost more than the £1,500 allowed for travelling expenses in this colony.

Cost of Equipment.—The present cadet corps organisation in Victoria has been in existence since 1885, and most of the outlay for cadet equipment was incurred in that year and the following years.

The reorganisation in New South Wales took place in October, 1889, and the equipment of the cavalry, artillery, infantry, and other cadets has had to be provided since this date.

JOHN DETTMANN, Major,
Senior Staff Officer, P.S. Cadet Force.

Cadet Office, Sydney, 29th August, 1892.

* As to this *vide* following memorandum from Defence Department, Melbourne, dated 30th August, 1892.

Memorandum.

Defence Department, Melbourne, 30 August, 1892.

IN the comparison of the cost of the Cadet Forces in New South Wales and Victoria, forwarded by Major Dettmann, the expenditure by the Department of Education on drill and gymnastics has, in both years quoted, been included in the cadet expenditure of the latter Colony. It may be pointed out that this expenditure (in 1890–91, £4,384 16s. 11d., and in 1889–90, £3,858 0s. 3d.) has been part of the authorised cost of the Education Department for over fifteen years prior to the inauguration of the cadet forces, and cannot now be fairly charged to the expenditure of such forces. The vote for Drill and gymnastics in the Education Department is further disbursed to all teachers qualified in such subjects irrespective of whether they are connected with cadet corps or not. Eliminating these, the cost of cadet corps in Victoria was

1889-90—£6,436 4s. 11d. (of which £1,500 was devoted to purchase of Francotte rifles).
1890-91—£4,473 15s.

The extra cost of the cadets included in the grants to V.R.A. and ammunition fund replenishment does not annually total £100.

The two inspecting officers of the cadet staff travel free by rail, so that a comparison in the item cannot be made, but even if annual tickets were provided and paid for by the Department the cost would only be £150 per annum in addition to the charges shown.

ROBERT COLLINS,
Secretary of Defence, Victoria.

SMALL ARMS G.O., 5 May 1892.

New South Wales Military Forces.

History Sheet of * No.

Date of receipt, and from whom; date of transfer, and to whom.	Inspected.				State spare parts utilised in repairs, replacing deficiencies, &c.	Signature of Adjutant or Quartermaster to each entry.
	Date.	By whom, and condition. (Defects, deficiencies, and deterioration to be stated.)	What charges have been made for repairs, defects, deterioration, &c., and under what authority.	Show charges hereunder.		
				£ s. d.		

* Here state description of arms.

N.B.—Whenever any arm is transferred from one command to another, a description of the same (certified correct) must accompany the vouchers.

GARRISON ARTILLERY—NEW SOUTH WALES AND VICTORIA.

Colony.	Number Garrison Artillery—Permanent and Militia.	Total Estimated Cost.	Guns—Heavy.		Quick-firing and Machine.		Total Guns.	Cost per Gun.
			B.L.	R.M.L.	Quick-firing Guns.	Machine Guns on Travelling Carriages and Cone Mountings.		
		£						£
New South Wales	946	61,238	20	27	.....	18	65	$942\frac{8}{65}$
Victoria	1,017	44,327	28	15	9	15	67	$661\frac{40}{67}$

		£	s.	d.
Estimated Average Cost per Unit:—New South Wales	(488) Permanent Force	104	16	10
" "	" (458) Partially-paid	22	0	0
" "	Victoria (287) Permanent Force	110	12	2
" "	" (730) Partially-paid	17	4	9

The higher cost in New South Wales is accounted for chiefly by the greater proportion of Permanent men.

Sydney: Charles Potter, Government Printer.—1892.

884

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUSPENSION OF STAFF COLOUR-SERGEANT WILLIAM JIFFKINS, VOLUNTEER PERMANENT STAFF.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 30 *May*, 1893.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 19th April, 1893, That there be laid upon the Table of this House,—

"Copies of all correspondence and other documents relating to the suspension of Staff Colour-Sergeant William Jiffkins, late of the Volunteer Permanent Staff."

(*Mr. Kirkpatrick, for Mr. Houghton.*)

I.

The Colonel Commanding the Troops to The Principal Under Secretary.

Sir, Head-quarters, 25 February, 1892.

I have the honor to bring to the notice of the Colonial Secretary a case of gross breach of duty on the part of Sergeant William Jiffkins, of the Permanent Staff, who also, when before the officer (Captain Bouverie) who is in charge of the records of the Reserve Corps, made a false statement.

I regret to trouble the Minister at the head of the department in a case of this nature, but the sergeant has given so much trouble in his position, and has so many records against him, that he was lately warned that he would have no further chance if he again committed himself.

He, as the evidence attached proves, was discovered taking notes from a record-book, with which he had no business. Much annoyance has been caused from time to time by information being furnished to persons outside the Military Branch on military matters, and I bring the case to the notice of the Colonial Secretary, in order that, in addition to the dismissal of this non-commissioned officer, some expression of grave displeasure may also be recorded, as this would serve as a strong warning to other non-commissioned officers in responsible positions.

I have, &c.,
CHAS. F. ROBERTS,
Colonel Commanding Military Forces.

Submitted, 12/3/92. The dismissal of Sergeant Jiffkins approved. A general order might be issued calling attention to the sergeant's misconduct as a warning.—G.R.D., 3/4/92. The Major-General Commanding the Military Forces.—C.W., Principal Under Secretary, B.C., 4/4/92.

[*Enclosures.*]

New South Wales Military Forces.

Metropolitan, Western, and Southern Reserves.

Crime against Colour-Sergeant W. Jiffkins.

Name.	Date of crime.	Crime.	Names of witnesses.	Punishment awarded.
W. Jiffkins, Colour-sergeant.	22/2/92	Making a false statement, and taking notes from an official register.	Captain Bouverie, Warrant Officer Barnwell; Quartermaster-Sergeant Molloy.	To remain in arrest until his case is decided by higher authority. CHAS. F. ROBERTS, Colonel. 25/2/92.

C. BOUVERIE, Captain,
Commanding Metropolitan, Western, and Southern Reserves.

Captain

900—A

[770 copies—Approximate Cost of Printing (labour and material), £23 19s. 0d.]

Captain Bouverie's statement in Staff Colour-Sergeant Jiffkins' case, reported to Assistant Adjutant-General, 22/2/92.

About noon on 22nd instant, Mr. Barnwell, Warrant-officer (Sergeant-Major, Metropolitan, Western, and Southern Reserve), brought Staff Colour-sergeant Jiffkins before me for making notes from one of the regimental registers, and stated he saw Staff Colour-Sergeant Jiffkins with the register in front of him, and that he was writing down notes. He asked him what he was doing, and the reply was, "Nothing." When the non-commissioned officer was brought before me he distinctly told me he saw the register lying about, and that he closed it up and put it on the shelf, thereby flatly contradicting the Warrant-Officer's statement as to his having seen him writing down notes on a piece of paper.

C. BOUVERIE, Captain,
Commanding Metropolitan, Western, and Southern Reserves, 22/2/92.

Head-quarters Reserve Rifle Companies, Phillip-street, Sydney, 22 February, 1892.

Warrant-Officer Barnwell, Volunteer Permanent Staff, respectfully states:—

At about 11·45 a.m. this day he had occasion to go from the orderly-room to the lavatory opposite, where he distinctly saw Staff Colour-Sergeant Jiffkins taking notes from a back official register with a lead-pencil and a piece of old envelope.

When Sergeant Jiffkins saw he was discovered he closed the book hurriedly, put the paper in his pocket, and left the room, and went into the orderly-room.

When in the orderly-room, Warrant-Officer Barnwell asked Sergeant Jiffkins, "What were you hunting up from the register?" He replied, "Oh, nothing." Considering this answer unsatisfactory, Warrant-Officer Barnwell took Sergeant Jiffkins before the Captain Commanding, and when asked by him what he was doing, Staff Colour-Sergeant Jiffkins told a distinct lie, saying, "I was not taking notes," and afterwards he prevaricated by producing the piece of paper with the pencil notes thereon, in the presence of the Captain Commanding, Warrant-Officer Barnwell, and Quartermaster Sergeant Molloy.

WM. BARNWELL,
Warrant-Officer, Volunteer Permanent Staff.

Sir, Metropolitan, Western, and Southern Reserves Office, Sydney, 25 February, 1892.

About 11·40 a.m. on the 22nd instant I was called by Captain Bouverie into the lavatory, where a register was lying open. Captain Bouverie asked me how I left the register. I told him I was looking at the last number in the book, with reference to some correspondence. The book was then open at the centre. Warrant-Officer Barnwell then said, "I saw Sergeant Jiffkins taking notes." Captain Bouverie asked Jiffkins what he was doing at the registers, and he said, "Nothing." Warrant-Officer Barnwell again reiterated his former charge, and said, "I saw him put the paper in his pocket. Captain Bouverie asked him if he would show him the papers he had in his pocket. After a little hesitation he produced the paper, with the following note upon it, "22/4/89. Mr. Barnwell said, *re*—&c." That is the paper.

L. MOLLOY,
Quartermaster-Sergeant.

Defaulters' Book—Volunteer Permanent Staff.

Sergeant William Jiffkins—Joined, 16th September, 1885.

Place.	Date of offence.	Offence.	By whom reported and names of witnesses.	Punishment awarded.	By whom ordered.	Remarks in accordance with Queen's Regulations.
Sydney	22 December, 1887.	General laxity and want of zeal.	Major Macdonald, Cavalry Brigade.	Return to duty with Infantry Reserve.	Major-General Richardson, C.B., 28/12/87.	See papers 87-3,011.—H.D.M., 28/12/87.
West Maitland.	6 & 10 January, 1890.	Quarrelling with Sergeant Moyens.	Warrant Officer Barnwell..	To be transferred to Sydney at own expense, and to forfeit half-pay while under suspension.	Major-General Richardson, C.B., 8/2/90.	H.D.M., Adjutant-General.
Sydney	17 April, 1891	Insolence to Warrant Officer Barnwell.	Captain Nathan, Sergeant Ormsby, Warrant Officer Barnwell.	Severely reprimanded, classified for pay at the rate of 7s. 6d.	Colonel Spalding, Commanding Troops, 20/4/91.	H.D.M., Adjutant-General.
Sydney	17 December, 1891.	Cavilling at orders issued by Captain Bouverie.	Captain Bouverie, Warrant Officer Barnwell.	Cautioned	Major-General Richardson, 22/12/91.	H.D.M., Adjutant-General, 22/12/91.
Sydney	12 January, 1892.	Neglect of duty....	Warrant Officer Barnwell, Colour-Sergeant Maitland.	Cautioned, and to be classified for pay at 7s. a day.	Colonel Roberts, Commanding Troops, 13/1/92.	His last chance, C.F.R., Colonel
Sydney	22 February, 1892.	Making a false statement and taking notes from an official register.	Captain Bouverie, Warrant Officer Barnwell, Quarter-Master Sergeant Molloy.	Discharged the Permanent Staff, by order of the Minister, 3/4/92.— General Order, 6/4/92. Register, 92-877.	J. E. D. T., Lieut.-Colonel.	

(True Copy).
H. D. MACKENZIE, Lieutenant-Colonel,
25 February, 1892. Assistant Adjutant-General.

The Major-General Commanding to The Principal Under Secretary.

[Very urgent.]

Sir, Military Staff Office, Sydney, 4 April, 1892.

I have the honor to to call attention to Colonel Roberts' letter of 25th February last 92,142-493, recommending the dismissal of Sergeant W. Jiffkins, of the Permanent Staff, and that the Minister should also record his grave displeasure of that non-commissioned officer's conduct. I may point out that the matter has been outstanding for nearly six weeks, and, consequently, Sergeant Jiffkins will have substantial grounds of complaint at the delay in deciding the case.

I have, &c.,
JOHN S. RICHARDSON,
Major-General Commanding.

Inform.

Inform. Done. The Major-General Commanding the Military Forces.—C.W., Principal Under Secretary, B.C., 6/4/92. A.A.G.,—The only papers submitted to the Colonial Secretary with Colonel Roberts's letter, 25/2/92, were—the charge, Captain Bouverie's evidence, W. O. Barnwell's evidence, Quartermaster-Sergeant Molloy's evidence, and copy of defaulter-sheet; all other papers herewith.—A.H., 14/4/92.

[*Enclosures.*]

Head-quarters Reserve Rifle Companies,
Military Office, Philip-street, 8 January, 1892.

The Major-General Commanding Forces, New South Wales,—

Sir,

1. Staff-Sergeant Jiffkins, Volunteer Permanent Staff, respectfully explains, in answer to a request made by him, 22nd December, 1891, to General Officer Commanding, that the following are some of the causes of his troublesomeness and disrespectfulness, &c.

2. He states, on 19th March, 1887, he was charged with disrespect, &c., at Inverell, and an inquiry ordered by the Major-General Commanding (and his orders were) that Sergeant Jiffkins was to be examined in presence of his accusers, and allowed to call witnesses. That privilege was not granted him by the examining officer; but, nevertheless, found guilty, and reprimanded accordingly.

3. With reference to a letter sent from the Northern District Office, 13th February, 1889, to Assistant-Adjutant General, it is so worded as to mislead and injure Sergeant Jiffkins. This letter refers to the above inquiry.

4. He states that on the 25th February, 1889, Warrant-Officer Barnwell warned him in a threatening manner that his stay there would be of a short duration unless he confined himself strictly to his discipline, and that he was there under protest; the above letter, 13th February, 1889, bears this out.

5. On the 4th June, 1889, and 2nd November, 1889, Sergeant Jiffkins reported to Warrant-Officer Barnwell the irregularities carried on by the late Quartermaster-Sergeant Moyens, and purchasing wood and coals, and charging the same to the department for cooking purposes in the orderly-room (office), and the office being kept in a filthy condition. This filthy condition was owing to Warrant Officer getting the cleaning taken away from the usual woman, and giving it to his wife at 5s. per week, and no cleaning being done, the above reports are the outcome of the following.

6. On the 9th January, 1890, a report was made by the Quartermaster-Sergeant and Warrant-Officer to Officer Commanding the Northern District Reserves:—"We, the undersigned, protest against doing duty with Sergeant Jiffkins, through his general disagreeable, cynical, underhanded, and *quid-nunc* manner being obnoxious to them in the extreme." Signed, Warrant Officer and Quartermaster-Sergeant. By the above report it can be plainly seen Sergeant Jiffkins was in their way; then follows the Court of Inquiry.

7. On the 17th January, 1890, a memo. from Warrant-Officer Barnwell to Officer Commanding Northern District Reserves, *re* Quartermaster-Sergeant Moyens not being at his usual office-work when under arrest, was misleading.

8. The Court of Inquiry held on 24th January, 1890, was of opinion that the quarrel might have been checked before reaching such a crisis by the exercise of more tact and firmness on the part of Warrant-Officer Barnwell. The awards of above Court of Inquiry were, Warrant-Officer and late Quartermaster-Sergeant Moyens and self to be transferred to Sydney from Maitland, at own expense (*see* General Order No. 26, paragraph 1, of 12th February, 1890), but, nevertheless, Warrant-Officer Barnwell, on the 14th February, 1890, made out a railway order for late Quartermaster-Sergeant Moyens to travel to Sydney on duty; and, further, prevented a report on the same being forwarded from me 18th February, 1890, to Assistant Adjutant-General for consideration of General Officer Commanding.

9. With reference to the above awards, of Court of Inquiry *re* paying own expenses and family from Maitland to Sydney, the Officer Commanding Northern District Reserves wired and wrote to the Major-General Commanding, and expressed his surprise at the awards, and strongly recommended that he, Sergeant Jiffkins, should still remain under his command, the expenses amounting to £15.

10. Sergeant Jiffkins states that at every slight opportunity since being in Sydney, Warrant-Officer Barnwell has taken the fullest advantage of bringing him before his superior officers, and on the 20th April, 1891, was the means of his pay being deducted from 8s. to 7s. 6d.; also, on 13th January, 1892, reduced from 7s. 6d. to 7s. It was suggested by Colonel Spalding that I should be removed from under the eye of Warrant-Officer Barnwell.

11. On the 13th January, 1891, Sergeant Ornsby, Volunteer Permanent Staff, called my attention to Warrant-Officer Barnwell accidentally striking him on the forehead with the handle of the letter-press book when in office on duty; and also on the 21st January, 1891, the late Sergeant Moyens threatening to kick, &c., &c., him out of the office, when both were on duty. These are the real causes of all the friction referred to by the Adjutant in a recent report, dated 8th November, 1891.

12. The language used by Sergeant Moyens towards Sergeant Ornsby is identical with the language used to Sergeant Jiffkins referred to in paragraph 8, and almost winked at by Warrant-Officer Barnwell.

13. With reference to a report made by me, dated 8th November, 1891, *re* errors made by the Warrant-Officer in district order-book, dated 23rd October, 1891 (four telegrams were used in this one instance), I was brought to an account for, and informed by the Adjutant that at end of year whether the General Officer Commanding should not be advised to dispose of my service, the friction referred to was brought about by the Warrant Officer.

14. He states that he is insulted by the Warrant-Officer at every possible turn, ordered to remain in office at work when it was his turn for the half-day's leave, &c., &c., ordered to sit in the wash-house five days during suspension.

15. He states up to date this Warrant-Officer has been the means of his pay being deducted about £30, and not for the interest of the Service, but for some ill-motive which cannot be explained.

16. He also states he respectfully requested to see the Major-General Commanding *re* his defaulters' sheet, &c., on the 18th June, 1891; also requested to be transferred to Northern District Reserves, 18th June, and recommended since by the Officer Commanding Metropolitan, Western, and Southern District Reserves, and the suggestion made by Colonel Spalding, 20th April, 1891, and by Officer Commanding Northern District Reserves. See paragraph 9. 17.

17. He states, this last three years he has put sixty Reserve Rifle Companies through their class-firing, and thirty of them the second time, and there is not the slightest record against him of his having abused the confidence placed in him, and not one complaint against him by any of the company's officials.

18. Sergeant Jiffkins sincerely regrets the necessity of troubling him (the Major-General Commanding) with recapitulation of the last two years' differences between Warrant-Officer Barnwell and himself, but having been accused to the Major-General Commanding of being a troublesome non-commissioned officer, he feels compelled to lay the facts before the Major-General to show that Sergeant Jiffkins has been the victim of systematic annoyances on the part of the above Warrant-Officer rather than an offending non-commissioned officer.

W. JIFFKINS, Staff-Sergeant.

Referred to Acting-Commandant for such action as he may deem necessary. Seeing the long continued friction between W.-O. Barnwell and this N.C.O., it would perhaps be well to transfer him, and thus give him a final chance of re-establishing himself.—J.S.R., M.-G., 28/1/92.

G.O.C.—These papers are, in most part, copies of originals laid before Colonel Roberts when deciding Jiffkins' case, 13th January, 1892. When before you for crime of 17th December, 1891, he asked permission to send in his statement, and did so in original, and Captain Bouverie reported fully on the case, as explained in *précis* on attached papers. He appears then to have sent you these copies to Moss Vale, but before you sent same to Commandant, 28th January, 1892, Jiffkins was again placed in arrest (12th January, 1892), and dealt with by Colonel Roberts (13th January, 1892), and given a last chance. The only papers that went to Principal Under Secretary referred to last crime of 22nd February, 1892 (and that of the 8th November, 1891, for which, however, no entry is made), for which he was dismissed.—A.H., 30/4/92.

Head-quarters Reserve Rifle Cos., Military Office,
Phillip-street, Sydney, 8 April, 1892.

The Major-General Commanding Forces, New South Wales,—

Sir,

1. Staff-Sergeant W. Jiffkins, Volunteer Permanent Staff, respectfully explains, in answer to a request made by him (22nd December, 1891) to General Officer Commanding, that the following are some of the causes of his troublesomeness and disrespectfulness, &c.:

2. He states that on 19th March, 1887, he was charged with disrespect, &c., at Inverell, and an inquiry ordered by the Major-General Commanding (and his orders were) that Sergeant Jiffkins was to be examined in presence of his accusers, and allowed to call witnesses. That privilege was not granted him by the examining officer; but, nevertheless, found guilty and reprimanded accordingly.

3. With reference to a letter sent from the Northern District Office (13th February, 1889), to Assistant Adjutant-General, it is so worded as to mislead, and injure Sergeant Jiffkins. This letter refers to the above inquiry.

4. He states that on the 25th February, 1889, Warrant-Officer Barnwell warned him in a threatening manner that his stay there would be of a short duration unless he confined himself strictly to his discipline, and that he was there under protest. The above letter (13th February, 1889), bears this out.

5. On the 4th June, 1889, Sergeant Jiffkins reported to Warrant-Officer Barnwell the irregularities carried on by the late Quartermaster-Sergeant Moyens, and purchasing wood and coals, and charging the same to this department for cooking purposes in the office (orderly-room), and the office being kept in a filthy condition; this filthy condition was owing to the warrant-officer getting the cleaning taken away from the usual woman, and giving it to his wife at 5s. per week, and no cleaning being done, the above reports are the outcome of the following.

6. On the 9th January, 1890, a report was made by the Quartermaster-Sergeant and Warrant-Officer to Officer Commanding Northern District Reserves:—"We, the undersigned, protest against doing duty with Sergeant Jiffkins, through his general disagreeable, cynical, underhanded, and *quidnunc* manner being obnoxious to them in the extreme.—WARRANT-OFFICER AND QUARTERMASTER-SERGEANT." By the above report it can be plainly seen that Sergeant Jiffkins was in their way; then follows the Court of Inquiry.

7. On the 17th January. 1890, a memo. from Warrant-Officer Barnwell to Officer Commanding Northern District Reserves *re* Quartermaster-Sergeant Moyens not being at his usual office work, when under arrest was misleading.

8. The Court of Inquiry held on 24th January, 1890, was of opinion that the quarrel might have been checked before reaching such a crisis by the exercise of more tact and firmness on the part of Warrant-Officer Barnwell. The awards of above Court of Inquiry were, Warrant-Officer and late Quartermaster-Sergeant Moyens and self to be transferred to Sydney from Maitland, at own expense, (see General Order No. 26, paragraph 1, of 12th January, 1890), but, nevertheless, Warrant-Officer Barnwell, on the 14th February, 1890, made out a railway order for late Quartermaster-Sergeant Moyens to travel to Sydney on duty; and, further, prevented a report on the same being forwarded from me, 18th February, 1890, to Assistant Adjutant-General for the information of the General Officer Commanding.

9. With reference to the above awards of Court of Inquiry *re* paying own expenses and family from Maitland to Sydney, the Officer Commanding Northern District Reserves (Colonel Wilkinson) wrote and wired to the Major-General Commanding, and expressed his surprise at the awards, and strongly recommended that he, Sergeant Jiffkins, should still remain under his command, the expenses amounting to £15.

10. Sergeant Jiffkins states that at every slight opportunity since being in Sydney, Warrant-Officer Barnwell has taken the fullest advantage of bringing him before his superior officers, and on the 20th April, 1891, was the means of his pay being deducted from 8s. to 7s. 6d.; it was then suggested by the Officer Commanding (Colonel Spalding) that I should be removed from under the eye of Warrant-Officer Barnwell.

11. On the 13th January, 1891, Sergeant Ornsby, Volunteer Permanent Staff, called my attention to Warrant-Officer Barnwell accidentally striking him on the forehead with the handle of the letter-press book when in office on duty; and also, on the 21st January, 1891, the late Sergeant Moyens threatening to kick him out of the office when both were on duty. These are the real causes of all the friction referred to by the Adjutant in a recent report dated 8th November, 1891.

12. The language used by Sergeant Moyens towards Sergeant Ornsby is identical with the language used to Sergeant Jiffkins, referred to in paragraph 8, and almost winked at by the Warrant-Officer Barnwell.

13. With reference to a report made by me, dated 8th November, 1891, *re* errors made by the Warrant-Officer in district order-book, dated 23rd October, 1891 (four telegrams were used in this one instance), Sergeant Jiffkins was brought to account for, and informed by the Adjutant that at end of year whether the General Officer Commanding should not be advised to dispose of my service, the friction referred to was brought about by the Warrant-Officer.

14. He states that he is insulted by the Warrant-Officer at every possible turn, ordered to remain in office at work when it was his turn for the half-day's leave, &c., &c., ordered to sit in the wash-house five days during suspension.

15. He states that up to date this Warrant-Officer has been the means of his pay being deducted about £20, and not for the interest of the Service, but for some ill-motive which cannot be explained.

16. He also states he respectfully requested to see the Major-General Commanding *re* his defaulters' sheet, &c., on the 18th June, 1891; also requested to be transferred to Northern District Reserves, 18th June, and recommended since by Officer Commanding Metropolitan, Western, and Southern District Reserves, and the suggestion made by Colonel Spalding, 20th April, 1891, and by the Officer Commanding Northern District Reserves. See paragraph 9.

17. He states this last three years he has put sixty Reserve Rifle Companies through their class-firing, and thirty of them the second time, and there is not the slightest record against him of having abused the confidence placed in him, and not one complaint against him by any of the companies.

18. Sergeant Jiffkins sincerely regrets the necessity of troubling him (the Major-General Commanding) with recapitulation of the last two years' differences between Warrant-Officer Barnwell and himself, but having been accused to the Major-General Commanding of being a troublesome non-commissioned officer, he feels compelled to lay a few facts before the Major-General to show that Sergeant Jiffkins has been the victim of systematic annoyances on the part of the above Warrant-Officer rather than an offending non-commissioned officer.

W. JIFFKINS, Staff-Sergeant,
Volunteer Permanent Staff.

A.A.G.,—Forwarded.—C. BOUVERIE, Capt. Cg. M.W. and S.R., 8/1/92. Capt. Bouverie,—Please furnish a full report on these statements.—CHAS. F. ROBERTS, Col., 14/1/92.

Report on Complaints set forth in Staff Colour-Sergeant Jiffkins' letter of 8th January, 1892.

Head-quarters, Rifle Companies, Sydney, 15 January, 1892.

PARAGRAPHS taken in rotation:—

Paragraph 1.—With regard to this paragraph, when Staff Colour-Sergeant Jiffkins was taken before the General Officer Commanding on 22nd December, 1891, he began to make some statements, &c., and the General Officer Commanding said he should like to have it in writing, &c.

Paragraphs 2, 3, 4, 5, 6, 7, 8, 9.—The matters set forth therein appear to have taken place when the non-commissioned officer was attached to the Northern Reserves, and I have no knowledge as to what occurred, or the circumstances of the cases. I fancy records are at Military Staff Office or with Northern Reserves.

Paragraph 10.—The case referred to in this paragraph was dealt with at Military Staff Office, and punishment awarded by Officer Commanding Forces. I was not present at the time, and do not know what opinion was expressed by Colonel Spalding.

Paragraphs 11 and 12.—Staff-Sergeant Ormsby has left the service, and Staff-Sergeant Moyens deceased.

Paragraph 13.—This refers to a memo. which is attached to Staff-Sergeant Jiffkins' defaulter-sheet at Military Staff Office, and I considered he was to blame in the matter.

Paragraph 14.—No complaint of this nature, *re* leave, has ever reached me. I gave instructions that Staff-Sergeant Jiffkins, when in arrest, might sit in the small room used by the messenger, instead of in the office, in order to avoid friction.

Paragraph 15.—This is apparently connected with paragraphs 9 and 10, of which I have no knowledge.

Paragraph 16.—I was not doing duty with Reserves at those times, and know nothing about them.

Paragraph 17.—Cannot speak as to the accuracy of this statement, as Staff-Sergeant Jiffkins was with Northern Reserves for some time.

Paragraph 18.—The differences between Mr. Barnwell, Warrant Officer, and Staff Colour-Sergeant Jiffkins appear to be of long duration, and appear to have originated when they both belonged to the Northern District. I find Mr. Barnwell does his duty well, and endeavours to make the other non-commissioned officers do the same. I do not consider his manner in any way harsh, and all the other non-commissioned officers (except Staff Colour-Sergeant Jiffkins) appear to do very well under him, and

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I hear no complaints from anyone other than Staff Colour-Sergeant Jiffkins. I think I may safely say that Staff Colour-Sergeant Jiffkins does not get on well with the other members of this District Staff. I would suggest that Staff Colour-Sergeant Jiffkins be removed to some other department, if possible.

C. BOUVERIE, Captain,
Commanding Metropolitan, Western, and Southern Reserves.

Assistant Adjutant-General, Military Staff Office.

P.S.—I would further add that I believe all matters mentioned herein (and brought to notice) have been dealt with.—C.B., Captain, 15/1/92.

Mr. Holmes,—How have the various matters referred to been dealt with.—J.E.D.T. A.A.G.,—Each case has been brought before the Commandant as it occurred, and dealt with (*vide* defaulter-sheet attached, and *précis* of the whole case herewith).—A.H., 30/1/92.

Minute Paper.

Subject:—*Re* Staff-Sergeant Jiffkins.

Military Staff Office, Sydney, 30 January, 1892.

1.—When brought before General Officer Commanding, under arrest for cavilling at orders (*vide* papers herewith), Jiffkins made several statements, which General Officer Commanding ordered to be put in writing, hence attached paper.

2.—Papers attached marked 87-800. Assistant Adjutant-General's minute of 25th March, 1887, certainly says the matter should be investigated in the presence of Jiffkins, &c., &c. No minute to show this was done. Assistant Adjutant-General's memo. of 22nd April, 1887, however, shows that papers were considered and decision arrived at, as therein stated.

3 and 4.—Being part of matter 2, decided as above. Jiffkins should, perhaps, have taken exception to the decision at the time.

5.—This matter has not been forwarded to Military Staff Office to be dealt with, though forming a grave charge apparently.

6, 7, and 8.—Proceedings of Court of Inquiry attached, on which General Officer Commanding decided. A free pass should not have been issued.

9.—There is no record of such a recommendation by Officer Commanding Northern Reserves, and the transfer was carried out as directed, unless Quartermaster-Sergeant Moyens got a free pass, as alleged herein.

10.—This crime against Jiffkins was dealt with by Colonel Spalding as stated, and a remark made as herein, but no official action directed.

11.—These matters never came before General Officer Commanding for decision, and no report appears to have been made.

12.—No report made of this. It appears more properly to affect Ormsby rather than Jiffkins.

13.—Papers attached. Adjutant, Metropolitan, Western, and Southern Reserves considered Jiffkins was to blame.

14.—No report has ever been made *re* this.

15.—Jiffkins' pay has been reduced 6d. a day on two occasions on crimes properly brought forward and dealt with, as defaulter-sheet will show.

16. Jiffkins asked to see General Officer Commanding *re* removing entry on defaulter-sheet, 1887, but Assistant Adjutant-General considered reasons set forth did not warrant the concession. Papers are with Officer Commanding Metropolitan, Western, and Southern Reserves. Officer Commanding Metropolitan Reserves has intimated his desire for Jiffkins' removal to Northern Reserves, 15th January, 1892, attached.

17.—Reserve books might show this.

18.—Jiffkins' reasons for his letter.

A.H.

P.S.—Paragraphs 5 and 8 of Staff-Sergeant Jiffkins' letter appear to be the only ones on which action is necessary, the remainder having been dealt with. Perhaps Officer Commanding Northern Reserves might be directed to state if these two statements are correct.—A.H., 30/1/92.

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25 April, 1892.

At the request of Mr. Jiffkins, late Sergeant-Instructor on the Permanent Staff, a copy of his letter addressed to the Major-General Commanding, dated 8/1/92, is herewith transmitted, the original being part of official correspondence.

Mr. W. Jiffkins, 41, Young-street, Annandale.

H. D. MACKENZIE,
A.A.G.

General Order No. 84.

Head-quarters, Sydney, 6 April, 1892.

* * * * * * * * * * *

2. It is notified for information that Sergeant William Jiffkins has been discharged from the Permanent Staff from this date, for misconduct.

By order,
J. E. D. TAUNTON, Lieut.-Colonel,
Pro A.A.G.

II.

Proceedings of Court of Inquiry—W.-O. Barnwell, &c., case.

The Assistant Adjutant-General to The Major-General Commanding.

Sir, Head-quarters, 30 January, 1890.

In continuation of my letter of 24th instant, No. 90–45 (herewith with enclosures), I have the honor to forward the proceedings of the Court of Inquiry, with the papers numbered respectively 90–174 and 90–195, which were laid before the Court. Papers 90–174 refer more immediately to the charges themselves, and those of 90–195 to an additional charge brought by Sergeant Jiffkins against W.-O. Barnwell, which the Court have dealt with separately.

I have the honor also to forward a further communication from W.-O. Barnwell, dated 25th January, 1890, and forwarded by separate minute same date by his commanding officer.

I have, &c.,
H. D. MACKENZIE, Lieut.-Colonel,
Assistant Adjutant-General.

[*Enclosures.*]

General after-Order, No. 9.

Head-quarters, Sydney, 17 January, 1890.

* * * * * * * * * *

4. A Court of Inquiry, consisting of Major Ranclaud (President), Captain Sloan, and Captain Boam (Adjutant), 4th Regiment Volunteer Infantry, members, will assemble at West Maitland at such time as the President may appoint, to inquire into and report upon certain charges mutually preferred by Staff-Sergeants Moyens and Jiffkins, of the Volunteer Permanent Staff, against each other; and also into charges of absent without leave against Sergeant Moyens, and such other matters as may be brought before it.

By command,
H. D. MACKENZIE, Lieut.-Colonel,
Assistant Adjutant-General.

Instructions to Court of Inquiry directed by paragraph 4 of General after-Order No. 9, of 17th January, 1890, to assemble at West Maitland at such time as the President may direct.

The Court will inquire into and report upon the following charges preferred against—

1. Quartermaster-sergeant Thomas Moyens, of the Volunteer Permanent Staff, attached to the Northern District Reserve, namely:—

First.—For using threatening language at West Maitland, on 6th January, 1890, to Staff-Sergeant William Jiffkins when both were on duty, to the effect that he would knock his teeth down his throat.

Secondly.—For failing to immediately obey an order from Warrant-Officer Barnwell to desist from quarrelling with Staff-Sergeant William Jiffkins at West Maitland on the 6th January, 1890.

Thirdly.—For absenting himself from duty at West Maitland from 2·30 p.m., 6th January, 1890, to 10 a.m., 7th January, 1890.

Fourthly.—For absenting himself from duty at West Maitland from 11·30 a.m., 10th January, 1890, till 10 a.m., 13th January, 1890.

Evidence—Lieutenant-Colonel A. Wilkinson, Warrant-Officer W. Barnwell.

2. Staff-Sergeant William Jiffkins, of the Volunteer Permanent Staff, attached to the Northern District Reserves, namely:—Charge: For improper conduct in the orderly-room, West Maitland, 6th January, 1890, in quarrelling with Quartermaster-Sergeant Moyens, and not desisting immediately from such quarrelling when ordered to do so by Warrant-Officer William Barnwell.

Evidence—Warrant-Officer W. Barnwell.

By order,
H. D. MACKENZIE, Lieutenant-Colonel,
Military Staff Office, Sydney, 18 January, 1890. Assistant Adjutant-General.

To the Assistant Adjutant-General, Sydney,—

Sir, Newcastle, 29 January, 1890.

I beg to enclose herewith proceedings of Court of Inquiry ordered to assemble under General Order No. 9, of 17th January, 1890, together with all papers received in connection therewith, numbered as in the margin, which I trust will be found correct and in order. Nos. 90-174 and 90-195.

I am, &c.,
CHAS. M. RANCLAUD,
Major, 4th Regiment Volunteer Infantry,
President of Court.

Proceedings of a Court of Inquiry assembled at West Maitland on the 24th January, 1890, by order of General after-Order No. 9, paragraph 4, bearing date 17th January, 1890, to inquire into and report upon certain charges mutually preferred by Staff Sergeants Moyens and Jiffkins, of the Volunteer Permanent Staff, against each other, and also into charges of absence without leave against Sergeant Moyens, and such other matters as may be brought before it.

President, Major Ranclaud, 4th Regiment, Volunteer Infantry. Members, Captain Sloan, 4th Regiment. Volunteer Infantry; Captain Boam (Adjutant), 4th Regiment Volunteer Infantry.

The Court having assembled, pursuant to the above order, at West Maitland, at 7 p.m., 24th January, 1890, the President read the General Order, bearing date 17th January, 1890, and the members of the Court made the usual declaration as per clause 99 of the Volunteer Regulations.

1. What is your name? Thomas Moyens, Quartermaster-Sergeant, Volunteer Permanent Staff.
2. You have heard the charges read;—how do you plead? I decline to plead.

1st charge. 3. What is your name? Warrant-Officer William Barnwell, Volunteer Permanent Staff.
4. You were in the office of Northern District Reserves on 6th January last? I was, sir.
5. You were present when a dispute took place on that date between Quartermaster-Sergeant Moyens and Staff-Sergeant Jiffkins? Yes.
6. What time of day was this? About 2·30 p.m.
7. What was the expression made use of? "I will knock your teeth down your throat."
8. Who made use of these words? Quartermaster-Sergeant Moyens.
9. To whom were they addressed? Staff-Sergeant Jiffkins.
10. How near were these members of the staff to you when this was said? All were in the same room.
11. Had anything been said previously? Staff-Sergeant Jiffkins made a very disagreeable remark.
12. To whom? To me.
13. What was the remark? "The whole of the returns would have been made out if I had been allowed to help, and had not been told I was incompetent to do it." This appeared to refer to some previous dispute in my absence.
14. Was anyone else present? No one but myself, the Quartermaster-Sergeant and Staff-Sergeant Jiffkins.
15. Were you on duty at the time? Yes; I was on duty.
16. Were Quartermaster-Sergeant Moyens and Staff-Sergeant Jiffkins also on duty? Yes.
17. Were any of you, or all of you, in uniform? No, none.
18. What are the recognised office-hours? 10 a.m. to 1 p.m., and 2 p.m. to 4 p.m.
19. Any exception to this? No, unless leave is granted by the Commanding Officer.

2nd Charge. 20. Did you give an order to Quartermaster-Sergeant Moyens to desist from quarrelling with Staff-Sergeant Jiffkins at the time and date above mentioned? I gave an order to that effect.
21. What words did you use to stop the quarrelling? I called out "Stop quarrelling in office-hours."
22. Did you address anybody by name when you gave this order? No.
23. Do you think either of the disputants would have been in any doubt as to whom your order was addressed? No.
24. Did Quartermaster-Sergeant Moyens make any reply to your command? No—not at that time.
25. Did you say anything to him by way of emphasizing your order? I told him I should report the case to the Lieutenant-Colonel Commanding.
26. Did he leave off quarrelling then? Yes; and got up from his table and left the room.
27. How long was it from the time you ordered Quartermaster-Sergeant Moyens to desist quarrelling until he actually did so? Scarcely a minute.

3rd Charge. 28. Did you note the time on 6th January when Quartermaster-Sergeant Moyens left the office? No.
29. How do you fix the time at which he left the office? Lieutenant-Colonel Wilkinson usually visits the office at 2 p.m., and it was about thirty or thirty-five minutes after he came to the office.
30. Could it have been as late as 3 o'clock? No; I judge that it could not.
31. What time did you finally leave the office yourself on that day? Four p.m.
32. Were you out of the office at all between the time that Quartermaster-Sergeant Moyens left it and 4 o'clock? No.
33. How do you know that the hours you have named, viz., from 10 a.m. to 1 p.m., and from 2 p.m. to 4 p.m., are the proper office-hours? By the general order giving instructions to that effect.
34. Is S.O. 113 the order you allude to? Yes.
35. Have you ever received any instructions from your Commanding Officer, or otherwise, as to office-hours apart from the S.O. quoted? No, I have not.
36. Have these office-hours always been observed since you were attached to the Northern District Reserves? Yes—since the issue of S.O. referred to, with the exception of leave or duty.
37. Did Quartermaster-Sergeant Moyens return to duty at the office at 10 a.m. on 7th January? Yes.
38. Did he make any remark when leaving the office on the 6th January? Yes; he said he would give up altogether.
39. What did you understand him to mean by the remark? I understood him to mean that he would resign and give up his position.
40. Did you report this absence without leave to Lieutenant-Colonel Wilkinson? Yes.
41. Verbally, or in writing? In writing.
42. When did you thus report? After 4 p.m. on 6th January.
43. When Quartermaster-sergeant Moyens returned to duty on 9th January, did he explain his absence on the previous day, or make any remark in reference to it? No.

4th charge. 44. Were you in the office on the 10th January, at 11·30 a.m.? Yes.
45. Did Quartermaster-sergeant Moyens leave the office at that hour? Yes.
46. Did you note the time when he left? Not till after he had left some time; it was a quarter to 12 when I looked at my watch, and I judged he had then been gone about a quarter of an hour.
47. When did he return to the office? On Monday, the 13th January, at 10 a.m.
48. Did he return to the office within office-hours between 11·30 a.m. 10th January and 10 a.m. 13th January? No.
49. Could he have done so without your knowledge? No.
50. Did he ask for any leave when he went away on the morning of the 10th January? Yes; he asked leave to go to the Mercantile Bank to cash a cheque for himself.
51. Did he name any length of leave asked for? No; he said, "I will not be long."
52. How far is the Bank away? A quarter of a mile, or a little more.
53. How long do you judge it should have taken him to go to the Bank and return? About fifteen minutes.
54. Did he make any remark when leaving that would lead you to suppose that he intended to be absent longer than this? No.
55. Was there any duty to be performed or lawful reason for this absence on his part? None.
56. Did you report this absence without leave on the part of Quartermaster-sergeant Moyens to Lieutenant-Colonel Wilkinson? Yes.
57. Verbally, or in writing? In writing.
58. When? After 4 p.m. on the 10th January.
59. Did Lieutenant-Colonel Wilkinson attend the office at about 2 p.m. on 10th January? Yes.

60. Did you mention the absence of the Quartermaster-Sergeant to him then? No.
61. Had you any reason for not mentioning the Quartermaster-Sergeant's absence to Lieutenant-Colonel Wilkinson at 2 p.m.? It slipped my memory to report the matter upon Lieutenant-Colonel Wilkinson's visit.
62. When Quartermaster-Sergeant Moyens returned at 10 a.m. 13th January, did he explain his absence in any way? No.
63. Did you ask him any questions about his absence? No.
64. Was Lieutenant-Colonel Wilkinson present when he returned at 10 a.m. on 13th January? No.
65. Who was in charge of the office at the time? Myself.

WM. BARNWELL.

To Quartermaster-Sergeant Moyens:—

66. Have you heard the evidence of Warrant-Officer Barnwell with reference to the charges made against you? Yes.
67. Do you wish to make any statement with reference to the charges or to this evidence? No.
68. Did you, on 6th January, say to Staff-Sergeant Jiffkins, "I'll knock your teeth down your throat"? 1st charge. Yes.
69. Did this occur in the Reserve Office? Yes.
70. After this occurred, did you hear Warrant-Officer Barnwell order you to desist quarrelling? Yes; nd charge. I heard him give such an order to both of us, but he did not name either of us individually.
71. Did you consider it was an order to yourself? Yes.
72. Did you obey it? Yes; as speedily as I could under the circumstances.
73. Did you hesitate at all in obeying it? I did not.
74. What was there to hinder you obeying the order more promptly than you did? I was out of temper and excited, and I left the room as a means of preserving peace.
75. Were you absent from duty in the office without leave from 2·30 p.m. on 6th January until 10 a.m. 3rd charge. 7th January? I was absent from 2·55 p.m. 6th January until 10 a.m. 7th January without leave.
76. Were you absent from duty without leave from 11·30 a.m. 10th January until 10 a.m. 13th January? 4th charge. I left the office at 11·30 a.m. with leave to go and get a cheque changed, but I had some trouble in getting this done, and it was nearly 1 p.m. on 10th January before I could have returned.
77. When did you return to duty? I came back at 10 a.m. 13th January.
78. Were you then absent without leave from the time of getting your cheque changed (Friday forenoon) until 10 a.m. 13th January? Yes.
79. Were you suffering from illness during the time of this absence? Yes, I was.
80. What was the nature of the illness? Fever and ague, caused by over-excitement.
81. Did you get any medical advice or attendance? No; I am subject to illness of this kind.
82. When you returned to duty, did it not occur to you to explain the cause of your absence? I told Warrant-Officer Barnwell that I had been sick.
83. Have you ever had medical advice or attendance for this illness before? Yes; once, in Maitland.
84. Whom did you consult? Dr. Alcorn, who lives near the West Maitland Railway Station.
85. How long was this ago? About six months ago.
86. Were you incapacitated from duty at the time you refer to? Yes.
87. For how long? I think about three days.
88. Did you send any report of your illness to the Reserve Office on Saturday, 11th January? No.
89. Could you have sent such a report to the office if you had desired? No; I was too unwell to think about such a thing.
90. Had you been absent on any previous occasion without leave? Yes; once before, from a similar illness.
91. For how long? For one or two days; but on that occasion I sent a message to explain my absence.
92. Where were you staying between the 10th and 13th January? Partly at Mr. Wiebe's, in High-street, West Maitland, and Mr. Wilson's, also in High-street, West Maitland.
92A. What days were you staying at Mr. Wiebe's? On Friday and Saturday, 10th and 11th January.

T. H. MOYENS.

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93. What is your name? William Jiffkins, Staff-Sergeant, Volunteer Permanent Staff.
94. You have heard the charge read? Yes.
95. How do you wish to plead? Not guilty.

To Warrant-Officer Barnwell:—

96. Were you in the orderly-room on 6th January, 1890? Yes.
97. Did you hear a quarrel going on between Staff-Sergeant Jiffkins and Quartermaster-Sergeant Moyens? Yes.
98. At what time? About 2·30 p.m.
99. What did you hear in the course of the quarrel;—what did Staff-Sergeant Jiffkins say to Quartermaster-Sergeant Moyens? I had ordered Staff-Sergeant Jiffkins to fill in the nominal rolls in the musketry returns. Staff-Sergeant Jiffkins immediately made a disagreeable remark, supposed by me to be aimed at the Quartermaster-Sergeant—that the whole of the returns would have been made out if he had been allowed to help, and had not been told he was incompetent to do it. This remark appeared to me to refer to some previous dispute in my absence.
100. Did he make any further remark? After the Quartermaster-Sergeant had made his angry threat, he said, "I might be as good as you at that game," and commenced to quarrel. I could not state what further words he used; both men were very much excited.
101. Did you say anything to them about quarrelling, or give any order? I immediately called upon them to desist quarrelling.
102. Did they do so? Not immediately; not until I told them I would report them to Lieutenant-Colonel Wilkinson.

103. Did they leave off then? Quartermaster-Sergeant Moyens left the room, and thus put an end to the quarrel. Neither of them proceeded further with the quarrel
104. Why do you say the remark by Staff-Sergeant Jiffkins was disagreeable? From the tone and manner in which it was said.
105. What was the absolute cause of this quarrel? A remark from Staff-Sergeant Jiffkins which I considered disagreeable in tone and manner.

WM. BARNWELL.

To Staff-Sergeant Jiffkins :—

106. Were you in the office on 6th January? Yes.
107. Had you a quarrel on that day with Quartermaster-Sergeant Moyens? No; I had some conversation.
108. Was the conversation of an ordinary manner or angry in tone? It was an ordinary conversation.
109. Who made the first remark leading up to the quarrel or dispute on 6th January? Warrant-Officer Barnwell.
110. What did he say? "Quartermaster-Sergeant, I want you to assist to make out these musketry returns."
111. What was the Quartermaster-Sergeant's reply? That he could not assist, as he had his annual returns to do.
112. Did you then make any remark? Yes; I said if I had been allowed to make out these annual musketry returns they would have been done some time ago.
113. Who did you say this to? To Warrant-Officer Barnwell.
114. Did you say anything further just then? Only that I had been told by the Quartermaster-Sergeant that I was incompetent to make out these musketry returns.
115. Did you make out any of these returns? Yes—twenty-seven out of twenty-nine.
116. What did the Quartermaster-Sergeant say to you in reply to your last remark? He jumped up out of his chair, and said, "I will knock your teeth down your throat."
117. When he said this, did he place himself in any particular attitude? No; he walked across the floor in an excited manner.
118. Did you make any reply? No; no reply of any kind.
119. At or about this time, did you hear any order given by Warrant-Officer Barnwell to desist quarrelling? Not at this time. He might have given such an order, but I did not hear it.
120. Did you hear any order given at all by Warrant-Officer Barnwell to desist from quarrelling? No; it might have been given, but I did not hear it; the noise which the Quartermaster-Sergeant was making might have prevented me hearing it. I heard Warrant-Officer Barnwell order us to dress to go before Lieutenant-Colonel Wilkinson.

W. JIFFKINS.

THE Court have perused the evidence and documents before them, and having given all the circumstances of the charges their most careful consideration, have arrived at the following opinions upon the several charges, viz.:—

Re Quartermaster-Sergeant Thomas Moyens, Volunteer Permanent Staff, attached to Northern District Reserves.

First charge:—For using threatening language at West Maitland on 6th January, 1890, to Staff-Sergeant William Jiffkins, when both were on duty, to the effect that he would knock his teeth down his throat.

The Court considers that Quartermaster-Sergeant Thomas Moyens did use threatening language to Staff-Sergeant Jiffkins, when both were on duty at West Maitland, on 6th January, 1890; that his conduct was improper, and indicated a general want of respect in the demeanour of this non-commissioned officer, and that no justification can be advanced for the use of the offensive expression "I'll knock your teeth down your throat," more particularly as he had an opportunity afforded him of retracting in his cooler moments what he must have known could not pass over. The Court, however, are of opinion that the quarrel might have been checked before reaching such a crisis by the exercise of more tact and firmness on the part of Warrant-Officer Barnwell.

Second charge:—For failing to immediately obey an order from Warrant-Officer Barnwell to desist from quarrelling with Staff-Sergeant Wm. Jiffkins at West Maitland on 6th January, 1890.

The Court sincerely believes that Quartermaster-Sergeant Thos. Moyens failed immediately to obey an order from Warrant-Officer Barnwell, viz., to desist from quarrelling with Staff-Sergeant Jiffkins, but are of opinion that his immediate non-compliance with this order arose out of an unseemly outbreak of temper on his part. He appears to have subsequently terminated the quarrel by walking out of the orderly-room.

Third charge:—For absenting himself from duty at West Maitland from 2·30 p.m. 6th January, 1890, till 10 a.m. 7th January, 1890.

The Court find Quartermaster-Sergeant Thos. Moyens guilty of the charge, and he was not justified in absenting himself from duty at West Maitland from 2·30 p.m. 6th January, 1890, till 10 a.m. 7th January, 1890.

Fourth charge:—For absenting himself from duty at West Maitland from 11·30 a.m. 10th January, 1890, till 10 a.m. 13th January, 1890.

The Court find that Quartermaster-Sergeant Thos. Moyens left the Northern District Reserves Office at 11·30 a.m. on 10th January, 1890, with permission to go a short distance upon private business, which, at the outside, according to evidence, should not have taken him more than half an hour, but he did not return to the office for two or three days. In the opinion of the Court he was, therefore, absent without leave at least from 12 noon on Friday, 10th January, 1890, till 10 a.m., Monday, 13th January, 1890, and admitting that he might have been ill (which appears doubtful), the Court disbelieves his statement that he could not have sent at least a message to explain his absence had he so wished.

Re

Re Staff-Sergeant William Jiffkins.

Charge:—For improper conduct in quarrelling with Quartermaster-Sergeant Moyens, and not desisting immediately from such quarrelling when ordered to do so by Warrant-Officer Barnwell.

The Court are of opinion that Staff-Sergeant Wm. Jiffkins was guilty of quarrelling with Quartermaster-Sergeant Moyens at West Maitland on 6th January, 1890, though the latter appears to have been the aggressor, and to have pushed the quarrel to a violent stage; they are further of opinion that Staff-Sergeant Wm. Jiffkins did not desist quarrelling immediately when ordered to do so by Warrant-Officer Barnwell.

With this, its opinion, the Court begs to transmit minutes of proceedings, together with evidence taken, and all papers and documents received during the inquiry.

CHAS. M. RANCLAUD, Major, President.
W. J. SLOAN, Captain, 4th Regiment Infantry.
M. BOAM, Captain and Adjutant, 4th Regiment Infantry. } Members.

Newcastle, 29 January, 1890.

Approved.—JOHN S. RICHARDSON, Major-General, Mittagong, 1/2/90.

Assistant Adjutant-General,—A copy of finding of Court should be furnished for the information of accused. It seems to me that W.-O. Barnwell should be exchanged from his district at his own expense; also Moyens with additional penalties. Jiffkins seems to have been more sinned against than sinning; at the same time he shows a mischievous and bad spirit, and it is a question whether he should not also be transferred from the district at his own expense, seeing also that he has been troublesome before. Please see if these changes can be effected, and I will see you in Sydney either on Wednesday or Thursday at 2 p.m. sharp. This business might be taken in conjunction with Eden's report enclosed.—J.S.R., M.-G., 1/2/90.

Memo. to Lieutenant-Colonel Wilkinson.

Re W.-O. Barnwell, Staff-Sergeants Moyens and Jiffkins.

THE following are the awards made by General Officer Commanding:—

W.-O. Barnwell.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension.

Staff-Sergeant Moyens.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension. To be fined six days' pay. To be removed from Division B, Class I, to Division B, Class 2, with rank of Colour-Sergeant, from 15th January, 1890.

Staff-Sergeant Jiffkins.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension.

The above to be informed.—H.D.M., 8/2/90.

[Confidential.] Memo., 14 January, 1890.

ADVERTING to your letter of 10th January, 1890, Sergeants Moyens and Jiffkins should be both placed under arrest, the former for absence and quarrelling, and the latter for quarrelling. Further instructions will be sent you. It is possible a Court of Inquiry will be required to investigate the conduct of these non-commissioned officers. If there are no other witnesses than those included in your report, it might be advantageous to hold the inquiry in Sydney. Personal costs, &c., to depend upon the result of inquiry. Please reply *re* witnesses at once.

Officer Commanding Northern Reserves. H.D.M.

Memo., 8th February, 1890. *Re* Warrant-Officer Barnwell, Staff-Sergeants Moyens and Jiffkins.

THE following are the awards made by the General Officer Commanding:—

Warrant-Officer Barnwell to be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension.

Staff-Sergeant Moyens.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension. To be fined six days' pay. To be removed from Division B, Class I, to Division B, Class 2, with rank of Colour-Sergeant, from 15th January, 1890.

Staff-Sergeant Jiffkins.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension.

The above to be informed.

Lieutenant-Colonel Wilkinson, Officer Commanding Northern Reserves. H.D.M.

Memo., 8 February, 1890.

IN connection with the Court of Inquiry detailed in General after-Order No. 9, of 17th ultimo, the General Officer Commanding has made the following awards, which are communicated to you for guidance:—

Warrant-Officer Barnwell, suspended 24th January, 1890.—To be transferred at his own expense at date to be hereafter fixed. To forfeit half-pay while under suspension.

Staff-Sergeant Moyens, suspended 15th January, 1890.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension. To be fined six days' pay. To be removed from Class B, Division I, to Division 2, with rank of Colour-Sergeant, from 15th January, 1890.

Staff-Sergeant Jiffkins.—To be transferred at own expense at date to be hereafter fixed. To forfeit half-pay while under suspension.

Chief Paymaster. H.D.M.

GENERAL ORDER No. 24.

Head-quarters, Sydney, 8 February, 1890.

* * * * * * * * * * *

4. The Court of Inquiry of which Major Ranclaud, 4th Regiment, was President, detailed in General after-Order No. 9, of 17th ultimo, is hereby dissolved.

5. Staff Quartermaster-Sergeant Moyens, Northern District, will be removed from Class B, Division I, to Division 2, same class, reverting to rank of Colour-Sergeant, from 15th January, 1890.

By command,

H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

III.

Papers forwarded to the President of the Court of Inquiry, and returned by him as Enclosures to the Proceedings and Report.

The Assistant Adjutant-General to The General Officer Commanding Military Forces.

Sir,

Head-quarters, 24 January, 1890.

By direction of the Officer Commanding the Garrison, I have the honor to submit for your consideration the enclosed correspondence, from which it may be gathered that Warrant-Officer Barnwell, of the Permanent Staff, and attached to the Northern Reserves, has seen fit to interfere with instructions, evince undue animus, cavil at decisions, and finally ignore his Commanding Officer.

I have to point out that a Court of Inquiry is now about to meet to inquire into certain charges mutually preferred against each other by Staff-Sergeants Moyens and Jiffkins, and by Warrant-Officer Barnwell against both. Under these circumstances the Officer Commanding the Garrison offers for suggestion whether final treatment of papers now submitted should not stand over until the report of the Court upon the other matters with which this is indirectly associated is received.

I have, &c.,
H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

Approved.—J.S.R., M.-G., 25/1/90.

[*Enclosures.*]

18 January, 1890.

FROM the General Order you will see the directions for the Court of Inquiry. It will be necessary to warn Staff-Sergeants Moyens and Jiffkins, also to furnish them with copies of the charges which will be preferred against them. To enable you to do this copies are appended.

By order,
H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

Officer Commanding Northern Reserves.

Sir,

Orderly-room, Northern District Reserves, 20 January, 1890.

In reference to the copy of charge to be brought against Staff-Sergeant Jiffkins (at the Court of Inquiry mentioned in General Order, No. 9, paragraph 4, of 17th instant), received from the Assistant-Adjutant General this day, I have the honor to request that the same may be returned for amendment, as follows, viz.:—

First.—In the Orderly-room of the Northern Reserves at West Maitland, on the 6th January, 1890, at 2·30 p.m., "having caused a disturbance by making a disrespectful and disagreeable remark to Quartermaster-Sergeant Thos. Moyens, in the presence of Warrant-Officer Barnwell, to the effect that 'the whole of the returns would have been made out if he had been allowed to help, and had not been told he was incompetent to do it'" (this would appear to refer to an occurrence which took place in the absence of Warrant-Officer Barnwell).

Second.—Failing to immediately obey an order from Warrant-Officer Barnwell "to desist from quarrelling with Quartermaster-Sergeant Moyens," at the same time and place.

Third.—Breach of discipline in having (after obtaining permission to leave the Orderly-room, under false pretences, from Warrant-Officer Barnwell) reported the occurrence (contained in Warrant-Officer Barnwell's report of 6th January, 1890) to Lieutenant-Colonel Wilkinson, Commanding Northern District Reserves, same date and place.

Fourth.—Disrespect to superior officer, by saying, when asked by Warrant-Officer Barnwell "what he was writing, instead of doing his office-work," "I refuse to tell you what I am writing, as it is private," same date and place.

Fifth.—Disrespect to superior officer, by entering the Orderly-room of the Northern Reserves at West Maitland, on the 17th January, 1890, without permission, while under arrest, and saying, "Sergeant-Major, I call your attention that the Quartermaster-Sergeant is working," in a very scornful manner.

Sixth.—Breach of discipline, in having, verbally and by letter, reported the occurrence mentioned in fifth charge to Lieutenant-Colonel Wilkinson, Commanding Northern Reserves, on 17th January, 1890, at West Maitland, he (Sergeant Jiffkins) being under arrest at the time.

First, second, third, and fourth charges contained in my report of 6th January, 1890.

Fifth and sixth charges contained in my report of 17th January, 1890.

I have, &c.,
WM. BARNWELL,
Warrant-Officer, Volunteer Permanent Staff.

Officer Commanding Northern District Reserves,
West Maitland.

Impounded. File for the present.—H.D.M., Adj.-Gen., 22/1/90. Filed.—A.H., 22/1/90.

[Confidential.]

[Confidential.] Memorandum.

21 January, 1890.

Your action in not complying with instructions to issue copies of charges against Sergeants Moyens and Jiffkins is not understood, and appears to call for explanation. Warrant-Officer Barnwell seems to misconceive his position altogether. Having made his previous report (similar to that now sent, and upon which such action as was deemed necessary was taken, by forwarding it to the Court), it was quite unnecessary to repeat the same. The Sergeant-Major may be assured he will have his opportunity of giving evidence. The course adopted by him of returning charges to this office for amendment, highly irregular as it is, may possibly be due to ignorance on his part, but it is somewhat surprising that you should have forwarded the correspondence. You will now be good enough to place Sergeants Moyen and Jiffkins in possession of the charges sent you.

Warrant-Officer Barnwell's last letter will for the present be impounded. Whether this Warrant-Officer is fit to be recommended to retain his present position or not is open to question, and will very much depend upon the evidence produced before the Court of Inquiry, which will commence its proceedings on the 24th instant, at 7 p.m.

By order,
H. D. MACKENZIE, Lieutenant-Colonel,
Officer Commanding Northern Reserves. Assistant Adjutant-General.

P.S.—Warrant-Officer Barnwell may be informed of terms of above minute in as far as he is concerned.—H.D.M., 21/1/90.

Extract from Confidential Memorandum.

Sydney, 21 January, 1890.

Warrant-Officer Barnwell seems to misconceive his position altogether. Having made his previous report, similar to that now sent, and upon which such action as was deemed necessary was taken by forwarding it to the Court, it was quite unnecessary to repeat the same. The Sergeant-Major may be assured he will have his opportunity of giving evidence. The course adopted by him of returning charges to this office for amendment, highly irregular as it is, may possibly be due to ignorance on his part. * * Warrant-Officer Barnwell's last letter will for the present be impounded. Whether this Warrant-Officer is fit to be recommended to retain his present position or not is open to question, and will very much depend upon the evidence produced before the Court of Inquiry, which will commence its proceedings on the 24th instant, at 7 p.m.

By order,
H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

P.S.—Warrant-Officer Barnwell may be informed of terms of above minute in so far as he is concerned.—H.D.M.

Sir, Head-quarters, Northern Reserves, West Maitland, 22 January, 1890.

In reference to the attached extract I feel so deeply and painfully hurt by the, in my opinion, most unjust and unearned by me terms used, that I am constrained, in common justice to myself, to respectfully protest against them, and to state that, with all due respect to the authorities, I do not see my way clear to give evidence before a Court of Inquiry under such a grievous and unjust condition that "whether I am fit to retain my present position will depend very much on such evidence," and I consider it is rather late in the day to consider such fitness after nearly five years' faithful service in that position and previous service in other ranks, all up to the present satisfactorily performed, so far as is known to me.

I feel sure that on your forwarding this the authorities will see their way clear to withdraw the charges of "misconception of position" and "ignorance" preferred against me, as also the condition "as to evidence given at Court of Inquiry bearing on the subject of my fitness for present rank," and not compel me to take a step which would utterly spoil my future prospects, and which I might afterwards regret.

I may state that I have a very clear conception indeed of my position, and that it has been my ambition to act up to it, and to ignorance I cannot plead guilty.

I have, &c.,
WM. BARNWELL, Warrant-Officer,
Lieutenant-Colonel Wilkinson, Commanding Northern District Reserve Force. Volunteer Permanent Staff.

Mr. W.-O. Barnwell,—I cannot forward this letter to the Assistant Adjutant-General in the terms it is at present couched.—A.W., Lt.-Col., 22/1/89. Under these circumstances I forward these documents myself, to save unnecessary trouble, for the information of the authorities.—W. Barnwell.

Sir, West Maitland, 22 January, 1890.

I have the honor, in compliance with your confidential memo. of yesterday, calling for explanation of my action in not complying with instructions.

In explanation, I beg to say that on receipt of your previous memo. containing the charges referred to, that I requested copies of such charges should be delivered to Sergeants Moyens and Jiffkins, but on calling at the orderly-room Warrant-Officer Barnwell informed me he wished to amend the charges in certain particulars, and as no charges had been served on these non-commissioned officers no injustice would be done at the most by a delay of a day or two. At Warrant-Officer Barnwell's request I accordingly sent on his letter, together with the charges for comparison, so that if approved they might be substituted and copies of same served.

I may state that on first receiving the charge I called for an explanation from the non-commissioned officers concerned.

If

If I have erred in the manner of procedure it was intentionally, it being my desire that the fullest investigation possible should be made.

Unfortunately, the date fixed is that of the yearly meeting of the Borough Council, and it so happens, also, the last night of my term of office, and being the treasurer, it is my duty to give the annual financial statement of the borough, as per circular herewith.

I have, &c.,
ALEXR. WILKINSON, Lieutenant-Colonel,
Commanding Northern Reserve Force.

Assistant Adjutant-General, Sydney.

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23 January, 1890.

Warrant-Officer Tideswell will attend the Court of Inquiry in charge of those under arrest, pending his being relieved in this duty by W.-O. Leckie.

By order,
H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

Officer Commanding Northern Reserves.

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23 January, 1890.

Warrant-Officer Barnwell is to be suspended from duty pending his letter of 22nd instant (which you reasonably declined to forward, but which, ignoring your command, he has sent direct) being submitted for the consideration of the Major-General Commanding.

With regard to the evidence to be produced before the Court of Inquiry to which reference was made in confidential memo., 21st January, 1890, such refers to the whole matter which may be elicited by the Court, and not, as Warrant-Officer Barnwell seems to think, to his mere personal evidence, of which fact the Warrant-Officer may be informed.

By order,
H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

Officer Commanding Northern Reserves.

Warrant-Officer Barnwell suspended 24th January, 1890; Quartermaster-Sergeant Moyens suspended 15th January, 1890; Staff-Sergeant Jiffkins suspended 15th January, 1890.

Sir,

West Maitland, 25 January, 1890.

I have the honor to respectfully request that the General Officer Commanding will be so kind as to allow me to withdraw my letters of 20th and 21st instant on the subject of "Charges against Staff-Sergeant Jiffkins," evidence at Court of Inquiry, &c.

I base my request on the fact that they were written whilst I was greatly excited by the proceedings of Staff-Sergeant Jiffkins in hunting up outside evidence for the Court of Inquiry, and, being a peaceable man myself, I feared being brought into a disreputable quarrel outside military affairs.

Such evidence not being taken by the Court, therefore my fears were groundless, and I beg leave to apologise for my offences, and hope the same may be mercifully condoned, as much as military discipline will permit.

I have, &c.,
WM. BARNWELL, Warrant-Officer,
Volunteer Permanent Staff.

Lieutenant-Colonel Wilkinson, Commanding
Northern Reserves, West Maitland.

Sir,

West Maitland, 25 January, 1890.

Enclosed I beg leave to hand you herewith, at the request of Mr. Warrant-Officer Barnwell (at present under suspension from duty), a letter apologising for his late conduct, and requesting permission to be allowed to withdraw the letters mentioned therein, and written by him whilst labouring under very great excitement, and that the Major-General Commanding will be pleased to take a merciful view of his conduct, and act as leniently towards him as the rules of the Service will permit.

Mr. Warrant-Officer Barnwell appears to feel very acutely the position he has allowed himself to be placed in. The lesson he has received he will not hurriedly forget.

I have, &c.,
ALEXR. WILKINSON, Lieutenant-Colonel;
Commanding Northern Reserve Force.

Assistant Adjutant-General, Sydney.

Sir,

West Maitland, 18 January, 1890.

I have the honor herewith to hand three papers, signed by Mr. Warrant-Officer Barnwell and Staff-Sergeant Jiffkins, referring to breach of discipline, made by Staff-Sergeant Jiffkins, and explanation by Mr. Warrant-Officer Barnwell, which appear to me satisfactory.

I have forwarded the papers so that if the Major-General thinks it necessary, may be inquired into by the Board of Inquiry.

I have, &c.,
ALEXR. WILKINSON, Lieutenant-Colonel,
Commanding Northern Reserve Force.

Assistant Adjutant-General, Sydney.

[*Enclosures.*]

[Memorandum.]

West Maitland, 17 January, 1890.

Mr. Warrant-Officer Barnwell, Orderly-room,—

Sir,

Staff-Sergeant Jiffkins verbally reported to me this morning that when calling for letter, which he expected to find at orderly-room this morning, Quartermaster-Sergeant Moyens was at desk, with book and returns open before him, and pen in hand; this was a little after 11 o'clock.

ALEXR. WILKINSON, Lieutenant-Colonel,
Commanding Northern Reserve Force.

Officer Commanding Northern District Reserves.

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17 January, 1890.

THE Quartermaster-Sergeant was voluntarily and unofficially assisting me; and I most respectfully protest against Staff-Sergeant Jiffkins being allowed to make verbal reports to you while he is under arrest.

WM. BARNWELL, Warrant-Officer,
Volunteer Permanent Staff.

Officer Commanding Northern District Reserves.

Warrant-Officer Barnwell to Officer Commanding Northern District Reserves.

Sir, 17 January, 1890.

I have the honor to report that Quartermaster-Sergeant Moyens and Staff-Sergeant Jiffkins reported themselves at 10 a.m. this day, and in accordance with regimental orders, and that Staff-Sergeant Jiffkins afterwards came to the office at 11·30 a.m., and said to me in a very scornful manner, "Sergeant-Major, I call your attention that the Quartermaster-Sergeant is working."

The Quartermaster-Sergeant was not on duty, but was giving me information, voluntarily, concerning his work and books.

Letters &c., sent by Quartermaster Moyens when under arrest, &c. :—

16th January, 1890.—D.A.C.G. Ord. memo. and R.V. ret. (2); Prest. Wardell R.V. to sign; A.A.G. on R.R.; Secty. Q'di. Gurantor; Prest. Tingha memo. *re* pattern uniform.

17th January, 1890.—Prest. Mdi. R. Order; Secty. G. Innes *re* cheque; Prest. Armidale R. Order; Newcastle R. Order; Taree atton. sheets ret.; D.A.Q.M.G. *re* Henry rifles ret.; Prest. Tingha *re* S.P. suit.

Sir, 17 January, 1890.

I have the honor to report that Quartermaster-Sergeant Moyens and Staff-Sergeant Jiffkins reported themselves at 10 a.m. this day, in accordance with Regimental Orders, No. 4, of 15th instant, and that Staff-Sergeant Jiffkins afterwards came to the office at 11·30 a.m., and said to me in a very scornful manner, "Sergeant-Major, I call your attention that the Quartermaster-Sergeant is working."

The Quartermaster-Sergeant was not on duty, but was giving me information, voluntarily, concerning his work and books.

I wish to respectfully express to you my extreme annoyance at the conduct of Staff-Sergeant Jiffkins, it being evident that he is watching this office, with the intention of causing mischief, and that you will forward this to the proper authorities, requesting that this unpleasant state of affairs may be put an end to, in the interest of the Service.

I have, &c.,
WM. BARNWELL, Warrant-Officer,
Volunteer Permanent Staff.

Officer Commanding Northern Volunteer Reserves, West Maitland.

Sir, 17 January, 1890.

Having reported this day (verbally) that Quartermaster-Sergeant Moyens, Volunteer Permanent Staff, was engaged at ordinary work in office, Northern District Reserves, at 11·30 a.m., 17th January, 1890, and also 16th January, 1890, I beg most respectfully now to report it officially, and when I drew the attention of Mr. Warrant-Officer Barnwell to the fact he ordered me to leave the room.

Quartermaster-Sergeant Moyens being engaged in ordinary work is contrary to orders received from the Assistant Adjutant-General, on the 15th January, 1890, he being suspended from all work.

I have, &c.,
W. JIFFKINS, Volunteer Permanent Staff.

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24 January, 1890.

Quartermaster-Sergeant Moyens states :—I was under arrest on 17th January; I understood that arrest to mean suspension from all military duty; I was in the office on that day, but was not performing any military duty; I was writing there directions to assist Warrant-Officer Barnwell in keeping the books of the office; I refer to the books of the Quartermaster's department; he requested me to do so, on that day or the day before; I think it was rather at my own suggestion than Mr. Barnwell's request that I wrote out these directions.

T. H. MOYENS.

24 January, 1890.

Warrant-Officer Barnwell states :—I was in the Reserve Office on 17th January last; Quartermaster-Sergeant Moyens and Staff-Sergeant Jiffkins were under arrest at this date; I understand arrest to mean suspension from all military duty; Quartermaster-Sergeant Moyens was not doing duty in the office on that day; he reported himself to me at 10 o'clock on that day as usual, and seeing that I was in a difficulty with the books of the Quartermaster's department, he volunteered certain information as to the method of keeping them; he sat down and put the directions on paper; he did this of his own accord, and not at my request.

WM. BARNWELL.

24 January, 1890.

Staff-Sergeant Jiffkins states :—I was in the office on the 17th January; I came to report myself as usual, at 10 o'clock; I went away; I returned at 11·30 a.m. or thereabouts; Quartermaster-Sergeant Moyens was in the office at that hour in his chair at his usual work; he was writing in the requisition-book; I will not be positive that he was writing in the book, but the books were opened before him, and he appeared to be writing; I stayed in the office about two minutes; I spoke to Sergeant Hamilton, and asked him if he had any letters; he gave me a letter; I said, "Sergeant-Major, I wish to call your attention that Quartermaster-Sergeant Moyens is working"; he replied that I could leave the room, and at the same time he could see what Quartermaster-Sergeant Moyens was doing.

W. JIFFKINS.

20 January, 1890.

Major Ranclaud, President, Court of Inquiry. For investigation and report.

By order,
H. D. MACKENZIE,
Assistant Adjutant-General.

The Court considers this complaint preferred by Staff-Sergeant Jiffkins against Warrant-Officer Barnwell unimportant. It appears that while Quartermaster-Sergeant Moyens was under arrest, on 17th January, 1890, he was in the Northern District Reserves Office writing directions to assist Warrant-Officer Barnwell in keeping the books of the Quartermaster-Sergeant in the absence of the latter. A statement from each of the parties is appended hereto.

CHAS. M. RANCLAUD, Major, President.
W. J. SLOAN, Captain,
M. BOAM, Captain and Adjutant, 4th Regiment Infantry } Members.

Approved.—JOHN S. RICHARDSON, M.-G., Mittagong, 1/2/90.

29 January, 1890.

The Assistant Adjutant-General, Sydney. Signed statements and report appended.

C. M. RANCLAUD, Major,
4th Regiment Volunteer Infantry.

Sir,

Sir, West Maitland, 10 January, 1890.

I have the honor to submit the enclosed charges and counter-charges made respectively by Mr. Warrant-Officer Barnwell, Quartermaster-Sergeant Moyens, and Staff-Sergeant Jiffkins against each other.

Considerable friction in the office is the result, and I now submit same for the Major-General's direction as to the course to be adopted.

I may mention that Staff-Sergeant Jiffkins some time ago applied to be permitted to reside at Quirindi, from whence he could conveniently conduct musketry instruction to several corps north and north-west of that place.

You will also observe that Mr. Warrant-Officer Barnwell reports that Quartermaster-Sergeant Moyens has been absent from office without permission, and his conduct is not what it should be as a member of the staff.

I have refrained from any action pending instructions from you.

I have, &c.,
ALEXR. WILKINSON, Lieutenant-Colonel,
Commanding Northern Reserve Force.

Assistant Adjutant-General, Sydney.

The President, Court of Inquiry.—H. D. MACKENZIE, Lt.-Col., A.A.G., 18/1/90.

Sir, Orderly-room, Northern District Reserves, 6 January, 1890.

I have the honor to report the following circumstance for your information, viz. :—

At about half-past 2 o'clock p.m. this day, I asked Quartermaster-Sergeant Moyens to make out some of the musketry returns, which Staff-Sergeant Jiffkins was proceeding with, whereupon Staff-Sergeant Jiffkins made a remark in a very disagreeable manner, to the effect that "the whole of the returns would have been made out if he had been allowed to help, and had not been told he was incompetent to do it." This would appear to refer to some previous altercation between the two, as it called forth a threat from the Quartermaster-Sergeant, "that he would knock Staff-Sergeant Jiffkins' teeth down his throat, &c., &c.," which was responded to by Staff-Sergeant Jiffkins to the effect that he might be as good at that game as the Quartermaster-Sergeant. I called upon them to desist quarrelling, which they failed to do, until I told them I should report the matter to you, whereupon the Quartermaster-Sergeant said he would give up altogether, and left the office, not returning during office-hours, and Staff-Sergeant Jiffkins asked permission to go down to the rear, as I thought. He was gone some ten or fifteen minutes, and when he came back was some time writing notes in his pocket-book, and when I asked him what he was writing instead of doing his office-work, he answered me, in a very disrespectful manner, that "he refused to tell me what he was writing, as it was private."

I need not tell you how painful it is for me to have to bring this matter before you, and, although in this case there are faults on both sides, I think that matters would not have been brought to such a pitch if Staff-Sergeant Jiffkins had been more peaceably inclined and more respectful, both to me and the Quartermaster-Sergeant, which has been wanting on his part since his last arrival; and, for the sake of peace, and in view of the fact that if Sergeant Hamilton be called in from Grafton, Sergeant Jiffkins' services could be dispensed with in connection with this district, I would respectfully recommend that such a course be submitted to the authorities, in the interest of the Service.

I have, &c.,
WM. BARNWELL, Warrant Officer,
Volunteer Permanent Staff.

Lieutenant-Colonel Wilkinson, Commanding Northern District Reserves.

Mr. W.-O. Barnwell,—I shall require a written explantion from Qr.Mr.-Sergt. Moyens and Staff-Sergt. Jiffkins to the charges contained in the above communication.—ALEX. WILKINSON, Lt.-Col., C.N.R.F., 7/1/89.

Qr.-Sergt. Moyens,—To attach written statement required, and hand to Staff-Sergt. Jiffkins for him to do likewise.—WM. BARNWELL, W.-O., Vol. Pt. Staff, 7/1/89. T. H. Moyens, Q.-Sergt.—Statement herewith; W. Jiffkins, S.S.—Statement herewith, 8/1/90. The Officer Commanding N.D. Reserves,—Statements attached herewith.—WM. BARNWELL, W.-O., Vol. Per. Staff, 8/1/89.

Sir, West Maitland, 8 January, 1890.

With reference to the report made by Mr. Warrant-Officer Barnwell, Volunteer Permanent Staff, to the Officer Commanding Northern District Reserves, *re* Quartermaster-Sergeant Moyens and Staff-Sergeant Jiffkins, *re* making out of musketry returns, I deny making any disagreeable remarks. The Quartermaster-Sergeant threatened to knock my teeth down my throat without any cause. I made no reply to his threat. The Warrant-Officer ordered us to get dressed, to go to Officer Commanding; and the Quartermaster-Sergeant refused to go, saying he was not going before a lot of clerks at the office, and at the same time going into his room, and saying that he would resign his position and give it up altogether, &c., and he did not return to office to work up to 4·50 p.m., when I left.

With reference to writing in office-hours, I did write; it can be seen by the Officer Commanding, and the time it occupied did not take one minute.

Mr. Warrant-Officer Barnwell is continually talking about being respected. I most respectfully respect Mr. Warrant-Officer Barnwell at all times, in the military sense, but outside of that I cannot esteem him.

I beg respectfully to draw your attention to the Sergeant-Major's oversight of duty, at the instance when Quartermaster-Sergeant Moyens threatened to knock my teeth down my throat.

With reference to being more peaceably inclined and more respectful to W.-O. and the Quartermaster-Sergeant—a person of such dissipated habits, a disgrace to the staff.—I cannot walk down the street without being brought to book in reference to the Quartermaster-Sergeant's affairs, &c., brought to Civil Court for misconduct, &c.

With reference to my last arrival in this district I would draw your attention to a recommendation made by the Sergeant-Major to the Acting Adjutant-General, 28th June, 1889. A copy attached.

Also,

Also, in reference to the Warrant-Officer's request that my service be dispensed with, I would respectfully draw your attention to the fact that I have performed nearly as much work in office and outside as the other three of the staff, and would respectfully request that the Officer Commanding Northern District Reserves will not submit a recommendation to the authorities for my removal from this District. On the 9th December, 1889, it was reported that the Officer Commanding was ill. Quartermaster-Sergeant Moyens remarked "A b——— good job; the Colonel would not believe me when I was sick; I had to furnish a sick-certificate."

On several occasions Quartermaster-Sergeant Moyens has been called secretary of Reserve Rifle Co. in the hearing of the Sergeant-Major.

On the 18th December, and other times, he has called me most disrespectful names—idiot, blind fool, ass, and suchlike.

On two occasions I have mentioned to the Officer Commanding the unsatisfactory life I had to bear in the office.

On a former occasion—some three months hence—I found an old man engaged by the Quartermaster-Sergeant going about the streets with the official correspondence; and this day I found the same man with the post-office key, box 50, with a letter taken from the box. I took the key to the Officer Commanding, and then to the Sergeant-Major; he handed it back to the Quartermaster-Sergeant.

With reference to the musketry returns being made out, I have made out nineteen out of twenty-two, and if I had been allowed to make them out at first they would have been sent to Military Staff Office up to time requested.

I have, &c.,
W. JIFFKINS,
Staff-Sergeant.

To the Officer Commanding Northern District Reserves.

---

28 June, 1889.

Submitted for the consideration of the Major-General Commanding.

In reference to this appointment, Warrant-Officer Barnwell reports that the applicant is civil and obliging, and attentive to the duties of his office, which he performs to the best of his skill and ability.

I have no complaint to make. I may add, in addition to his clerical duties, Staff-Sergeant Jiffkins takes his tour of duty as musketry instructor to Reserve Rifle Companies in this district, which duty he has also performed satisfactorily.

A. WILKINSON, Lieutenant-Colonel,
Commanding Northern District Reserves.

The Assistant Adjutant-General.

Head-quarters, Northern District Reserves, West Maitland,
26 June, 1889.

[*In the writing of S.M.*]

In reference to Regimental Order No. 18, of 18th February, 1889, copy attached, Staff-Sergeant Wm. Jiffkins respectfully requests that he be confirmed in the appointment as orderly-room clerk of the Northern District Reserves, and that he be promoted to Class B.

[*My name written by S.M.*]

Sir, Head-quarters. Northern District Reserves, Maitland, 7 January, 1890.

In regard to the report attached, I can only say that, in the absence of Sergeant Jiffkins, perfect harmony prevails in the office of Northern District Reserves. I regret the intemperance implied in strong words used; but you will see by sealed report, which is now in hands of solicitor in this town, that malice and spiteful irritation caused this much-to-be-regretted report.

T. H. MOYENS, Quartermaster-Sergeant,
Northern District Reserves.

Sir, Head-quarters, Northern District Reserves, West Maitland, 9 January, 1890.

The Volunteer Permanent Staff attached to this district respectfully protest against Staff-Sergeant Jiffkins doing duty with them, his general (disagreeable, sarcastic, cynical, underhand, and quarrelsome) manner being irritating and obnoxious to them in the extreme.

WM. BARNWELL, Warrant-Officer,
Volunteer Permanent Staff.
T. H. MOYENS, Quartermaster-Sergeant.

The Officer Commanding Northern District Reserves.

Memorandum from Warrant-Officer Barnwell, Volunteer Permanent Staff, to Officer Commanding Northern District Reserve Force.

Sir, Orderly-room, Northern District Reserves, 11 January, 1890.

I have to report, for your information, that Quartermaster-Sergeant Moyens is still absent from duty.

Yours, &c.,
WM. BARNWELL.

There is nothing ready to sign; will manage to have all ready on Monday. I wish to go to Range at 1 p.m., with your kind permission.

Sir, West Maitland, 15 January, 1890.

I have the honor, in reply to your memorandum of yesterday, to report that there were no other persons present but Mr. Warrant-Officer Barnwell when the altercation between the two non-commissioned officers took place.

If a Court of Inquiry is deemed necessary, I would respectfully suggest that it be composed of officers of the local corps, with a Staff officer from Sydney, and to be held at West Maitland.

This arrangement would not materially interfere with the clerical and other duties of the district, which at the present time are rather heavy.

I have, &c.,
ALEX. WILKINSON, Lieutenant-Colonel,
Commanding Northern Reserve Force.

Assistant Adjutant-General, Sydney.

West Maitland, 16 January, 1890.

OMITTED from memo. yesterday:—Sergeants Moyens and Jiffkins have been placed under arrest.

ALEX. WILKINSON, Lieutenant-Colonel.

Assistant Adjutant-General, Military Staff Office, Dawes Battery.

Sir, West Maitland, 15 January, 1890.

I have the honor, in reply to your wire of this date requesting dates and time Sergeant Moyens was absent from duty, to report that Mr. Warrant-Officer Barnwell gave Quartermaster-Sergeant Moyens permission to go to the Mercantile Bank to cash a cheque, which would occupy less time than one hour. He did not again return to the office or report himself for duty until Monday morning, the 13th instant, at 10 a.m.

This absence does not refer to that of the 6th instant, mentioned in Mr. Warrant-Officer Barnwell's report to me.

I have, &c.,

ALEXANDER WILKINSON, Lieutenant-Colonel,

Assistant Adjutant-General, Sydney. Commanding Northern Reserve Force.

West Maitland, 13 January, 1890.

W.-O. BARNWELL respectfully reports that Quartermaster-Sergeant T. Moyens returned to duty at 10 a.m. this day.

WM. BARNWELL, Warrant-Officer,

The Officer Commanding Northern District Reserves. Volunteer Permanent Staff.

Forwarded for the information of the Major-General.—A. WILKINSON, Lieutenant-Colonel, Commanding Northern Reserve Force, 15/1/90. Assistant Adjutant-General, Sydney.

Sir, Orderly-room, Northern District Reserves, 16 January, 1890.

In answer to your wire of this date requiring exact dates and times of Sergeant Moyens' absence from duty, I have the honor to inform you that the same are as follows:—

1. Monday, 6th instant, from 2·30 p.m. (the time of the quarrel between him and Sergeant Jiffkins) till 10 a.m. next morning, 7th instant.
2. Friday, 10th instant, from 11·30 a m., till Monday, 13th instant, at 10 a.m.

I have, &c.,

ALEXR. WILKINSON, Lieutenant-Colonel,

Assistant Adjutant-General, M.S. Office, Sydney. Commanding Northern District Reserve Force.

Borough of West Maitland.

Sir, Council Clerk's Office, 22 January, 1890.

I am directed to inform you that a meeting of the Council will be held in the Council Chambers on Friday next, at 7·30 p.m.

Business:—

Minutes, correspondence, reports or petitions, notices of motion.

Alderman Wilkinson to move the adoption of the twenty-fourth report of the Treasurer.

Consideration of tenders:—

1. For insurance on Town Hall and furniture.
2. For offices in the Town Hall.

Revision of the Municipal List.

THOMAS HUGHES,

Mr. Alderman Wilkinson. Council Clerk.

Sir, 13 February, 1889.

In reference to General Order No. 26, of 8th February, 1889, paragraph 8, I would draw the attention of the Assistant Adjutant-General to letters and memorandum on the subject of Staff-Sergeant Jiffkins' misconduct at Inverell, dated 19th March, 1887, and 9th April, 1887, and his removal from this district, dated 20th October, 1887. I therefore feel sure that his return here will not be to the advantage of my command, and wish, if possible, that another instructor be sent in his place.

The Assistant Adjutant-General, Sydney. A.W.

LIST OF SUBURBAN CORPS ABOUT APRIL, 1891.

Alexandria.	Granville.	Redfern.
Burwood.	Leichhardt.	St. Leonards.
Bateman's Bay.	Manly.	Sydney.
Croydon.	Parramatta.	Paddington.
Fairfield.		

Orange, 8 November, 1891.

STAFF-Sergeant W. Jiffkins, Volunteer Permanent Staff, respectfully reports that he feels aggrieved at being called upon to answer for the error committed by Warrant-Officer Barnwell in District Order No 56, of the 23rd October, 1891.

He states that this is only one error out of several. If instructor went at all times by the District Order, he would find himself at the wrong companies.

He states the constant blunders of the Warrant-Officer is detrimental to the reserve rifle companies, and also involves additional expenses.

W. JIFFKINS,

The Adjutant, Rifle Reserve Companies. Staff-Sergeant.

To

To Staff-Sergeant Jiffkins, Permanent Staff,—This is only another instance of your want of loyal support. Any error there may have been in the District Order you must have been aware of, and should have pointed out. Further, the expressions contained in paragraph 2 are quite uncalled for, and the remark in paragraph 3 emphasises the general want of subordination shown by you. Apart from these questions of detail, it appears there is so much friction wherever you are concerned that it becomes a serious question whether the General Officer Commanding should not at the end of the year be advised to dispose of your service.—C. BOUVERIE, Captain, 18/11/91.

To be returned. Returned.—W.J., 26/11/91. A.A.-Gnl.,—I forward this correspondence to you with a view to your seeing what steps have been taken in the matter.—C. BOUVERIE, Capt., 26/11/91. O.C. M., W., and S. Dist. Res.,—S.-S. Jiffkins may be informed that this correspondence will be placed with his records.—By order, H.D.M., A.A.-G., 26/11/91. Noted and returned.—W.J., 5/12/91.

IV.

Correspondence relating to Charge against Jiffkins, 1887, 1891.

Sir, Inverell, 1 February, 1887.

I beg most respectfully to inform you that on the receipt of a letter from Head-quarters, West Maitland, yesterday (Monday) evening, and which had reference to postponement of programme parades, &c., Captain Macintosh, No. 1 Company, accused me of writing to the Adjutant or Sergeant-Major in an underhand manner with reference to his company.

Also, Captain Macintosh says that he was informed by someone before my arrival here that he (the Captain) would have to look out for me, as I was in the habit of informing the Adjutant of every little thing connected with the company, and now the receipt of this letter confirms it.

Also, when I was here before Christmas, Captain Macintosh spoke very disrespectfully of the Sergeant-Major about being fond of his beer, and he accuses me of telling the Sergeant-Major of it.

Also, Captain Macintosh says my diary is only a spy on his company.

Examine arms.—The company has been instructed to take 10 inches to the right front. I pointed out the order, altering it to 10 inches to the front, but the captain insists on doing it the old way. Rifle Exercise, page 42.

Also, Captain Macintosh accuses me with drinking in hotels after parade. Since I have been in Inverell I have had the following with Volunteers:—On one occasion, after parade, I went with Sergeant Haskins to his hotel, and had one drink; on another occasion, about 12 o'clock (noon) Corporal Cooper and myself had one drink together, and that is all the Volunteers I have drunk with since I have been in Inverell.

I regret having made use of a word which is not to be found in the drill-book, when on parade on the 28th January.

WILLIAM JIFFKINS, Staff-Sergeant,
Permanent Staff.

Officer Commanding Northern District Reserve Force, West Maitland.

This communication should have been sent through the Adjutant. No notice can be taken of communications of this nature. Captain Macintosh has made no charge against you. With regard to examine arms, you are correct, but your duty is principally with recruits, giving every assistance to the officer commanding that he may require. Having pointed out the error to officer commanding, your duty ends.—By order, HENRY G. B. SPARROW, Lieut. and Adjt., 7/2/87. Sergt. Jiffkins.

Sir,

I also beg to state, in reference to the Adjutant investigating Captain Macintosh's charges, he read a few words, and then asked me how I pleaded. I said, "Not guilty," but begged to be allowed to explain to Lieutenant-Colonel Wilkinson or to Major-General Richardson, on which he said that he was Lieutenant-Colonel Wilkinson and Major-General Richardson in this case, at the same time (in the same breath), you are suspended from all military duty, right-about turn, quick march. About 5 p.m. I asked the Adjutant to let me have a copy of my charges, and then it was he informed me my charges were rudeness, offensiveness, &c., and that I would receive the charges in due time. With reference to counter-orders referred to by the Adjutant when the officer commanding was drilling, I had nothing to say, but when I was instructing I had frequently to give the command "as you were," both to officer commanding, guides, and markers.

With reference to this company falling off in drill, the few times I have had the opportunity of drilling them I have been imparting instructions to them they scarcely heard of before. I also may state the weather has been very unfavourable against the company's attendance, and the men, seeing there was some misunderstanding between the Captain and me, had no faith.

I regret not having shown the Adjutant respect, but the following will explain how I have stood in the Adjutant's estimation from the commencement of my service under him. When appointed I was sent to Maitland, and put into the orderly-room for a fortnight. On the third or fourth day I was there a gentleman came into the orderly-room and ordered me out of the chair, and away from the table where I was writing, and find another chair and table to do your work at, without saying another word. I had not up to this time ever seen the Adjutant. He sat there about an hour, and then left without uttering a word. The following days I was subjected to continual snubbing, could not do anything right, ordered

to Quirindi and Murrurundi. The Adjutant came to visit Quirindi and Murrurundi end 1885. I was at the station to meet him, carried his luggage to "Creag's Hotel," did same leaving for Murrurundi, carried his luggage from carriage into coach, and from coach into "Royal Hotel," Murrurundi. After being there a short time the Adjutant asked me if I had seen any books of his, to which I replied I had not. Then asked the servants of the hotel. They said the same. Whereupon he accused me of taking his books, as I was the only one who had handed his luggage. The same night instructing the men in sentry duty, the Adjutant said, in presence of the squad, I had been instructing them wrong, thereby weakening my influence with the officers and men. Before leaving hotel in morning said he remembered had lent the officers in Quirindi the books, and on every subsequent occasion something amiss; and on the Adjutant's visit to Inverell on the 18th instant I was not informed by anyone of his visit. I heard the officer commanding tell the men that the Adjutant was expected on the 20th. Then I heard, accidentally, that he was coming on 19th, but arrived on 18th, at 6 o'clock p.m.; on parade at 8 p.m. I heard the men say the Adjutant had arrived. As soon as possible I reported myself to him. The first word was, "Why did you not report yourself before this time?" I told him I did not know of his coming. On parade on the 19th instant the company's arms and accoutrements were inspected, and on that occasion, in presence of the Adjutant, this examining arms was performed contrary to instructions, and consequently led the officers, non-commissioned officers, and men to believe that I was in error.

I beg I may state that I have been a non-commissioned officer since 1857, and to show that I always had a military bearing and a soldierlike appearance, I have been orderly to the following Military Generals:—The General Commanding the Forces in Jersey; General Le Marchant, Commanding Bengal Native Artillery; General M'Claverty, Commanding Madras Forces; General Shakespear, R.A., Madras; General Brown, Commanding Curragh; General Brownridge, Shorncliffe.

WILLIAM JIFFKINS,
Staff-Sergeant, Volunteer Permanent Staff.

Sir, Inverell, 12 March, 1887.

We have the honor respectfully to submit that the efficiency of the corps here will be seriously interfered with by the retention of Staff-Sergeant Jiffkins as instructor, and we would recommend his removal and the appointment of someone else of good attainments.

In saying this we do not wish in any way to reflect on Sergeant Jeffkins' qualifications as an instructor, but he is in no way in sympathy with the officers or men; he has applied himself since his appointment here to belittle the corps and ridicule the men, while he has been rude, offensive, and disrespectful in his bearing to ourselves. The consequence is that the men attend drill reluctantly, and some openly aver that they will disconnect themselves from the corps if he is to be attached to this district.

Trusting you will give this matter your usual consideration.

We have, &c,
A. MACINTOSH, Captain, Commanding No. 1 Company.
HENRY MOORE, 1st Lieutenant.
P. E. STIRTON, 2nd Lieutenant.

Lieutenant-Colonel Wilkinson, Commanding Northern Reserve Forces, West Maitland.

NOTE.—I may state that I have remonstrated with Sergeant Jiffkins to no purpose.—A.M., Captain.

Lieutenant and Adjutant Sparrow, to investigate and report upon.—A. WILKINSON, Lieut.-Colonel, Commanding Northern Reserve Forces, 16/3/87.

According to above instructions, I have investigated the charges against Staff-Sergeant Jiffkins. Captain Macintosh states that Sergeant Jiffkins has on several occasions, when he (Captain Macintosh), has been in command and drilling the company, in a most insolent and disrespectful manner given counter-orders to the men. This is corroborated by the other officers, colour-sergeants, and sergeants. His manner on all occasions on parade, and off, has been anything but respectful or soldierlike. Captain Macintosh has warned him more than once without effect. His mode of imparting instruction whilst at Inverell has had the result of turning one of the smartest companies into a most indifferent one. The company has gone back in drill considerably owing to the reluctance of the men to attend drill. Sergeant Jiffkins denies everything. His manner to myself whilst investigating showed a want of respect. He states he will explain matters to you, I therefore considered it my duty to suspend him until the matter was dealt with. Attached please find charge signed by Captain Macintosh.—HENRY G. B. SPARROW, Lieut. and Adjt. N. R. Forces, 21/3/87. The O.O.C. N. Dis. Res.

West Maitland, 16 March, 1887.

INVESTIGATE charges against drill-instructor while at Inverell; charges sent by post to you at Inverell.
Lieut. Sparrow, Glen Innes. ALEX. WILKINSON, Lieutenant-Colonel.

INVESTIGATION by Lieutenant and Adjutant Sparrow into the charge against Staff-Sergeant Jiffkins.

Inverell, 19 March, 1887.

Captain Macintosh states:—Staff-Sergeant Jiffkins' manner to me, on parade and in private, has been, since he has been stationed here, insolent and disrespectful; on 22nd January I was in command of my company, and drilling them on parade; I gave certain orders to the men, when Sergeant Jiffkins interfered in a most insolent manner, and gave counter-orders.

To the Adjutant: The company had not been handed over to the instructor; I have cautioned him several times about conduct of this kind, and should have reported the matter before to head-quarters, but did not wish to make a serious matter of it for the sergeant; on 26th February I was again in command; he interfered on this occasion, and virtually took the company out of my hands; he spoke most rudely to Lieutenant Moore, saying, "Here, you've no business here"; I told him after parade that if such a thing occurred again I should check him on parade; he replied that I could not, that I had no power to do so; I am aware that Sergeant Jiffkins had received orders to drill recruits, and give every assistance to company officers they may require; he has not done so; when he has had charge of the company, he laughs at the men when they make a mistake, instead of correcting them.

1st

1st Lieutenant Moore: Corroborates Captain Macintosh's statements; Sergeant Jiffkins has often omitted to salute me, and in his general manner is rude and offensive; I was present on the 22nd January and 26th February.

Colour-Sergeant Coulton: On 22nd January I was on parade; Sergeant Jiffkins interfered with the company when the captain was in charge of the parade; the men attend drill reluctantly since Sergeant Jiffkins has been stationed here; the men say they do not believe in attending parade to be laughed at, instead of being instructed; on 9th March the three officers were not present; I took command, of which Sergeant Jiffkins relieved me; he ordered the men to fix swords on the march; they had not done this before, and consequently made a mess of it; Sergeant Jiffkins laughed at them, and made use of the following expressions, "You're a damned nice lot—this is the way you've been taught, is it"?

To the Adjutant: This is only one instance of many others; I have noticed Sergeant Jiffkins' manner when addressing the officers on parade; it is disrespectful, and is the common talk amongst the men.

Corporal Cheadle: Corroborates Colour-Sergeant Coulton's statements; Sergeant Jiffkins addresses the men in such a manner that a great many refuse to attend.

True copy of statement made by the above, taken in writing, 19th March, 1887.

HENRY G. B. SPARROW, Lieut.,
Adjutant, Northern Reserve Force.

29/3/87.

Telegram from Sydney, 28 March, 1887.

SERGEANT JIFFKINS to be afforded opportunity of forwarding any explanation for consideration of General he may wish.

The Adjutant, Northern Reserves. MAJOR MACKENZIE.

STAFF-SERGEANT JIFFKINS to attach any explanation he may be able to make with regard to attached papers. All papers to be returned.

By order,
HENRY G. B. SPARROW,
Adjutant, Northern Reserve Force.

28 March, 1887.

Inverell, 19 March, 1887.

Charge against Staff-Sergeant Jiffkins.

BEING offensive and disrespectful to his superior officers on several occasions whilst on parade.

A. MACINTOSH, Captain,
Commanding No. 1 Company, Inverell Reserve Corps.

Sir, Inverell, 1 April, 1887.

I beg most respectfully to state, in answer to the charge of being offensive and disrespectful on my drilling this company, I found they had been instructed in several items wrong; by my endeavouring to put them right I have incurred this offensiveness, &c. I find they are deficient in guard-mounting; and sentry and outpost duty, and by my bringing them out of their usual routine of drills it is offensive. If I refer the officers to the drill-book I am disrespectful.

Before I had been in Inverell a week I was found fault with by Captain Macintosh, not only on parade, but in the street; he expects the full military salute not only for himself, but friends and others. You will find, by comparing my diary with the parade states, there is a difference in numbers, and by my drawing the commanding officer's attention to paragraph 114, Regulations, I incurred offensive, &c.

I have on several occasions had to speak to the officers when at drill about talking to the men, and other irregularities, and thus becoming offensive, on account of their limited knowledge of military discipline.

There is a certain class of men in this company who only want a very slight excuse to cause them to resign.

I beg to draw your attention to a letter dated Inverell, 1st February, 1887, bearing on this matter.

If at any time I have appeared rude, or offensive and disrespectful, it has been caused for the interest and zeal of the Service.

I beg to refer you to the Officer Commanding No. 2 Company, Inverell R.C.

I beg respectfully to submit the enclosed certificates:—Parchment certificate, 76th Foot; Her Majesty's 1st R.T.H. Regiment Militia certificate; — Addinson, Esq., S.M.; Captain Talbot, 76th Foot; — Howard, Esq., Supd.; Captain McMullin, M.S. Corps; Lt. Parkins, Inverell R.C.; Major Barlow, 2nd and 10th Foot; Lt. Hill.

Sir, I humbly beg the Major-General will afford me an opportunity of defending myself orally to him before he finally decides.

WILLIAM JIFFKINS,
Staff-Sergeant, Permanent Staff.

A. A.-General. Forwarded for information. It is requested that Staff-Sergeant Jiffkins may be ordered to Sydney and dealt with.—By order, HENRY G. B. SPARROW, Lieut., Adjutant N. R. Force, 24/3/87.

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25 March, 1887.

LIEUTENANT-COLONEL WILKINSON and Lieutenant Sparrow will proceed to Inverell without delay and obtain all evidence in writing, the same to be taken in presence of Sergeant Jiffkins, who will be given opportunity of cross-examining witnesses and calling rebutting evidence. Papers to be forwarded to General Officer Commanding for decision. Sergeant Jiffkins in meantime to remain in arrest.

By order,
H.D.M., Major, A.A.G.

Officer Commanding Northern Reserves.

MEMO.

9 April, 1887.

MEMO.—Attached are Sergeant Jiffkins' explanation in answer to Captain Macintosh's complaint, also Lieutenant and Adjutant Sparrow's minutes of statements made to him whilst investigating same, also certificates of character, &c., forwarded by Sergeant Jiffkins.

With regard to Sergeant Jiffkins' statement of the 1st February, *re* Sergeant-Major, I may say that that non-commissioned officer accompanied me in my tour of duty to Inverell on only one occasion, and then and on all occasions has conducted himself to my entire satisfaction.

ALEX. WILKINSON, Lieutenant-Colonel,
Commanding Northern Reserve Force.

Assistant Adjutant-General, Sydney.

UNDER the circumstances, as disclosed by attached papers, Sergeant Jiffkins may be cautioned, released, and removed to another district. At the same time it should be pointed out to Sergeant Jiffkins that if further complaints against him are received it will not be considered advisable, in the interest of the Forces, to retain his services.

By order,
H.D.M., Major,
Assistant Adjutant-General,
22/4/87.

Lieutenant-Colonel Wilkinson,
Commanding Northern District Reserves.

P.S.—Sergt. Jiffkins' certificates to be returned to him, and other papers sent back to this office.

Papers returned as requested.—A. WILKINSON, Lieut.-Col., Commanding N.R. Force, 25/4/87. O.C.N.R.—It should be stated if Serg. Jiffkins has been notified.—H.D.M., A.A.G., 26/4/87. A.A.G. Serg. Jiffkins has been notified and ordered to Quirindi.—By order, H.G.B.S., Lt., Adjt., 27/4/87.

Head-quarters Reserve Rifle Coys., Phillip-street, Sydney, 18 June, 1891.

STAFF-SERGEANT W. Jiffkins, Volunteer Permanent Staff, respectfully requests permission to see the Major-General Commanding with reference to his defaulters' sheets.

W. JIFFKINS,
Staff-Sergeant.

The Adjutant, Rifle Reserve Coys., Sydney.

I have no objection to S.S. Jiffkins seeing the A.A.G.—T.M.E., Lt.-Col., 18/6/91. O.C.M.R.,—Special reasons should be stated.—H.D.M., A.A.G., 10/7/91. A.A.G.—See S.S. Jiffkins' statement over leaf.—T.M.E., Lieut.-Col., 29/7/91. O.C.—With reference to a charge made against me at Inverell, 1887.—W. JIFFKINS, Staff-Sergeant, 28/7/91. O.C.M.D.,—The above is altogether too vague an explanation.—By order, H.D.M., A.A.G., 6/8/91.

Orange, 8 November, 1891.

STAFF-SERGEANT W. Jiffkins, Volunteer Permanent Staff, respectfully reports that he feels aggrieved at being called upon to answer for the error committed by Warrant-Officer Barnwell, in District Order No. 56, of the 23rd October, 1891.

He states that this is only one error out of several. If instructor went at all times by the District Order he would find himself at the wrong Company.

He states the constant blunders of the Warrant-Officer is detrimental to the Reserve Rifle Companies, and also involves additional expense.

W. JIFFKINS,
Staff-Sergeant, Volunteer Permanent Staff.

The Adjutant, Rifle Reserve Coys., Sydney.

To S.-S. Jiffkins, Per. Staff.—This is only another instance of your want of loyal support. Any error there may have been in the District Order you must have been aware of, and should have pointed out; further, the expressions contained in paragraph 2 are quite uncalled for, and the remarks in paragraph 3 only emphasise the general want of subordination shown by you. Apart from these questions of detail, it appears there is so much friction wherever you are concerned that it becomes a serious question whether the G.O.C. should not at the end of the year be advised to dispose of your services.—C. BOUVERIE, Capt. and Adjt., M.W. and S.R., 18/11/91. To be returned.

Returned.—W.J., S.S., 26/11/91. A.A.G.,—I forward this correspondence to you with the view to your seeing what steps have been taken in the matter.—C. BOUVERIE, Capt., Adj., M.W. & S.R., 26/11/91. O.C.M.W. & S.R.,—Serg. Jiffkins may be informed that this correspondence will be placed with his records.—By order, H.D.M., A.A.G., 26/11/91. To be returned. S.S. Jiffkins to note and return.—C. BOUVERIE, Capt., Adj., M.W. & S.R., 28/11/91. Noted and returned.—W.J., S.S., 5/12/91. A.A.G.,—Forwarded.—C. BOUVERIE, Capt., *pro* Lt.-Col. Eden, 7/12/91.

Want of knowledge in detail of explanation, and method of imparting same very indifferent; word of command indifferent, no judgment being exercised in delivery of same; shows a want of patience (which is most essential) whilst drilling, which retards men from making progress. This non-commissioned officer, from my previous knowledge, together with last night's observations, will never make a good, or even fair, instructor.

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17 December, 1891.

I HAVE placed Staff-Sergeant Jiffkins in arrest for cavilling at orders. When can he be dealt with?

C. BOUVERIE, Captain,
Adjutant, Metropolitan, Western, and Southern Reserves.

Assistant Adjutant-General, Military Staff Office.

O.C.M.R.,—To forward a written report of the case in the first instance.—H.D.M., A.A.G., 17/12/91.

A.A.G.,—On the 17th instant I checked the musketry-book of the Bateman's Bay Reserve Rifle Company, and found that in cases alterations in scores had not been initialled by S.-S. Jiffkins, who conducted

conducted the musketry course. I made a note on return attached (which is rendered by non-commissioned officers on completion of a course) "alterations in book not initialled," and having previously instructed Mr. Barnwell to inform non-commissioned officers of any errors I made a note of, which was done. Mr. Barnwell subsequently brought S.-S. Jiffkins into my office and informed me that S.-S. Jiffkins said to him: "The alterations are initialled," which was incorrect, and which can be seen on referring to musketry-book. Not deeming it expedient that a non-commissioned officer should cavil at my written instructions, I placed him in arrest.—C. BOUVERIE, Capt., Adj., M.,W., and S.R., 18/12/91.

O.C.M.R.,—As G.O.C. will be absent on duty on Monday, say Tuesday next, 12·30 p.m.—H.D.M., 18/12/91. Return these papers by Monday.—H.D.M. A.A.G.,—Noted and returned.—C. BOUVERIE, Capt. Com. M.,W., and S.R., 21/12/91.

Head-quarters, Metropolitan, Western, and Southern Reserves,
Phillip-street, Sydney, 21 December, 1891.

WARRANT-OFFICER Barnwell, Volunteer Permanent Staff, respectfully states:—I was on duty in the orderly-room of the Metropolitan, Western, and Southern Reserves on Thursday, 17th December instant. At about 12·15 p.m. the Adjutant (Captain Bouverie) came in and handed to me the musketry-book of the Bateman's Bay Rifle Reserve Company (which company Staff-Sergeant Jiffkins had recently put through musketry). A checking-slip enclosed in the book had written on it by Captain Bouverie, "Alterations in score not initialled." I had previously received orders from Captain Bouverie to point out errors to instructors, and warn them to initial all alterations in scoring-book. Sergeant Jiffkins being present, I transmitted the Adjutant's orders in the words, "In future, Sergeant Jiffkins, all alterations in scoring-books are to be initialled." He replied, "I do do it." Considering the reply unnecessary, I took Sergeant Jiffkins before the Adjutant.

WM. BARNWELL, Warrant-Officer,
Volunteer Permanent Staff.

The Adjutant-General.

New South Wales Military Forces.

Brigade, Regiment, or Corps—Metropolitan, Western, and Southern Reserves.

Crime against Colour-Sergeant W. Jiffkins.

Place.	Date of crime.	Crime.	Names of witnesses.	Punishment awarded.
Sydney.	17 April, 1891.	Cavilling at orders issued by the Adjutant (Captain Bouverie).	Captain Bouverie. Warrant-Officer Barnwell.	Cautioned.—J.S.R., M.-G. 22/12/91.

C. BOUVERIE, Captain,
Commanding.

Entered in defaulters' sheet.—W.H., 22/12/91.

V.

Correspondence subsequent to the Acting Commandant's letter of 25th February, 1892, forwarding Jiffkins' case to the Minister.

Staff-Sergeant Jiffkins to The Adjutant, Rifle Reserve Companies.

Head-quarters, Rifle Reserve Companies, Sydney, 4 April, 1892.

STAFF-SERGEANT Jiffkins, Volunteer Permanent Staff, respectfully requests to see the General Officer Commanding as early as convenient with reference to an alleged crime preferred against him by Warrant-Officer Barnwell on the 22nd February, 1892, and which was remanded by Colonel Roberts on 25th February, 1892 (then in command), until the return from leave of absence of the General Officer Commanding; and also with reference to correspondence placed in Adjutant Bouverie's hands on 8th January, 1892. Also to a report made by me to Officer Commanding Rifle Reserve Companies, 2nd September, 1891, and 22nd September, 1891.

WM. JIFFKINS, Staff-Sergeant,
Volunteer Permanent Staff.

A.A.G.,—This N.C.O. paraded before me and requested me to submit this letter for consideration.—C. BOUVERIE, Capt., Cg. M.,W., and S.R., 4/4/92.

A.A.G.,—This matter of the last offence is now in the hands of the Minister, consequently I cannot re-open it. If there is any other question which requires adjustment, I will see him, but the nature of same must be previously specified.—J.S.R., M.-G., 4/4/92.

O.C.M.W. and S.R,—For information.—By order.—J.E.D.T., Lt.-Col. (*pro* A.A.G.), 4/4/92.

A.A.G.,—I have read the G.O.C.'s remarks to S.C.-S. Jiffkins, and he says he has learnt that there has been an addition made to the crime against him since he was before Col. Roberts. 2.—S.C.-S. Jiffkins states that if certain efficiency money has been paid to certain men of Rifle Reserve Companies it is wrongly paid, and is known by Mr. Barnwell, W.-O., and in other cases if it has been paid it is doubtful. Whilst I was taking this down, Mr. Barnwell called S.C.-S. Jiffkins a mischief-making cur; he also called him a thing. S.-S. Jiffkins states that on a previous occasion Mr. Barnwell stated in my presence that he hated him.—C. BOUVERIE, Capt., Cg. M.W. and S.R., 5/4/92.

1,

1.—S.-S. Jiffkins states further with regard to paragraph 2 above, that in his (Jiffkins) report to O.C. for Coolangatta second musketry course of that company, the man named in the report has not earned his money. The book is produced, and S.-S. Jiffkins stated the name of the man was King. I (Captain Bouverie) could not find the name of King in the book. S.-S. Jiffkins was then allowed to look at the book, and he said the name was Green. In Green's musketry course, as shown in the book, S.-S. Jiffkins states that the last four shots were fired by the W.O. (Mr. Barnwell). "I (Jiffkins) did not see the firing take place for the first course, but I heard the report when at Coolangatta for the second course on or about the 26th August, 1891. Green told me Mr. Barnwell had fired his last four shots for his first try." S.-S. Jiffkins states:—"I put T. Green through his second try, and he then qualified as a first-class shot." 2.—S.C.-S. Jiffkins further states with regard to the Bombala Company:—"There were several men there, it is supposed, who did not fire their shots, and the figures entered in in another hand-writing." The book is produced, and S.-S. Jiffkins asked to point out the names. S.-S. Jiffkins states:—"The facts were given to me when in Bombala, and the book is evidence. The shots were supposed to have been fired when the instructor was in the hotel. The instructor in this case was the late Staff-Sergeant Moyens, but I reported the case to Mr. Barnwell. 3.—At Jamberoo, Kendall went through musketry. He also went through with Gerringong in 1891. Mr. Barnwell put the man through musketry in the first instance, and I (S.-S. Jiffkins) in the second, not knowing he had gone through at Jamberoo." This should have been detected when checking the returns.—C. BOUVERIE, Capt., Cg. M.W. and S.R., 5/4/92.

Head-quarters, Rifle Companies, Sydney, 5 April, 1892.

WITH regard to paragraphs of attached statement made to me by Staff Colour-Sergeant Jiffkins, marked 1, 2, 3, I desire to say that I find as regards—

Paragraph marked 1.—That Green could not under any circumstances have qualified as an effective member, and, if the last four shots were fired by any other person, they did not materially alter his score—as given in the musketry-book—and he was thus eligible to fire a second try.

Paragraph marked 2 refers to the late Staff-Sergeant Moyens, but on inspecting the musketry-book of Bombala Company I cannot detect (in Atkins W. S. case, or any other) that wrong entries have been made.

Paragraph marked 3.—Staff-Sergeant Jiffkins put both the companies referred to (viz., Jamberoo and Gerringong) through their second musketry course for 1891, and had the musketry-books of both companies in his possession. Is it not therefore to be supposed, seeing that Kendall's name is shown in the Jamberoo book as having already fired his course at that place, that Staff-Sergeant Jiffkins was the person who should have prevented Kendall firing again at Gerringong.

Perhaps the General Officer Commanding would see Staff-Sergeant Jiffkins on these subjects.

C. BOUVERIE, Captain,
Commanding Metropolitan, Western, and Southern Reserves.

Assistant Adjutant-General, Military Staff Office.

New South Wales Volunteers.

(Brigade, Regiment, or Corps), Metropolitan, Western, and Southern Reserves.

Crime against Mr. Barnwell, Warrant-Officer.

Place.	Date of crime.	Crime.	Name of witness.	Punishment awarded.
Sydney	5 April, 1892 ...	Making use of improper language to Staff Colour-Sergeant Jiffkins, in the presence of Captain Bouverie.	Captain Bouverie	Cautioned.—J.S.R., M.-G., 6/4/92.

CHAS. W. P. BOUVERIE, Captain,
Commanding.

Head-quarters, Reserve Rifle Companies, Sydney, 5 April, 1892.

STAFF-SERGEANT W. Jiffkins, Volunteer Permanent Staff, respectfully reports, for the information of the General Officer Commanding, that at 11·15 a.m. this day he went into the office to sit down, when Warrant-Officer Barnwell ordered me out. He (Sergeant Jiffkins) requested to sit down, but Warrant-Officer Barnwell said in a hasty manner, "If you do not go out I'll take the law into my own hands and put you out." He (Sergeant Jiffkins) then left the room.

W. JIFFKINS, Staff-Sergeant,
Volunteer Permanent Staff.

The Adjutant Commanding Reserve Rifle Companies, Sydney.

Witnesses: Quartermaster-Sergeant Molloy, Staff-Sergeant Maitland.

Sir, 41, Young-street, Annandale, Sydney, 12 April, 1892.

I beg most respectfully to state the correspondence given to you by Mrs. Jiffkins at Moss Vale, and which you kindly promised to look into and return to me, has been made the instrument of my dismissal; instead of being returned to me, the papers fell into Colonel Roberts' hands, and were submitted to the Colonial Secretary as if they had come from someone else outside of the Department.

I beg, sir, to solicit your attention to this matter. I beg, &c.,

General Richardson. W. JIFFKINS.

Sir, 41, Young-street, Annandale, Sydney, 15 May, 1892.

If you remember when I was at Picton last, and putting your casual squad through class-firing, I spoke to you about the delicate stand I stood in in reference to my position, and you kindly offered your assistance if I should necessarily require it. I was dismissed by Colonel Roberts, and behind the

the back of General Richardson (who was on leave), on 5th March, on a groundless charge, and made through spite. I am going to apply for a Court of Inquiry into the charges made against me, and other military matters. I have the assistance of several Members of the Legislative Assembly, and, sir, if you would kindly forward me a line on my behalf for me to give your Member of the Legislative Assembly, I would explain matters, and no doubt he will assist me. My troubles have all been brought about by Barnwell. Mr. Berry, late Quartermaster-Sergeant, can explain what sort of Warrant-Officer he is. Sir, if you will kindly oblige, I shall ever feel thankful to you.

I also spoke to Mr. Pearce, secretary, on this matter when he was in Sydney. Remember me to Mr. Bell and all the boys. I have, &c.,

WM. JIFFKINS,
Late Sergeant, Volunteer Permanent Staff.

Mr. Bradbury, President, Reserve Rifle Company, Picton.

Sir, Picton Reserve Rifle Company, 28 May, 1892.

I enclose a letter lately received by me from W. Jiffkins, late Staff-Sergeant, and shall be obliged if you will kindly give me your advice in the matter. He informed me last year that he was in danger of being dismissed, and asked me to help him in any way that lay in my power. I told him that I would at any time give him a letter to the effect that he had on two occasions conducted the musketry course of the company in an efficient manner, and I am willing to do so, but am doubtful whether I should not lay myself open to reprimand from head-quarters. Thanking you in anticipation,

I am, &c.,

GEO. BRADBURY,
President, Reserve Rifle Company, Picton.

Captain Bouverie, Commanding Metropolitan, Western, and Southern Reserves.

A.A.G.,—Referred, seeing that Mr. Jiffkins (late of the Permanent Staff) was dismissed the service by order of the Government, I do not care to give any advice on the subject.—C. BOUVERIE, Capt., Comdg. M., W., and S. R., 30/5/92.

The Military Secretary,—Forwarded with other papers called for by you this day.—H. D. MACKENZIE, Lieut.-Col., A.A.G.,—7/6/92, in absence of G.O.C., on duty.

Mr. W. Jiffkins to J. C. Neild, Esq., M.P.

Sir,

Wm. Jiffkins (late sergeant, Volunteer Permanent Staff) respectfully solicits that you will be good enough to peruse and submit the following to the Colonial Secretary for his information:—

On the 13th January, 1892, I was charged by Warrant-Officer Barnwell with neglect of duty, reduced 6d. per day, and was then informed by Colonel Roberts, then acting for General Officer Commanding the Forces, "that the next time you come before me for any offence you will surely be dismissed; this is your last chance." In reply, I stated it was no use my going away to serve under Warrant-Officer Barnwell, as I was sure to be brought up again in a few days. I also requested that an inquiry might be made into these alleged charges, but I was ordered away, and to return to duty.

On the 22nd February, 1892, was again charged by Warrant-Officer Barnwell with making a false statement, and on that charge only was arraigned before Colonel Roberts, and then he accused me of writing to some one outside with reference to his decision on my last charge, and then remanded me until the return of the General Officer Commanding, who was on leave of absence.

On the 22nd December, 1891, I was charged by Warrant-Officer Barnwell with cavilling with him; the General Officer Commanding, seeing there was something not quite satisfactory, dismissed the charge in my favour. I then requested the General Officer to hear what I had previously written about to him, and to give me a hearing. He, the General Officer, directed me to write to him again. The General Officer then at once went on leave of absence for two months.

On the 20th January, 1892, I wrote to the General Officer full particulars, &c., and also informed him of the threat, &c., of Colonel Roberts had held out to me. The General Officer wrote to Colonel Roberts, asking him not to settle any case I might be brought up on by Warrant-Officer Barnwell, but Colonel Roberts submitted the case to the Colonial Secretary, and recommended my dismissal, which was granted, and without the knowledge of the General Officer Commanding the Forces, and in defiance of the 55th clause of Volunteer Force Regulation Act.

There is evidence of malice for three years against me by this Warrant-Officer Barnwell.

There is evidence of documents being submitted by me of a very serious nature for the consideration of the General Officer, but prevented reaching him by Warrant-Officer Barnwell.

I have repeatedly requested to be shifted, and Colonel Spalding, then acting for General Officer, 20th April, 1891, suggested I should be removed from under this Warrant-Officer. Colonel Wilkinson recommended, February, 1890, my stay in Maitland, so as to be away from this Warrant-Officer Barnwell; also recommended by Colonel Eden, Commanding Metropolitan, Western, and Southern District, to be transferred to Maitland.

On the 2nd April, 1892, was informed unofficially that my charge of the 22nd February, 1892, had been altered, and the following added: "In taking notes from a register, and furnishing information outside." If this is the fact, I have not been informed officially, or allowed a hearing on it, and earnestly solicit the case to be submitted to the General Officer Commanding the Forces for his consideration.

Forwarded for the consideration of the Hon. Colonial Secretary, as per memo. at last page.—JNO. C. NEILD.

Memo.—I beg to submit the foregoing statement for the consideration of the Colonial Secretary, and to request that Jiffkins' case may be sent to the General Officer Commanding, as the case is one deserving further inquiry. Whatever may be military routine, it is not in accordance with justice that an old soldier should be dismissed without an opportunity of replying to a charge.—JNO. C. NEILD, 13/4/92.

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J. Sheldon, Esq., M.P., to The Chief Secretary.

Sir, Sydney, 14 April, 1892.

I have the honor to ask that you will look through the enclosed papers when you have sufficient time and strength to enable you to do so. They refer to the case of a man named Jiffkins, recently discharged from the Defence Force Staff.

I am acquainted with some features of this case which could not possibly have reached you, and which will be placed before you when opportunity permits. I am, &c.,

JOB. SHELDON.

The Hon. G. R. Dibbs.

The Commandant for report,—C.W., B.C., 25/4/92. O.C.A.F.,—Please furnish me with data to report in this case, on so far as it embraces your action.—J.S.R., M.-G., 27/4/92.

G.O.C.,—Sergt. Jiffkins was brought up before me as Acting Comdt. in your absence, and cautioned the first time that from previous cases brought against him he would not get another chance. He appeared again before me, to the best of my recollection, for a grave case of tampering with official records (as the papers are at the M.S. office, I am stating to the best of my recollection). His case was forwarded to you, and I was informed I was to deal with it. In the face of the gravity of the offence and evidence produced, and taking into consideration the previous warning, I recommended his discharge from the Force. It is possible that the A.A.G. may be able to give fuller information, as the papers should be with him.—Chas. F. Roberts, Colonel, O.C.A.F., 30/4/92.

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4 May, 1892.

With reference to ex-Sergeant Jiffkins' statement as to the manner he was dealt with on 22nd February, 1892, I have the honor to state that Sergeant Jiffkins was brought before the Acting Commandant in the usual manner, on the charge of making a false statement. That upon evidence being adduced Colonel Roberts amended the charge in Jiffkins' presence to one of tampering with records, and this was then and there investigated. Sergeant Jiffkins not being in any way able to clear himself of the charge, Colonel Roberts thought the matter so serious, taken into consideration with previous reports, and history of this non-commissioned officer, that he forthwith, by letter, reported the circumstances to the Colonial Secretary.

H. D. MACKENZIE, Lieutenant-Colonel,
Assistant Adjutant-General.

A.A.G.,—Can be filed—defaulter-sheet inside.—J.S.R., M.-G., 5/5/92. Defaulter-sheet put away with others.—A.H., 5/5/92.

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5 May, 1892.

It would appear that Sergeant Jiffkins was brought before me on 22nd December, 1891, for cavilling at orders, for which he was cautioned. He then requested further inquiry into the matters between himself and the warrant-officer, and I gave him permisson to write to me, as I was going on leave. This he did, and I dealt with his statement, 28th January, 1892. In the meantime he had committed himself—13th January, 1892—for neglect of duty, for which he was punished by classification of lower rate of pay, and informed by the Acting Commandant that it was his last chance. He again committed himself on 28th January, 1892, in making a false statement, and whilst in the presence of the Acting Commandant evidence was produced of his having tampered with official records, which was then and there inserted on the crime report. His misbehaviour was duly investigated, with the result that a report was forwarded to the Minister, who approved of his discharge from the service. Mr. Jiffkins has been very troublesome, and I can see no reason to recommend a reconsideration of his case.

JOHN S. RICHARDSON,
Major-General.

The Military Secretary.

P.U.S.,—The G.O.C. sees no reason why late Sergt. Jiffkins' case should be reconsidered.—Chas. F. Roberts, Colonel, Mil. Sec., 11/5/92. Inform accordingly.—C.W., 12/5/92.

[*Enclosure.*]

Sir,

Wm. Jiffkins (late Sergeant, Volunteer Permanent Staff) respectfully solicits that you will be good enough to peruse and submit the following to the Colonial Secretary for his information:—

On the 13th January, 1892, he was charged by Warrant-Officer Barnwell with neglect of duty, reduced 6d. per day, and was then informed by Colonel Roberts (then acting for General Officer) "that the next time you come before me for any offence you will surely be dismissed. This is your last chance." In reply, I stated it was no use my going away to serve under Warrant-Officer Barnwell, as I was sure of being brought up again in a few days. I also requested that an inquiry might be made into these alleged charges, but I was ordered away, and to return to duty.

On the 22nd February, 1892, was again charged by Warrant-Officer Barnwell with making a false statement, and on that charge only was arraigned before Colonel Roberts, and then he accused me of writing to some one outside with reference to his decision on my last charge, and then remanded me until the return of the General Officer Commanding.

On the 22nd December, 1891, I was charged by Warrant-Officer Barnwell with cavilling with him. The General Officer Commanding, seeing there was something not quite satisfactory, dismissed the case in my favour. I then requested the General Officer Commanding to hear what I had previously written to him about, and to give me a hearing. He, the General Officer, directed me to write to him again. The General Officer then went on leave of absence for two months.

On the 20th January, 1891, I wrote to the General Officer full particulars, &c., and also informed him of the threat, &c., of Colonel Roberts held out to me. The General Officer wrote to Colonel Roberts asking him not to settle any case I might be brought up for by Warrant-Officer Barnwell, but Colonel Roberts submitted the case to the Colonial Secretary, and recommended my dismissal, which was granted, without the knowledge of the General Officer Commanding Forces, and in defiance of the 55th clause of Volunteer Force Regulation Act.

There is evidence of malice for three years against me by this Warrant-Officer Barnwell.

There is evidence of documents being submitted by me of a very serious nature for consideration of the General Officer, but prevented reaching him by Warrant-Officer Barnwell.

I have repeatedly requested to be shifted, and Colonel Spalding (then acting for General Officer), on 20th April, 1891, suggested I should be removed from under this Warrant-Officer; also Colonel Wilkinson recommended, February, 1890, my stay in Maitland, so as to be away from this Warrant-Officer Barnwell; also recommended by Colonel Eden, Commanding Metropolitan, Western, and Southern Districts, to be transferred to Maitland.

On the 2nd April, 1892, I was informed unofficially that my charge of the 22nd February, 1892, had been altered, and the following added:—"In taking notes from a register, and furnishing information outside." If this is the fact, I have not been officially informed or allowed a hearing on it, and earnestly solicit that the case be submitted to the General Officer Commanding the Forces for his information.

J. Sheldon, Esq., M.P.

John Haynes, Esq., M.P., to The Chief Secretary.

Dear Sir, Parliament House, Sydney, 22 April, 1892.

I beg to draw your attention to the case of Sergeant Jiffkins, late of the Permanent Force, whose dismissal appears to me to warrant at least a review from the head of the Force. Particulars are given herewith, and I believe they will show that Jiffkins was placed in a position in which he could not escape charges, the officer immediately over him being evidently desirous of the slightest pretext for making charges. I have interviewed General Richardson on the subject, and my communication with you is the result of that interview. May I, therefore, ask that the matter be submitted to the head of the Defence Force for consideration.

Yours, &c.,

JOHN HAYNES.

Referred to Commandant.—C.W., B.C., 22/4/92. P.U.S.,—I am shortly forwarding a report on this somewhat complicated case.—J.S.R., Maj.-Gen., B.C., 3/5/92. Returned.—C.S.O., 4/5/92. Await report.—C.W., 4/5/92.

[*Enclosure.*]

To Mr. J. Haynes, M.P.,—

In connection with the recent dismissal from the Volunteer Permanent Staff of Sergeant Wm. Jiffkins, the following facts are submitted for the consideration of the Honorable the Colonial Secretary:—

1. On 22nd December, 1891, when before the Major-General Commanding on a minor charge made by Warrant-Officer Barnwell, which charge was dismissed, Staff-Sergeant Jiffkins requested that an inquiry should be made into the circumstances surrounding that and other charges made by Warrant-Officer Barnwell against him.

2. The General Officer Commanding, who had previously been supplied with details in the matter, instructed Sergeant Jiffkins to supply him with a further written statement. That was done.

3. On 13th January, 1892, was taken before Colonel Roberts (then acting for the General Officer Commanding) on a charge of "neglect of duty." Sergeant Jiffkins was reprimanded, and his pay was reduced by 6d. per day.

4. When inflicting that punishment upon Sergeant Jiffkins, Colonel Roberts said, "The next time you come before me for any offence you will surely be dismissed. This is your last chance." Sergeant Jiffkins thereupon respectfully submitted that it was useless for him to try to keep out of trouble while under Warrant-Officer Barnwell, and asked that he should be removed from that officer's control, otherwise he would surely be brought up again in a few days. The request was refused.

5. The General Officer Commanding was informed of the position of affairs, and (Sergeant Jiffkins is informed) thereupon wrote to Colonel Roberts, asking him that if any further charges were made during his (the General Officer Commanding) absence, the case should be remanded pending his return.

6. On 22nd February, 1892, Sergeant Jiffkins was charged before Colonel Roberts, and by Warrant-Officer Barnwell, with "making a false statement." On that charge only he was brought up.

7. Colonel Roberts then accused Sergeant Jiffkins of having "written to somebody outside" regarding his (Colonel Roberts') previous decision (paragraph 4), although Sergeant Jiffkins had communicated with no one excepting the General Officer Commanding, who was on leave, and in accordance with the instructions given him previously (paragraph 2).

8. Colonel Roberts then remanded the case until the return of the General Officer Commanding.

9. It is respectfully submitted that after having remanded the case Colonel Roberts recommended the dismissal of Sergeant Jiffkins, and forwarded such recommendation to the Colonial Secretary, who acted upon it, and the case was never dealt with by the General Officer Commanding, despite the terms of the remand (paragraph 8), and the letter to Colonel Roberts (paragraph 5).

10. The fact of the Colonial Secretary dealing with a non-commissioned officer of the Volunteer Force is, it is respectfully submitted, not in accordance with the provisions of clause 55 of the Volunteer Force Regulations, under which Sergeant Jiffkins served.

11. On 2nd April, 1892, Sergeant Jiffkins was informed unofficially that the charge upon which he had last been dealt with (paragraph 6) had been added to by charges of "taking notes from a register," and "furnishing information outside to someone."

12. Sergeant Jiffkins has never been officially informed that any such charges were against him, and if they exist he has never been given an opportunity of replying thereto.

13. The circumstances recorded in the foregoing paragraphs were the climax of a series of charges made by Warrant-Officer Barnwell against Sergeant Jiffkins, who feels that he has been the victim of malice.

14. Sergeant Jiffkins repeatedly requested to be transferred from the control of Warrant-Officer Barnwell, but his requests were ignored.

15. The following officers recommended that Sergeant Jiffkins should be taken away from Warrant-Officer Barnwell:—Lieutenant-Colonel Eden, Officer Commanding Metropolitan, Western, and Southern Reserves, 23 June, 1890; Lieutenant-Colonel Wilkinson, Commanding Northern District Reserves, February, 1890; and Colonel Spalding, Acting Commandant, 20th April, 1891.

16. Sergeant Jiffkins is perfectly satisfied that had he not been under Warrant-Officer Barnwell he would not have been in trouble.

17. Sergeant Jiffkins submits that, after the remark made by Colonel Roberts (paragraph 4), the last charge made by Warrant-Officer Barnwell should have been heard before some other officer.

18. It is also respectfully pointed out that Sergeant Jiffkins served for nearly twenty-three years in the Imperial Service (retiring on a sergeant's pension), and after joining the New South Wales Forces was never in disgrace until Warrant-Officer Barnwell periodically preferred a series of charges, which were without reasonable foundation.

19. In view of all these circumstances, Sergeant Jiffkins respectfully begs to submit for the consideration of the Honorable the Colonial Secretary that the matter should be referred to the Officer Commanding the Forces (Major-General Richardson, C.B.), for his consideration and report, with the view of allowing further inquiry into the manner of his dismissal, and the charge upon which such dismissal was recommended and approved.

The Principal Under Secretary to J. C. Neild, Esq., M.P.

Sir, Chief Secretary's Office, Sydney, 12 May, 1892.

Referring to your communication of the 13th ultimo, forwarding a statement from ex-Sergeant Jiffkins, relative to his discharge from the Military Service, I am directed by the Chief Secretary to inform you that the Major-General Commanding the Military Forces reports that Jiffkins was dismissed for tampering with official records, and that there appears to be no sufficient grounds for reconsidering the case.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

The Principal Under Secretary to J. Sheldon, Esq., M.P.

Sir, Chief Secretary's Office, Sydney, 12 May, 1892.

Referring to your letter of the 14th ultimo, relative to the discharge of Sergeant Jiffkins from the Military Service, I am directed by the Chief Secretary to inform you that the Major-General Commanding the Military Forces reports that Jiffkins was dismissed for tampering with official records, and that there appears to be no sufficient grounds for reconsidering the case.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

The Principal Under Secretary to John Haynes, Esq., M.P.

Sir, Colonial Secretary's Office, Sydney, 12 May, 1892.

Referring to your letter of the 22nd ultimo, relative to the discharge of Sergeant Jiffkins from the Military Service, I am directed by the Colonial Secretary to inform you that the Major-General Commanding the Military Forces reports that Jiffkins was dismissed for tampering with official records, and that there appears to be no sufficient grounds for reconsidering the case.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

Mr. Jiffkins; herewith reply. Please write reply to this definite charge.—JOHN HAYNES, 17/5/92.

Sir, 18 May, 1892.

Re Wm. Jiffkins' dismissal from Volunteer Force.—Was remanded on 25th February, 1892, by Colonel Roberts (Acting Commandant) on a charge of making a false statement. On this charge of tampering with official records, *re* letter from Colonial Secretary's Office, 12th May, 1892, he has not been examined upon.

I have, &c.,
W. JIFFKINS.

J. Haynes, Esq., M.P.

John Haynes, Esq., M.P., to The Attorney-General.

Sir, Legislative Assembly, 26 May, 1892.

With respect to the case of Staff-Sergeant Jiffkins, referred to in the accompanying paper, I have been asked to request an interview with you, as the Minister dealing with Defence matters at the present time, Jiffkins being desirous of personally submitting some points to you. His complaint is that, according to this paper from the Colonial Secretary's Office, he has been dismissed on a charge on which he has not been given an opportunity to defend himself. I have no desire to in any way weaken the military officers' authority by bringing any political influence to bear against their decision, my only wish being to make certain that complainant Jiffkins has no grounds for questioning the decision against him.

I have, &c.,
JOHN HAYNES.

The Military Secretary,—Is it a fact, as stated by Jiffkins, that he has not been examined on the charge of tampering with official records, which has been stated as the cause of his dismissal.—E.B., 27/5/92.

Forwarded to Military Secretary.—W.W.S., 27/5/92. G.O.C. for report.—C. F. ROBERTS, Col., Military Secretary, 4/6/92. M.S.,—Please see my memo. to you of 5/5/92, which contains the required information.—JOHN S. RICHARDSON, M.-G., 6/6/92.

John

John Haynes, Esq., M.P., to The Secretary to the Attorney-General.

Dear Mr. Stephen, Parliament House, Sydney, 6 June, 1892.

Will you let bearer know whether he has now an opportunity of seeing Mr. Barton?

Yours, &c.,

JOHN HAYNES.

Dear Col. Roberts,—The Attorney-General would be glad if you will see the bearer about his case. A letter with regard to it was sent to you the other day.—W. W. STEPHEN, 6/6/92.

Jiffkins has been sent on to me by Mr. Barton's directions. What he seems to want is to have the evidences again before you, as you promised to go into the case. He refers to the charge of the 22nd February last. Papers went to you 4th inst.—CHAS. F. ROBERTS, Col., My. Sec., 6/6/92.

M.S.,—If it is desired to reopen the case, I should have definite instructions to do so.—JOHN S. RICHARDSON, M.-G., 6/6/92.

The Military Secretary to The Principal Under Secretary.

Defence Department, Military Secretary's Office,

Dear Walker, 12 and 14, O'Connell-street, Sydney, 7 June, 1892.

Can you let me have any papers you have with reference to Sergeant W. Jiffkins' case. The General says he sent a memo. early in May, upon which you wrote a letter to Mr. Haynes. I send you by bearer what we have, so that any other papers may be attached.

I have, &c.,

CHAS. F. ROBERTS.

Dear Mackenzie,—Can you send any further papers or reports. Have you the letter written recommending Jiffkins' discharge, or a copy. Please send me all you have, so that the complete case may be sent to Mr. Barton.—C.F.R., Col., Mil. Sec., 7/6/92.

The Assistant Adjutant-General to The Military Secretary.

Dear Colonel, 7 June, 1892.

In compliance with your request, I send you all papers in connection with Sergeant Jiffkins that there are in this office. Amongst them you will find the letter recommending his discharge, and the Minister's decision thereon.

Yours, &c.,

H. D. MACKENZIE.

Colonel Roberts, C.M.G., Military Secretary.

The Military Secretary to The Assistant Adjutant-General.

Sydney, 10 June, 1892.

Do you remember if Jiffkins was sent for and informed of his dismissal by you or any other Staff officer, or how was decision of Minister communicated to him? It does not state definitely on defaulter-sheet.

CHAS. F. ROBERTS, Colonel,

Military Secretary.

The Military Secretary,—The dismissal of Sergeant Jiffkins was notified in general orders. Prior to the issue of this order the G.O.C. caused Sergeant Jiffkins to be paraded before him in presence of Capt. Bouverie, and informed Sergt. Jiffkins that he had been discharged by order of the Government.—H. D. MACKENZIE, Lt.-Col., A.A.-G., 10/6/92.

The Military Secretary to The Principal Under Secretary.

Minute-paper. *Subject*:—Sergeant Jiffkins' dismissal.

Defence Department, Military Secretary's Office,

Sydney, 15 June, 1892.

SERGEANT JIFFKINS' dismissal, as recommended by the Acting Commandant, was approved by the Honorable the Colonial Secretary, and instructions were conveyed to the military authorities to issue a general order, calling attention to the sergeant's misconduct, as a warning.

On 3rd April, 1892, the Major-General Commanding caused Sergeant Jiffkins to be brought before him, in presence of Captain Bouverie, and informed him that he had been dismissed by order of the Government. The dismissal was notified in general orders.

It will be noted by defaulter-sheet of Sergeant Jiffkins (copy attached) that he was brought before the military authorities on the 17th December, 1891, for cavilling at orders issued by Captain Bouverie, his commanding officer, and for this he was cautioned by the Major-General. On the 12th January, 1892, he was brought up for neglect of duty. The case was a serious one, connected with non-delivery and posting of letters, and for this he was reduced to a lower grade of pay, and cautioned that it would be considered his last chance, and that if he committed himself again it would be necessary to dismiss him from the Force, in which he was giving so much trouble. He had been warned by Captain Bouverie on 18th November, 1891, that if he did not give less trouble it would become a question whether the Major-General should not be advised to dispense with his services at the end of that year.

On the 22nd February, 1892, he again committed himself, and was charged with making notes from one of the regimental registers—a duty he was not called upon to perform. He was brought before the Acting Commandant on the 25th February, and failing to clear himself of the charge, and taking into consideration the warning he had received only six weeks before, he was remanded under arrest until his case was decided by higher authority, viz., that of the Honorable the Colonial Secretary. His case was reported that day, in letter of 25th February, 1892, attached.

Sergeant Jiffkins is, therefore, in error in saying his case was to stand over until the return of the Major-General from leave. He is further in error in stating that the Major-General directed this case to await his return. No such instructions were received. To the contrary, another case, which had been submitted by Sergeant Jiffkins to the Major-General, was by that officer referred to the Acting Commandant to deal with.

The

The cases against Sergeant Jiffkins have been inquired into as they occurred, and the special case, that of the 22nd February, 1892, about which complaint is made, and the manner it was dealt with, is clearly reported by the Assistant Adjutant-General, evidently for information of the Major-General, on 4th May, 1892. (See report attached.)

Mr. Haynes, M.P., one of the gentlemen who brought Sergeant Jiffkins' case before the Acting Premier, the Honorable E. Barton, Q.C., M.P., called at the office of the Defence Department, and had the whole matter explained to him, and stated that he was quite satisfied with the manner in which it had been dealt with.

CHAS. F. ROBERTS, Colonel,
Military Secretary.

A copy of this minute might be sent to Mr. Haynes.—C.W., 16/6/92. Yes.—E.B., 16/6/92.
Mr. Haynes, M.P., 16/6/92.

The Principal Under Secretary to John Haynes, Esq., M.P.

Sir, Chief Secretary's Office, Sydney, 16 June, 1892.

With reference to previous correspondence relative to the case of Sergeant Jiffkins, who has recently been dismissed from military service, I am directed by the Chief Secretary to transmit herewith, for your information, a copy of a report that has been obtained from the Military Secretary on the subject.

I have, &c.,
CRITCHETT WALKER,
Principal Under Secretary.

Memo. from The Military Secretary to The Assistant Adjutant-General.

Sydney, 24 June, 1892.

Sergeant Jiffkins says you had received a letter from the General, while he was at Moss Vale, to the effect that any cases which came before me with regard to Sergeant Jiffkins were to be remanded for his return, and that you kept it back when he was brought before me.

CHAS. F. ROBERTS, Colonel,
Military Secretary.

The Military Secretary,—There is absolutely no truth in statement made by Mr. Jiffkins referred to herein. Perhaps he may have been called upon to specify date of letter he refers to. All correspondence in connection with his case was sent to Military Secretary, 7/6/92. The only letter I am aware of that was sent to the General Officer Commanding at Moss Vale was before you (as Officer Commanding troops), with General Officer Commanding's minute thereon, when finally dealing with Sergeant Jiffkins. No papers were ever held back.—H. D. Mackenzie, Lt.-Col., A.A.-G., 27/6/92.

Memo. from The Military Secretary to The Principal Under Secretary.

Sydney, 5 July, 1892.

Colonel Mackenzie has requested that this memo. and reply may be added to the correspondence on Sergeant Jiffkins' case, lately before the Acting-Premier.

CHAS. F. ROBERTS, Colonel,
Military Secretary.

Mr. W. Jiffkins to The Acting Chief Secretary.

Sir, 41, Young-street, Annandale, Sydney, 10 August, 1892.

Wm. Jiffkins, late Sergeant, Volunteer Permanent Staff, respectfully and earnestly solicits your attention for a few minutes, *re* his dismissal.

He begs to point out that the dismissal was brought about by the case being misrepresented and misinterpreted—and by prurient, and was maliciously and fraudulently made by Warrant-Officer Barnwell.

This is borne out in the correspondence now in your possession.

I have, &c.,
WM. JIFFKINS.

The Attorney-General.—F.B.S., 11/8/92. The Secretary to the Attorney-General.—C.W., B.C., 11/8/92. The Military Secretary.—E.B., 12/8/92. Forwarded.—A.J.M. (for the Sec.), 12/8/92. The G.O.C.,—For your consideration.—Chas. F. Roberts, Col., Mil. Sec., 13/8/92.

M.S.,—I have already reported on this case. The main correspondence was sent to you on 7/6/92. Nothing further has been received except Jiffkins' complaint that the A.A.-G. had suppressed a certain paper. This was returned to you with A.A.-G.'s minute, 27/6/92.—John S. Richardson, M.G., 18/8/92.

P.U.S.,—The papers with reference to Wm. Jiffkins were sent to you, 15/6/92. The last paper referred to by Major-General Richardson was sent to you, 5/7/92.—Chas. F. Roberts, Col., Mil. Sec., 22/8/92.

Submitted, 25/8/92.

Mr. W. Jiffkins to The Chief Secretary.

Sir, 41, Young-street, Annandale, Sydney, 30 December, 1892.

Wm. Jiffkins, late Sergeant-Instructor, Volunteer Permanent Staff, craves your attention for two minutes.

In March last you dismissed me from the Volunteer Force, through my case being misrepresented to you, and because I pointed out to General Richardson, C.B. (and at his permission), where moneys had been misapplied, and blunders committed which involved enormous expense in connection with Reserve Rifle Companies.

And dismissed without being heard, and my character, twenty-two years' Imperial Service, destroyed.

And my living being illegally taken away.

He, therefore, prays that you will cause an inquiry into the matter.

I have, &c.,
WM. JIFFKINS.

Mr.

Mr. W. Jiffkins to The Chief Secretary.

Sir, 41, Young-street, Annandale, Sydney, 5 January, 1893.

Wm. Jiffkins (late Sergeant Instructor, Volunteer Permanent Staff) again craves your attention for two minutes, and in reference to my letter dated 30th December, 1892 (no reply).

He most respectfully again points out the blunders and errors committed by Warrant-Officer Barnwell and Captain Bouverie in connection with the Reserve Rifle Companies.

That he has travelled thousands of miles by rail and coach (both included) for no purpose.

False returns were rendered to the General Officer Commanding Forces with reference to efficient money earned by members Reserve Rifle Companies.

And for pointing out these and other errors was grossly insulted by Warrant-Officer Barnwell, in the presence of Captain Bouverie, calling me a "thing" and a "cur"; and, on a previous occasion, was threatened to have his teeth knocked down his throat by another confederate of Warrant-Officer Barnwell.

For pointing out these and other errors to the General Officer Commanding they brought a false charge against me, and effected my dismissal from the Force.

He therefore again prays that you will cause an inquiry to be made into this matter.

I have, &c.,
WM. JIFFKINS.

The Military Secretary to The Principal Under Secretary.

Minute-paper.

Defence Department, Military Secretary's Office, Sydney, 28 February, 1893.

W. Jiffkins' case stands at the present time as follows:—

When Sergeant-Instructor on the Volunteer Permanent Staff he gave a very great amount of trouble, being unable to agree with the other non-commissioned officers with whom he was associated, and frequently committing breaches of military discipline.

For these he was dealt with in the usual way, receiving frequent warnings; and eventually, after a final one, when he was informed that the next time he committed a crime it would be necessary to have him removed from further employment in the Military Forces, he was again brought before the military authorities, and, after a full inquiry, his dismissal was recommended, as he had been found guilty of making a false statement and taking notes from military records without proper authority.

He brought unfounded statements against his senior officers, and in due course his dismissal was approved by the Chief Secretary, on representation of the Acting Commandant, and the dismissal was carried out by the Major-General Commanding.

Among other matters he accused the Assistant Adjutant-General of withholding certain papers when his case was being inquired into.

His case has been taken up by several Members of Parliament, but on their becoming aware of the whole state of the case they expressed their opinion that he had no cause of complaint.

The minute from the Military Secretary, dated 15th June, 1892, written for the information of the Acting-Premier (during the absence of the Chief Secretary), states the case, and he approved of a copy of this being sent to Mr. Haynes, M.P., one of the gentlemen who had interested himself in the case.

The points upon which W. Jiffkins desires to see the Chief Secretary have been settled by the military authorities months ago, after due inquiry.

CHAS. F. ROBERTS, Colonel,
Military Secretary.

Submitted, 28/2/93.

T. J. Houghton, Esq., M.P., to The Chief Secretary.

Legislative Assembly, New South Wales,
Sydney, 21 March, 1893.

Dear Sir George,

Re your promise to call for a report in the case of Sergeant Jiffkins, dismissed from the military service, I have to remind you that Jiffkins bases his claims for a re-hearing of his case on the ground that he was dismissed on a charge of which he had no knowledge until after he had received notice of his retirement. I hope you will lose no time in calling for a report in the case.

I am, &c,
T. J. HOUGHTON.

The Military Secretary.—C.W., B.C., 22/3/93.

P.U.S.,—Sergt. Jiffkins' case has received full consideration, and the late Commandant declined to re-open it when it was again brought before him. Several Members of Parliament have interested themselves in this matter, but when fully aware of the case did not consider it worth while to go on with it, as he had no cause of complaint. His case was considered a bad one.—Chas. F. Roberts, Colonel, Mil. Sec., 22/3/93.

Under these circumstances, I see no justification in re-opening this case.—G.R.D., 27/3/93.

Sydney: Charles Potter, Government Printer.—1893.

[1s. 6d.]

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HOSPITAL AT VICTORIA BARRACKS.

(PARTICULARS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 11 *May*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 15, *of* 27 *April*, 1893.]

Question.

15. MR. DONNELLY *asked* THE COLONIAL SECRETARY,—

(1.) What was the number of patients that were treated in the Hospital at Victoria Barracks during the year 1892?

(2.) How many attendants were employed at the Victoria Barracks Hospital during the year 1892?

(3.) What was the total cost of maintaining the Hospital at Victoria Barracks during the year 1892?

Answer.

(1.) 331 non-commissioned officers and men of the Permanent Forces were treated as in-patients at the Garrison Hospital in 1892,—

65 consultations on officers at hospital ... ...
31 visits on officers at own residences ... ...
26 consultations on officers' wives at hospital ...
47 visits on officers' wives at own residences ...
10 officers' children were seen at hospital ...
43 officers' children were seen at own residences
} In 1892.

2,190 soldiers presented themselves on daily sick reports as out-patients, and 103 soldiers' wives; and, in addition, 27 wives were treated at their own residences.

193 soldiers' children were seen at hospital as out-patients, and 20 children were treated at residences.

20 staff-sergeants, 17 wives, and 6 children were treated at the hospital.

(2.) 9, viz., 1 compounder and wardmaster, 1 clerk, 1 non-commissioned officer in charge of wards, 2 ward orderlies, 1 cook, 1 sculleryman, 1 sentry orderly, 1 gardener. The men enumerated are also engaged in Departmental work in connection with medical services.

(3.) The total cost, including salaries of attendants, drugs, medical comforts, &c., did not exceed £970.

Patients in hospital are stopped 10d. per diem to pay for their rations whilst in hospital.

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EASTER ENCAMPMENT OF 1891.

(PARTICULARS RESPECTING.)

[*Laid upon the Table of this House in answer to Question No.* 13, *of* 22 *March*, 1893.]

Question.

13. EASTER ENCAMPMENT OF 1891:—MR. PARKES *asked* THE COLONIAL SECRETARY,—

(1.) What was the approximate expenditure in respect of rations, forage, and fuel in connection with the Easter encampment of 1891?

(2.) What was the approximate cost of transport other than railway?

(3.) What was the approximate amount of pay received by officers and men of the Partially-paid Forces attending such encampment?

(4.) What was the approximate amount of revenue accrued to the Government railways attributable to the holding of such encampment, so far as the same can be estimated?

(5.) What portion of the total expenditure comes within the yearly estimated pay voted by this House to the Partially-paid Forces?

Answer.

(1.) Rations, £2,839 2s. 3d.; forage, £684 10s. 8d.; fuel, £193 2s. 6d.

(2.) £1,278 11s. 7d.

(3 and 5.) £19,519 5s. 5d.

(4.) £4,550, purely military value. With regard to the ordinary traffic it would be difficult to give an exact account of the revenue received consequent on the encampment being held.

[3*d*.] 798—

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CARTAGE AND HORSE-HIRE IN CONNECTION WITH THE EASTER ENCAMPMENTS.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 30 *May*, 1893.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 17th May, 1893, That there be laid upon the Table of this House, a Return showing,—

"(1.) The total amount paid for cartage and horse-hire in connection with "the Easter Encampments of 1890 and 1891 respectively.

"(2.) The names of the respective tenderers in each instance, with the "amounts of such tenders.

"(3.) The amount paid in extras over and above the contract price in "each year."

(Mr. Molesworth.)

(1.)

1890.—Cartage, Sutton and Sons, £801 9s. 6d.; Horse-hire, J. M'Mahon and Co., £168. 1891.—Cartage, J. Meloy, £392 3s. 2d.; hire of horses and lorries, J. Meloy, £161 7s. 5d.; hire of horses, J. M'Mahon, £172 10s.; ferry charges and drivers, J. Meloy, £17 14s.

(2.)

Yes. The successful tenderers were:—Cartage, 1890, Messrs. Sutton and Sons, amount of tender, £795. Cartage, 1891, Mr. J. Meloy, at Schedule prices (copy herewith). Horse-hire.—Messrs. M'Mahon & Co. were the successful tenderers for both 1890 and 1891, at the following rates:—1890, 12s. per day per horse; 9s. per half-day per horse; 1s. 9d. per hour per horse. 1891.—15s. per day per horse; 10s. per half-day per horse; 2s. per hour per horse.

(3.)

£6 9s. 6d. in 1890 to cartage contractor.

Tender

988—

[770 copies—Approximate Cost of Printing (labour and material), £1 16s. 0d.]

Tender.

Sydney, 18 February, 1891.

In conformity with notice in *Daily Telegraph*, 1891, I hereby tender for the supply of draught horses, with or without conveyances and drivers, pack horses, saddle horses, in terms of the foregoing Specification, at the following prices :—

At Sydney or Campbelltown.

	Per diem of 24 hours.
	s. d.
One-horse conveyance, with horse and harness	15 0
Two-horse do do	30 0
Four-horse do do	45 0
Draught horse, with harness only	12 0
Pack horse	12 0
Saddle horse, with saddle and bridle	10 0

	Price per ton.
	s. d.
For conveyance of camp equipage and stores from the Ordnance Stores, Circular Quay, from and to Railway Yard at Darling Harbour...	3 3
For conveyance of camp equipage and stores from Victoria Barracks from and to Railway Yards at Redfern or Darling Harbour	4 0
For conveyance of camp equipage and stores from Campbelltown Railway Station to and from camp	2 6

I enclose a marked cheque for £100, as a guarantee of good faith and as security for the satisfactory performance of the contract.

JOHN MELOY,
11, Loftus-street, Sydney.

The D.A.Q.M. General, Military Staff Office, &c., &c., &c.

	Per diem.
	s. d.
One-horse conveyance, with horse and harness, but no driver or feed	10 0
Two-horse conveyance (lorry), with pair horses and harness, but no driver or feed ...	19 6
Four-horse conveyance (lorry), with four horses and harness, do ...	38 0

JOHN MELOY.

True copy.—J. E. D. Taunton, Lt.-Col., D.A.Q.M.G., 17/5/93.

Sydney : Charles Potter, Government Printer.—1893.

[3*d*.]

1892.

NEW SOUTH WALES.

VOLUNTEER FORCE REGULATION ACT OF 1867.

(AMENDED REGULATIONS UNDER.)

Presented to Parliament, pursuant to Act 31 Vic., No. 5, sec. 50.

Colonial Secretary's Office, Sydney, 4 August, 1892.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following Amended Regulations under the "Volunteer Force Regulation Act of 1867," to take effect from the 1st ultimo.

F. B. SUTTOR.

AMENDED REGULATIONS.

The following to be substituted for the parts referring to Artillery and Medical Staff Corps:—

Artillery.

(*a*) Continuous training and exercise for nine days at Easter, or other convenient time, and at such place as the Governor may appoint.

(*b*) Two detached days out of three ordered for training, exercise, and instruction, at such times and places as the Officer Commanding Volunteer Force may appoint.

(*c*) Six out of eight half-days ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his regiment or corps belongs, as the Officer Commanding Volunteer Force may appoint.

(*d*) Fourteen out of twenty night drills ordered for training, exercise, and instruction, at such times and places, in any part of the district to which the corps belongs, as the Officer Commanding the Corps may appoint.

(*e*) Shot practice to be included in any of the above, as the Officer Commanding Artillery Forces may direct.

(*f*) Annual inspection by the Officer Commanding Volunteer Force, or his representative, to be included in any of the above, as that officer may direct.

Medical Staff Corps.

(*a*) Continuous training and exercise for nine days at Easter, or other convenient time, and at such place as the Governor may appoint.

(*b*) Two detached days out of three ordered for training, exercise, and instruction, at such times and places as the Officer Commanding Volunteer Force may appoint.

(*c*) Eleven out of sixteen half-days ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his corps belongs, as the Officer Commanding Volunteer Force may appoint.

(*d*) Annual inspection by the Officer Commanding Volunteer Force, or his representative, to be included in any of the above, as that officer may direct.

[3*d*.] 145—

1892–3.

NEW SOUTH WALES.

VOLUNTEER FORCE REGULATION ACT OF 1867.

(AMENDED REGULATIONS.)

Presented to Parliament pursuant to Act 31 Vic. No. 5, sec. 50.

Colonial Secretary's Office, Sydney, 10 February, 1893.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following Amended Regulations under the "Volunteer Force Regulation Act of 1867."

GEORGE R. DIBBS.

AMENDED REGULATIONS.

The following will be substituted in paragraph 105, under the head

Submarine Miners.

(*a*) Continuous training and exercise for nine days at Easter, or other convenient time, and at such place as the Governor may appoint.

(*b*) Two detached days out of three ordered for training, exercise, and instruction, at such times and places as the Officer Commanding Volunteer Force may appoint.

(*c*) Seven out of eleven half days ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his corps belongs, as the Officer Commanding Volunteer Force may appoint.

(*d*) Seven out of eleven night-drills ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his corps belongs, as the Officer Commanding the corps may appoint.

(*e*) Annual inspection by the Officer Commanding Volunteer Force, or his representative, to be included in any of the above, as that officer may direct.

To be added to paragraph 107:—

The duration of night-parades for Submarine Miners will be two hours, and for a full-day parade seven hours.

Paragraph 126, sub-paragraph (C) to read:—

5s. for each night attendance for Submarine Miners, 2s. for each night attendance for others.

[3*d*.] 701—

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ENGINEER CORPS AND VOLUNTEER SUBMARINE MINERS.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 12 *April*, 1893.

[*Laid upon the Table of this House in answer to Question No.* 1, *of* 11 *April*, 1893.]

Questions.

1. MR. BAYSTER *asked* THE COLONIAL SECRETARY,—
   (1.) What are the professional qualifications and pay of each officer in the Engineer Corps?
   (2.) The same particulars relating to the Volunteer Submarine Miners?

Answers.

ENGINEERS.

(1.) *Lieutenant-Colonel Rowe*, Architect, F.R.I.B.A.—Passed qualifying examination for Lieutenant, Captain, and Major in all engineering subjects. For many years practising in N.S.W.

Major Parrott, Surveyor and Civil Engineer.—Passed qualifying examinations for Lieutenant and Captain in all engineering subjects. Service in Soudan, and specially mentioned in despatches. For many years practising in N.S.W.

Captain Cansdell, Civil and Mechanical Engineer.—Passed qualifying examinations for Lieutenant and Captain in all engineering subjects. Chief draftsman, No. 2 Division, Railway Construction Department.

Lieutenant Copeland, Civil Engineer, M.I.C.E.—Passed qualifying examinations for Lieutenant and Captain in all engineering subjects. Harbours and Rivers Department for many years.

Lieutenant Stokes, Civil Engineer.—Passed examination for Lieutenant. Studied at the University for C.E., and is now contracting under Government.

Lieutenant Spain, Architect.—Passed examination for Lieutenant. Seven years' experience and practising.

Lieutenant Griffin, Architect and Engineer.—Passed examination for Lieutenant. Draftsman, Roads and Bridges Department.

PARTIALLY-PAID ENGINEERS—SCALE OF PAY.

Rank.	Rate per Annum.	Fourteen Half-day Drills.	Thirteen Night Drills.	Three Detached Days.	Nine Days Continuous Training.	Efficiency.
		Paid quarterly.				
	£	per drill. £ s. d.	per drill. £ s. d.	per drill. £ s. d.	£ s. d.	£ s. d.
Command Pay	20	.....	.....	.....	.....	.....
Officer Commanding	60	1 3 1	0 9 3	2 6 2	20 15 5	10 2 8
Captains	50	0 19 3	0 7 9	1 18 6	17 6 2	8 8 1
First Lieutenant	35	0 13 6	0 5 5	1 7 0	12 2 4	5 17 3
Second Lieutenant	30	0 11 7	0 4 8	1 3 1	10 7 9	5 0 2

Engineers.

(*a.*) Continuous training and exercise for nine days at Easter or other convenient time, and at such place as the Governor may appoint.
(*b.*) Two detached days out of three ordered for training, exercise, and instruction, at such times and places as the Officer Commanding Volunteer Force may appoint.
(*c.*) Nine out of fourteen half-days ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his Corps belongs, as the Officer Commanding Volunteer Force may appoint.
(*d.*) Nine out of thirteen night drills ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his Corps belongs, as the Officer Commanding the Corps may appoint.
(*e.*) Annual inspection by the Officer Commanding Volunteer Force, or his representative, to be included in any of the above, as that officer may direct.

PARTIALLY-PAID SUBMARINE MINERS.

P. B. Walker, Brevet-Major.—Telegraphist, M.I.E.E., England; many years in the old Volunteer Service and Naval Brigade. Assistant-Superintendent of Telegraphs.

Alfred Broughton, Captain.—Passed good examination for Lieutenantcy in 1880, and also in 1889 for present position of Captain; graduated as Bachelor and Master of Arts, Sydney University, going through special course of chemistry; served three years in Volunteer Infantry. Shipping agent and stevedore.

J. Y. Nelson, 1st Lieutenant.—Gazetted Lieutenant, 1885; passed good qualifying examination for the position, 1886; Associate, I.E.E., England. Electrician, Telegraph Department.

J. S. Alexander, 1st Lieutenant.—Gazetted Lieutenant, 1885; passed good qualifying examination for the position, 1886; served in London Scottish Rifle Volunteers for several years. Mercantile pursuits.

Alfred Talbot, 2nd Lieutenant.—Gazetted for Commission, 1887; passed good qualifying examination in 1889. Gentleman.

A. C. F. Webb, 2nd Lieutenant.—Will present himself for qualifying examination in a few months; M.I.E.E., England. Instructor, Electric Telegraph Department.

F. Horsley, 2nd Lieutenant.—Served in Victorian Volunteer Force for a short period; will present himself for qualifying examination in a few months. Financial and commission agent.

P. C. Day, 2nd Lieutenant.—Served as cadet in N.S.W. for three years; will present himself for qualifying examination in a few months. Clerk, Savings Bank of N.S.W.

PARTIALLY-PAID SUBMARINE MINERS—SCALE OF PAY.

Rank.	Rate per Annum.	Eleven Night Drills.	Eleven Half-day Drills.	Three Detached Days.	Nine Days Continuous Training.	Efficiency.
		Paid quarterly.				
	£	per drill. £ s. d.	per drill. £ s. d.	per drill. £ s. d.	£ s. d.	£ s. d.
Command Pay	30	....	.....	.....	.....	.....
Officer Commanding	100	1 15 8	1 15 8	3 11 6	32 3 2	17 17 8
Captains	70	1 5 0	1 5 0	2 10 0	22 10 0	12 10 0
First Lieutenants	50	0 17 10	0 17 10	1 15 9	16 1 7	8 8 10
Second Lieutenants	35	0 12 6	0 12 6	1 5 0	11 5 0	6 5 0

Submarine Miners.

(*a.*) Continuous training and exercise for nine days at Easter or other convenient time, and at such place as the Governor may appoint.
(*b.*) Two detached days out of three ordered for training, exercise, and instruction, at such times and places as the Officer Commanding Volunteer Force may appoint.
(*c.*) Seven out of eleven half-days ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his Corps belongs, as the Officer Commanding Volunteer Force may appoint.
(*d.*) Seven out of eleven night drills ordered for training, exercise, and instruction, at such times and places, in any part of the district to which his Corps belongs, as the Officer Commanding the Corps may appoint.
(*e.*) Annual inspection by the Officer Commanding Volunteer Force, or his representative, to be included in any of the above, as that officer may direct.

Sydney: Charles Potter, Governmen Printer.—1893

[3*d*]

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ENGINEER CORPS AND VOLUNTEER SUBMARINE MINERS.

(FURTHER RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 7 June, 1893.

[*Laid upon the Table of this House in answer to Question No.* 1, *of* 11 *April*, 1893.]

Question.

1. ENGINEER CORPS AND VOLUNTEER SUBMARINE MINERS:—MR. BAVISTER *asked* THE COLONIAL SECRETARY,—
   (1.) What are the professional qualifications and pay of each officer in the Engineer Corps?
   (2.) The same particulars relating to the Volunteer Submarine Miners?

Answer.

The Commanding Engineer to The Colonel Commanding the Forces.

I RECEIVED a letter from Major P. B. Walker on the 13th instant, and he would like the following additions made to his qualifications (as laid on the Table of the House on the 12th instant):—

(1.) Commission in Naval Brigade as Torpedo Officer for 3¾ years.
(2.) Appointed Captain Submarine Miners, February, 1877.
(3.) Thirteen years' service in the Infantry.
(4.) Civil Engineer and Member of the Engineering Association, New South Wales.

H. W. RENNY TAILYOUR,
Colonel, Commanding Engineer.

15/4/93.

Military Secretary,—Recommended above be added to list of qualifications of Major Walker, Partially-paid Submarine Mining Corps, should an opportunity occur of modifying the Return laid on the Table of the House on 12th instant.—WARNER SPALDING, Colonel, Commanding Forces, 19/4/93.

Principal Under Secretary,—Further information with regard to Major P. B. Walker's qualifications forwarded in order that if possible they may be added to Return called for.—CHAS. F. ROBERTS, Colonel, Military Secretary, 21/4/93. Urgent.

3*d*.] 1000—

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NAVAL FORCES OF THE COLONY.

(REPORT FOR 1891.)

Ordered by the Legislative Assembly to be printed, 31 *August*, 1892.

The Captain Commanding Naval Forces to The Principal Under Secretary.

Sir, Sydney, 1 March, 1892.

I have the honor respectfully to submit the following report relating to the Naval Defence Forces of this Colony for the year 1891.

H.M.C.S. "Wolverene" was released from her attendance on the N.S.S. "Vernon," where she had been placed as a precautionary measure because the latter-mentioned vessel was leaking badly in the early part of the year.

The "Wolverene" thus again came back into full possession of the Naval Forces.

The vessel was subsequently docked, refitted, and made available for the Easter training of the Naval Brigade. She was found to be sound and serviceable, and her armament was improved by placing two 5-inch breech-loading Armstrong guns on board, also two quick-firing 3-pounders, and two Nordenfeldts. This addition to the vessel's armament was brought about in consequence of a suggestion made by His Excellency Rear-Admiral Lord Charles Scott, C.B., who, when he inspected the Naval Forces on the 24th May, 1890, found that there were no modern guns in their possession, and, therefore, no facilities for training the men with this description of ordnance.

The Naval Brigade embarked on board the "Wolverene" on the evening of Thursday the 26th March, and the vessel sailed for Jervis Bay next morning. She steamed to that place, distant about 85 miles, in eight hours during a calm, and returned against a north-easter in eleven hours, arriving in Port Jackson at 7 p.m. on Monday, the 30th March.

During the vessel's stay in Jervis Bay, shot practice under steam was satisfactorily carried on, and the duties and routine of a man-of-war were reasonably well performed during the cruise.

The Government steamers "Ajax," "Thetis," "Dayspring," and "Carrington," were improvised as temporary gunboats for the service of the Volunteer Naval Artillery during Easter time. As these vessels do not possess the necessary cooking and sleeping accommodation, and as the torpedo boats "Acheron" and "Avernus" are not adapted for long cruises, the training of this corps was necessarily confined to the vicinity of Sydney Heads. The men were therefore camped in tents on Green Point, and they worked in conjunction with the senior Military Officer at the Heads in the operations carried out for defending Port Jackson.

The Volunteer Naval Artillery is still worked under the purely volunteer system. This is all very well for a short time, or even during the excitement of an expected attack; but if preparation for war is intended to be made, as it no doubt should be during a period of tranquility and peace, stringent regulations must be enforced. This can only be done under the partially-paid system, which has been found to answer so well in other branches of the Volunteer Service. I trust, therefore, that provision will be made on the current estimates for partially paying this corps. It has now been in existence nine years.

No opportunity was afforded me for exercising the Newcastle company of the Naval Brigade afloat, because of the want of a suitable vessel. The late Naval Commander-in-Chief, His Excellency Vice-Admiral Henry Fairfax, C.B., proposed leaving the Imperial gun-boats "Raven" and "Swinger" in Sydney as a gift to the Colony for drill purposes for the local Naval Forces, but the British Government did not concur with his views; they, however, offered to sell us the "Swinger" for £5,000. This is a far greater sum than the vessel was worth, so the offer was declined. Either of the vessels mentioned would have answered for training the Newcastle men. This company was inspected, and made good practice on a target, moored out at sea, with their field guns, from the cliffs at Newcastle, on Thursday, 25th November.

In my opinion, modern war vessels are very much required here. The fortifications of Sydney and Newcastle have now become so formidable, as, with other reasons, to make it most improbable that an attack in force will be made upon either of these places. Indeed the enemy from over the sea will be forced to act by units; he dare not keep his ships together for lengthened periods for fear of utter annihilation by the superior British Squadron, lately strengthened by the Australian Federal ships, which is certain to be

on his track. His only resource, therefore, will be to disperse his forces, and prey upon our commerce with single ships on the "Alabama" principle, and perhaps endeavour to obtain coal at some of the jetties along the coast. This would give us considerable annoyance in the absence of the Admiral, upon whom all sorts of feints will be practised to cloak the enemy's operations, and who will be bound to keep his ships together and thus hold command of the sea on whatever part of the station he may be drawn to by the strategy of the enemy. One or two powerful war vessels for local purposes thus becomes a pressing necessity.

The "Wolverene" and torpedo boats are still in fair order, but they are obsolete and unfit to contend with modern men of war.

I trust that the 1st class torpedo boat, which could be landed in Sydney for about £15,000, which was specially recommended lately by the Defence Commission, will be ordered by the Government.

The late improvements effected on the eastern side of the Circular Quay necessitated the sweeping away of the old drill-sheds belonging respectively to the Naval Brigade and Naval Volunteer Artillery; this created great inconvenience for a time, but a modern shed has now been constructed under the superintendence of Mr. Darley, the Engineer-in-Chief for Harbours and Rivers. It fronts the steps leading to the "Tarpeian Way." The building is capacious, and affords all the accommodation necessary for drilling and storing most of the effects of the local Naval Forces.

As the new magazine rifle does not appear to be making its way with the rapidity that was anticipated into the vessels of the Royal Navy, and as the old weapons, so long in the possession of the Naval Brigade, were quite worn out, I recommended the Government to import a stand of 375 sea-service Martini-Henry rifles of the latest pattern, similar to those that are still being issued to Her Majesty's ships. These have now arrived, and they will very shortly be issued to the members of the Naval Brigade. They are serviceable weapons adapted to the ammunition already in possession of the Colony.

The Commander-in-Chief, His Excellency the Right Honorable the Earl of Jersey, P.C., G.C.M.G., visited H.M.C.S. "Wolverene" on the 27th July, 1891, and inspected the ship throughout. He also witnessed the torpedo boats "Acheron" and "Avernus" discharge their weapons, and he was pleased to express himself favourably with what he saw of the local Naval Forces afloat.

The Volunteer Naval Artillery have been deprived of the services of the temporary gun-boat "Neptune." She was sent to Newcastle, where she was used for a short time by the Naval Brigade Company stationed there; but the Harbours and Rivers Department, to which the vessel belongs, eventually altered her in such a manner as to necessitate the taking out of the 64-pounder rifled gun with which she was armed.

The Naval defence of the Colony at the present time may be summarised as follows:—

1 corvette of 16 64-pounder muzzle-loading rifled guns, and 2 breech-loading 5-inch guns, 2 quick-firing 3-pounders, 2 Nordenfeldts, and 1 gatling gun, 2 second-class torpedo boats, and 40 Schwartzkoppf torpedoes, with seventeen sets of dropping gear. These spare fittings and torpedoes could be improvised in temporary steam launches that could be purchased here on an emergency.

The entire cost of the Naval Defence Forces of the Colony for the year 1891 was £12,055, including salaries and all contingent expenses. This provided for a permanent staff of 16 persons, the Naval Brigade numbering 328 of all ranks, and the Naval Volunteer Artillery (pure volunteers) composed of about 180 men.

I have, &c.,
FRANCIS HIXSON, Captain,
Commanding Naval Forces.

Sydney: Charles Potter, Government Printer.—1892

[3d.]

1892.

NEW SOUTH WALES.

REPORT

ON THE

DEPARTMENT OF CHARITABLE INSTITUTIONS

OF

NEW SOUTH WALES,

FOR THE YEAR ENDED

31 DECEMBER, 1891,

FROM THE

DIRECTOR OF GOVERNMENT ASYLUMS AND BOARDING-OUT OFFICER.

Presented to Parliament by Command.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

[1s.] 82—A

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ANNUAL REPORT.

Department of Charitable Institutions,
New South Wales, Sydney, 1 August, 1892.

The Director of Government Asylums and Boarding-out Officer to The Principal Under Secretary.

Sir,

I have the honor to present, for the information of the Honorable the Colonial Secretary, my Report upon the Department of Charitable Institutions for the year ended December 31, 1891. In the official statement for 1890 and previous years, I entered very fully into the constitution and objects of the Department, as reorganised by the Colonial Secretary, and approved by Parliament, at the date of my appointment as Director in August, 1888; and I then made suggestions for a more complete system of management for the institutions under my control, which are now the only Government establishments in this Colony, involving large expenditure of public funds, unregulated by legislation. These suggestions, which remain on record for consideration, when such a course is deemed desirable by the Government, render it unnecessary for me to do more in this Report than furnish a record of the work accomplished during the past year in the various divisions of the Department.

Asylums for Infirm and Destitute.

The following is the customary table showing the number of inmates sheltered and under treatment in the Government Asylums for Infirm and Destitute (including the Cottage Homes for aged destitute couples at Parramatta) during the year 1891:—

Institutions.	In Institutions, 1 January, 1891.		Admitted during 1891.		Discharged during 1891.		Died during 1891.		In Institutions on 31 December, 1891.		
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Total.
Liverpool	789	...	826	...	628	...	194	...	793	...	793
George-st., Parramatta	867	...	1,210	...	979	...	160	...	938	...	938
Macquarie-st., do	288	...	322	...	268	...	58	...	284	...	284
Newington	32	430	82	381	63	262	...	109	51	440	491
Cottage Homes, Parramatta	19	23	7	20	4	19	2	1	20	23	43
Boys' Home, Rydalmere (from 1 Oct.)	...	...	36	...	11	...	...	...	25	...	25
Glenfield Farm Home (from 1 Oct.)	...	...	39	...	20	...	...	...	19	...	19
Total	1,995	453	2,522	491	1,973	281	414	110	2,130	463	2,593

The total increase of admissions over discharges, as shown by the foregoing table, has been 145, but the principal difference has arisen, as usual, in connection with the infirmary divisions, to which many transfers of patients have been made from the Metropolitan and Country Hospitals. Under this heading, 134 patients were sent for treatment into the Asylum Hospitals in excess of the previous year's figures;

figures; and the total increase of inmates in the general divisions has only been 11. Although the table nominally shows this increase of 11, however, there has actually been a decrease of 6 in the number of adult dependents maintained at the cost of the Government during 1891, apart from the hospital divisions, if I exclude the admissions into the Boys' Home at Rydalmere, which, it will be seen, is a new feature in the table. This will be described later on. Previously the boys' division was a part of George-street Asylum. This decrease of 6 in the general divisions should be regarded as very satisfactory, in view of the large amount of distress which has prevailed during the past eighteen months or so among all classes of the community. The details of increase and decrease at the various institutions are clearly set forth in the table. In 1890 there were 32 men employed at Newington Asylum, in the dairy and on the farm, buildings, &c. On December 31, 1891, the number had increased to 51. These men are all workers; they are separated from the women's quarters, and their labour is made so profitable in various ways that it affords ample evidence of what might be accomplished if the institutions generally were centralised on a suitable estate, and managed under the approved methods which have already been suggested.

The next table shows the average number of patients in the Asylums hospitals during 1890 and 1891, and the ratio of increase or decrease:—

Asylums.	1890.	1891.	Increase.	Decrease.
Liverpool	312	311	...	1
George-street, Parramatta	364	480	116	...
Macquarie-street, Parramatta	167*	190*	23	...
Newington	145	141	...	4
Total	988	1,122	139	5

* Includes ophthalmic cases.

or an increase of 13·56 per cent.

Ophthalmic Cases treated in the Asylum, Macquarie-street, Parramatta, during 1891.

Trichiasis	9
Granular ophthalmia	44
Xerophthalmia	2
Nebula	8
Nyctalopia	2
Conjunctivitis	44
Glaucoma	3
Cataract	29
Optic atrophy	19
Excision	3
Iritis	7
Neuritis	2
Lost eye	9
Ectropion	4
Presbyopia	2
Keratitis	4
Pteryguim	3
Leucoma	7
Ulcers	7
Aphakia	26
Choroiditis	9
Sympathetic ophthalmia	1
Myopic	1
Staphyloma of cornea	5
Hyalitis	2
Amplyopia	1
Dislocated lens	1
Total	254

In addition to these, 135 less important ophthalmic cases were treated at George-street Asylum.

The

The hospital figures of 1890 showed an increase of 100 inmates, or 11·26 per cent. on the figures for 1889. The extent to which this division has been taken advantage of during the past year is indicated by the table, which shows an average daily increase, as stated, of 134 patients, or 13·56 per cent. on the figures of 1890. The daily average does not, of course, indicate the total number of patients sent from the various hospitals during the year. Altogether, 404 inmates have been received from the country and metropolitan infirmaries. The particulars are contained under the heading "Admissions Department" elsewhere, and as the difference between the annual cost of maintenance in the Government Asylums, and in the ordinary hospitals outside, is quite £25 per head, a considerable saving has been effected by these transfers.

The importance of the hospital divisions of the Government Asylums for Infirm and Destitute cannot be over-estimated, from whatever aspect they may be regarded. In my previous report it was pointed out that the asylums had been so far diverted from their original purposes that they were practically hospitals for incurable diseases, as well as homes for the infirm and destitute; and at that time nearly 40 per cent. of the inmates were classed as hospital patients. This proportion increased during 1891, as on 31 December last there were 1,122 hospital patients out of a total of 2,593 inmates. The trained nursing staff continues to work efficiently; and the appointment, in accordance with the provision made on the Estimates for 1892, of a medical superintendent to the Parramatta Institutions, admits of more effective medical supervision of those establishments than could be secured when they merely had the services of a visiting medical officer, who had many other duties to perform apart from his work at the asylums.

The nature of the diseases dealt with in the hospital divisions of the Asylums is shown by the following mortality table:—

RETURN of Deaths in the Government Asylums for the Infirm and Destitute—year 1891.

Diseases	Liverpool	George st, Parramatta	Macquarie street, Parramatta	Newington	Cottage Homes, Parramatta	Total
Surgical—						
Amputation		1				1
Necrosis of pelvis			1			1
Tumours		2	1	1		4
Ulcers	1		1	1		3
Of Respiration—						
Asthma	11	3		3		17
Bronchitis	8	17	7	9		41
Influenza	2	4	9	13		28
Phthisis of lungs, larynx, &c	44	11	3	7		65
Pluerisy	1					1
Pneumonia				1		1
Of Circulation—						
Aneurism of aorta and other arteries	4	4	4	4		16
Apoplexy	3	3	2			8
Cardiac disease	15	12	1			28
Syncope		1		1		2
Nervous System—						
Epilepsia	2	1	1	1		5
Hemiplegia	1	1				2
Meningitis		2				2
Paralysis	8	9	3	16		36
Softening of the brain	1	3	1	3		8
Spinal disease		1				1
General disease—						
Cancer	13	5	6	7		31
Cystitis		4				4
Diarrhœa	2	3	2	5		12
Dropsy				3		3
Dysentery				1		1
Enteritis		1	1		1	3
Gastritis	2	1	1	.. ..	...	4
Kidney	2	1	1			4
Liver	3	4	1	1		9
Malignant growth			1	1		2
Peritonitis	3	3			1	7
Rheumatism		2	1	3		6
Sciatica				1		1
Senile decay	68	61	10	27	1	167
Total	194	160	58	109	3	524

There are one or two noteworthy features in this table. The year under notice included the influenza period; and the deaths from diseases of respiration were 25 in excess of the mortality under this heading for the previous year. This difference is wholly made up of influenza cases, of which there were 28 in the year 1891, while there were no deaths specially attributed to this cause in 1890. Deaths from phthisis of the lungs, larynx, &c., were 65 in 1891, or the same as in 1890. The other principal items in the table selected for comparison with the previous year's figures are the following:—Heart disease, 44 in 1891, against 43 in 1890; paralysis, 1890, 21, 1891, 36; cancer, 1890, 24 cases, against 31 in 1891; senile decay (*i.e.*, deaths from old age), 156 in 1890, and 167 in 1891. There are 4 deaths from syphilis in 1890, but this item is missing from the table of last year. The total number of deaths in 1891 was 524, or 44 in excess of the figures of 1890; but as there was a daily average of 1,122 patients in hospital in 1891, against 988 in 1890, the mortality rate for last year is not disproportionate. It was generally believed that a large number of deaths had resulted at the various institutions in 1891 from influenza. The foregoing figures, which are compiled from the records kept by the medical superintendents, should remove the impression. The low death-rate from this specific cause no doubt resulted from the disease being treated as soon as it became apparent, and the patients being confined to bed, and kept in dormitories artificially heated to an equable temperature, until they were discharged as cured. There are certainly no deaths set forth in the table from other causes, beyond those particularised in the summary, which could be indirectly attributed to the influenza epidemic.

The following table contains a statement of the ages of deceased inmates at each of the Government Asylums for Infirm and Destitute for the year 1891:—

Institutions.	Above the age of—										
	10	20	30	40	50	60	70	80	90	100	Total.
Liverpool	1	8	23	22	25	48	39	22	6	...	194
George-street, Parramatta	...	1	4	10	25	26	57	35	1	1	160
Macquarie-street, Parramatta	...	1	2	6	5	14	18	11	1	...	58
Newington	...	5	3	13	15	21	39	12	1	...	109
Cottage Homes, Parramatta	...	...	...	...	...	1	1	1	...	...	3
Total	1	15	32	51	70	110	154	81	9	1	524

The table shows that with a total of 524 deaths no less than 245 occurred among inmates aged over 70 years; 91 of inmates over 80 years; 10 among inmates aged over 90 years; and 1 inmate died over 100 years of age. Seeing that every inmate admitted into these institutions is certified to be both infirm and destitute, that the majority are broken down from illness when admitted, and that upwards of 43 per cent. of the whole number of 2,593 inmates are hospital patients, the advanced ages of those who died afford some proof that they received, while under treatment, all the attention that their condition rendered necessary. The deaths among the younger patients occurred principally from paralysis, diseases of the chest and throat, and heart disease.

RETURN showing the Ages of the Inmates in the Government Institutions for the Infirm and Destitute, on 31 December, 1891.

Institutions.	10 to 20 years.	20 to 30 years.	30 to 40 years.	40 to 50 years.	50 to 60 years.	60 to 70 years.	70 to 80 years.	80 to 90 years.	90 to 100 years.	Over 100 years.	Total.
Liverpool	2	18	43	67	108	174	241	126	12	2	793
George-street, Parramatta	1	20	27	55	151	272	314	93	5	...	938
Macquarie-street, Parramatta	...	3	12	38	53	76	85	16	1	...	284
Newington	1	27	36	43	92	140	102	47	2	1	491
Cottage Homes, Parramatta	...	...	...	1	1	11	21	9	...	...	43
Boys' Home, Rydalmere	21	...	...	...	...	1	3	...	...	...	25
Glenfield Farm Home	...	...	...	...	3	13	3	...	...	...	19
Total	25	68	118	204	408	687	769	291	20	3	2,593

Average age—about 64 years.

There were thus on December 31, 1891, 3 inmates over 100 years of age—namely, 2 men at Liverpool, and 1 woman at Newington; 20 were between 90 and 100 years of age; 291 were between 80 and 90 years; 769 were between 70 and 80 years; 687 were between 60 and 70 years; 408 between 50 and 60 years; 204 between 40 and 50 years; 118 between 30 and 40 years; 68 between 20 and 30 years; and 25 between 10 and 20 years, the latter being principally the inmates at the Rydalmere Home for elder boys.

With reference to the mortality statistics, I last year drew attention to the gratifying results arising from the change of system initiated in connection with the Government Asylums for Infirm and Destitute, under the Colonial Secretary's policy of reorganisation four years ago. Under this new method, a staff of trained nurses had been appointed to attend to the hospital divisions of all the asylums; the issue of stimulants (that is wines, beers, and spirits), which at that time, with a very much lower number of inmates than at present, cost the State nearly £2,800 per annum, was reduced; and a new dietary scale (see Appendix A) was adopted, providing more generous food, not only for hospital patients but for the inmates generally. These experiments have now passed beyond the tentative stage; and the satisfactory results they have secured may be regarded as permanent. For the purposes of comparison in last year's report, statistics extending from 1885 to 1890 were selected. These showed that with the enormous drink bill mentioned there had been a death rate of 33 per cent. per annum; and that with the steady reduction in the cost of stimulants and substitution of wholesome food there had been a corresponding decrease in the death rate, until in 1889 and 1890 it was 18 and 20 per cent. respectively, with a higher average age of deceased inmates in both years than that of any previous annual period under notice.

THE following Table shows the comparative Cost of Stimulants in the years 1890-91.

Asylums.	Cost 1890.	Cost 1891.
	£ s. d.	£ s. d.
Liverpool	815 2 6	437 10 1
George-street, Parramatta	286 10 9	182 15 5
Macquarie-street, Parramatta	155 6 6	118 16 5
Newington	63 0 0	36 8 6
	£1,319 19 9	£775 10 5

1890 ..... £1,319 19 9
1891 ..... £775 10 5

£544 9 4 less

It

It will thus be seen that the cost fell from £2,800 in 1888 to £1,319 19s. 9d. in 1890; and that last year the total cost at all the institutions was still further reduced to £775 10s. 5d. Of this amount £437 10s. 1d. is debited to Liverpool Asylum, with 793 inmates, leaving only £338 0s. 4d. to be divided among George and Macquarie Streets and Newington Asylums, with a total of 1,800 inmates. This disproportion arises principally from the great majority of phthisical patients being treated at Liverpool, although the drink bill at that institution fell from £815 2s. 6d. in 1890 to £437 10s. 1d. in 1891. It should be borne in mind, in connection with this reduction, that the hospital patients, among whom the stimulants are distributed as medical comforts, had increased from 988 in 1890 to 1,122 in 1891.

The following Table shows the Percentage of Deaths, and average Ages of Deceased Inmates during the year 1891:—

Asylums.	Deaths.	Percentage.	Average Ages.
Liverpool	194	26·39	60·41
George-street, Parramatta	160	15·31	68·77
Macquarie-street, Parramatta	58	20·42	66·14
Newington	109	29·70	63·82
Cottage Homes, Parramatta	3	13·04	73·33
Total	524	22·95	64·38

When read in conjunction with the preceding table these figures are instructive. This matter is important, because at the outset of the change of system there was strong opposition to any reduction in the issue of alcoholic stimulants, on the ground that the aged inmates needed them to preserve life. Notwithstanding the very great reduction last year, however—and it was notably a year in which great sickness prevailed—and the large number of hospital patients, the reduced death-rate which has already been referred to, was maintained, the figures showing an average of 22·95 per cent., or, separating the ascertained influenza cases, from the others, of 21 per cent., with the average ages of the patients at over 64 years. It is necessary to point out, in order to deal fairly with the various asylums, that the higher percentages of deaths at Newington and Liverpool, and the lower average ages of deceased inmates as shown in the table, are due to these institutions being the main receptacles for all the dependent consumptives of the Colony who seek admission into the public hospitals.

The general good health of the inmates is remarkable in view of the overcrowded condition of all the asylums. The provision of additional accommodation cannot, indeed, be longer ignored. Newington Asylum has had to be closed against further admissions, except in cases of great emergency, because there are 124 inmates in excess of the number for whom there is proper sleeping accommodation in the hospitals and dormitories; and country hospital admissions have been suspended for the same reason in connection with the institutions for infirm and destitute men. The following table contains details of the overcrowding:—

	Accommodation for.	No. now in.	Excess.
George-street, Parramatta	*905	1,062	157
Macquarie-street, Parramatta	240	316	76
Liverpool Asylum	650	858	208
Newington Asylum	410	534	124
	2,205	2,770	565

* 176 sleep in cottages outside the Asylum.

These figures show that at the date of this report there were in the four institutions 565 inmates in excess of the number for whom there is proper and sufficient accommodation. Everything possible has been done to temporarily meet this difficulty; but the only way to overcome it

it permanently is to erect additional buildings. For this purpose there is not any money available; nor would it be wise to expend large sums on new buildings until the future of these establishments has been determined. This matter was very fully dealt with in the official report for 1890 (pp. 7, 10), and it is, therefore, unnecessary to discuss it in detail again.

The financial tables show that the management of the Department has been very economical during the past year. Table 1 contains a statement of the gross expenditure upon the Government Asylums for Infirm and Destitute during the year ended December 31, 1891:—

TABLE 1.

	Liverpool, 810	George st, 985	Macquarie street, 297	Newington, 493	Totals, 2,588	Cottage Homes, 42	Total, 2,630
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
Rations	5,038 10 5	6,373 10 7	2,044 14 5	2,617 16 8	16,075 2 1	405 5 5	16,480 7 6
Milk	455 0 0	348 18 6	33 0 6		836 19 0	3 10 0	840 14 0
Medical comforts	499 9 4	246 7 0	114 6 11	48 5 6	908 8 9	26 12 4	935 1 1
Drugs	474 1 0	538 14 11	237 10 6	169 15 2	1,420 1 7	5 13 6	1,425 15 1
Fuel	570 14 8	471 10 11	261 12 1	205 7 7	1,509 5 3	64 18 0	1,574 3 3
Light	70 3 1	224 2 7	91 5 3	43 1 3	428 12 2	51 3 6	479 15 8
Water	256 16 3	430 10 9	246 6 2		933 13 2	45 18 6	984 11 8
Burials	195 12 0	233 9 6	84 4 6	149 1 6	662 8 7 6	5 5 0	663 12 6
Travelling expenses	302 3 2	371 8 11	105 14 6	162 4 6	991 11 1	3 12 8	995 3 9
Hardware	475 2 11	403 17 11	111 16 8	193 10 6	1,184 8 0	32 2 7	1,216 10 7
Fodder	265 14 8	248 6 1	197 10 11	272 12 8	984 4 4		984 4 4
Clothing	893 18 8	1,566 9 3	326 2 2	471 14 9	3,258 4 10	90 1 7	3,348 6 5
Sundries	578 13 10	285 17 8	209 5 8	310 1 9	1,383 18 11	85 10 4	1,469 9 3
Pigs	211 7 6			3 0 0	214 7 6		214 7 6
Salaries and wages	2,691 9 4	1,902 13 11	1,410 10 1	1,988 10 3	7,993 3 7	359 2 8	8,352 6 3
Cows	214 17 6	60 16 3	63 10 0	125 7 6	464 11 3		464 11 3
Salaries and expenses of Director's Office	1,036 14 9	1,264 11 4	380 2 9	631 0 1	3,312 8 11	53 15 2	3366 4 1
Totals	14,280 14 1	14,976 11 1	5,917 13 1	7,387 9 8	42,562 7 11	1,232 16 3	43,795 4 2
Rent, repairs, & furniture	371 17 4	627 8 6	473 13 10	1,286 13 4	2,759 13 0	45 1 6	2,804 14 6
Totals	14,652 11 5	15,603 19 7	6,391 6 11	8,674 3 0	45,322 0 11	1,277 17 9	46,599 18 8
Addition of stocks on Dec 31st, 1890 (see table A below)	303 2 4	605 2 9	541 0 0	217 6 6	1,666 11 7		1,666 11 7
Total	14,955 13 9	16,209 2 4	6,932 6 11	8,891 9 6	46,988 12 6	1,277 17 9	48,266 10 3
Deduction of revenue stocks, &c, on Dec 31st, 1891 (See table B below)	2,150 18 9	2,136 18 9	1,151 3 3	2,872 17 6	8 311 18 3	145 15 2	8,457 13 5
Total	12,804 15 0	13,872 3 7	5,781 3 8	6,018 19 0	38,676 14 3	1,132 2 7	39,808 16 10
Adjustment of supply of milk (add)		119 4 4				25 4 3	
Adjustment of supply of milk (deduct)			14 15 6	129 13 1	25 4 3		
Net total	12,804 15 0	13,991 7 11	5,766 8 2	5,888 18 11	38,651 10 0	1,157 6 10	39,808 16 10
Cost per head	15 16 2	14 3 2¾	19 8 3¾	11 18 10¾	14 18 8½	27 11 1½	15 2 8¾

TABLE A

Addition of stock, &c, remaining on hand 31 Dec, 1890—							
Cows	175 4 2	175 4 1	175 4 2	175 4 1	700 16 6		
Drugs	10 15 0	15 15 0	5 10 0	9 10 0	41 10 0		
Clothing	52 3 6	192 10 8	276 9 7	12 8 11	533 17 8		
Hardware	64 19 8	221 8 0	83 16 3	20 3 6	390 7 5		
Total	303 2 4	605 2 9	541 0 0	217 6 6	1,666 11 7		

TABLE B

Deduction of stock, &c, remaining on hand 31 Dec, 1891—							
Revenue	584 2 11	234 4 6	93 18 6	372 9 0	1,284 14 11	4 9 1	1,289 4 0
Cows, less 15 per cent	294 7 3	197 11 3	83 9 5	284 18 10	820 6 9		820 6 9
Pigs and fowls	31 4 3			136 18 0	168 2 3		168 2 3
Horses, less 15 per cent	21 5 0		12 10 0	77 7 0	111 7 0		111 7 0
Drugs	166 11 1	156 8 0	123 6 5	60 17 3	507 2 9		507 2 9
Spirits	16 8 11	13 6 5	5 4 9		35 0 1	0 16 8	35 16 9
Clothing	92 14 2	265 7 11	204 19 11	400 15 9	963 17 9	67 5 8	1,031 3 5
Hardware	260 4 8	271 3 3	48 0 11	90 13 10	670 2 8	24 9 7	694 12 3
Travelling expenses	352 3 2	371 8 11	105 14 6	162 4 6	991 11 1	3 12 8	995 3 9
Rent, repairs, &c	371 17 4	627 8 6	473 13 10	1,286 13 4	2,759 13 0	45 1 6	2,804 14 6
Total	2,150 18 9	2,136 18 9	1,151 3 3	2,872 17 6	8 311 18 3	145 15 2	8,457 13 5

The tables indicate that the total expenditure upon the Government Asylums for infirm and destitute, and Cottage Homes for aged destitute couples, during 1891, was £46,599 18s. 8d., or £303 more than in 1890. To this should be added £1,666 11s. 7d., value of stock, &c., carried forward from December 30, 1890 (see Table A), making a gross expenditure of £48,266 10s. 3d. From this sum is deducted £8,457 13s. 5d. for revenue collected during 1891, rent and repairs, and value of stores and stock on hand on December 31 last, details of which are shown in Table B. The adjustment of the milk account leaves a net expenditure of £39,808 16s. 10d., or an average cost, including the inmates of the Cottage Homes, of £15 2s. 8¾d. per head, against

against £15 15s. 8¾ in 1890. The capitation cost of the Cottage Homes' inmates has been £27 11s. 1¼d., against £31 5s. 11¼d. in 1890, the difference having arisen from the lower cost of provisions and repairs during the past year. The cost at Newington, in 1890, was £14 13s. 7½d., and only £11 18s. 10¾d. in 1891. This results from the institution having been, to a certain extent, self-supporting. Vegetables are largely grown on the farm, and the dairy supplies milk to other institutions, for the value of which credit has been taken. The cost at Macquarie-street Asylum has increased from £17 17s. in 1890 to £19 8s. 3¾d. in 1891. At this establishment the smaller number of inmates, as compared with the other institutions, makes the management cost per head proportionately larger. The cost at Liverpool last year was £15 16s. 2d., or 11s. 8¼d. less than in 1890; and at George-street Asylum £14 3s. 2¾d., or £1 6s. 2¼d. less than in 1890, the difference being consequent upon the larger number of inmates treated at this institution last year, while it was not necessary to materially increase the management staff.

The item of milk will probably not again appear in the financial statement, as milk is now being supplied to all the institutions from their own dairies. Several advantages will accrue from this plan. Including the cost of fodder and cows, the charge will probably be less than when milk was supplied under contract; but the main points are that a pure article can be obtained, which was seldom, if ever, the case under the old system (this is a matter of considerable importance, where so many hospital patients are concerned, who are fed principally on milk diet); and, finally, healthy employment will be afforded to a good many inmates who would otherwise be idle.

During the past year a farm was leased at Glenfield for five years as an auxiliary to the Liverpool Asylum. In order to relieve the overcrowding of this asylum, about 100 of the more robust inmates have been removed to Glenfield, where they are accommodated in tents, which have been floored and made dry and comfortable. A dormitory is also being erected here, in which provision will be made for 60 more inmates. The dairy has been removed to Glenfield, and sufficient cows are kept there to supply the institution fully with milk. Piggeries and a poultry-farm will be worked on an extensive scale at Glenfield during the present year, and these must also be a source of profit, besides which a good supply of eggs and poultry can be obtained for the hospitals. A considerable area has been laid out as a vegetable garden, which will in the course of a few months save any further outlay under this heading. The estate comprises about 1,200 acres, and it is so situated that if the Government should at any future time determine to purchase it, it would be a splendid central site for all the asylums for infirm and destitute men. The result of the experiment tried at Glenfield thus far, as at Newington, shows how desirable it is that these institutions should be so placed at some little distance from any large centre of population, on a sufficient area of land, as to provide those inmates who are able to work with healthy employment. This suggestion, however, was fully dealt with in my report for 1890, in connection with recommendations for the employment and classification of inmates of all the Government institutions under the control of this Department.

The supply of green vegetables from the gardens of the various institutions during the years 1890–91 is set forth in the following table:—

Asylums.	1890.	1891.
	lb.	lb.
Liverpool	20,315	24,896
George-street, Parramatta	11,207	16,112
Macquarie-street, Parramatta	19,008	19,506
Newington	48,138	68,050
Total	98,668	128,564

The supply was upwards of 44 tons in 1890, and 57 tons in 1891, or an increase of 13 tons last year, the principal increase being at Newington, where 19,912 lb. were raised in excess of the supply in 1890.

Defaulting Relatives.

The publicity given in 1891 to the number of persons in the Government asylums whose relatives were well able to maintain them has had a good effect, not so much in securing support for those who were already inmates as in preventing new admissions of this class. Wherever there has been reason to suppose that an applicant should be provided for outside, the relatives have been visited on behalf of the department and persuaded to withdraw the application. A dozen or more such cases have been dealt with during 1891; and there is no reason to suppose that the applicants have suffered in consequence of being compelled to remain with their relatives. The exposure of these abuses of public charity, which have already been made, are, I think, likely to have the result which was intended. The fear of publicity, in conjunction with the careful inquiries made by the officials of this department, and, when that is not practicable, by the police in the country districts, will probably prevent many such attempts to impose upon the Government asylums from being made in future, although the evil cannot be effectually dealt with until there is legislation with regard to it.

Boys' Home at Rydalmere.

In October, 1891, a home for lads of advanced ages who were not suitable for admission into any existing institutions was opened at Rydalmere. The object of this home was to provide for a number of lads who were at that time in a boys' division at George-street Asylum, where it was not considered advisable to keep them, in consequence of their unavoidable intercourse with adult inmates, and for other lads of advanced ages who might require special training and treatment. In the report of this department for 1890 it was stated:—"A recommendation has been made that all these lads should be removed from George-street Asylum, and placed in a separate home with plenty of ground attached to it (apart from any institution for adults) which can be used for others of their class, or who are too old or too vicious to be sent to the children's homes at Mittagong and Parramatta, and in which they could, under a firm experienced matron, or a man and his wife, have good moral training, healthy surroundings, and, when requisite, plenty of hard work. I hope to report next year that it has been carried out. A farm home, with accommodation for about 20 or 25 lads, would meet existing requirements, and their maintenance cost would not exceed the usual reformatory charges." In accordance with this recommendation, suitable premises were selected at Rydalmere, where all the conditions necessary for success existed so far as locality and surroundings were concerned. Twenty-five lads, of ages varying from 12 to 19 years (including 8 then at George-street Asylum), were placed there, under the charge of a matron and wardsman. Thus far, I regret to say, the home has not realised expectations, solely in consequence of defective local management. This, however, is a fault which can be remedied, and there can be no doubt that the home will then do the good work which was expected of it. Up to the period of this report it had not existed long enough to enable me to present any reliable statistics with reference to its probable annual cost; but there is little doubt that it will be within the original estimate. The boys there at present are certainly far better off than they were previously. They attend school daily on the premises, and, with intervals for necessary relaxation and amusement, are as far as possible usefully employed about the grounds. The objectionable features are that these lads, who need to be subjected to very firm discipline, are not under control. They have in consequence on several occasions caused serious

serious annoyance to neighbours; and their defective training in this particular must also, if continued, seriously affect their future. I hope to be able to present a more satisfactory report on this division next year.

THE COTTAGE HOMES FOR DESTITUTE MARRIED COUPLES.

The Cottage Homes for aged destitute married couples, which were opened at Parramatta in 1889, continue to prove a beneficent provision for those inmates of the Government asylums who, having from destitution or bodily infirmities been separated in their old age, have been reunited under this system. The 22 cottages have been fully occupied during the past year, and a good many couples, who really deserve help, have, in consequence of the limited number of homes, still to remain apart in the various institutions. It would be well if private benevolence were more largely exercised in this direction, so that deserving and more robust inmates of the class who occupy the homes might, with assistance, be encouraged to help themselves by means of some light employment, apart from State support, and under the supervision of voluntary agencies. This cannot, for obvious reasons, be done while the homes are wholly maintained by the Government. There are now 44 inmates at these cottages, and the high average cost per head (which, however, as I have pointed out, was £3 14s. 10d. less in 1891 than in 1890) arises largely from many of them being in feeble health, and requiring hospital treatment and medical comforts. The same management cost would also be sufficient for 100 homes, if they existed, and in this particular the capitation charge is necessarily high. The expenditure upon this division last year was £1,157 6s. 10d., exclusive of repairs, against £1,283 3s. 3d. in 1890.

The following table shows the items upon which the principal increases on ordinary institution charges occurred.

	Rations.	Fuel.	Light.	Water.	Hardware.	Clothing.	Sundries.	Salaries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Government Asylum rates per annum for each inmate....	6 4 2¾	0 11 8	0 3 3¾	0 7 3	0 9 0¾	1 5 2½	0 10 8¾	3 1 9½
Cottage Home rates per annum for each inmate.....	9 13 0	1 10 11	1 4 4	1 1 10½	0 15 3¼	2 2 11	2 0 8	8 11 0

A medical officer visits the homes three times a week, prescribes for patients, and sees that all necessary sanitary conditions are observed. The reading-room is well supplied with books and newspapers, and is largely used by the inmates.

THE ADMISSIONS DEPARTMENT.

Return of admissions from 1 January to 31 December in the years 1890–91.

Country Orders.				New Applications.		Readmissions.		Coast Hospital.		Sydney Hospital.		Prince Alfred Hospital.		Totals.	
1890.		1891.		1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.
Police Magistrates	437	439	618	694	886	1,345	1 194	82	98	159	99	56	28	2,963	2,923
Hospitals	190	179													
	627														

There has been a decrease of 40 in the total number of admissions, as compared with the figures for 1890, and this is significant, in view of the reduction, under the same heading, of 273 admissions in 1890 as compared with the figures of 1889, in which year a new method of causing inquiry to be made into applications was adopted. A noteworthy feature is the great falling off in the number of the readmissions during 1891, which refer to those persons who drift in and out of the asylums as their health fluctuates, and who consist principally of the "casual" pauper population of the Colony. It appears from the figures that these casuals last year preferred to remain in the asylums

asylums (which suggests that their life there is not uncomfortable) to migrating, as usual, into the country districts. For example, there was a decrease of 151 in the readmissions of 1891 as compared with 1890, while the discharges in 1891 were 122 less than in 1890, so that there are only 29 of these casuals unaccounted for.

In connection with the new precautions adopted in 1889 for dealing with applications, particularly from the country districts, I explained last year that the result was a very great reduction in the admissions under police magistrates' orders, and certificates from the local hospitals. Previously these were accepted without question, but it became so evident that the Government charity was being abused, that certain conditions, which included a report upon every application, were imposed before any patient was admitted. Admissions of this class fell from 769 in 1889 to 627 in 1890, or a total decrease of 142 in one year. Last year there was a further reduction of nine such admissions.

Particulars of the country admissions, since the system referred to has been in operation, are shown in the following table.

Country admissions, January 1 to December 31, 1889.		Country admissions, January 1 to December 31, 1890.		Country admissions, January 1 to December 31, 1891.	
Police Magistrates ...	514	Police Magistrates ...	437	Police Magistrates ...	439
Hospitals	255	Hospitals	190	Hospitals	179
Total	769	Total	627	Total	618

State Children's Relief Department.

The particulars of the children under this branch on December 31, 1890, and December 31, 1891, are contained in the following table :—

	Boarders.		Apprentices.		Adopted without Payment.		Boarded-out without Payment.		Absconders' List.	
	1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.
Boys	735	718	560	508	53	57	14	12	20	22
Girls	478	501	287	287	86	84	13	6	4	7
	1,213	1,219	847	795	139	141	27	18	24	29

	Unofficial Children.		In Hospitals.		In Cottage Homes.		In Depôt.		Total.	
	1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.	1890.	1891.
Boys	2	0	1	1	43	45	3	1	1,431	1,382
Girls	3	3	3	1	73	77	2	5	949	991
	5	5	4	2	116	122	5	6	2,380	2,373

As the President of the State Children's Relief Board reports annually in a comprehensive manner on the operations of the dependent children's branch of the Department of Charitable Institutions, I have, as usual, only selected sufficient figures to show as briefly as possible the work accomplished in this important division during the year ended December 31, as compared with that of the previous year. The result of the past year's work is very satisfactory. The total number of children under control was reduced by 7 in 1891, and the number paid for only increased 6. The decrease occurred in the apprenticeship

apprenticeship and service divisions, in which the children receive wages, instead of being supported at the cost of the Government, 57 children having been discharged to their own resources. The only children whose maintenance is now paid for are those classed as boarders, and the inmates of the Cottage Hospitals. The number of absconders has increased 5. This list does not include absconders for the past year only, but all those who have hitherto summarily left the control of the department. The children hitherto classed "unofficial"—that is, those who, being above the age at which they could legally be brought under control, surrendered themselves voluntarily to the Board for protection—have been reduced by 2. The number decreased from 14 in 1889 to 5 in 1890, and 2 of these went to service on their own account during 1891.

The Cottage Homes at Parramatta and Mittagong for invalid and crippled children, who were previously inmates of the hospital divisions of the public institutions, or of the general hospitals, continue to operate satisfactorily. The nature of the work at these homes may be judged from the following return of the complaints with which the children were afflicted when they were admitted for treatment.

Abscesses	3	Dysentery	3
Abscesses and swollen glands	1	Dirty habits and sore ear	4
Bronchitis (chronic)	1	Dropsy and rheumatism	3
„	1	Deaf and dumb (change of air)	8
Contraction of leg sinews	1	Diarrhœa	10
Chilled feet	1	Defective palate	2
Cripples	7	Dirty habits	10
Catarrh	3	Deformed and paralyzed	2
Delicate and lame	5	Eruptions	11
„ ophthalmic	10	„ scalp and deformed chest	1
„ partial paralysis	5	„ and bad habits	3
„ running ears	10	„ and scrofulous	2
„ scrofulous	8	„ of scalp	15
Debility (general)	153	Epilepsy	3
„ and turned eye	1	Eruptions of scalp and body	5
Enemia	2	One leg	2
Knee-pan, injury to	1	Spinal disease	9
Fractured limb	1	Strumous	1
Hip disease	4	Semi-idiotic	2
„ and partial paralysis	1	St. Vitus' dance	3
Heart disease	5	Sore leg	3
Hip disease and running ears	1	Sore foot	1
Hand, accident to	1	Sore ear	1
Hand, necrosis of	1	Scrofulous	30
Hip, accident to	1	Scabies	6
Malformed feet	4	Teething	1
„ hands	1	Typhoid	1
Marasmus	2	Ulcers	3
Malformed mouth	1	Weak legs	1
Incontinence of water	5	Whooping cough	9
Necrosis of foot	1	Weak intellect	14
One eye	2	Paralysis	7
Ophthalmia	182	„ of brain	1
„ and scrofulous	7	„ (partial) and spinal disease	1
„ semi-idiotic	1	Running ears	15
„ ulcerated foot	2	„ and skin eruption	5
„ running ears	13	Rheumatism	2
„ and scalp eruption, and general debility	15	Ring-worms	13
Debility (general) and measles	4	Children who have passed through homes as apprentices	53

Four children died at the Cottage Homes, and 16 in the boarding-out division during the year, but this unusually high death-rate was caused by the Board having undertaken the care of foundling and nursing infants since my last report. A good many children of these classes have been removed from the Sydney Benevolent Asylum, and placed with suitable mothers in healthy country districts. Most of these little ones are in delicate health when boarded-out; and although the mortality among such children must always be large,

still

still there can be no doubt that the new method of dealing with them will result in the healthy development of a good many weaklings who would otherwise have succumbed.

The cost per head to the Government of the boarded-out children last year was £13 15s. 10d., or 10d. less than in 1890, and of the Cottage Home children £22 per head, or 2s. 1d. less than in 1890. Both these charges are the lowest on record.

Concluding Remarks.

Several divisions which were included in the report for 1890 are not referred to in this report on the Charitable Institutions for last year. The reason is that they have been deemed of sufficient importance to be created into separate departments. A Labour Bureau, for instance, has been brought into existence, and has taken charge, under a permanent system, of the unemployed, who were previously dealt with periodically in the Charities Department, as the occasion arose. The hospital subsidies and matters connected therewith have also been transferred to the Department of the Medical Adviser to the Government, to which it was considered they properly belonged.

A new branch, which is of the highest importance to the community has, however, been affiliated to the Department of Charitable Institutions, and will be in operation in the course of a few days. I allude to the division which has been brought into existence under the Children's Protection Act. This measure is intended to remedy several very grave abuses, and it will be necessary to administer it with great tact and discrimination, in order that it shall not be inquisitorial. It provides for the prevention of baby-farming, and for heavy penalties upon unregistered foster-mothers who take in young children to nurse. It also makes provision for the better regulation and inspection of lying-in homes, and if it is faithfully carried out it should separate these establishments from lying-in homes which are believed to combine criminal malpractice with the legitimate business. Other sections of the Act provide for the registration of still-born infants, and the protection of children under 16 years of age who may be employed in amusements of a dangerous nature. The boundaries of the districts in which the Act is to be first enforced have been proclaimed; the necessary regulations have been approved by the Colonial Secretary; the administrative staff has been appointed; so that all the preliminary steps necessary to give effect to the measure have been taken. Some hundreds of homes will probably be brought under control of the Act before the expiration of the present year.

Before closing this report I respectfully draw attention to the "outlines of necessary legislation" set forth in my report for 1890 (pp. 40 to 46). Until there is legislation somewhat on the lines of the recommendations therein made, the Government Institutions for Infirm and Destitute in this Colony cannot be administered with thorough efficiency, nor can the State be fully protected against imposition on the part of inmates and their relatives, and in other important particulars.

In conclusion, I beg to tender thanks to the gentlemen at the head of the various Government Departments and other public officials who have, as usual, rendered me valuable assistance in connection with the duties of my office, and the management of the various branches of the Department of Charitable Institutions.

I have, &c.,

SYDNEY MAXTED,

Director, Department of Charitable Institutions.

SCHEDULE A.

Weekly Dietary—Compiled from dietary scale (weight).

Remarks.—Hospital dietary to be regulated by Medical Officer; and general record to be kept for inspection in diary. Wines, beer, and spirits to be issued only under authority of Medical Officer, except in cases of emergency.

Day.	Breakfast.	Dinner.	Tea.
Sun.	1 pint coffee.* 1 pint porridge, made with 2 oz. maizemeal or oatmeal, and 1 oz. treacle or sugar, at discretion of Superintendent. 4 oz. bread.†	Irish stew, made with 14 oz. mutton (including bone weight), 12 oz. potatoes, and other vegetables, onions, and herbs, 1 oz. flour. 4 oz. bread. Cabbage.	1 pint tea, made with ⅛ oz. tea, ¾ oz. sugar, ½ gill milk. 6 oz. bread. 1 oz. honey.
Mon.	1 pint tea, made as for Sunday's tea. 6 oz. bread. 1 oz. jam.	14 oz. beef, roasted. 12 oz. potatoes. 2 oz. bread. 6 oz. pudding.‡	1 pint tea. 6 oz. bread. 1 oz. treacle.
Tues.	1 pint porridge, 1 pint tea, } made as above. 4 oz. bread.	Haricot, 14 oz. mutton and necessary vegetables. 4 oz. bread. 1 pint soup, made from liquor of beef bones of previous day, with 1 oz. barley, rice, or pease meal, and other vegetables.	1 pint tea. 6 oz. bread. 1 oz. jam.
Wed.	1 pint coffee.* 6 oz. bread. 1 oz. treacle.	14 oz. boiled beef, with soup made as at present. 12 oz. potatoes. 4 oz. bread.	1 pint tea. 6 oz. bread. 1 oz. honey.
Thurs.	1 pint tea, 1 pint porridge, } made as above. 4 oz. bread.	Curry, 14 oz. mutton and necessary seasoning. 12 oz. potatoes—rice may be substituted for potatoes. 4 oz. bread.	1 pint tea. 6 oz. bread. 1 oz. treacle.
Fri.	1 pint coffee.* 6 oz. bread. 1 oz. honey.	14 oz. beef (weight includes bone), minced. 12 oz. potatoes. 4 oz. bread. Cabbage.	1 pint tea. 8 oz. currant cake, made with same ingredients as pudding.
Sat.	1 pint tea, 1 pint porridge, } made as above. 4 oz. bread.	Repeat Tuesday's dinner.	1 pint tea. 6 oz. bread. 1 oz. treacle.

* One pint coffee, made with ¼ oz. coffee, ¾ oz. sugar, ½ gill milk.

† Bread to be cut up and served out in its proportions for each meal.

‡ Receipt for bread pudding for 250 men, each to receive about 8 oz.:—Bread, 50 lb.; flour, 12½ lb.; suet, 8½ lb. (dripping should be used when practicable); sugar, 8½ lb.; currants, 8½ lb.; spice, 2 oz. These quantities absorb 3 buckets of water. To be divided for boiling into puddings of required size. Daily record of breakfast, dinner, and tea to be entered in book kept for that purpose.

P.S.—The foregoing to form basis of diet, which may be so regulated or altered, at discretion of Superintendent, as to suit convenient working of establishment, so long as it is not inferior in quality and quantity, and is of the same general character.

Daily dietary scale for unemployed men:—14 oz. bread, 14 oz. meat, 12 oz. vegetables, 1½ oz. sugar, 1 gill milk, ¼ oz. tea, 1 oz. jam, treacle, or honey, for tea, and same for breakfast with bread, when no porridge; 1 oz. pepper and 20 oz. salt for every 100 full daily rations. Any inmate requiring more bread at any meal should at once inform the Superintendent, or any person authorised to receive request.

Men actively employed, such as cooks, laundrymen, gardeners, labourers, &c., may be allowed 1 pint coffee, 1 oz. cheese, 4 oz. bread, in addition to authorised scale—only when no spirits or beer are granted. The medical officer may order any extra articles of diet he may deem necessary in particular cases.

Daily dietary scale for working men:—16 oz. bread, 16 oz. meat, 12 oz. potatoes, 1½ oz. sugar, 1 gill milk, ¼ oz. tea, 1 oz. jam, treacle, or honey for tea, and also for breakfast with bread, when no porridge.

Sydney: Charles Potter, Government Printer.—1892.

1892.

NEW SOUTH WALES.

STATE CHILDREN'S RELIEF DEPARTMENT.

REPORT

OF THE

PRESIDENT, THE HON. ARTHUR RENWICK, M.L.C., B.A., M.D., F.R.C.S.,E., &c., &c.,

FOR THE

YEAR ENDING 5 APRIL, 1892.

Presented to Parliament, in accordance with the provisions of Act 44 Vic. No. 24.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

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REPORT.

The President of the State Children's Relief Board to The Colonial Secretary.

Charitable Institutions of New South Wales,
State Children's Relief Department,
Central Home, Paddington, 5 April, 1892.

Sir,

In accordance with the provisions of section 12 of Act 44 Vic. No. 24, I have the honour to present for the information of Parliament my eleventh Annual Report, containing a history of the operations of the State Children's Relief Branch of the Charitable Institutions of New South Wales during the year ended 5th April, 1892. On the eve of my departure for Europe it is very gratifying to me, after eleven years' voluntary service as President of this Department, to be in a position to say that its history presents an unbroken record of successful progress since the initiation of the boarding-out system in this Colony in 1881, and that the advantages of the measure which substituted the family method of training dependent children for the system which previously prevailed in large institutions is now universally acknowledged, not only in New South Wales, but also in the most important of the neighbouring colonies, so that there is practically a uniform national policy of dealing with the children of the State throughout Australia.

Before proceeding to deal with the statistics of the department, brief allusion is necessary to several questions to which reference has been made in my previous Reports, in connection with recommendations for consolidating the existing institutions for State children, and other cognate matters of importance. The only Government institutions for the young which are not now under the control of the State Children's Relief Board are the Industrial Schools and Girls' Reformatory. So far as I am aware, no fault can be found with their administration, but after eleven years experience I see no reason to alter the opinion, which I have emphatically expressed in every Annual Report that I have yet presented to Parliament, that they should be governed by one agency, instead of three as at present. The advantages of a uniform method of control have been frequently pointed out, and they are indeed too obvious to need further explanation. I have reason to know that we have very little to learn from the neighbouring colonies with regard to the management of the Charitable Institutions generally; but in the particular I have just remarked, both Victoria and South Australia are decidedly ahead of New South Wales. There both methods of dealing with State children have been tried, and their management was only fully successful when they were controlled by a single organisation. In South Australia the agency which deals with the boarding-out division and the Industrial and Reformatory Schools is designated the State Children's Relief Council; and in Victoria it is termed the Department of Industrial and Reformatory Schools. There is no division of interests in any respect; and I know from personal observation and inquiry that the systems work with perfect harmony.

A reformatory for boys has not yet been established, but a decided step in advance in that direction has been made by the Premier, whose very practical proposals, I am informed, will probably be consummated immediately after his return from England. The want of such an establishment for the treatment of young criminals has been so urgently impressed upon Parliament by me year after year, that I make no apology for again giving it special prominence. The Premier has, I am glad to say, taken a strong personal, as well as official, interest in

in this matter. He has visited the buildings at Rookwood, which were erected some years ago for a reformatory at a cost altogether of something like £25,000, and which have since been allowed by successive Governments to remain idle, and has decided that, with some inexpensive alterations, they can be utilised for their original purposes. Parliament has voted £5,000 for these alterations, and the necessary plans have been prepared by the Government Architect. The Principal Officer of the State Children's Relief Department was directed to report fully upon the Ballarat Reformatory, with a view to including the best features of that establishment in any system which might be adopted in the mother colony. There is no necessity for legislation in order to bring a reformatory into operation at once, as under the existing Act the Rookwood buildings could be proclaimed a reformatory school, after the alterations already referred to have been effected. The present Act certainly requires amendment in several important particulars, for the purpose of depriving the institution of any penal features in connection with the management; but that is a matter which may be dealt with after the prime object of the existing law is fulfilled. The proposed reformatory has recently been the subject of an official controversy in which, as a matter of public duty, I have reluctantly been compelled to take part. I mention this here, because those who have opposed the establishment of the institution have fallen into the singular error of supposing that it is essentially a prison; and that any lad committed to it must necessarily remain an inmate for the full period of his sentence. Neither of these premises is correct. I venture to say that under proper management no lad need remain an inmate of the probationary division, which is the only section in which confinement is at all possible, for a longer period than a few days. This is the invariable experience in all well-managed institutions of this class. And under the State Children's Relief Act any lad can be removed as soon as his reformation is believed to be sufficiently accomplished, and either returned to his friends, or placed at service at wages. It is not, however, my intention to enter into details here; I merely mention these two points because they have been prominently placed before the public by professing social reformers, who have openly proclaimed their belief that the separate treatment of young criminals in gaol is preferable to and likely to be more successful than their attempted reformation under a proper system of family classification in reformatory schools.

Since my previous report a measure of considerable importance to the community has been dealt with by the Legislature. I have frequently urged upon the attention of Parliament the necessity of passing a law for the prevention of baby-farming, and other social abuses connected with lying-in homes. The statistics furnished from the Sydney Benevolent Asylum authorities in connection with both these matters last year disclosed such a shocking state of things that two Bills were introduced in the Legislature—one by the late Attorney-General, and the other by a private member of the Legislative Assembly—with the object of providing a remedy. Both measures were referred to a Select Committee of the Legislative Council, of which Committee I was a member; and the outcome of the labours of that body was the introduction into the Legislative Assembly of the Children's Protection Act, which was almost unanimously adopted by both Houses of Parliament. This measure will become law as soon as the necessary proclamations are published in the *Gazette*, which will probably be in the course of a month or two. There has been no more necessary or useful social legislation than this Act for many years past. It provides heavy penalties against unlicensed foster-mothers who may take in young children to nurse, and as it also places their homes under official inspection, the evils arising from baby-farming should soon cease to exist. It also places under subjective control and supervision

all

all establishments legally classed as lying-in homes, and which in many cases are known to include malpractices of a criminal character as well. The measure further provides for the registration of still-born infants, and finally for the protection of children under 16 years of age who may be employed in amusements of a dangerous character. The administration of this measure has been placed under the direction of the Principal Officer of the State Children's Relief Department, and its results should be looked forward to with considerable interest. Due care has been taken, in framing the Act, that while it provides safeguards against the very serious abuses with which it is intended to deal, it shall not be inquisitorial in its operation if honestly administered.

The statistics of the State Children's Relief Department show that up to 5th April, 1892, 4,384 children have been boarded out from the institutions in this Colony which were wholly or in part supported from the Consolidated Revenue. One thousand nine hundred and eighty-eight of these children had been discharged to their parents, and in other ways from the control of the Board, and the number under control on 5th April was 2,396.

The following table shows the rate at which the number of children under the care of the Board has increased annually since the initiation of the boarding-out system in 1881 :—

Under control on	Supported by Government.			Adopted without payment.			Apprenticed.			Total under control.		
	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.
5 April, 1881.....	24	35	59	...	...	...	...	...	...	24	35	59
5 ,, 1882.....	40	60	100	...	3	3	...	...	...	40	63	103
5 ,, 1883.....	118	174	292	1	10	11	...	4	4	119	188	307
5 ,, 1884.....	221	289	510	6	15	21	5	16	21	232	320	552
5 ,, 1885.....	523	363	886	15	35	50	26	64	90	564	462	1,026
5 ,, 1886.....	614	411	1,025	28	65	93	137	111	248	779	587	1,366
5 ,, 1887.....	741	473	1,214	49	74	123	309	156	465	1,099	703	1,802
5 ,, 1888.....	793	485	1,278	52	84	136	357	189	546	1,202	758	1,960
5 ,, 1889.....	815	526	1,341	61	93	154	440	238	678	1,316	857	2,173
5 ,, 1890.....	805	543	1,348	62	96	158	513	265	778	1,380	904	2,284
5 ,, 1891.....	807	566	1,373	67	91	158	543	295	838	1,417	952	2,369
5 ,, 1892.....	776	613	1,389*	69	94	163†	545	299	844‡	1,390	1,006	2,396

* This total includes 6 children in Hospital, 133 in Cottage Homes, 5 children in Depôt, 19 children under 3 years paid for at 7s. per week, 1 delicate child at 6s., 1 delicate child at 7s. per week, 17 infants paid for at 8s. per week, and 7 infants paid for at 10s. per week.

† This total includes 18 children who are classed as "Boarders without subsidy," that is, placed with guardians who, as in the case of adopted children, do not receive payment for maintenance.

‡ This total includes 35 absconders, whose names still appear upon the books, and 2 children classed as unofficial.

It will be seen by this table that as there were 1,373 children supported by the Government on 5th April, 1891, there has only been an increase of 16 in the number of dependent children maintained by the State during the past year, a result which is really remarkable considering the large amount of distress which has prevailed for some time past among the industrial classes of the community. The total number of children under control in all divisions (including apprentices) on 5th April, 1891, was 2,369 ; and at the same period this year 2,396, so that the total increase among the wards of the department was only 27 ; 474 children were removed from institutions, and placed in homes, principally in the country districts, during the past year, as against 494 in the previous year. All these figures serve to show that notwithstanding the difficulty of obtaining employment, which has compelled the Government recently to distribute charity among a large number of deserving families, parents have not been unduly relieved of the care of their children. Wherever it has been possible, widows applying to be relieved of their offspring have been referred to the Benevolent Society for outdoor relief, in order that the parental tie should not be broken. There has been an increase of six in the apprenticing division ; and five among the young children who have been placed with persons in fairly good circumstances for adoption without payment.

On 5th April, 1891, there were 1,417 boys and 952 girls under the care of the Board; 258 boys and 216 girls were boarded-out during the past year; 8 boys and 8 girls died; 123 boys and 90 girls were discharged to relatives who were reported, after due inquiries, to be fit to have their children restored to them; 5 boys were sent to the "Vernon" after having been found unmanageable in homes; 6 boys and 3 girls were returned to Asylums for various causes; 2 girls were sent to the Sydney Female Refuge; 1 to Shaftesbury Reformatory, because she was an incorrigible thief; 17 boys were placed in the new Home for Boys at Rydalmere, established for the purpose of receiving a number of lads from the Government Asylums; 2 of the elder lads were sent to the George-street Asylum for medical treatment, because they were of an age that rendered it inadvisable to place them in the Cottage Home for Invalids where the sexes are mixed; 6 boys and 1 girl absconded during the year; and 118 boys and 57 girls were discharged to their own resources in consequence of their periods of service having expired. The total discharges were consequently 447 (285 boys, and 162 girls); and there were thus, on 5th April, 1892, 2,396 children under control (1,390 boys, and 1,006 girls). The children who are paid for include the following:—6 in hospital; 133 in the Cottage Homes for Invalids at Parramatta and Mittagong; 5 at the Central Home, Paddington; 19 under 3 years of age, who are paid for at the rate of 7s. a week; 2 delicate children, paid for at the rate of 6s. and 7s. a week respectively; 17 infants at 8s. a week; and 7 infants at 10s. a week; the balance of the 1,389 in the Subsidy Division being paid for at the regular rate of 5s. a week each. The Board having dealt more largely with foundling children during the past year, the mortality has, of course, increased in a corresponding degree; but it is still satisfactory to know that a number of children of this class have thriven in country districts who would probably have succumbed if they had been permitted to remain in the institutions.

The Annual Financial Statement shows very satisfactory results. Deposits amounting to £28,460 have been received from the Treasury, and there was a credit balance in bank from the previous year of £859 16s. 6d., making a total income of £29,319 16s. 6d. The balance in bank from this sum on 5th April, 1892, was £1,609 8s. 7d. The gross expenditure was consequently £27,710 7s. 11d. The gross cost of the Boarding-out Division was £20,267 15s. 2d., or £156 0s. 9d. less than in 1891. The daily average number of children out as boarders during the year was 1,417, and the gross average cost per head was, therefore, £14 6s. 1d., against £14 6s. 10d. in 1891. The receipts from parents' payments were £724 9s. 8d.; and after deducting this from the gross capitation cost, the actual cost per head has been £13 15s. 10d., or 10d. less than last year; and this is the lowest charge recorded since the initiation of the system. This result is a further endorsement of the statement which I made last year, namely, that the boarding-out system is effecting a saving to the State of quite £15,000 per annum upon the maintenance cost of dependent children, as compared with the charges when they were dealt with in large institutions. The balance of the gross expenditure of the department will be found set forth in detail under the headings of the various divisions of this Report.

The medical fees amount to only £211 0s. 4d., as against £207 1s. 7d. in 1891, and the thanks of the Board are again due to members of the medical profession for the philanthropy which they have as usual displayed in their dealings with the department. It will be seen that the average charge for medical attendance for the year has only been about 3s. per child. The medical and nursing staffs of the Sydney and country hospitals also deserve the thanks of the Board for the care and kindness bestowed upon the children temporarily committed to their care during the year.

The following is the classification of the guardians' occupations:—Agents, 3; auctioneer, 1; accountant, 1; attendants, 4; architect, 1; bushman, 1; blacksmiths, 3; booksellers, 1; butcher, 11; bricklayers, 4; brickmakers, 4; boilermaker, 1; bootmakers, 7; bootfinisher, 1; bakers, 5; builders, 6; bank managers, 5; conductor, 1; coachsmith, 1; collectors, 3; compositor, 1; cutter, 1; coach proprietors, 3; Civil Servants, 11; confectioner, 1; cordial manufacturers, 3; coach builders, 3; carters, 7; contractors, 16; carpenters, 19; constables, 9; caretaker, 1; commissioner, 1; clergymen, 13; chemists, 3; clerks, 12; Clerks of Petty Sessions, 2; commercial travellers, 3; cabmen, 3; domestics, 215; dressmakers, 14; dairymen, 15; dealers, 3; drapers, 2; draftsmen, 4; doctors, 4; engineers, 4; farmers, 656; fishermen, 2; firemen, 1; fruiterers, 1; graziers, 16; gas-fitters, 2; gatekeeper, 1; grocers, 15; grooms, 6; gardeners, 10; gunsmith, 1; glaziers, 2; greengrocer, 1; hair-dresser, 1; householders, 52; homœopathist, 1; independents, 30; instrument maker, 1; joiners, 2; journalist, 1; labourers, 24; librarians, 2; laundresses, 9; lighterman, 1; missionary, 1; millers, 2; miners, 27; machinist, 1; moulders, 3; magistrate, 1; monumental masons, 3; music teacher, 1; merchants, 4; milliner, 1; nurses, 5; orchardists, 33; organist, 1; poultry farmer, 1; photographer, 1; painters, 3; post and telegraph masters, 7; porter, 1; platelayer, 1; printers, 2; plasterers, 3; plumbers, 5; produce merchants, 2; quarrymen, 3; registrar, 1; railway employees, 24; saddletree maker, 1; stonemasons, 5; saddlers, 9; shopkeepers, 25; shipmasters, 3; squatters, 7; shipwright, 1; selector, 1; stationer, 1; solicitor, 1; stewards, 4; sheriff's bailiff, 1; sailors, 3; teachers, 24; tailors, 10; timber merchants, 2; vignerons, 3; wheelwright, 1; warders, 6; watchmaker, 1. Total, 1,514 guardians.

It will be seen from the foregoing list that care continues to be taken to place the children with foster parents who may fairly be assumed to be above the pressure of poverty. There are 656 farmers' homes, which is an increase of 63 on the previous year's figures. The guardians of this class either own their farms or are well-to-do tenant farmers.

Children are placed out in the undermentioned districts in the numbers stated:—Ashfield, 10; Arncliffe, 3; Annandale, 11; Auburn, 3; Albury, 4; Albion Park, 5; Adamstown, 2; Armidale, 10; Balmain, 94; Bowning, 1; Berrima, 4; Botany, 1; Burwood, 15; Bexley, 4; Balmoral, 10; Bowral, 20; Bundanoon, 1; Bungonia, 3; Braidwood, 4; Binda, 1; Bulli, 8; Berry, 17; Boolong, 1; Bungendore, 4; Bega, 7; Bathurst, 15; Burdenda, 1; Brewongle, 3; Blacktown, 1; Branxton, 28; Ballina, 2; Croydon, 2; Camperdown, 20; Canterbury, 1; Campbelltown, 5; Collector, 5; Canowindra, 1; Crookwell, 15; Canley Vale, 5; Camden, 24; Cootamundra, 22; Clifton, 1; Cambewarra, 8; Cooma, 1; Cargo, 6; Cudal, 8; Clarencetown, 7; Charlestown, 1; Cessnock, 1; Clarence River, 1; Clunes, 2; Cooranbong, 4; Deniliquin, 1; Dapto, 8; Dungog, 6; Denman, 1; Douglas Park, 2; East Maitland, 15; Eureka, 1; Forbes, 15; Farley, 1; Glebe, 13; Gladesville, 11; Gulgong, 1; Goulburn, 221; Grabben Gullen, 12; Granville, 37; Guildford, 2; Gunning, 13; Gerringong, 10; Girilambone, 2; Gunnedah, 1; Glen Innes, 2; Gosford, 3; Greta, 2; Hunter's Hill, 13; Hurstville, 8; Hexham, 6; Hinton, 3; Hay, 1; Hartley, 1; Hawkesbury River, 49; Islington, 3; Jugiong, 2; Junee Junction, 6; Jamberoo, 19; Kogarah, 8; Kangaloon, 6; Kiama, 14; Kangaroo Valley, 13; Leichhardt, 58; Liverpool, 5; Lambton, 9; Lismore, 5; Manly, 3; Marrickville, 33; Macdonaldtown, 15; Mummel, 14; Menangle, 4; Minmi, 6; Mittagong, 43; Moss Vale, 13; Marulan, 6; Murrumburrah, 3; Milton, 26; Moruya, 2; Mulgrave, 17; Mudgee, 2; Molong, 2; Mary Vale, 1; Miller's Forest, 24; Morpeth, 5; Muswellbrook, 4; Manning River, 2; Macleay River, 2; Narrabri, 1; Nevertire, 1; Nelson, 2; Narrawa,

Narrawa, 2; Newtown, 31; Nowra, 25; Newcastle, 53; Nelson's Plains, 10; Oberon, 3; Orange, 6; Pyrmont, 11; Paddington, 27; Parramatta, 90; Petersham, 29; Picton, 43; Pitt Town, 31; Penrith, 9; Pyree, 1; Queanbeyan, 14; Rockdale, 3; Rookwood, 23; Redfern, 23; Ryde, 6; Randwick, 1; Riverstone, 31; Richmond, 2; Rooty Hill, 2; Raymond Terrace, 13; Summer Hill, 16; Sydney, 9; Singleton, 12; Surry Hills, 24; St. Leonards, 50; Shellharbour, 3; Sassafras, 3; Stockton, 5; Scone, 4; Swan Bay, 3; Tarlo, 4; Taralga, 7; Tarago, 6; Tumut, 7; The Valley, 1; Tomago, 1; Tamworth, 6; Tirranna, 2; Thirlmere, 7; Teralba, 1; Waverley, 17; Woolloomooloo, 5; Woollahra, 9; Waterloo, 20; Wheeo, 28; Watson's Bay, 11; Windellama, 6; Wagga Wagga, 6; Wollongong, 17; Windsor, 36; Waratah, 10; Wilberforce, 9; Wellington, 4; Wallsend, 7; Wickham, 12; Woodville, 14; William Town, 5; West Maitland, 62; Wollombi, 5; Woy Woy, 1; Wyee, 1; Yass, 3. Total, 2,217 children.

Eight hundred and sixty-six persons have applied for State children during the year, against 906 in 1891. Six hundred and forty-nine applications have been for Protestant children, and 217 for Roman Catholics. In the former division, 501 children were required as boarders, 292 as apprentices, and 23 for adoption; and, in the latter, 187 children were applied for as boarders, 84 as apprentices, and 11 for adoption. Of the 866 applications received 664 were inquired into by Inspectors, the result being that 512 were approved, and 152 were refused, in very many cases because the applicants were found to be of improper character, although they all managed to produce testimonials of respectability from clergymen and magistrates.

Eleven meetings of the Board have been held during the past year, at which the attendance has been as follows:—The President, 11; Mrs. Garran, 11; Lady Windeyer, 9; Mrs. Austen, 9; Lady Manning, 8; Mrs. Goodlet, 8; Lady Allen, 5; Hon. W. J. Trickett, M.L.C., nil; Hon. T. M. Slattery, Esq., M.P., nil.

The following is the usual list of lady visitors, under whose supervision the homes are placed in various parts of the Colony:—Armidale, Mrs. Allingham, Mrs. K. H. Donnelly, Mrs. S. A. Kearney, Mrs. M. Pattrick, Miss E. Wormersley; Annandale, Mrs. Arquimbau; Bowral, Mrs. J. C. Bagot, Mrs. Debenham; Bega, Mrs. Spencer, Mrs. Evershed; Balmain, Mrs. J. Dixon, Mrs. Youll; Branxton, Mrs. J. A. Tulloch, Mrs. Bercini, Mrs. E. Smith; Bundanoon, Mrs. Osborn; Bathurst, Mrs. Webb; Berrima, Mrs. G. Sheppard, Mrs. Wilshire; Bethungra, Mrs. M. Sawyer; Baulkham Hills, Mrs. W. M. Best; Burwood, Mrs. Henry Fraser, Mrs. James Inglis; Breadalbane, Mrs. J. Cropper; Broughton Creek, Mrs. E. Morris, Mrs. English; Boolong, Shoalhaven, Miss Grant; Burrowa, Mrs. Campbell; Barraba, Tamworth, Mrs. Kidd; Braidwood, Mrs. O'Brien; Cootamundra, Mrs. J. Barnes, Mrs. E. Barnes, Mrs. W. H. Matthews; Camden, Mrs. Chas. Furner; Cassilis, Mrs. Traill; Cooma, Mrs. Druitt; Carlingford, Mrs. F. C. Cox, Mrs. Neil Harper; Cambewarra, Mrs. Brennan; Collector, Mrs. Robt. Beit; Cowra, Mrs. Jobson; Cessnock, Mrs. M'Donald; Campbelltown, Mrs. Kidd, Miss Kidd; Deniliquin, Mrs. H. M'Cullough, Mrs. J. B. M'Arthur, Mrs. A. H. Noyes, Mrs. J. E. Taylor, Mrs. T. T. G. Watson; Dungog, Mrs. M. Day, Mrs. Waller; Dalton, Mrs. H. T. Beresford; Forbes, Mrs. Raymond, Mrs. Dunn; Goulburn, Mrs. de Lauret, Mrs. Ross, Mrs. Craig, Miss Andrews, Mrs. Oliver, Miss Wallace, Mrs. Barber, Mrs. Gillespie, Mrs. M'Killop, Mrs. Bell; Glebe, Mrs. Munro; Grafton, Mrs. M'Dougall; Gladesville, Mrs. Lumsdaine; Guildford, Mrs. Barber; Granville, Mrs. E. B. Docker, Mrs. Giles; Gunning, Mrs. Saxby, Mrs. Selwyn Pembroke; Gresford, Mrs. Logan; Greendale, Mrs. Whittingham; Gerringong, Mrs. Heighway; Hunter's Hill, Mrs. Bailey; Junee Junction, Mrs. Ross; Junee, Mrs. Studds; Kangaroo Valley,

Valley, Mrs. Hetherington; Kogarah, Mrs. Balcombe, Mrs. P. Lacey, Mrs. Grosvenor; Kempsey, Mrs. S. Verge, Mrs. M. A. Verge, Mrs. Minnet; Kingsdale, Mrs. Fred. Sheppard; Lismore, Mrs. M. Barrie; Lane Cove, Mrs. P. F. Richardson; Liverpool, Mrs. Tillett; Maclean, Mrs. M'Innes; Moss Vale, Mrs. Barcroft; Maitland West, Mrs. J. D. Prentice, Mrs. M. Smith, Mrs. Trenchard, Miss A. Wolfe, Mrs. W. G. Lipscombe; Manly, Miss Willis, Mrs. M'Hardy; Menangle, Mrs. Onslow; Morpeth, Mrs. Goddard; Murrumburrah, Mrs. Geo. Barnes, Mrs. C. Cutliffe, Mrs. Macanish; Mittagong, Mrs. F. C. Williams, Miss Burke, Miss Beaumont, Mrs. Murray; Mudgee, Mrs. Bentzen, Mrs. Loneragan; Marulan, Mrs. E. A. Mosley; Moruya, Mrs. Archibald; Milton, Miss J. Kendall; Marrickville, Mrs. Hill, Mrs. Dolman, Miss Dolman, Mrs. J. J. Rubie, Mrs. Gardiner; Merriwa, Mrs. Armstrong; Newcastle, Mrs. Weatherill, Mrs. J. Harris, Mrs. Ireland, Mrs. M'Donnell, Mrs. Cuthbertson; Numba, Mrs. Morton; Nowra, Mrs. J. Best; Nelson's Plains, Mrs. Garland; O'Connell, Mrs. H. T. Holliday; Orange, Mrs. James Dalton; Oberon, Mrs. Metcalfe; Parramatta, Mrs. W. J. Günther, Mrs. Hugh Taylor, Mrs. Hawkins, Mrs. Bowden, Mrs. Inglis; Penrith, Mrs. F. E. Lethbridge, Mrs. Ewan; Paterson, Mrs. Graham; Picton, Mrs. Gibson, Mrs. Sheppard, Mrs. W. R. Antill, Mrs. Noake; Prospect, Mrs. F. Smart; Petersham, Mrs. Dwyer; Queanbeyan, Mrs. George Campbell, Mrs. G. P. Smith, Mrs. Willans, Mrs. Emery; Redfern, Mrs. Boyce; Raymond Terrace, Mrs. Smith, Mrs. John Richardson; Ryde, Mrs. Collingridge; Richmond, Mrs. Onus, Miss Onus; Rookwood, Mrs. E. A. Colvin; Rooty Hill, Mrs. Mackay; Rouse Hill, Mrs. M. Pearce; North Sydney, Mrs. Atchison, Mrs. T. O'Sullivan; Sutton Forest, Mrs. M. A. Badgery, Mrs. A. G. Stoddart; Stroud, Mrs. M'Kenzie, Mrs. Rushworth; Scone, Mrs. A. C. Thomas; Surry Hills, Mrs. Hargraves, Mrs. E. D. Madgwick; Stockton, Mrs. S. W. Smithe; The Burrier, Mrs. Thompson; Tamworth, Mrs. Middleton, Mrs. Wiseman; Taralga, Mrs. T. A. Loder; Tumut, Mrs. Thompson, Mrs. A. K. Josephson, Mrs. A. M. Brown; Thirlmere, Mrs. Picard; Windsor, Mrs. A. B. Johnstone, Mrs. and Miss Hall, Mrs. W. Dean; Wollongong, Mrs. Finlayson; Woollahra, Miss Dean, Mrs. Newton, Mrs. Gerber; Wallsend, Mrs. Neilson; Waverley, Mrs. A. T. Simpson; Wallerawang, Mrs. Abbott; Wellington, Mrs. D. Herbert, Mrs. Marsh, Mrs. Rodda; Wagga Wagga, Mrs. H. B. Fitzhardinge, Mrs. G. Coleman; Windeyer, Mrs. Mallon; Wiseman's Ferry, Miss Laughton; Watson's Bay, Mrs. Stiles; Yarrunga, Mrs. Throsby, Mrs. P. F. Hart; Young, Mrs. Tucker, and Mrs. Healy.

There has been a slight improvement in the voluntary oversight of the homes as compared with the previous year's figures; but still it has not been up to the standard that ought to be secured, considering the number of lady visitors, and the importance of the work of benevolence in which they are engaged. The following figures indicate the number of visits paid by the honorary visitors during each of the four past years:—1889, 1,356; 1890, 1,292; 1891, 1,225; 1892, 1,383. The official inspectors made 4,906 visits to the children, so that, altogether, there has been an average of $2\frac{3}{4}$ visits to each child. Two persons have been fined for ill-using children; but the treatment of the little ones on the whole has been satisfactory.

The Board has as usual endeavoured to reduce the number of children in every house without separating families. The statistics of 1892 show:

1,068	homes	with	1	child				
256	„	„	2	children,	including	142	with	children of one family
124	„	„	3	„	„	40	„	„
65	„	„	4	„	„	8	„	„
1	„	„	5	„	„	1	„	„

1,514 homes, containing 2,217 children (exclusive of 35 absconders, 6 in hospitals, 133 in cottage homes for invalid children, and 5 in the Depôt). Total., 2,396.

One

One hundred and ninety families have thus been prevented from separating by each being placed with one guardian.

Excluding the homes containing one family there are now:

1,068	homes	with	1	child	
114	„	„	2	children	each
84	„	„	3	„	„
57	„	„	4	„	„

1,323 homes, containing 1,776 children (1½ average, the same as last year).

Nursing Children.

Reference was made, in a general way, in my previous Report, to the fact that the Board had determined to try the experiment of placing nursing infants with healthy women in country districts, where they would have a better chance of life than if they remained in public institutions. Previously they were, in nearly every instance, dealt with at the Sydney Benevolent Asylum, where, notwithstanding the most tender care, the close surroundings, and other unpreventable causes, naturally tended to prevent the healthy devolopment of these weaklings. Special homes have to be selected for such children, and extra rates paid for their maintenance, and the trouble of rearing them, until they are old enough and sufficiently strong to be transferred to the ordinary boarding-out division. During the period under notice there were 30 such children under control, and the total cost of their maintenance and clothing was £777 10s.; the average capitation cost for the year being £25 18s. 4d. Thus far the experiment has very successful; but I shall in my next Report be in a better position to speak positively of its probable permanent results; and to give more reliable statistics than I can at present of the relative mortality rates among such children when boarded-out, and when dealt with in the Asylums. Writing from a medical view-point, I have no doubt whatever of what the results must be; and, indeed, so far, they have fully justified the Board's expectations.

Adopted Children.

At the end of the official year 1891 there were 140 young children placed with fairly well-to-do, and in several cases wealthy persons, for adoption without payment. On 5th April, 1892, the number had increased to 145. Their religious classification is as follows:—Protestants, 54 boys, and 76 girls; Roman Catholics, 4 boys, and 11 girls. Total, 58 boys and 87 girls. By this branch of the boarding-out system a sum of £1,885 per annum is saved to the State, in addition to which nearly all these children have good prospects of advancement in life; as for all practical purposes they are the guardian's own children. The number of children placed out in this division would have been larger, but the Board has to be careful not to inflict injustice on the foster parents; and can only place out little ones who are orphans, or are certain not to be reclaimed at any time by parents. The inspection of this branch of the boarding-out system is so adjusted that the children shall not be enlightened as to their relationship to their guardians; but they are led to believe that they are natural members of the families with whom they are placed.

Apprenticed Children.

On 5th April, 1891, there were 838 apprentices under control. The number had increased to 844 on 5th April, 1892. In my last Report I pointed out that there were still 6 of the old Orphan School apprentices under control; that is, children who were sent to service direct

direct from these institutions without the intervention of this department; and when the schools ceased to exist were handed over to the supervision of the State Children's Relief Board. These 6 children, having completed their indentures, have been discharged to their own resources, and there is consequently not any child under State control who was formerly an inmate of the Protestant and Roman Catholic Orphanages. In the apprenticing division generally 94 boys and 49 girls have been discharged from their indentures, the number discharged in 1891 being 89 boys and 38 girls. At present 299 girls are at domestic service, and 545 boys are at the following occupations:—Bootmaker, 1; bank messenger, 1; bakers, 2; butchers, 2; carrier, 1; chemist, 1; coachbuilder, 1; cordial manufacturers, 3; dairymen, 9; farmers, 480; grooms, 4; gardeners, 11; gunsmith, 1; miller, 1; mason, 1; orchardists, 10; porters, 2; painters, 2; saddlers, 2; storekeepers, 6; saddletree-maker, 1; tailors, 2; vigneron, 1. The total cost of managing this division has been £1,630 for inspection and £205 7s. 10d. for clothing, or an average cost of the apprenticing branch of £2 per head, the charge being the same as that of last year. The apprentices are on the whole turning out exceedingly well, and very few complaints have had to be dealt with from either guardians or children.

Children classed as unofficial.

The children who were formerly in this division having reached an age at which they were entitled to be discharged to their own resources, have been written off the books of the department. On 5th April, 1891, there were only 3 boys thus classed, and there is every reason to believe that they are now earning their own livelihood respectably. It may be mentioned that the object of this division was to deal with children who were too old to be taken charge of under the State Children's Relief Act, but who were quite willing to surrender themselves voluntarily to the care of the Board, in order that they might be provided with situations and subjected to good moral control. The Board has provided for 25 children of this class altogether, with very good results indeed.

The Central Home.

Eight hundred and ten children have passed through the Central Home at Paddington, as against 775 in the previous year. This shows an increase of 35. The children do not remain permanently at the home, but are only accommodated there until suitable boarding-out homes or places at service can be found for them. The average number of children daily at the home during the past year has been 8, and the cost of their maintenance £9 11s. 3d. per head, or 5s. 7d. more than the previous year's capitation charge.

Cottage Homes for Invalid Children.

On 5th April, 1891, the cottage homes for invalid children, at Parramatta and Mittagong, contained 116 children (43 boys and 73 girls). Seventy-three boys and 70 girls were admitted during the past year, and 64 boys and 62 girls were discharged, so that on 5th April, 1892, there were 133 children in these homes, namely, 52 boys and 81 girls. The work performed in these hospitals continues to be very satisfactory. They are intended for the invalid, sick, and crippled children, who were formerly inmates of the public institutions; and, as is inevitable in such cases, the removal of these little ones to healthy country districts, where they could receive tender nursing and home treatment, has been in the highest degree beneficial to them.

The

The following is the usual table of particulars :—

	Boys.	Girls.	Total.
Total number of children admitted to Cottage Homes up to 5th April, 1892	393	357	750
Total number of children discharged from Homes up to 5th April, 1892	341	276	617
Number in Homes on 5th April, 1892	52	81	133
In Homes on 5th April, 1891	43	73	116
Admitted during year ended 5th April, 1892	73	70	143
	116	143	259
Discharged during last year	64	62	126
In Homes, 5th April, 1892...	52	81	133
Discharged :—			
To relatives	12	15	27
Boarded-out...	50	43	93
Died...	1	3	4
Refuge	0	1	1
Rydalmere	1	0	1
	64	62	126

The following return indicates the afflictions from which the children were suffering when they were admitted :—

Abscesses	3	Debility (general) and measles ...	4
Abscesses and swollen glands ...	1	Dysentery	3
Bronchitis (chronic)	1	Dirty habits and sore ear	4
„	1	Dropsy and rheumatism	3
Contraction of leg sinews	1	Deaf and dumb (change of air) ...	8
Chilled feet	1	Diarrhœa	10
Cripples	7	Defective palate	2
Chinese (half)	2	Dirty habits...	10
Catarrh	3	Deformed and paralyzed	2
Delicate and lame	5	Eruptions	18
„ ophthalmic	10	„ scalp and deformed chest	1
„ partial paralysis ...	5	„ and bad habits	3
„ running ears	10	„ and scrofulous	2
„ scrofulous	8	„ of scalp	15
Debility (general)	153	Epilepsy	3
„ and turned eyes ...	1	Eruptions of scalp and body ...	5
Enemia	2	One leg	2
Knee-pan, injury to	1	Spinal disease	9
Fractured limb	1	Strumous	1
Hip disease	4	Semi-idiotic	2
„ and partial paralysis ...	1	St. Vitus' Dance	3
Heart disease	5	Sore leg	3
Hip disease and running ears ...	1	Sore foot	1
Half-caste	7	Sore ear	1
Hand, accident to	1	Scrofulous	30
Hand, necrosis of	1	Scabies	6
Hip, accident to	1	Teething	1
Malformed feet	4	Typhoid	1
„ hands	1	Ulcers	3
Marasmus	2	Weak legs	1
Malformed mouth	1	Whooping cough	9
Incontinence of water	5	Weak intellect	14
Necrosis of foot	1	Paralysis	7
One eye	2	„ of brain	1
Ophthalmia	182	„ (partial) and spinal disease	1
„ and scrofulous... ...	7	Running ears	15
„ semi-idiotic ...	1	„ and skin eruption ...	5
„ ulcerated foot ...	2	Rheumatism...	2
„ running ears ...	13	Ring-worms	13
„ and scalp eruption, and general debility	15	Children who have passed through homes as apprentices	53

The

The total expenditure upon the homes during the past year has been £3,102 17s. 6d., or £2,868 6s. 11d. for maintenance, management cost, medical expenses, salaries, &c., and £234 10s. 7d., value of clothing furnished to the inmates from the central store at Paddington. The total cost per head has been £22, or 2s. 1d. less than in 1891.

Concluding Remarks.

In concluding this Report I desire to bear testimony to the valuable assistance rendered to the department by Mr. Critchett Walker, C.M.G. (Principal Under Secretary); Mr. Edmund Fosbery, J.P. (Inspector-General of Police); the Benevolent Asylum authorities, and other public officials, who have at all times most courteously rendered help in connection with the by no means easy work which the State Children's Relief Department has had to perform.

I have, &c.,

ARTHUR RENWICK,
President.

APPENDIX A.

	Boys.	Girls.	Total.
Children placed out on 5th April, 1891	1,417	952	2,369
,, from 6th to 30th April, 1891	23	15	38
,, during May, 1891	23	33	56
,, ,, June, 1891	16	19	35
,, ,, July, 1891	17	10	27
,, ,, August, 1891	14	9	23
,, ,, September, 1891	20	13	33
,, ,, October, 1891	18	19	37
,, ,, November, 1891	8	10	18
,, ,, December, 1891	20	10	30
,, ,, January, 1892	15	13	28
,, ,, February, 1892	37	30	67
,, ,, March, 1892	20	15	35
,, ,, April, 1892	7	4	11
Withdrawn from Institutions and placed in Cottage Homes during year	20	16	36
	1,675	1,168	2,843

Discharged during year ending 5th April, 1892 :—	Boys.	Girls.	Total.			
Died	8	8	16			
To Relatives	123	90	213			
,, "Vernon"	5	...	5			
,, Asylums	6	3	9			
,, Female Refuge	...	2	2	285	162	447
,, Shaftesbury	...	1	1			
,, Rydalmere	17	...	17			
,, George-street Asylum	2	...	2			
Absconded	6	1	7			
Over age	118	57	175			
				1,390	1,006	2,396

APPENDIX B.

SHOWING the Ages at which Children have been placed out.

Under 1 year.	1 to 2.	2 to 3.	3 to 4.	4 to 5.	5 to 6.	6 to 7.	7 to 8.	8 to 9.	9 to 10.	10 to 11.	11 to 12.	Over 12.	Total.
70	89	268	364	372	380	430	411	509	483	385	328	295	4,384

APPENDIX C.

TABLE showing Religion (as recorded at Institutions) of all Children hitherto placed out.

Church of England.	Roman Catholic.	Presbyterian.	Wesleyan.	Congregational.	Protestants, not otherwise specified.	Primitive Methodists.	Baptists.	Lutheran.	Greek.	Hebrew.	Unknown.	Total.
1,622	1,219	173	86	19	1,203	14	13	1	2	4	28	4,384

APPENDIX D.

TABLE showing Asylums from which Children have been taken.

Sydney Benevolent Asylum.	Randwick Asylum.	Roman Catholic Orphan School.	Protestant Orphan School.	N.S.S. "Vernon."	Infants' Home, Ashfield.	Industrial School for Girls, Parramatta.	Children's Hospital, Glebe Point.	Shaftesbury Reformatory.	Coast Hospital, Little Bay.	Sydney Hospital.	Prince Alfred Hospital.	Moorecliff Hospital.	Goulburn Hospital.	Newcastle Benevolent Society.	Department of Insane.	Deaf, Dumb, and Blind Asylum.	School of Industry.	Liverpool Asylum.	George-street Asylum.	Darlinghurst Gaol.	Female Refuge.	Rydalmere.	Newington.	Total.
3,190	306	180	182	229	66	102	16	2	26	6	18	2	1	38	1	5	3	1	3	1	1	4	1	4,384

APPENDIX E.

INSTITUTIONS from which Children treated at Cottage Homes for Sick Children have been received during the year:—

Benevolent Asylum, Sydney.	Randwick Asylum.	Moorecliff.	Female Refuge.	Biloela.	Industrial School for Girls.	Prince Alfred Hospital.	"Vernon."	George-street Asylum.	Glebe Hospital.	Total.
121	2	2	1	2	4	3	5	1	2	143

APPENDIX F.

DISTRIBUTION of Children under control of the State Children's Relief Department on the 5th April, 1892.

	Boarders.						Apprentices.	Boarders without Subsidy.	Adopted.	Absconded.	Unofficial.	In Hospitals.	In Cottage Homes.	In Depôt.	Total under control.
	Infants, 10s.	Special, 8s.	Under 3 years, 7s.	6s.	5s.	Total.									
Boys	2	8	6	1	702	719	516	11	58	27	2	3	52	2	1,390
Girls	5	9	5	...	507	526	291	7	87	8	...	3	81	3	1,006
Total	7	17	11	1	1,209	1,245	807	18	145	35	2	6	133	5	2,396

APPENDIX G.

THE State Children's Relief Department in account with the Colonial Treasurer during year ending 5th April, 1892.

Dr.

	£	s.	d.
To Balance in Bank, April 5, 1891	859	16	6
„ Deposit from Treasury, June 4, „	2,000	0	0
„ „ „ July 1, „	5,000	0	0
„ „ „ Sept. 30, „	5,000	0	0
„ „ „ Nov. 23, „	1,000	0	0
„ „ „ Dec. 4, „	3,500	0	0
„ „ „ Feb. 9, 1892	3,000	0	0
„ „ „ Mar. 11, „	1,000	0	0
„ „ „ April 5, „	4,000	0	0
„ „ „ „ 11, „	2,000	0	0
„ „ „ towards salaries	1,960	0	0
	£29,319	16	6

Cr.

	£	s.	d.
By Maintenance of Children	17,430	9	0
„ Clothing	1,904	19	8
„ Salaries	2,122	4	0
„ Medical	211	0	4
„ Gas	13	12	6
„ Books	20	7	4
„ Incidentals	682	7	3
„ Conveyance	847	6	4
„ Travelling	1,314	1	8
„ Cottage Homes	2,868	6	11
„ Depôt	95	12	11
„ Advance for Travelling	200	0	0
„ Balance	1,609	8	7
	£29,319	16	6

APPENDIX H.

Parents' Maintenance Account.

1891.	£	s.	d.
30 April—To Collections	67	4	0
31 May „ „	52	17	7
30 June „ „	51	17	1
31 July „ „	64	16	0
31 Aug. „ „	59	14	0
30 Sept. „ „	60	5	6
31 Oct. „ „	68	14	0
30 Nov. „ „	38	14	1
31 Dec. „ „	68	13	5
1892.			
31 Jan. „ „	49	13	6
29 Feb. „ „	56	10	6
31 March „ „	63	5	0
13 April „ „	22	5	0
	£724	9	8

1891.	£	s.	d.
1 May.—By Cash to Treasury	67	4	0
1 June „ „	52	17	7
1 July. „ „	51	17	1
1 Aug. „ „	64	16	0
1 Sept. „ „	59	14	0
1 Oct. „ „	60	5	6
1 Nov. „ „	68	14	0
1 Dec. „ „	38	14	1
1892.			
1 Jan. „ „	68	13	5
1 Feb. „ „	49	13	6
1 Mar. „ „	56	10	6
1 April. „ „	63	5	0
13 „ „ „	22	5	0
	£724	9	8

APPENDIX I.

SHOWING Social Antecedents of all Children hitherto placed out under the Boarding-out System in New South Wales.

Father dead, mother blind	2
,, ,, ,, contributes to support	15
,, ,, ,, dead	483
,, ,, ,, deserted	76
,, ,, ,, destitute	624
,, ,, ,, drunkard	66
,, ,, ,, consumptive	6
,, ,, ,, half-caste aboriginal	1
,, ,, ,, in asylum	19
,, ,, ,, in gaol	48
,, ,, ,, killed by step-father	2
,, ,, ,, insane	45
,, ,, ,, prostitute	34
,, ,, ,, paralysed	3
,, ,, ,, sickly	37
,, ,, ,, unknown	31
,, ,, ,, vagrant	27
,, ,, ,, in hospital	27
,, ,, ,, hanged	2
Father dead, step-father deserted, mother destitute	5
,, ,, ,, ,, ,, unknown	1
,, ,, ,, ,, ,, in gaol	1
,, ,, ,, ,, ,, cripple	2
,, hanged, mother destitute	2
,, hanged himself, mother destitute	2
,, killed in a fight, mother dissolute habits	5
,, dead, step-father contributes, mother unknown	1
,, ,, ,, ,,	1
,, deserted, mother consumptive	5
,, ,, ,, contributes	13
,, ,, ,, single, 3 children	2
,, ,, ,, insane	7
,, ,, ,, dead	185
,, ,, ,, destitute	490
,, ,, ,, drunkard	29
,, ,, ,, deserted (legitimate)	111
,, ,, ,, ,, (illegitimate)	82
,, ,, ,, in gaol	68
Father dead, mother found sleeping with children in paddock	2
,, ,, ,, in service	12
,, ,, ,, insane	31
,, ,, ,, in asylum	14
,, ,, ,, ,, children living with Indians	2
,, ,, ,, eloped with another man	4
,, ,, ,, in hospital	12
,, ,, ,, prostitute	51
,, ,, ,, paralysed (illegitimate)	1
,, ,, ,, supports illegitimate child	7
,, ,, ,, supports 2 illegitimate children	6
,, ,, ,, unknown	57
,, ,, ,, ill	3
,, in gaol, mother destitute	142
,, ,, ,, dead	51
,, ,, ,, destitute (illegitimate)	1
,, ,, ,, drunkard	7
,, ,, ,, deserted	18
,, ,, ,, in gaol	68
,, ,, ,, in asylum with child	2
,, ,, ,, insane	5
,, ,, ,, sickly	2
,, ,, ,, prostitute	25
,, ,, ,, partially blind	4
,, ,, ,, unknown	11
,, ,, ,, vagrant	1
,, insane, mother insane	6
,, ,, ,, dead	10
,, ,, ,, destitute	25
,, ,, ,, deserted	8
,, ,, ,, in asylum	1
,, ,, ,, in gaol	4
,, unknown, mother contributes	11
,, ,, ,, deserted	34
,, ,, ,, destitute	58
,, ,, ,, dead	22
,, ,, ,, insane	23
,, ,, ,, in gaol	42
,, ,, ,, in hospital	21
,, ,, ,, prostitute	41
,, ,, ,, ,, and thief	1
,, ,, ,, ,, (found in brothel)	3
,, ,, ,, vagrant	7
,, ,, ,, unknown	183
,, ,, ,, ,, native of Islands	1
,, ,, ,, drunkard	1
,, ,, ,, cripple, with illegitimate family of 6	1
,, ,, ,, simple	2
,, helpless, mother dead	6
,, ,, ,, deserted	6
,, ,, ,, insane	5
,, ,, ,, in gaol	2
,, ,, ,, destitute	2
,, drunkard, mother bedridden	1
,, ,, ,, destitute	30

Father drunkard, mother deserted	1
,, ,, ,, dead	40
,, ,, ,, in gaol	8
,, ,, ,, prostitute	4
,, ,, ,, drunkard	19
,, ,, and cripple, mother drunkard	6
,, ,, mother in hospital	7
,, cannot work, blind, mother destitute	1
,, ,, ,, cripple, ,, bad character (illegitimate)	2
,, ,, ,, ,, ,, in gaol	2
,, ,, ,, ,, ,, deserted	8
,, ,, ,, deformed, mother prostitute	3
,, ,, ,, destitute, ,, ill	5
,, ,, ,, ,, ,, dead	3
,, ,, ,, in asylum, mother deserted	4
,, ,, ,, destitute, ,, ,,	4
,, ,, ,, ill ,, ill	4
,, ,, ,, in hospital, ,, insane	10
,, ,, ,, ,, ,, destitute	20
,, ,, ,, invalid, mother doubtful character	1
,, ,, ,, in hospital, mother unknown	4
,, ,, ,, paralyzed, mother deserted	4
,, ,, ,, consumptive, mother in asylum	7
,, ,, ,, in asylum, mother bad repute	3
,, ,, ,, consumptive, mother dead	4
,, ,, ,, consumptive, mother has other children	1
,, ,, ,, one arm, mother drunkard	1
,, ,, ,, subject to fits, mother dead	5
,, ,, ,, hip disease, mother dead	2
,, ,, ,, mother dead	23
,, ,, ,, ,, deserted	2
,, ,, ,, ,, destitute	9
,, ,, ,, ,, bad character	5
,, ,, ,, in hospital, mother in gaol	1
,, ,, ,, blind, mother deserted	2
,, ,, ,, in hospital, mother drunkard	1
,, ,, ,, consumptive, mother delicate	2
,, ,, ,, sickly, mother sickly	3
,, ,, ,, in hospital, mother in hospital	8
,, contributes, mother dead	131
,, ,, ,, deserted	11
,, ,, ,, drunkard	29
,, ,, ,, insane	1
,, ,, ,, in gaol	8
,, ,, ,, in gaol (illegitimate)	1
,, ,, ,, prostitute	12
,, ,, ,, unknown	13
,, ,, ,, sickly	3
,, ,, ,, illtreats child	7
,, ,, ,, drunkard	1
,, cannot support, out of work, mother drunkard	3
,, ,, unemployed, mother deserted	20
,, ,, ,, ,, dead	54
,, ,, ,, ,, in asylum	7
,, ,, mother insane	10
,, ,, ,, cannot support	6
,, ,, of dissolute habits, mother prostitute	3
,, ,, French convict, mother dead	2
,, ,, has 15 children, mother dead	2
,, ,, has 7 children, mother dead	1
,, ,, has large family	1
,, ,, an actor, mother prostitute	1
,, ,, keeps 2 children, mother insane	1
,, ,, unemployed, mother in gaol	3
,, ,, of dissolute habits, mother dead	8
,, ,, children uncontrollable, mother dead	4
,, ,, an Indian, mother unknown	2
,, at sea, mother in hospital	3
Mother contributes	3
,, has bad leg	1
,, in gaol	1
,, in asylum	5
,, insane	1
,, drunkard	3
,, half-caste	1
,, ,, living with man at Narrabri	1
,, ,, in service, another illegitimate child	1
,, confined of another illegitimate child	4
Parents keep a brothel	1
Child from Dublin Orphan Asylum	1
Father attempted to outrage child, mother in hospital	1
Parents acquitted of murder, mother in gaol for sheep-stealing	1
Parents unable to control	45
Father bad character, mother dead	1
,, ,, ,, bad character	1
,, killed child and stabbed wife	1
,, neglects child, mother insane	1
,, too old to work, mother unknown	2
,, in hospital, mother destitute	1
,, ,, ,, drunkard	5
,, ,, ,, dead	4
,, ,, ,, in gaol	1
Foundlings	35
Total	4,384

APPENDIX.

Letters from Lady Visitors.

Mrs. W. R. Antill, Picton :—

I have the honor to state that I think the boarding-out system is very good. The children seem healthy and well-cared for. The class of homes is that of small farmers or townspeople. I believe the guardians faithfully perform their duties in this district.

Mrs. Arguimbau, Annandale :—

Has much pleasure in stating, in reference to her experience of the boarding-out system, extending over nine years, that all the children under her control are well and happy, the homes superior; the guardians faithfully perform their duties, and in most cases are very much attached to the children.

Mrs. Bailey, Hunter's Hill :—

It gives me pleasure to state that in my experience of the boarding-out system I have found it extremely satisfactory. The foster-mothers appear to become warmly attached to the children under their care, and in most instances to treat them exactly as if they were their own. I know one instance of a guardian permanently adopting two children when they reached the age at which payment for their support ceased, apprenticing the boy to a trade, and training the girl in her own home to be a tidy and capable servant. Another case occurs to me, when the foster-mother kept the little girl whom she had had in her care for eight years because "she could not bear to part with her." Cases like these sufficiently testify to the efficiency of the system.

Mrs. S. Bentzen, Mudgee :—

During the past year there has only been one family with whom children have been placed by your department. They are doing well, and seem happy. The general result of my observations during the time I have been a visitor has been favourable, and the boarding-out system appears to be admirably adapted to the purpose for which it is intended.

Mrs. M. Brennan, Cambewarra :—

In reply to your letter, asking for my opinion concerning the working of the boarding-out system, I can only repeat what I have previously stated, that the children in my district have all comfortable homes, and are happy and contented. I think the system works very satisfactorily.

Mrs. A. Cuthbertson, Newcastle :—

Mr. Maxted, I am pleased to say that I can only report favourably on the boarding-out system; I think it is the very best that could be adopted, and I am decidedly of opinion that the boys and girls are well-cared for, and are much better off than many who have their parents to look after them.

Mrs. M. Ewan, Penrith :—

In reply to your letter of the 18th instant, I have much pleasure in reporting favourably of the boarding-out system. The children under my supervision have most comfortable homes, are well-cared for, and perfectly happy.

Mrs. R. Fraser, Strathfield :—

I have much pleasure in stating that my experience of the boarding-out system leads me to look upon it as an unqualified success. The homes the children are living in are all comfortable, and the guardians well adapted for the proper training of both girls and boys; they all seem to be faithfully performing the duties they have undertaken.

Mrs. I. E. Gibson, Picton :—

In reply to your inquiries about the boarding-out system, I think it is a grand thing for the State in general. I believe it will accomplish as great a work as that of General Booth's scheme. If the children are kept right when young, as a rule, they will grow up right. The homes in my district are comfortable, and the children well-cared for.

Miss B. J. Grant, Bolong :—

In reply to your request for a brief statement of my experience as to the boarding-out system, I have to give a very favourable report. In those cases which come under my observation the arrangement has been most beneficial to the children. They have been boarded out with small farmers in comfortable houses, and give evidence of being happy and well-cared for. The guardians treat the children as members of their own family, and seem faithfully to carry out the duties they have undertaken.

Mrs. and Miss Hall, Windsor :—

In reply to yours of 19th instant, *re* our opinion of efficacy of boarding-out system, we still find, in the majority of houses, the children are well and kindly treated.

Jane Hetherington, Kangaroo Valley :—

In reply to your circular, *re* my experience of the results of the boarding-out system, I can only reiterate what I have already stated, that I think the system an excellent one. The children under my supervision are in good homes, well-cared for, and seem quite happy. The guardians are principally farmers, and, in most cases, the children are treated as members of the family.

Miss J. Kidd, Campbelltown :—

I have much pleasure in stating that I think the boarding-out system is excellent when good homes are provided for the children. The children in my district are healthy, happy, and well-cared for. Their homes are among the small fruit-growers and labouring people, who seem to take every care of those in their charge.

Mrs. E. T. Logan, Gresford :—

I think the system of boarding-out, as far as I have seen, has proved a very happy one for the children.

Mrs. M. O'Brien, Braidwood :—

In compliance with your wish I have much pleasure in stating the children under my care in this district are happy and contented, and carefully looked after by their guardians. I think the boarding-out system proves a great success.

Mrs. J. Oliver, Goulburn :—

I beg to say the children over whom I have the oversight seem well-cared for and happy. I am favourable to the boarding-out system, with the proper supervision of the lady visitors.

Mrs. T. O'Sullivan, North Sydney :—

My opinion is still very favourable to the boarding-out system, the foster parents being in almost every instance very much attached to their little charges, and the children fully reciprocating the feeling.

Mrs. Dinah Osborne, of Bundanoon :—

In reply to yours of the 18th, I have not had any children in my district (as far as I know) for some time, but, whilst they were here, found them all, without exception, very comfortable and happy in the homes provided for them, their guardians keeping them comfortably dressed and provided for, and never had one complaint either from child or guardian.

Mrs. Pearce, Rouse Hill :—
All the children in my district are well, happy, and seem very well cared for. As far as my limited experiences allow me to judge, I think the boarding-out system a very excellent one.

Mrs. H. M. Richardson, Raymond Terrace :—
I think the boarding-out system excellent. The children in this district all seem happy and contented. The class of home is generally that of small farmers or respectable townspeople. The guardians perform faithfully the duties which they have undertaken, and the children have every chance of becoming useful citizens.

Mrs. E. H. Saxby, Gunning :—
Your communication received this morning. As far as the guardians are concerned in our district, I deem them suitable persons to take charge of the children entrusted to their care. Although not in affluent circumstances, the children are well fed and treated kindly. There is no difference made between the treatment of their own and the State children. My observation is that these State children should be educated in temperance, and I would suggest a clause be inserted in the lady visitors' rules that where Juvenile Temples or Bands of Hope are conducted, that these children attend. We must admit that drink is one of the causes why so many children have to be kept by the State, and one way of remedying this evil is to insist that temperance be part of their education.

Mrs. A. T. Simpson, Waverley :—
I am of opinion that boarding the children out into families works admirably, especially with young children. The foster-mothers feel such an interest in them, and get to love them, that they cannot bear the thought of parting. The elder children require much patience and training before they work kindly; but, where the mistresses do not expect too much and treat them well, they have been known to turn out very fair indeed.

Mrs. S. W. Smith, Fullarton Cove :—
Judging by the children in this district, I consider the boarding-out system a great success. The children are all turning out well. They have been fortunate in getting into good, comfortable homes, with kind guardians, who treat them very similarly to their own.

Mrs. F. E. Taylor, Parramatta :—
In reply to your circular of the 18th instant, I have much pleasure in saying that the boarded-out children under supervision in this district are well cared for, kept clean, and under proper home influence, the foster parents being particularly kind and attentive to them. The children at the cottage homes are also treated better perhaps than they ever were in their parents' homes; they are happy and cheerful, their bedrooms scrupulously clean, their diet good, and the mothers are patient, most kind and attentive to them.

Mrs. L. Tillet, Liverpool :—
Judging from the children under my supervision, I consider the boarding-out system an excellent one. The children are well treated and quite equal to one of the family.

Miss A. C. Wallace, Goulburn :—
In reference to your circular of the 18th, asking for a report of the homes I visit, for the short time, and the few homes I have visited, they have been very satisfactory, and as far as I can tell the guardians seem to be performing the duties which they have undertaken. Since the last meeting I have more homes to visit, and will have a better chance of judging.

Mrs. M. Youll, Balmain :—
In accordance with your request, I have much pleasure in again giving the result of my experience of the boarding-out system, of the class of homes, and guardians I meet with. I believe all the Balmain guardians are truly respectable people, and that most of the children are brought up much better than they would have been by their parents, for whom few of them seem to feel any affection, but often positive dislike. Of course, many of them have no parents, or do not know them. I still think the system a most excellent one.

LETTERS FROM SCHOOL TEACHERS.

A.M'G., Nowra Hill Public School, Nowra :—
In reply to your letter, *re* State children, I have great pleasure in certifying that the State children attending this school are neat and clean in dress, they appear well fed and cared for, their conduct is good, and their progress equals that of the other pupils.

A.D.W., Public School, Sackville Reach :—
In reply to your circular of 22nd April ultimo, respecting my experience of the operation of the boarding-out system, I beg to state that at present there are five State children attending this school, and that three-fifths of the cases are satisfactory in all particulars.

A.K., Public School, Broughton Vale :—
I have the honor to report, in reference to your circular, date 20/4/92, that I have had but little to do with children referred to. I, however, may state that I enrolled one boy aged 12 years in March last, and he appears to be a very intelligent, clean, and tidy boy; in fact, he surpasses many of the other pupils in these particulars, and he seems fairly well educated.

A.J.O., Public School, Maroota, Pitt Town :—
In reply to your circular, *re* the boarding-out system, I wish to state that during the time I have been in charge of the above school I have had ample opportunities of judging as to the results of that system. More good must be derived for the children by a system that places them in small numbers in different parts of the Colony, and where they are brought under the influence of home government and teaching, than where they may all be placed together, and have to submit to nothing but the discipline of a school. The children attending my school appear at school well clad, neat and tidy in appearance, regular in attendance, and their general appearance compares most favourably with the other children under my supervision. In conclusion, I may state that the children are cheerful, healthy, and appear to be devoted to their guardians, which must be the result of kindness and parental care on behalf of those guardians.

A.S.W., Cordeaux River, Wollongong :—
I have two boys at present attending the school under my charge who are under the boarding-out system, and may state from my observation of them I am perfectly satisfied with them; they attend the school fairly regular, and are attentive to their duties; they are as a general rule clean and tidy in appearance as any children in the school, and as well conducted. I also am brought into contact with other children who have left the school, and find them well-conducted, and their foster-parents seem well pleased with their behaviour. I believe the boarding-out system is a fine thing for both parents and children. As far as I can see of the boys I am well pleased with their behaviour.

A.J.B., Public School, Chatswood :—
In compliance with your request that I should furnish you with a statement respecting the boarded-out children, I wish to state that, from my brief experience in this district in connection with the above, it appears to work efficaciously. The children attending the school this year are always clean and tidy, very regular in their attendance, and in every way certainly compare favorably with the other children.

A.W.,

A.W., Superior Public School, Petersham :—

In reply to your letter of the 22nd instant, *re* State children, I have much pleasure in stating that as far as my experience goes the boarding-out system is an admirable one. The children attending this school are clean and tidy, punctual and regular, and in general appearance and conduct compare favorably with the other children under my supervision.

B.F.L., Public School, Rouse Hill :—

I have to acknowledge receipt of yours of 22nd ultimo, desiring to know my experience of the working of the boarding-out system as it obtains in this district. I forwarded a report on this subject last year, and have no cause to change that opinion. The children who are placed in this part appear to be as well cared for as though they were the real progeny. None could be better cared for ; all are well fed, duly attend school—most of them are the best attenders—make the best time, rarely late, and comfortably clothed. They appear to be much attached to the people who house them. I think they have cause for congratulation in the really comfortable homes provided for them. I gather, too, that they are regular in their attendance at Sunday School. I know they are always in their places at Church.

C.K., Superior Public School, Ashfield :—

In reply to your circular of 20th April ultimo, I beg to say that, in forming an opinion on the merits and results of the boarding-out system, I am guided mainly by the appearance and demeanour of the boarded-out children who from time to time have come under my notice. My experience in this respect is considerable, as, for several years past, boarded-out children have attended the school under my charge. My opinion is that the operations of the boarding-out system have been eminently successful, and that the results are highly creditable to the whole management. The boarded-out children attending this school are, as a rule, regular in attendance, neat and tidy in appearance, and, on the whole, well-behaved. They appear happy and well cared for. Doubtless this desirable state of things is owing to the care taken by the department in the selection of suitable homes for the children, and to the regular and efficient supervision afterwards exercised over them by the officers of the department. It appears to me that great good must result from the operations of the boarding-out system.

C.R., Superior Public School, Infants' Department :—

In reply to your circular of 22nd April, I beg to inform you that one State child is a pupil of the above school. She is sent to school fairly clean and tidy, and her general appearance of late compares favourably with that of the other children under my supervision. From what I can judge, the child is kindly treated by those in charge of her.

D.T.L., Public School, Pitt Town :—

In reply to circular of 22nd ultimo, I do myself the honor to state that the State relief children attending this school are, as a general rule, clean and tidy ; they are all fairly regular in attendance, and, in their general appearance, do not compare unfavourably with the other children under my supervision.

D.T., Public School, Gentleman's Halt :—

In reply to your circular, *re* State Children's Relief Board, I have the honor to inform you that there are three State children attending this school, and that their attendance is regular. Their appearance also compares favourably with that of the other children under my supervision.

D.M.R., Public School, Big Hill :—

Re your circular with reference to boarding-out system, I wish to inform you that I have had little opportunity of judging the merits or demerits of the system, as there is only one such child, I believe, in this neighbourhood. I must say I have noticed a marked improvement in her, both mentally and physically, during the past twelve months, doubtless due to the salubrious climate and domestic comfort which has been her good fortune to receive. As regards cleanliness, dress, &c., her guardian is worthy of commendation, and though residing about 3 miles from the school attends fairly well.

D.G.E., Public School, Jamberoo :—

In answer to your circular of the 21st April, I have the honor to state that, after an experience of almost six years of the operations of the boarding-out system, I am still fully convinced of the beneficial results which must accrue to the State children from such system. All State children who have come under my notice compare almost invariably very favourably with the children of the middle classes. When attending school they are cleanly and tidily dressed, and their persons are, in general, quite clean. In some cases they attend remarkably regularly. In the school under my charge the leading scholar of 115 on the roll is a State boy.

E.G.W., Superior Public School, Nowra :—

In reply to your circular dated 21st instant, I have to state that, as the children you refer to are usually located on the farms out of town, the attendance at this school is now rather small. All those enrolled, however, have attended the required number of days, with one exception. They are comfortably clad, and appear as bright and happy as their playmates.

E.C.K., Redfern Superior Public School, Infants' Department :—

I beg to state that, as far as I can judge, the system of boarding-out has been a success in this district. The children attending our school are, as a general rule, tidy, clean, and well fed, and attend school regularly. Their general appearance will compare favorably with the other children.

F.L., Public School, Eastgrove, Goulburn :—

The children attending my school, on the whole, are clean and tidy, and their attendance is regular ; also their general appearance compares favorably with that of the other children under my supervision.

G.F.M., Kangaroo Valley Public School :—

In reply to your letter of 21st instant, it gives me pleasure to inform you that the State children attending this school number five, viz., two boys and three girls, that their general appearance is tidy, their attendance, with one exception, regular, and that their conduct and clothing compare favorably with other children in attendance. My experience in this and other parts of the Colony leads me to state that the boarding-out system is working satisfactorily, and that children placed in these country districts are, as a rule, being trained to become useful members of society.

G.W., Superior Public School, West Maitland :—

In reply to your circular of 21st instant, received to-day, I beg to state that in my opinion the B.O. system is effective and suitable. As a rule, the applicants for the children are those who have no children or whose families have gone past their teens. These people invariably manifest great interest in the children, and are as attentive to their wants as if they were their own children. The children are, as a rule, clean and tidy, regular and punctual in attendance, and their appearance compares favourably with that of the other children attending school.

H.F., Superior Public School, Woollahra :—

In reply to your circular of the 22nd ultimo, I beg to inform you that there are three State children attending the school. L.H. attends regularly, and is always comfortably and cleanly clad. A.W. is always very comfortably and tidily dressed. R.R. attends regularly; she is clean, neat, and tidy, and compares favourably with the other children.

H.J.B.,

H.J.B., Public School, Cook's Hill, Newcastle :—

In reply to your communication respecting the attendance of children who are under the operation of the boarding-out system, I beg to state that there are four children attending this school, and that they are, as a rule, regular in their attendance, clean, and tidy; and that, without questioning them, no one would know that they were not living with their own parents. They will compare favourably with the other children, and are superior to some who are supported by their parents.

H.T.F., Public School, Baw Baw :—

In compliance with your request to be supplied with information as regards the boarding-out of children, I may state the children are, as a rule, quite as well cared for as any. They attend school as regularly—perhaps more so—than other children. They are generally clean and tidy, and seem to be in the hands of kindly guardians. Of course, there are exceptions. One case, about a year ago, came under my notice, where I thought a boy was scarcely getting fair play, and which I should have reported but that the boy was removed. The prize of half-a-guinea, given to the boy or girl who attended school for the greatest number of days during 1891, was won by D. W., a State child.

J.C.C., Public School, Cullinga :—

In compliance with your circular letter, dated 21st ultimo, I have the honor to forward a report of my observations of children attending my school, and living in this district under the boarding-out system. There are three boys on my roll, and each attends the school with fair regularity, is clean, decently clad, and has the appearance of being well fed and cared for. They make fair progress, and are industrious out of school, and I consider they compare favourably with ordinary farmer's children in school and play-ground, mixing freely with ordinary boys, who treat them as of themselves. Two out-of-time youths and one girl live at Cullingar. I see them at church every Sunday, tidy, attentive, and well clad, having the appearance of being well fed industrious young folks; their manners are good, respectful, and indeed pleasing. I consider the system a good one.

J.B.M., Auburn Public School :—

In reply to your request for a report on the boarded-out children who attend my school, I beg to state as follows :—The boarding-out system is, in my opinion, good, far preferable to the old plan of accommodating a large number of children in one building. By placing the children in private families they are brought directly under the influence of the mother, who in all cases has the greater share in forming the child's character. As a general rule I find that the children appear clean and tidy, and attend school the legal number of days. It would be well to instil into the minds of the children that the teacher is their friend, and to let them understand that he can prevent them being improperly treated; in this way another check would be placed upon those who might feel inclined to treat the children improperly.

J.W.B., Superior Public School, Parramatta South :—

In reply to your communication, dated the 22nd instant, I have the honor to state that my experience of the boarding-out system is that it works well, and confers benefits on the young which it would be impossible for them to receive in an institution where they would be closely confined. As a rule the children attending the above school belonging to the State attend regularly, come neat and tidy, and compare very favourably with the other children or pupils attending the school.

J.A., Superior Public School, Windsor :—

In answer to your circular of the 22nd instant, I beg to submit the following :—The State children residing in Windsor and the surrounding district are, as a rule, well cared for; they are regular in attendance at school, clean and tidy in appearance, and can hold their own with the other children of a similar age. There are some exceptions, but these only serve to show how comfortable the generality of our State children are by comparison.

J.F., Public School, North Newtown :—

In reply to your circular of the 21st instant, I am glad to state that the boarding-out system, as far as I can judge, answers well. The children connected with it who have attended this school have been clean and tidy, regular in attendance, and quite equal in appearance to the average of other children.

J.C., Granville North Public School :—

My experience of the boarded-out children has been, and is of an agreeable kind. They appear to be in all cases well fed and sufficiently well clothed—better, indeed, than the majority of children residing with their parents, although, as might be expected, less tastefully dressed than the children of the well-to-do.

J.N.C., Coffey Hill Public School, Orange :—

There is only one of the State boys attending this school at present, and he seems to be in very favourable circumstances, his guardian being better to him than most parents are to their children; in fact, the boy has rather too much latitude, but, as he is a fine manly boy, he can to a great extent be trusted. His attendance is fairly regular, and, on the whole, he compares well, both in character and appearance, with any of the other boys.

J.J.H., Superior Public School, Wickham :—

In answer to your communication, dated 7th instant, I have to report that, of those children named in the list who attend this school, I find the attendance to be very regular, the conduct exemplary, and their appearance, dress, &c., equal to, and in a few instances better than, the average child under instruction.

J.C., Public School, North St. Leonards :—

My opinion of the boarding-out system is now, as it always has been, favourable. The State children attending the above school are, with one exception, punctual and regular in their attendance. They seem to be well fed, are clean and tidy in appearance, and in these respects compare favourably with the bulk of the pupils.

J.S., Public School, Hexham :—

Referring to your circular, dated 27/4/92, I have the honor to state that, so far as my experience of the boarding-out system extends, the results are satisfactory. In every instance the children attend very clean and tidy, are apparently well attended to, and are kindly treated. Their general appearance compares very favorably with that of other children attending school. Their attendance at school is fairly regular.

J.T.T., Public School, Conjola :—

With reference to your circular of 24th ultimo, I beg to inform you that my experience of the boarding-out system has been mainly among the farmers of the South Coast District, and I have known instances where State children have grown to manhood and still remain with their guardian. Their treatment and appearance are similar to the other members of the family with whom they reside.

J.W.C., Public School, Tarago :—

In answer to your circular of the 22nd April, in reference to the boarding-out system, I have much pleasure in stating that, as far as my observations have led me, the system is attended with excellent results. Attending the school under my charge are two State children (boys), under the guardianship of a widow resident here, and I can truthfully say that these boys are well cared for, and have a good home. They attend school regularly, are clean and tidy, and compare favourably with other children attending the school in their appearance and demeanour.

J.J.W.,

J.J.W., Superior Public School, Redfern :—
I have two boys coming to school who seem well looked after, and well fed, and comfortably clothed, and in these matters compare most favourably with the other children attending this school. The boy in my fifth class, however, is not allowed to give as much time as I should like to his home lessons. He seems to be busily employed of a night. As he is a clever little fellow, I should esteem it a favor if you could arrange for his having more time, and also for his entrance (by exemption from fee or otherwise) to the University junior examination.

K.L.S., Public Infants' School, Horse Shoe Bend, West Maitland :—
Regarding your circular, I have still the highest opinion of the benefits of the boarding-out system. The children are cheerful, clean, and most energetic, and one little child who came here almost an idiot is improving every day with the country air and wholesome food. I consider that they are as well cared for as any children in their own homes.

L.M.P., Public School, Newcastle South :—
In reply to your letter of the 21st ultimo, I have the honor to state that my experience, as a teacher, of the operation of the boarding-out system is of the most favourable kind. Ten (10) State children are now in attendance at this school; and in the matters of cleanliness, tidiness, and regularity of attendance they compare most favourably with the other children under my supervision. I may state that the children in attendance at school and under your departmental control are known in the latter sense only to myself and a few responsible teachers on the staff.

L.R., Public School, Maroota :—
My observations *re* the boarding-out system in this Colony have led me to believe that it is a decided success. The State children attending my school are always clean and tidy, attendance pretty regular; further, they look perfectly happy and contented.

L.P., Public School, Rookwood :—
I have the honor to state that boarded-out children attending this school have in every instance been clean, tidy, and regular, and that they compare favourably with any other scholars, and more than favourably with some whose home is with their parents.

M.L.A., Public School, Collector :—
In reply to circular received by me to-day, I have to state that only two (2) children come under my observation in this district. As far as their appearance goes they would compare most favourably with the other children, and their appearance shows them to be well nourished and cared for. I have no reason to alter my opinion and statements of former years that the Act is in most cases carried out in its integrity, and I feel sure that the children are far happier and better cared for than they would be under any other system.

M.M., Public School, Jeir :—
I respectfully beg to submit the report of my observations of the results of the boarding-out system. The children in this locality who have come under my notice are particularly well kept in regard to cleanliness in person and clothing, their attendance at school is regular, their general conduct as a rule is good, and their appearance in every way compares most favourably with that of the other children under my supervision.

M.A.A., Superior Public School, Redfern (Girls' Department) :—
In reference to your circular I desire to state that the children are in general clean and tidy, very regular in attendance at school, and certainly compare favourably with the other children under my supervision.

P.J.M., Public School, Berrima :—
In reply to your circular of the 20th instant, I have the honor to state that the boarding-out children of this district attend school fairly regularly, and seem to be as well cared for as most of the other pupils. The boarding-out system, in the case of children over twelve years of age, is all that could be desired, provided that those to whom they are apprenticed are of undoubted moral character.

P.O'R., Superior Public School, Camdenville :—
In reply to your circular, I have to say that the children who are boarded out, and attend this school, compare favorably with the bulk of the other pupils attending. They are regular, fairly punctual, and generally clean and tidy in appearance.

P.R., Gunning Public School :—
In response to your request contained in your circular of the 21st instant, I have much pleasure in making the following remarks :—There are at present five State children attending my school. Without exception, these attend very regularly, and also clean and tidy in both person and dress. In general appearance they compare favourably with the other children ; and thereis nothing in their looks or manners that would enable a stranger to distinguish them from their school-fellows. In conclusion, I may remark that from my experience of the boarding-out system, I consider it a great success.

R.W.G., Public School, St. Peters :—
I beg, in response to your circular, to state that the boarded-out children attending this school attend regularly, are always clean and tidy, and appear to be well cared for, so that they compare favourably with the other pupils.

R.A.C., Public School, Brookfield :—
In reply to your circular, I beg to state that there are two State children attending this school. Their attendance is not as good as it should be. They are kept clean and tidy, and seem perfectly happy; in fact, their appearance and conduct is quite as good as any other children attending the school. The two boys have an exceptionally good home. I think highly of the boarding-out system.

R.B., Public School, Brawlin :—
In reply to your letter of 20th April, I beg to state that as far as I can judge from the results here I have no hesitation in saying that it has been a great benefit to the boys that have attended this school. The four that are here have become a credit to the people they have been assigned to, are respectable and industrious boys, and seem contented with their lot.

R.A.P., Public School, Taralga :—
Your circular of 22nd ultimo to hand. In reply I beg to state that my experience of the boarding-out system has been good. Children who, without such a system would become perhaps inmates of our gaols, are now made respectable citizens. The children who attend at this school are, as a general rule, clean, tidy, and fairly regular, and their appearance will compare favourably with that of the other children under my supervision.

R.H.G., Public School, Enmore :—
Your circular, dated 21/4/92. Two families attend this school—five children in all. Their general appearance and behaviour compare favourably with that of other children. They are exceedingly regular in their attendance, and, so far as can be seen from general observation, appear to be quite as happy and contented as most children.

S.S.,

S.S., Public School, Wiseman's Ferry :—

With reference to your circular relative to the boarding-out system, I beg to state that I think many advantages to the children arise from it. They have the comforts of a private home, and are trained to habits of industry, and can observe and participate, in their idle hours, in the domestic arrangement of the household, which knowledge must be very useful to them in future years. The State children attending this school always compare favourably in every way with the other children.

S.S.S., Superior Public School, Darlington :—

In reply to your memo., inquiring as to the general condition, &c., of the State children in attendance at this school, I have to inform you that there is only one, a boy, that he is as clean, tidy, and as regular in his attendance as the majority of the children ; and that his general appearance compares very favourably with the other pupils of the school.

T.B., Public School, Yarrunga :—

In reply to your communication of the 22nd ultimo, I have the honor to state that my slight experience of the boarding-out system in connection with your department has shown that the system works well in almost all cases. The State School children who have attended the schools of which I have been in charge, have invariably been regular in their attendance, and have appeared to be well-cared for. I have noticed, however, that the children seem much happier when placed in charge of farmers, laborers, &c., than when under the care of clerks, school teachers, and tradesmen.

T.M'M., Breadalbane Public School :—

In reply to circular concerning State children and the boarding-out system, I beg to state that as far as I have opportunities of observing the children, in the majority of cases, are well-cared for and comfortably lodged and clothed. I am acquainted with the condition of four boys in this locality, and I have great pleasure in testifying to the general air of comfort in which they live. There are defects, however. One boy attends my school, and he seems to be well fed and clad. I am of opinion that State children are better treated with the middle class than with the wealthy, who look upon them as inferior beings. I know, in this locality, two brothers who were apprenticed, and I believe they will raise themselves to positions of respectability and trust, which may be attributed to the good moral and intellectual training those lads received.

W.J.P., Gresford Public School :—

I have the honor to acknowledge your letter of 21st ultimo, and in reply desire to state that at present I have no State children attending the public school here. Last year I had two (2), and I am pleased to have to inform you that the children always appeared clean and neatly attired. They also seemed to be well fed and their manner cheerful. Their attendance at school was regular, and at all times punctual. As far as my experience goes, I consider the boarding-out system most satisfactory.

W.M., Superior Public School, Armidale :—

In answer to your request, I desire to state that there are three (3) boarded-out pupils attending this school. I have noticed that they come neatly dressed, and they attend with a fair degree of regularity. Those who have charge of the State pupils take particular care in the matter of cleanliness ; and, on the whole, the boarded-out children compare favourably with the other scholars under my supervision.

W.M., Public School, Wilberforce :—

I have the honor to report that there are four State-children attending this school, three boarding-out and one apprenticed. They all look well, and attend school regularly and tidy, except the apprentice, who has not attended lately on account, I am informed, of bad feet.

Sydney : Charles Potter, Government Printer.—1892.

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1892.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLAN,

RELATING TO THE

PROPOSED LUNATIC ASYLUM AT KENMORE, NEAR GOULBURN.

Presented to Parliament in accordance with the provisions of the Public Works Act, 51 Vic. No. 37.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

61—*a*

[2*s.* 3*d.*]

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable William Henry Suttor, Vice-Chairman.
The Honorable James Hoskins.
The Honorable Frederick Thomas Humphery.
The Honorable Andrew Garran, LL.D.
The Honorable John Davies, C.M.G.

LEGISLATIVE ASSEMBLY.

Jacob Garrard, Esquire, Chairman.
Thomas Thomson Ewing, Esquire.
William Chandos Wall, Esquire.
William McCourt, Esquire.
John Cash Neild, Esquire.
Edward William O'Sullivan, Esquire.
Charles Collins, Esquire.
Henry Dawson, Esquire.

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

LUNATIC ASYLUM AT KENMORE, NEAR GOULBURN.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the last session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a Lunatic Asylum at Kenmore, near Goulburn," have, after due inquiry, resolved that it is expedient the proposed Asylum should be erected; and in accordance with the provisions of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

General statement.

1. In this inquiry a number of competitive designs for asylum buildings, upon what is known as the Rossiville estate, near Goulburn, were submitted to the Committee by the Department of Public Works for inspection, but the Committee were informed that no decision had been come to as to what design should be adopted. The necessity for further accommodation for the insane, and the desirableness of placing this at Goulburn, were explained, but beyond this the Committee were left to deal with the matter more in a general way than upon anything like a definite basis. The reference by the Legislative Assembly instructs the Committee to inquire respecting the proposed construction of an asylum at Kenmore. The proposed work was so placed before the Committee that they were asked by the Minister for Public Works to decide whether Kenmore or Rossiville was the preferable site for a lunatic asylum, and which of the competitive designs offered the most suitable buildings. In submitting to the Legislative Assembly the motion referring the proposed work to the Committee the Minister intimated that he had not decided between the Kenmore or the Rossiville site as the better for the purposes of the asylum, and as he was not able to refer to the Committee the two sites in a formal manner, he intended to submit to them the papers relating to the Rossiville site, as well as those having reference to Kenmore, so that they might report as to which site they considered should be chosen. The position with regard to the plans the Under Secretary explained in the course of the inquiry. The Minister, he stated, had not bound himself to accept any one of the plans submitted. A Board had been appointed to consider them, and had awarded premiums, and the Minister had merely approved of the Board's recommendations as regarded the premiums. The conditions of the competition under which the plans were sent in did not bind the Minister to accept any of them for the actual buildings, and he desired the Committee, if they would, to examine the plans to which premiums had been given, and select from them those which they considered most suitable for the asylum. The Committee have inquired as to the relative value of the two sites, but have not examined the different plans with a view to recommending which should be adopted. To decide the question relating to the plans, under the circumstances, would have greatly prolonged the inquiry

and

and rendered necessary the calling of expert evidence outside the Department of Public Works, and would not have been in accordance with the practice hitherto adopted in inquiries carried out by the Committee, plans approved by the Minister for Works having in all other instances been laid before them.

The proposed asylum before a previous Committee.

2. The proposed work was before a previous Committee, for inquiry, in 1889 and 1890. On 1st October, 1889, it was referred to the Committee by the Legislative Assembly, "to consider and report on the expediency of erecting a Hospital for the Insane upon the Kenmore Estate, near Goulburn," and on 2nd July, 1890, while the Committee were engaged in their inquiry, the resolution referring the proposed work to them was rescinded. The resolution rescinding the previous one was in the following terms: "That the resolution passed by this House on the 1st October, 1889, viz:—'That it be referred to the Parliamentary Standing Committee on Public Works to consider and report on the expediency of erecting a Hospital for the Insane upon the Kenmore Estate, near Goulburn,' be hereby rescinded; and that Mr. Speaker be authorised to communicate this resolution to the Parliamentary Standing Committee on Public Works." It was understood that the withdrawal of the matter from the Committee was owing to the circumstance that Rossiville had been purchased by the Government, and was deemed a more suitable site than Kenmore for the proposed asylum.

The inquiry by the present Committee.

3. The present Committee commenced their inquiry by obtaining from the Assistant Under Secretary of the Colonial Secretary's Department a general statement of the necessity for the proposed asylum, and by examining Dr. Manning, as Government Medical Adviser and Inspector-General of the Insane. Accompanied by Dr. Manning, several members of the Committee then visited the Kenmore and Rossiville Estates and inspected them, and at the close of the inspection examined a number of local witnesses, including the Mayor and other representatives of the municipality of Goulburn. Subsequently, in Sydney, the examination of witnesses was continued, by taking evidence from Mr. J. P. Power, of the firm of Sulman and Power, architects, who were the principal prize takers in the competition for designs for the asylum as it was proposed in connection with the Rossiville site; Mr. W. L. Vernon, Government Architect; Mr. R. R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers; Mr. W. M. Hamlet, Government Analyst; Mr. J. Barling, Under Secretary for Public Works; and others. Mr. Hamlet not only gave evidence but, at the request of the Committee, with a view to determining the question of drainage, visited Rossiville, and made a special examination of the soil. By these means the Committee were able to arrive at a decision as regards the necessity for providing further accommodation for the insane by erecting another asylum, and as to the choice of site.

Necessity for the asylum.

4. A memorandum from Dr. Manning, dated from the office of the Inspector-General of the Insane, Gladesville, on 11th June, 1892, and laid before the Committee, represents the present public asylums in the Colony for the insane as so overcrowded that a number of patients have to be provided for elsewhere. It states further that there is no prospect of the increase in the number of the insane being less than it has been in the past, as it is "dependent on, and coincident with, the increase in the general population of the colony, and not due to any increase in the proportion of insane to population, which has remained about the same for the last twenty years." All the existing institutions for the insane, with the exception of the Asylum for Imbeciles at Newcastle, are near the metropolis, and as most of them are already almost too large for satisfactory and economical administration, it is considered inadvisable to make further additions to them. The institution at Rydalmere, it is explained, could be enlarged so as to hold 250 more patients, but this would not meet requirements for more than two years. It is, therefore, deemed advisable that other hospitals for the insane should be provided, and it is recommended that they be established in the country districts, so that patients in the acute stage of insanity might be spared a long journey to hospital, and be nearer home when discharged on recovery; so that those fitted for it by previous occupation might be employed on the asylum grounds in agricultural pursuits, by which the cost of their maintenance would be considerably reduced, and so that their friends might be able to visit them at less trouble and expense than are incurred in coming

to Sydney. As the Colony increases in population, it will probably be advisable, Dr. Manning's memorandum further states, to establish country asylums in the western, northern, and south-coast districts; but at present it is only recommended that an institution of the kind be established at Goulburn, which has been chosen as a suitable position for the purpose, because it is centrally and conveniently situated in relation to the southern district of the Colony. There are now in the asylums near Sydney 400 patients from the southern district, and if an asylum were erected at Goulburn these could be transferred thither. Dr. Manning appeared before the Committee, and gave evidence supporting the statements in his memorandum. He explained that accommodation for the insane is calculated here at the lowest rate fixed by the Poor Law Administration in England, and that it is not safe to place insane people closer than this together.

Nature of the proposed asylum buildings.

5. It is proposed that the asylum at Goulburn shall provide accommodation for from 600 to 650 patients, in the proportion of 350 or 375 males to 250 or 275 females; but as this extent of accommodation will not be required for the next six or seven years, the conditions under which the competitive plans were sent in contained a clause requiring that the designs should show the different buildings in a detached form, so that portions of the main buildings might be erected, and the accommodation afforded by them used as occasion may arise. Accommodation should be provided at first, it is thought, for from 400 to 450 patients, in the proportion of 220 males to 190 females, and additional wards could then be added as required. The administrative buildings, offices, stores, kitchen, laundry, workshops, officers' quarters, stables, and out-buildings ought to be built, it is considered, at once to serve for the establishment when complete. The whole of the buildings, when completed, are estimated to cost about £150,000.

Kenmore as a site for the asylum.

6. Kenmore was purchased by the Government in 1879, in consequence of a suggestion from Dr. Manning that it should be ascertained whether there was any Government land in the neighbourhood of Goulburn suitable as a site for an asylum for the insane. Its area is 348 acres, and it cost £1,296. It is situated about three miles north-easterly from the centre of the city of Goulburn, close to the Great Southern Railway, and not far from the point where the branch railway to Crookwell would leave the main line, if that branch railway should be constructed. Its proximity to the Southern Railway would make it very convenient for the movements of patients to and from the asylum, and its distance from Goulburn, while not too far, would ensure the seclusion desirable in connection with an asylum for the insane. The soil is not of the best; it is well suited for building purposes, but, as a whole, is little adapted for agriculture. Some portion of it is fit for cultivation, and proper treatment may provide the full extent necessary for the out-door occupations which the Inspector-General of the Insane regards desirable for patients who have been used to a farming life. It is fairly well sheltered by a range of hills, and it can be drained easily, and without injury to any portion of the population of Goulburn or the district, by discharging into the Wollondilly River, which runs close by. The general appearance of the land is park-like and pretty; the outlook from it, though limited, is picturesque; and its situation is undoubtedly healthy.

The Rossiville site.

7. Rossiville was purchased by the Government in 1890. It contains an area of 746 acres, and cost £15,158. It is beautifully situated, between two and three miles west of Goulburn, and consists of hill and meadow so well proportioned that while the rapid fall of the land in some places might make building operations more expensive than at Kenmore it offers excellent building sites. The outlook is one of the best in the district, and the situation very healthy, though somewhat exposed to westerly winds. The land is fenced, improved, and in good order; and it has upon it a dwelling-house in an expensively planted and tastefully laid-out garden adjoining the Wollondilly River, which, on one side, forms the boundary of the estate. The total area of the estate, Dr. Manning says, is larger than is necessary for hospital purposes, and a considerable portion might, he considers, be sold without in any way detracting from the remainder as a site for the proposed asylum. The only objection of a serious nature which presents itself in the consideration of Rossiville as a site for the asylum is in relation to the question of drainage. A fear exists

exists in the minds of the people of Goulburn, as represented by the Municipal Council, that the erection of a large asylum at Rossiville would lead to its drainage passing into the Wollondilly River and polluting the Goulburn water supply, which is drawn from the river a short distance from Rossiville.

Conclusions to be drawn from the evidence.

8. This question of drainage has been the most important which the Committee have had to consider. With the certainty of disposing of the drainage from the asylum, so that pollution of the Goulburn water supply could not take place, Rossiville would be by far the preferable site for the institution. Its larger area, higher position, and finer outlook make it much superior to Kenmore. But the erection there of a large asylum containing, with attendants, perhaps 1,000 inmates, may affect the water supply of the city by some of the drainage finding its way into the river. The Government Analyst reports that with properly arranged filter-beds, and a system of growing crops, on a certain portion of the estate, it could be made impossible for any pollution to reach the Wollondilly; but the Municipal Council of Goulburn, desiring to be absolutely safe in the matter and fearing the possible consequences, at least in wet weather, when surface drainage might carry objectionable fluids into the river, prefer the adoption of the Kenmore site. Considering the undesirableness of even a suspicion of impurity in connection with the water supply of a large and growing community, and bearing in mind that Kenmore, though inferior to Rossiville, is yet very well suited for the purposes of the proposed asylum, the Committee think the representations of the Goulburn Council should not be lightly set aside. It is possible that if Rossiville were sold by the Government and subdivided into building allotments or farms, the danger of polluting the Goulburn water supply would still exist; but the Goulburn Council appear to think they could prevent harm from a few scattered residents much more easily than from a community of persons concentrated in a large institution of the nature of that proposed. Dr. Manning regards Kenmore as very suitable for the purpose in view; the erection there of the buildings required for the asylum would cost, the Government Architect states, from £8,000 to £10,000 less than if erected at Rossiville; and the prize plans which have been before the Committee in connection with the Rossiville site can, without difficulty, be adapted to the site at Kenmore. There is also in favour of Kenmore the circumstance that the pecuniary value of the land being much less than that at Rossiville, its adoption as the site for the asylum would leave the more expensively-purchased estate to be disposed of in the future in any manner in which its full value could be obtained.

Resolution of the Committee.

9. The Committee have adopted the resolution which is shown in the following extract from their Minutes of Proceedings, dated 18 August:—

Mr. O'Sullivan moved,—

"That, in the opinion of the Committee, it is expedient the proposed Lunatic Asylum at Kenmore, near Goulburn, as referred to the Committee by the Legislative Assembly, be carried out."

Mr. Wall seconded the motion.

Mr. Suttor moved,—

"That the motion be amended by the omission of the word 'Kenmore' and the insertion in its place of the word 'Rossiville.'"

Mr. Neild seconded the amendment.

The amendment was negatived without division, and the motion was passed.

J. GARRARD,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 24 August, 1892.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

LUNATIC ASYLUM AT KENMORE, NEAR GOULBURN.

TUESDAY, 12 *JULY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee proceeded to consider the proposed Lunatic Asylum at Kenmore, near Goulburn.

Edward Wise McKenny, Esq., Assistant Under Secretary, Colonial Secretary's Office, sworn, and examined:—

1. *Chairman.*] You are Assistant Under Secretary in the Colonial Secretary's Office? Yes.

E. W. McKenny, Esq. 12 July, 1892.

2. Have you a statement prepared showing why the Colonial Secretary has had this matter placed before the Committee? I have a few words. The necessity for the erection of a Lunatic Asylum at Kenmore is explained in a memo. from Dr. Manning, which, with your permission, I will read. The proposal, as you are aware, was before your Committee in May, 1890, when the inquiry was stopped by a resolution of the Legislative Assembly withdrawing the proposed work from consideration.

Lunacy Department, Inspector General's Office, Gladesville, 11 June, 1892.

Memo. showing necessity for further Accommodation for the Insane, and the desirability of placing this at Goulburn.

The number of insane persons in the public asylums of the Colony on 31st May, 1892, was 3,094, and fifty Government patients were boarded out at the private asylum, Cook's River, owing to the overcrowding in the public asylums, making a total of 3,144 patients under the charge of the Government, in addition to forty-nine private patients at Cook's River.

The present accommodation, counting the whole of the buildings at Gladesville, Parramatta, Callan Park, Rydalmere, and Newcastle, and taking into account the whole of the space in the building now in course of erection and alteration at Rydalmere, is for 3,069 patients. This is calculating the dormitory space at 600 cubic feet per patient, the amount fixed by the English Poor Law Commissioners as the lowest compatible with health. There were thus at the close of last month seventy-five more patients than there was accommodation for. All the public asylums were overcrowded, and fifty patients were crowded out and provided for elsewhere.

The average annual increase in the number of insane patients under care during the last twenty years has been eighty-seven, as is shown in the following return:—

Return showing the increase in the Number of Patients for twenty years, from 1872 to 1891 inclusive.

Year.	Increase.	Year.	Increase.	Year.	Increase.
1872	53	1879	95	1886	74
1873	86	1880	88	1887	104
1874	62	1881	119	1888	76
1875	109	1882	89	1889	76
1876	43	1883	96	1890	128
1877	89	1884	121	1891	32
1878	87	1885	119		

Total for twenty years, 1,746; or an average of 87·6 a year.

It will be seen that the increase for the year 1891 was only thirty-two, but this was exceptional, and the increase for the first five months of 1892 has been already sixty-one. There is no prospect of the increase in the future being less than in the past, it being dependent on, and coincident with, the increase in the general population of the Colony, and not due to any increase in the proportion of insane to population, which has remained about the same for the last twenty years. The necessity for increased accommodation is, therefore, apparent, and this accommodation should be provided as soon as possible. The present institutions for the insane are all near the Metropolis, with the exception of the Asylum for Imbeciles at Newcastle. This has arisen partly owing to the facilities for administration being until lately, and especially in the absence of railways, greater near Sydney than at a distance, and partly to the existence of a number of old buildings at Parramatta and elsewhere which have gradually been converted for asylum use. The hospitals at Gladesville, Callan Park, and Parramatta, are already almost too large for satisfactory and economical administration, and it is very inadvisable that further additions should be made to them. The hospital at Rydalmere can be enlarged so as to hold 250 more

E. W. McKenny, Esq.

12 July, 1892.

patients, but this will only meet the requirements of another two years, and it seems now advisable that Hospitals for the Insane should be established in the country districts. When such asylums are established the patients will be spared a long journey to hospital when in the acute stage of the malady, and will be nearer home when discharged on recovery; their friends will be spared trouble and expense in visiting them, and, provided that the asylums are placed on large areas of land suitable for cultivation, the patients can be employed in agricultural pursuits for which their prior occupation fits them, with the result of considerably diminishing the cost for maintenance.

Goulburn has been selected as the position for a country asylum, because it is in a central and convenient position in relation to the southern district of the Colony.

It will probably be advisable, as the Colony increases in population, to establish country asylums in the western, northern, and south coast districts.

At the present time there are upwards of 400 patients in Gladesville, Parramatta, Callan Park, and Rydalmere Asylums from Goulburn and the southern district of the Colony, including Yass, Wagga Wagga, Hay, Gundagai, Murrumburrah, Braidwood, Queanbeyan, Cooma, and other places, and when an asylum is built these could be transferred thither.

The asylum would also serve for the reception of all the recent cases occurring in the southern district.

The asylum should be designed for 600 or 650 patients, this being the number which can be most satisfactorily and economically managed in one establishment, and in the proportion of 350 or 375 males to 250 or 275 females.

The administrative buildings, offices, stores, kitchen, laundry, workshops, officers' quarters, stables, and out-buildings should be planned and built at once, to serve for the establishment when complete.

It may be advisable, however, to erect accommodation at first for from 400 to 450 patients only, say, 220 males and 190 females, and to add the additional wards as they may be required.

The proposed classification is as follows:—

		Males.	Females.	
To be erected at once.....	Recent and acute cases	30	30	
	Infirm and sick	70	50	
	Violent and noisy	30	30	
	Quiet and industrious	90	80	
		220	190	= 410
To be erected as required..	Convalescent and better class	40	30	
	Intermediate	40	30	
	Epileptic	50	...	
		130	60	= 190
Total.....		350	250	= 600

The numbers for each class are approximate only, and in the exigencies of planning they may be slightly varied, so that the total remains about that stated.

The following return shows the number of patients and the accommodation in the existing hospitals:—

RETURN showing the Number of Patients and the Accommodation in the existing Hospitals on the 31st May, 1892.

Institutions.	Accommodation.			Present Number of Inmates.		
	Male.	Female.	Total.	Male.	Female.	Total.
Gladesville	497	232	729	520	295	815
Parramattta (free).....	629	350	979	604	380	984
Callan Park	449	351	800	458	351	809
Newcastle	140	80	220	140	115	255
Rydalmere	285	.....	*285	179	.....	*179
	2,000	1,013	3,013	1,901	1,141	3,043
Parramatta (crimimal).....	56	.....	†56	43	9	†52
Total	2,056	1,013	3,069	1,944	1,150	3,094

* Alterations and additions are in progress, and some of the buildings are not yet ready for occupation. As soon as finished these will be filled by overflow from other hospitals. † For criminal patients only.

3. *Dr. Garran.*] That is Dr. Manning's latest expression of opinion? Yes.
4. Since the matter was before the previous Committee the need for extra accommodation, I suppose, has increased? It appears so. The total number of inmates has increased.
5. Every existing asylum, according to the document which you have read, is overcrowded? It appears so.
6. And Dr. Manning is pressing the Department for this extra accommodation? I believe so.
7. *Mr. Ewing.*] How many lunatics are there in Government asylums in the Colony? Three thousand and ninety-four.
8. *Mr. O'Sullivan.*] The proposal for the construction of an asylum on the Kenmore Estate was before a previous Committee, and the inquiry was stopped rather suddenly? Yes.
9. Can you tell the reason of the stoppage? I cannot.
10. Do you know if Dr. Manning was opposed to the construction of an asylum at Rossiville at that time? I do not.
11. You are aware there was a purchase of a site called Rossiville? Yes.
12. What is the area? Seven hundred and forty-six acres.
13. The Government having decided to build the asylum at Kenmore, the Rossiville site will be vacant, so far as an asylum is concerned? I have no idea what the Government intend to do with the Rossiville Estate. I do not think anything is being done with it.
14. Is it leased to anyone? I am not aware.
15. Is it bringing in any return to the Government? I do not think so; but I cannot speak with certainty.
16. *Mr. Wall.*] Your Department would have control of the changing of the locality of the asylum? Yes.
17. Do you know what inducement has been brought to bear on the Department to cause them to rescind their design of erecting a building at Rossiville? I understand that if the building had been erected at Rossiville the drainage would have affected the Goulburn water supply.
18. Was any representation of that character made to your Department from the people of Goulburn? I do not know.

Frederic

Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government, sworn, and examined :—

F. N. Manning, Esq., M.D. 12 July, 1892.

19. *Chairman.*] You are Medical Adviser to the Government, and the Hospitals for the Insane are immediately under your charge? Yes.
20. You gave evidence before a previous Committee on the question of erecting an asylum at Goulburn, and you stated that, in your opinion, it was desirable to locate these institutions—some of them at all events—away from the Metropolis, and that was one of the reasons why the site was chosen at Goulburn? Yes.
21. Has the necessity for increased accommodation become more acute lately? Yes; all the buildings are full, and there are nearly fifty patients in excess of the accommodation, besides fifty Government patients in a private institution.
22. Supposing greater accommodation is given at Goulburn or elsewhere, would you withdraw the inmates from the private institution? I suppose they would be withdrawn when the Government had room for them, but during the last twenty or thirty years there has never been room.
23. And the probability is that, if the building is erected in a short time, you will be overcrowded again? That, no doubt, would be the case.
24. And would you then advocate the establishment of an hospital north or west? It was proposed when this matter was first started that an asylum should be erected in the southern, another in the western, and another in the northern district. It was in 1877, when inquiry was first made in regard to the Government land in these various districts, and the idea of appropriating some of the land for asylum purposes was decided upon. That was at my recommendation.
25. It was at your suggestion, I think, that the Kenmore Estate was obtained? I suggested that it should be ascertained whether there was any Government land in the neighbourhood of Goulburn. The then District Surveyor, Mr. Twynam, reported that there was no land properly situated or of sufficient area; and he pointed out that there would shortly be a sale of a large estate in the neighbourhood, where land might be purchased at a reasonable value. I obtained authority from the Colonial Secretary to purchase 300 acres, provided the cost did not exceed £5 an acre. Mr. Twynam bought the land at public auction. He expected to have bought 300 acres, but, owing to some mistake in the survey, there were 348 acres. The Government took 300 acres at £3 12s. an acre, and paid £4 10s. an acre for the remaining 48 acres. That was the Kenmore site, and it was purchased in 1879.
26. Had you sufficient area, do you think, for your purpose there? It would be a sufficient area for about 400 patients, and it might serve for a larger number. I should like to see 1 acre for every patient.
27. Would not a hospital to accommodate 400 patients be more than sufficient for the southern division of the Colony, if there were also one in the western portion? There are already quite 400 insane people from the southern district.
28. One of your reasons for advocating these divisional institutions, if we may so term them, is for the purpose of allowing the friends of the insane to have better access to them? Yes; and also to prevent insane people being brought long distances when they are ill. Another idea is to place them on large areas of land, where they can be employed in outdoor occupations.
29. When this proposal was before a previous Committee it was withdrawn because it was thought an estate called Rossiville, which had been purchased, would be a better one for the institution? Yes.
30. Have you reported on the Rossiville Estate? Yes.
31. Have you reported against it, and in favour of the Kenmore Estate? No; I have placed before the Government what I consider to be the relative advantages of the two sites.
32. Is there anything to choose between the two sites? I prefer the Rossiville site, because of its larger area, the fine view from it, and also because you could get a water supply without paying for it. One drawback, however, is the difficulty of drainage without polluting the Goulburn water supply. The land undulates very much, and it will, therefore, probably cost more to build there than on the Kenmore site, which is comparatively flat.
33. If the question of cost were not to be considered, you would prefer the Rossiville site? Yes.
34. Is there any way of dealing with the drainage of the institution so as to prevent pollution? The Engineer-in-Chief for Harbours and Rivers has reported to the effect that he could not recommend any system of general sewerage; that the excreta must be dealt with on the pan system, and that there would be no difficulty in providing for the drainage so far as the slop water was concerned. He considered that the slop water might be run on to a certain area of land and thoroughly filtered, so as to do no damage to the waters of the Wollondilly.
35. Is the water supply of Goulburn taken from the river below where the drainage of Rossiville would empty? Yes; the water backs up in the dam almost to the Rossiville Estate.
36. Would it be possible to get the supply above the estate? No.
37. The Committee understand you urgently require more accommodation? Yes. If you crowd insane people together you must have quarrels and difficulties. We calculate the accommodation at the lowest rate fixed by the Poor Law Administration in England—that is, 600 cubic feet per bed. It is not safe to place insane people closer together.
38. *Mr. O'Sullivan.*] What is the area of ground around Gladesville Asylum? One hundred and ninety-nine acres, and the number of patients in it is 800.
39. About the same area and number of patients as at Callan Park? No; the area there is 112 acres, and about the same number of patients.
40. I see you have purchased an estate of 348 acres for 800 patients;—is not that a large area in comparison with the others? The other areas are very much too small.
41. I suppose you require a large area to assist in the treatment of patients? It is necessary, as far as possible, to find outdoor occupation for them, especially in the case of people who have been accustomed to country pursuits.
42. *Mr. Hoskins.*] Having regard to the advantages and disadvantages of both the estates, which would you recommend the Government to utilise? If it can be clearly shown that the sewage can be dealt with without detriment to the Goulburn water supply, I should recommend taking the Rossiville site.
43. *Mr. Davies.*] Would not patients taken to the Goulburn district be likely to suffer from change of climate? I do not think so, with proper clothing and fires. The inmates would be people from the Goulburn district. There are already 400 from the Goulburn district in the present hospitals.
44. But it has taken fully thirty years to get them? Yes. I do not think they are likely to suffer from the climate of Goulburn.

45.

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45. Did you visit the Rossiville site with the Premier and the late Colonial Treasurer? No; I visited it alone.
46. You are conversant with both sites? Yes; one has an area of 750 acres, and the other an area of 348 acres.
47. Would not the objection to the Rossiville site in regard to contamination apply to some extent to the other site? No; it is below the town, and the water is already contaminated there by the town drainage.
48. There is great necessity for some urgent step being taken to provide additional accommodation, whether it be in the district of Goulburn or elsewhere? Yes.
49. And if you go outside the metropolitan area it will be necessary to get a large tract of land? I should prefer a large area, because it would enable the asylum to be conducted more cheaply, and would afford accommodation for inmates.
50. I understand you produce all the vegetables necessary for the asylum at Gladesville? All the green vegetables, but not the potatoes.
51. But you would be able to produce the whole on either of these estates? Yes.
52. *Dr. Garran.*] I understand you have fifty people in your asylums more than you can accommodate, and also fifty at Cook's River;—therefore the total for whom you have not accommodation is 100? Yes.
53. I understand from your previous evidence that the lunatics increase at the rate of 100 a year? Between 80 and 100.
54. You do not immediately want room for 800 more? No.
55. How long will it take to put up the buildings? Three or four years, according to the usual rate of progress in the Government Architect's Department.
56. Could accommodation be quickly provided for 100? I have no doubt it could.
57. The plan is one of very isolated buildings; does it not seem possible to quickly provide accommodation for 100 patients? No doubt it would be. At the same time, however, you would also have to provide a certain amount of administrative buildings, and if they are put up in parts they will be more expensive than if put up as a whole.
58. Your immediate demand is for accommodation for 100 patients;—in the course of years you will want room for 800, and the plan of the hospital is for 800? No; 600 to 650.
59. It will take six or seven years before you really require all that accommodation? Yes.
60. Therefore, supposing plans were designed on either of these sites of buildings for 650 patients, and contracts were taken to be executed in three years, would it not be possible to provide in twelve or eighteen months, room for 100 patients? Yes; and that was partly the reason why, in the conditions for competitive plans, the buildings were asked for in a detached form.
61. You do not think that they are, according to the plan, too detached? I think they will have to be rather more closely massed. My idea is that the different blocks could be placed more closely together with advantage.
62. Competitive designs were called for with respect to the Rossiville Estate? Yes.
63. And the architects did not have the Kenmore Estate in their mind at all? No; but with detached buildings of this description it should not be difficult to plot these buildings on another site.
64. I observe that the Kenmore Estate is comparatively elevated ground with a creek intersecting it, making two separate hills? One side is flat, and the other is a hill.
65. Would you put the whole of the buildings on a hill? No, on the flat; the hill is too steep.
66. The reason I asked is because the lower part is marked as being fit for cultivation? Yes; but there is sufficient room on the flat ground near Goulburn for the whole of the buildings, and also for a considerable amount of cultivation.
67. Would you put all the buildings on the Kenmore site at the Goulburn end of the property? Yes.
68. And have the farm on the rest of the estate? Yes.
69. Would you not by that means lose the benefit of the great area which you speak about;—you would crowd all your buildings on the narrowest part of the property? There is sufficient space for the buildings on this part, and still a considerable area would be left for cultivation.
70. But is cultivation the essential, or air space and room? You could get air space and room with a less amount than 1 acre for every patient. It is mainly for cultivation.
71. You mean to say, then, that an acre per man is requisite to put these people on spade work, &c.? You also require a certain amount for sheep or cattle, so that, in case of the butcher failing to supply, sheep or cattle could be slaughtered on the spot.
72. So far as mere air space and sanitary arrangements are concerned, you do not want one-eighth of an acre for patients? No.
73. The need for extra room is solely for agricultural operations? Yes.
74. Do you think you could produce milk cheaper by farming your own land? Yes; we can produce milk cheaper at Gladesville on the small area we have there than we can buy it.
75. You have purchased sections 32 and 33 of the Kenmore Estate;—if you want more ground is it not possible to secure sections 41 and 42, which are not separated by any road? They have been sold.
76. But are they farm land still? I believe so.
77. Supposing the Government should prefer the Kenmore site, it would be possible to resume that land? I think so.
78. One of these blocks is 172 acres and the other 320 acres, which would give you a superabundance of land? It is a large amount.
79. With regard to the sewage difficulty at Rossiville, if you take that position you must adopt the pan system? Undoubtedly.
80. Will you cremate the matter or bury it? It will be possible to cremate it, but on 750 acres it should be possible to bury it without nuisance or danger.
81. And the slops must go into the soil and be absorbed? Yes.
82. Then the whole sewage of the establishment must go on the ground? Yes.
83. With the possible risk of the effluent not being always as clean as desirable? Yes; especially in heavy thunderstorms.
84. There might be a washing down of undesirable matter into the Goulburn water supply? Of course there is another alternative, and that is to carry a sewer down the course of the Wollondilly, below the water supply; but that would be very expensive.
85. It is a critical business to distribute the sewage of 800 people on a piece of land which slopes down to the

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the source of a water supply? Yes; but if you have only to deal with slop water, and you have 40 or 50 acres of very level land, it ought not to be an impossible or a very difficult matter. The Government Analyst has analysed the soil, and speaks of it as being very absorbent.
86. And you look upon that land as being the slop-water farm of the establishment? Yes.
87. This sewage farm flat, then, is practically 40 acres in size? Yes.
88. And the question is whether that is ample to absorb the sewage of 800 people? Yes.
89. Going back to the Kenmore site;—at present you pour your sewage direct into the river? At Kenmore also the sewage would be made use of.
90. Because the river is so close to, and below the town, you would not put your sewage directly into it? No.
91. Have you any flat there equally good for a sewage farm? Yes; a large area on either side of the creek could be used for a sewage area or a general sewage farm. There will be no difficulty on that site in having water-closets and dealing with the sewage as a whole—not in parts.
92. The water-closet system would be a great advantage? No doubt, if the water was not expensive.
93. Could you not pump your own water from the river? Not at that site; it is polluted.
94. I mean for water-closet purposes? It is very expensive to have two systems of supply.
95. Looking at the sanitary arrangement question exclusively, the Kenmore site is the better of the two? Yes; at the same time I think we should have to pay very dearly for a water supply there, whilst it could be got for the pumping at Rossiville.
96. You would have to invest your capital in pumps and pipes at Rossiville? To a certain extent; but it could be done cheaply.
97. Is there any population below Kenmore? I do not think there is any large population. The land is almost entirely used for grazing and agricultural purposes.
98. So that any effluent from the sewage farm there would not be any nuisance to the people below? No; and it would hardly alter the condition of the water, which is already polluted.
99. How far is the Wollondilly at this place from its junction with the Hawkesbury? I am not aware.
100. The railway passes very near the Kenmore Estate? Yes; on the other side of the river.
101. Then it would be no use to you, unless you had a bridge? No; or a punt.
102. Would that be any convenience to you? Yes.
103. That is an additional advantage in favour of the Kenmore site? Yes; and the proposed railway to Crookwell, which may come in course of time, is also near.
104. You would then be between two railways? Yes.
105. How far would your building at Kenmore be from Goulburn? About 3 miles from the centre of the town. The distance is less than 3 miles to Rossiville.
106. Of the two, the Kenmore is a more accessible site? There is little choice by road.
107. And it has the advantage of a railway? It could be made to have the advantage of a railway by means of a platform and bridge.
108. Is the high land at Kenmore rock or sandstone? The part which is farthest from the town of Goulburn is a hill of rock and quartz. It is too steep to build upon.
109. Is the ground sufficiently dry and absorbent to make it a healthy and good site? Yes; holes were dug a short time ago by the Colonial Architect, and the site was found to be good for buildings and foundations.
110. And though you call the ground where you would have the buildings low, it would not be absolutely flat? No; and it is not subject to floods. One of the drawbacks of the estate is, that where the creek goes through the middle it is subject to flood.
111. Would these floods leave any unhealthy deposit? No, I think not.
112. With regard to the two sites, would there be any advantage in selecting one over the other, so far as constructing the buildings partially at first is concerned? I do not think so.
113. If a building for 650 patients is put up on either site, you would not want to go to the west or north for five or six years? No.
114. So that if you want to send country people from the north or west, you will have to bring them to Sydney, and send them to Goulburn? I should transfer to the Goulburn site the people who have already accumulated in the existing asylums, and then take the acute cases occurring in the district. By transferring these people there would be room in the hospitals near Sydney for people from the north and west, until hospitals were built in those districts.
115. But still you might get them from townships in the south? I should send all those to Goulburn.
116. Irrespective of the fact that they are not out-door workmen? Yes; because there are workshops, or should be, in every hospital for insane people.
117. But still you will have a great many people coming from the west and north, whom it will be advisable to put on the ground? Yes.
118. *Mr. McCourt.*] How long has the Kenmore Estate been purchased? Since 1879.
119. Was there a necessity for any asylum in the southern districts at that time? Yes.
120. Were the asylums about Sydney overcrowded? Yes.
121. Is Goulburn, in your opinion, far enough south? It seems to me the most central part of the southern district.
122. The climate is not too severe? I do not think so.
123. *Mr. Wall.*] How much money do you propose to spend in this asylum? In the conditions the competitors were asked to confine themselves to about £250 a bed, and for about 600 people; that would be about £150,000.
124. You have stated in a previous report that you found that the cost of erecting this institution at Rossiville would be from 25 to 30 per cent. more than if it were erected at Kenmore? I gave that as the opinion of the Colonial Architect.
125. That would mean an extra annual expenditure in connection with the institution of 25 per cent.? Yes.
126. You have already purchased one site for £1,200, and another for £15,000. We would, therefore, be paying interest on £14,000 more on one estate than on the other, which at 5 per cent. would be £700 a year. What is the cost to the State of the institutions under your control? About 12s. a week per patient, without deducting collections, and about 10s. after the collections have been deducted.

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127. Does that represent the interest paid on the cost of the building of these institutions? No.
128. You do not know what the actual cost, including the cost of the buildings, is to the State? The buildings have cost varying sums, some of them being of wood, stone, and brick. The cost of the buildings erected by the Government ranges from £50 to £300 per bed.
129. I suppose you are aware that in the opinion of some medical gentlemen in Sydney, one of the great defects in connection with the Macquarie-street Hospital is the cost in connection with the beds? Yes.
130. And it would be a great objection that a costly institution should be erected? Undoubtedly. I think it should be erected as cheaply as possible.
131. Viewed in that light, you think the Kenmore Estate would be a more economic institution, both as regards the building and the original cost of the land? Evidently it would, so far as the land is concerned, because this was £3 10s. an acre in one case, and £20 in the other.
132. You pointed out, prior to the purchase of the Rossiville Estate, that a difficulty would arise with regard to the sewerage, and you also pointed out the increased cost? Yes.
133. And no investigation was made by the Department to ascertain whether your statement was correct? I am not aware of any.
134. *Mr. Neild.*] How do you propose to get your water supply at Kenmore? From the town authorities.
135. What length of piping would be required? About a mile and a half. The line would be nearly straight.
136. I gather that you do not consider the Kenmore Estate as suitable for farming purposes as the Rossiville Estate? They are about equal. There is a large area capable of cultivation on both.
137. Is the proportion of agricultural land to area about the same? No; I think the proportion to area is rather larger on the Kenmore Estate.
138. You speak of growing potatoes, vegetables, and so on. Is it not a fact that the rainfall is very capricious in the southern districts, and consequently, potatoes and other vegetables requiring a considerable amount of rainfall would not be a success without irrigation? There would be no difficulty in irrigating on either site by means of Californian windmills.
139. In the case of the Rossiville Estate with clean water, and in the case of the Kenmore Estate with contaminated water? Yes.
140. Could you produce your crops as cheaply from irrigated land as you could purchase them? You must remember that we should have the cheap labour.
141. You would have, in the case of buildings on the Rossiville Estate, your own water supply from the Wollondilly, independent of the town? Yes.
142. Which of the estates would be the most convenient of access from the railway? Kenmore, provided there was a platform and a bridge. At present they are about equidistant.
143. You speak of a mile and a half of piping to connect with the town mains. Rossiville is considerably more than a mile and a half from the town mains—it is a good 3 miles from the railway station? It is something less than 3 miles.
144. It would not be possible, I suppose, to carry out this scheme in detail as suggested by Dr. Garran? It would be possible, but there would be increased expense. It would be difficult to erect the administrative buildings in detail or in parts, and perhaps necessary to erect temporary structures for administrative purposes.
145. You think it would be possible to so deal with the sewage matter of an asylum at Rossiville, that the water supply might be saved from contamination? I think it would be possible to deal with the slop water on 40 acres of land, so as to prevent any contamination of the water supply. At the same time, with careless management and with heavy rains and storms there might be danger.
146. *Mr. Dawson.*] Did you recommend the purchase of the Rossiville Estate? No.
147. A lot of it is barren land? Yes, rocky land.
148. And it has been sold for £15,158? Yes.
149. That is seven or eight times the amount paid for the land purchased by your directions? £3 12s. per acre was paid for one, and £20 per acre was paid for the other.
150. Have you caused any investigation to be made with regard to reserves on the southern line? In 1887 I made considerable inquiry at Yass and a number of other places, with the idea of getting reserved lands, and no sufficient and suitable area was found.
151. But is it necessary you should get near a town? Yes; an asylum ought not to be situated more than 3 miles from a large town. You require your supplies, and the nurses and attendants do not like to be shut off from all recreation.
152. *Mr. Ewing.*] You have already said this additional accommodation is necessary, therefore the question resolves itself into one of site? Yes.
153. One site, briefly described, is 3 miles below Goulburn on the Wollondilly, and the other is 3 miles above Goulburn on the Wollondilly? Yes.
154. Therefore, in one instance the Goulburn water supply is likely to be polluted by your asylum unless steps can be taken to prevent it; and in the other instance you get polluted water from Goulburn? Yes.
155. Therefore you have to prove beyond a doubt that this 50 acres will not drain into the Wollondilly? Or if it does drain into the Wollondilly the ground so far purifies it that it does not damage the supply.
156. It drains not into the catchment area of the water supply, but into the water supply itself? Nearly so.
157. I notice from the plan that gullies appear to run from the Wollondilly River right through the Rossiville Estate. If that be so, it seems improbable that you have no area which would not pollute the Wollondilly? The whole of the drainage of the Rossiville Estate goes into the Wollondilly; there is no other watershed.
158. Is there no other way of diverting it? No; unless you take a drain below the town. A drain could be made to catch the whole of the slop-water and taken alongside the Wollondilly to below the water-works.
159. You propose, therefore, to have immediately adjacent to the Goulburn water supply a sewage farm on which to treat the sewage of an establishment of some 600 people? I do not think you should call it a sewage farm, but slop-water filter-beds.
160. Again, in one instance your water supply is dependent on a 1½-mile connection with the Goulburn mains, and purchasing the water from the Council. In the other instance it depends on pumping water which otherwise should go into the Goulburn water supply? Yes.

161.

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161. What rights have the Goulburn Council over the water running down the Wollondilly at present? I am not aware that they have any rights.
162. There would be less water going into the Goulburn water supply if you supplied the asylum above the town? Undoubtedly.
163. Are you aware that Goulburn at times has not enough water for itself? No; if such is the case I think it would point to the necessity of the Goulburn people getting some other supply, or increasing their present storage.
164. *Mr. Collins.*] Is it not a fact that there are some substantial buildings on the Rossiville Estate? The homestead is part of the purchase.
165. Could they be brought into use? They would only accommodate a few people.
166. How many? Probably twenty-five.
167. *Mr. Humphery.*] You said the cost of the patients averaged about 12s. a week? Yes.
168. Is an appreciable portion of the cost of the maintenance recouped by patients' friends? The collections amount to about 2s. a week.
169. The estimate of the cost of the buildings is about £150,000? Yes.
170. Do you still think it would cost 25 per cent. less to build at Kenmore than at Rossiville? That is a question for the Government Architect.
171. *Mr. Davies.*] Were you consulted as to the advisability of the purchase of the Rossiville Estate? No.
172. Did you see the estate before the Government made the purchase? Yes; and reported upon it, placing the relative advantages of the two sites before the Government.
173. You say there are 3,094 inmates in the asylums of the Colony? Yes.
174. How many are there in private asylums? Fifty belonging to the Government, and fifty are private.
175. How does the total number compare with the total population of Great Britain? The proportion is less here than in any division of the United Kingdom. It is much less than Ireland, and it is decidedly less than England and Scotland.
176. Has it increased of late years? Not during the last twenty years.
177. What is the largest number of inmates of any particular nationality? I cannot tell without referring to the papers.
178. Will you supply us with the facts? I can do so.
179. What proportion of the Australian-born are inmates of the Government institutions? I have not entered into the question for the last ten years. I was proposing to collate the asylum statistics with the census statistics in my report next year. I intend to compile it as soon as the census returns are at my disposal.
180. What number of Chinese have you in the different institutions? Last year the number was eighty-four.
181. You are still of opinion that the Rossiville site will be the best if there is no trouble about the pollution of the river? Yes.
182. What would be the probable consumption of water for an institution of 600 patients? The consumption at Gladesville is about 20 gallons per head per day. At Callan Park, where there are water-closets, it is more.
183. So that the water consumption would be an important item in the cost of management at Kenmore? No doubt.
184. That would, of course, be got rid of by your own system of supply if the Rossiville Estate were found to serve the purposes of the building? Yes, and I have no doubt it could be got at a much cheaper rate than from the town supply, even including the interest on the cost of the pumping apparatus.
185. You would need an engine for your steam laundry? Yes; but that would be too far away for pumping from the river.
186. You would require steam power to cut up the wood? No; that would be done entirely by the inmates.
187. *Mr. Hoskins.*] The Government have been in possession of the land at Kenmore for ten or eleven years? Thirteen years.
188. And the necessity for additional provision being made for the patients existed, I suppose, at the time the land was acquired? Yes.
189. Can you give any reason why the work was not proceeded with? No; the necessity has been met to some extent by the enlargement of existing institutions, and by the handing over of the old Protestant Orphan School to the Lunacy Department; besides, Callan Park has been built in the interim.
190. Have you, during that long period of thirteen years, made frequent representations to the Government of the day as to the propriety of an additional lunatic asylum being built for the district? Yes; I think I have mentioned it in nearly every annual report I have written during the last thirteen years.
191. And was any reason given why the work was not proceeded with? No.
192. I ask the question because the Rossiville Estate was acquired so recently. Why was the matter overlooked during the previous years? I think the Government have found it cheaper up to the present to enlarge the existing hospitals and to hand over to the Lunacy Department old buildings already in their hands.
193. Dr. Garran asked you whether it would not be advisable to speedily erect a portion of the buildings at Kenmore to accommodate 100 patients rather than proceed with the whole of the extensive buildings required to accommodate the large number of patients intended to be located there. Would not the administrative offices have to be erected, even though a building to accommodate 100 instead of 600 patients was erected? If you did not put up the whole of the administrative buildings at once it would be necessary to put up temporary administrative buildings for 100 patients, and they would have to be pulled down again.
194. Would not a contractor, relatively, build cheaper the whole of the buildings than a building for the accommodation of 100 persons? I have little to guide me on the point. As far as I know, small contracts for enlarging existing buildings have been carried out quite as cheaply as the large contract at Callan Park.
195. However, all the administrative offices would be temporary and would have to be pulled down when the whole of the buildings were constructed? Yes.

FRIDAY,

FRIDAY, 15 *JULY*, 1892.

[*The Committee met at the Court-house, Goulburn, at* 2·30 *p.m.*]

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. Frederick Thomas Humphery.	William McCourt, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government, sworn, and further examined:—

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196. *Chairman.*] You produce certain reports which were furnished at your request by the Engineer for Sewerage, and also by Mr. Hamlet, the Government Analyst? Yes.
197. The first is in regard to the possibility of sewage at Rossiville, and that of Mr. Hamlet deals with the nature of the soil? Yes; and Mr. Hamlet also enters into the question of the amount of the sewage which the soil would absorb.
198. You put these reports in for the purpose of having them attached to your evidence? Yes.

Edward Howard, Esq., Mayor of Goulburn, sworn, and examined:—

E. Howard, Esq. 15 July, 1892.

199. *Chairman.*] You are Mayor of Goulburn? Yes.
200. How long have you occupied that position? Since February of this year.
201. How long have you been a member of the Municipal Council? Nearly four years.
202. We understand that this proposal has been under the consideration of the Council and that they have passed a resolution in reference to it? Yes.
203. Have you a copy of the resolution? No; but the effect of it was that the Council is of opinion that the proposed lunatic asylum should be constructed on the Kenmore in preference to the Rossiville site, there being danger of the pollution of the water supply if it be constructed at Rossiville.
204. Is it solely on that ground that the Council, as the representatives of the ratepayers, object to the asylum being built at Rossiville? Solely, I understand, on that ground.
205. How do you get rid of your drainage at present? Principally by draining into the Mulwarree Creek.
206. And the Wollondilly? To a very small extent into the Wollondilly.
207. But the creek eventually finds its way into the Wollondilly? Yes.
208. So that you are doing now for the people lower down what you object to the Government doing higher up? Yes; but the danger is very much minimised.
209. If it can be proved that the sewage, supposing the institution were built at Rossiville, can be effectually dealt with, and that only the effluent water, when perfectly innocuous, will enter the stream, will it do away with any objection on the part of the Council? Yes, if it could be proved, but not if it were thought probable.
210. Has your Council any special knowledge of the modern means of dealing with sewage matter? Some considerable knowledge. They have gone into the matter within the last two or three years.
211. For what purpose? Destroying town refuse and night-soil.
212. Is the pan system in operation in the city? Yes.
213. What do you do with it? Deposit it in the night-soil depôt at Kent Grove.
214. Whereabouts is it situated? On the north-east, on the other side of the range. The drainage, if any, runs down into Murray Flats.
215. Again finding its way into the Wollondilly? Yes.
216. To the benefit of those who live below it? Yes, but it is trenched 4 feet deep, and used in the orchard.
217. And you think there is no danger of the Wollondilly being contaminated from that source? I think not. Persons living below the depôt say there is no danger. It is thoroughly worked into the soil.
218. What power have you to prevent pollution of your water-shed above the site of your reservoir or pumping-station? I think we have power, under the Country Towns Water and Sewerage Act, to prevent the pollution of the water by anybody within a reasonable distance along the river. I think the distance is 35 miles.
219. What is the definition of pollution? There is no definition of pollution. I suppose it is a matter of opinion, or a matter to be proved on the facts which may be brought before any court.
220. So that if a man on the opposite side of the river from Rossiville deposited a large amount of manure for the purpose of enriching his land, it is to be questioned whether it can be called polluting the river? It is a question, but if the council thought it was a nuisance and polluted the water, action would be taken to prevent it.
221. And you would depend on the magisterial bench as to whether you gained the case or not? Certainly.
222. And if you interfered with a man using his area to the best advantage you would probably have to pay compensation? Probably.
223. Then, though you are of opinion that the Government would take the best means they possibly could to minimise any bad result from sewage matter running into the river from Rossiville, still you think there is a danger, and protest against the asylum being built there? We certainly think the Government would use every possible means to prevent the pollution of the water; but we think that even if that be done, there is a danger of polluting the water.
224. But you have no objection to polluting the water further down, whatever centres of population may arise to be affected by it? We have no wish to foul the water.
225. As a matter of fact, there are no large centres of population below? No; not for a long distance.
226. The Committee have been informed that if the asylum is erected at Kenmore, it will be dependent on the municipal water supply;—can you state how far your mains reach towards Kenmore? They now reach to the Goulburn gaol.

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227. I suppose the main there is only a sufficient size to supply the gaol? I think it would more than supply the gaol, but not much more.
228. What do you charge for water? One shilling and sixpence per 1,000 gallons. Of course, the usual charge is according to the assessment.
229. Are the Council aware that if the asylum is erected at Kenmore the Government will be one of their customers for water? They are not aware of that, so far as I know.
230. So that that matter has had nothing to do with your decision? Nothing whatever. I do not think it has entered into the mind of anyone.
231. Has your water supply been equal to your wants ever since it has been in existence? Yes; since the weir has been constructed.
232. Have you sufficient to supply a very much larger population than you have got? Yes.
233. What extent of population? I should think we could supply an increase of 50 per cent.
234. What is your population now? Roughly speaking, 12,000.
235. So that if a community of 800 or 1,000 persons were placed on the Kenmore Estate, you could easily supply their wants? Easily.
236. Do you make any difference in your charges to large institutions taking large quantities of water? We have power to make special contracts in cases of that kind.
237. Would you be inclined to give the Government the benefit of any latitude in that respect? I think we should. We do, I think, make reasonable arrangements in connection with the Court-house.
238. Are your waterworks paying now? Yes; they are paying so long as we pay no interest.
239. So that any addition to your consumers would be hailed with delight by the council who are running the water supply? I think so.
240. And still with more intense delight by the State who provided the works originally? Yes.
241. How long have you been a resident of Goulburn? Twelve years.
242. Do you know whether the Kenmore Estate is subject to inundation at flood times? I have seen it on one or two occasions of floods. I have never noticed that it was subject to inundation. The banks are high, and I do not think the river goes over them.
243. I suppose the two small creeks running across, are subject at times to the little backwash from the Wollondilly? Yes, near the junctions, but not to any extent.
244. If the institution is erected on this site there is no fear of drowning the patients? No.
245. Do the people of Goulburn look with favour or disfavour upon the establishment of large Government institutions in their immediate vicinity? Naturally with favour, I should think.
246. *Mr. Ewing.*] How far up, from the crossing of the Crookwell Road over the river, is your dam or weir? It is about 200 yards above the Crookwell Road, and I think the Crookwell Road bridge is about a mile and a half above the Taralga Road bridge.
247. How far does that back the water up? To within 100 or 200 yards of the Rossiville bridge.
248. Will the whole of the area of Rossiville drain into the Wollondilly above your weir? Yes; except, it may be, the very eastern fringe of it.
249. But the main part of it will? I think all.
250. You say that since the weir was erected you have always had plenty of water? Yes.
251. How long has the weir been up? Two or three years.
252. Before that you had trouble? Yes; for one season, but there is ample now.
253. And if water is taken for the use of the asylum above the reservoir, there will still be plenty left for Goulburn? Yes.
254. What right do you think you have over the water immediately above? The sole use of the water, excepting in regard to the persons who have the ordinary use for domestic and irrigation purposes.
255. What is the ordinary use. Do you consider the Government will be within their rights if they come within half a mile of your reservoir and take the water which usually flows into it? I think they could do that if they did not affect our supply to any appreciable extent, or did not pollute it.
256. Your pumping-station is about 200 yards above your weir? More than that—400 yards.
257. And you pump from that into the settling tanks? Yes; on the Wheeo road.
258. The engineer will be able to tell us whether the weir is in the best position? Yes. There has been a survey for a second weir which is marked half-a-mile above the present weir, in case any additional water is required.
259. Supposing that was right above the Rossiville Estate, what then? I think that would affect our supply, because in dry weather we would get no water at all.
260. But not much water comes into the Wollondilly within a mile and a half of that country? There is a supply all the year round, and except in very dry seasons the river-flow, or river current is almost sufficient for the town.
261. If you move the weir all you lose is the drainage of the country about a mile and a half further up the river on both sides? Yes.
262. That cannot be anything great, so far as the water flowing down the river is concerned? No; the water from the waterhole between the two weirs would not be very much.
263. I suppose you regard Goulburn as a growing place? Certainly.
264. What is the future of all those flats on the Wollondilly which we have seen to-day? Farms.
265. When they are made into farms will they not pollute your water supply? I do not think they will very much. The amount of manure which is usually put on farms is not sufficient to pollute the water; it is ploughed in.
266. Do you think a farming settlement is not so difficult to deal with as a concentrated settlement? No; the asylum would have a concentrated population.
267. Notwithstanding the fact that the institution might take proper care not to pollute your water supply, and individual settlers would not take that care? Yes; notwithstanding that. I think they would take every possible precaution to prevent it, but it seems to me, as it does to a good many, that it is hardly possible to prevent surface drainage in wet weather.
268. That is simply an impression? Certainly. Of course, I bow to the opinions of more scientific men.
269. *Mr. Wall.*] Are either of the sites within the Municipality of Goulburn? No.
270. Have you any idea what is the population on the Wollondilly, below Goulburn, within a radius of 10 miles? There is Towrang, Carrick, and a few small settlements.
271. How far would the nearest of them be from the Kenmore site, following the river? About 8 miles.

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272. And what distance is the river opposite to the site on the Kenmore Estate from Goulburn? From the municipal boundary it is only across the river, but from the Post Office I think the nearest point of the Kenmore Estate is 3 miles.
273. How far would the drainage of an asylum at Rossivilie be from the furthest inhabitant of Goulburn that is, down the river? Four miles.
274. Is there any probability of the township to which you refer as being 8 miles below Kenmore becoming of any importance? No.
275. What will be the population there? One hundred and fifty.
276. Those 150 people would be only double the distance away from the sewage farm on the Wollondilly if it were established on the Kenmore Estate? Yes.
277. They most likely would be inclined to complain of the pollution of the river from that estate? Yes; but I do not think the pollution would be so great, if proper precautions were taken, as at Rossiville.
278. What amount of money is due to the State in connection with your water supply at the present time? About £30,000 for the construction of the waterworks, and four or five years' interest at 4 per cent. The claim, I believe, is much larger. The works are supposed to have cost £54,000
279. You state that the water supply will pay while the Government do not require the interest? It pays now. There is a small amount to credit account. We do not pay any interest.
280. It is not likely it will last very long? I do not think so.
281. Has any suggestion been made to extend the period of payment? Sixty years was suggested by the late Minister for Works.
282. Are the Council disposed to fall in with those terms? Yes, if the amount of the liability be reduced.
283. What do you mean by that? The Government put down the cost of the works at £54,000, and the Council think they could have been constructed as they now exist for between £30,000 or £40,000,
284. But I presume the works cost the Government the amount stated? Yes, at an extravagant rate of expenditure, according to our views.
285. If the Government exact the whole amount which they say the works cost, do you think the Council will be willing to fall in with the proposal to extend the payment over sixty years? I think so.
286. Is there much farming carried on about Goulburn? Yes, a fair amount.
287. Within a short distance of the town? Within a radius of 5 or 6 miles.
288. Looking at the two sites from an agricultural point of view, which do you think would make the better farm? Kenmore site.
289. *Mr. Humphery.*] What is your gross revenue from your water service? About £3,000.
290. Does it cost the whole of that to supply the consumers? It costs nearly the whole of it, leaving a small margin of profit. I think the water rates come to between £2,000 or £3,000.
291. How is that expended? On the maintenance of the engine-house, reservoirs, water engineers, water inspectors, and a proportion of the office expenditure.
292. Would it entail a greater cost on the Council to provide the additional service to Kenmore if it were needed? I think not.
293. What distance is the nearest point of the service now laid from Kenmore? About a mile and a quarter in a straight line.
294. *Mr. Dawson.*] What is your water rate? One shilling in the £.
295. How long has it been levied? Since 1885 or 1886.
296. Have you never paid any interest at all? Not that I am aware of.
297. What is the amount received for rates for the whole of the municipality? A little over £4,000 for general rates, about £1,000 for lighting rates, and £3,000 for water rates—that is £8,000.
298. *Mr. McCourt.*] You object to the Rossiville site solely on account of the drainage? Yes.
299. Supposing the Government were to sell it in allotments for villa sites, and it were built upon, would not that be a source of greater danger to Goulburn than the asylum? I think the Council would insist on persons who built there taking some means to prevent the pollution of the water. There would certainly be no concentrated sewage or drainage.
300. But would it not be more dangerous for people to go and build there as they pleased? It would be some source of danger.
301. A greater danger than an institution? It may be a greater danger than an institution, unless the proper means to prevent it are taken by the inhabitants of the locality.
302. Are you aware that if the asylum is built at Rossiville, it is proposed to supply the institution with water from the river? I understand that to be the case.
303. And if that is the case, would not the authorities of the institution take the utmost care not to pollute the supply? Yes, but they might take it from a place above the spot where they drained.
304. They purpose taking it opposite to where the buildings are put up. That being so, would they not take the utmost care not to pollute their own supply? Certainly, I should think so.
305. In that case there would not be much danger? The drainage, as far as I can see, would run into another watershed, or could be made to run into a creek which crosses the road and falls into the river below the bridge.
306. Leaving out the sewage question altogether, which do you think is the best site? The Rossiville site.
307. Before the Council commenced to carry out the waterworks, did they not pass a formal resolution agreeing to take the works, the Government to carry them out for a certain sum? I believe so.
308. According to an estimate? The cost has very much exceeded the estimate.
309. By how much? I think £27,000.
310. Has the Government made any demand for interest? Not that I am aware of.
311. *Chairman.*] Then your reason for saying that you could pay your way if the Government reduced the capital cost, is based on the fact that you were asked to incur a responsibility of some £27,000 in the first instance, and that has been increased by the action of the Government to £54,000? Yes, perhaps a little more.
312. We understand the Council would have no objection to pay the interest, and the sinking fund, upon the original estimated cost? No.
313. You do not want to shirk your responsibilities? We could not pay interest on the £54,000, and pay working expenses as well.

314.

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314. You could do so on the £27,000? Yes.
315. Has the expenditure been increased by the carrying out of more reticulation works than were originally agreed upon? I think not. Different portions of the work, carriage, freight, and so on, cost a great deal in excess of what it was estimated it would cost.
316. Were tenders invited for the various portions of the work? I believe so.
317. And were you not able to judge when the tenders were in as to whether the cost would not be exceeded? I could not speak about that.
318. Do you know whether any representations were made to the Council before the work was commenced to the effect that the estimated cost would be exceeded? No.
319. *Mr. Wall.*] What did you state the revenue from the water supply to be? Three thousand pounds.
320. And at 3½ per cent., without a sinking fund, the interest would be £2,100? Yes.
321. At the present time, with a sinking fund, you pay 5 per cent.? Six per cent., I think it is.
322. Then, as a matter of fact, without any working expenses, your present revenue would not enable you to pay 5 per cent. on the £50,000? No.

Joseph James Roberts, Esq., Alderman, Borough of Goulburn, sworn, and examined:—

J. J. Roberts, Esq. 15 July, 1892.

323. *Chairman.*] You are a member of the Municipal Council of Goulburn? Yes.
324. How long have you occupied that position? About five years.
325. How long have you been a resident of Goulburn? Ten years.
326. Were you in the Council when the waterworks project was first submitted? No.
327. Do you know the Kenmore and Rossiville Estates? Yes.
328. Putting aside the question of the contamination of the water supply, which, in your opinion, is the most suitable for the purposes of a lunatic asylum? The Kenmore Estate.
329. Why? It is more convenient to and from the railway; it is a much better road; it is nearer to North Goulburn; the inmates can be taken out at North Goulburn station. In the course of time the railway to Crookwell will pass the asylum, at a distance of 15 chains.
330. Is not the road to Rossiville a good one? Not nearly as good.
331. Some portion of the Kenmore Estate is liable to flood? Very little, and not at all where the asylum will be.
332. What about the nature of the country for agricultural purposes? I have been on the Rossiville Estate in all seasons. I think it is the driest spot in Argyle. It is the most porous land round about; it drains very rapidly. As far as agriculture is concerned, Kenmore is far superior to Rossiville.
333. From an agricultural point of view, it is far superior to Rossiville? Yes.
334. From a building point of view, which is the best? Rossiville is, because it is so dry and elevated.
335. Do you share the opinion of the Mayor, that the only objection the Council have to the Rossiville site is the fear of contaminating the water supply? Yes, I believe the Government will have great difficulty; the land is so porous; there is hardly any depth of soil there at all.
336. Then you think a great mistake was made in purchasing that land as a site for the institution? Yes, I think the Government gave double what it is worth.
337. You do not think it is possible, then, supposing the institution to be established at Rossiville, to deal with the drainage in an effectual manner, so as to prevent the pollution of the water? I hardly think so, considering the nature of the soil.
338. You have had no personal experience in dealing with sewage matter? No. I believe the strong matter you will have from an asylum would percolate very rapidly. It is not like manure from a stable.
339. *Mr. Ewing.*] You think Kenmore is the better position, because of its accessibility? I do. Another advantage is that it is so close to the mounted police station, and the police, in the event of any of the inmates escaping, could be called upon by telephone in a few moments.
340. Still you think, on other grounds, that Rossiville is a better building site? Yes; the only drawback is that it is a very cold and windy place; it gets the western blast terribly.
341. Supposing it could be absolutely proved that the water supply of Goulburn would not be injured by the presence of an asylum there, what would be your view? I still say that Rossiville is best as a building site.
342. Supposing it were proved that the water would not be polluted, would your main objection to Rossiville disappear? Yes; but I should like it to be proved beyond all doubt.
343. It is the question of the pollution of the water which troubles you? Yes.
344. *Mr. Wall.*] I suppose that if the people of Goulburn were prejudiced against using the water in consequence of the erection of the institution at Rossiville, the waterworks would be practically abandoned? Yes.
345. Are you aware that most of the sewage farms are conducted on absolute sand, and that the more percolation there is the better the land is adapted for sewage farms? Yes; but sand is a great purifier, and that is the difference.
346. You think that the people of Goulburn would be so prejudiced against the erection of this institution at Rossiville that it would be likely to interfere with them taking water? Yes. I think I meet almost as many country people as anybody in town, and they all object to the asylum being at Rossiville on those grounds.
347. They would be compelled to get their water from the Wollondilly under any circumstances? Yes, although there are creeks.
348. If an institution were erected at Kenmore, unless some provision were made for purifying the discharge from the institutions, the people below would complain? There are very few people who draw water from below. I do not think that for 16 miles there are more than ten or fifteen persons who get their supply from below.
349. *Mr. Humphery.*] Have you carried out any building operations in Goulburn? Yes, I am engaged by the Civil Service Building Society.
350. Would there be any difference in the cost of delivering bricks on the two sites? Yes, it would be much cheaper to deliver them at Kenmore.
351. What would be the difference of cost? There would be 400 bricks to the load, and I should say that the difference would be 2s. or 3s. a load.
352. That would be nearly 5s. per 1,000? Yes.

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353. *Mr. Dawson.*] You think the land at Rossiville is not suitable for farming at all? Yes; unless you had water for irrigation, as it is so very dry.
354. Do you think there is sufficient land on the site selected at Kenmore, excepting it be put under intense cultivation, fit for a farm? There are about 380 acres, and they would grow enough to feed half Sydney if properly cultivated. It is well protected, and is not nearly so cold as at Rossiville.
355. How far is it from North Goulburn station in a direct line across? A mile and a quarter.
356. Where do you cross? At the main bridge.
357. *Chairman.*] Do you wish to state anything further? Yes; fine crops have been grown on Kenmore, potatoes and oats.
358. Do you know that of your own knowledge? Yes; on the flat by the creek.

Edward Woodhart, Esq., Mechanical Engineer in charge of the waterworks, Goulburn, sworn, and examined:—

E. Woodhart, Esq. 15 July, 1892.

359. *Chairman.*] What are you? Mechanical engineer in charge of the waterworks.
360. How long have you been connected with the Corporation? Since 1886.
361. After the work was completed you took charge? Yes.
362. Are you in a position to give us the actual cost of the different portions of the scheme? I have received no detail costs in regard to the waterworks, but the sum total is upwards of £58,000.
363. How did you ascertain that? Through the press, and latterly through Mr. Lyne.
364. Is no account kept in the municipal registers of the matter? The Town Clerk might furnish the information.
365. Have any improvements been made in the waterworks since the Corporation have had sole control of them? The weir has been erected, and the filters repaired.
366. Was there no weir there before? No.
367. What impounded the water then? Simply a chain of water-holes, which I pumped out on three occasions.
368. They became nearly dry at times? I pumped out the one in front of the engine-house on three occasions.
369. What depth of water have you at the weir? Twelve feet.
370. What is the height you pump up to your reservoir? One hundred and eighty feet.
371. Then there is some loss, I suppose, in going through the filter? Yes; through the filter into the service reservoir.
372. How much? It varies from 10 feet to 12 feet occasionally. It varies according to the height of water in the service reservoir.
373. Are the different mains under your jurisdiction? No; only from the river to the tanks. The reticulation is under the charge of the water inspector.
374. Is the water from which you pump very much contaminated, or has it been at any time during your tenure of office? No; it is very thick during flood time.
375. Does any offensive odour arise from it? No.
376. You pump up into a tank or reservoir on the top, and from that it goes into screening tanks to the service reservoir? Yes.
377. What are your screening tanks like? They are composed of sand and gravel.
378. Do they effectually do their work? No; they are defective.
379. What means are you taking to make them more effective? There is no means beyond removing the scum when it collects. You remove an inch of sand, but when one-third of this sand is removed, the whole of the sand, gravel, and brick has to be removed.
380. How often have you to do that? It has not been done yet, but it will eventually have to be done, and it means a great expense.
381. How much? About £150.
382. How often do you pump from the river to the reservoir? Eight hours in the twenty-four; sixteen to seventeen in the summer.
383. At a stretch? Yes.
384. Then you are continually going for eight hours in the winter? Not every day in the winter—at the present time for three weeks; the other week is occupied in overhauling boilers and machinery.
385. What is the capacity of your reservoir on the top to which you pump? Two millions three hundred and eighty-eight thousand gallons.
386. And the daily consumption of Goulburn? A little over 121,000 gallons. The average consumption for the six months ending 30th June, has been 202,000 gallons.
387. Can you give any idea as to where the excess of cost over that first estimated came in? There has been a deal of defective work, and a great quantity of repairs.
388. What did the weir cost? About £2,246 was the contract price, but I thing it must have cost nearly £3,000, because there was a great trouble over it.
389. Are your engines fully capable of dealing with the supply? Yes; but I do not think it is advisable to have only one pump. I think it will be advisable to erect another shortly. Supposing 500,000 gallons a day are consumed, they would soon empty the tanks whilst I am overhauling the pump; and, as a matter of fact, now if anything in the well were to carry away, I should have to work up to my neck in water, on account of the defective construction of the tunnel, or open the scour-valve of the weir to reduce the level.
390. Then you think that in the near future you will have to duplicate your pump? Yes; so as to pump the water out of the well if anything should happen to the present pump.
391. Are repairs and extra plant obtained by the Corporation, or have you to confer with the Harbours and Rivers Department? The Council, I suppose, will provide the next pump, but it will be solely through the defective work of the Government that it will be necessary. If it were not for the defective work in the tunnel the present engine would do.
392. What is the defective work to which you refer? The tunnel leading from the pump well to the river. When I close the valve of the inlet, the water percolates as fast through the embankment as I can pump it out from the pump well. This valve was put there, and an inlet erected, for me to close the water,

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water, so as to get at the pump, but it is of no use whatever without another pump for keeping out the water.
393. Can you not in any way rectify that inlet? Not unless you make a coffer dam.
394. What is the actual defect—is it a bad face to the tunnel, or what? It is the tunnel itself. The water percolates through the embankment and pipes.
395. Did you, on behalf of the Council, take over the work when it was constructed? No; I had nothing to do with it.
396. Who took it over? It was simply gazetted over to the Council. They had no say in it.
397. Do you mean to state that the Council were fools enough to take it over without having a reliable report as to its being in order? They interviewed the City Solicitor on the matter, but he advised that they had no power, and that they had to take the work over.
398. So that defective work inflicts continuous expense on the Borough Council? Yes.
399. And certainly discomfort on the engineer? Yes.
400. I suppose you have not been told to supplement or duplicate any works with a view of getting a reduction from the Government on the capital cost? No.
401. *Mr. Wall.*] Have you any idea what is the annual cost of the waterworks to the Council? I do all my own repairs. There is a salary of £200 for myself, and £100 for the fireman. I do not suppose the stores I use amount to £12 a year during 1889, 1890, 1891.
402. Then there is the clerical business in connection with the water supply? Yes; and the water inspector and an occasional labourer.
403. Is there not a depreciation on the machinery? Yes; a certain percentage is allowed.
404. But you do not know what is the actual cost of the system to Goulburn, including the depreciation of machinery, clerical work, and labour? No.
405. *Mr. Suttor.*] Supposing an asylum were established at Rossiville, would any great damage be done if a small farm or garden were made there for the purpose of using sewage? My conscientious opinion is that fœcal matter must inevitably find its way into the river.
406. We have a report from Mr. Corbett in reference to a sewage farm at Rossiville. He states that the most feasible scheme is a farm or garden in what is known as the 15-acre paddock, near the site of the proposed buildings. He states:—"The ground is at a convenient (not too close) distance from the building site, and the soil, I believe, is suitable. But it would be necessary to trench and terrace the ground, as the slopes to the river are steep"? Of course, sewage can overcome these difficulties, but I think it must inevitably find its way into the river. They say that if a polluted river flows a certain distance organic matter becomes oxydised and inert; but this is a very sluggish river. As I said before, I have pumped out the water-holes. Last February the consumption was 10,000,000, and there is a capacity there of 65,000,000 gallons. If we had a drought from November to March there would, owing to the consumption of water, and allowing for evaporation and absorption, be very little left, and matter would find its way into the stagnant pool and would, of course, be pumped up to the town.
407. But from the nature of the subsoil the sewage would not find its way sufficiently deep into the soil? No; it is not the soil which would absorb this matter. By-and-bye they will have to erect a weir below Mr. Bett's paddock, which will raise the water 10 or 12 feet on Rossiville Estate; therefore any sewage must flow into the river.
408. *Mr. Ewing.*] How far is that paddock above the Crookwell bridge? Six hundred or 700 yards.
409. You think that you will have to put another weir there? Yes; there is a suggestion that that could be done.
410. *Mr. Suttor.*] We have also a report here from Mr. Hamlet; he states that he examined three specimens of soil; he adds:—

Results, computing 43,560 square feet to the acre. One acre from the 40-acre paddock will absorb 130,000 gallons. Allowing the absorption never to exceed half its limit or capacity, then 1 acre may absorb 65,000 gallons, which is more than three times the volume of one day's output from an institution of 1,000 persons, with an allowance of 20,000 gallons per diem, equal to 140,000 gallons per week. Given two irrigation beds, each covering an area of 3 acres, the slop water might be run into each bed every alternate week.

Do you know the piece of land referred to? No; I may mention that in connection with the township of Fernshaw, in Victoria, the Government has paid some £28,000 for the removal of the township from the water supply. The asylum would practically be a small township next door to our water supply.
411. *Mr. Ewing.*] Is the water good at present? Yes; it is hard water.
412. There has been no epidemic, such as typhoid, at Goulburn? No.
413. You think the water in a dry season might not be ample? Six months would lower it, and it would be a pool. There is no flow; it lies there.
414. Do you think there is enough water at present for a city twice as large as Goulburn? Yes.
415. How did the agitation with regard to the second weir a little higher up the river originate? That was a suggestion, I think, with the Department, who saw that it would be necessary to erect a weir on some future occasion. They took the opportunity of making bench marks on the site.
416. But there is plenty of water now? Yes; but it stops occasionally in a very dry summer.
417. I suppose it does not matter whether the water is polluted or not, so long as you think it is polluted? If there is any outcry we get it analysed.
418. Have you had it analysed several times? I think the Government Analyst analysed it on one occasion.
419. And it was satisfactory? Yes.
420. Did you ever have it analysed further towards the junction of the Ponds Creek with the river? I have had the water immediately in front of the engine-house analysed.
421. Is there a great difference in the quality of the water above and below the dam? I do not know.
422. Is the water on the Kenmore Estate very much polluted by flowing past the city of Goulburn? I could not say.
423. I suppose the people further down drink it? I do not think so.
424. I understand that when you have received complaints as to the water you have sent samples to the Government Analyst? Not to the Government Analyst, but to Mr. Sach, of the Technical College. We sent it on one occasion, and on one occasion he examined it for his own information.
425. Do you know anything of Mr. Hamlet, the Government Analyst? Yes.
426. And what he says is to be relied upon? Yes.

427.

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427. You heard Mr. Suttor read his report as to the absorbing qualities of the soil on the 40-acre paddock, in which he says that two beds of 3 acres each could easily absorb all the sewage matter from an asylum containing 1,000 persons? Yes.
428. Do you not think, with that evidence before you, there is very little danger of the water supply being contaminated? With that evidence, I would not think it advisable to allow that to exist which might injure a whole city for the sake of a few hundred persons, and the expenditure of a few thousand pounds, when there is such a site as that at Kenmore.
429. Have you had anything to do with any sewerage works? No.
430. Do you keep yourself posted up in all the modern improvements dealing with sewage? Recently I have commenced to post myself up in the matter.
431. Have you ever visited Webb's Grant or the Botany sewage farm? No.
432. You are not aware that that is a great success? I only heard of it the other day for the first time.
433. You do not know anything of what is called the International system of dealing with sewage? No.
434. Would you be surprised to learn that the sewage of a very large population passes through this International system, and the effluent water from it is so innocuous that the gentleman who gave his evidence, and who is a noted authority on such questions, drank it and still survived? That is possible, unless there are any germs from cholera or typhoid.

Mr. Edward George Woodhall, Water Inspector to the Borough Council, Goulburn, sworn, and examined:—

Mr. E. G. Woodhall. 15 July, 1892.

435. *Chairman.*] What position do you occupy in connection with the Municipal Council of Goulburn? Water inspector.
436. Are all the reticulation works under your charge? Yes.
437. What is the nearest point of your waterworks to the Kenmore Estate? Half a mile.
438. What is the size of the main which supplies the gaol? Six-inch.
439. I suppose that is only of sufficient capacity to properly supply the gaol? It supplies the whole of North Goulburn as well.
440. But supposing you had a sudden influx of population to be supplied by that particular main, would it be sufficient? It would for some time, I think.
441. In other words, supposing the asylum were erected at Kenmore, with a population of 800 or 1,000 people, would a continuation of the 6-inch main supply them efficiently? I think so.
442. Does Kenmore occupy a higher position than the gaol? No; I think it is lower. It is a question as to which way they would take the main. If they crossed the river I think it would be on almost level ground.
443. Would there not be such a large draft on your 6-inch pipe to supply North Goulburn and the gaol that if it were continued to the Kenmore Estate there might be times when the people there would not get any water at all? I do not think so.
444. Then you are quite sure that a continuation of the 6-inch main, which at present supplies North Goulburn and the gaol, would be sufficient for a population of 800 on the Kenmore Estate? Yes.
445. What would be the cost of that? I cannot tell you. I do not know which way they would go.
446. Going over the bridge and along the road. What is the distance, and how much would your pipes be per yard? About 10s. a yard.
447. How many yards are there, approximately, between the end of your present main and the southern end of the Kenmore Estate? I do not know.
448. Ten shillings would be the cost of the pipes and laying? Yes.
449. What is the size of your main coming down from your service reservoir into the town? Ten-inch.
450. What is the smallest size you would use? Three-inch in most of the side streets. The size of the main in the main street is 8-inch; in Sloane-street 6-inch.
451. Have there been any complaints on the part of the North Goulburn people, or the inhabitants of the gaol, of insufficient water supply? No; there has always been plenty of water.
452. How many men have you under your charge? None. I attend to the reticulation, and if there is anything to be done we employ the Council labourers. The breakdowns we repair ourselves, and the extensions are generally done by contract.
453. Have there been many breakdowns since the supply has been in existence? No; only a few joints have blown out.
454. *Mr. Ewing.*] In taking the pipe on to the Kenmore Estate, I suppose the Taralga Road would be the nearest? Yes.
455. That is about a mile and a half? Yes.
456. If the distance of extension of pipe necessary to carry the water to the gaol to the Kenmore Estate be a mile and a half, that is 2,640 yards, and the cost be 10s. a yard, the total cost would be £1,320? Yes.
457. *Chairman.*] I suppose, if private owners of land were agreeable, the pipe might be taken in a more direct route than by following the road? Yes; half a mile.
458. Is there any instance in which you have taken pipes across private land? No.

Ebenezer Forsyth, Esq., Town Clerk, Goulburn, sworn, and examined:—

E. Forsyth, Esq. 15 July, 1892.

459. *Chairman.*] You are Council Clerk at Goulburn? Yes.
460. How long have you held that position? Nearly three years.
461. Can you state the actual cost of the water supply scheme to the borough? Not up to the present date; but I could give you the figures up to the time we got them from the Government, in October, 1889.
462. Have you not charged against it the cost of any improvement you have made since it was handed over to you? No; we have charged nothing in that way, except the actual expenses.
463. Is there no debtor and creditor account in the matter? We have a debtor and creditor account, and we charge all the expenditure for the year.

464. What is the capital cost standing against you in the books, as per Government intimation? Over £54,000. Those are the figures we got from the Government up to October, 1889, but that does not include the cost of the weir since that date. E. Forsyth, Esq. 15 July, 1892.
465. Who constructed the weir? The Government.
466. And they have not sent on the cost? No; not the cost up to date.
467. How does the engineer know it? I suppose he estimates it in some way.
468. Has there been any demand on the part of the Government for the 5 per cent. which was arranged for on the cost of the works? Not that I know of.
469. Is there anything to the credit of the fund just now? Yes; about £3,000.
470. Kept as a separate account from your ordinary municipal revenue? Entirely separate.
471. What does it cost you annually for running expenses? Between £1,400 and £1,500 a year.
472. How is that apportioned? In salaries and general expenses.
473. What proportion of salaries? £400 to £500 a year.
474. Will you enumerate the staff and their salaries? Mr. Woodhart, the engineer, gets £200, and the fireman £100; the inspector, £130; the remainder is put down as proportion of office expenses.
475. What proportion of office expenses do you charge against the water? I am not quite sure whether it is £100 or £200 a year.
476. What proportion does that bear to the rest of your office expenses? About one-half.
477. Is not that a rather large proportion of office expenses for the water to bear? I am not quite sure of my figures.
478. At all events, you do not think it has been unduly loaded with office expenses? No.
479. Was this proportion adopted on your suggestion, or was it reported on by a Finance Committee? It was adopted on the suggestion of a Sydney accountant, who was up here investigating the books.
480. You do not think it likely the Council can be charged with unnecessarily loading the water account? No.
481. You concur in the recommendation of the Sydney accountant to charge nearly half of the office expenses to that particular work? I recall what I said about its being half, because I am not sure of my figures.
482. *Mr. Wall.*] You say your expenses are about £1,500 a year? Yes.
483. And the information before the Committee is that the total amount due to the Government is £58,000. The Government have asked to extend the period of payment over sixty years at 4 per cent., instead of having the payments at twenty-six years? I believe the Government made some proposal of that kind, but not directly to us.
484. Your total revenue at present is £3,500 per annum? Something under that.
485. The interest on £58,000, at 4 per cent., will be £2,320? Yes.
486. Which, added to your working expenses, £1,500, would give £3,820 per annum? Yes.
487. Therefore, even under that system, you would not be able to pay the Government? I do not think we would.
488. Would it be possible for you to increase the revenue to meet those payments, extended over a period of sixty years, or are your rates levied up to 5 per cent., the gross amount to be charged? The rates are levied so high that we cannot recover a large amount.
489. Under the original system under which the money was borrowed you were paying 5 per cent. per annum? Yes.
490. That, added to your working expenses, would make your payments £4,500? Yes.
491. Or, in other words, it would leave you £1,000 short per annum, estimating your present revenue at £3,500? Yes.
492. Therefore, it appears that under neither of these systems would the waterworks pay? I do not think so.
493. Unless the Act is so amended as to enable you to increase your charges? Yes.
494. I understand your Council are prepared to accept this extended period of payment over a period of sixty years? Probably.
495. Have they taken the trouble of casting accounts to see whether the present revenue would enable them to meet the demand under a 60 years' term of payment, or have they shelved the old difficulty to create a new one? They have never been applied to directly. When they are applied to they will probably make a proper investigation.
496. *Mr. McCourt.*] What is the amount of your water rate? One shilling in the £.
497. And how much money is owing? Probably several thousand pounds, a large amount of which cannot be recovered.
498. How is that? One of the reasons is that the by-laws were constructed in a faulty manner some years ago. The Council had to go to Parliament for a special Act. Several faults have been discovered since then, and they require a second special Act. This Act has not been passed yet, and they are waiting for it before they can recover.
499. How much will be due to you which you will never be able to get? £2,000 or £3,000.
500. How long has this credit account been accumulating? Nearly four years.

Solomon Meyer, Esq., J.P., Goulburn, sworn, and examined:—

501. *Chairman.*] How long have you been a resident of Goulburn? Twelve years, but I was here forty-nine years ago. S. Meyer, Esq., J.P. 15 July, 1892.
502. You know the Kenmore and Rossiville Estates? Yes.
503. You are aware that twelve years ago that Kenmore Estate was purchased as a site for an asylum, and that subsequently the Rossiville Estate was purchased for the same purpose? Yes.
504. Which of these two sites do you think most suitable for the purpose? The Rossiville Estate.
505. Why? The Kenmore Estate lies very low. There is no scenery around it, whereas Rossiville is a fine site, and is elevated.
506. On the other hand, is not the Kenmore Estate more sheltered? It is very low, and has a very damp atmosphere.
507. It is some considerable height above the Wollondilly level? I think so. 508.

S. Meyer, Esq., M.P. 15 July, 1892.

508. Are those the only reasons you have for preferring the Rossiville site? Yes.
509. Do you share in the fear that if the asylum is erected at Rossiville the drainage may pollute the water supply? I think that might be obviated.
510. You think that by modern science the danger might be minimised, if not absolutely done away with? Yes.
511. Looking at it from a farming point of view, do you think better results would be obtained from Rossiville than from Kenmore? The land at Rossiville is very stony, but no doubt the soil would be of a very fine character if the stones were removed.
512. As a matter of fact, it is considered more hilly than Kenmore, and if that is so would not the rain more readily run away and be lost? For farming purposes I should think Kenmore is the more preferable of the two.
513. One of the reasons for obtaining such a large area was for the purpose of allowing the inmates to do farming? I was not aware of that, but no doubt that would be a very great advantage to the patients.
514. Your preference for Rossiville, then, is because of its more pleasant surroundings? I think the inmates ought to have all the advantages which nature could give them.
515. Might not the fact of the Kenmore Estate being more sheltered and less exposed weigh with the authorities? I do not think that should affect them so much.
516. I suppose the Inspector-General for the Insane would be a good person to judge as to what is in the interests of these people? I should think so.
517. Whatever opinions you may hold in reference to the matter, you would be ready to give way to the opinions of an authority like Dr. Manning? Certainly; they would be of far more value than my own.
518. *Mr. Ewing.*] Do you think that either site would do well enough in the absence of either? I think either site would answer, but I would give the preference to Rossiville, for the reasons I have stated.
519. Do you think the public, generally speaking, agree with that view? I think so.
520. How does the Municipal Council, then, pass a resolution to the effect that they would rather have the Kenmore than the Rossiville site? I do not know. I should like to know how many of them own land over that way.

Andrew Gibson Finlay, Esq., auctioneer, Goulburn, sworn, and examined:—

A. G. Finlay, Esq. 15 July, 1892.

521. *Chairman.*] What is your occupation? Auctioneer and agent, in Goulburn.
522. You have been a resident for many years? Thirty-three years.
523. Your firm originally subdivided and sold the Kenmore Estate? Yes.
524. Was the sale of the Rossiville Estate through your hands as well? Yes; it was in my hands when it was sold, but the sale was completed by Captain Rossi, and Richardson and Wrench.
525. Will you give the Committee your opinion as to the most preferable site for an asylum for the insane? I think the Rossiville site is preferable in many ways. The situation and surroundings are better, the soil is considerably better, and I think the access to the railway is even better than that from Kenmore. There is no comparison in respect to the quality of the soil. The soil at Rossiville is as rich as you could have it. The stones are an objection, but there are portions of the estate particularly suitable for cultivation. I look upon the Kenmore soil, and the country round there, generally as being very poor; it is also very bleak.
526. So that, from a farming point of view as well as from a building site point of view, you consider Rossiville superior to Kenmore? Very much so; the only objectionable feature is the stone. The Kenmore soil is very cold clay, and in winter it is unworkable.
527. Does that hold good on the whole of it, or only those portions intercepted by creeks? It is poor generally.
528. Kenmore would be easier of access if a bridge were thrown over the Wollondilly to the railway line than would Rossiville? Certainly.
529. I suppose that some of the materials for building would be brought a considerable distance from Goulburn? I think a great deal of the stone could be got at Rossiville.
530. How about timber? I think it would be more easily got to Kenmore from the railway.
531. That would very much decrease the cost of building? I think so.
532. Therefore, a building would be erected at Kenmore at a less cost than at Rossiville? Unless you take into consideration the value of the stone on the Rossiville Estate.
533. You know that there is more level land at Kenmore available for building than at Rossiville? Yes.
534. That might make a difference in the cost of building in favour of Kenmore? It might.
535. Do you share in the fear which has been expressed that the drainage from the asylum would be likely to pollute the water supply? I do not, for this reason: twenty years ago we established a meat slaughtering establishment, and we slaughtered our cattle on the hill. All the blood, offal, &c., percolated and got into the river. The townspeople cried out about it, and we at once dug pits, and let the stuff run into it. It percolated through the pits gradually, and there was no further objection taken as to the pollution of the water.
536. The ground formed an efficient filter? Exactly. The inhabitants then appeared to be perfectly satisfied. The objection they then took was one in regard to the smell.
537. Would you have had any objection to drink the water? No.
538. Can you tell us whether the river is polluted from any cause between the weir and Taralga Road bridge? Not that I know of.
539. The water of the Wollondilly is of uninviting appearance about the Taralga bridge? It is not nice water at any time to drink. It is very hard.
540. You think, from your own experience, that the danger from pollution can easily be overcome by draining the sewage into the land, or adopting some chemical process? I think so.
541. Putting aside the question of the character of the soil, the situation is very much more sheltered at Kenmore than at Rossiville? Yes; but it is frightfully cold in winter. The fog lodges there for a long time in the morning, but it is not so in regard to Rossiville.
542. As a matter of fact, your cold winds are southerly and westerly? Yes.
543. Is there not, immediately to the north of Kenmore, a range of hills which would break the southern or western winds? It is also so at Rossiville.
544. Do you know where it is proposed to erect the building? No.

545.

A. G. Finlay, Esq. 15 July, 1892.

545. On the crown of the hill to the south—that is rather exposed, is it not? A little.
546. We are told that it is rather difficult to get sufficient level area there to build the place, so much so that they are obliged to follow the contour of the country and construct the buildings in a sort of semi-circle? I did not know that was the case.
547. Supposing the Government were prepared to sell Rossiville, what do you think it would bring, cut up judiciously? I do not know that I am called upon to say. Naked land adjoining Rossiville, on the other side of the river, has been sold I believe at a greater price than was the Rossiville Estate with the whole of its improvements.
548. So that if the Government decided to sell Rossiville they would probably not be losers on the transaction? I do not think they would if the land were cut up judiciously, and sold on liberal terms. The land I refer to is, I may state, better capable of cultivation, not being so stony.
549. *Mr. Ewing.*] How far were the first pits in which you put the offal from the bank of the river? About 132 feet.
550. Did they empty rapidly? No, slowly.
551. Were they out of flood reach? Yes.
552. Did they fill from percolation in wet weather? They had been kept full, but it went away sufficiently to suit our purpose.
553. Is it not possible that pits would fill right up in wet weather and overflow? It is possible. It depends on the nature of the soil.
554. Do you think either of these sites, in the absence of the other, would be suitable? Supposing we had not the Rossiville site, do you think the Kenmore site would be a good one? I think it would, although I do not like it for reasons assigned.
554½. You only condemn it comparatively? Yes.
555. What do the Goulburn people, as a rule, think of it? Well, I do not think the Council represents the views of the people.
556. Do you think the aldermen would rather live at Kenmore or Rossiville? At Rossiville.
557. And you think it would be a better place for lunatics? Yes.
558. The people do not fear the drainage and the pollution of the water? No; I think it is only a few croakers who do so.
559. What area of land do you think there is suitable for agriculture at Kenmore? About one-third of it—100 acres.
560. And what amount at Rossiville? It is patchy; but you would get a larger block of land on the Kenmore property than on the Rossiville property.
561. You think you would get a smaller quantity on the Rossiville Estate unless you disconnected portions? Yes.
562. Therefore, a larger farm could be worked in one block at Kenmore than at Rossiville? Yes.
563. *Mr. Humphery.*] At the time you speak of were the residents of Goulburn drawing their water from the Wollondilly, or from tanks connected with their houses? They had no water supply in those days. They were buying their water from Blackshaw's pump, which comes from the same body of water I have mentioned.
564. But were not the majority obtaining a supply from their roofs? A good many, but principally from Blackshaw's pump, on the Mulwarree.
565. If there had been any contamination from your meat-works would it have been above or below the water supply you speak of? It would have reached Blackshaw's dam.
566. How many years ago is it since this occurred? Twenty-two.
567. Was there a Municipal Council at that time? Yes.
568. Did the Council at any time protest after you had constructed the pits? No.
569. Do you think the aldermen are simply doing their duty in endeavouring, as far as they can to protect the river from contamination? Most certainly.
570. Assuming that they are justified in their belief that the water supply of the town will be polluted by the drainage from Rossiville, would it be a proper thing to establish a lunatic asylum in that locality with 1,000 inhabitants? I do not think there is any danger from pollution.
571. How many aldermen are there? Twelve.
572. They represent all parts of Goulburn? Yes.
573. Would they have better opportunities than yourself of ascertaining the feelings of residents on the subject? They might, although I come in contact with a good many public people.
574. Do you not think it is a reasonable objection of the aldermen to make to Rossiville being selected as the site? It may be reasonable.
575. Having regard to the two positions, do you see any objection to Kenmore being selected as the proposed site for the asylum? No; I only say that the other place is more suitable, and, in my opinion, unmistakably healthier.
576. At Kenmore the Wollondilly, I think, is already polluted by the drainage from Goulburn? Yes.
577. And at present there is little or any pollution from the Rossiville site? There is no pollution there.
578. And you consider the Rossiville land worth double the Kenmore land per acre? Yes.
579. Have you had any experience which would enable you to say whether you share Mr. Roberts' opinion that the cost of delivering bricks at Rossiville would be 5s. per 1,000 more than at Kenmore? I think Mr. Roberts is right.
580. Do you think the cost of delivering all other material would be in proportion? I think the haulage would probably cost more to Rossiville.
581. So that it would be more expensive to erect a building at Rossiville than at Kenmore? Yes; unless you utilise the stone. I think one would balance the other.
582. *Mr. Wall.*] Do you not think that bricks could be made on the ground? I think that at the Baw Baw end of the property you might get soil which would be suitable.
583. *Mr. Dawson.*] You say your objection to Kenmore is on account of the fogs and the bleakness of the estate in winter? Yes.
584. Did you describe the estate in that way when you sold it? You would not know yourself if I were to describe you.

Edward Howard, Esq., Mayor of Goulburn, sworn, and further examined:—

E. Howard, Esq. 15 July, 1892.

585. *Chairman.*] Was the resolution passed by the Council protesting against the selection of Rossiville passed unanimously? Yes.
586. Was there a full meeting? I think only seven were present. Six form a quorum. I know that the other aldermen, however, hold the same opinion as those who were present.
587. Was the resolution which was passed given notice of on the business paper? No; the resolution was passed at my suggestion, so that I should have the authority of the Council for stating their opinion on the matter.
588. But it was sprung on the meeting? It was.
589. Was that in order? It was in order, because no one objected to it.
590. But does not the Municipalities Act say that each of the aldermen should have a notice of what business is coming on? Yes; but the Council can express their opinion in any way they think fit if no one objects.
591. In the absence of any of the aldermen? Yes; they can call a special meeting to dissent from it if they like.
592. Was this a special meeting? No.
593. Do you know the opinions of the aldermen who were not present? Yes.
594. And you can swear they are favourable to the resolution? I cannot swear in regard to every one, but I can swear that most of them are.
595. How many of the five absentees can you swear to being in favour of the resolution? I do not know one who dissents from it.
596. When was the resolution passed? Last night.
597. The absentees, then, have not had much time to dissent? No. I suggested the resolution so as to have an expression of opinion from the aldermen. The Council practically expressed its opinion before, when I presume there was a greater attendance, and when they decided to nominate three persons to give evidence before the Committee. That was done three months ago.
598. Who were the three persons? Myself, Alderman Roberts, and the Engineer.
599. You think you are expressing, by that resolution, the unanimous opinion of the whole Council? I think I can safely say it expresses the opinion of eleven out of twelve.
600. *Mr. Humphery.*] How many of the aldermen own property, or are personally interested in land which would be affected by the establishment of an asylum at Kenmore? I do not know of one.
601. Then, as far as you know, none of the aldermen are interested to any greater extent in Kenmore than in Rossiville? No.
602. Then any suggestion that personal interest might influence the aldermen in arriving at the resolution is unfounded? Most decidedly. The personal interest would be in favour of Rossiville.

Mr. Patrick Confoy, hotel-keeper, Kenmore, sworn, and examined:—

Mr. P. Confoy. 15 July, 1892.

603. *Chairman.*] What is your occupation? Hotel-keeper at Kenmore.
604. How long have you resided in Goulburn or vicinity? Thirty-four years.
605. You know the two sites of Kenmore and Rossiville? Yes.
606. What is your opinion as to their relative value? I think Kenmore would be the best.
607. Why? It is closer to the North Goulburn, or even to the Goulburn station.
608. Are you aware that it took the Committee thirty minutes to drive from Goulburn to the Kenmore Estate, and only twenty minutes from the same place to Rossiville? No; but I am aware that they could not drive from Rossiville to the centre of Goulburn in that time, but they might drive to Rossiville in that time.
609. If that is a fact, Rossiville must be nearer to the centre of Goulburn than Kenmore? It might be.
610. In that case that goes to disprove the statement that Kenmore is nearer to the Goulburn station than Rossiville? Kenmore is nearer.
611. What is your other reason for thinking that Kenmore is superior to Rossiville as a site for the institution? They can erect the buildings there more cheaply.
612. Why? Because you can get the bricks made on the ground, you can also get stone on the land if you require it. You would not have to carry the bricks 100 yards. There is an estate adjoining, within a quarter of a mile, where millions of bricks are made.
613. How far would they have to go for bricks if they were building at Rossiville? I never heard of any bricks being made out there.
614. Is there stone nearer to Kenmore than Rossiville? There is stone within a quarter of a mile.
615. But is not the stone nearer to Rossiville than that? It might be.
616. If that is so, stone might be had cheaper at Rossiville than at Kenmore? It might.
617. Have you any other reason in favour of the Kenmore site? I do not know of any.
618. You have some property near the Kennore estate? Yes.
619. The erection of large buildings would enhance the value of the property? To a certain extent, and it might not.
620. That has nothing to do with your opinion as to Kenmore being the best site? No.
621. You have heard the statement that Kenmore is an exceedingly cold, damp, foggy place, is that your experience? No.
622. It is no more cold, foggy, and damp than Goulburn? The fog rises sometimes all along the river.
623. Is Kenmore, in your opinion, more sheltered from the western and southerly winds than Rossiville? It is.
624. Have you given any thought to the possible pollution of the water supply if the asylum is erected at Rossiville? No; I keep my own supply.
625. *Mr. Ewing.*] What did the Taralga bridge at Kenmore cost? About £5,000.
626. Including approaches, &c.? Yes.
627. Could a bridge at the same cost be put across the Wollondilly at the Kenmore Estate? I think so.
628. Did you ever hear anything about a platform there? There is a platform at Murray Flats.
629. How far from the bridge site? Half a mile or more.
630. *Mr. Wall.*] What is the character of the soil for cultivation at Kenmore? There is some good soil on the bank of the river.

Mr. James Oliver, draper, Goulburn, sworn, and examined:—

Mr. J. Oliver. 15 July, 1892.

631. *Chairman.*] What is your occupation? Draper, at Goulburn.
632. You have been a resident a number of years? Thirty-five years.
633. You know the two sites? Yes.
634. Which do you think the more preferable? I should strongly recommend the Rossiville site. There is no comparison in the look-out, locality, surroundings, and every other respect.
635. Do you share in the fear which has been expressd in the danger of the water supply being polluted by the erection of an asylum? No. I think that could be very easily obviated.
636. I suppose you use the water supply and are prepared to stand your chance of being poisoned? Yes.
637. You think the sewage matter could be dealt with scientifically, so as to make it quite innocuous when the effluent gets to the water supply? I think the whole of it could be deodorised by the land itself, by pits or drains, and utilised on the land for gardens.
638. Do you think Rossiville is superior to Kenmore from a farming point of view? I think some of the ground there is not to be surpassed in the southern district. There might be a difficulty in removing the stone.
639. You think there is no objection on the part of the Goulburn people at all to the erection of an establishment like this in their midst? No, the reverse; if a public meeting were called, I think the majority would be in favour of the Rossiville Estate. I have scarcely spoken to a person who has raised the slightest objection to it.
640. *Mr. Wall.*] If you were informed that it would cost 25 per cent. more to erect the institution on the Rossiville Estate, would you still advocate that site? I do not think the difference would be anything approaching that; with the exception of a little haulage, I do not think there would be any difference.
641. There is a difference of £14,000 in the actual price of the land? I believe that we would be compensated by the additional comfort the patients would receive and derive from the site and its surroundings.
642. If you were informed by the Colonial Architect that an institution at Rossiville would cost £2,000 a year more, to be paid on the capital, would you still advocate it? Yes.
643. You do not think these institutions should be constructed with a view to economy? Not when large interests are at stake.
644. But do you not think an institution could be erected at Kenmore equal in comfort to one at Rossiville? Quite so.
645. Then it is only the surroundings which induce you to approve of Rossiville as a site? Yes, and the stone could be used for a large portion of the structure.
646. *Mr. Humphery.*] Did you hear the evidence of the Mayor? Yes.
647. Do you think he has correctly voiced public opinion in expressing a doubt on the subject of the pollution of the river? I believe that if a meeting were called a very large majority would be in favour of the Rossiville site. I do not think the public have been invited to consider the matter.
648. *Mr. Dawson.*] Do you think that the unfortunate people to be confined in the institution would care anything about the view or such scenery? I have been to Gladesville and Callan Park, and I think the surroundings there tend very much to improve the mental and physical condition of the patients.
649. Did it not strike you that a considerable amount of public money had been wasted at both these institutions? No.
649½. And do you not know that the lunatics have increased at a most alarming rate simply on account of our treating them in the way we have done. They are pouring in in dozens from other countries so that they may be treated here rather than in any of the colonies? I do not think that would affect the question as regards site here. I should think there is an advantage in having a splendid site. The probability is that we should be able to cure instead of having to keep them.

TUESDAY, 19 *JULY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	Thomas Thomson Ewing, Esq.
The Hon. James Hoskins.	William Chandos Wall, Esq.
The Hon. Frederick Thomas Humphery.	William McCourt, Esq.
The Hon. Andrew Garran, LL.D.	Henry Dawson, Esq.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Joseph Porter Power, Esq., architect, sworn, and examined:—

J. P. Power, Esq. 19 July, 1892.

650. *Chairman.*] You are a member of the firm of Sulman and Power, architects? Yes.
651. Were you competitors for the prize for the asylum to be erected at Goulburn? Yes.
652. The site which was put before the competitors was known as Rossiville? Yes.
653. Did you visit it? Yes.
654. Before and during the time you were making out your design? Not during the time, but before and since.
655. Do you know anything of the Kenmore Estate? Yes.
656. That was not before you when you were called upon to compete? No.
657. What was your reason for visiting Kenmore? I went to make inquiries about Rossiville, and I took the opportunity of having a look at it.
658. Having heard that it was an alternative site? Yes.
659. Was your firm the successful competitor for the design? Yes; we took the first prize.
660. Have you visited Rossiville frequently? Twice.
661. Owing to the contour of the country it is rather difficult to find a sufficiently level site for a number of buildings such as a lunatic asylum? It is not necessary that it should be level for the whole of them. There is no difficulty in finding a level site for the part which should be level.

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662. Your buildings will be somewhat in a semi-circle? More or less; a segment really—about the shape of a boomerang.
663. Fronting north and west? No; almost due north.
664. Did you give any particular attention to the question of drainage at Rossiville? Yes.
665. You are aware that the Rossiville Estate naturally drains into the Wollondilly above the site of the waterworks dam, and that, consequently, drainage from that area would go into the river? Any natural drainage, but not from properly treated ground.
666. Do you think the sewage from an establishment at Rossiville could be effectually dealt with? Not only effectually, but profitably.
667. By what means? Irrigation.
668. Would you employ any chemical process? No—irrigation in its simplest form.
669. Do you think it could be carried out without the slightest danger of polluting the Goulburn water supply? Yes.
670. Have you had any practical experience in dealing with sewage matters? I have seen a lot of it, but I have not actually dealt with it.
671. Where? In England, at several of the asylums. I used to be connected with a firm of architects who were largely engaged in asylum building.
672. Was all the sewage of these establishments dealt with by irrigation? Most of them.
673. And dealt with effectually? Yes.
674. Which, in your opinion, would be the most or least expensive site to build upon? Rossiville, I think, would be cheaper, for this reason: Lime and bricks can be made on the site; on Kenmore, I believe, you cannot get either.
675. If the Committee have been informed that the bricks can be made near or on Kenmore, and that stone can be obtained on or near Kenmore, and that bricks cannot be obtained at Rossiville, they have been wrongly informed? I should not like to say you could not get stone near Kenmore; but you have been wrongly informed if you have been told bricks could not be made at Rossiville.
676. The Committee have been informed that if the building is erected at Rossiville the strong probability is that the bricks will have to be made near Kenmore and carted out? That depends on whether the builder buys the bricks or makes them himself.
677. There is plenty of material on the Rossiville site for making bricks? Yes; and there is splendid limestone.
678. Is not there a greater fall in the Rossiville building site than at Kenmore? Yes; but that is nearly, if not quite, met by the difference in the depth to which you would have to go for the foundations.
679. The extra foundations above ground at Rossiville will be more than compensated for by the extra foundations under ground at Kenmore? I would not say more, but about equal.
680. How do you arrive at that opinion if you have not sunk any trial holes? There are some trial holes at Rossiville, and I noticed at Kenmore that the soil on the river banks, which goes down to a depth of 12 or 14 feet, would not be suitable for foundations.
681. I suppose in building an institution like this a large amount of material would come from Sydney? No.
682. Timber? No; a great part of the timber would come from the other side of Goulburn.
683. Where from? From the Narrandera district.
684. The timber would come by railway to Goulburn? The timber would.
685. Would it not be easier to take what material would come by railway to Kenmore than to Rossiville? No; Kenmore is as distant from the station as Rossiville. You would have to make a siding and a bridge across the river to take it to Kenmore direct by rail.
686. Is it not a much more level road to Kenmore than to Rossiville? It is not a very steep road to Rossiville, and it is a very good one.
687. If it has been said that it would cost 5s. a load more to take materials to Rossiville from the Goulburn station than to Kenmore, it is a mistake? I am certain it is.
688. There are some pretty steep hills between Goulburn and Rossiville? Only one, near Bishopscourt.
689. You have to mount a hill to get to the site? Yes.
690. Then you think, balancing one thing with another, there would be little difference in the cost of building on the two sites? Very little. I doubt whether there would be any difference.
691. If we decided to erect an institution at Kenmore, and it was part of the plan to have siding accomodation and a bridge for the purpose of working the institution in the future, the materials coming by railway could be delivered at Kenmore much cheaper than at Rossiville? Undoubtedly.
692. Is not Rossiville a rather exposed place? Somewhat.
693. Kenmore is much more sheltered? It is, perhaps, sheltered from the winds; but it is equally cold, and is subject to fogs.
694. I suppose architects generally like to have their buildings on prominent positions, so that they may be a good advertisement for them? That is not quite so. An architect likes to see a building in its best position, considering the use to which it has to be put. I do not think any architect will hesitate to say that Rossiville is in advance of Kenmore.
695. I presume the Inspector-General of Insane, who says that both sites are suitable for this purpose, ought to know something about what is required for sick patients? Yes.
696. Could your plans which you have prepared for the Rossiville Estate be adapted to Kenmore? Yes.
697. To adapt your plans to the Kenmore site you would have a north-easterly aspect? If you have a northerly aspect you look straight uphill. If you have a north-easterly aspect you look up what is a comparatively fair valley.
698 How would the buildings at Kenmore front? About north-east, up the valley.
699. It is principally for the purpose of getting that north-easterly aspect that you have placed the buildings in that position? Not for that, but to avoid the hill facing the north.
700. You would not be able to get your buildings on this ground if they were more east and west, or at right angles with the road? Yes.
701. But it would bring them close together? Yes.
702. It is not because you are so much cramped there, as the desire to get a more easterly aspect? A better outlet.
703. Were you tied down to any cost? Yes; £150,000.

704. And what guarantee had you to give that it would not cost more? There was no guarantee. We were to state what we estimated the buildings to cost, and upon the drawings we did so. I think it was £147,000.
705. Architects' estimates are generally exceeded? No.
706. In some of the competitions architects are requested to send in a reputable builder's certificate to the effect that the building can be erected for a certain sum? Yes.
707. But not in this case? No.
708. Do you think the building could be erected within the £150,000? Yes.
709. Under the terms of the competition, would your firm have anything to do with the actual building of the institution, or the superintending of it? We presumed so, or we should not have gone in for it. We took the precedent of the Grafton Gaol, and the Richmond Agricultural College. The prize money would pay for little more than the paper.
710. But there was no condition to that effect? No.
711. How would you propose to deal with the sewage at Rossiville? I have made a diagram.
712. Where would you conduct your sewage to from the asylum? On the part marked as reserved for irrigation. There is a plot of about 40 acres to the south of the building marked "reserved for irrigation." We came to the conclusion that the best way would be to divide the 40 acres into seven sections of 6 acres each, to subdivide these into two sections of 3 acres each, and to run the sewage on to the 3 acres alternately day by day for six months, then turn it on to another 6 acres, so as to bring about a rotation of six months every three years.
713. And you think the sewage could be effectually dealt with in that way? I have no doubt of it.
714. You would not mind drinking the Goulburn water afterwards? No. In looking up the authorities I find that Rawlinson, the English authority, gives an acre for 150 people in a cold, moist climate like England. That would make the 40 acres at Rossiville sufficient to take the sewage from 6,000 people, or eight times as many as it is proposed to put there.
715. So that your proposal would effectually and safely deal with the whole thing? Yes. I have made an extract with regard to some of the asylums that have adopted irrigation. In the Garsland Asylum, Carlisle, there are 620 patients, and 13 acres. Derby—Simple system in use. Sussex County—Sewage from 880 patients; irrigation answers admirably. Hereford—400 patients; irrigated. Essex—Sewage system successfully carried out; 1,350 patients. Worcester—950 patients; has satisfactory system of sewage irrigation. Middlesex—1,100 patients; irrigated by 11 acres. Surrey County—1,050 patients; has irrigation. Somerset—830 patients; sewage irrigation has successfully supplanted lime process of purification. Stafford Gaol—1,300 inmates; has successful irrigation on 34 acres. Broadmoor Gaol—600 inmates; has successful irrigation on 19 acres. All these are in England, in a colder climate, and probably a more retentive soil than at Goulburn.
716. I should think the colder the climate the better for the sewage farm? No. You lose so much of the water by evaporation in a warmer climate.
717. Do you know whether there has been any complaint from the people residing in the locality of the places you have mentioned from the operation of these sewage farms? I believe not. Burdett, in his recent book on hospitals and asylums of the world, says that no disagreeableness has been caused or complained of. The scheme we suggest is a development of one he describes.
718. Did you take into consideration, when competing, the question of dealing with the sewage? Yes.
719. Putting Rossiville on one side, Kenmore, in your opinion, is not a desirable place for a lunatic asylum? It is not. It does not comply with one of the conditions of the Lunacy Commissioners. They say an asylum site should be elevated, that it should be cheerful, with a fall to the south—that would mean north here—that it should not be overlooked, and that it should be perfectly healthy. Rossiville possesses all these qualities; Kenmore does not. It is below the surrounding country, it is nearly flat, and not at all cheerful, as there is little or no lookout. It is overlooked by the main public road, and in winter time frequently enveloped in heavy fog until late in the morning.
720. Your buildings on the Rossiville site will be very much exposed to the southerly and westerly winds? To the southerly they would, but they will be sheltered on the west by some hills; and a belt of trees could be grown during the erection of the buildings to protect them on the southerly side.
721. *Mr. Humphery.*] Is there any water supply in proximity to the institutions you have mentioned? I could not tell you that.
722. Will the water supply of Goulburn be in any way polluted by the drainage from the proposed asylum? Not if it is properly worked.
723. You have quoted a number of institutions where irrigation farms are successfully carried out, but you have not stated whether there is any water supply connected with them? I have not the information.
724. With regard to the water supply of Rossiville, how would you propose to provide a water service for the asylum? There was a spot marked on the site plan as a suggestion for a pumping-station, and in our scheme we included the pumping-station, with the necessary settling tanks, filtering beds, and reservoir.
725. And what was your estimated cost? £2,900.
726. Can you state, approximately, the cost of maintenance? There would have to be an engineer about the building. It would not be pumping continually, but once in three days perhaps, so that at the outside the maintenance would be £100 or £150 a year. Taking the total number of inmates at 700, and the water consumed at 30 gallons a head per day, at 1s. 6d. per 1,000 gallons, the cost would be £574 per annum, irrespective of the 2½ or 3 miles of pipe which would be required to take it to the Kenmore site.
727. We were informed that it is 1½ mile? It is more than that. It is 1¼ mile from Rossiville, and the pumping-station is between Rossiville and Goulburn, and Kenmore is on the opposite side.
728. The Committee have been informed that the nearest point from the water service would be 1½ mile? Yes; but that would not supply the asylum. It is only large enough to supply the town.
729. The evidence was that it would be ample? I am only speaking from inquiries I have made on that point.
730. In speaking of the irrigation farm at Rossiville, did you take into consideration the heavy thunderstorms which would necessarily wash the surface? They would do so if the surface were left in the state in which it is at present, but we propose to make terraces and level it, so that all the water would then be retained on the site.
731. So that during a heavy downfall there would be no water going direct from the land to the river? No; except such as fell on the land outside the irrigation farm, as it does at present.

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732. Can you point out on the plan what buildings would be necessary, if we resolved to find accommodation for 200 patients immediately? I could show you what buildings would accommodate 200; but they might be in the different classes.
733. Upon the design before us you have apparently provided for six classes of female patients, and six classes of male patients? Seven of male patients.
734. Could not a portion of these buildings be rendered suitable for one or two classes? Certainly.
735. Of either sex? Yes.
736. Will you take that into consideration in pointing out what buildings you think would be absolutely necessary, in order to provide for less than the total number it is intended eventually to accommodate on the site? The men's sick and infirm ward of seventy; the women's sick and infirm ward of fifty; the recent and acute wards of thirty each; and the violent and noisy ward of thirty, either male or female. They would accommodate 210.
737. Would you require the whole of the administrative buildings, in connection with the accommodation of 200 patients, to be immediately built? No; you could build them in parts.
738. Would the additional cost be very great if you were to build a portion only of these designs now, and the remainder later on? That would largely depend on the price of building at the time.
739. Assuming the existing conditions to continue? From 10 to 12 per cent. more.
740. Can you say, approximately, what would be the cost of making provision now for about 200 patients? Between £50,000 and £60,000.
741. I observe by your design that none of the buildings appear to be more than two storeys? That was one of the conditions.
742. How many feet of foundation would you require at Rossiville? At the top of the hill, where there are some trial holes open, between 2 feet 6 inches and 3 feet.
743. And how many would you require at Kenmore? I do not think you could get a foundation there, upon which you could rely, under at least 5 feet.
744. For nearly the whole of the buildings? It might be harder nearer the road.
745. In expressing that opinion, you are guided by what you saw on the banks of the river? Yes.
746. Have you built any residences at Goulburn, or stores? Mr. Sulman's late partner built two shops and dwellings in Auburn-street.
747. What foundations did you take there? They vary from 3 ft. 6 in. to 9 ft. 6 in. deep.
748. *Mr. Hoskins.*] Wherever the asylum is built, if you propose to dispose of the sewage by irrigation, you would have to pump a great deal more water from the river to enable you to supply the inmates, as well as finding sufficient water to carry off the sewage of the farm? No; the one would carry off the other.
749. Do you mean that all the waste water in the asylum will carry off all the sewage, especially the solids? Unquestionably it would more than carry it off. We have estimated the discharge at 21,000 gallons per day, or 30 gallons per head per day; but we do not propose to take the solids on to the irrigated land.
750. How do you propose—if you intend to have sewage farms to get rid of the fœcal matter—would you have water-closets? No; either dry earth-closets, and take the fœcal matter away, deodorise and bury it, or adopt the American terra-cotta earth-closets, by which the urine is taken away in the drains, and on to the sewage farm. The excrement is then dried by a current of air, a little kerosene is poured upon it, and it is burned.
751. Then you really propose to get rid of the excreta by fire—not by carrying it away with water? Not by carrying it away by water in any case.
752. Then, in point of fact, the only water you would have on the proposed irrigation farm, would be the waste water of the asylum? Yes.
753. What would you propose to do with the effluent water? There would not be enough waste water to irrigate the 40 acres, so that there would be none.
754. The water absorbed into the ground must find its way somewhere? Yes; but if ever it reached the river it would be so filtered that it would be purer when it went into it than when it came out.
755. But after this land becomes pretty well saturated from frequent watering it will not be so absorbent as it was in its original state? There is not enough to saturate it. You give each 6 acres of ground a three years' rest, and by cultivating upon it for that length of time you would exhaust everything in it.
756. But what are you going to do with the water after it has been used on the sewage farm, if there is any left to flow away. There will not be any left. The sewage farm will absorb three or four times as much as we have to put on it. The statement I made respecting the different asylums in England will show that we have three or four times as much area to irrigate as they have
757. You contend, then, that it will be of small consequence to the people of Goulburn whether the asylum is at Rossiville or at Kenmore? None in the least.
758. Seeing that no water could possibly flow into the river? Precisely.
759. And seeing, further, that all the fœcal matter would be consumed by fire? Yes. I go further than the Goulburn people, and say that there should be no foul water running into the river, either above or below the intake. The Rivers Pollution Commission, in a special report on the subject, say that the right way to dispose of sewage is to apply it continuously to the land, as it is only by such application that the pollution can be avoided.
760. I suppose you would convey the slops from the asylum to the proposed sewage farm by concrete drains or sewers? By earthenware drain pipes.
761. Is there not always great leakage in earthenware drain pipes? The leakage from a properly jointed earthenware pipe is very little. If it came to that we could use iron, but it is not at all necessary.
762. Do you think that the people of Goulburn will have any cause of complaint if the asylum is erected at Rossiville? None whatever. As far as the sewage farm is concerned you could not put one at Kenmore, because the only ground available after putting the building up will be a swamp—unless you pump.
763. But you propose a pump in either case? No. The system we propose for Rossiville is to use it by gravitation.
764. *Dr. Garran.*] What would be the elevation of the Kenmore site above the river? The part on which you could put the building would be about 50 feet above the river.
765. What would be the elevation of the Rossiville site? One hundred and sixty feet.

766. Do you think the low elevation of the Kenmore site is partly responsible for fog? Yes.
767. How much nearer to the river is the Kenmore site than the Rossiville site? You could not put a building on the Kenmore site more than 200 feet from the river. At Rossiville you are nearly a quarter of a mile away.
768. In both of these respects the Rossiville site is the better? Undoubtedly.
769. You told Mr. Humphery if you only built half the building now it would probably cost ten per cent. more, but could you not take the whole contract now, half the building to be made ready very quickly? No; it would cost you more then, but not much more.
770. Could not a contractor go to work on the men's half, and leave the women's half to be finished afterwards? He would want more then. The greater the work the cheaper it is.
771. But half of this is a large work? That would not affect the matter. A man can afford to build 20 rods of brickwork at £18 a rod, but if you give him 100 rods he will build it at £17 a rod.
772. But still it would take a man three years to complete the whole of the work? It should not take that.
773. It will at the rate Government contracts are usually carried out? Probably.
774. Could he not do half in a year and a half? Yes.
775. And then take the other year and a half for the other half? Yes.
776. Would that make it more expensive? It would, as it would keep his accounts open much longer.
777. Then any attempt to get a part of the establishment into working order first, would involve extra expense? Yes.
778. You estimate the quantity of the water required for 700 people at 21,000 gallons per day? Yes.
779. Do you think the present water supply could stand that drain in a hot season? I am not well enough acquainted with the matter to state.
780. Being above Goulburn, as this establishment would be, it would have the pull of the town? In some respects; but the asylum would draw its water above another branch of the Wollondilly, called the Sully Ponds.
781. But it is a tributary to the other? Yes; but whether you put it above or below you will have to draw from the same source.
782. Kenmore could not be supplied unless the town was supplied first? No.
783. Whereas, in the other instance, Rossiville comes first? Yes.
784. At Kenmore there is no independent water supply? No. And you could not take it from the river without an elaborate system of filtration. It is very foul there.
785. You referred just now to the leakage of pipes. If the asylum is a quarter of a mile from the river, would it not be an advantage to irrigate the grass land by putting the pipes, loosely-jointed, one foot under ground? It would.
786. Would it not get to the river in that way? Supposing it did, it would be quite pure water; but under the system of irrigation proposed, it would be impossible for any of it to get to the water.
787. Have you not heard of people getting rid of their slops by means of loosely-jointed porous pipes, letting the sewage gradually diffuse through them? We do it ourselves a little way outside the suburbs.
788. Are there not many suburban houses where the sewage rarely gets to the fence? Hundreds.
789. If that is the case with a small suburban house, where you have this enormous fall, could you not so distribute the sewage under the roots of the grasses that it would not get to the river? Yes; but we propose to make other use of it.
790. But you make use of it on the grass? Yes; but we propose to make a better use of it.
791. *Mr. Wall.*] Have you made provision in the building for the medical staff? Yes.
792. Would the old buildings on the Rossiville Estate be of any use for their accommodation? They are too far away, but they might be used as a retreat, or rest, for the nurses and attendants.
793. You propose, in connection with this system of sewage, to alternately deal with 6 acres, and to work it in rotation? Yes.
794. Therefore, practically, you limit your cultivation area to 6 acres under cultivation? No; you cultivate the lot, while you give every 6 acres a good soaking for six months every three years.
795. Does the estimated cost of this building cover the water supply and the carrying out of a system of sewerage? It does not include the carrying out of a system of sewerage. The first 6 acres would have to be done at the Government expense, but the rest could be done by the patients.
796. What is the nature of the soil on the Rossiville Estate? Clay, basalt, shale, and four or five different kinds of soil.
797. Would it not be possible to find any number of acres there which would not be costly to level? Yes.
798. Will the natural soil be sufficient to level? Yes.
799. You say that if the building is erected in sections, the increased cost will be from 10 to 12 per cent.? Yes.
800. Have you submitted a schedule of prices for each section of the building? Yes.
801. Would the locations of the respective buildings be in the same position on the Kenmore site as on the Rossiville site? Yes.
802. It would not be possible to get further from the river? No; you have to be a certain distance from the river, and a certain distance from the road.
803. Is it not an easy thing for fogs to accumulate in proximity to a river, without respect to the height of the land? It depends on whether there is a fair amount of open area around.
804. Is it not a fact that fog, as a rule, hangs about a river for hours? Not always. I have seen Rossiville early in the morning, in the winter, when there was no fog.
805. How much land would be available on the Kenmore site for sewage purposes, providing you were erecting a building there as designed? Very little indeed, unless you pump it up on the opposite side of the creek—in the centre—then you might get 10 or 12 acres.
806. Is there any more land fit for cultivation on the Kenmore site than on the Rossiville site? No, and the best of the land at Kenmore would be occupied with the buildings.
807. *Mr. Ewing.*] You speak very positively with regard to the question of the pollution of the water? Yes.
808. Supposing you find a town of 10,000 inhabitants, the Municipal Council of which passes a resolution against the erection of a building, on account of the pollution of the water supply, would you be at all affected by it? No.

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809. You think you would be justified in forcing this upon them? I think so—it is purely a sentimental objection.
810. Supposing typhoid breaks out after 600 patients have been concentrated above the water supply, and the water is found to be polluted? That is simply a supposition.
811. Supposing the building was already at Rossiville, where would you put the weir for the water supply of Goulburn? If they had a proper system of irrigation it would not enter into the calculation at all. I should choose the place best suited to supply Goulburn easily—above the town, to save pumping.
812. By going above the town you get away from pollution? Yes.
813. Do you think it is reasonable to suppose that if a building had been there before the weir was put up, the weir would have been put up above it? I do not think so.
814. Public opinion, as far as Goulburn is concerned, you think, is so ignorant that they would not bother about it? I think it is purely a matter of sentiment.
815. *Mr. Dawson.*] When did you examine the Kenmore land? About six weeks ago.
816. You state there is more land at Rossiville for farming purposes than at Kenmore? Yes.
817. Supposing that men of some agricultural knowledge say that for farming purposes there is no comparison between Rossiville and Kenmore? I should say it is a mistake.
818. Where did you get your experience in reference to land? Here, in New Zealand, and in England.
819. How many acres could be cultivated at Rossiville? Two hundred.

George David Payne, Esq., architect, sworn, and examined:—

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820. *Chairman.*] You are an architect? Yes.
821. Have you resided long in the Colony? Four or five years.
822. You gained your knowledge in the old country? Yes.
823. You were one of the competitors for the asylum at Rossiville? Yes.
824. Have you visited the site? Yes; on one occasion.
825. Do you think it a suitable position for an establishment of this kind? Taking into consideration the requirements of the Commissioners in Lunacy, I should say it is an ideal site. I could not possibly imagine a more glorious position.
826. I suppose the architectural profession take the Commissioners' statements as data upon which to build as it were? I think architects are supposed to accept that data.
827. If this institution were erected at Rossiville could the sewage be effectually dealt with? There would not be the slightest difficulty.
828. You are aware that Rossiville borders on the Wollondilly, which at that particular point is really a reservoir for the water supply of Goulburn? I am quite aware that the site intended for the asylum would be, approximately, about 150 feet above the level of the river, and, of course, naturally the river takes the drainage of the district.
829. If the people of Goulburn are afraid of the pollution of their water supply if the institution is erected there their fears are unfounded? Entirely groundless. It is a pure matter of ill-considered judgment and sentiment, and want of knowledge of the means of irrigation and drainage.
830. Have you ever dealt with the sewage of a large institution by irrigation? No; but I have studied the question very deeply. In preparing my design for the asylum I gave it a large amount of consideration, particularly in view of the fact that I knew at the time the competition was instituted that there was a great outcry as to the asylum being placed on the Rossiville site, for fear of the contamination of the river by the soil drainage. I therefore, in my scheme, made ample provision for a remedy.
831. Have you visited the Kenmore site? Yes.
832. Did you look at it as critically as you did at Rossiville? Yes.
833. Did you think it would be suitable for an asylum of this kind? No; I think it has the opposite qualifications. It is in a basin. It has none of the recommendations which the Commissioners require. It is only slightly raised above the level of the river. It has only half the area of Rossiville, which has between 700 and 800 acres.
834. But is it not as high as Goulburn itself? I should say it was certainly lower.
835. If Rossiville were not available, do you think the site at Kenmore would be a suitable one? Professionally. I should be sorry to see a building put there, because the actual formation of ground—that is, its length—is the reverse of what it ought to be. If you could turn it round, so that the buildings would face the north, you would have a far better site than it is.
836. I suppose architects like an elevated site? The first consideration in erecting an asylum would be purely utilitarian.
837. Do you think a building could be erected at Rossiville as cheaply as at Kenmore? I do not think there would be any great difference in the expense.
838. *Mr. Hoskins.*] How did you propose, in the plan you sent in, to get rid of the sewage? By conveying the household wastes to such portions of the land as were allotted for the purposes of irrigation—about 40 acres.
839. How did you propose to get rid of the excreta? By sub-surface irrigation.
840. You proposed to get rid of the excreta by water? No. The solid excreta I should propose to get rid of by converting it into manure by deodorisation, or incineration, the residuum of which would be a product of commercial value.
841. *Mr. Suttor.*] The Goulburn people are rather alarmed that the sewage will contaminate the river. Do you think that that is at all likely? I think the first thought of every architect and sanitary engineer should be to avoid polluting the river. It is not only a question of polluting the river in that locality, but anywhere. My intention was to avoid polluting—sending any drainage into the river.
842. After examining the 40 acres of land referred to, you are satisfied that it can be converted into a sewage farm without polluting the river? Yes. The requirement is 150 patients to an acre. If the asylum contains that it is considered adequate.
843. How much land is there at Rossiville which could be cultivated? I should say almost any part.
844. At what cost? I have not gone into that question. I think the surroundings of the house at Rossiville indicate what can be done for the rest of the area. What has been done on the low ground at Rossi's could be done at the top of the hill to screen the building from the westerly wind.
845. Did you not notice when you were on the estate that the best ground had been taken for the plantation? I think you could pick out almost any part and cultivate it.

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846. It would be absolutely necessary to put in a breakwind of trees? I should say that that would be a necessary work—it could be done by degrees, by the patients.
847. Do you think there are 3 acres on the Rossiville Estate which you could put the plough in, with the exception of the ground drained by the river? I have not examined the ground with the object of enabling me to determine a question of that kind.
848. You went to the top of the hill and saw a pretty view? Unquestionably.
849. You did not examine the land? I am not prepared to give a definite opinion in regard to the agricultural qualities of the land.

Joshua Percy Josephson, Esq., Supervising Engineer, Department of Harbours and Rivers, sworn, and examined:—

J. P. Josephson, Esq. 19 July, 1892.

850. *Chairman.*] You are engineer and surveyor in connection with the Harbours and Rivers Department? Supervising Engineer.
851. How long have you been connected with the Department? Over twenty-four years.
852. Have you had anything to do with the Rossiville and Kenmore sites? Yes; I was working in connection with the Goulburn water supply, on and off, for nine months, and was camped on the Kenmore Estate for six months.
853. The whole of the Rossiville Estate drains into the Wollondilly, above the dam? Yes.
854. Do you think that if the lunatic asylum, to accommodate 800 persons, were built upon that estate the drainage could be effectually disposed of without polluting the water supply;—what means could be adopted to prevent it? Sewage farm.
855. Something on the same principle as Webb's farm? Yes.
856. Do you think that has been a success? So far.
857. Does not the absorbent nature of a sewage farm have a great deal to do with its success? Yes. It is a sandy soil at Webb's.
858. But it is not sandy at Rossiville? No; it is more loamy, and of an absorbent nature.
859. What is the character of the soil at Kenmore? It is pretty loamy at places, but as you go back a little it becomes rocky.
860. When you were there did you suffer any inconvenience from fog? I have seen them hanging about.
861. Any more than they hang about Goulburn? A little more.
862. Are there any fogs about Rossiville? Very little. I stayed there several nights, and I laid out the waterworks there for Captain Rossi.
863. Do you think the Kenmore site a suitable one for an asylum? I hardly think so.
864. Supposing Rossiville were not available, do you think Kenmore would be unsuitable? I think it is rather low.
865. Does it not stand as high above the river as Goulburn? No; it may on the top of the ridge, but not on the flat.
866. *Mr. Hoskins.*] Supposing it is decided to have the asylum on the Rossiville Estate, do you think there will be a danger of polluting the Goulburn water supply? I think not, if the sewage is properly treated.
867. How would you treat it? I have not had practical experience, but I have theoretical experience, having been engaged as assistant with Mr. Clark, hydraulic engineer on Water and Sewage schemes through the Colony. I laid out the sewage farm originally, on this side of Webb's Grant, on Shea's Creek, near Cook's River. The fœcal matter I should dry separately. In my own place I separate the liquid from the fœcal matter, and I carry it away by a pipe, and it is then filtrated through small pebbles, and the liquid is absorbed by trees. The fœcal matter is emptied once or twice a week, and put round the roots of trees for manure.
868. But how would you dispose of it in a large establishment? It would be taken away in small drains.
869. Where to? To the sewage farm.
870. And you would use the fœcal matter, as well as the slops, by spreading it on the sewage farm? By burying it.
871. In the same way as you use it at Webb's Grant? In the same way.
872. Is it not a fact that at Webb's Grant the solid fœcal matter is buried? I cannot tell you, the improvements have been so great.
873. Supposing the sewage were taken from Rossiville to the supposed sewage farm, what would you do with the effluent water? I think by the time it reached the river, if ever it did reach it, it would be quite pure.
874. Do you think the people of Goulburn would be satisfied if the water flowed from the sewage farm into the river, even though it were divested of offensive odors, to use it for drinking purposes? They might be prejudiced against it, and might complain.
875. Would it not be an objection against the Rossiville site? It might be in their estimation.
876. But not in yours? I would not be afraid to use it.
877. *Mr. Suttor.*] You are satisfied that the sewage could be got rid of? I think so.
878. So as not to interfere with the water supply? Yes.
879. *Mr. Ewing.*] What did the Goulburn water supply cost? I could not tell exactly, but I know it cost more than Mr. Clark's estimate.
880. How did it come to cost so much more than was expected? Owing to the land, and I think Mr. Clark was not accustomed to the wages paid in this country.
881. Do you think Mr. Clark would have put the weir below the catchment area, if I may use the term, of such a building as this? I could not say.
882. Do you not think it would be better to have the weir above it if possible? Certainly.
883. They look for a catchment area where there is no population? Yes. I may tell you, with regard to the Goulburn water supply, that the Rocky Point Waterhole, where they take the water from now, contains about 8,500,000 gallons of water, and if you allow the people of the town 250,000 gallons a day, and the asylum 21,000 gallons a day, we have about forty-two days' supply, provided that no rain falls. The water supply, however, for Rossiville Asylum need not be taken from there at all. There is a independent reservoir near the bridge.* Frederic

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* NOTE (*on revision*):—I might add that I gauged the Wollondilly River on the 7th March, 1881; and calculated that 14¾ millions gallons of water passed down per day. The level of the water, at that time, was 3 inches lower than it was two years previously. Some few weeks previous to this, the river had ceased running on the surface, but an underground current existed, which I proved on April 13th, 1880, by sinking in the bed of the river.

Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government, sworn, and further examined :—

F. N. Manning, Esq., M.D. 19 July, 1892.

884. *Chairman.*] Would the fact of the Kenmore site being subject to very heavy fogs make it an undesirable place for a lunatic asylum? It certainly is not desirable to place an institution of that kind where it is very foggy.
885. Has the fact of there being fogs there been brought under your notice? No.
886. Do you think it is likely to be more foggy there than at Goulburn? It is difficult to say. Fogs very much depend on local causes.
887. I suppose the fogs are more likely to be there owing to its being more shut in than Goulburn? Yes; it is possible.
888. But Goulburn is not looked upon as a very foggy place? No.
889. And you would have no fear of establishing an asylum at Goulburn, if that were a reason urged against it? No.
890. We have been told that the Goulburn water supply mains are within a mile and a half of Kenmore Estate, and that a continuation of those mains, at a cost of about £1,200, would give Kenmore a good supply of water;—that would be very much less than you anticipated? No. I think I spoke of a mile and a half.
891. If an asylum is established at Rossiville, a pumping plant, and its annual maintenance to supply it with water, will be required? Yes.
892. If the institution is at Kenmore, you can be supplied by the Corporation? That is so, but the experience of Gladesville has shown that it is cheaper to have a pumping plant of your own.
893. What do they charge you at Gladesville per 1,000 gallons? One shilling.
894. That is only during the last year? It was not supplied until about three months ago.
895. And does your three months' experience show that you are paying more now for water than before? Yes. It is, however, a much better supply.
896. Your own supply was becoming liable to contamination? Yes; that was the reason for getting the other supply.
897. We understand that you prefer the Rossiville site because of its better situation, but you still think Kenmore is an admirable site? Yes; I prefer Rossiville, because of its aspect, the elevated land, and the possibility of getting a water supply without paying for it.
898. *Mr. Hoskins.*] You really, then, prefer the Rossiville site to the Kenmore site? Yes; if the question of sewage can be met.
899. Do you think an asylum can be erected at Rossiville without the river being contaminated by the sewage from it? I think it can be done, but it will want careful management. I think one of the great reasons why careful management will be insured, will be that the asylum will get its own water supply below where it will run in its own effluent, that is if any effluent does run in.
900. How would you propose to get rid of the sewage? The only way would be by dealing with the solids separately. The earth-closet system should be used. The solids should be dug into the land or burned, and the slop water should be dealt with by a series of filtration beds.
901. You do not consider that there would be any spare water, from the slop water, to flow back into the river? There might at times be an effluent, but it ought to be sufficiently purified to render it innocuous.
902. *Mr. McCourt.*] Would the erection of a portion of these buildings suit your purposes for some years? I want accommodation for 100 new patients ever year.
903. Do you approve of the plans? They will require minor alterations. It will be necessary to mass the buildings more closely together, and to provide for better supervision in the airing courts. The buildings are now placed in the centre of the courts. They will have to be placed on one side, so as to allow of better supervision of the patients. When certain alterations in detail are made the plans will be extremely suitable.
904. Generally, you approve of them? Yes.
905. *Dr. Garran.*] The Gladesville Asylum is pretty near the water? Yes.
906. Do you have much fog there? Very little.
907. What elevation is the asylum at Parramatta above the river level? A few feet.
908. Do you have much fog there? Not much.
909. What reason, then, have you for supposing you will have very much at Kenmore? I have not supposed so. I have stated that, so far as I know, Goulburn is not a foggy place.
910. You do not think that is a difficulty? I do not consider it to be any great difficulty.
911. Had you not, some time ago, some patients at Cooma? Yes.
912. How many? Sixty.
913. Why did you remove them? They were only there as a temporary measure whilst Callan Park was being built.
914. Could you utilise the place again? I should not like to do so, because I do not like putting insane people within the walls of a gaol, and the Cooma building is that, and nothing but that. Again, it is very costly. The average cost for the eight years there was £58 per head per annum, whereas they are maintained at Gladesville, Callan Park, and Parramatta for £26 a patient.
915. Was that before the railway was opened to Cooma? Yes.
916. Would it be as costly now? I do not think it would be, excepting in certain particulars.
917. *Mr. Wall.*] You state that the increase of patients amounts to about 100 a year? Yes.
918. Have you any idea of the number of lunatics who come into New South Wales from other colonies? For some years past I have forwarded to the Government a list of the people who have come into the asylums of the Colony immediately on their entering the Colony, or within three months of their arrival, and it has amounted to a considerable number.
919. Do you think that if the same prohibitory laws in regard to the landing of lunatics in other colonies existed in New South Wales it would tend to reduce the number of lunatics seeking admission to our institutions? Undoubtedly.
920. We are a sort of depôt for the whole of the lunatics landing in Australia? Yes; we have had freetrade in lunatics for a long time.
921. How many patients have you in private asylums? Fifty.
922. Do you think they are properly treated in those institutions? Yes; but I think the system of farming out insane people is a wrong one. It is also an expensive one.

923.

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923. In the cost of treating Government patients do you include interest on the cost of buildings, or only the mere supervision of the patients? I include only the ordinary maintenance rates. The buildings which have been put up within the last twenty years have averaged about £180 a bed for 2,000 people.
924. I understand there are several large Government institutions unoccupied at present—several large gaols;—do you think it would be possible to make temporary provision in them for a couple of years for the demands which will be made upon you for the accommodation of insane people? I know of no institutions, excepting comparatively small gaols, which are available. With the exception of the gaols at Glen Innes and Cooma, I know of no unoccupied buildings of that kind.
925. In considering the plan of this institution did you, when it was submitted, have a schedule of charges showing that the building would not cost more than the price mentioned by the architects? Two of the members of the Board were architects—the Government Architect and Mr. Hunt—and they spent two days in calculating the cost, and arrived at the conclusion that it could be built for the sum stated.
926. *Mr. Suttor.*] Which site of the two, then, do you think would be the more preferable? Taken on the whole, Rossiville.
927. *Mr. Dawson.*] You say you have spent £180 on the provision of beds for each unfortunate lunatic? That is, taking the average of the buildings erected during the last twenty years.
928. What do they cost to keep? £26 per head per annum.
929. And an increase of 100 lunatics per year means an increased expenditure of £2,600? Yes.
930. If the rate of increase goes on we shall require a new building in three years' time? I do not know what else you are to do.
931. *Mr. Ewing.*] You require accommodation for 400 people almost as soon as it can be provided? Yes.
932. I suppose you know the origin of every lunatic you receive? Yes. I have each year reported to the Colonial Secretary on this subject, and in my report for 1890 I think I entered upon it at some length, and showed the number who came to us from other places.
933. Whom you really should not support? Yes.
934. Is the cost which New South Wales goes to in looking after lunatics greater than it is at other places? Not at all.
935. Then in carrying out works of the kind proposed, we shall be doing no more than any other civilised country does? No.
936. Has Victoria large buildings like ours? Yes; there is one at Beechworth, one at Ararat, one at Sunbury, one at Kew, and one at Yarra Bend.
937. As a civilised community then, we must face expenditure of this kind? I do not know of any other way of meeting the difficulty.

TUESDAY, 26 *JULY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	Thomas Thomson Ewing, Esq.
The Hon. James Hoskins.	William Chandos Wall, Esq.
The Hon. Frederick Thomas Humphery.	William McCourt, Esq.
The Hon. Andrew Garran, LL.D.	Henry Dawson, Esq.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Walter Liberty Vernon, Esq., Government Architect, sworn, and examined:—

W. L. Vernon, Esq. 26 July, 1892.

938. *Chairman.*] You are Government Architect? Yes.
939. It was at your suggestion, I think, that competitive designs were invited from the outside profession for a lunatic asylum to be erected on the Rossiville Estate? Not altogether. It was the result of a resolution by the late Minister for Public Works, and a further resolution on a question on my part as to whether this should or should not be put out for competition.
940. Can you give us, briefly, so far as your Department is concerned, the history of the proposal for the asylum—the change from Kenmore to Rossiville? I do not think I can. The matter only came into my branch when the competition was settled upon. All questions of site throughout were outside altogether.
941. Then, so far as your Department was concerned, you had Rossiville only to operate upon? Yes.
942. You know, also, that the Kenmore Estate was resumed, or bought, some years ago for the same purpose? I heard that subsequently.
943. When you became acquainted with this matter it was in reference to preparing plans, either by competition, or in your office, for an asylum on the Rossiville Estate? At Rossiville only, at that time.
944. You have visited Rossiville several times? Yes; I know the site well.
945. Have you visited Kenmore as well? Yes, I have. I had a special contour survey made of Rossiville by one of my officers, and I saw it frequently. The whole survey plan is covered with contours.
946. I suppose you consider Rossiville a most excellent situation for a public institution of that kind? I think it is a very good one for an institution of this kind. You must understand that this institution, although large, was to comprise a series of separate blocks or houses. It was to be a community, more than one large building.
947. Can you inform the Committee as to what has been done—the project before us now is for the erection of an asylum on the Kenmore Estate, you have competitive plans for an asylum on the Rossiville Estate;—can you inform the Committee whether you have had instructions or are adapting the plans for the Rossiville Asylum to the site at Kenmore? I have had no instructions at all.
948. Do we understand that since the competitive plans came in, and the awards were made, nothing more has been done either in the way of getting out details for an asylum at Rossiville, or adapting the competitive plans for Kenmore? Nothing has been done. I think it was left for this Committee to take it in hand. No action, so far as my knowledge is concerned, has been taken at all.

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949. Knowing the two different sites, do you approve of the prize plan—the plan that is before us—or would you go in for a combination of other designs as well? There was a Board appointed to go into these designs, and after constant work for about a fortnight, the result was unanimously in favour of this particular design, as being the one embracing the best points in all respects. I do not say there were no good points in others, because there were, but taking them as a whole this plan stood out as the first.

950. Then in all probability if this asylum were erected on either site this plan would be carried out, perhaps with some minor alterations in detail? I think it should be if it is to be taken from the existing designs.

951. Could this block of buildings, according to this plan, be adapted to the Kenmore Estate? Undoubtedly. It would want a little compressing probably in certain portions, because you must understand that the Rossiville design is planned with close reference to the contours, which are peculiar there. If the plan were adopted for Kenmore, the principle of the general design would probably require a little alteration in placing the buildings relatively.

952. What was the number of inmates to be accommodated according to the conditions of the competition? The conditions were 600 to 650—600 we generally call it.

953. This plan does provide for 600? Yes.

954. Was there any limit or any guarantee as to the cost of the building? The estimate was not to exceed £250 a bed, with the 10 per cent. margin which we generally allow in things of that kind. It is set forth in the conditions.

955. There was no builder's certificate or anything of that kind required? No; it was the result of our own calculations. We went into the matter very closely.

956. Do you think that the building could be erected at a cost of £250 per bed, according to the design? I am quite of that opinion. I am of opinion that it could be built for £150,000—I will put it in that way.

957. We have been told that the full extent of the accommodation provided by that design is not required just at present; could this design be carried out partly, with the view of accommodating, say, about one-third, or 200 instead of 600, at a very much decreased cost? The separate houses could, of course, be left out, but I do not think that the administrative blocks could very well be built on a smaller scale.

958. It would be cheaper to build the whole of the administrative block for 600? I think so.

959. And have any saving in putting up the separate blocks? Quite so. Besides the blocks shown on the plan, the proposition is that they should be increased indefinitely outside.

960. Supposing the Committee adopted the proposal to erect a lunatic asylum on the Kenmore Estate, how long would it be before plans could be adapted for that particular site, and tenders invited for the work? It would take a little longer—perhaps one month longer—than preparing the plans for Rossiville. These are not plans for contract purposes. In any case detailed plans would have to be got out, and no doubt it would take more time and work in adapting them to Kenmore than proceeding with them as they are.

961. How would this work be carried out—by the competing architects, or by your Department? I should presume by the competing architects.

962. That is the principle that has been laid down? Yes. Good men were induced to compete on the supposition that if their plans were accepted they would carry out the work.

963. *Mr. Humphery.*] Have you considered the question of drainage, as regards Rossiville? The conditions we laid down were that it was to be carried to a certain portion of the land originally set apart for the purposes of irrigation. So far as I am concerned, the question of irrigation is not in our office at all. This was settled, I think, by the Roads and Bridges Department. All we have done is to carry the effluent sewage down to this particular spot to be dealt with. We did ask competitors to show how this particular 40 acres of land should be reticulated with carriers, and so on.

964. Do you think it is possible to avoid polluting the water supply of Goulburn by the system of drainage and irrigation proposed to be adopted? I think so. I think it will want very great care; but I think it can be done.

965. If it should be found necessary to drain the whole of the buildings—that is, so far as the slop water is concerned—to a point below the intake for the water supply of Goulburn, can you state, approximately, what the cost will be? I do not quite know the distance, but I suppose it is about 1½ mile. The cost would be considerable, but not excessive, so far as such a large institution goes.

966. I mean assuming that at some time, instead of permitting the drainage to flow, or to risk the possibility of the drainage flowing into the river, it should be necessary, by means of pipes, to convey the drainage to a point below the intake for the Goulburn water supply—what would be the cost? Between £3,000 and £4,000.

967. That would cover the cost? Yes.

968. *Mr. Hoskins.*] Which site would you prefer for a lunatic asylum—Rossiville or Kenmore? I prefer Rossiville, I think. There is a better aspect, to begin with, for the buildings, and there is a more extensive country around—it is more cheerful. On the other hand, Kenmore is subject to be considerably flooded in the rainy seasons. Of course, the flood does not reach the particular site of the building; but all the low-lying land is sometimes under water.

969. Is not the land at Rossiville more capable of being drained efficiently than is the land at Kenmore—there need not be so many puddles of standing water about after rain? It is a drier site altogether—much drier.

970. Have you any doubt in your mind, if it is determined to have the Rossiville site for this asylum, that the sewage, both the solid and the liquid sewage, could be got rid of without any fear of contaminating the water supply for Goulburn? I believe it could.

971. You have seen the 40 acres to which it was intended to convey the sewage from these buildings? Yes.

972. Have you had any experience as regards sewage farms in England or have any of them come under your observation? Yes.

973. Do you think that there would be greater difficulty in dealing with the sewage on that 40 acres than there has been on some of the sewage farms in England? I think there would be less—there is a much smaller population to deal with. Putting it in a converse way, 40 acres in England on an ordinary sewage farm is supposed to take the sewage of a far larger population than 600 or 700. It is a very small population for the area given to it—in fact, it is extremely liberal. You find that sewage farms in many

cases

cases have to provide for something like 100 or 150 persons per acre. Here we have only about twenty.
974. Have you observed in England how the authorities deal with the sewage of large lunatic asylums? No; I do not know about it personally—I could not say.
975. Are we to understand that if the asylum is erected on the Rossiville Estate the slop water would be conveyed on to the 40 acres, and the solid excrement would be burnt;—is that what is proposed to be done? Probably so.
976. You have no knowledge yourself? We should divide the two, and the solid matter would most likely be burnt.
977. *Mr. McCourt.*] If this asylum is erected, will you have any supervision over it at all? I might possibly be appointed the consulting architect, but no more. I should, perhaps, have some control over the certificates of payment; but I imagine that I should have very little responsibility. That would be thrown on the architect who takes the commission.
978. Could the designs be altered without your consent? I should not think so.
979. *Dr. Garran.*] The engineering part of the sewerage scheme will not come under your jurisdiction? No; it would not.
980. Simply the construction of the discharging drains? Quite so.
981. You do not profess to be a sewerage engineer? No. I have a little casual practical knowledge, but I do not profess to be a sewerage engineer.
982. *Mr. Wall.*] This building was specially designed for the Rossiville Estate? Yes.
983. I presume that the architects visited that estate before they prepared their designs? They had an opportunity to do so. I do not know of my own knowledge who went up.
984. Do you think that this building, having been designed for Rossiville, a place so distinct in character from Kenmore, would be suitably adapted for the Kenmore Estate, or do you think a better building could be designed for the Kenmore Estate? We thought these plans were, I will not say almost perfect, but that they were splendid plans—*per se*—each plan by itself; and, therefore, I do not think that Dr. Manning would suggest any alteration, except, perhaps, very slight ones. It appeared to Dr. Manning, Mr. Hunt, and myself that the compression of the blocks would meet all the conditions of the new site.
985. There is some evidence that the cost would be greater on the Rossiville than on the Kenmore Estate—is that your opinion? Yes.
986. What do you think the increased cost on the Rossiville Estate would be? £8,000 or £10,000, as far as I can tell.
987. There is also a difference of some £14,000 for the cost of the site? I believe there is.
988. That would cause this institution, if erected on the Rossiville Estate, to cost something more than £1,000 a year interest over and above what it would be if the institution were erected on the Kenmore Estate;—do you think that that is a consideration which should weigh with the Committee in selecting a site? Well, that is rather a difficult question for me to answer. Kenmore would sell at a very large profit on its original cost, and that could be put to the credit of the asylum on the one hand if charged on the other.
989. But it has been a long time purchased, has it not? I do not know how many years.
990. Taking into consideration the interest paid on the capital, do you think that there would be very much profit if it were sold? It has probably cost about £7 an acre up to this time.
991. I see by the way the building is designed on the Kenmore Estate it seems to waste a very great portion of what appears to be agricultural land, and goes on the flat a good deal? I have not seen a plan prepared for the Kenmore site.
992. You think that the erection of the building would cost some £10,000 more on the Rossiville Estate than on the Kenmore Estate? It would cost more in the way of excavation and the levelling on the top of the hill.
993. That is exclusive of the cost of the carriage of material? I do not think there is much difference between the two in that respect.
994. We have had some evidence with regard to the cost of material, but I am asking whether your calculation as to increased cost is exclusive of the cost of the carriage of material? I had a general opinion that £8,000 or £10,000 would make all the difference between the two.
995. I think the evidence shows that this building at Kenmore would come within 100 feet of high-water mark; you see the buildings on the plan extend very close to high-water mark? Yes.
996. You have inspected the Kenmore Estate? Yes. The position shown on the sketch is that on which one would put the general buildings.
997. Having inspected the estate, I should like you to give the Committee any information you can as to whether it is the best position for the buildings to be placed in? As a whole, I think it is. As to aspect, there is no doubt that this is the only aspect you could put them in on the Kenmore Estate, and it is the proper one; but it is a south-east aspect, and the sun very soon goes off the front of the building. That is one objection to Kenmore. From 10 o'clock in the day the sun is almost off the front.
998. You think that would be the best position, taking the aspect and all other things into consideration, on which the building could be erected at Kenmore? I think the north-east aspect would be better.
999. Dr. Manning stated that these buildings could be placed closer together; do you think that that would be a good position for them? That is the only position. I now see from the plan that they are all above flood-level.
1000. It occurred to me they got very close to the river at one point? Yes; they are close to the river here.
1001. *Mr. Ewing.*] What is the height of the site on which the buildings are to be erected on the Rossiville Estate? One hundred and sixty feet above river level.
1002. You said, in reply to Dr. Garran, something about delivering sewage at a particular spot? Yes.
1003. What do you mean? That means at the site for irrigation.
1004. How much is that above the creek? Seventy feet, some of it.
1005. Seventy to 100 feet, is it not? Yes; 100 feet, some of it.
1006. From that to the creek, how far is it—about 1,000 feet? Probably it would be.
1007. Therefore, from your irrigation farm down to the Wollondilly, you have a drop of 1 in 10? It would be so to the water, but the fall to the bank of the river is less, because the bank falls considerably.
1008. Then you intend to deal with the sewage matter coming from these buildings, from 600 people at

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a distance of about 1,000 feet from the river, and with a fall approximating 1 in 10 to the river? No. The sewage would be dealt with at the upper end of the irrigation 40 acres, and then after it had done its work it would have 1,000 feet to travel to get to the river.

1009. Inasmuch as the Goulburn water supply is obtained just below it, do not you think it is very remarkable to have an irrigation farm situated there at all? It is possible to get a large quantity of perfectly level land out of it; that could be done by following the contour of the little valley in the 40 acres, and getting carriers at different heights. A dead level could be obtained for them.

1010. After a heavy rainfall would not the water go into the river in ten minutes with a fall of 1 in 10? Probably some might. I do not think it would touch the sewage, because that would probably be treated under the surface.

1011. Supposing that there were no Rossiville Estate, would Kenmore do well enough? Yes, it is a good site; but I do not think it is quite so good as Rossiville.

1012. The aspect is not so good? Not so good.

1013. I suppose you thought of having an irrigation farm on the top of Rossiville, with the river so close to it? It has been a prominent matter in the scheme all through.

1014. Do you not think that in a place with thirty or forty inches of rain it would get very rapidly to the river? I do not see any reason why the water should be contaminated at that distance off.

1015. You think science could prevent that? I think so.

1016. But science will have a great deal of trouble if it is put on the hill only 300 yards away, and there is a fall of from 70 to 100 feet—that makes it more complex for science to solve a question of that kind? It all depends on the way in which the irrigation work is laid down. If the carriers are taken round the contours of the hills there is a very small flow—it is mere soakage.

1017. You think it could be done? I think it could be done.

1018. *Mr. Humphery.*] Mr. Power, in his evidence, states that it would only require about 2 feet 6 inches to 3 feet for foundations at Rossiville, and he thinks it would require about 5 feet at Kenmore;—when you were at Kenmore did you ascertain whether it would be more difficult to get good foundation there than at Rossiville? In one respect it would, because there is more clay at Kenmore, and you can see that clearly by the section the river has made on the left bank. At Rossiville, on the contrary, the site is on hard marly soil, with decomposed limestone. You have a good foundation at once at Rossiville.

1019. Would that fact make any difference in your estimate of the probable additional cost of building at Rossiville? I still think it would cost more to build at Rossiville.

1020. You have taken that into consideration? Yes; I have.

1021. Allowing for the difference in the cost of foundation in favour of Rossiville, you still think it would cost from £8,000 to £10,000 more to build there than at Kenmore? I think it would in the earthworks generally. After finishing the building you have a large amount to spend on paths and courts for the patients, which must have some particular form given to them, and I think that, at Rossiville, would be more expensive than at Kenmore.

1022–3. The works you speak of would be unnecessary at Kenmore? They would be necessary, but would not cost so much. My opinion is that Mr. Power has overstated. I do not think that, as Mr. Power stated, it would be necessary to go so deep as 5 feet for foundations at Kenmore. I think you would get as good a foundation at 3 feet as at 20 feet. The soil at Kenmore is clay.

1024. *Mr. Wall.*] Have you made any calculation as to the amount of drainage that would be required on the Rossiville Estate? We calculated at the time we went there on different designs, and generally, cutting off the top of the hill and so on, we found that there was some considerable expense in that. Some designs showed a very much larger expense than the present one. Something has to be done—no doubt about that.

1025. It would be practicable to drain all the places on which the buildings would be situated to the sewage farm? Oh, yes; all of them.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, sworn, and examined:—

R. R. P. Hickson, Esq. 26 July, 1892.

1026. *Chairman.*] The Committee understand, in connection with this project, that your Department was called upon to report in reference to the disposal of the sewage of the proposed institution, and that certain reports were furnished? Yes.

1027. Did you visit the site at Rossiville yourself? Yes.

1028. It was immediately under your supervision that this information was obtained? Yes.

1029. You furnished a report on the 29th August, 1890, in which you came to the conclusion that the sewage could not be dealt with without very great danger arising to the water supply for the people of Goulburn—that was really the outcome of it, was it not? Yes; that was practically the outcome of it. The report is as follows:—

Department of Public Works, Roads and Bridges Branch, Sydney, 29th August, 1890.

MINUTE PAPER.

Subject:—Disposal of Sewage, Hospital for Insane, Goulburn.

I FORWARD herewith, for the information of Dr. Manning, a report *re* disposal of Sewage from the proposed Hospital for Insane at Goulburn.

I am of opinion it would be most undesirable to construct a sewage farm at any of the places selected; in fact, anywhere on the land purchased for the asylum. The whole property lies on the watershed of the Wollondilly, and in close proximity to the dam from which the water for the supply of Goulburn is taken.

Although, perhaps, in ordinary dry weather, no actual sewage matter or impure effluent would find its way into the river, it would be difficult to say what might not happen during long continuance of wet weather. In any case I am satisfied there would be very strong objections, and not without reason, raised by the people of Goulburn to such a proposition.

I should, therefore, recommend the adoption of the night-pan system, the contents of which can easily be disposed of at various places on the grounds, and that either of the spots selected (15 or 40-acre blocks) be used for the absorption of the slop and refuse water.

ROBT. R. P. HICKSON.

1030. You came to the conclusion that it would be undesirable to take the whole of the sewage—the solids as well as the liquids—down; but you thought that the solids might be arrested, dug into the ground, and then

then the liquid sewage dealt with without any great danger of contaminating the water supply for Goulburn? Yes.

1031. You thought there would be very little danger indeed of any objectionable matter going down into the river? Yes; I think it can be reduced to a minimum.

1032. Then your only objection against its being used was if the whole of the sewage was allowed to go down; if the solids were arrested you thought the other sewage could be dealt with very well? I think the liquids can be dealt with. The whole of the sewage matter should not on any account be brought on to the farm.

1033. Have you any idea what it would cost to take the whole of the sewage, by pipes, down below the dam of the water supply? That was my first idea, and I had a survey made, but the preliminary estimate was so great, that we did not think it worth while following it up any further.

1034. It meant some miles of piping? Yes; and not only that but heavy cutting to get through very high ground.

1035. *Mr. Hoskins.*] How do you propose to dispose of the solid sewage—by burning or burying it? Burying it in various places on the property which were pointed out by Dr. Manning, and which he and I agreed upon, and then the fluid matter would have to be dealt with by small paddocks, using them alternately—using one and letting the fluid matter find its way into it, percolating through the soil, and leaving the other to dry, and then using it when the first one was thoroughly saturated. That is the only way it could be dealt with.

1036. According to that proposal of yours, would not the soil absorb nearly all the fluid matter? Yes; it would absorb nearly all.

1037. Therefore, there would be scarcely any effluent water flowing from these sewage paddocks into the river? Certainly not for a great number of years. The difficulty in my mind was that at some time or other that must cease when the ground becomes thoroughly saturated. That is the only difficulty I see, but for many years, no doubt, the soil would absorb all the fluids.

1038. You feel no hesitation in saying that, supposing it were deemed desirable to dispose of the solid sewage in the way you describe, either by burying it or burning it, and the liquid sewage were sent on to the two 40-acre blocks alternately, you have no hesitation in saying that you do not believe that there would be sufficient effluent water to in any way pollute the water in the river? I think there would not. I think it might be safely done.

1039. I suppose you never carefully inspected the site that we are considering now—the site at Kenmore? No; I never was there.

1040. *Dr. Garran.*] You talk of distributing the fluid matter over the slopes of the hills—would you do that on the surface, or by loosely-jointed pipes a little underneath? Loosely-jointed pipes a little underneath.

1041. It would take a long time before the sewage sent through them would reach the river at all? A very long time.

1042. You would shift these pipes about from time to time? Yes.

1043. We have been told that this land is intersected very much by stone dykes, would they be in your way in doing that? I do not think the place where we would distribute the liquid sewage is so cut up. I am not aware that it is.

1044. Some of the evidence is to the effect that the whole of the estate is intersected by stone dykes? I was not aware of it.

1045. Would it not interfere with irrigation? Yes; it would make it more difficult.

1046. What you want is a pretty uniform kind of soil? Yes.

1047. That is a point that would still have to be investigated? That would have to be investigated. But in any of the samples we got we did not find anything at all that would indicate that there is any soil of the nature you speak of.

1048. When you dug up good soil on that land, the pipes might reach the dykes? Yes.

1049. And when they came to the dykes, that would interfere with the flow of water? Yes.

1050. *Mr. Ewing.*] You do not speak definitely with regard to the Goulburn water supply—you only think that that will not be polluted? For a great number of years there is no question that it will not be polluted, but I am not prepared to say that at a future time it will not be necessary to make further provision to carry away the water.

1051. You believe this is a temporary scheme, then? I cannot say. I cannot say I go so far as to believe that it is, but I would not like to say definitely that this would answer for all time.

1052. Do you notice, from the contour lines on the plan, that your irrigation site is situated 70 or 100 feet above the Wollondilly? Yes; I suppose it would be about that. I have not seen this plan before.

1053. The plan is drawn 200 feet to the inch, and it is about half a dozen inches to the Wollondilly, and therefore about 1,000 feet from the Wollondilly, and if it is 100 feet in its highest position, it falls 1 foot in 10 to the Wollondilly—that is pretty steep, is it not? Yes.

1054. How long will water take to go 100 feet, with a fall of 1 in 10? It altogether depends on the soil it is going through, and from analysis of this soil, I do not think it will travel very far through it.

1055. The proposed irrigation area faces the Pomeroy-Goulburn Road, about 1,000 feet from the Wollondilly, at a height of from 70 to 100 feet? Yes.

1056. So practically, you are fronting your buildings on the side of a hill, with an approach of 1 in 10 to the Wollondilly? Yes, that is the site selected; but the plan that accompanies that report of mine is not here, and from my recollection of it the place we selected is much further north, and, perhaps, a little nearer the river than this is.

1057. *Mr. Wall.*] Can you tell us the total area covered by the design? No; I never saw the design.

1058. There is a proposal to mass these buildings together closer than was intended by the original design;—do you think these buidings could be brought closer together without materially altering the design? I cannot say. I never saw the design.

1059. What officer took the levels in connection with this Rossiville Estate with regard to the sewerage? A Mr. Corbett.

1060. Was a Mr. Raw engaged on this work? Not from my branch. We did not conduct a contour survey.

1061. Will it be possible to drain the whole of those blocks to the proposed sewage farm? Yes.

1062. How far will this building be from the 150 feet contour line? It is mostly within the 150 feet contour line, according to this plan.

1063.

R. R. P. Hickson, Esq. 26 July, 1892.

1063. Are you positive that the whole of these blocks can be drained on to that sewage farm? Yes. They are all above it.
1064. *Mr. Ewing.*] In reply to Dr. Garran, you spoke about putting your loosely-jointed pipes underneath, to distribute your sewage matter? Yes.
1065. How do you know you can put the pipes down under the surface at all. It is harsh looking stuff, with a great number of boulders showing? The place that I selected for the irrigation area for the liquid stuff is not of this character. It is black soil.
1066. How deep do you intend to put down these pipes? About 18 inches.
1067. Then you depend on having at least 2 feet of soil in which to bury your pipes? I think we shall have a great deal more. I am alluding to a spot north of the place marked as the site for irrigation purposes.
1068. You have not tested that site? No; not this site.
1069. You have tested a site further north? Yes.
1070. Supposing you find that you cannot bury your pipes, that the stuff underneath is too solid, what will be your view then with regard to contamination? I do not think you can suppose such a thing, for there are two places we know on the estate where we can bury the pipes.
1071. It seems to me that going further north accentuates the evil and brings you closer to the river, with a steeper watershed? It makes little difference with regard to distance from the river. I do not know the soil of the site marked on the plan for irrigation purposes. It may be equally good, but it did not strike us. In walking over it with Dr. Manning, we came to the conclusion that the place I mentioned was the best for irrigation; that is, a little north of the place marked on this plan.

William M. Hamlet, Esq., F.C.S., Government Analyst, sworn, and examined :—

W. M. Hamlet, Esq., F.C.S. 26 July, 1892.

1072. *Chairman.*] You are the Government Analyst? I am.
1073. You furnished a report to the Medical Adviser to the Government with regard to the soils from Goulburn a little time since? Yes.

Sir, Government Laboratory, Sydney, 26 August, 1890.

I have the honor to report that I have made an examination of three specimens of soil, with reference to their suitability, or otherwise, for general irrigation purposes.

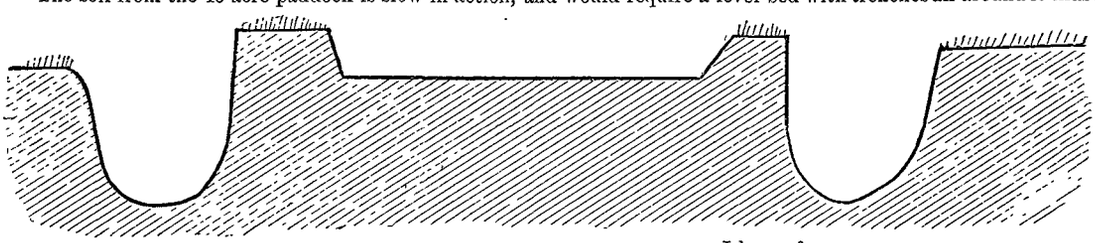
Computing 43,560 square feet to the acre, one acre of the drab soil from the 40-acre paddock will absorb 130,000 gallons; allowing the absorption never to exceed half its limit or capacity, then 1 acre may absorb 65,000 gallons, which is more than three times the volume of one day's out-put from an institution of 1,000 persons, with an allowance of 20,000 gallons per diem, equal to 140,000 gallons per week.

Given two irrigation beds, each covering an area of 3 acres, the slop-water might be run into each bed every alternate week.

But after continued disposal of slop-water by means of such filter-beds it will be found that the fatty acids, arising from the decomposition of the soap-suds, will collect on the surface in light porous flakes; however, these when raked into heaps from time to time may be easily destroyed by fire.

Placed in their order of value as absorbents the black soil comes first, and the light brown second.

The soil from the 40-acre paddock is slow in action, and would require a level bed with trenches all around it thus:—



I have, &c.,
WILLIAM M. HAMLET,
Government Analyst.

The Medical Adviser to the Government.

RESULTS of Examination.

Soil.	Colour.	Specific gravity.	Weight in pounds of 1 cubic foot.	Pounds of water absorbed by 1 cubic foot.	Gallons of water absorbed by 1 cubic foot.
General black soil of Goulburn	Black	1·533	95½	28·65	2·86
Soil of 15-acre paddock, Goulburn	Light brown	1·820	113 3/10	44·18	4·41
Soil from 40-acre paddock at Goulburn	Drab	1·810	112 7/10	31·45	3·14

1074. *Mr. Suttor.*] In your opinion this 40 acres would be quite sufficient for a considerable time to deal with all the slops from the proposed asylum at Rossiville? On the basis of the figures furnished to me by Dr. Manning, I should say it is.
1075. How long do you suppose it would answer for the purpose of dealing with the slop water? Practically for ever, if it is carefully looked after. If the fatty acids from the soaps are destroyed by fire from time to time, and the filter-beds are allowed to rest for certain periods, it would last indefinitely.
1076. The people of Goulburn, we found, were very much alarmed lest their water supply should be contaminated by any effluent drainage from this area in the near future;—do you think it is at all likely? No; I do not. It depends, of course, upon the distance from the river to the filter-beds.
1077. It is about 1,000 feet, and the height is from 70 to 100 feet above the river? There would be a possibility of pollution if the method of filtration were not looked after from time to time.
1078. What method would you suggest would be the proper way to deal with it;—how would you suggest the place itself should be prepared? To have duplicate filter-beds, so that one may remain fallow, at rest, while the other is in active operation; and then the sun, and the air, and the carbonic acid will effect their purification.
1079. *Mr. Dawson.*] I understood you to say that after these filter-beds had received a certain amount of slop water, there would be a certain amount of fatty acids on the top, and these would have to be raked off and burnt? Yes.

W. M. Hamlet, Esq., F.C.S.

26 July, 1892.

1080. I take it that that will have to be done very carefully? Not more carefully than an ordinary gardener would rake up weeds or rubbish.
1081. Would these fatty acids be injurious to health? Not at all.
1082. Supposing they got into the water supply? They would only clog up the filter-beds.
1083. They would rise on the surface? Yes.
1084. If you had not enough to rake off, but a few left on the surface, a heavy rain would wash them all into the water supply? I do not think so, because they are so light, and they always float on the top. You cannot get rid of them very well.
1085. But I say that, with a heavy thunderstorm, they would float on the top of the water, and get into the water supply? They are so light that they persistently remain on the top—I have noticed them at Botany, and you cannot get rid of them.
1086. If a thunderstorm did occur, and carried them into the water supply, they would still be on the top of the water supply? No; but they will not go into the river. You cannot get them to penetrate through the earth.
1087. But a thunderstorm must carry them to the water supply? But if a filter-bed is like a pond with walls on its sides, it is not possible for the fatty acids to be washed away.
1088. It will not overflow? No; that ought not to be possible.
1089. Your filter-beds would have walls all round them? Yes.
1090. Supposing these filter-beds became full, what would you do with the drainage until they became empty again;—would you pump them out? Let them drain out themselves, and then rest them a time, letting one work alternately with the other.
1091. Where would you let them drain to if you had a large body of water—according to your argument, they would hold thousands or millions of gallons of water when used? In passing through the filter-beds the water becomes pure, and finally it would be suitable for human consumption.
1092. I understand that, but I take it that these storms that occur every summer would fill the filter-beds;—how are you going to get them empty—by simply letting the water drain away? Yes; simply letting it drain away.
1093. In the meantime you would have some alternate filter-beds to put the sewage in? Exactly. But with regard to storm-water, I imagine some plan of overflow could be adopted as one has in a dam—when the water reaches a certain level to have a separate course for it.
1094. *Mr. Ewing.*] Would there be any smell at all from these filter-beds? None whatever.
1095. And the fact that they are within a couple of hundred yards of the buildings that are inhabited, would make no difference? None.
1096. You say there is no doubt at all that it will not pollute the water supply of Goulburn;—you know the case we are referring to? I am not aware of all the particulars of the case by any means.
1097. These filter-beds will have to be situated either on a spot adjacent to the river, or on a hill with a steep slope to the river; under these circumstances, filter-beds can be constructed so that there shall be no danger whatever? I should think so. What you require is a sufficient depth of soil for the water to filter through. You may take the dirtiest water imaginable, and if you have a sufficient body of earth for it to pass through, it will lose all its impurity, and become absolutely fit for human consumption.
1098. When you say a sufficient body of earth, what does that mean—it depends on the earth, I suppose? It depends on the porosity of the earth, and on the volume of water.
1099. You cannot give it to us in any other form;—every case, I suppose, is controlled by its own conditions? Certainly it is.
1100. By the kind of earth and other things; and the earth itself does not become polluted by being a filter? No; because it is constantly being renovated by micro-organisms which feed on the impurity and convert it into a harmless substance.
1101. I suppose a considerable amount of matter might pass into the water supply without really polluting it;—there is some power of disintegration and destruction in water itself, is there not? Not so much as in the soil.
1102. No; but there is some? There is some, certainly; but a very small amount, compared to that in the soil.
1103. Supposing that the Goulburn water did become polluted, where would you find the pollution? You would find it at a point below the filter-beds.
1104. Yes, I know; but these germs and things of the kind that we hear so much about—where would they be found in the Goulburn water. Supposing you were to test the Goulburn water supply, where would you test it? I should have samples taken from different parts of the reservoir.
1105. Different depths? Different parts on the surface.
1106. On the surface of the water? Just below the surface.
1107. Would just below the surface mean an inch or two under it? Yes.
1108. It is quite possible that it might be polluted at the bottom, and you would not discover it? No; I think not. I think the composition of the water would be the same throughout.
1109. You know it is not unusual to find water smelling at the bottom and clear on the top? That is if the bottom is exposed.
1110. No; in wells it is not unusual to find water at the bottom polluted, but that on the surface all right? That is to say, if you stir the water up.
1111. No; I mean after the well becomes polluted, if you put your pipe down and drain water from the bottom it would drain water that smelt badly, but if you left (say) 6 feet between the bottom and the pipe you might draw pure water—it would be bad at the bottom but not at the top? I do not think you can draw that distinction, as diffusion would be all through the whole of the water.
1112. Does diffusion take place from the bottom or throughout the water? From the top, where a large amount of oxygen is on the surface.
1113. From exposed water? Yes.
1114. *Mr. Humphery.*] There are two sites under consideration—one is above and the other is below the Goulburn water supply;—do you think it is desirable to place a community of 300 or 400 people above a water supply when another site is available? I should think it would be safest to have the other site—the one below.
1115. Notwithstanding the possibility, by means of irrigation farms being carefully looked after, of preventing any pollution of the water? Yes.

W. M. Hamlet, Esq., F.C.S. 26 July, 1892.

1116. *Mr. McCourt.*] Have you seen the Rossiville site? No; I have not.
1117. Would you be in a better position to judge definitely if you had inspected it? Yes; I think I should.
1118. You could then speak with certainty as to whether the water supply would be polluted or not? Yes; as far as my knowledge goes.
1119. Under present circumstances you are not in that position? No; I have never seen the site.
1120. *Dr. Garran.*] You have only seen the specimens of soil? That is all.
1121. You know nothing of the quantity? Nothing.
1122. These filter-beds, you imagine, would be 70 feet above the level of the river;—you do not know what depth of soil will be in them? No.
1123. If there is only a small depth of soil they would quickly get saturated? Certainly.
1124. Their porosity depends entirely on the depth of the soil which you have had to examine? Yes; and their power of re-purifying themselves.
1125. In any case I suppose that the sewage matter would pass right through and ooze out through the soil below? It would ooze out as water. The fœcal matter would be retained in the soil, and be decomposed by the living organisms.
1126. But, still, whatever had to go would soak out through the soil below? Yes.
1127. And would then, by way of the surface, find its way into the river? Exactly.
1128. So the chance of pollution would depend entirely on the completeness of the filtration in the filter-beds? Precisely. I may say the same remarks that I make apply to an ordinary filter. If you have a filter, and are constantly pouring in dirty water, the filter becomes entirely clogged, so that the water will sometimes be actually worse as it passes through the filter than it was when it was originally put in.
1129. *Chairman.*] Only I suppose that in the case of a ground filter you take away some by the crops that you grow upon it, and the sun and air that get at it to a larger extent than in the case of an ordinary filter? That is in the case of filter-beds being used in duplicate and having time to rest.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, sworn, and further examined:—

R. R. P. Hickson, Esq. 26 July, 1892.

1130. *Chairman.*] Can you inform the Committee whether any trial holes were sunk, to ascertain the depth of the soil or the presence of any stone dykes, and so on, on this proposed irrigation area at Rossiville? Not to my knowledge.
1131. Do you know if any holes have been sunk for the purpose of foundations, or for sewage farm purposes at Kenmore? I have never been to Kenmore, neither have any of my officers.
1132. Then the quantity of soil, and the suitability of it for an irrigation area, is merely from surface indications? Yes.
1133. I suppose it would be desirable to test the soil at Rossiville to a greater depth? I think it would be well to have the whole question of the sewerage of this place gone into more fully than it has been.
1134. Do you think that, Mr. Hamlet having been called upon to report as to the absorbent nature of these soils, if holes are sunk it would be desirable for him to indicate the places where they should be sunk, for the purpose of allowing him to get a correct estimate of the soil? I think it will be well for him to point it out. There is no objection, as far as I can see.
1135. *Dr. Garran.*] How deep would you like these pits to be sunk to satisfy you? I should like them to go down not less than 6 feet.
1136. Would you make any surface trenching to see whether any dykes are going across the area? If there were any indication that such a thing is there it would be necessary, but it is a surprise to me to know there is anything of the sort in the place that we have selected.
1137. Do these 40 acres slope gently, or is it a steep slope? A portion is on the slope; the other portion is pretty level. It does not slope very much.
1138. It is easily prepared? Yes; easily prepared.
1139. It is all one kind of soil, apparently? Yes; apparently.
1140. But you want the whole of that area fairly tested? Yes.
1141. Until it is so tested no engineer is in a position to say whether it will make a good sewage farm? No.
1142. *Mr. Ewing.*] Would it not be just as well for one of your sewerage officers to deal with the question of sewerage and have the holes dug, and then Mr. Hamlet can visit the places subsequently—that would save two trips? I think that the proper thing to do would be to send up one of our sewerage officers with Mr. Hamlet; but that is a matter for the Minister to decide.

Joseph Barling, Esq., Under Secretary for Public Works, sworn, and examined:—

J. Barling, Esq. 26 July, 1892.

1143. *Chairman.*] You are Under Secretary for Public Works? Yes.
1144. This work was submitted to a previous Committee and withdrawn from them, was it not? Yes.
1145. Because of the contemplated purchase of what is called the Rossiville Estate? Yes.
1146. Which was thought to be a more suitable asylum site than Kenmore? Yes.
1147. Since then competitive designs have been invited for an asylum on the Rossiville Estate? Yes.
1148. And prizes were awarded to the successful competitors? Yes.
1149. We are informed by Mr. Vernon that nothing more has been done either in the way of getting out detailed plans for building on the Rossiville Estate or adapting those plans for the Kenmore Estate—the project before us, is that so? Yes, it is so.
1150. Has any decision been arrived at? I think you have already pointed out the facts of the case—that these competitive designs were asked for buildings on the Rossiville site; that since then it was determined by the Government that the Kenmore site was a more suitable one for an asylum.
1151. Since these competitive designs were sent in the Government have decided that Kenmore was more suitable? I had not an opportunity to speak to the Minister on the subject, and therefore I am speaking subject to correction. I was not aware that I was going to be examined this afternoon. If I remember rightly, when the Minister brought the project before Parliament, he put it before Parliament in favour of the Kenmore site, but he said he would be perfectly willing to put before the Committee all the papers which

J. Barling, Esq. 26 July, 1892.

which the Government had in its possession with regard to the Rossiville site. So, although he did not put two proposals before the Committee, yet he put it in such a way that if the Committee were in favour of the Rossiville site it would, in fact, negative the proposal before the Committee as to the Kenmore site.

1152. That is the reason why plans are not before us for any definite site? Yes. Then the competitive designs came in, and a Board, consisting of Mr. Vernon, Dr. Manning, and Mr. Horbury Hunt, was appointed to examine them. They did so, and gave their award, and the premiums were awarded in accordance with the report of that Board; but I think I am right in saying that it does not by any means bind the Minister to select the plan which has obtained the first prize as the plan which he will ultimately adopt in connection with the buildings to be put up. The Minister has come to no decision on the point.

1153. But the Board, I understand, were unanimously of opinion that the plan that obtained first prize was very complete in every particular? As far as I am aware, they were unanimous. I suppose they were unanimous on the point.

1154. What are the Committee to inquire into—are we to inquire as to the best site, or to inquire into the capacity of the proposed buildings, the soil, the cost, and so on? I think the whole thing.

1155. How can we do that if we have not the plan before us? If you remember when you spoke to me about it, I pointed out that we, as a Public Works Department, were not ready to bring the proposal before you, but you thought that at any rate you could decide the question as to which was the more suitable site, and evidence on that point only, I understand, has been given. We are really not prepared to give you yet full evidence as to which style of building the Minister will recommend the Committee to adopt.

1156. The Committee having reached this stage—having investigated the site, examined a large number of witnesses, exhausted all the witnesses, as a matter of fact, with respect to the locality—are we now to arrest our inquiry until the Department has decided on the style of buildings, and where they are to be erected? I do not think it would be right to say where they are to be erected, because I think the Government has put before Parliament the Kenmore site, but it certainly rests with the Minister to decide what style of buildings shall be put up on the Kenmore site.

1157. And the Committee is brought into existence for the purpose of reviewing the whole question—not merely the site, but also the class and the cost of the buildings—how can we fulfil that condition unless we have before us the plans of the proposed buildings? Undoubtedly it means that the inquiry of the Committee must be arrested for a short time until I am able, on behalf of the Minister, to bring before the Committee the style of buildings which the Minister intends to recommend to the Committee.

1158. Mr. Hamlet, who furnished a report to your Department as to the absorbent qualities of the soil at Rossiville, has been examined, and the Committee are of opinion that it would be very desirable for Mr. Hamlet, and perhaps some officers of Mr. Hickson's Sewerage Branch to visit both sites, and by trial holes, &c., obtain soil from different portions, so as to be able to give us a better idea than he has at present as to the absorbent nature of the soil; I suppose the Department could arrange to send an officer with Mr. Hamlet. I suppose your Department, at the request of the Committee, could arrange for Mr. Hamlet to go up with an officer of the Sewerage Branch? Yes; the Minister will be back on Friday, and I will ask his permission when he returns. I do not think he will have any objection.

1159. *Mr. Wall.*] Who took the levels in connection with Rossiville? I am not quite certain who took the levels; it was done by our Department, I think.

1160. Is Mr. Raw in your Department? I think he is in the Government Architect's Department, and I think it is very likely that he took the levels.

1161. I think he was camping there some two months? Very likely.

1162. In selecting a design for this building, a design was selected in connection with the Rossiville Estate, without any regard to Kenmore? Yes.

1163. There were five designs submitted, were there not? Forty designs were received, comprising 361 sheets of drawings.

1164. How many premiums were awarded? Five.

1165. I think five persons received premiums? Yes.

1166. If the Board who selected this design were selecting a design for the Kenmore Estate, it is possible that they would not have selected this design? I suppose I shall be safe in saying it may be possible.

1167. I presume the contour of the land had a good deal to do with its selection? It must have had something to do with it, without doubt.

1168. And although this building may be suitable for the Rossiville Estate, it may not be suitable for Kenmore? It may be possible; but that is a professional point.

1169. *Mr. Hoskins.*] Did the Minister state why he was in favour of the Kenmore site? I do not think he gave the reason to Parliament. I am not quite certain, though; but the reason, I believe, was principally its supposed better capacity for drainage—rather, I should say, that at the Rossiville site there was a danger of the drainage going into the water supply; but Kenmore is below the dam of the Goulburn water supply. That, I think, is the principal reason. There is a danger of the water supply of Goulburn being polluted if the Rossiville site is selected, whereas there is no such danger if the Kenmore site is selected, because Kenmore is below the site of the dam on the Wollondilly from which the Goulburn water supply is taken.

1170. Why were the plans of the buildings intended to be erected on the Rossiville site sent to this Committee for inspection and inquiry if it was intended to erect the buildings at Kenmore? The previous Government decided, as I understand, that Rossiville should be the site for the asylum, and, under the previous Government, competitive plans were called for an asylum on that site. When the present Government came into office they found that that action had already been taken. Mr. Lyne stayed action, but he allowed the designs to come in, no doubt with the idea that they could be made to suit the Kenmore site. He explained to the Committee that he would put all the papers before them with regard to the Rossiville site.

1171. Would the architects who prepared the prize plan—the successful plan for the buildings at Rossiville—be chosen as the architects for the buildings in the event of the Kenmore site being selected? That I am unable to say. I have not had an opportunity to consult with the Minister on that point, and I am unable to answer that question at the present moment.

J. Barling, Esq. 26 July, 1892.

1172. Can you say whether the advertisement inviting designs for the proposed buildings at Rossiville did, or did not, state that the successful architects would be the architects entrusted with the construction? No; it did not. I am speaking subject to correction, as I have not had time to look up that point; but I will put it right in my answer when I revise it. I think that the Government stipulated that on payment of 2½ per cent. commission—*i.e.*, on the completion of contract drawings and specification—they could do what they liked with the plans, and have any architect they liked. It was quite open for the Government to do that, or to employ the successful competitors to carry out the work—in which case they would be paid 5 per cent. So the Government is under no obligation to employ these architects.
1173. It has been given in evidence before the Committee by Mr. Power that he, and his partner, the designers of the successful design for the Rossiville buildings, expect to get the position of architects to carry out the designs of all the buildings to be erected for the asylum, and he stated that if they did not get it they would absolutely be, pecuniarily, large losers, in consequence of preparing the large elaborate plans which they prepared for the competition? I do not know whether that may be so or not. I only know what the conditions were.
1174. He stated that on oath here? I have only just heard that, but as far as the obligations of the Government are concerned, I think they are only bound to pay 2½ per cent. on the completion of the contract drawings and specification.
1175. Well, it comes to this, that the Committee are asked to express an opinion on the propriety of erecting a Lunatic Asylum on the site at Kenmore, but no design of any buildings suitable for that site have been submitted to the Committee for their inspection and approval? Because we are not quite ready for it.
1176. Well, why was it sent to us? It was not the intention of the Department to bring it before the Committee at the present moment, and I have explained the circumstances to the Chairman. It was understood that the Committee would only deal with the question of site just at present.
1177. *Chairman.*] How long before you will be able, after consultation with the Minister, to give us a definite plan to go upon with reference to the buildings? I will try to give you an answer when you meet next week as to what we shall be able to do in the matter.
1178. By that time you will have instructed your officer to go up with Mr. Hamlet? Yes.

WEDNESDAY, 17 AUGUST, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Joseph Barling, Esq., Under Secretary for Public Works, sworn, and further examined:—

J. Barling, Esq. 17 Aug., 1892.

1179. *Chairman.*] You promised the Committee, when last examined, that you would consult with the Minister with reference to the nature of the buildings to be erected on the Kenmore site;—are you prepared to give the Committee the information asked for by Mr. Hoskins? I think I shall be able to supply the Committee with information which will guide them in their decision. Mr. Lyne, the Minister for Works, in submitting the proposal to Parliament on 31st March, 1892, made use of the following words:—

> I move this motion now instead of proposing it with other motions of a similar character, because I ascertained yesterday for the first time that the Premier had made a definite promise to certain hon. members from the district and others that this question would be referred to the Parliamentary Standing Committee on Public Works; therefore, I submit it now. I have all the particulars required by the Public Works Act before me. In submitting this motion, so far as I am personally concerned, I do not mean that I have decided upon this site or the Rossiville site, but I am not able to refer to the Committee the two sites in a formal manner. I intend to submit the papers in connection with the Rossiville site to the Committee so that they can report as to which is really the best place for the asylum. I have also ascertained that the plans lately received under competition can be altered in such a way as to be used if the Committee think this is the best place. I find that Dr. Manning made a report some little time ago in favour of the Kenmore site. I do not wish to detain the House further, as I shall have an opportunity to reply if there be any debate.

Since I last appeared before the Committee in connection with this work, I have had an opportunity of consulting the Minister on the subject, and from his conversation with me I gather that this is his view of the case, viz.:—That in submitting to Parliament the proposal for the erection of these buildings at Kenmore he was chiefly guided by the information given to him as to the difficulty of securing proper drainage at the Rossiville site—that is, drainage in such a way as not to risk the pollution of the Goulburn water supply. I gathered also from my conversation with the Minister that he further took into consideration the large cost of the Rossiville site in comparison with that at Kenmore, and thought that by the resale of the former the cost of the whole scheme might be considerably reduced. The Minister also confirmed a statement which I have already made, viz., that he has not bound himself to accept either of the plans to which premiums have been awarded as the ones which should be adopted for the buildings to be erected. He merely approved of the recommendations of the Board as regards the award of the premiums. A reference to the conditions of the competition will show that this does not bind the Minister to accept any of the plans for the actual buildings. I think, therefore, as a result of my conversation with the Minister, that he will be glad if the Committee will kindly consider themselves perfectly free to examine the whole of the plans to which premiums have been given, and select from them those which they consider most suitable for the purpose. It appears that the Rossiville site contains 746 acres, and the cost was £15,158. The Kenmore site contains 348 acres, and the cost was £1,296. The Rossiville site purchase was approved on the 12th March, 1890. The Kenmore site purchase was approved on the 30th October, 1879. With regard to the plans, Mr. Lyne looked over the evidence I gave before the Committee previously, and I understand he quite concurs with it. I have before me the report of the Board appointed to consider the competitive designs. The design which took the first prize was numbered 9, and it was found on opening the envelopes to be that of Messrs. Sulman and Power. The second, in order of merit, was numbered 13, and was found to be

J. Barling, Esq. 17 Aug., 1892.

be that of Mr. John Kirkpatrick. Design No. 15—that of Mr. G. D. Payne—was third; design No. 24—that of Mr. J. J. Clark—was fourth; and design No. 22—that of M'Kinnon and Weitzel—was fifth. The first prize was £300; the second, £200; the third, £125; the fourth; £75; and the fifth. £55. The designs were received on 4th January, 1892. The original time fixed was 1st November, 1891. It was subsequently extended to 1st December, 1891; and finally, to 4th January, 1892, when the competition closed.

1180. *Mr. Hoskins.*] I gather from your evidence that the Minister has not arrived at any decision in respect either to the choice of the site for the asylum, or in respect of the character of the buildings? With the exception of this: that the Kenmore site was submitted to the Committee because he thought it was the most suitable, as far as the drainage was concerned; and secondly, because it was the much cheaper site. With regard to the plans, he has not decided upon any of them, but he asks the Committee to have the goodness to look through the whole of the five separate designs, and to use their own judgment as to which they think is the best.

1181. Has the Minister been advised as to whether the buildings originally planned and designed for the Rossiville site can be modified to suit the Kenmore site? You will notice in the speech of Mr. Lyne, which I have read, that he said he had been informed that the plans could easily be adapted to the other site. I have no doubt he had seen Mr. Vernon at that time.

1182. Then, in point of fact, the Committee are asked to decide upon the site to be selected, and upon the character of the buildings to be erected? It may practically come to that, although, under the terms of the Act, one particular project must be submitted to the Committee, and that is the Kenmore project.

1183. *Mr. Davies.*] Has Mr. Vernon reported upon the designs? The Board reported upon them, and if the Committee wish, I will put in their report. It is signed by Dr. Manning, Mr. Vernon, and Mr. Horbury Hunt.

1184. Has there been any report from the Colonial Architect with reference to the change of the site, or the adaptability of the plans to the Kenmore site? I think not.

1185. Do I understand that it is the desire of the Minister that the Committee should determine which set of plans should be used? I gather that the Minister will be pleased if the Committee will express their opinion on the plans.

1186. *Dr. Garran.*] Are we to understand that the Minister wishes us to express an opinion as to whether Kenmore or Rossiville is the better site? I think he would be glad if the Committee would say so.

1187. The speech you have read states that Dr. Manning had given a report in favour of the Kenmore site? Yes.

1188. We had it from Dr. Manning that he gave a report in favour of the Rossiville site? I am not sure as to which report the Minister was referring to. I imagine he must have seen Dr. Manning, or heard that he was in favour of that site, because it was better situated for drainage purposes.

1189. *Mr. Neild.*] Do I understand that whilst the reference to the Committee relates to the erection of an asylum on the Kenmore site, the Minister desires us to express an opinion as to the suitability of the plans? Yes. The Minister, in sending the plans, did so with the idea that the Committee should have the advantage of looking at the whole of them.

1190. And reporting upon them? Yes.

William M. Hamlet, Esq., F.C.S., Government Analyst, sworn, and further examined:—

W. M. Hamlet, Esq., F.C.S. 17 Aug., 1892.

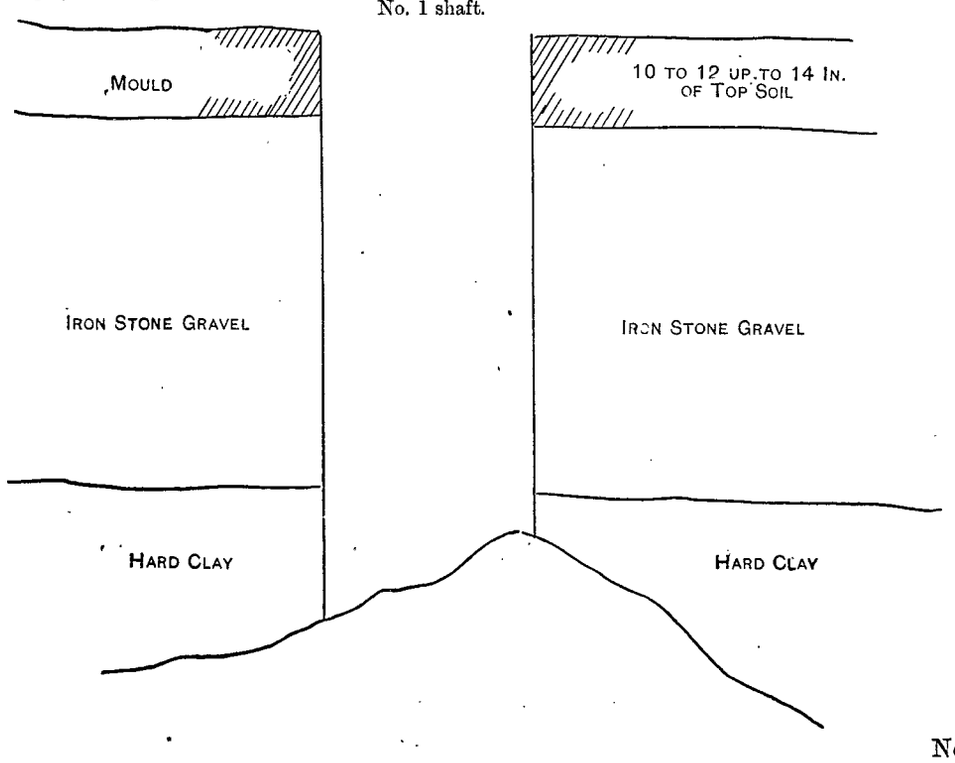
1191. *Chairman.*] Since you were last examined you have visited Rossiville, and had some trial holes sunk, and you have analysed soil taken from there? Yes.

1192. Are you prepared to lay before the Committee a report of what your conclusions are? Yes; it is as follows:—

I VISITED the Rossiville Estate, near Goulburn, on Friday, the 5th August, 1892, accompanied by two Engineers from the Sewerage Branch (Messrs. Mestayer and Baggé.)

Trial shafts were sunk in two places—at one part of the estate pointed out to me as being the 40-acre paddock on the plans, and the place from whence samples of soil were obtained two years ago. [*Vide* Report dated, 26/8/90.] One of the shafts was sunk at a part of the paddock near one of the 90′ contour pegs (to be called No. 1), near the spot pointed out as the place for irrigation beds.

No. 1 shaft.



No. 2

W. M. Hamlet, Esq., F.C.S.

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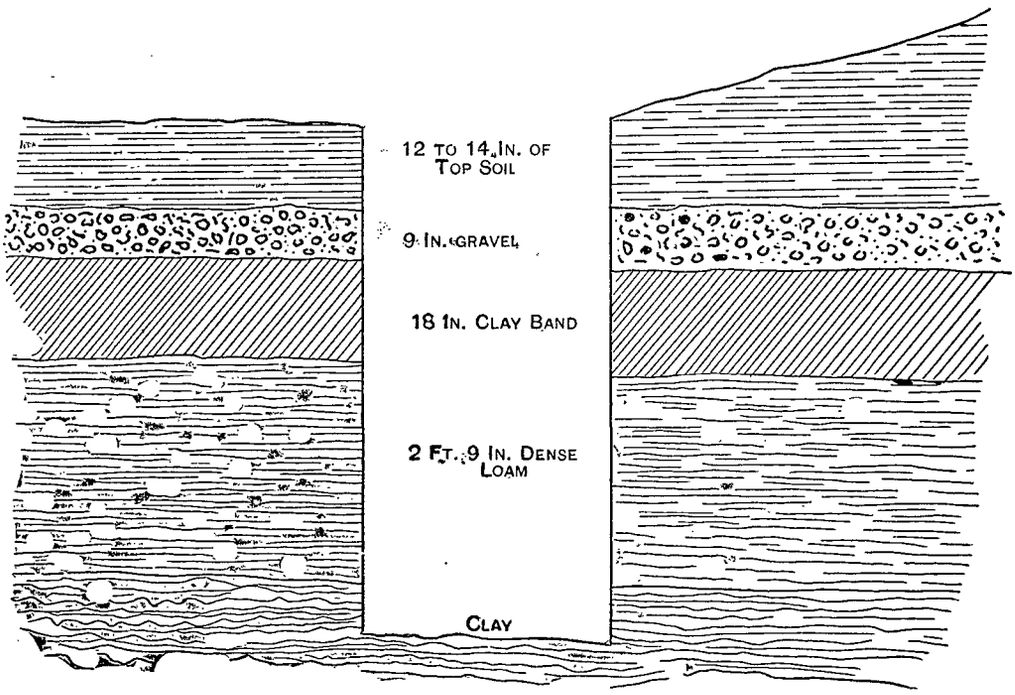
No. 2 shaft, nearer the river, sunk near the 70 feet contour pegs.



Samples of soil from different depths were collected and brought to Sydney for analysis and examination. Results show that the subsoil is of very little value as an absorbent, and that only the top soil, varying as it does in places from 10 inches to 14 inches, is of any use for irrigation with slops.

Details.

Mould from No. 1 and No. 2 shafts found to be the same in texture, colour, and general composition.

Power of Absorption.

Specific gravity of soil, 2·5; weight per cubic foot in pounds av., 155¾; pounds of water absorbed by 1 cubic foot, 35; gallons of water absorbed by 1 cubic foot, 3½; gallons of water to completely saturate 1 cubic foot (saturation point) converted into mud, 5; highest percentage of water that can be held by the soil of the 40-acre paddock, 33·3 per cent.; specific gravity of clay band, 2·402; specific gravity of loam at bottom, 2·60.

Is the site suitable as a sewage farm—*i.e.* to take solid excreta to? No.

Reasons:—1. Small depth of porous top soil; 2. Slope downwards; 3. Proximity to river Wollondilly.

The site may, however, be utilised for the disposal of slop water.

By sewage is included, fœces, urine, water from water closets, scourings and flushings of pipes.

By slop-water I understand, water from kitchens, water from baths, water from sinks of all kinds, water from roofs, with or without urine from the urinals and bedrooms.

Number of inmates—1,000.

Allowance of water per head per diem—20 gallons.

∴ 20,000 gallons total output of slops per day.

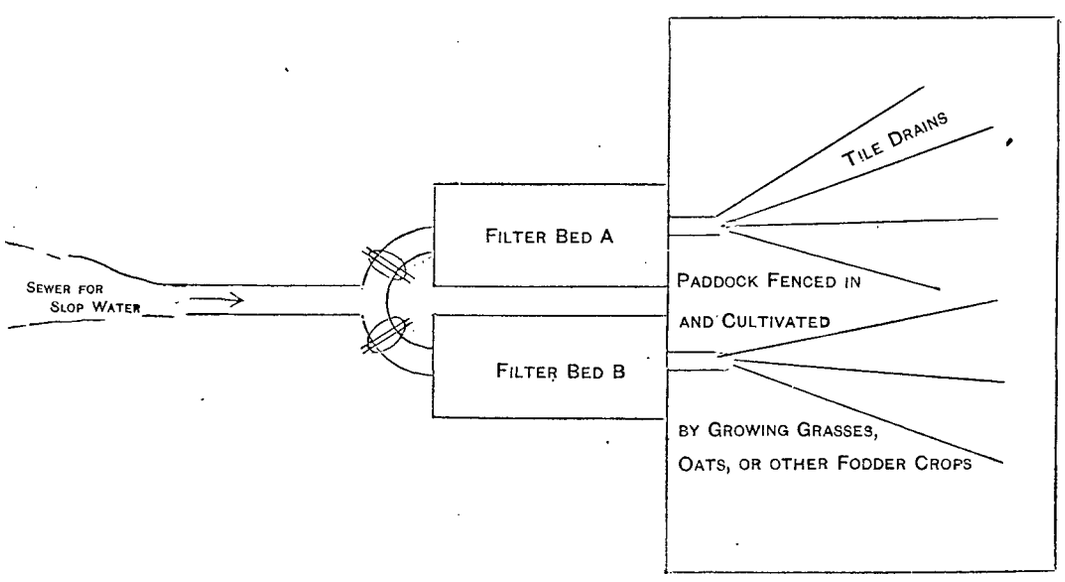
Power of the soil. One acre=43,560 square feet. Taking the topsoil at an average of 1 foot, then 1 acre would present 43,560 cubic feet of soil available for absorbent purposes, not counting the subsoil at all; at 3½ gallons per cubic foot, 1 acre would take 152,000 gallons.

Let there be two filter beds of ½ acre; then each bed is capable of receiving 76,000 gallons, which is three times greater than one day's outflow of slops.

With two filter-beds they might be used week and week about.

Special channels to be made to convey away the storm-water. (Storm-water from the road now goes into the river.)

Proposed combined area of two beds, 10 chains by 1 chain.



Example

W. M. Hamlet, Esq., F.C.S. 17 Aug., 1892.

Example of the capability of a sewage farm, Abingdon, Berkshire, England :—100,000 gallons of sewage daily rainfall allowed to flow over 34 acres.

∴ One acre receives 2,943 gallons (assuming the flow to be uniformly distributed over the whole area).

The soil is a drift—*i.e.* alluvial lying upon clay—and is *near a river*.

The effluents were analysed by Dr. Tidy and Dr. Woodforde, and found to be clear and bright. The free ammonia and the albuminoid-ammonia was not more than double that found in the drinking-water supplied to the City of London.

One acre of good soil will absorb the sewage (fœces, urine, and slops) from 1,000 persons, and yield a perfect effluent.

Authority:—T. Baily Denton, in his paper on intermittent filtration through natural soil, Conference on the Health and Sewage of Towns.

Facts to be considered in dealing with the slops from an asylum of 1,000 inmates :—Urine per day from one adult, 3 pints; urine per day, children up to 10 years of age, 1 pint; urine per day 10 years to 21 years, 1 pint to 3 pints.

The total volume of urine from 1,000 adults = 3,000 pints = 375 gallons. With the maximum allowance of water per head, 375 gallons of urine (which is an over estimate, since some of the urine will go with the solid excreta) will be diluted to 20,000 gallons, so that the slops will contain certainly not more than 1·87 per cent of urine.

Given two level filter-beds of the size mentioned (which are very large for the little organic matter in the slops), what will become of the slops? Immediate evaporation and absorption will ensue, and the beds will never become overloaded except in heavy wet weather when the overflow will be received by the paddock below the beds. Let these be cultivated and the growing crops will consume much more organic matter than 2 per cent. of urine could supply. Indeed it will be found in practice that the area of the filter-beds will soon be covered by vegetation.

Opinion.

1. I am of opinion that the 40 acres pointed out to me, at the Rossiville Estate, is amply sufficient to absorb all the slops that can flow from an establishment of 1,000 inmates, allowing 20 gallons per head, and including urine.

2. That with properly levelled filter-beds this arrangement will suffice for all time.

3. That it will be quite impossible for any pollution to reach the Wollondilly; if the organic nitrogenous matter in the slops be intercepted by growing grasses or leguminous crops. On the other hand if no filter-beds are made, and if the slops are merely poured out on to the land in its present condition, the sewage water will then drain away in ruts and channels, and will infallibly reach the Wollondilly River. The storm-water, at present, flows down the road into a creek, *below the site* for any irrigation beds, and joins the river. So that at the present time the river receives a considerable quantity of road drainage. The beds would require to be raked or ploughed over from time to time, and when sufficient fatty matter shall have accumulated, it should be destroyed by raking into heaps and burning. By such means the efficiency of the filter-beds could be maintained for an indefinite time.

1193. *Dr. Garran.*] Did you examine any other portion of the estate except this 40-acre farm? No.

1194. It was suggested by one witness that it might be possible to deal with this sewage by loosely jointed pipes put into the ground;—you could not say how far that would answer? I think the slope is too steep.

1195. But you can make it, according to the contour of the hills, as easy as you like? It is a very shallow top soil—10 to 14 inches.

1196. You do not think that would be sufficient for the purpose? No.

1197. If we deal with the sewage on the estate we must do so by means of a systematic sewage farm? Yes.

1198. And that 40 acres is the only available place for that purpose? That was the spot pointed out to me.

1199. You did not examine the estate to see if there was any other? I did examine the estate, and I think that is the best site for the purpose.

1200. But you would recommend that fœcal matter be not put there? Yes.

1201. That should be separately treated by burning or digging in? Yes.

1202. And if that is done you see no difficulty in dealing with the slops? None whatever.

1203. *Mr. Davies.*] If the filter beds are adopted, you are of opinion that it would be quite safe to use the Rossiville Estate for the purposes of an institution to house 1,000 people? Yes.

1204. There would be no possibility of any sewage matter getting into the river or contaminating it if proper filter beds are made? No.

1205. Have you entered into a calculation as to the cost of this system of filtration? No; I know nothing of the cost.

1206. But you are quite sure it would be perfectly safe to adopt the principle of filtration to deal with the sewage matter? It would be. My own idea is that it would be rather expensive to make these filter-beds, but I can only speak generally.

1207. If this principle is adopted and carried out, you feel satisfied it will be perfectly safe? Yes.

1208. *Mr. Dawson.*] How about the fatty matter which would be on the top;—would that be injurious if it got into the river? It could not get into the river.

1209. Supposing, during a heavy thunderstorm, 2 or 3 inches of rain fell in an hour and a half, would not the fatty matter be washed off the top into the river? No; it would lodge in the upper part of the filter-bed. I should have the filter-bed so constructed that it would be impossible to wash it over. The effect of a heavy fall of rain would be to drive the fatty matter, which I understand is the decomposition of the soap used in washing and in the baths, into the soil; hence it would have to be ploughed.

1210. You think there would be no possible chance of the water becoming polluted? None whatever.

1211. But a great deal of care would have to be taken to prevent it? Only the original care necessary in constructing the filter-beds. If that is once done, and proper means are taken for diverting the storm-water, I think it would be done once and for ever.

1212. That is, that it would require no supervision after it was constructed? It would require supervision.

1213. Constant supervision and extra hands? It would require looking after, say, once in six months.

1214. *Mr. Wall.*] I understand that after the sewage matter is conveyed from the asylum on to the filter-beds there will be no outflow from the filter-beds;—the beds themselves will absorb the whole of the liquid? Yes.

1215. Therefore, there can be no pollution? No.

1216. *Mr. Suttor.*] Have you taken into consideration the question of dealing with the fœcal matter apart from the urine? I exclude fœcal matter altogether.

1217. Have you examined the place with the object of making any suggestion as to a better method of disposing of the fœcal matter? In this connection I have taken into consideration slops only.

1218. A large institution like that must dispose of a large amount of fœcal matter as well as slops? I should recommend that you should not deal with the two together.

1219. Can you make any recommendation as to the proper way of dealing with the fœcal matter? The best method which could be adopted of dealing with it would be to destroy it by burying or by fire.

1220. *Mr. Neild.*] With regard to fœcal matter, I suppose you would not deem it possible on this site to use the system of water-carriage;—you would have to use some such system as earth-closets? Yes.

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1221. You would not be able to use the ordinary water-closet? You cannot convey it anywhere.
1222. Is not that in your opinion rather a drawback;—would not a water system be preferable to an earth system? No; I think the earth system preferable to the water system.
1223. On this particular site? Yes.
1224. But, generally speaking, do you not consider the water-carriage system preferable to the earth system? The water-carriage system is excellent in getting rid of it in a very short time; but it has this great disadvantage of making the excreta of very little value for manuring purposes.
1225. But do you think there is sufficient demand for excreta as manure to make it desirable to take that point into consideration? It always has its commercial aspect as well as its sanitary aspect.
1226. Do you not think that in an institution containing about 1,000 inmates, it is desirable to get rid of the excreta at the earliest possible moment, especially in such a climate as this? That might be done easily by the earth-closet system.
1227. In what way;—it will necessitate a very frequent removal of the pans, will it not? Once or twice a week.
1228. But that would not be removing it anything like as advantageously, from a sanitary point of view, as the almost instant removal by the application of water? Water is the most convenient, and it is the quickest method.
1229. Do you not think, having regard to the health of the inmates, that it is better that the excreta should be removed forthwith, rather than twice a week? I think if the earth system is properly carried out there can be no better system.
1230. Did you ever know any establishment in which it was properly carried out? I have seen it properly carried out in private houses.
1231. Have you seen it properly carried out in any public institution or hotel? I have not.
1232. As a matter of fact, these earth closet arrangements in public establishments are generally very objectionable? Not objectionable if properly conducted.
1233. But in the way they are usually conducted? If the fœcal matter were immediately covered by dry earth the odour would be removed in a very short time.
1234. Is it not a fact that the earth closet system, as practised in public establishments, is very unsatisfactory? It is.
1235. What is the nature of the filter-beds you propose to put on the estate;—do you propose to put coke in at the bottom? Either tile drains, coke, broken stones, or lumps of slag, or anything large, so that the water can easily pass through the spaces, and upon that gravel, and upon the gravel the soil of Goulburn; so that in constructing the filter-beds, one would have to peel off the 14 inches of top soil and put it aside. Then make the filter-bed, build it up in the way I describe, and put mould on the top. The mould is the only available substance you have for filtering purposes there.
1236. Have you given any attention to what is known as the International system of dealing with sewage by precipitation and filtration? Yes.
1237. Did you consider that principle as applied to this proposal? If you adopted the International system I think it would be a decided advantage.
1238. An advantage over the plan you have submitted? It would cost more, but I have devised the model filter-beds before the Committee to represent a very large area. By having a large area you get quite as efficient results as you would by using the International system on a smaller scale. You are doing it here naturally, without the expense of buying polarite, with the materials you have at hand.
1239. Are you acquainted with polarite? Yes.
1240. Have you come across any similar material in this Colony? I have, at Mittagong.
1241. Do you think it could be as useful as the polarite used in the old country? It would not be so efficient bulk for bulk as polarite, but by using a larger quantity it would in the end be quite as efficient.
1242. Do you know if it can be obtained in any quantity? I think so. It is simply the iron earth they use for purifying gas. They bring it from Mittagong to the North Shore and Sydney Gas Works to purify gas.
1243. *Mr. Ewing.*] The Committee want to come to an opinion as to whether the establishment of an institution such as the one proposed at Rossiville would pollute the waters of the Wollondilly;—you have only dealt with the slop water and the urine and not with the fœcal matter? No.
1244. Can the fœcal matter from the institution be dealt with without polluting the water on that 40 acres? Yes.
1245. By burying or burning? If you adopt the plan of burying, it should be buried high up in a corner of the estate, as far away from the river as possible.
1246. And you say you can deal with the fœcal matter there without polluting the waters of the Wollondilly? Yes.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Lunatic Asylum at Kenmore, near Goulburn.

APPENDIX.

A.

[*To Evidence of F. N. Manning, Esq., M.D.*]

REPORT ON THE DRAINAGE QUESTION AT ROSSIVILLE.

Sir, Lunacy Department, Inspector-General's Office, Gladesville, 21 February, 1890.

The Government having purchased the estate at Rossiville, near Goulburn, for the purposes, among others, of a Hospital for the Insane, I do myself the honor to recommend, as a necessary preliminary step, that the Engineer-in-Chief for Roads and Bridges, who is charged with the general conduct of sewerage work, should be requested to report on the drainage and the disposal of sewage, having regard to the site of the proposed buildings, and to the situation of the Goulburn waterworks, which are on the Wollondilly, below Rossiville.

I have, &c.,

The Principal Under Secretary, Sydney. F. NORTON MANNING, Inspector-General.

Submitted for approval.—C.W., 6/3/90. Approved.—H.P., 26/3/90. The Under Secretary for Public Works, B.C., 27 March, 1890.—C.W., P.U.S.

(From Mr. Corbett.) Department of Public Works, Sewerage Branch, 14 August, 1890.

Subject:—Goulburn Lunatic Asylum Drainage.

I BEG to enclose Mr. Corbett's report on the Rossiville Estate, Goulburn, "*Re* probable site for a sewage farm in connection with the proposed new lunatic asylum there," and from this, and the accompanying tracings, it would appear that the only soil at all suitable (if trenched and terraced) exists within the 15-acre paddock tinted red on plan. If this site for a sewage farm is adopted it will have to be very carefully treated, so that nothing but the effluent enters the river. This, however, can be done if the terraces are trenched, and the soil is afterwards kept open.

The Engineer-in-Chief for Sewerage.

A 1.

GOULBURN LUNATIC ASYLUM DRAINAGE.

Report on Sewage Farm, Rossiville.

Sir,

According to instructions I proceeded to Goulburn on the 16th ultimo, to examine a portion of the Rossiville Estate with a view to selecting (if possible) a piece of ground suitable for a sewage farm.

On going over the ground (some 700 acres) I came to the conclusion that there were three schemes to be considered viz —

1st. A small farm or garden near the site of the proposed buildings, in what is known "as the 15-acre paddock."

2nd. A large piece of ground (about 40 acres) near the southern corner of the boundary.

3rd. Laying pipes from site of proposed buildings to about half a mile below the pumping-station.

The first proposed seems to me to be the most feasible, as the ground is at a convenient (not too close) distance from the building site, and the soil, I believe, is suitable. But it would be necessary to trench and terrace the ground, as the slopes to the river are steep. I had intended taking a section of this, but had to hasten back to Sydney. I have, however, shown an approximate section on the tracing handed in.

The second alternative is a piece of ground of 40 acres in extent (coloured yellow on plan), which would require no terracing. It is doubtful whether the soil is suitable. The soil varies so over the whole area, that in 40 acres there may be many different soils of different depths. I feel that a more extended examination would result in the discovery of an area suitable for the purpose within this acreage.

The third alternative would not only be an expensive undertaking, but would meet with strong opposition from the City Council of Goulburn, as well as people resident below the proposed outfall, a chain or two on the downstream side of the bridge over the river Wollondilly, and on the road to Taralga. The length of piping would be about 3 miles, and its course, owing to the contour of the country very winding.

No reliable opinion as to area of sewage farm, or cost of sewage disposal by gravitation, could be formed in absence of the usual data.

I have, &c.,

The Chief Assistant Engineer for Sewerage. J. H. CORBETT.

[One plan.]

Sydney: Charles Potter, Government Printer.—1892

61—F

PLAN

shewing the relative positions of the sites for Lunatic Asylum near Goulburn.

Scale.

40 30 20 10 0 40 80 120 160 CHS.

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

PARISH OF WAYO

PARISH OF BAW BAW

PARISH OF NORRON

PARISH OF ARISH

PARISH OF TOWRANG

PARISH OF CUNDARY

PARISH OF TERRANNA

PARISH OF GOULBURN

CITY OF GOULBURN

CAMDEN & KING ARGYLE

Proclaimed Population Area

THE PROCLAIMED 9th OCTR 86.

C. R. 6450. Notified 9th June '88. Proclaimed 29th Nov.r 1881

T. S. R. 43. Notified 22nd March 1876.

COLD FIELD 81.

COLD FIELD 43.

"Norwood" POPULATION AREA 2560 ac.

"Kings Plains" 5000 ac.

"Kenmore" 2000 ac.

Kenmore LUNATIC ASYLUM 178 ac.

Rossiville 51

THE GREGOORIGANG ESTATE SOUTH WARD

THE BOIS CHERE ESTATE

Terranna

Meldrum Trig. Stn. A36.1067 feet

Cap Range Trig. Stn. A36.2097

Kenmore Trig. Stn. A36 feet

Narrangarril Trig. Stn. Mts. 218 Gbs

Kingsdale Trig. Stn. Mts. 256 Gbs

(Sig 61.)

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOVERNMENT ASYLUMS.

(INFORMATION RESPECTING.)

Ordered by the Legislative Assembly to be printed, 9 *May*, 1893.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 2nd May, 1893, That there be laid upon the Table of this House a Return supplying the following information :—

" (1.) The number of inmates of Liverpool Asylum, and the salary and " amount of all yearly allowances, including quarters, servants wages, &c., " paid to the matron and female assistants there.
" (2.) The same information respecting George-street Asylum, Parramatta.
" (3.) The same information respecting Macquarie-street Asylum, Parra- " matta.
" (4.) The same information respecting Newington Asylum.
" (5.) The same information respecting Rookwood Asylum.
" (6.) The amount per day the officials are allowed when visiting Sydney, " showing if in addition to their salaries and railway fares or not.
" (7.) The number of inmates at the Liverpool Asylum, and the salary and " total amount, including all allowances, received by the medical superin- " tendent there.
" (8.) The same information with regard to the medical superintendent of " the Destitute Asylums, Parramatta.
" (9.) The number of persons attended by the Government medical officer, " Parramatta, and the amount of salary and allowances received by him."

(*Mr. J. D. FitzGerald for Mr. O'Sullivan.*)

917—
[770 copies—Approximate Cost of Printing (labour and material), £1 10s. 9d.]

GOVERNMENT ASYLUMS.

(1.) *Liverpool Asylum.*—Number of inmates, 902; matron, salary, £240; value of allowances, £90; sub-matron, salary, £95; allowances, £65; assistant sub-matron, salary, £60; allowances, £65.

(2.) *George-street Asylum, Parramatta.*—Number of inmates, 1,104; matron and female assistants same as at Liverpool Asylum.

(3.) *Macquarie-street Asylum, Parramatta.*—Number of inmates, 341; matron superintendent, £190; value of allowances, £90; assistant, £60; value of allowances, £60.

*(4.) *Newington Asylum.*—Number of inmates, 561; nurse superintendent, £200; value of allowances, £100; sub-matron, £85; value of allowances, £65.

(5.) *Rookwood Asylum.*—Number of inmates now in process of transfer, 300; matron superintendent, £190; value of allowances, £90 (assistant not yet appointed.)

(6.) They are allowed exactly what is necessary to expend when on the Government service, in addition to salary and railway fares. It does not average for each institution more than 8s. a month.

†(7.) Number of inmates, Liverpool Asylum, 902; medical superintendent, salary, £550; value of allowances, £140.

(8.) Number of inmates Destitute Asylums, Parramatta, 1,445; medical superintendent, salary, £500; allowances, £150.

(9.) RETURN showing the number of persons resident in Government institutions attended by the Government medical officer for Parramatta on the 27th April, 1893:—

H.M. Gaol, Parramatta—Prisoners, 379; staff, 62	441
Industrial School for Girls, Parramatta—Inmates, 82; staff, 11	93
Boys' Home at Rydalmere—Inmates, 40; staff, 2	42
State Children at Pennant Hills—Inmates, 22; staff, 2	24
Cottage Homes for Aged Couples at Parramatta—Inmates, 46; staff, 1... ...	47
Total	647

The Government medical officer for Parramatta receives a salary of £700 per annum, and is allowed £100 a year for quarters, and £100 per annum for forage.

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*Six nurses are employed at Newington Asylum to attend upon the woman's hospital divisions at salaries of 3 at £50 and 3 at £45 a year with board, lodging and uniform. This service is performed at the men's asylums by trained hospital warders.

†Medical Superintendent of Liverpool Asylum has charge of all pauper consumptives, and has also attended Glenfield Farm Home, 3 miles distant, where there are 175 inmates, twice a week for two years for which no allowance has been made.

Sydney: Charles Potter, Government Printer.—1893.

[3*d*.]

1892.

NEW SOUTH WALES.

INSPECTOR-GENERAL OF THE INSANE.

(REPORT FOR 1891.)

Presented to Parliament, pursuant to Act 42 Vic. No. 7, sec. 73.

The Inspector-General of the Insane to The Colonial Secretary.

Sir, Lunacy Department, Inspector-General's Office, Gladesville, 27 May, 1892.

In accordance with the 73rd section of the Lunacy Act of 1878, I do myself the honor to submit for your information a report on the state and condition of the Hospitals and other Institutions for the Insane for the year ending 31st December, 1891. In appendices to the report will be found reports on the Hospitals by the Medical Superintendents, together with the statistics of each Institution.

I have, &c.,
F. NORTON MANNING,
Inspector-General.

On 31st December, 1891, the number of insane persons on the official registers was 3,134, and their distribution was as follows :—

Institution.	Number on Register.			Number on Leave.		
	Male.	Female.	Total.	Male.	Female.	Total.
Hospital for the Insane, Gladesville	510	306	816	11	28	39
Do Parramatta (Free)	592	354	946	9	2	11
Do do (Criminal)	44	9	53	.....	.....	.....
Do Rydalmere (Branch)	152	.....	152	.....	.....	.....
Do Callan Park	464	346	810	7	6	13
Do Newcastle	138	116	254	.....	.....	.....
Licensed House for the Insane, Cook's River	12	89	101	2	7	9
Licensed Houses do Picton	.....	2	2	.....	.....	.....
Total	1,912	1,222	3,134	29	43	72

The number on 31st December, 1890, was 3,102 (1,906 males and 1,196 females), so that the increase during the year was 32 (6 males and 26 females), the smallest which has occurred in any one year since 1862. The average increase for twenty years past has been at the rate of 85 a year, and in 1890 was 128.

The unusually small increase cannot be accounted for by any diminution in the rate of "occurring insanity," since 1 out of every 1,955 of the population became insane during the year; and this is about the average for the last five years, but is due partly to an increased death-rate in the Hospitals (chiefly owing to influenza and its complications), and partly to an unusually large recovery rate in these Institutions.

[1,353 copies—Approximate Cost of Printing (labour and material), £76 9s. 2d.]

Of the number on the registers of the Institutions, 3,062 (1,883 males and 1,179 females) were in the Institutions at the close of the year, and 72 (29 males and 43 females) were absent on leave under the provisions of the Lunacy Statutes.

The returns from the Institutions show that there was a decrease of 18 at Gladesville, 10 at Callan Park, and 1 at Parramatta (Criminal), and an increase of 4 at Newcastle, 6 at Cook's River, and 51 at Parramatta (Free), including the branch establishment at Rydalmere. The latter Institution was virtually managed as a separate establishment from the 1st of September, 1891, though not gazetted as the "Hospital for the Insane at Rydalmere" until after the passing of the Appropriation Act for 1892 at the end of March of that year.

The proportion of insane to population in New South Wales for the last twenty years, and also the proportion in England for the same period, and the proportion in Scotland and Ireland for the ten years, 1881 to 1890, is shown in the following return :—

Year.	Population of New South Wales.	Total Number of Insane in New South Wales on 31 Dec.	Proportion of Insane to Population in New South Wales.	Proportion of Insane to Population in England.	Proportion of Insane to Population in Scotland.	Proportion of Insane to Population in Ireland.
			Per M.	Per M.	Per M.	Per M.
1871	.....	.....	.....	1 in 394 or 2·53	.....	.....
1872	539,190	1,440	1 in 374 or 2·67	1 in 387 or 2·58	.....	.....
1873	560,275	1,526	1 in 367 or 2·72	1 in 381 or 2·62	.....	.....
1874	584,278	1,588	1 in 367 or 2·72	1 in 375 or 2·66	.....	.....
1875	606,652	1,697	1 in 357 or 2·80	1 in 373 or 2·68	.....	.....
1876	629,776	1,740	1 in 361 or 2·77	1 in 368 or 2·71	.....	.....
1877	662,212	1,829	1 in 362 or 2·76	1 in 363 or 2·75	.....	.....
1878	693,743	1,916	1 in 362 or 2·76	1 in 360 or 2·77	.....	.....
1879	734,282	2,011	1 in 365 or 2·74	1 in 363 or 2·75	.....	.....
1880	770,524	2,099	1 in 367 or 2·72	1 in 353 or 2·83	.....	.....
1881	781,265	2,218	1 in 352 or 2·84	1 in 352 or 2·84	1 in 370 or 2·70	1 in 386 or 2·59
1882	817,468	2,307	1 in 354 or 2·82	1 in 348 or 2·87	1 in 369 or 2·71	1 in 372 or 2·68
1883	869,310	2,403	1 in 361 or 2·77	1 in 345 or 2·89	1 in 365 or 2·73	1 in 358 or 2·78
1884	921,129	2,524	1 in 364 or 2·74	1 in 345 or 2·89	1 in 363 or 2·75	1 in 350 or 2·85
1885	980,573	2,643	1 in 374 or 2·67	1 in 348 or 2·87	1 in 358 or 2·79	1 in 344 or 2·90
1886	1,030,762	2,717	1 in 379 or 2 63	1 in 349 or 2·86	1 in 358 or 2·79	1 in 335 or 2·98
1887	1,042,919	2,821	1 in 369 or 2·71	1 in 346 or 2·88	1 in 352 or 2·84	1 in 319 or 3·13
1888	1,085,740	2,898	1 in 374 or 2·67	1 in 344 or 2·90	1 in 345 or 2·89	1 in 307 or 3·25
1889	1,122,200	2,974	1 in 377 or 2·65	1 in 341 or 2·92	1 in 339 or 2·94	1 in 295 or 3·38
1890	1,170,000	3,102	1 in 377 or 2·65	1 in 343 or 2·91	1 in 335 or 2·98	1 in 288 or 3·46
1891	1,165,300	3,134	1 in 371 or 2 69	.....	.....	.....

The number of insane in New South Wales on December 31st, 1872, was 1,440, being 1 in 374, or 2·67 per 1,000 of the population, and on December 31st, 1891, it was 3,134, 1 in 371, or 2,69 per 1,000 of the population. The increase in twenty years was 1,694, or an average of 84·7 a year, so that, whilst the total number very largely increased, the proportion to population remained about stationary.

During the years 1871 to 1890, the proportion of insane to population in England increased from 1 in 394, or 2·53 per 1,000, to 1 in 343, or 2·91 per 1,000. In the ten years, 1881 to 1890, the proportion of insane to population in Scotland increased from 1 in 370, or 2·70 per 1,000, to 1 in 335, or 2·98 per 1,000; and during the same period in Ireland there was an increase of from 1 in 386, or 2·59 per 1,000, to 1 in 288, or 3·46 per 1,000. It will be seen,—

1st. That the proportion of insane to population in New South Wales is smaller than in either England or Scotland, and very much smaller than in Ireland.

2nd. That, although the number of insane in New South Wales is more than double what it was twenty years ago, and is still rapidly increasing, the increase has only been co-incident with, and not out of proportion to the increase in the general population.

Whilst there is a measure of satisfaction in these conclusions, it should be borne in mind that the condition of New South Wales with regard to the number of insane should be even more favourable than it is. Although certain exceptional causes have been operative in the past and others are still existent in this colony, the general causes which tend to mental deterioration—the grinding poverty, the strain and struggle for existence, the gross over-crowding and the unhealthy surroundings of the dwellers in large cities, and the mental and bodily pauperism of the Wiltshire and Dorset and other agricultural labourers in England—are for the most part absent, or, at all events, are much less prevalent among our population.

The

The census returns as to nationality, &c., for 1891 are not yet complete; but there is good reason to believe that when collated with the lunacy statistics of that year it will be found, as was the case in 1881, that a very large proportion of the insanity of the Colony is imported, or at all events is to be found in persons of British or foreign nationality. In endeavouring to account for the large increase in the proportion of insane to population in Ireland the Inspectors of Lunatics, in their report for 1890, state that the flow of emigration going on from year to year would, as a rule, tend to remove the healthy and strong, both in mind and body, and leave the weak and infirm, deprived of any sort of support, as a burden on the public rates; and in the second report of the Committee appointed by the Lord-Lieutenant on Lunacy Administration in Ireland the following more definite statement is made:—"The persons who have emigrated from Ireland consist almost entirely of those who are sound in mind and body. Emigrants have always been of this class; but it is more true of them now than formerly, because in so many of the countries to which they go emigration of weakly persons is prohibited. There is an exodus of the strong and sound, but the infirm, the insane, the imbecile, the idiotic, the deaf mute, and the blind are left at home. Emigration thus leads to an undue proportion of defective persons of all sorts to population in the districts or countries from which it is taking place."

Although this may be true in the main it is not altogether true as regards this Colony, which, unfortunately, is not one of the countries in which "emigration of weakly persons is prohibited." As has been pointed out in several prior reports, there has been for years past an introduction into this Colony, by emigration or otherwise, of a number of persons of weak and unstable intellect; and this influx still continues, and is the greater by reason of the fact that the neighbouring colonies, almost without exception, have stayed the invasion by legislative enactment.

The following tables show the number of admissions, discharges, and deaths, the proportion of recoveries, the rate of mortality, the causes of insanity in those admitted, those who recovered, and those who died; the causes of death, the length of residence in those who recovered and those who died, and also the ages, condition as to marriage, religious profession, nationality, and previous occupation of those admitted and of all under care, as well as the form of mental disorder in those admitted, those who recovered, and those who died during the year:—

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths in the Hospitals and Licensed Houses for the Insane during the year 1891.

	Male.	Female.	Total.	Male.	Female.	Total.
In Hospital on 31st December, 1890				1,906	1,196	3,102
Admitted for the first time during the year	327	212	539			
Readmitted during the year	31	26	57			
Transferred during the year	227	34	261			
				585	272	857
Total under care during the year 1891				2,491	1,468	3,959
Discharged or removed—						
Recovered	168	129	297			
Relieved	11	17	28			
Transferred	227	34	261			
Escaped (and not recaptured)	6	.....	6			
Died	167	66	233			
Total discharged or died during the year 1891				579	246	825
Remaining				1,912	1,222	3,134
Average number resident during the year				1,982	1,167	3,149
* Persons under care during the year†				2,487	1,462	3,949
* Persons admitted during the year				360	251	611
* Persons recovered during the year				167	129	296

* Persons, *i.e.*, separate persons in contradistinction to "cases," which may include the same individual more than once.

† Total cases minus readmission of patients discharged during the current year.

TABLE 2.

TABLE 2.

SHOWING the admissions, readmissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent., in the Hospitals for the Insane, for the years 1876 to 1891 inclusive, and including the Licensed Houses from the year 1882.

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital 31st December in each year.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of recoveries on admissions and readmissions for Quinquennial periods.			Percentage of patients relieved on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions for Quinquennial periods.			Percentage of deaths on average numbers resident.			Percentage of deaths on average numbers resident for Quinquennial periods.		
	Admitted for the first time.			Readmitted.						Recovered.			Relieved.																																						
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1876	182	111	293	33	27	60	101	12	113	88	70	158	17	19	36	100	45	145	...	...	...	78	29	107	1072	533	1605	1052	536	1588	40·90	50·72	44·75							7·90	13·76	10·19				7·41	5·41	6·73			
1877	262	100	362	62	24	86	133	14	147	137	64	201	17	18	35	130	21	151	...	...	...	97	20	117	1147	548	1695	1130	529	1659	42·28	51·61	44·86							4·97	14·51	7·81				8·58	3·78	7·05			
1878	212	126	338	40	38	78	112	36	148	108	46	154	17	20	37	113	45	158	...	...	...	99	28	127	1174	609	1783	1175	579	1754	42·85	28·05	37·01	42·28	39·86	41·42	6·75	12·19	8·89	6·80	13·77	9·28	8·42	4·83	7·24	7·95	4·88	6·92
1879	241	128	369	40	26	66	98	12	110	112	58	170	21	28	49	97	17	114	...	...	...	91	26	117	1232	646	1878	1188	620	1808	39·86	37·66	39·08							7·47	18·18	11·26				7·66	4·19	6·47			
1880	267	145	412	28	30	58	42	24	66	133	63	196	21	19	40	40	35	75	3	...	3	96	40	136	1276	688	1964	1249	665	1914	45·08	36·00	41·70							7·11	10·85	8·51				7·68	6·01	7·10			
1881	284	134	418	35	27	62	31	9	40	133	73	206	16	14	30	34	19	53	5	...	5	84	26	110	1354	726	2080	1314	700	2014	41·69	45·34	42·91							5·01	8·69	6·25				6·39	3·71	5·46			
1882	286	142	428	20	25	45	38	14	52	118	84	202	22	16	38	38	14	52	3	...	3	93	48	141	1430	877	2307	1392	854	2246	38·56	50·29	42·70							7·18	9·58	8·03				6·68	5·62	6·27			
1883	272	161	433	21	22	43	29	145	174	119	75	194	19	11	30	29	145	174	...	...	...	111	45	156	1474	929	2403	1443	904	2347	40·61	40·98	40·75	40·07	42·27	40·89	6·48	6·01	6·30	5·65	8·36	6·66	7·69	4·98	6·64	7·34	5·16	6·52
1884	281	159	440	20	33	53	130	42	172	103	79	182	16	12	28	107	42	149	4	...	4	123	58	181	1552	972	2524	1503	932	2435	34·21	41·14	36·91							5·31	6·25	5·67				8·18	6·22	7·43			
1885	318	205	523	20	24	44	29	83	112	151	83	234	15	25	40	29	83	112	7	...	7	118	49	167	1599	1044	2643	1550	985	2535	44·67	36·24	41·26							4·43	10·91	7·05				7·61	4·97	6·58			
1886	345	196	541	18	8	26	27	88	115	174	99	273	16	10	26	27	88	115	7	...	7	121	66	187	1644	1073	2717	1604	1035	2639	47·93	48·52	48·14							4·40	4·90	4·58				7·54	6·37	7·08			
1887	302	179	481	30	21	51	19	10	29	115	99	214	11	14	25	19	10	29	4	...	4	111	74	185	1735	1086	2821	1670	1052	2722	34·63	49·50	40·22							3·31	7·00	4·69				6·64	7·03	6·79			
1888	333	196	529	32	27	59	37	14	51	167	108	275	20	11	31	37	14	51	5	...	5	132	68	200	1776	1122	2898	1738	1077	2815	45·75	48·43	46·76	41·33	49·30	44·34	5·47	4·93	5·27	4·29	4·36	4·31	7·59	6·31	7·10	7·30	6·36	6·94
1889	294	186	480	41	29	70	37	12	49	135	109	244	8	4	12	37	12	49	8	1	9	138	71	209	1822	1152	2974	1785	1104	2889	40·29	50·69	44·36							2·38	1·86	2·18				7·73	6·43	7·23			
1890	341	215	556	35	20	55	41	33	74	141	116	257	21	8	29	41	33	74	2	2	4	128	65	193	1906	1196	3102	1827	1133	2960	37·50	49·36	42·06							5·58	3·40	4·74				7·00	5·73	6·52			
1891	327	212	539	31	26	57	227	34	261	168	129	297	11	17	28	227	34	261	6	...	6	167	66	233	1912	1222	3134	1982	1167	3149	46·92	54·20	49·83							3·07	7·14	4·69				8·42	5·65	7·39			

	Males.	Females.	Total.
Average percentage of recoveries on admissions and readmissions for ten years, 1882–1891	41·31	47·02	43·49
Average percentage of patients relieved on admissions and readmissions for ten years, 1882–1891	4·72	6·13	5·26
Average percentage of deaths on average numbers resident for ten years, 1882–1891	7·53	5·95	6·92

Table 3.

Showing the causes of Insanity,* apparent or assigned, in the admissions and readmissions in the Hospitals and Licensed Houses for the Insane, during the year 1891.

Causes of Insanity	No. of Instances in which each cause was assigned.								
	As predisposing cause†			As exciting cause†			Total ‡		
	Male.	Female	Total	Male.	Female	Total.	Male	Female	Total
Moral—									
Domestic trouble (including loss of relatives and friends)	1	4	5	4	14	18	5	18	23
Adverse circumstances (including business anxiety and pecuniary difficulties)	2	.	2	22	3	25	24	3	27
Mental anxiety and "worry" (not included under above two heads), and overwork	1	1	2	9	7	16	10	8	18
Religious excitement				4	4	8	4	4	8
Love affairs (including seduction)					3	3		3	3
Fright and nervous shock				2	5	7	2	5	7
Isolation		1	1	1	1	2	1	2	3
Nostalgia				3		3	3		3
Physical—									
Intemperance in drink	2	6	8	54	13	67	56	19	75
Do (sexual)				5	4	9	5	4	9
Venereal disease	1		1	3		3	4		4
Self-abuse (sexual)	1		1	3		3	4		4
Sunstroke	1		1	7	1	8	8	1	9
Accident or injury	8	1	9	10	2	12	18	3	21
Pregnancy					1	1		1	1
Parturition and the puerperal state		2	2		21	21		23	23
Lactation					6	6		6	6
Uterine and ovarian disorders		1	1		3	3		4	4
Puberty									
Change of life		1	1		11	11		12	12
Fevers		1	1					1	1
Privation and overwork	1		1	3	1	4	4	1	5
Phthisis									
Epilepsy	15	12	27	22	12	34	37	24	61
Disease of skull and brain	1		1	9	2	11	10	2	12
Pachymeningitis				1		1	1		1
Progressive muscular atrophy				1		1	1		1
Uræmic poisoning				1		1	1		1
Old age	30	8	38	1	1	2	31	9	40
Other bodily diseases and disorders and chronic ill health	5	6	11	9	10	19	14	16	30
Excess of opium				1	1	2	1	1	2
Previous attacks							35	25	60
Hereditary influence ascertained							31	29	60
Congenital defect ascertained							17	15	32
Other ascertained causes							4	2	6
Unknown							88	49	137

* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the Medical Officers

† No cause is enumerated more than once in the case of any patient

‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

Table 4.

Showing the causes of death in the Hospitals and Licensed Houses for the Insane during the year 1891.

	Male.	Female	Total.
Cerebral Diseases—			
Apoplexy and paralysis	10	2	12
Epilepsy and convulsions	11	6	17
General paralysis	27	2	29
Maniacal and melancholic exhaustion and decay	23	3	26
Inflammation and other diseases of the brain, softening, tumour, &c.	24	5	29
Thoracic Diseases—			
Inflammation of lungs, pleuræ, and bronchi	8	3	11
Pulmonary consumption	11	5	16
Gangrene of lung	1	1	2
Disease of the heart and blood-vessels	6	7	13
Abdominal Diseases—			
Inflammation and ulceration of stomach, intestines, and peritoneum	2	1	3
Dysentery and diarrhœa	5	4	9
Albuminuria	1		1
Diseases of bladder and prostate			
Disease of liver	2		2
Tumour (hydatid of uterus)		1	1
Erysipelas			
Typhoid Fever			
Influenza	12	12	24
Epithelioma of Neck	2		2
Malignant Disease of Tongue	1		1
Cancer	2		2
General Debility and Old Age	14	14	28
Accident	2		2
Suicide	3		3
Total	167	66	233

TABLE 5.

SHOWING the length of residence in those discharged recovered, and in those who have died in the Hospitals and Licensed Houses for the Insane during the year 1891.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month	5	2	7	18	7	25
From 1 to 3 months	46	22	68	18	2	20
„ 3 to 6 months	31	26	57	15	3	18
„ 6 to 9 months	25	27	52	4	...	4
„ 9 to 12 months	13	12	25	11	3	14
„ 1 to 2 years	25	25	50	17	4	21
„ 2 to 3 years	10	4	14	15	5	20
„ 3 to 5 years	7	5	12	16	9	25
„ 5 to 7 years	2	2	4	8	9	17
„ 7 to 10 years	3	2	5	5	7	12
„ 10 to 12 years	1	1	2	4	1	5
„ 12 to 15 years	.....	.....	.....	10	5	15
Over 15 years	.....	1	1	26	11	37
Total	168	129	297	167	66	233

TABLE 6.

SHOWING the ages of admissions and readmissions, discharges, and deaths, and also the ages of all Patients under care, during the year 1891, in the Hospitals and Licensed Houses for the Insane.

	Admitted and readmitted.			Recovered.			Removed, relieved, &c.			Died.			Patients under care during 1891.		
	Male	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female	Total.
1 to 5 years	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
5 to 10 years	5	5	10	...	...	...	...	1	1	1	...	1	9	9	18
10 to 15 years	4	3	7	2	...	2	2	2	4	...	1	1	23	16	39
15 to 20 years	13	11	24	7	5	12	2	2	4	2	1	3	57	41	98
20 to 30 years	77	73	150	33	47	80	31	7	38	12	8	20	402	269	671
30 to 40 years	108	51	159	50	34	84	46	16	62	43	6	49	611	302	913
40 to 50 years	69	55	124	33	24	57	60	9	69	37	10	47	580	388	968
50 to 60 years	36	22	58	22	9	31	58	9	67	27	15	42	452	250	702
60 to 70 years	30	11	41	18	7	25	27	4	31	30	14	44	247	132	379
70 to 80 years	13	5	18	3	3	6	16	1	17	13	6	19	93	52	145
80 to 90 years	2	2	4	...	...	...	2	...	2	2	4	6	16	8	24
90 and upwards	...	...	...	...	...	...	...	...	...	...	1	1	...	1	1
Total	358	238	596	168	129	297	244	51	295	167	66	233	2,491	1,468	3,959

TABLE 7.

SHOWING conditions as to marriage in those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1891.

	Admissions and readmissions.			Under care during 1891.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single	197	81	278	1,617	571	2,188
Married	113	121	234	511	635	1,146
Widowed	26	27	53	105	167	272
Unascertained	22	9	31	258	95	353
Total	358	238	596	2,491	1,468	3,959

TABLE 8.

SHOWING the religious profession of those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1891.

Religious Profession.	Admissions and readmissions.			Under care during 1891.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England	158	95	252	1,053	592	1,645
Presbyterian	32	23	55	153	95	248
Wesleyan	19	8	27	85	41	126
Lutheran	5	1	6	64	12	76
Other Protestant Denominations	11	16	27	104	50	154
Roman Catholic	115	88	203	855	638	1,493
Pagan	10	.....	10	81	.....	81
Hebrew	2	2	4	15	11	26
Mahomedan	1	.....	1	6	.....	6
Unascertained	5	6	11	75	29	104
Total	358	238	596	2,491	1,468	3,959

TABLE 9.

SHOWING the native countries of those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1891.

		Admitted and readmitted during 1891.			Under care during 1891.		
		Male.	Female.	Total.	Male.	Female.	Total.
British Colonies	New South Wales	105	101	206	701	537	1,238
	Other Colonies	23	16	39	118	57	175
Great Britain...	England	88	52	140	617	287	904
	Scotland	30	15	45	131	64	195
	Ireland	69	47	116	559	467	1,026
France		4	1	5	19	7	26
Germany		10	1	11	81	22	103
China		8	.....	8	84	.....	84
Other Countries		21	5	26	181	27	208
Total		358	238	596	2,491	1,468	3,959

TABLE 10.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1891, and of Inmates in Hospitals and Licensed Houses for the Insane, on 31st December, 1891.

Form of Mental Disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital 31st Dec., 1891.		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
CONGENITAL OR INFANTILE MENTAL DEFICIENCY—												
Do (*a*) with Epilepsy	8	3	11	...	...	...	9	3	12	60	39	99
Do (*b*) without Epilepsy	12	14	26	1	...	1	4	3	7	183	131	314
Epileptic Insanity	19	18	37	8	1	9	13	7	20	62	47	109
General Paralysis of the Insane	25	3	28	...	...	...	26	2	28	39	6	45
MANIA—												
Acute	40	39	79	36	28	64	8	2	10	78	72	150
Chronic	1	1	2	21	3	24	14	10	24	219	177	396
Recurrent	14	14	28	13	18	31	1	1	2	41	39	80
Delusional	85	46	131	40	17	57	26	11	37	473	204	677
A Potu	24	6	30	8	6	14	1	1	2	30	4	34
Puerperal	...	12	12	...	3	3	...	1	1	...	27	27
Senile	4	2	6	1	...	1	3	2	5	12	5	17
MELANCHOLIA—												
Acute	8	12	20	5	8	13	4	1	5	15	19	34
Chronic	1	2	3	2	1	3	2	3	5	81	66	147
Recurrent	4	3	7	...	1	1	...	...	...	6	8	14
Delusional	51	40	91	24	32	56	15	9	24	191	154	345
Puerperal	...	5	5	...	5	5	...	...	...	...	5	5
Senile	3	1	4	1	...	1	...	1	1	9	6	15
DEMENTIA—												
Primary	27	10	37	7	5	12	10	2	12	160	50	210
Secondary	4	2	6	...	...	...	10	2	12	152	120	272
Senile	23	4	27	1	1	2	15	5	20	83	39	122
Organic (*i.e.*, from Tumours, coarse Brain Disease, &c.)	5	1	6	...	...	...	6	...	6	18	4	22
Total	358	238	596	168	129	297	167	66	233	1912	1222	3134

TABLE 11.

SHOWING the occupations of those admitted and readmitted, and those under care, in the Hospitals and Licensed Houses for the Insane, during the year 1891.

Occupations.		Admitted and readmitted during 1891.			Under care during 1891.		
		Male.	Female.	Total.	Male.	Female.	Total.
Professional	Clergy, Military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	15	.....	15	66	.....	66
Commercial	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	51	.....	51	190	.....	190
Agricultural and pastoral	Farmers, squatters, graziers, free selectors, &c.	16	.....	16	120	1	121
Mechanics, tradesmen, &c., actively employed, and in out-door avocations	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c.	45	.....	45	250	.....	250
Mechanics, tradesmen, &c., employed at sedentary or indoor occupation	Bootmakers, bookbinders, compositors, weavers, tailors, &c.	17	.....	17	155	.....	155
Domestic service	Waiters, cooks, servants, &c.	14	.....	14	80	.....	80
	Miners, labourers, seamen, shepherds, &c.	170	.....	170	1,217	.....	1,217
Educational and higher domestic duties	Governesses, teachers, housekeepers, trained nurses, &c.	.....	13	13	.....	42	42
Ordinary domestic work	Servants, charwomen, laundresses, &c.	.....	59	59	.....	455	455
Commercial — actively employed	Shopkeepers, saleswomen, &c.	.....	.....	.....	2	60	62
Commercial — employed in sedentary occupations	Tailoresses, needlewomen, machinists, bookbinders, factory workers, &c.	.....	5	5	.....	38	38
Wives of professional men	Clergy, military, and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	.....	6	6	.....	23	23
Wives of commercial men	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	.....	21	21	.....	68	68
Wives of tradesmen, mechanics, &c.	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c.	.....	17	17	.....	63	63
Wives of agricultural and pastoral men	Farmers, squatters, graziers, free selectors, &c.	.....	14	14	.....	58	58
Wives of	Miners, labourers, seamen, shepherds, &c.	.....	45	45	.....	179	179
	No occupation	19	29	48	181	195	376
	Unknown	11	29	40	230	286	516
	Total	358	238	596	2,491	1,468	3,959

Admissions.

The admissions numbered 596, and of these 539 were admitted for the first time, and 57 had been previously, on one or more occasions, inmates of an Hospital for the Insane in this Colony. The total number of admissions was less by 11 than that for 1890, but above the average for the last five years.

It was found necessary to reject a number of the medical certificates on which patients were received, and to cause others to be amended under the provisions of section 13 of the Lunacy Act. In no case did any question arise as to the good faith of the persons signing the certificates, or as to the insanity of the patient at the time they were signed, but the certificates were filled in in an imperfect and careless manner as to legal requirements, and the evidences of insanity were set forth in a vague, incomplete, and inconclusive manner. It ought not to be difficult for medical practitioners to realise that these certificates are important legal documents which have the most important bearing on the patients' welfare, and may at any time be required to stand the scrutiny of a Court of Justice, and that, therefore, it is imperative that they should be correct in form, even to dates and other minute particulars, and contain evidence of insanity at once exact and conclusive; but the experience of the thirteen years during which the Lunacy Act has been in operation, certainly shows that they are slow to learn the requirements of the law. A number of errors and omissions have also been made in the "Orders," "Statements," and other forms prepared and signed by Police Magistrates and Clerks of Petty Sessions, and it has been found necessary to request the Colonial Secretary to move the Minister for Justice to address a circular letter to these officers throughout the Colony, with a view of securing greater accuracy in this respect.

Discharges.

The number of patients discharged during the year was 325, and of these 297 were reported as recovered, and 28 as relieved. The recoveries give a percentage of 49·83, and the cases relieved a percentage of 4·69 on the admissions. The recovery rate is the highest yet attained, the average rate for the last ten years, 1882 to 1891, being 43·49.

The percentage at the different Institutions was as follows:—Parramatta (Free), 55·88; Gladesville, 54·25; Callan Park, 51·63; Cook's River, 29·41; Parramatta (Criminal), 8·33; Newcastle, 6·25. At the latter Hospital, where the patients are all suffering from weakness of intellect, congenital in origin, or acquired in early life, the recovery rate can only be an extremely small one.

Transfers.

Transfers.

The number of patients transferred from one Institution to another, under the provisions of section 80 of the Lunacy Act, was much larger than usual, 261 patients (227 males and 34 females) being thus dealt with. Of the total number, 155 were officially transferred to the new Hospital at Rydalmere, when this ceased to be a branch of the Hospital for the Insane at Parramatta, and the majority of the others were removed from the wards at Gladesville and Callan Park, when these became overcrowded, to make room for more recent and acute cases. The young and congenitally weak-minded patients admitted to other hospitals were removed to Newcastle. The other transfers were made either at the request of friends or of the patients themselves, to allow a change of air and surroundings with a view of benefiting the general or mental health, or to avoid danger by removing patients from officers or attendants to whom they had taken unreasonable dislike owing to delusions or other causes. The result of change has on the whole been decidedly beneficial. In some cases it has been the starting point towards complete mental restoration, and in quite chronic cases it has tended to improvement, contentment, and tranquillity.

Escapes.

The number of escapes was 45, but it should be understood that all cases of absence, even for a few minutes, are reported, and that in the large majority of these cases the absence was only for very short periods. In six cases however, the patients were not returned to the Hospital within the statutory period, though three of the number were subsequently readmitted under fresh certificates.

Deaths.

The deaths numbered 233, and the percentage to the daily average number resident was 7·39 the death-rate for males being 8·42, and for females 5·65. The percentage is higher than usual, though still below the average in English asylums. The increased rate was due mainly to influenza and its complications, and to the depressed condition of general health which followed this epidemic.

The death-rate at the different Institutions was as follows:—Cook's River, 12·37; Parramatta, (free), 8·73; Callan Park, 8·58; Gladesville, 5·95; Parramatta (criminal), 5·88; Newcastle, 3·95; and Rydalmere, 2·25. The death-rate at Newcastle was decidedly below the average, and this hospital altogether escaped the influenza epidemic.

In Table 4 the causes of death are set forth in detail, and it will be seen that in 113 cases, or nearly one-half, death was due to cerebral disease; in 42 cases to consumption or other thoracic mischief; in 28 cases to general debility and old age; and in 24 to influenza. Some of the deaths registered as due to thoracic disease and general debility and old age were in fact due to attacks of influenza. There was no death from typhoid fever, erysipelas, or other infectious disease, influenza excepted.

Total number under care and number resident at close of year.

The total number of patients under care was 3,959, and the daily average number resident 3,149, or 189 more than the average for the previous year.

The number on the registers at the close of the year was 3,134 (1,912 males and 1,222 females).

Leave of Absence.

The following return shows particulars as to leave of absence during the year 1891:—

RETURN showing particulars as to Leave of Absence during the year 1891.

Institution.	Remaining on leave 31st December, 1890.			Number granted leave during the year 1891.			Discharged—Recovered.			Returned to Hospital.			Died whilst on leave.			Remaining on leave 31st December, 1891.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Gladesville	12	31	43	25	39	64	16	22	38	10	20	30	...	...	...	11	28	39
Parramatta	8	6	14	15	13	28	11	14	25	3	3	6	...	...	...	9	2	11
Callan Park	8	6	14	15	20	35	10	12	22	6	8	14	...	...	...	7	6	13
Newcastle	2	2	4	1	...	1	...	1	1	3	1	4	...	...	...	...	...	...
Rydalmere	...	..	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
Cook's River	3	3	6	10	15	25	8	5	13	2	5	7	1	1	2	2	7	9
Total	33	48	81	66	87	153	45	54	99	24	37	61	1	1	2	29	43	72

It will be seen that 81 patients were absent at the close of 1890, and that 153 were granted leave during 1891, making a total of 234 coming under the provisions of section 82 of the Lunacy Act. Of this number 99 were discharged recovered, 61 were returned to hospital, 2 died, and 72 remained on leave at the close of the year. Of those returned to hospital a considerable proportion received leave only to enable them to spend the Christmas or other holidays with friends. The system is, however, mainly useful as a preliminary to discharge, and the number of patients brought under it is slowly increasing.

Accidents, &c.

All cases of sudden death, suicide, or accident are at once reported by the Medical Superintendents, and the list, though including a large proportion of serious cases, is smaller than usual.

Three cases of suicide occurred, two at Parramatta and one at Callan Park, and in each a Coroner's inquiry took place. An accidental death by drowning took place at Gladesville. Two patients suffering from general paralysis died suddenly whilst taking food, and two others succumbed during epileptic seizures.

Three patients wounded themselves with suicidal intent, but the wounds were not serious, and two others inflicted minor injuries on themselves during the self depreciation of religious melancholia. The other accidents, none attended by fatal or indeed serious results, were mainly due to falls during epilepsy, or to the all but unavoidable accidents which occur among a large population of excited, irresponsible, or demented people.

Changes in the Staff.

On the 1st of September, Dr. W. C. Williamson, the Medical Superintendent of the Hospital at Newcastle, was transferred to the Hospital at Rydalmere, and Dr. Chisholm Ross, who had for 7½ years filled the office of Senior Medical Officer at Gladesville, was appointed Medical Superintendent at Newcastle in his place. The vacancy caused by Dr. Ross' promotion was filled by the appointment of Dr. Herbert M'Douall, formerly Assistant Medical Officer at Callan Park, and a third medical officer being required at Gladesville, Dr. Gavin Morton, a graduate of the University of Sydney, was appointed to the office. The changes among the attendants, nurses, and servants have been somewhat fewer than usual, and there has been no difficulty in filling vacancies, the number of suitable applicants always being very large.

Industrial Occupation of Patients.

One of the great problems in the management of hospitals for the insane is to find occupation for the inmates. It must be not too onerous in character, can only be continued over a few hours daily, should be so varied as to suit the mental and physical condition of varied classes of inmates, and yet for the most part be carried on without danger to life or limb. It is, however, so important in inducing contentment, in occupying the mind and diverting it from morbid trains of thought, in improving the physical health, and in conducing by means of all these to mental recovery, that it is often advisable to run some risk rather than allow the patient to sink into a condition of dementia or other form of chronic and incurable insanity.

The Hospitals for the Insane in this Colony have not up to the present been in a position to carry out industrial occupation to the full extent which is desirable and possible. The area of land attached to all of them is too small and, for the most part, of such a rocky and unproductive character as not to allow of farming operations on a large scale, and none of the hospitals up to the present have been provided with workshops sufficiently capacious and conveniently arranged to allow of indoor occupations being carried out fully and satisfactorily. In several instances in which workshops have been provided, it has been found necessary, owing to the constant increase of the number of patients, to use them for day rooms or dormitories instead of retaining them for their original purpose.

The occupation of the patients has not however been neglected; it has, indeed, for some years past engaged the earnest attention of the Medical Superintendents, and the number of inmates usefully employed has slowly increased. In order to keep this matter in view a return is made to me from each hospital at the end of each quarter, showing the numbers usefully employed.

Influenza.

Perhaps the most important event of the year in relation to the management of the Hospitals was the epidemic of influenza which, in the months of October and November, at a time when this disease was very prevalent in the Colony, attacked the inmates of four out of the five Hospitals, the inmates of the Hospital at Newcastle altogether escaping though the Medical Superintendent, and one or two members of the staff suffered from the disease.

At Gladesville 195, at Callan Park 310, at Parramatta 184, and at Rydalmere 47 patients were attacked, making a total of 736 cases, or upwards of one-fourth of the entire population of the four Hospitals, and of these 24 died from the disease itself, and others from the complications and the consequent debility and exhaustion in aged and feeble constitutions.

At the time the patients were attacked the officers, attendants, and other members of the staff of the four Hospitals were also temporarily prostrated, and in a much larger proportion, so that the work of the Institutions and the supervision and care of the sick was carried out with extreme difficulty, especially as it was impossible to at once obtain sufficient extraneous assistance of the special character required. The officers, attendants, and nurses worked with much zeal and devotion, and in several cases at no small personal risk from the inability, even when sick, to relinquish duty, and the Medical Superintendents report most favourably of the self-sacrifice and loyalty of the staff under their direction during a very trying time. One fatal case occurred among the staff at Callan Park—a young active and faithful attendant succumbing to the disease whilst on leave of absence from the Hospital.

In the report of the Medical Superintendent of the Gladesville Hospital will be found an account of the epidemic as it affected that Institution, which is specially interesting, as showing the very infectious nature of the disease. The evidence in relation to the history of the epidemic at the Parramatta Hospital points strongly in the same direction, the Medical Superintendent having succeeded, by an early removal of each case as it occurred, in keeping the disease in check and preventing its spreading for at least three weeks in the wards of the Hospital set apart for aged men, to whom the disease was likely to be specially dangerous. When the disease did eventually spread in these wards the epidemic was nearly over and the cases less severe than at an earlier date. In any future epidemic the isolation or segregation of the sick should be carried out as early and as completely as possible, and the disinfection of all wearing apparel and bed-clothes and of all buildings in which sickness has occurred enforced with the utmost care and completeness.

The number of cases of insanity directly caused by influenza admitted to the Hospitals has not as yet been large, and the type has been mainly melancholic. It is probable that further cases will be seen, as the wave of influenza has no doubt left a depressing effect on the nervous systems of many naturally neurotic subjects.

Training of attendants and nurses.

The special training of attendants and nurses alluded to in former reports has been continued at Gladesville and Newcastle, and will be now carried out at Rydalmere on the same lines. The advantages are so obvious that it should in future be extended to all the Hospitals in the Department.

Changes in buildings and need for additional accommodation.

During the year a new wing, to contain 108 patients was erected at Gladesville, to replace a temporary structure of pine and galvanised iron, erected to meet an urgent need of increased accommodation twenty-four years ago; and a contract was taken to erect a new ward for epileptics in connection with the Hospital at Rydalmere. This ward is of one storey, and will accommodate sixty-eight patients. Besides this, various minor improvements have been carried out in the older wards at Gladesville and elsewhere.

During

During the last five or six years the old prison buildings at Parramatta, and the other parts of that Institution which were no longer habitable, as well as buildings (including those above mentioned at Gladesville) intended for temporary use only, have been swept away, and the accommodation for the patients is now better than at any time during the last twenty-four years. Since the year 1868 buildings have been erected for 2,158 patients; but even now the accommodation is not equal to the requirements, and on 31st of December last the 3,031 patients on the registers of the Hospitals were housed in buildings which afforded proper accommodation for 3,000 only, on a basis of 600 cubic feet of dormitory space per patient, this being the lowest compatible with health. In addition to this, fifty female patients who could not be accommodated in the Government Hospitals, owing to want of room, were maintained in the Licensed House for Insane at Cook's River, at a weekly cost of 22s. 6d. each. It is clear that further accommodation is needed, and to, in some degree, meet this votes have been taken on the Estimates for 1892 to build new wards for women in connection with the Hospitals at Gladesville and Newcastle.

It will be necessary on the Estimates for next year to make further provision for male patients, and to enlarge the laundry, stores, and other administrative buildings at Rydalmere; to provide for enlargement and improvements in the attendants' and nurses' quarters at Callan Park, Gladesville, and Parramatta, and to commence the new Hospital at Goulburn—a work the urgent necessity of which is admitted, but which, from various causes, and mainly the want of funds, has so long been delayed.

Although the curative results in the various Hospitals have during the last few years been on the whole satisfactory, it is impossible to get the very best results when the buildings are in an overcrowded condition, or to avoid friction, quarrels, and accidents, with occasionally disastrous results, when patients, bereft of reason and self-control, are packed together without sufficient space and with imperfect means of classification. The management of the Hospitals for some years past has been a great strain on the Medical Superintendents, owing to the want of sufficient and suitable accommodation.

Cost of Maintenance.

The collections from all sources amounted to £13,580 2s. 5d., an increase of £1,678 6s. 6d. on the previous year, and made up as follows:—Collections by the Master in Lunacy for the maintenance of patients, £12,236 15s. 3d.; payment from the Imperial Treasury, £378 4s. 4d.; sale of fat, old stores, &c., £702 14s. 9d.; and rent of land, £262 1s. 1d. The sums received under each head, with the exception of the payment by the Imperial Government, were larger than usual, and £1,273 19s. 10d. was collected by the Master in Lunacy in excess of the sum obtained during 1890.

The details are shown in the following return:—

TABLE showing total receipts on account of Institutions for the Insane during the year 1891.

Name of Institution.	Collected for maintenance of Patients.	Paid from Imperial Treasury for maintenance of Patients.	Sale of Fat and old Stores.	Rent of Land.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hospital for the Insane, Gladesville	4,249 3 5	.....	221 19 1	.....	4,471 2 6
Do Parramatta	1,894 8 3	349 2 6	207 11 6	.....	2,451 2 3
Do Callan Park	5,264 11 8	.....	166 16 7	.....	5,431 8 3
Do Newcastle	727 6 5	29 1 10	98 3 11	.....	854 12 2
Do Rydalmere	.....	.....	8 3 8	.....	8 3 8
Licensed House for the Insane, Cook's River	100 5 6	.....	.....	.....	100 5 6
Reception House for the Insane, Darlinghurst	1 0 0	.....	.....	.....	1 0 0
Inspector-General's Office	.....	.....	.....	262 8 1	262 8 1
Total	12,236 15 3	378 4 4	702 14 9	262 8 1	13,580 2 5

The following return shows the amount of collections in each year since 1879, when the present Lunacy Act came into operation, and gave power for collecting and managing the property of patients, in hospitals, and enforcing contributions from their relatives.

RETURN showing the collections for maintenance of patients and from other sources in connection with Hospitals for the Insane from 1879 (the date of the Lunacy Act) to 1891.

Year.	No. of Patients on Register on 31st December.	Collections for maintenance of Patients.	Paid from Imperial Treasury for maintenance of patients.	Sale of Fat and old Stores.	Rent of Land.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1879	2,011	2,080 1 0	735 10 3	169 14 8	.....	2,985 5 11
1880	2,099	4,576 15 10	742 10 0	156 15 6	44 19 0	5,521 0 4
1881	2,218	5,778 7 9	612 0 0	194 7 9	46 17 11	6,631 13 5
1882	2,307	5,907 2 0	667 8 6	169 11 0	23 14 0	6,767 15 6
1883	2,403	6,015 15 3	603 14 4	198 9 10	61 2 11	6,879 2 4
1884	2,524	7,058 14 3	563 10 2	330 16 5	47 7 11	8,000 8 9
1885	2,643	8,012 19 10	562 14 3	292 3 9	23 13 11	8,891 11 9
1886	2,717	9,129 4 0	539 0 10	276 0 5	47 7 10	9,991 13 1
1887	2,821	9,489 4 7	517 5 6	254 11 11	54 15 7	10,295 17 7
1888	2,898	10,039 17 10	484 5 4	359 2 6	66 3 9	10,949 9 5
1889	2,974	10,518 0 3	428 2 11	340 16 1	98 15 8	11,385 14 11
1890	3,102	10,942 15 5	404 4 0	453 12 5	101 4 1	11,901 15 11
1891	3,134	12,236 15 3	378 4 4	702 14 9	262 8 1	13,580 2 5

The total expenditure was £100,112 7s. 2d., and was made up as follows:—Maintenance of patients in Hospitals for the Insane, £92,431 19s.; maintenance of Government patients in the Licensed House, Cook's River, £2,925; maintenance of patients in Reception House, £1,849 10s. 3d.; general expenses, including cost of Inspector-General's Office, fees to official visitors, maintenance of steam launch, &c., £2,905 17s. 11d.

The

The cost of maintenance in Hospitals for the Insane was £3,738 14s. 8d. more than during 1890, but the daily average number of patients in these establishments was 193 more than during that year.

The average weekly cost per head at all the hospitals during 1891 was 12s. 1¼d., or, deducting collections, 10s. 5¼d., being a trifle more than during the previous year.

The following return shows the weekly cost during the last ten years, 1882 to 1891 :—

RETURN showing weekly cost for maintenance in Hospitals for the Insane for ten years, 1882 to 1891 inclusive.

Year.	Without deducting Collections.	Deducting Collections.
	£ s. d.	£ s. d.
1882	0 13 2½	0 12 0¼
1883	0 12 5	0 11 5
1884	0 12 3	0 10 11
1885	0 12 8	0 11 3½
1886	0 12 7¼	0 11 1¾
1887	0 11 11½	0 10 6
1888	0 11 8¼	0 10 2
1889	0 12 9¾	0 11 3¼
1890	0 11 11¼	0 10 4¼
1891	0 12 1¼	0 10 5¼
Average for 10 years	0 12 4¼	0 10 11¼

The following tables show the particulars of expenditure in the Hospitals for the Insane during 1891 :—

TABLE showing annual cost of Patients in Hospitals for the Insane during the year 1891.

Institution.	Total number under care.	Average number resident.	Total cost.	Amount of collections.	Total annual cost per Patient, without deducting collections.	Annual cost per Patient, deducting collections.
			£ s. d.	£ s. d	£ s. d.	£ s. d.
Hospital for the Insane, Gladesville	1,028	791	26,701 8 11	4,471 2 6	33 15 1	28 2 1
Do Parramatta...	1,290	1,058	29,666 11 8	2,451 2 3	28 0 9½	25 14 5¾
Do Callan Park..	1,078	815	26,929 10 8	5,431 8 3	33 0 9¾	26 7 6¼
Do Newcastle ...	273	253	7,359 8 6	854 12 2	29 1 9¼	25 14 2
Do Rydalmere..	155	133	5,324 17 9	8 3 8	40 0 7½	39 19 5¼
	3,824	3,050	95,981 17 6	13,216 8 10	31 9 4½	27 2 8½

RETURN showing the Average Annual Cost of Maintenance per Patient at the Hospitals for the Insane, for the year 1891.

Name of Hospital.	Daily average number of patients resident	Salaries, money allowances and fees.	Provisions extras, medical comforts, and forage	Stimulants, Wines, spirits, beer, &c	Medicines and surgical instruments.	Stores, including clothing, bedding, and materials for manufacture	Fuel, light, and water.	Incidental and miscellaneous expenses, including Library amusements, &c	Total expenditure	Collections for maintenance, &c	Annual cost for maintenance per patient	Annual cost per patient, deducting collections for maintenance.
		£ s. d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s. d	£ s d	£ s d	£ s d	£ s. d.
Gladesville	791	12 11 3½	11 10 10	0 1 4	0 6 7½	5 5 10½	1 10 2	2 8 11¾	26,701 8 11	4,471 2 6	33 15 1	28 2 1
Parramatta	1,058	11 0 10½	10 14 2½	0 3 1¼	0 3 1	3 17 7½	0 19 7¼	1 2 3½	29,666 11 8	2,451 2 3	28 0 9½	25 14 5¾
Callan Park	815	11 12 2¼	11 16 10½	0 1 10¼	0 6 3⅝	5 7 5¼	2 14 4	1 1 9½	26,929 10 8	5,431 8 3	33 0 9¾	26 7 6¼
Newcastle	253	10 6 10½	9 9 5	0 0 1	0 5 3½	3 13 8	1 7 0	3 19 5½	7,359 8 6	854 12 2	29 1 9¼	25 14 2
Rydalmere	133	15 3 4½	9 1 8¾	0 1 5¾	1 1 0¾	6 6 11¼	1 6 7	6 19 5¾	*5,324 17 9	8 3 8	40 0 7½	39 19 5¼

* This Hospital was only managed as a separate institution for four months, and the total expenditure was £1,774 19s 3d , or at the rate of £5,324 17s. 9d. a year.

RETURN showing the average weekly cost of Maintenance per Patient at the Hospitals for the Insane for the year 1891.

Name of Hospital.	Daily average number of patients resident	Weekly cost calculated on average number resident.							Total weekly cost for maintenance per patient	Average weekly collections for maintenance per patient	Weekly cost per patient, deducting collections for maintenance.
		Salaries, money allowances, and fees	Provisions extras, medical comforts, and forage.	Stimulants—Wines, spirits, beer, &c	Medicines and surgical instruments	Stores, including clothing, bedding, and materials for manufacture	Fuel, light, and water	Incidental and miscellaneous expenses, including library, amusements, &c.			
		£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s. d.
Gladesville	791	0 4 10	0 4 5¼	0 0 0¼	0 0 1½	0 2 0½	0 0 7	0 0 11¼	0 12 11¾	0 2 2½	0 10 9½
Parramatta	1,058	0 4 3	0 4 1	0 0 0¼	0 0 0¾	0 1 6	0 0 4½	0 0 5	0 10 9	0 0 10½	0 9 10¾
Callan Park	815	0 4 5½	0 4 6⅜	0 0 0⅜	0 0 1⅜	0 2 0¾	0 1 0½	0 0 5	0 12 8½	0 2 6¾	0 10 1⅜
Newcastle	253	0 3 11⅜	0 3 7¾		0 0 1¼	0 1 5	0 0 6¼	0 1 6½	0 11 2½	0 1 3½	0 9 10½
Rydalmere	133	0 5 10	0 3 6	0 0 0¼	0 0 4¾	0 2 5¼	0 0 6	0 2 8¼	0 15 4½	0 0 0½	0 15 4¾

Average weekly cost without deducting collections, 12s 1¼d , or, deducting collections, 10s. 5¼d.

The

The following return is a continuation of that given in previous reports, and shows the weekly cost in all Hospitals from 1870 to 1891, inclusive:—

TABLE showing weekly cost of maintenance at Hospitals for the Insane, during the years 1870 to 1891 inclusive.

Year.	Gladesville.		Parramatta.		Newcastle.		Callan Park.		Rydalmere.	
	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1870	0 12 6	0 12 11	.....	.....	.....	.....	.....	.....	.....	.....
1871	0 11 11¾	0 12 4	0 9 0	0 9 1½	.....	.....	.....	.....	.....	.....
1872	0 12 8	0 13 2	0 9 3	0 9 4	0 16 11	0 16 11	.....	.....	.....	.....
1873	0 12 7	0 13 0	0 11 4¾	0 12 5	0 16 0	0 16 1	.....	.....	.....	.....
1874	0 12 2¾	0 12 10¾	0 12 3	0 12 4½	0 13 5½	0 13 6	.....	.....	.....	.....
1875	0 12 2	0 12 6¾	0 11 10½	0 11 10¾	0 14 1½	0 14 3	.....	.....	.....	.....
1876	0 12 5	0 13 1	0 10 0¾	0 11 2¼	0 14 1	0 14 4¼	.....	.....	.....	.....
1877	0 12 5	0 13 1	0 11 8¾	0 11 10¼	0 14 1½	0 14 7	.....	.....	.....	.....
1878	0 11 4½	0 12 3½	0 12 9½	0 12 10¾	0 13 3¾	0 14 6¾	.....	.....	.....	.....
1879	0 11 2	0 12 1½	0 11 2¼	0 11 7	0 12 8¾	0 13 1½	*1 2 11¾	*1 3 10¼	.....	.....
1880	0 9 5	0 11 2½	0 10 5½	0 11 1¼	0 11 5	0 12 0¾	0 13 3½	0 13 11½	.....	.....
1881	0 10 1½	0 12 2¾	0 10 2¾	0 10 9¾	0 10 9½	0 11 8	0 12 10½	0 13 8⅜	.....	.....
1882	0 10 11	0 13 0¼	0 12 6	0 13 0½	0 10 10	0 11 5½	0 14 2⅜	0 15 2½	.....	.....
1883	0 10 4½	0 12 6½	0 10 10½	0 11 4½	0 11 3½	0 12 0¼	0 16 4	0 17 3⅛	.....	.....
1884	0 10 4½	0 12 6½	0 9 11¼	0 10 7	0 10 11	0 12 0	†0 17 2¾	†0 18 8½	.....	.....
1885	0 10 11	0 13 2	0 9 10½	0 10 7½	0 10 11¼	0 12 1	0 15 9	0 17 4	.....	.....
1886	0 11 8	0 13 9½	0 10 2	0 10 11½	0 10 7½	0 11 6½	0 12 5½	0 14 4½	.....	.....
1887	0 11 3½	0 13 1½	0 9 7½	0 10 8	0 12 0	0 12 9¾	0 10 5½	0 12 4⅜	.....	.....
1888	0 9 7¾	0 11 10¼	0 10 0¼	0 11 1	0 11 2	0 11 11	0 10 7½	0 12 2¼	.....	.....
1889	0 12 1	0 14 8	0 10 9¼	0 11 4	0 11 10¼	0 12 3¾	0 10 11½	0 12 11¼	.....	.....
1890	0 10 9¼	0 13 0	0 10 1½	0 10 11	0 10 2	0 11 2¼	0 10 3¾	0 12 4¾	.....	.....
1891	0 10 9½	0 12 11¾	0 9 10¾	0 10 9	0 9 10½	0 11 2¼	0 10 1¾	0 12 8¼	*0 15 4¼	*0 15 4½

* First year, and including cost of stores and outfit. † Opening of new Hospital.

The following return, carefully prepared from official reports, shows the weekly cost of maintenance in Hospitals or Asylums for the Insane in New South Wales, Victoria, Ontario (Canada), England, and the United States, and is interesting as showing that the cost of maintenance in this Colony compares not unfavorably with that elsewhere:—

RETURN showing the weekly cost of maintenance in Hospitals and Asylums for the Insane in New South Wales, Victoria, Ontario (Canada), England, and the United States.

Year.	New South Wales. (5 Asylums.)		*Victoria. (5 Asylums.)		†Ontario, Canada. (5 Asylums.)		‡England. County, 53; Borough, 13; Lunatic Hospitals, 16. = 82 Institutions.		§United States. (76 Institutions.)	
	Without deducting collections.	Collections deducted.	Without deducting collections.	Collections deducted.	Without deducting collections.	Collections deducted.	Without deducting collections.	Collections deducted.	Without deducting collections.	Collections deducted.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1888	0 11 8¼	0 10 2	.....	.....	.....	0 11 6½	.....	.....	.....	0 17 0
1889	0 12 9¾	0 11 3¼	0 12 2	0 10 8½	.....	0 11 5	.....	.....	.....	.....
1890	0 11 11¼	0 10 4¼	0 11 11¼	0 10 8	.....	0 10 6½	.....	0 12 5	.....	.....
1891	0 12 1¼	0 10 5¼	.....	.....	.....	.....	.....	.....	.....	.....

* Report of Inspector of Asylums, Victoria. † Report of Inspector of Prisons and Public Charities, Province of Ontario. ‡ Report of Commissioners in Lunacy, England. § Compiled by and published in report of Inspector of Prisons and Public Charities, Province of Ontario.

Comparing in detail the cost of maintenance between Institutions for the Insane in Great Britain and this Colony, the main difference is found in the rate of wages paid to the attendants, nurses, and servants, as shown in the following return.

The salaries paid to officers differ but little from those paid in the United Kingdom. Clothing and stores are somewhat more costly in New South Wales. The only advantage in favour of this Colony is the much lower price of beef and mutton.

RETURN showing the rate of wages, &c., paid to attendants, nurses, and servants in Institutions for the Insane in Great Britain and in New South Wales.

	Sussex* (County).	Surrey* (County). (Brookwood).	Montrose* (Royal).	Dublin* (District). (Richmond).	Glanmorgan* (County).	Average of five Asylums. (2 English, 1 Scotch. 1 Irish, 1 Welsh).	New South Wales.
	Per annum.	Per annum.	Per annum.	Per annum.	Per annum.	Per annum.	Per annum.
Attendants	£26 to £50	£28 to £40	£30 to £52	£20 to £35	£26 to £54	£26 to £46	£66 to £120.
Nurses	£16 to £30	£16 to £26	£14 to £20	£13 to £24	£12 to £28	£14 to £25	£40 to £64.
Artisans	£52 to £80	£40 to £83	£44 to £70	£35 to £45	£36 to £75	£41 to £70	£128 to £182.
Servants	£16 to £45	£12 to £35	£14 to £46	£15 to £35	£12 to £28	£13 to £37	£50 to £120.

* These institutions are amongst the best and most liberally managed in their respective divisions of the United Kingdom.

Reception

Reception House for the Insane, Darlinghurst.

The number of patients admitted in this Institution in 1891 was 596, and 9 remained from the previous year, making a total of 605, or about the average for some years past. Of the total number, 266 were under remand in accordance with section 1 of the Lunacy Act Amendment Act, 339 were admitted under lunacy certificate, and 101 were admitted twice, once under remand and subsequently on re-examination under certificate. Of the cases under remand, 156 were discharged as sane at the police courts after periods of treatment varying from 7 to 28 days, 101 were certified and readmitted, 4 died, and 5 remained at the close of the year; and of the cases under certificate 17 recovered and were discharged, 315 were sent to hospitals for the insane, 1 died, and 6 remained at the close of the year. Of the total of 605 cases 173 were discharged recovered, so that the Institution, as in many former years, has done good and useful work. From returns furnished by the Superintendent, it appears that 3 cases under certificate and 17 under remand were admitted twice during the year, and that 20 under certificate and 23 under remand had been previously under care during the twenty-four years the Institution has been in existence.

The Superintendent having been in charge of the Institution for twenty-four years, and having six years' prior service in another department, sought leave of absence for a period of eight months prior to retirement from the Public service, and this on account of the exceptional and continuous nature of his duties and his assiduous attention thereto was granted.

On the 1st October Mr. and Mrs. Fowler left the Institution, which was under the charge of Mr. and Mrs. J. E. Moore, as Acting Superintendent and Matron, at the close of the year.

The Reception House has been visited by me once at least in every month, and I have had to express in the records of my inspection my satisfaction with the general condition and management.

The following structural improvements are necessary, and should be carried out as soon as funds are available:—

1st. The building of a sitting and dining-room for the attendants and nurses.

2nd. Alterations to the laundry, which is too small for the work now done in it, and by reason of its construction very hot in the summer months, and

3rd. The complete refitting of the bath-rooms, in which the appliances are old, inconvenient, and unsightly.

The following tables gives the Statistics of the Institution:—

TABLE showing the number of Patients under certificate received at the Reception House for the Insane during the year 1891, and their disposal.

Year.	Remaining 31st Dec., 1890.			Received.			Sent to Gladesville.			Sent to Parramatta.			Sent to Callan Park.			Sent to Newcastle.			Sent to Licensed House, Cook's River.			Discharged of sound mind.			Discharged to friends.			Died.			Remaining 31st Dec., 1891.		
	M	F.	Total.	M.	F.	Total	M.	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M	F.	Total.	M	F.	Total.	M.	F.	Total.	M.	F.	Total.
1891	2	2	4	228	107	335	110	51	161	1	1	2	101	48	149	1	2	3	...	.	.	13	4	17	..	.	.	...	1	1	4	2	6

TABLE showing the number of Patients received at the Reception House for the Insane during the year 1891, under section 1 of the Lunacy Act Amendment Act.

Year.	Remaining, 31st Dec., 1890.			Received.			Sent to Police Court and discharged as sane.			Sent to Police Court, certified as insane, and returned to Reception House.			Died.			Remaining 31st Dec., 1891.		
	M.	F.	Total.	M.	F.	Total	M.	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1891	2	3	5	190	71	261	120	36	156	64	37	101	3	1	4	5	...	5

TABLE showing the number of Patients received at the Reception House for the Insane for the years 1868 to 1891 inclusive, and their disposal, &c.

Year.	Remaining.			Received.			Sent to Gladesville.			Sent to Parramatta			Sent to Callan Park.			Sent to Newcastle.			Sent to Cook's River.			Sent to Police Court, and discharged as sane.			Sent to Police Court, certified as insane, and returned to Reception House			Discharged of sound mind.			Discharged to care of friends			Died.			Remaining on 31st December.		
	M.	F.	Total.	M	F.	Total	M.	F.	Total	M	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F	Total	M.	F.	Total.	M	F	Total.	M.	F.	Total.	M	F.	Total.	M.	F.	Total.	M	F.	Total.
1868		...	1	29	19	48	27	19	46	..		.	...	.	.			.	..	.		..		...	.		.			.	1	.	1			.	1	.	1
1869	1	.	1	78	48	126	77	45	122	...	..	..	...	..	..			.			...	..	.	.	..		..	...	..	..	2	...	2	...	...	..	.	3	3
1870	.	3	3	74	51	125	67	48	115	1	..	1	..	.	.			.	.	.	..			...	...	..	..	4	3	7	.	2	2	.	...	.	2	1	3
1871	2	1	3	126	64	190	121	56	177	1	2	3	..			.	..	..	..	.			..			..	..	3	3	6	1	.	1	...		...	2	4	6
1872	2	4	6	131	63	194	118	61	179		1	1	. .		..			..	.	.	.			.				11	1	12	2	1	3	..		..	2	3	5
1873	2	3	5	140	74	214	130	65	195	..	.	.	..		..			..	.	.	.			.	...	...	.	5	3	8	6	5	11	..	...	.	1	4	6
1874	1	4	5	151	89	240	127	83	210	.	.	.	..	...	...	.	.	.	.	.	.		.	.	.	.	.	7	5	12	11	5	16	1	..	1	6	..	5
1875	6	.	6	189	106	295	154	87	241		.	.	..		.	..	..	.						..	...	...	..	21	6	27	13	7	20	3	..	3	4	6	10
1876	4	6	10	204	108	312	151	99	250		.	.	...	...		.	.	.	...	.	.			.	...	...		28	7	35	21	4	25	2	1	3	6	3	9
1877	6	3	9	241	99	340	226	94	320		.	.	...	...	.	..	.	.	...	.	.	..	.	.	...	...				.	15	4	19	2	1	3	4	3	7
1878	4	3	7	191	104	298	183	101	284	1	.	1	.		.			.	.	.	.	.	.	...	..	.	.	4	2	6	6	3	9	1	1	2	3		3
1879	3	.	3	201	108	309	165	94	259	.			14		14		.	.	2	.	2			...	...			20	12	32	.	..	.	..	1	1	3	1	4
1880	3	1	4	202	126	328	122	111	233	2		2	49		49	1		1	1	..	1	2	.	2		.	..	26	8	34	.	1	1	1	2	3	2	4	6
1881	2	4	6	206	116	322	152	110	262	1		1	39	..	39	.	1	1	...	.	.	1	.	1	.	..	..	10	7	17	1		1	2	1	3	2	1	3
1882	2	1	3	371	166	537	145	101	246	.	.		37	...	37	.	1	1		..		121	33	154	43	18	61	12	12	24			.	5	...	5	10	2	12
1883	10	2	12	383	196	579	141	103	244		..	.	25		25	2	.	2	...			153	48	201	50	30	80	12	7	19	1		1	3	5	8	6	5	11
1884	6	5	11	474	211	685	115	116	231		.		68	..	68	.	1	1	1	1	2	205	45	250	52	41	93	17	2	19		.	.	8	3	11	14	7	21
1885	14	7	21	474	218	692	66	47	113	1	1	2	141	73	214	1		1	1		1	166	45	211	91	49	140	10	8	18				5		5	6	2	8
1886	6	2	8	491	186	677	85	16	101	3	.	3	138	78	216				...	1	1	166	55	221	85	30	115	10	5	15	..		...	4	2	6	6	1	7
1887	6	1	7	374	181	555	100	45	145	1		1	72	52	124		1	1	.		...	126	34	160	50	35	85	18	10	28			.	5	2	7	8	3	11
1888	8	3	11	434	207	641	82	37	119	1	1	2	129	76	205	2	3	5		.		126	46	172	70	31	101	20	11	31	.			4	3	7	8	2	10
1889	8	2	10	384	174	558	106	40	146	.	...	..	91	62	153	.	2	2	..	.	...	120	29	149	47	35	82	20	5	25	...	...	.	1	1	2	7	2	9
1890	7	2	9	447	200	647	130	40	170		.	...	97	65	162	..	.	..	..	.	..	131	41	172	71	44	115	19	6	25	..	...	.	2	1	3	4	5	9
1891	4	5	9	418	178	596	110	51	161	1	1	2	101	48	149	1	2	3	...	..	...	120	36	156	64	37	101	13	4	17	.	..	...	3	2	5	9	2	11

TABLE showing the number of Patients under certificate received at the Reception House for the Insane during the year 1891, the places whence received, and their disposal.

From whence received.	Remaining on 31st Dec., 1890.			Received.			Sent to Gladesville Hospital.			Sent to Parramatta Hospital			Sent to Callan Park Hospital.			Sent to Newcastle Hospital			Sent to Licensed House, Cook's River			Discharged to care of friends.			Discharged of sound mind			Died.			Remaining on 31st Dec., 1891.		
	M	F	Total.	M	F	Total.	M	F.	Total	M	F.	Total	M	F.	Total	M	F	Total.	M	F	Total.	M	F.	Total	M	F	Total	M	F	Total.	M	F.	Total.
Sydney	2	2	4	119	57	176	8	3	11	..	1	1	100	48	148	1	2	3	.	.	.	.			12	4	16		1	1			...
Goulburn	.			5	3	8	5	3	8	.	.	...	..	...							..	.			..	.		.			..	...
Armidale	..			2	3	5	2	3	5	.			..	..			..	.	...		..	.			..	.		.			.	...
Port Macquarie	.	...		1	.	1	1	.	1		..		...	.	...						..	..	...	.				...			.	.	...
Temora	.			4	1	5	4	1	5				...			.		.				..	.	..	..				...	.	..	.		...
Hay		...		9	1	10	8	1	9	1		1		.	..		...	...	..	..	.		.	..			.		.			.	...
Tamworth				3	...	3	3		3		.		.							. .	...		.	.			.		.	...	.	...
Cootamundra		.		3		3	3		3	.				..			..			...	.	..			.			...		.	.	...
Liverpool		.		13	1	14	11	1	12		.								.		..	...	..		1	.	1	.		...	1	.	1
Broken Hill				3		3	3	.	3					.	..					..		. .	..	..	.						.		...
Narrabri		.		6	1	7	6	1	7		.		..	.	.		...	.	...	..	.		.			...					.	..	...
Scone		.		1		1	1	.	1	.				...	..		.		..	.	..			...	..	.	...	..	.			.	...
Newcastle	...	...		12	8	20	11	8	19				...	..			.			...			..	.		.	.	.		1	..	1
Urana		.		2	.	2	2	...	2	.	...	.	..	..			.								..	...		.	.	.	.	..	...
Wagga Wagga	.			3	1	4	3	1	4	...	.		..		..	..	.			...			...	..		...	..	.	.	.	.	..	..
Shoalhaven		...		3	1	4	3	1	4	..	..				.		..		...	...			...							...	...	...	...
Maitland		..		5	9	14	5	9	14		.			.	.		..		.	..			..	..				...	...	.	.	...	..	...
Bega		.		2	...	2	2	.	2		.					.		...	.	..								...	...		..	...	..
Gundagai	.			1		1	1		1		.	..	..			.			. .		.							...			.	...	...
Cooma	.	.		...	2	2	...	1	1		...	.	...	...	..		.			..	..	...	.				..			..		.	1	1
Tumut	..			..	2	2	...	2	2	.	.		..	..			.	.		..	.	...	.	..			..			.	...	...	..	..
Tenterfield	..			..	1	1	.	1	1	..	..				...	..				.	..	.		.	.	..	.	..	.	..	.	...	...	..
Wilcannia			...	2	...	2	2		2				...					.	...	.			..	.	.		..	.	..	.	...	...	..
Balranald		.	...	1	1	2	1	1	2	...	.			..	..			.		...	...	...		..			.		.			...	..
Yass				1	.	1	1	.	1	...				..	..				...	...	...	...	.	...			...		..	.			...
Grafton	..	...		3	2	5	3	2	5		.				..	...		.			..	...	..				..						..
Murrurundi		.			1	1	..	1	1	..	..	.	...	.	..			.			..						..				.		..
Kiama			...	2	..	2	2	..	2			.		.							..	...	...	..			..			..			..
Albury	..	.		5	2	7	4	2	6	...			. .	..			..	..		..			.	.		...	.	.	...	...	1	...	1
Mittagong		...		1		1	1		1	.				..	.		.	.		...			.	...	..	.	.	..		.	.	..
Singleton				..	3	3	..	3	3			.	...	..			.	.	.		...	...	...	.	.		.	.			.		...
Muswellbrook	..			2	1	3	2	1	3	.		.	.	..	..		.		..			...	.				..	...	.	.	..	..	..
Glen Innes	...			3	..	3	3		3				..	.		.		...	.	...	..	...	..	...		..	..	...	.		.		...
Lismore	.			1	2	3	1	1	2		.									..	..	..	..		.	...	.		...	.	..	1	1
Kempsey	.	...		2	.	2	..	..	...				1	.	1	.	.			..	..		...		.	...	..	...	.	..	1	.	1
Bulli	.	.		1	...	1	1		1	.	.		.	..	.	.	..			...	...		..		.	.		..	...	..	..		..
Denhiquin	..			1	1	2	1	1	2		.	.	.		.		...		.		..	.	..	..		..	...	.	.	..	..	.	..
Taree	.			1	.	1	1	..	1	.	.		..		.	.		.		...	...	...	.	.	.	...	.	..	...	.	...	..	..
Adelong	..	.		1	..	1	1	.	1	..	..		...		..			.	...	...	..	...	...	.	.	...	.	..	.	.	...	..	...
Bowral	.			..	1	1	...	1	1	.	..		..		..	...	..	.	...	...	...		...			.	...	..	...	.	..	...	...
Braidwood	...	...			1	1	...	1	1	.	.		..	...	..		.	...	...	..	...					.	...		...	.	...	...	...
Warialda				1		1	1	.	1	.	.		..	.	...		.	...		...		.	.	...	.	..	...	...	...	...	...	...	...
Raymond Terrace	...	.		.	1	1		1	1	..	.		..		..	.	..		...	...	..		..	.		..	.		.	.	.	..	..
Quirindi	.			1	..	1	1		1			.		.					...	...	..	.	..			...	..	.	...	.	.	..	
Picton	.			1	..	1	1		1					...						..	.				.	.	..	.	.	.	..	.	
Wentworth	.			1		1	1		1	..							.	..	.			..		. .			..				..	..	..
Total	2	2	4	228	107	335	110	51	161	1	1	2	101	48	149	1	2	3		.		.	..		13	4	17	.	1	1	4	2	6

Hospital for the Insane, Gladesville.

The year commenced with 834 patients (533 males and 301 females) in this Hospital, and during its course, 194 were admitted (119 males and 75 females) making altogether 1,028 (652 males and 376 females) under care. Of these, 102 recovered, 6 were relieved, 56 transferred, 1 escaped, and 47 died, leaving 816 (510 males and 306 females) at the close of the year.

The recovery rate reached the very satisfactory percentage of 54·25 on the admission, and the death-rate, despite a severe outbreak of influenza, was only 5·95 per cent. on the daily average number resident.

The Hospital was inspected once a month by the official visitors, and my visits were paid on January 15th and 22nd, February 24th, 25th, 26th, and 27th, April 10th and 21st, May, 12th, June 5th, 6th, 12th, and 13th, July 7th, 8th, and 14th, August 11th and 15th, September 9th, 12th, and 23rd, October 13th, November 13th and 14th, and December 10th and 12th.

The following are entries in the Inspector's book made at some of these visits:—

March 25th.—I have to-day visited this Hospital and inspected the wards for both males and females in the main building, and also the wood-yard workshops, &c.

The number of patients in the Hospital is 805 (535 males and 270 females) and both divisions are reported as overcrowded. It will be necessary to transfer a number of male patients to Parramatta as soon as possible. Since my last visit six male and five female patients have been admitted. All of these I saw, and I also examined the papers on which patients have been received since the last official visit, and found them correct. The statutory books are written up to date, and the entries call for no comment.

The general health of the Hospital is good, and the number in bed is smaller than usual. I found no one in seclusion, and only one patient in restraint by muffs to prevent picking of the face. The medical journal shows that three patients have during the last two or three weeks, been restrained in this manner and for the same reasons, but the remaining two have been without muffs for some days.

The

The wards generally were in good order and clean, and the condition of Nos. 2, 3, and 1 call for no comment. I was not, however, satisfied with No. 4. The patients in the single rooms were not as tidy and well attended to as they should be, the dormitories generally were not in good order, additional seats, both in the new shelter-sheds and in the wards, are required, and it seemed evident, either that the ward was short-handed as to attendants or that the duties were not carried out. There seems to be every necessity for greater care and attention to the sick, especially in the single rooms. The bedsteads generally require repainting, and I think it necessary to call attention to the attendants' uniform; in some wards they were with cap covers and in some without.

The female division was in excellent order throughout, and only two patients were in bed. Care is being taken to get the grass and flowers to grow in the airing courts, but some further attention is necessary in No. 2 and 3 wards. The sewing-room has been repaired and repainted, and is again fully occupied.

April 10th.—Accompanied by the Medical Superintendent and the Assistant Superintendent, I have to-day visited various out-buildings and other departments of this hospital, including the kitchen, laundry, stores, wood-yard, stables, and workshops.

The kitchen generally has been improved, and is now kept in commendable order; its out-buildings and adjuncts, however, require attention, some of the walls want pointing, and a new drain is evidently necessary to carry off water from the yard.

The laundry I found in good working order, and the drying yard having been found too small under existing arrangements, a very large job has been undertaken, involving the complete renewal and rearrangement of the laundry posts. The sorting-room has been found too small, and is, besides, much eaten by white ants. It should, no doubt, be completely removed, and a new and more commodious structure of brick or stone erected in its place with as little delay as possible.

The stores I did not consider in such good order as usual, and the attention of the store attendant should be called to the necessity of keeping everything in and around this building in good order. The library and billiard room now only requires venetian blinds and additional book-shelves, both of which are nearly ready, to make it a well-furnished and comfortable place.

The stables and wood-yard were in good working order, but too much rubbish and too many useless articles are allowed to accumulate here and in and about the workshops, and I strongly advise a general clearing up, and that all useless articles should be destroyed or sold.

The hair-picking room requires repainting and its windows cleaning, and the yards about the other shops should be attended to as to grass-cutting and general tidying, so as to prevent a reversion to a former and much to be condemned condition of matters, which, now the new shops are arranged, should not be allowed.

In the various shops, stores, laundry, and other places, I saw all the patients employed. As the new building is approaching completion all extras not provided for—as grates, baths, &c.—should be arranged for as soon as possible, and all furniture should be placed in requisition, so as to prevent any delay in the occupation of the building when completed.

I visited all the wards in the main building with the Medical Officer, and found both male and female divisions in good order. In the male division a commencement has been made with the new dining-hall, and during its progress very considerable difficulty and discomfort, especially in the wet winter weather, must be experienced.

The new buildings are progressing favourably, but it will be some months before they are ready for occupation.

July 7th, 8th, and 14th.—I visited this hospital on these days, inspecting the wards in the female division on the first, and those in the male division, and also the kitchen, wood-yard, stores, and workshops, on the second of them. During my visit I saw all the patients admitted since my last inspection, and examined the papers of all received since the last inspection by the official visitors. These papers were all correct in form. The statutory books which I signed call for no comment. From other records I find that upwards of 50 per cent. of the inmates now attend Divine Service, and that nearly 75 per cent. are in some way usefully employed. The picking of hair and coir has now been extended to one of the wards at the branch, and the number of outside workers somewhat increased. I find that the night reports show a total of 47 males and 22 females wet, and 9 males and and 5 females dirty at night. This number seems large, but, as the Medical Superintendent points out, the number of old, feeble, and demented patients is very large, and every case of faulty habits is carefully noted.

In visiting the wards I saw all the patients therein, and examined specially all those in bed, of whom there are seven males and two females. Of the total number two were epileptics, suffering from the after effects of seizures, four were suffering from acute or recurrent mania, and the other cases from illness not particularly serious in character. I examined the dress of the patients, which seemed sufficient and clean, and the bedding appeared everywhere in good order. The beds are for the most part now of hair or coir and the pillows of kapok, and straw is only used for a few with faulty habits. I notice that the wards for female patients are becoming overcrowded, and the Medical Superintendent is about to communicate with me by letter on this subject.

The enamelled iron dinner utensils are still in use in several of the wards, but the Medical Superintendent promises to have them replaced with crockery as soon as a supply arrives from England. I visited the kitchen, which was in fair order; but the outbuildings require attention, and the drains should be seen to as soon as possible.

The workshops contained the usual number of patients, and the new room for mattress-making is being slowly built.

July 14.—I have to-day, with the Medical Superintendent, visited the Hill branch. One patient only was in bed, and this was owing to an attack of recurrent excitement. The patients generally were reasonably tidy in dress, and I heard no complaints except of detention. The bedding in No. 8 was very neat and tidy, but in No. 7 there was decidedly room for improvement in both these respects. There appears to be a want of blankets, and some difficulty in obtaining these from the stores. If they cannot be obtained in a day or two a sufficient supply must be purchased.

Some minor repairs to steps, &c., are needed; and I am sorry to see that the drains are out of order, and need very considerable digging and disarrangement of the paths, &c., to put right. I found the bread in the store decidedly not of first quality, and some steps should be at once taken to secure a better supply. The Medical Superintendent informs me that he has lately had considerable difficulty with the contractor with regard to this article, and it is evident that there is an admixture of inferior flour to an extent to affect the character of the bread, though not, perhaps, sufficient to render it unwholesome. As remonstrances and occasional rejection of the article have had no effect, it will be better to warn, and then, if necessary, fine the contractor, under the conditions of contract.

October 13.—I have to-day visited this hospital and, after signing the statutory books, passed through all the wards in the main building, visited the stores, woodyard, and workshops, and subsequently inspected the priory and some parts of the farm. The medical journal shows that there has been neither restraint nor seclusion since my last visit; and the admission register contains the names of 16 new patients (11 males and 5 females), all of whom I saw after examining the papers received with them.

The wards generally were in good order, and I was glad to see that the new dining-rooms in Nos. 1 and 2 were completed and in use. These rooms are a substantial addition to the comfort and convenience of the hospital. The bath-rooms in the female division are now complete with one exception, and I strongly recommend that steps be taken to complete this as soon as possible. The patients were on the whole tidily dressed. No complaints requiring investigation were made, and such marks and bruises as I saw only two or three in number were properly accounted for. A fracture of the radius was pointed out at my visit, the patient being an old and feeble man, and the fracture being apparently the re-breaking at the same spot of an old fracture. Besides the patients in the wards I saw a number at work in the woodyard, shops, and grounds, and all were reasonably tidy in dress and in good general health. I found the priory in excellent order. The rooms were clean, the bedding in good order, and the dining-room, which I have seen on two occasions lately, exceptionally well kept. The attendant in charge evidently takes pride in the comfortable arrangements of this division of the hospital. The Hill Branch was in good order as to its dormitories and day-rooms; but much painting is still required, and when the paths, &c., which now engage the attention of some of the attendants are relaid, I hope to see the patients more tidily dressed and attended to more closely than at present. The stores I found in good order, and the different articles of provisions have been lately of a satisfactory quality.

November 13th and 14th.—I visited this hospital on both these days, inspecting the wards in the female division on the first, and those in the male division on the second day. I found nearly 100 patients in bed in the female wards with influenza, and, as a number of the nurses are also laid up, the work both of nursing and supervision has been exceptionally heavy. The arrangements made for the care and treatment of the patients have however been most satisfactory, and the

Medical

Medical Superintendent reports very favourably of the general conduct of the staff during a trying time. In the male division there have been only a few isolated cases in the main Hospital; but nearly 100 patients at the Hill Branch have been attacked, and a number are still in bed.

The epidemic has been so severe and general that out-door employment of patients has been almost suspended, and the attention of the whole staff mainly directed to purely hospital work. The mortality as yet has only been slight (three cases), but a number of patients are still very ill, and the lung complications have been numerous and severe.

I found the wards generally in good order, especially in the female division. The upper floor of the new ward has been occupied as dormitories, and the old iron building is in course of removal..

The number of patients admitted since the last official visit was twenty-one, and I saw all those still in the hospital. Of the number one has died, one has been transferred to Newcastle, and one sent to the Asylum for Infirm and Destitute. In the latter case the admission papers were informal, and, as the case was one more suitable for a poor-house, I directed the transfer. I saw and signed the statutory book. In the admission register the "form of disease" should be filled in as regards the more recent cases. Two escapes are reported in the medical journal, but one patient returned himself after an absence of eighteen hours, and the other was soon brought back by attendants. A quantity of the furniture in the male division, especially in the Hospital Ward, requires repolishing, and there are a number of minor repairs required in the male division, especially in the Hospital Ward.

During the year new dining-rooms were built in two wards in the male division, and have added much to the comfort of the inmates, and a new wing, to accommodate 108 patients, and to replace temporary wooden and iron buildings, hastily erected twenty-four years ago, was so far ready for occupation by the close of the year as to allow of the demolition of the old, dangerous, and dilapidated buildings. It is a handsome and conveniently planned block of buildings in direct communication with the main Hospital, and when furnished and complete will be a homely and comfortable residence.

The Medical Superintendent has paid great attention to the industrial employment of the patients, and a new work-room of large dimensions has been erected under his direction, which will allow of the better classification and accommodation of the patients working at trades such as tailoring, book-binding, mattressing, carpentering, &c. The range of workshops is now all but complete, and in them many more patients can be employed and much better supervision exercised than was formerly the case.

One of the chief requirements of the Hospital is a spacious and well-arranged dining and sitting room for the attendants, and it is hoped that the erection of this will not long be delayed.

The statistics of the Hospital are given in tables appended to the report of the Medical Superintendent. [*Appendix* A.]

Hospital for the Insane, Parramatta (Free.)

This Hospital commenced the year with 1,047 patients (693 males and 354 females) on its register, and 177 patients (132 males and 45 females) were admitted during its course, making a total of 1,224 (825 males and 399 females) under care.

Of these 57 recovered, 2 were relieved, 130 were transferred, 1 escaped, and 88 died; leaving 946 (592 males and 354 females) at the close of the year.

The reduction in number was chiefly due to the transfer of patients from the books of this Hospital to those of the Hospital at Rydalmere, on the latter becoming a separate establishment. The average daily number resident was 1,007, and the death-rate calculated on this 8·73 per cent. This is decidedly higher than usual, and is due partly to the epidemic of influenza, from which 11 patients died, and partly to the demise of a number of the old and feeble patients who had been a long time resident.

The recovery rate was 55·88 on the admissions; and considering the class of patients sent to this Hospital, a considerable proportion being old and demented cases from the asylums for the infirm and destitute, must be regarded as highly satisfactory. The Hospital was inspected once a month by the official visitors, Drs. Brown and Waugh, and Mr. Nugent Robertson, Barrister-at-Law, who forwarded a report to the Colonial Secretary after each visit.

These reports express a general satisfaction with the management and condition of the Hospital.

My visits of inspection were paid on February 5, April 7, May 22 and 28, June 19, July 16, August 6 and 20, September 15, October 20, November 5 and 19, and December 30; and the following are portions of the entries made in the Inspector's book at some of these visits:—

April 2.—I visited this Hospital to-day, and with the Medical Superintendent inspected the whole of the wards occupied by female patients, together with the laundry, engine-room, and other out-buildings.

In visiting the wards I saw all the patients—my attention being specially directed to recent arrivals—I found only five in bed out of a total of 354, and one was in restraint by camisole, a case of acute insanity with faulty habits.

The patients were, as a rule, quiet and free from complaints, and I consider their dress tidy and sufficient.

The number employed in sewing in the workrooms and wards was about up to the average, but I think more might be occupied either in sewing, hair-picking, especially in the wards for the more noisy.

The rooms throughout were clean and in good order, though several were ill-ventilated by reason of closure of the windows. In several more pictures and minor ornaments are required, and steps should be taken to supply these.

The laundry was in full working order; but blinds, requisitioned for some time since, have not been supplied.

The Medical Superintendent pointed out the necessity for the services of an additional nurse, and it seems advisable that authority should be sought for this.

May 22.—I visited this hospital to-day, and inspected the whole of the female division, and No. 1, 4, and 5 wards in the male division, being accompanied by the Medical Superintendent. The female division was in its usual good order, and the number of patients in bed unusually few. I saw all the sick, and also the new admissions, specially. No one was in seclusion or restraint, and there is no active or epidemic ailment.

In the laundry and sewing-rooms, which I visited, the number employed was fairly good, and some sewing was being carried on in some of the wards. In the sewing-rooms pictures are required to make them more bright and cheerful.

The amusement hall is progressing, and it is to be used for the first time for a dance on the day of my visit. It still requires a considerable amount of carpenter's work and plastering to complete it.

I found No. 1 ward (male) in good order, and Nos. 4 and 5 (the new wards) are gradually getting furnished and fitted. Both are already full of patients, who will be very comfortable when the furniture, &c., is all supplied.

Hot water is badly required at the bath adjoining the Hospital, and should be supplied without delay.

I visited the store, the mattressing-room, the carpenters' shop (which is miserably inadequate), and the large yard in which the criminal and other patients are employed, which might be much improved by growing creepers on the walls. I visited also the new bridge, which is now in use, though much is necessary as to the approaches and roads.

I saw and signed the statutory books. The most noticeable entry is as to an escape in which a female patient was absent four days. The Medical Superintendent has reported specially on this matter, and fined the four nurses doing duty in the ward.

July 16.—I visited the main building when I signed the statutory books, and saw the papers received with all patients since the last official visit. The number of patients on the register is shown in the following return :—

	On Register.			Absent on Leave.		
	M.	F.	Total.	M.	F.	Total.
Patients (Free)	730	347	1,077	11	8	19
,, (Criminal)	44	8	52	.....	.....	.....
Total	774	355	1,129	11	8	19

I inspected the two new wards, which are getting into good order, and are now completely finished. The Hospital is now very comfortable in appearance, but both it and the range of single rooms adjoining will require painting and decorating as soon as the cement is thoroughly dry and the lime in it "killed." The asphalt in the crib-room is cracking, and should be attended to at once, before the wet and dirt soaks into the cracks. I regret to find that hot water is still wanting in the Hospital bath-room, but am assured by the Clerk of Works in charge that this will be commenced soon, tenders having been submitted for approval.

I visited the weatherboard building (the interior of which will soon require repainting), and found it generally in good order. I find that enamelled iron dinner utensils are still used, and recommend that these be gradually replaced by crockery as they become broken and chipped. Many of those which I saw in use have had long service, and are in a battered and worn-out condition.

The gardens in this part of the Hospital are nicely kept, and show signs of attention; and the Medical Superintendent promises that the beds, many of which are still of straw, shall soon receive attention.

I found the kitchen in good order, but notice that the old plan of cutting up the food in the kitchen is still in use, and advise that this be altered as soon as possible, and the joints sent into and distributed in the wards, as is done at Gladesville, Callan Park, and Newcastle.

Improvements are in progress in the grounds, and as soon as the new road to the farm is completed it is very necessary that the long-delayed work of laying out and planting the large area of land sloping to the river should be carried out.

At the stores I saw the bread. It is, in my opinion, not satisfactory in quality, and the contractor's attention should be called to it. The flour is not of first-rate quality, and the bread cannot be said to fulfil the conditions of contract.

August 6.—I visited this Hospital to-day, examining first the statutary books, and subsequently visiting all the wards for female patients with the Medical Superintendent. The register shows four admissions, and I saw the papers in each case. The medical journal gives the names of two male and five female patients as under restraint; but no female was restrained at my visit, and the entries show that this means of treatment is intermittent and used mainly at night, to prevent self-mutilation.

It was bathing day in this division, and the wards had not settled down into their usual order, but there was very little noise or excitement, and no complaints were made. The number of female patients is 347 free and eight criminal, and of these 200 are in some way employed. I saw specially the eight criminals and all the patients newly admitted.

The dormitories were in good order, and the bedding plentiful and clean; but the beds are in several of the wards all straw, and it is very necessary that hair or coir should be substituted as soon as possible for all clean patients.

Some of the single rooms were offensive, and I advise, first, that all the skirting under which urine, &c., now gets should be recaulked with oakum and white lead; and second, that sanitas soap be used for cleaning in these rooms, which are used for the most part for patients of faulty habits. The number in bed was unusually small—four only, and these mainly by reason of old age and debility.

I saw several of the nurses' rooms, some of which are still without carpet. This should be at once supplied for all, and authority obtained for purchase if there is none in store. I am very anxious to see the new sitting-room for nurses built, but fear it must stand over till next year, owing to want of funds.

The laundry is in fair order, but the gardens, paths, &c., about it do not receive a fair share of attention, and should be trimmed, levelled, and kept in better order.

August 20.—I visited next the main building, saw the bread in the stores, visited the mattressing-room and carpenter's shop, and saw the patients there employed, and after seeing the yard in which criminal patients are employed in cutting wood and growing vegetables I passed through the convalescent, the hospital, and the new wards, all of which I found in commendable order. I next visited the farm and garden, in which a good deal of work is in progress. The piggeries are well kept, but the hay-store, loft, cow-shed, and stable, all require more care and attention.

The Superintendent has arranged to lease an additional 50 acres of land from the Education Department (this being the old Orphan School farm), and this will allow of an additional number of cows being kept. The Superintendent is now taking in hand the farming and laying out of the area of land at the back of the Hospital on which the new wards open. This should first be securely fenced so as to keep off all trespassing cattle, and the work should be then proceeded with, as large an amount of planting being done during the present season as possible.

I finished my visit by examining patients for discharge.

October 20.—The medical journal shows that one female has recently been in restraint by day, and four females and one male by night. I inquired into all these cases, and see no reason to doubt the necessity of this method of treatment. No one was in restraint at the time of my visit. In visiting the wards for females the four patients recently admitted were produced to me and examined. The wards generally I found in good order and clean, and the patients, except in two or three instances, were quiet and free from complaints. Mrs. S——, and a criminal patient named Mrs. G——, complained, the former of detention and the latter of ill-treatment. Mrs. S—— is a most excitable patient, unfit for discharge, and Mrs. G—— a most dangerous delusional maniac, and the treatment of which she complained was pure delusion, and had no existence or basis in fact. I found no one in bed, and the general health, considering the large number of aged and feeble patients was good. More patients were employed in the sewing-rooms than I have seen at any previous visit, and I hope to see yet a larger number engaged in sewing in the wards. Whilst mentioning the sewing-rooms I very strongly recommend that pictures of a bright and cheerful kind be obtained for these, and that other steps be taken to make these rooms more attractive.

Steps are being taken to improve the condition of the paths and gardens in this division.

The laundry still requires blinds for the skylights, and these should be procured immediately as the summer is at hand.

The weatherboard division is undergoing repainting, and when this is done better seats, more looking-glasses, and more brushes and combs should be procured, and the latter might be kept in a more cleanly and proper condition.

The attendant in charge is still engaged in improving and beautifying the grounds of this division with gratifying results.

I found No. 1 male ward in excellent order, and the yard for the employment of criminal patients showing signs of labour and care in the abundant crop of vegetables.

I think the time has now arrived for fencing off and laying out the ground at the back of the Hospital so as to form shrubberies, lawns, &c., whereby the general appearance would be much improved.

The

The Medical Superintendent complains that he is still wanting coir for the employment of the patients, and to make beds for the weatherboard and female divisions, and the Superintendent of Stores should be pressed to supply this. The following were the numbers in the Hospital :—

	On Register.			Absent on Leave.		
	M.	F.	Total.	M.	F.	Total.
Patients (Free)	605	354	959	5	5	10
,, (Criminal)	43	9	52	.....	.....	.....
Total	648	363	1,011	5	5	10

November 19.—The epidemic of influenza still continues, and Dr. Godson reports that he has now had nearly 100 cases. There have, however, been very few new cases lately, and the number in bed is now compratively small. I saw all, and they appeared comfortably provided for and properly treated. The few cases which have occurred in the weatherboard division for men have been very properly removed to the main building, and there has been no spreading of the malady among the more aged and feeble cases housed at the weatherboard division. The deaths have been comparatively few, and in all there was epilepsy, phthisis, or other serious co-existing disease. The cases lately appear to have been of a less severe type than at first. The number of attendants attacked has been large, and several of the officers have also suffered, so that the management of the Hospital has been difficult, and most of the outdoor work has been of necessity in abeyance. I passed through all the wards, specially inspecting the weatherboard division for males, which I have not seen for some time, and the division for females. The general condition of the weatherboard division is creditable to the attendant immediately in charge. The wards are clean and properly kept, and the beds and bedding have of late much improved. The pillows and slips, however, still require attention.

The Medical Superintendent reports that he has now a stock both of coir and hair, and that the bedding throughout the Hospital is gradually being improved.

The patients at the weatherboard were tidily dressed and in good general health. Three only were in bed. I think special night-shirts should be provided for all sick cases.

During the year the buildings in the new ward for epileptics have been completed, furnished, and occupied, and this and the new Hospital Ward are now among the most satisfactory parts of the Institution. The alterations to the wards which have been in progress for ten years are now complete, and all the old prison buildings have either been swept away or altered so as to defy any recognition of their original purpose.

A new kitchen and offices, as well as dining and sitting rooms for attendants, are still required, and provision for these has been made on the Votes for the current year. The amusement hall which has been erected under the direction of the Medical Superintendent, mainly by the labour of the artisans and patients, was completed early in the year, except as to plastering. It is a remarkably fine lofty room, well lighted, fitted with all the accessories both for amusement and divine service, and has been in constant use since its completion. The charge of the branch establishment at Rydalmere from the beginning of the year until September 1 was a great tax on the time and energy of the Medical Superintendent, the distance being considerable, alterations under the charge of workmen employed by contractors being in constant progress, and the number of patients slowly increasing.

The statistics of the Hospital are given in tables attached to the report of the Medical Superintendent. [*Appendix* B.]

Hospital for the Insane Callan Park.

The number of patients in this Hospital on December, 31st, 1890, was 820 (485 males and 335 females), and 258 (143 males and 115 females) were admitted during the year 1891, making a total of 1,078 under care.

Of these 126 were discharged recovered, and 11 relieved, 57 were transferred to other hospitals, 4 escaped, 70 died, and 810 remained at the close of the year.

The recovery rate calculated on the admissions was 51·63, and must be considered satisfactory, whilst the death-rate on the average number resident was 8·58 at this Hospital, and is below the average for the last ten years.

The official visitors inspected the Hospital about once a month and forwarded a report to the Colonial Secretary after each visit. The reports generally expressed approval of the management, and satisfaction with the general condition of the Hospital.

In the report for August attention was called to the steepness of steps in the airing courts as likely to be dangerous to the patients, in that for September to the inferior quality of the material for women's dresses, and to the construction of some steps at the cottages, and in that for October to the defective structural arrangements of the Hospital room, and to some matters of discipline and administration. The arrangements of the Hospital room and some of the steps were at once altered in accordance with the visitors' suggestions, and the other matters received attention.

I visited the Hospital on January 20th, February 19th, April 1st, 8th, and 29th, June 5th, August 4th and 12th, September 25th and 29th; November 3rd, and December 22nd and 28th, and the following are some of the entries made in the Inspector's book at these visits.

April 1st.—I visited this Hospital to-day, and saw and signed the statutory books which were written up to date. I saw also the whole of the papers received with patients since the last official visit, and found them correct.

The number in Hospital is now 822 (482 males and 340 females), whilst 18 patients are on leave, the wards are overcrowded, especially in the male division, where there are 37 patients in excess of the accommodation.

I visited all the day-rooms occupied by patients except at the cottages for women, and I saw all the patients in the wards and those admitted since my last official visit, being pointed out to me. I consulted with the Medical Superintendent as to Mr. S——— and Mr. J. C———, and directed the discharge of the latter if suitable arrangements could be made for him. His delusions have gone, but he is exceedingly fretful and irritable, and besides full of complaints, all of the most trivial and intangible character. I think he is now likely to do better outside the Hospital than in, if he can be kept from work and worry.

In

In visiting the wards I saw no one in restraint, but the number in bed in single rooms and in Hospital together is more than usually large, no less than twenty-four patients are in bed, and I think an effort should be made to get some of these out, if only for a few hours daily. There is no epidemic ailment, though one patient has suffered from a prolonged attack, with high temperature and some resemblance to typhoid.

The day-room in 2 M has been improved by removing opaque glass, but windows in the verandah are necessary, and the cost should be ascertained and authority sought for carrying out the work from the Hospital Votes.

In the female division more of the pipes have been relaid, and some leaks found, and further work of this kind will evidently be necessary. I think the clothes lines at the back of the single rooms, in five female and near the nurses' mess-room, very objectionable, especially considering the character of the clothes dried in that position, and am of opinion that steps should be taken to remove them as soon as possible, and put up other lines elsewhere. Fencing, for which authority has been obtained, and wood-blocking for the kitchen yard should be carried out as soon as possible.

April 29.—I visited the Hospital to-day and have satisfaction in noticing that the comments in my last report on various parts of the out-door department have received attention. The main avenue has been put in much better order, the working-yard, male division, and the kitchen-yard are being improved in tidiness and appearance, and the Medical Superintendent promises to undertake the laying out and planting of the grass plots near the amusement hall at an early date.

The removal of drying lines from the single rooms of No. 5 female and the nurses' dining hall is a very great improvement, and it will not be difficult to place such as may be necessary elsewhere in less objectionable situation. A further improvement will be to close in the foul linen laundry with lattice-work on the side fronting No. 5 female, two openings. This is really very necessary.

I found the laundry generally in good working order, but the sorting-room is much too small and requisition should be sent to have it enlarged as soon as possible.

I visited the whole of the wards in both divisions, and also the cottages, &c., for paying patients, and the wards for demented cases and have to express a general satisfaction with the condition of the day-rooms, offices, &c. The dormitories and other parts I shall visit on a future occasion.

More furniture is required in No. 5 male, more light in No. 2 male, and I should like to see more sewing, hair or coir picking in the female division.

I saw particularly the cases admitted since my last visit, and during my round particulary noted all cases in restraint (two only) and in bed. There were only 10 of the latter in the male division, and 13 exclusive of those in hospital, in the female division, the number being much less than during recent visits. In hospital I found 2 men and 7 women, not however suffering from epidemic ailment.

I saw and signed the statutory books. One man is placed in restraint nightly owing to persistent and ingenious attempts at escape, and after specially examining him I thought it desirable to remove him to Gladesville to try change.

The statutory books were written up to a recent date, and the entries in such case-books as I examined (the more recent ones) were in accordance with the case-book order.

There has been great delay in finishing the hot water supply, and the Government Architect should be addressed on this subject, and urged to make a completion.

I find that the number employed is 212 females and 275 males, a fair proportion considering the number of acute cases on the one hand and the accumulation of dements on the other. A great deal of work is in progress in the gardens and grounds and the Medical Superintendent will take advantage of the favourable season to increase the plantations, &c.

August 4th.—I this day visited this Hospital, and, having examined and signed the statutory books, and examined all letters detained for my perusal, inspected the wards for female patients, being accompanied by the Medical Superintendent.

In the medical journal two cases of sudden death are noted, and of these special reports were forwarded to me and to the Coroner. Three patients, males, are entered as under restraint, one being suicidal, one given to self-mutilation, and the third very destructive, in neither is the restraint continuous, and in all the means used appear to be necessary.

From an examination of the departmental returns, I find that the patients are kept well employed, and the night service appears to be properly carried out and checked. Among the males 30 are wet and 9 dirty, among the females 20 are wet on an average every night.

I found the wards clean and in good order, and the patients fairly well dressed, though not so tidy as usual. The dormitories were free from offensive smell, and the bedding clean and sufficient. There was very little noise in the wards, and a considerable proportion of the inmates were engaged in sewing or ward work. The number in bed was 15, of whom, 7 were in single rooms and 8 in Hospital. The cases require no special comment. I saw all, and found all comfortably provided for, as their mental condition would allow. In several of the wards the paths and slopes require attention, and one of the drains is again leaking, and must be relaid as soon as the weather will permit.

The cottages for paying patients are becoming very comfortable and home-like, and now contain nineteen patients. The Medical Superintendent points out the necessity for a nurses' dining and sitting room, and for closets in the airing courts. The gardens around the cottages show much improvement, and works are still in progress. I was struck with the good health and the increase of weight in the majority of the patients, due, apparently, to the more varied dietary. In visiting the wards all the new patients were pointed out to me. Thirty-five have been admitted since my last visit.

I visited the cottages for paying male patients, which were in good order. A Mr. E——— made a number of complaints, but they were all of a trivial character and due to his mental condition. He is a most irritable, peevish, ill-conditioned subject, and from inquiries I made, I convinced myself that no restrictions were imposed on him which were not necessary for the welfare of himself and the comfort of his fellow-patients. I found one patient in his room in this division in a condition of acute recurrent mania. I hope to see the alteration to the straw-house in the female division carried out as soon as possible.

September 25.—I visited this Hospital on the 25th and 29th instants. On the former I inspected the cottages for male and female patients, and also the gardens and other parts of the Hospital, and on the latter I went through all the wards both in the male and female divisions, and also revisited the cottages.

The patients admitted since my last visit were all pointed out to me, and the number was a large one.

The Medical Superintendent points out that notwithstanding the transfer of nine women to Parramatta, the wards in both the male and female divisions (the former especially) are overcrowded. The wards generally were in good order.

The gardens at the cottages for women are growing up, and make these quarters look much more furnished.

The furnishing of the cottages is now complete and satisfactory, but I notice that the furniture for Nos. 4 and 5 male division is still unsupplied, and those rooms look bare and wanting in home-like appearance. The dormitories were clean and the bedding satisfactory as to quality in the main building.

In No. 6 and 7 wards steps are being taken to improve the bedding, and the wards are being repainted as suggested at my last visit. Three patients made complaints, which I investigated at length.

The Medical Superintendent pointed out several improvements necessary in the female division, which should be carried out as soon as possible, and reported also that the wards were somewhat heavy with new and acute cases, the admissions having been somewhat more numerous than usual. I saw and signed the statutory books, which call for no special comment, and I spent some time on the 25th in examining patients for discharge, and among them I saw Mr. B———, whose friends are anxious to remove him, although he is very insane.

November 3.—I have to-day visited the male wards of this Hospital, which I find in good order, although the Chief Attendant, several of the ward attendants and artisans, and a number of the patients are suffering from influenza. Several of the dormitories are filled with patients, and all the staff are decidedly overworked. I have requested the Medical Superintendent to obtain further assistance, if possible, but it is difficult to obtain satisfactory men at short notice.

December 22.—Since my last visit 14 men and 16 women have been admitted. I saw all the men, leaving the women for a subsequent visit, and I examined the papers of all admitted since the last official visit and found them correct. The admission and discharge registers were written up to date, and the medical journal to the 20th instant. The latter shows that three male patients are at times under restraint, two to prevent suicide and one self-mutilation. I have no objection to offer to this method of treatment in these cases. An escape by a woman is recorded, and I have thought it necessary to make inquiries into this matter. Some negligence in locking a boundary door is clearly at the bottom of this, but who is to blame it seems almost impossible to discover. The senior night nurse is to blame, in not placing the check-lock on this door at the usual hour, and if she had done so, must have discovered that it was open. Considering her general carefulness,

I think the reprimand which the Medical Superintendent has administered to her sufficient. Further inquiry should be made as to who removed the single lock and left the door open. The patient, who was convalescent, has not been heard of, but there is reason to think is being concealed by friends.

I found the wards in the male division, all of which I visited, in good order and clean, and the patients tidy and well cared for. The number of sick in bed was much smaller than usual, and some of the more feeble have succumbed to influenza or its sequelæ. I think it necessary to draw attention to the windows in the mattressing-room, in which tinted glass should be placed, instead of the ugly frosting now in use; to the want of tables, chairs, and other furniture in Nos. 4 and 5, and of verandah seats at the cottages for women. There is also a great need for painting near the gate lodge, and in other places.

I think some alteration necessary in the arrangements under which friends of patients are admitted to the wards, and purpose consulting with the Medical Superintendent on this matter.

The cottages for women which I visited I found in good order.

December 28.—I visited to-day the wards in the female division, the sewing-room, the kitchen, laundry, engine-room, stables, workshops, and other parts of the Hospital. I found the wards generally in good order, but had not time to visit the dormitories. The patients were quiet, and as a rule free from complaints. No one was in restraint, and the number of sick was fewer than usual, though a great many still look pale and thin, and have not recovered strength and tone since the attack of influenza. I did not consider their general condition as to dress, &c., satisfactory. Boots, dresses, hoods, &c., were wanting in neatness, and generally the appearance of the women is in decided contrast to that of the same class at Gladesville. I notice also that a number are browned, as if much exposed to the sun, and that some are allowed to be about the banks of the airing courts and other places instead of being kept under the verandahs. The number employed in sewing in the wards struck me as less than usual. The rooms were clean, except the two padded rooms, which require attention. I saw all the patients admitted since my last visit, sixteen in number. The laundry was in good working order, but no steps have yet been taken to improve the drying-room in accordance with the letter (explanatory) from Messrs. Bradford & Co., and some minor matters require attention.

The kitchen was in fair and the stores in good order, but I cannot say as much of the pantries, &c., near the general dining-room, one of which especially was dirty and ill-kept, and though open to patients, contained a quantity of rubbish, broken jugs, and other dangerous articles. I notice that, though attention has been repeatedly called to it, no remedy has been found for the splashing and greasing of verandahs in carrying dinners to the wards. These verandahs look very bad, and involve much additional cleaning, and it should be quite easy to remedy the matter.

The management of the Hospital has throughout the year been much interfered with by over crowding, which is especially objectionable in an Institution receiving a large number of acute and recent cases of insanity; but it was found impossible to remove more than 57 cases during the year to other hospitals, as the wards at Rydalmere, in which alterations were being made, were not ready, and the other hospitals were also over-full.

In the early part of the year the Medical Superintendent undertook, at my request, a special re-examination of all cases which had been in the Hospital for two years and upwards, and on February 21 reported that this had been completed, and entries made in the case-books, which practically amounted to a re-certification of all these inmates.

The cottages for paying and convalescent female patients which have been opened during the year admit of better classification, and tend to very materially increase the comfort and well-being of these special classes. Experience has shown that the dining and day rooms for attendants and nurses are too small and not conveniently placed, and it will be necessary to enlarge them and make considerable alterations.

The enlargement of the folding and sorting rooms at the laundry is also necessary. Detached cottages for dormitories for the attendants on night duty should be provided as soon as possible, and additional workshops for the industrial employment of patients are required.

The statistics of the Hospital will be found with the report of the Medical Superintendent. [*Appendix* C.]

Hospital for the Insane, Newcastle.

At the close of 1890 the number of patients was 250, and 23 were received during the year, making a total of 273 under care. Of these 9 were discharged or transferred, 10 died, and 254 remained at the close of the year. The death-rate, 3·75, was lower than during any year since 1881, and three patients so far improved in mental health that they were discharged to the care of friends.

From the 1st January to 31st August the Hospital was under the medical superintendence of Dr. W. C. Williamson, and who was on 1st September succeeded by Dr. Chisholm Ross.

I visited and inspected the Hospital on February 12th and 13th, May 7th, July 9th, August 2nd, and December 3rd, and the following are the entries made in the Inspector's book at two of these visits:—

May 7th.—At my last visit the number of patients was 249 in the hosptial, with 4 on leave, making 253.

The changes have been as follows:—Admissions, 4; death, 1; returned from leave, 2; discharged whilst on leave, 1; leaving 254 (138 males and 116 females) in Hospital and 1 male on leave.

I saw the patients admitted since my last visit, and found them fit cases, and the papers on which they were received, with one exception, were in proper form. In the exception, the papers have been sent for amendment in minor particulars. I visited all parts of the Hospital, and in doing so saw the inmates, none I think escaping my observation. No one was sick in bed and no one in seclusion or restraint; there is a remarkable freedom from both ordinary and epidemic ailment, and I did not see a single case of skin or eye affection usually so common among this class of people. The general appearance is most satisfactory, both as to health, cleanliness, and general tidiness in dress.

The statutory books which I saw and signed are properly kept, and are up to date. The medical journal shows that one patient is frequently in restraint by camisole for good and sufficient reasons, and it contains records of two recent accidents,—a fracture of the ulna and a dislocation of the patella, the latter due to muscular exertion in a deformed limb.

The Medical Superintendent has introduced a system of drill in both divisions, and I saw the female patients go through theirs under the direction of the Matron, who takes evidently a great interest in the matter. This commencement is a very marked and creditable step in the right direction, and the children are evidently benefiting by the physical exercise, and gaining a sense of order and obedience.

I find a separation has been made, both in the dormitories and in the day-time, of the nursery children in the female division, who now spend most of their time by day in the upper verandah, and, in addition, a rearrangement has been made of the dormitories so as to give up one room as a hospital, which is at present happily empty. Very numerous alterations have been made in both divisions, all tending to better organisation and management, and to the brightening and beautifying of the wards and domitories.

With

With the general condition of the rooms and dormitories, and of the bedding, I can only speak in words of commendation, there being cleanliness everywhere, and an absence of offensive smell. Some large works are in progress, and among them the new amusement and school-hall, and alterations to the hospital in the male division, under the Government Architect, and a new day-room for children in the male division, and very large alterations in the grounds, under the Medical Superintendent. The completion of these works will render possible alterations tending to the comfort of the inmates and also of the attendants. The Medical Superintendent points out as necessary a lavatory, &c., in the upper floor of the female division, and a ventilating pipe to the main drain, both of which must be carried out as soon as possible.

I find that the numbers employed and attending divine service are on the increase.

I saw dinner served in a tidy, orderly manner in two of the wards; it consisted of soup, meat and potatoes, and stewed fruit, the latter being substituted for part of the allowance of meat, under the Medical Superintendent's directions, as frequently as possible. There has been an increase in the flower gardens, and the gardener is busily employed in regard to these and in alterations to the general grounds. The vegetable gardens do not show quite such a supply of vegetables as usual.

The contented look of the patients and the readiness with which they engage in work are pleasant to see. The whole Institution shows signs of progress.

I visited the kitchen and laundry, which are in good working order; but the exhaust steam at the latter is a nuisance, and should be utilised or confined by trapping.

The list of paying patients should be forwarded to the Master-in-Lunacy for revision at an early date.

December 3rd.—The following return shows the changes since my last visit:—

	Male.	Female.	Total.
In Hospital, 1st October	143	113	256
Admitted since	1	2	6
	144	118	262
Died	3	2	5
	141	116	257
Discharged	1	1	2
	140	115	255
Transferred	2	...	2
Remaining December 3rd	138	115	253

I saw the admissions and found them fit subjects for the Institution, all being imbecile children; the papers on which they were received I found correct in form. In visiting the wards I saw all the patients, and found two only in bed, and one in a modified form of restraint for good and sufficient reasons.

Though the death-rate has been somewhat larger than usual during the last month, the general health of the patients has been good, and whilst the Medical Superintendent and one or two members of the staff have suffered from influenza—this malady has been extremely severe and very general in the city—the patients in the Hospital, with one doubtful exception, have escaped. The patients at this moment look in excellent health, and there is a complete absence of ophthalmia or other contagious or epidemic malady. I have to express the greatest satisfaction with regard to the general condition of the female division; the patients' dress and their general manner, the condition of the bedding, the cleanliness of the rooms, and the evident attention to minor comforts, reflect great credit on the Matron, whose interest in her work never seems to flag.

Some alterations are in progress to increase the comfort of the smaller children, who will soon have a day and night nursery, a bath-room, lavatory, and a dining-room to themselves, and who under these arrangements will receive much more attention than was formerly possible.

There has been a decided improvement in the condition of the bedding generally in the male division, and I found the wards and dormitories throughout in good order. The Medical Superintendent is carrying out arrangements similar to those in the female division for the isolation of the smaller boys, and bringing them and their nurses under the immediate supervision of the Matron. On the whole, in the condition of the inmates, and in minor arrangements for the comfort of the patients, this division is steadily progressing. The amusement hall is nearly completed, but needs some alterations, and I consulted the Medical Superintendent as to these, and also as to the works which are more immediately necessary, and which should be undertaken by the Government Architect's Department. I visited the kitchen, laundry, stores, garden, and other parts of the Institution, all of which I found in commendable order.

Some of the bedsteads in the female division require renewal, and it will be advisable to see to this early in the year.

The Hospital was throughout the year much overcrowded, and some further accommodation is necessary and should be provided as soon as possible.

The statistics and other details with regard to the Institution are given in the report of the Medical Superintendent. [*Appendix* D.]

Hospital for the Insane, Rydalmere.

By a proclamation in the *Government Gazette* dated 2nd May, 1888, the buildings formerly used as the Protestant Orphanage, together with the land attached thereto, situated in the Municipality of Rydalmere, near Parramatta, were set apart for the purposes of a Hospital for the Insane, and soon after this date a small number of patients were sent from the Hospital for the Insane at Parramatta to keep the garden in order, and prevent further dilapidation to buildings already much out of repair. The number of patients was slowly increased and the Hospital continued to be managed as a branch of the Hospital for the Insane, Parramatta, until September 1st, 1891, when extensive alterations and repairs having been carried out, and the number of patients having been increased to 126 it was found advisable to manage the Hospital as a separate institution, and Dr. W. C. Williamson took charge as Medical Superintendent.

The Institution was gazetted as the Hospital for the Insane, Rydalmere, on 4th April, 1892, provision having been made in the Appropriation Act passed at the close of March by special Votes for the maintenance of the Hospital under this designation.

As the buildings are not specially designed for hospital purposes and the number of single rooms is very small it is proposed to maintain and treat therein only chronic and quiet cases of insanity for the most part transferred as overflow from the overcrowded wards of the other hospitals.

A total of 155 cases were transferred to the new registers from those of the hospitals at Parramatta, Gladesville, and Callan Park during the four months from September 1st to December 31st, and of these 3 died and 152 remained at the close of the year.

The available accommodation of the Hospital at present is for 217 patients, and a contract was taken during the later months of the year for a ward specially designed for 50 epileptic patients and a small range of single rooms.

The

The wards are, however, rapidly filling, and there will be but little if any room unoccupied by the close of the year. The estate on which the buildings stands consists of 123 acres of gently undulating land with good sites for the further extension of the Hospital, which will become immediately necessary. It will be advisable to provide funds for additional wards for at least eighty patients on the Estimates for 1893, and a new laundry and other administrative buildings should also be erected. I visited the Institution on several occasions during the eight months it was managed as a branch of the Hospital for the Insane, Parramatta, and on September 8th, October 8th, November 12th, and December 18th.

The following is a copy of the entry in the Inspector's book at the visit made in December:—

December 18th.—The number of patients is now 152, the increase since the last visit being due to transfer of 2 patients from Callan Park and 10 from Gladesville. I found 3 in bed, the remainder being in the wards or occupied in various ways about the Hospital.

The influenza epidemic has completely subsided and there have been no recent cases.

I saw and for the first time signed the statutory books. They are properly written up to date and all necessary entries appear to have been made. The only one of these calling for comment refers to the fracture of a rib in an aged but very turbulent patient, the injury was received in a struggle with the night attendant, and considering the patient's proclivities it is not improbable that the attendant was not very greatly to blame either for the struggle or the injury, but he made no report of the circumstances, and left the Medical Superintendent to find out these for himself on the complaint of the patient, and was in consequence very properly dismissed. I found the single ward in use in good order, and the patients dressed properly and tidily. The dormitories throughout are getting into better order, the bedding is being improved, and the floor of one upstairs, which much required it, has been caulked. Much painting and coloring is required in the dormitories, and indeed throughout the institution, but the work is delayed for want of funds.

A large party of patients, with the attendants in charge, are engaged in laying out the airing ground of a new ward, which will be opened as soon as this work is completed. At present the number of patients in the one ward is too large. I visited the kitchen, in which the oven (though it has been altered) does not work properly, and the laundry, which was in good order, but in which a fire recently occurred, by which a considerable quantity of underclothing was destroyed. Care should be taken to prevent a recurrence of similar accidents. The officers' and visiting rooms have been placed in fair working order. The gardens and grounds are being slowly improved. New cow bails have been built, and the old stables removed and altered.

The foundations of the new ward are all in, but the work is progressing but slowly.

Hospital for the Criminal Insane, Parramatta.

The number of inmates at the close of the year 1890 was 54 (45 males and 9 females), and 12 (11 males and 1 female) were admitted during the year, making a total of 66 (56 males and 10 females) under care. The number remaining on December 31st, 1891, was 53, and the daily average number resident 51.

One patient only was discharged; 9 were transferred to other hospitals on completion of sentence or relief from criminal disability, and 3 died.

The following return shows the classification of the inmates on December 31st, 1891:—

TABLE showing classification of the crimes of patients remaining in the Hospital for the Criminal Insane, at Parramatta, on the 31st December, 1891.

Crime.	Classified with reference to the period at which insanity was recognized.																	
	Certified to be insane whilst awaiting trial.			Found insane by Jury on arraignment.			Acquitted on the grounds of insanity.			Reprieved on the grounds of insanity.			Certified as insane whilst serving sentence.			Total number in Hospital on 31st December, 1891.		
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total
Murder	3	...	3	1	1	2	10	1	11	...	...	...	4	1	5	18	3	21
Attempt to murder	...	1	1	...	...	...	1	1	2	...	...	...	...	...	...	1	2	3
Cutting and wounding, and shooting with intent.	...	...	...	2	...	2	8	1	9	...	...	...	2	...	2	12	1	13
Unnatural offence	...	...	..	...	...	...	1	...	1	...	...	...	...	...	...	1	..	1
Manslaughter	...	...	...	...	...	...	1	...	1	...	..	...	...	...	...	1	...	1
Indecent assault	...	...	...	...	...	...	1	...	1	...	..	...	..	...	...	1	...	1
Rape	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	2	...	2
Horse-stealing	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	2	...	2
Assault and battery	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
False pretences	...	...	...	...	...	...	2	...	2	...	...	...	...	...	..	2	...	2
Larceny and petty theft	...	1	1	...	...	...	...	...	...	..	...	...	1	..	1	1	1	2
Arson	...	...	...	...	...	..	...	1	1	...	...	...	...	...	...	...	1	1
Attempted suicide	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	1	1	2
Carnally knowing a child under 10 years of age.	...	...	...	1	...	1	...	...	...	...	...	...	..	...	...	1	...	1
Total	3	2	5	5	1	6	26	5	31	...	...	...	10	1	11	44	9	53

During the year 1891, as during the two previous years owing to the rooms being all fully occupied, only patients certified as insane whilst awaiting trial, found insane on arraignment, or acquitted on the grounds of insanity have been admitted, together with those serving short sentences imposed by the Courts of Petty Sessions. Prisoners becoming insane whilst serving long sentences imposed by the Superior Courts have not been certified, but have been detained in the Observation Wards at Darlinghurst and Parramatta, and the number of this class in the Hospital has slowly diminished owing to the expiry of sentence in all except a few confined for life or for long periods owing to serious crimes, mainly against the person. It will be seen from the above return that at the close of the year only two inmates were serving sentence for crimes other than those against the person, one of these being for horse-stealing, and one for larceny.

The Hospital is in fact becoming by degrees one for patients acquitted on the grounds of insanity, and detained during the pleasure of his Excellency the Governor, and those found to be insane whilst awaiting trial—those classes who are insane first and only commit criminal acts subsequent to and for the most

most part by reason of their insanity, whilst the convict class, who become insane whilst serving sentence, are kept in gaol until the sentence expires. This arrangement, which has become necessary by reason of want of accommodation in the Hospital rather than from distinct executive instructions, is altogether in accordance with the recommendations submitted in my report for the year 1887 and a memo. forming an appendix thereto. But these recommendations also included the erection of a properly constructed and equipped ward in connection with one of the prisons for the convict class; and this has not yet been commenced, although plans have been prepared and a sum of money voted on the Estimates. The necessity for this ward is shown by the accumulation of cases of decided and more or less chronic insanity in the Observation Wards of the prisons at Darlinghurst and Parramatta, where their presence is in some respects objectionable, and where the means for their proper classification and treatment are absent. It is hoped that some commencement may be made with this very necessary work before the close of the present year. I visited and inspected this Hospital on February 5, May 28, July 16, September 15, and November 5 and 19, and it has also been inspected about once a month by the official visitors. No serious accident has occurred during the year, a large proportion of the inmates are usefully employed, and its general management is satisfactory. The urgent needs at present are increased day space, and better lighting of the main corridor, and a small hospital-room for sick cases. These could all be arranged at comparatively little expense. Nothing has been done during the last year by the Government Architect's Department except some minor and very necessary repairs.

The full statistics of the Hospital will be found in the report of the Medical Superintendent. [*Appendix* E.]

Licensed House for the Insane, Cook's River.

The number of patients on the register at the close of 1890 was 95 (13 males and 82 females), and during 1891, 38 (12 males and 26 females) were admitted, making a total of 133 (25 males and 108 females) under care and treatment. Of these 10 were discharged recovered, and 6 relieved, 4 were transferred to Hospitals for the Insane, and 12 died, leaving 101 (12 males and 89 females) at the close of the year. The recovery-rate on the admission was 29·41, and the death-rate calculated on the average number resident 12·37, the latter being considerably higher than usual.

Dr. Vause, the licensee and proprietor, was absent in England throughout the year, and the Institution was at first in charge of Dr. Elliott, and subsequently, for the greater part of the year, of Dr. Hetherington as Medical Superintendent. Dr. Hetherington has shown himself singularly well fitted for the special duties of the office, and in his hands the interests of the patients and the discipline and arrangement of the Institution has been well assured.

I visited the Institution on January 19th, March 9th, April 10th, May 19th, June 17th, July 29th, August 12th, September 17th, October 30th, November 16th, and December 21st, and the official visitors, Sir Alfred Roberts, Dr. Cox, and either Mr. Frederick Gibson or Mr. Nugent Robertson paid monthly visits.

At all my visits I examined the papers on which patients were received, inquired minutely into the mental condition of the patients recently admitted, and in all instances in which this seemed reasonable, gave both these and other inmates an opportunity of speaking to me alone. In addition to this I made the inquiries and inspections required by statute.

I have thought it necessary on several occasions to point out certain minor structural alterations and improvements which appeared necessary, and these have been carried out by the Medical Superintendent without demur.

The following tables give the main statistics for the year:—

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths in the Licensed House for the Insane, Cook's River, during the year 1891.

	Male.	Female.	Total.	Male.	Female.	Total.
In Hospital on 31st December, 1890				13	82	95
	Male.	Female.	Total.			
Admitted for the first time during the year	10	21	31			
Readmitted during the year	1	2	3			
Transferred during the year	1	3	4			
				12	26	38
Total under care during 1891				25	108	133
Discharge or removal—						
Recovered	5	5	10			
Relieved	4	2	6			
Transferred	....	4	4			
Escaped (and not recaptured)	.....	.....	.....			
Died	4	8	12			
Total discharged or died during the year 1891				13	19	32
Remaining				12	89	101
Average number resident during the year				12	85	97
* Persons under care during the year †				24	106	130
* Persons admitted				11	24	35
* Persons recovered				5	5	10

* Persons, *i.e.*, separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases minus readmission of patients discharged during the current year.

TABLE

TABLE 2.

SHOWING the admissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent., at the Licensed House for the Insane, Cook's River, during the years 1876–1891 inclusive.

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital, 31st December in each year.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions.			Percentage of deaths on average number resident.		
	For the first time.			Readmitted.						Recovered.			Relieved.																											
	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M	F	Total.	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M	F.	Total.	M.	F.	Total.
1876	2	1	3	..	..	..	..	33	33	..	..	..	1	..	1	1	..	1	..	..	..	2	8	10	5	130	135	6	113	119	..	..	..	50·00	..	33·33	31·25	7·06	8·38
1877	5	3	8	..	1	1	..	11	11	2	6	8	..	1	1	2	1	3	..	..	..	2	7	9	4	130	134	5	129	134	40·00	150·0	88·88	..	25·00	11·11	40·00	5·42	6·66
1878	5	2	7	..	1	1	1	7	8	3	2	5	..	1	1	1	1	2	..	..	..	1	8	9	5	128	133	5	128	133	50·00	20·00	31·25	..	10·00	6·25	20·00	6·24	6·76
1879	3	1	4	..	1	1	..	4	4	1	1	2	..	1	1	1	..	1	..	..	..	..	5	5	6	127	133	4	128	132	33·33	50·00	40·00	..	50·00	20·00	..	3·93	3·79
1880	3	2	5	1	..	1	..	9	9	1	3	4	1	1	2	2	..	2	..	..	..	..	5	5	6	129	135	4	128	132	25·00	150·0	66·66	25·00	50·00	33·33	..	3·90	3·79
1881	5	9	14	..	..	..	1	10	11	4	3	7	2	5	7	..	..	..	..	..	..	..	8	8	6	132	138	5	132	137	80·00	33·33	50·00	40·00	55·55	50·00	..	6·06	5·83
1882	7	4	11	..	..	..	1	11	12	2	2	4	1	1	2	1	..	1	..	..	..	1	9	10	9	135	144	7	133	140	28·57	50·00	36·36	14·28	25·00	18·18	14·28	6·77	7·14
1883	7	9	16	1	..	1	1	4	5	5	2	7	3	2	5	..	..	..	..	..	..	3	5	8	7	139	146	8	137	145	62·50	22·22	41·17	37·50	22·22	29·41	37·50	3·65	5·51
1884	7	12	19	..	..	..	2	5	7	4	8	12	1	..	1	..	3	3	..	..	..	4	2	6	7	143	150	7	141	148	57·14	66·66	63·15	14·28	..	5·26	5·71	1·41	4·05
1885	12	9	21	..	..	..	..	6	6	5	8	13	1	3	4	2	..	2	..	..	..	1	7	8	10	140	150	10	142	152	41·66	88·88	61·90	8·33	33·33	19·04	10·00	4·92	5·26
1886	6	13	19	..	..	..	..	5	5	..	4	4	2	1	3	..	72	72	..	..	..	1	3	4	13	78	91	10	77	87	..	30·76	21·05	33·33	7·69	15·78	10·00	3·89	4·59
1887	13	16	29	1	..	1	1	..	1	3	7	10	1	3	4	1	2	3	..	..	..	1	1	2	23	81	104	15	78	93	21·42	43·75	33·33	7·14	18·75	13·33	..	1·28	1·07
1888	6	12	18	2	2	4	..	4	4	6	9	15	2	1	3	2	2	4	..	..	..	2	4	6	19	83	102	20	81	101	75·00	64·28	68·18	25·00	7·14	13·63	10·00	4·93	5·94
1889	7	12	19	..	..	..	..	1	1	1	1	2	1	..	1	1	3	4	..	..	..	2	5	7	21	87	108	20	84	104	14·28	8·33	10·52	14·28	..	5·26	10·00	5·95	6·73
1890	8	9	17	..	..	..	..	4	4	9	10	19	1	..	1	3	3	6	..	..	..	3	5	8	13	82	95	17	84	101	112·50	111·11	111·76	12·50	..	5 88	17·64	5·95	7·92
1891	10	21	31	1	2	3	1	3	4	5	5	10	4	2	6	..	4	4	..	..	..	4	8	12	12	89	101	12	85	97	45·45	21·73	29·41	36·36	8·69	17·64	33·33	9·41	12 37

Swiss and Woodland Cottages, Picton.

These two houses, each licensed for a single patient, have been continued without change either as regards licensees or inmates.

The license of the former was renewed for a further period of three years from June 29th.

Both these cottages are visited by the Government Medical Officer for the district, Dr. Mills, in accordance with the provisions of the Lunacy Statute, and I visited and inspected them on March 20th and September 10th.

The medical journals were produced for my inspection. I saw the patients and the rooms which they occupied, and satisfied myself that the houses were well conducted and the patients judiciously and liberally treated.

Observation Wards, H.M. Gaols, Darlinghurst and Parramatta.

Darlinghurst.

This ward was inspected on February 4th, June 4th, September 21st, and December 31st, and on each occasion every one of the inmates was seen and spoken to, and the register and journal examined. The ward was always in good order, the inmates apparently judiciously treated and the books properly kept. On December 31st, 1890, there were 9 inmates, and 61 were admitted during the year under the provision of section 63 of the Lunacy Act, making a total of 70 under observation. Of these 43 were discharged of sound mind, 9 were sent to Hospitals for the Insane, 7 were discharged to Police Courts, 3 were transferred to the Observation Ward, Parramatta; 1 died, and 7 remained at the close of the year.

In addition to the above the ward was used under departmental regulations for the care and observation of 14 prisoners awaiting trial at Quarter Sessions, 30 under sentence, and 132 under remand from the Police Courts, and 3 detained during the Governor's pleasure after acquittal on the ground of insanity.

The following return gives the statistics of the ward for the year :—

RETURN showing the number of persons received into the Observation Ward, H.M. Gaol, Darlinghurst, during the year 1891, the places whence received, and their disposal.

Whence received.	Remaining on 31st December, 1890.			Received.			Discharged.												Transferred to Obs. Ward, Parramatta.			Remaining on 31st December, 1891.		
							Of sound mind.			To Hospitals for the Insane.			To Police Courts.			Died.								
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Admitted under the provisions of section 63 of the Lunacy Act and section 4 of the Lunacy Act Amendment Act, from—																								
H. M. Gaols—																								
Sydney	2	1	3	26	...	26	19	1	20	4	...	4	3	...	3	...	...	...	...	...	...	2	...	2
Parramatta	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goulburn	2	...	2	4	...	4	4	...	4	...	...	...	1	...	1	...	...	...	1	...	1	...	...	...
Bathurst	1	...	1	3	...	3	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Maitland	1	...	1	3	...	3	3	...	3	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...
Berrima	...	...	...	4	...	4	3	...	3	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Biloela	...	...	...	7	2	9	4	2	6	2	...	2	...	...	...	...	...	...	...	...	...	1	...	1
Albury	...	...	...	3	...	3	1	...	1	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...
Grafton	...	...	...	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Deniliquin	...	...	...	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Wilcannia	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Inverell	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Casino	...	...	...	2	...	2	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Dubbo	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Young	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	...	1
Trial Bay	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Total	8	1	9	59	2	61	40	3	43	9	...	9	7	...	7	1	...	1	3	...	3	7	...	7
Awaiting trial—																								
Supreme Court, Sydney	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Quarter Sessions	3	...	3	10	1	11	11	...	11	1	1	2	...	...	...	...	...	...	...	...	...	1	...	1
Acquitted on the grounds of insanity, and awaiting Governor's pleasure	1	...	1	2	...	2	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
From Police Courts—																								
Under sentence	2	...	2	20	8	28	15	7	22	2	1	3	3	...	3	...	...	...	...	...	...	2	...	2
Or on remand	2	...	2	106	24	130	4	2	6	...	...	...	103	22	125	...	...	...	...	...	...	1	...	1
Total	16	1	17	197	35	232	73	12	85	12	2	14	113	22	135	1	...	1	3	...	3	11	...	11

Parramatta.

The Observation Ward at Parramatta was inspected on 28th March, 19th June, 8th September, and 30th December, and was on each occasion found in good order. On each visit, I saw and questioned each inmate, listened to all complaints, saw the dormitories, the corridor used as a day-room, and the small airing court, and I also examined the registers.

The following is the entry made in the Inspector's book, on 8th September :—

I have to-day visited this ward, accompanied by the visiting surgeon. It contains 10 prisoners, 8 serving long sentences, and 2 periods of three months. I saw all, and found no one in seclusion or restraint. No complaints were made, except of detention, and the general health of the inmates is good. Three of the inmates I examined specially, two at the request of the visiting surgeon, as doubts as to their mental condition has arisen. In both cases, I advised that they should be detained in the ward, and close watch kept as to their conduct, especially at night.

The ward was in admirable order, clean, well kept, and as comfortable as desirable. The airing court is properly and neatly kept, and contains all necessary conveniences. The books are written-up to date, and in all respects accurately and intelligently kept.

From statistics furnished by the Comptroller-General of Prisons, it appears that there were 12 inmates in the ward on 31st December, 1890, that 19 were received during the year under the provisions of section 67 of the Lunacy Act, making a total of 31 under treatment. Of these 13 were discharged of sound mind, 6 were sent to Hospitals for the Insane, and 12 remained at the close of the year. Under departmental arrangements, 1 prisoner awaiting trial at Quarter Sessions, and 4 under sentence, and 15 under remand from Police Courts, all showing symptoms of mental disturbance, have been placed in the ward during the year, and four inmates confined during the Governor's pleasure have also been accommodated therein.

The following return shows the statistics of the ward for the year :— RETURN

RETURN showing the number of persons received into the Observation Ward, H.M. Gaol, Parramatta, during the year 1891, the places whence received, and their disposal.

Whence received.		Remaining on 31st December, 1890.			Received			Discharged												Remaining on 31st December, 1891.		
								Of sound mind			To Hospital for the Insane			To Police Courts			Died.					
		M.	F	Total	M.	F	Total	M.	F.	Total.	M.	F	Total.	M.	F.	Total	M.	F.	Total	M	F.	Total
Admitted under the provisions of section 63 of the Lunacy Act and section 4 of the Lunacy Act Amendment Act from	H.M. Gaols—																					
	Darlinghurst	7	..	7	2		2	2		2	1	.	1							6	...	6
	Parramatta	5	.	5	14	..	14	9	.	9	5		5	..			.			5	...	5
	Bathurst		..		1		1	1	..	1	...	...		...	.		...	...		..	...	
	Maitland			.	1		1	1	...	1	.	..		...	...		...			..	..	.
	Young				1		1					..		.			.	...		1	...	1
	Total	12	..	12	19	..	19	13	.	13	6	..	6	...			..	.		12	...	12
Awaiting trial.	Supreme Court, Sydney	...	.	...	..				..	...		..					...	...			...	...
	Quarter Sessions	..	...	...	1	.	1	.	..	...	..		...				.	..		1	...	1
Acquitted on the grounds of insanity and awaiting Governor's pleasure		2	...	2	2	..	2	1	...	1		..	...	...	...	..	..	..	...	3	..	3
From Police Courts.	Under sentence			...	4		4	2		2	2	..	2	..		.	...		...	..	...	...
	Or on remand	1		1	13	1	14				..		...	13	1	14	1	..	1		..	...
	Total	15		15	39	1	40	16		16	8	...	8	13	1	14	1	...	1	16	...	16

The following return, for which I am indebted to the courtesy of the Comptroller-General of Prisons, shows the number of persons under treatment in gaols for symptoms of insanity during the year 1891, together with their disposal:—

RETURN showing number of persons under treatment for symptoms of Insanity in Gaols, &c., during the year 1891.

Name of Gaol.	Under treatment and not certified as Insane	Certified as Insane in Gaol	How disposed of.					
			Discharged to Hospital for Insane or Receiving House	Discharged to Darlinghurst or other Gaols	Discharged as sane at Police Courts	Discharged—cured	Died.	Remaining
Albury	16	7	7	1	1	13	.....	1
Armidale	11	...	...	....	11	... .	.....	. . .
Bathurst	14	2	2	... .	14	. . ..	.. .	.....
Bourke	9	6	6	. . . ..	9	. .	. ....	.....
Braidwood	1	1	2	... .	. . .	..	. ....	. .
Balranald	4	2	2	...	1	2	... .	1
Bega	1	1	1	. . ..	1	...	... ..	.....
Berrima	3	....	. .	3	.....	. .	.....	. ....
Biloela	9	..	....	9	..... .	.. ..	. ...	.....
Bingera	. .	2	2	.... . .	.....	.....	.. ...	.. .
Broken Hill	10	4	2	. . .	4	6	2	.....
Burrowa	1			...	1	...	... .	..
Cooma	3	1	1	. .	2	1	..	. . .
Coonamble	6	2	2	... .	6	... ..	. .	.
Cootamundra	4	3	2	. . ..	4	... .. .	. .	1
Cobar	.	1	1	....	...	. .... .	.....	. ....
Cowra	9	3	3	. ....	9	. ...	.....	.....
Casino	3	1	. .	3	.. ...	1	... .	... .
Denliquin	6	1	1	. ...	6	. .... .	... .	. . .
Dubbo	12	1	1	..... .	11	..... .	1	... .
Forbes	4	1	1	... ..	3	. .....	. . ..	1
Glen Innes	. .	4	3	.....	.... .	1	... .	... ..
Goulburn	10	3	2	... .	11	. ...	.....	.. ..
Grafton	10	6	6	.....	10	.... . .	.. ...	.....
Gundagai	... .	3	3	....	..... .	.... ..	... ..	.....
Hay	17	8	8	... ...	17	.....	... .	.....
Hillston	1	...	. ...	.....	1	.....	... .	.....
Inverell	3	1	... .	..... .	2	.....	1	1
Maitland	44	15	14	3	37	2	. . ..	3
Mudgee	4	6	6	. . .. .	4	. .....	.... .	.....
Muswellbrook	.. ..	3	3	.....	..... .	.....	.....	.....
Murrurundi	2	2	1	1	... .	2	... .	.....
Moree	3	.....	.....	1	... . ..	2	.....	.....
Milparinka	2	... .	.. . ...	. . ..	2	.....	. ..	.....
Narrabri	8	7	7	. . . . .	6	.....	. ....	2
Orange	5	3	.	.....	4	4	...	.....
Port Macquarie	2	1	1	.....	2	....	.....	.....
Silverton	2	. . .	.....	. .....	1	. . ...	.... .	1
Singleton	5	2	2	... . .	5	... .	... .	.....
Tamworth	6	1	1	..... .	6	... .	. .	.....
Tenterfield	3	1	1	... . .	..... .	3	. .	.....
Trial Bay	1	... .	..... .	1	. . .	. ...	... .	.....
Wagga Wagga	12	. ...	3	. .	9	....	... ..	.....
Walgett	2	.....	. .... .	.... ..	1	1	.....	.....
Wellington	1	1	1	..	....	1	.... .	.....
Wentworth	1	3	3	... ..	..... .	1	... ..	.....
Windsor	...	4	4	... . .	..	.....	. ....	.....
Wilcannia	1	5	..... .	4	1	1	.....	.....
Yass	8	1	1	.....	6	.....	.....	2
Young	8	... .	.. ..	2	6	. .... .	. . .	.....
Total	287	119	106	28	214	41	4	13

It will be seen that 406 persons were under treatment, and that of these 106 were forwarded to Hospitals for the Insane, 28 (all prisoners undergoing sentence) were sent to Darlinghurst or Parramatta for observation and treatment, 214 were discharged as sane at the Police Courts, and 41 direct from the gaols, whilst 4 died, and 13 remained at the close of the year.

Objectionable as is the arrangement under which persons suffering from mental derangement are treated even temporarily in gaols, the absence of other provisions for their care in local or district hospitals, the scattered population, the long distances, and the want of municipal, county, or district organisation renders this, under existing circumstances, unavoidable. The majority of the cases discharged as sane are cases of temporary derangement due to drink, and the more pronounced cases are sent on to hospital as soon as possible.

APPENDIX A.

The Medical Superintendent, Hospital for the Insane, Gladesville, to the Inspector-General of the Insane.

Sir, Hospital for the Insane, Gladesville, 23 April, 1892.

I have the honor to forward for your information a report on this Hospital for the year 1891, together with the usual statistical tables.

At the beginning of the year there were 834 patients in the Hospital. During the year 194 (119 men, 75 women) were admitted. The whole number under treatment was 1,028, and the average number resident 791. There were discharged 212, of whom 102 had recovered, 6 were relieved, 58 were transferred to other hospitals, 1 escaped, and 47 died. There remained at the close of the year 510 men and 306 women, a total of 816.

The number of admissions was 31 less than in the previous year, and the number discharged or transferred 28 more. The total number in Hospital at the close of the year was, therefore, less than at the beginning, but it is still much over the number for which there is accommodation. The per-centage of recoveries was 54·25, a highly satisfactory rate. The provisions of the Act allowing the removal of patients on trial have been largely taken advantage of, a total of 107 having been granted leave in this way. Of these 38 were discharged recovered while at home, 30 were returned to the Hospital, and 39 remained absent at the end of the year.

The general health of the Hospital during the year has been good. The death-rate was considerably below the average for the past ten years—5·95; the accidents were few in number, comprising 3 fractures of the forearm, 1 of ribs, and 1 case of accidental drowning. In all these cases a special report was sent to you, and in the fatal case an inquest was held by the District Coroner. In 28 of the 47 deaths post-mortem examinations were made.

During the months of October and November the influenza epidemic prevalent in the Colony invaded the Hospital. At first a few attendants were attacked, then the male patients resident in the Hill Branch, and a week later the female patients. The male patients living in the wards of the main building escaped. The epidemic thus commenced with patients who live in a position exposed to cold westerly winds, and spread to the female wards probably through the washing of infected clothing at the laundry. Measures were taken to isolate those affected as far as it was possible, and disinfection of the whole building was practised. In all, 195 patients and 42 members of the staff were attacked. The epidemic was a fairly severe one, complications such as pneumonia, bronchitis, pleurisy, congestion of the lungs occurring in 40 cases (17¼ per cent. of the whole), and 8 patients dying, being 3·37 per cent. of those attacked. Of those who died the majority were old people.

The new wing to replace the old iron building was completed during the year, and the upper story occupied. The lower story, forming a complete ward, cannot be used for patients at present, as the wall to separate it from the general grounds is not yet built. A new workshop for the bookbinding and upholstery trades has been erected, and will soon be ready for occupation. Dining-rooms have been built for two wards, the patients in which for years past were compelled to have their meals on verandahs. These rooms are large and commodious, and add very much to the comfort of the patients.

Repairs to the Hospital have been effected by the artisans on the staff, patients' labour being utilised as fully as possible. The farm and garden operations have been carried on as usual, but there is still pressing need for a cottage on the reserve large enough to accommodate the farm attendant and about ten patients. At present the attendant has to spend a large part of his time going to the hospital for the patients who work with him, and returning them for their meals. If the desired cottage is placed on a site near the farm buildings both attendant and patients would avoid this unnecessary labour and waste of time.

The ordinary routine of hospital life has gone on as usual. The proportion of patients usefully employed has not diminished; amusements, such as dances, theatrical entertainments, concerts, cricket matches, harbour picnics, and steam launch excursions have been frequent, and on Sundays Divine Services have been regularly held.

I have on behalf of the Hospital to tender thanks to those who so kindly gave entertainments, viz.:—Mr. John F. Sheridan and Company, the Government Printing Office Dramatic and Musical Society, the Vaudeville Minstrel and Variety Company, Bijou Amateur Minstrel Club, Corneville Musical Society, Canon Kemmis, Mrs. Colley and friends, the Magpie Club, the Swifts, Mr. Devlin and the Balmain Coldstream Band, Blind Institution Band, Railway Service Band, the Boys' Brigade Band, and Public Schools Cadet Band. I have also to thank Mr. J. R. Hill for the use of the grounds at Parsley Bay for picnics for the patients.

The following donations have been received, and I take the opportunity of thanking the donors for their gifts—Illustrated papers from Mrs. Salter, Mr. H. F. Barton, Mr. E. O. Smith, Mr. Tickle; photographs from Mr. H. McLaughlin; pipes from Mr. Justice Manning and Mr. Pearson; two black sheep from Sir Henry Parkes; a kangaroo and a three-legged lamb from Dr. Collingwood; £14 10s. from Mrs. T. Salter; £2 from Mr. H. F. Barton; £5 from Mr. R. Rouse, jun.; £15 from an anonymous donor; and £20 from Mrs. George Hope.

The

The proprietors of the following newspapers:—*Bathurst Free Press, Bathurst Daily Times, Burrangong Argus, Deniliquin Chronicle, Dubbo Despatch, Goulburn Herald, Illawarra Mercury, Kiama Independent, Wagga Wagga Express, Maitland Mercury, Monaro Mercury, Queanbeyan Age, St. Leonards Recorder, Western Post, Weekly Advocate, Yass Courier, and Sydney Daily Telegraph,* have generously forwarded a copy of each issue free during the year.

To the officers and staff I beg to tender my hearty thanks for the willing and efficient assistance they have rendered me during the year.

I have, &c.,
ERIC SINCLAIR,
Medical Superintendent.

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Gladesville, during the year 1891.

	Male.	Female.	Total.
In Hospital on 31st December, 1890	533	301	834
Admitted for the first time during the year	109	56	165
Readmitted during the year	9	14	23
Transferred during the year	1	5	6
	119	75	194
Total under care during 1891	652	376	1,028
Discharge or removal—			
Recovered	59	43	102
Relieved	2	4	6
Transferred	44	12	56
Escaped (and not recaptured)	1	.....	1
Died	36	11	47
Total discharged or died during the year	142	70	212
Remaining	510	306	816
Average number resident during the year	519	272	791
*Persons under care during the year†	651	372	1,023
*Persons admitted	118	71	189
*Persons recovered	59	43	102

* Persons, *i.e.*, separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the admissions, readmissions, discharges, and deaths, with the mean annual mortality and the proportion of recoveries, &c., per cent., at the Hospital for the Insane, Gladesville, from the year 1869 to 1891 inclusive.

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital 31st December.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions.			Percentage of deaths on average numbers residents.		
	Admitted for the first time.			Readmitted.						Recovered.			Relieved.																											
	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M		Total.	M	F	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total
1869..	143	75	218	..	..	..	..	..	..	56	32	88	20	9	29	12	40	53	..	..	..	53	7	60	429	223	652	435	215	650	39·16	42·66	40·36	..	..	..	12·18	3·25	9·23
1870..	131	66	197	..	..	..	..	..	..	41	35	76	7	3	10	233	1	234	..	..	..	25	4	29	254	246	500	262	231	493	31·29	53·03	38·57	..	..	..	9·54	1·73	5·88
1871..	172	105	277	..	..	..	..	..	..	53	40	93	6	7	13	111	40	151	..	..	..	27	8	35	229	256	485	265	248	513	30·80	38·01	33·57	..	..	..	10·18	3·22	6·82
1872..	164	104	286	..	..	..	..	..	..	70	49	119	11	4	15	63	39	107	..	..	..	29	9	38	215	259	474	231	256	487	42·68	47·11	44·44	..	..	..	12·55	3·51	7 80
1873..	189	107	296	..	..	..	..	..	..	64	36	100	12	10	22	41	16	57	..	..	..	20	10	30	267	294	561	246	279	525	33·86	33·64	33·78	..	..	..	8·13	3·59	5·71
1874..	186	126	312	..	..	..	..	..	..	51	41	92	9	13	22	49	104	153	..	..	..	40	15	55	304	247	558	280	301	581	27·44	32·53	29·48	..	..	..	14·28	4·98	9·46
1875..	203	134	337	..	..	..	..	..	..	44	53	97	7	5	12	56	34	90	..	..	..	37	10	47	363	279	642	327	264	591	21·67	39·55	28·78	..	..	..	11·31	3·78	7·95
1876..	203	137	340	..	..	..	..	..	..	81	69	150	14	18	32	98	43	141	..	..	..	26	17	43	349	267	616	342	268	610	39·90	50·36	44·11	..	..	..	7·60	6·34	7·05
1877..	311	122	433	..	..	..	..	..	..	129	64	193	13	17	30	126	21	147	..	..	..	38	10	41	354	277	631	343	263	606	41·48	52·56	44·56	..	..	..	11·07	3·80	7·92
1878..	240	160	400	..	..	..	..	..	..	101	44	145	13	20	33	109	42	151	..	..	..	37	9	46	334	322	656	335	301	636	42·08	27·50	36·25	..	..	..	11·04	2·99	7·23
1879..	204	129	333	..	..	..	..	..	..	88	52	140	12	26	38	74	12	86	..	..	..	34	14	48	330	347	677	338	331	669	43·13	40·31	42·03	..	..	..	10·05	4·22	7·17
1880..	132	115	247	25	29	54	9	1	10	86	51	137	14	17	33	23	32	55	2	..	2	36	23	59	335	369	704	333	353	686	54·43	35·66	45·51	10·19	11·80	10·96	10·81	6·51	8·60
1881..	170	118	288	25	27	52	3	1	4	76	67	143	8	12	20	15	14	29	1	..	1	29	18	47	404	404	808	371	380	751	38·97	46·20	42·05	4·10	8·27	5·58	7·81	4·73	6·25
1882..	147	112	259	17	25	42	4	..	4	62	73	135	12	15	27	9	10	19	2	..	2	40	20	60	447	423	870	419	398	817	37·80	53·28	44·81	7·31	10·94	8·97	9·54	5·02	7·3
1883..	143	118	261	17	22	39	5	2	7	65	69	134	10	8	18	11	140	151	..	..	..	48	25	73	478	323	801	459	342	801	40·62	49·28	44·66	6·25	5·71	6·00	10·45	7·31	9·11
1884..	136	128	264	18	33	51	4	3	7	59	66	125	12	9	21	15	33	48	3	..	3	49	31	80	498	348	846	494	325	819	38·31	40·99	39·68	7·79	5·59	6·66	9·91	9·53	9·76
1885..	71	71	142	10	20	30	7	..	7	59	44	103	6	10	16	2	71	73	2	..	2	39	15	54	478	299	777	472	274	746	72·84	48·35	59·88	7·40	10·98	9·30	8·26	5·47	7·23
1886..	95	35	130	14	7	21	4	3	7	67	49	116	1	3	4	1	5	6	2	..	2	48	16	64	472	271	743	465	266	731	61·46	116·66	76·82	·91	11·90	3·67	10·32	6·01	8·75
1887..	104	53	157	17	10	27	3	2	5	54	37	91	5	2	7	3	1	4	2	..	2	32	18	50	500	278	778	477	251	734	44·62	58·73	49·45	4·13	3·17	3·80	6·70	7·00	6·81
1888..	88	47	135	11	13	24	7	3	10	53	43	96	6	2	8	9	3	12	3	..	3	43	13	56	492	280	772	480	267	741	53·53	71·60	60·37	6·06	3·33	5·03	8·95	4·98	7 55
1889..	94	52	146	25	15	40	2	3	5	55	43	98	4	..	4	15	1	16	3	..	3	36	11	47	500	295	795	485	266	751	46·21	64·18	52·68	3·36	..	2·15	7·42	4·13	6·25
1890..	122	60	182	25	10	35	5	3	8	58	34	92	7	3	10	16	20	36	2	..	2	36	10	46	533	301	834	502	269	771	39·45	48·57	42·39	4·76	4·28	4·60	7·17	3·71	5·95
1891..	109	56	165	9	14	23	1	5	6	59	43	102	2	4	6	44	12	56	1	..	1	36	11	47	510	306	816	519	272	791	50·00	61·42	54·25	1·69	5·71	3·19	6·93	4·04	5·95

TABLE 3.

SHOWING the causes of insanity*, apparent or assigned, in the admissions and readmissions in the Hospital for the Insane, Gladesville, during the year 1891.

Causes of Insanity.	Number of instances in which each cause was assigned.								
	As predisposing cause.†			As exciting cause.†			Total.‡		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
MORAL :—									
Domestic trouble (including loss of relatives and friends)	...	...	...	2	3	5	2	3	5
Adverse circumstances (including business anxiety and pecuniary difficulties)	...	...	...	4	...	4	4	...	4
Mental anxiety and "Worry" (not included under above two heads) and overwork	1	...	1	1	1	2	2	1	3
Religious excitement	...	...	...	2	...	2	2	...	2
Love affairs (including seduction)	...	...	...	...	1	1	...	1	1
Fright and nervous shock	...	...	...	...	2	2	...	2	2
Isolation	...	...	...	...	1	1	...	1	1
Nostalgia	...	...	...	...	...	...	...	...	...
PHYSICAL :—									
Intemperance in drink	...	...	...	14	3	17	14	3	17
Do (sexual)	...	...	...	2	1	3	2	1	3
Venereal disease	...	...	...	...	...	...	...	...	...
Self-abuse (sexual)	...	...	...	...	...	...	...	...	...
Sunstroke	...	...	...	3	1	4	3	1	4
Accident or injury	...	...	...	...	...	...	...	...	...
Pregnancy	...	...	...	..	...	...	...	...	...
Parturition and the puerperal state	...	...	...	...	7	7	...	7	7
Lactation	...	...	...	...	1	1	...	1	1
Uterine and Ovarian disorders	...	...	...	...	...	...	...	...	...
Puberty	...	...	...	...	...	...	...	...	...
Change of life	...	...	...	...	3	3	...	3	3
Fevers	...	...	...	...	...	...	...	...	...
Privation and overwork	...	...	...	2	...	2	2	...	2
Phthisis	...	...	...	..	...	...	...	...	...
Epilepsy	1	3	4	3	3	6	4	6	10
Disease of skull and brain	...	...	...	1	...	1	1	...	1
Old age	13	4	17	...	1	1	13	5	18
Other bodily diseases and disorders and chronic ill-health	...	...	...	4	3	7	4	3	7
Excess of opium	...	...	...	...	...	...	...	...	...
Influenza	..	...	...	4	...	4	4	...	4
PREVIOUS ATTACKS	...	...	...	...	...	...	4	7	11
HEREDITARY INFLUENCE ASCERTAINED	...	...	...	...	...	...	10	9	19
CONGENITAL DEFECT ASCERTAINED	...	...	...	...	...	...	11	8	19
OTHER ASCERTAINED CAUSES	...	...	...	...	...	...	...	...	...
UNKNOWN	...	...	...	...	...	...	40	19	59

* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the medical officers.

† No cause is enumerated more than once in the case of any patient

‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

TABLE 4.

SHOWING the causes of death in the Hospital for the Insane, Gladesville, during the year 1891.

	Male.	Female.	Total.
CEREBRAL DISEASE :—			
Apoplexy and paralysis	2	.....	2
Epilepsy and convulsions	.....	1	1
General paralysis	6	.....	6
Maniacal and melancholic exhaustion and decay	13	1	14
Inflammation and other diseases of the brain, softening, tumour, &c.	3	.....	3
THORACIC DISEASE :—			
Inflammation of lungs, pleura, and bronchi	1	.....	1
Pulmonary consumption	3	1	4
Disease of heart and blood-vessels	2	.....	2
Gangrene of lung	1	1	2
ABDOMINAL DISEASE :—			
Inflammation and ulceration of stomach, intestines, and peritoneum	.....	.....	.....
Dysentery and diarrhœa	.....	.....	.....
Albuminuria	.....	.....	.....
Disease of bladder and prostate	.....	.....	.....
Disease of liver	.....	.....	.....
Erysipelas	.....	.....	.....
Typhoid Fever	.....	.....	.....
General Debility and Old Age	2	1	3
Malignant disease of tongue	1	.....	1
Influenza	1	6	7
Accident (drowning)	1	.....	1
Suicide	.....	.....	.....
Total	36	11	47

TABLE 5.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1891, and of inmates on 31st December, 1891.

Form of mental disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
CONGENITAL OR INFANTILE MENTAL DEFICIENCY—												
(*a*) with epilepsy	3	2	5	...	...	...	...	...	...	5	3	8
(*b*) without epilepsy	5	3	8	...	...	...	...	...	...	28	22	50
Epileptic insanity	2	5	7	1	...	1	...	3	3	11	14	25
General paralysis of the insane	6	1	7	...	...	...	7	...	7	10	1	11
MANIA—												
Acute	25	22	47	25	18	43	3	...	3	42	46	88
Chronic	...	...	...	3	...	3	3	1	4	37	32	69
Recurrent	...	2	2	...	1	1	1	...	1	12	11	23
Delusional	15	5	20	5	4	9	3	2	5	145	36	181
A Potu	8	...	8	7	...	7	1	...	1	10	...	10
Puerperal	...	2	2	...	1	1	...	...	...	...	7	7
Senile	4	2	6	1	...	1	2	2	4	3	1	4
MELANCHOLIA—												
Acute	...	1	1	...	2	2	...	...	...	1	4	5
Chronic	1	...	1	2	...	2	...	...	...	23	19	42
Recurrent	...	...	...	...	...	...	...	...	...	...	...	...
Delusional	22	16	38	9	13	22	6	3	9	64	68	132
Puerperal	...	2	2	...	1	1	...	...	...	...	2	2
Senile	1	...	1	...	...	...	...	...	...	...	...	...
DEMENTIA—												
Primary	19	6	25	6	3	9	5	...	5	95	22	117
Secondary	2	1	3	...	...	...	2	...	2	20	15	35
Senile	4	...	4	...	...	...	1	...	1	3	2	5
Organic (*i.e.*, from tumours, coarse brain disease, &c.)	1	...	1	...	...	...	2	...	2	1	1	2
Total	118	70	188	59	43	102	36	11	47	510	306	816

TABLE 6.

SHOWING the occupations of those admitted and readmitted, and those under care, in the Hospital for the Insane, Gladesville, during the year 1891.

Occupations.		Admitted and readmitted during 1891.			Under care during 1891.		
		Male.	Female.	Total.	Male.	Female.	Total.
Professional	Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c	4	.....	4	12	.....	12
Commercial	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c	8	.....	8	54	.....	54
Agricultural and pastoral	Farmers, squatters, graziers, free-selectors, &c	4	.....	4	49	1	50
Mechanics, tradesmen, &c., actively employed, and in out-door avocations	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c.	17	.....	17	81	.....	81
Mechanics, tradesmen, &c., employed at sedentary or indoor occupations	Bootmakers, bookbinders, compositors, weavers, tailors, &c	6	.....	6	39	.....	39
Domestic service	Waiters, cooks, servants, &c	2	.....	2	15	.....	15
	Miners, labourers, seamen, shepherds, &c.	68	.....	68	365	.....	365
Educational and higher domestic duties	Governesses, teachers, housekeepers, trained nurses, &c	... ..	2	2	.....	13	13
Ordinary domestic work	Servants, charwomen, laundresses, &c.	.....	21	21	.....	148	148
Commercial — actively employed	Shopkeepers, saleswomen, &c.	.....	.....	.....	.....	5	5
Commercial — employed in sedentary occupations	Tailoresses, needlewomen, machinists, bookbinders, factory-workers, &c.	.....	1	1	.....	12	12
Wives of professional men	Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c	.....	.....	.....	.....	3	3
Wives of commercial men	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c	.....	5	5	.....	22	22
Wives of tradesmen, mechanics, &c.	Blacksmiths, carpenters, enginefitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c.	.....	5	5	.....	21	21
Wives of agricultural and pastoral men	Farmers, squatters, graziers, free-selectors, &c	.....	5	5	.....	16	16
Wives of	Miners, labourers, seamen, shepherds, &c.	.....	12	12	.....	48	48
	No occupation	4	7	11	20	37	57
	Unknown	5	12	17	17	50	67
	Total	118	70	188	652	376	1,028

APPENDIX B.

The Medical Superintendent, Hospital for the Insane, Parramatta, to the Inspector-General of the Insane.

Sir, Hospital for the Insane, Parramatta, 20 April, 1892.

I do myself the honor to forward herewith a report upon this Hospital, for the year 1891, together with the usual statistical tables.

In comparing the tables with the returns of the previous year it will be seen that there were 1,047 patients in the Hospital on the 31st of December, 1890, that during the year 90 were admitted for the first time, 12 readmitted, and 75 transferred from other Institutions, making a total of 177 (132 men and 45 women), and raising the number of those under care during the year to 1,224 (825 men and 399 women). Of this number 37 men and 20 women were discharged recovered, 1 man and 1 woman were discharged relieved, 127 men and 3 women were transferred to other Institutions, and 67 men and 21 women died during the year, leaving 592 men and 354 women, a total of 946, being 101 less than at the corresponding period of the previous year.

The large number of transfers from this Institution was due to the fact of the Branch Hospital at Rydalmere being placed under separate management from the commencement of September last, and the patients therein whose names had hitherto been on the registers of this Hospital were then transferred.

The percentage of recoveries on the admissions and readmissions was 55·88, and the death-rate, calculated on the average number resident, was 8·73, being much higher than in previous years, this being due to an epidemic of influenza which attacked both the patients and staff during the months of October, November, and part of December. In several cases this epidemic was the cause of death, although in almost every instance it was complicated with some other physical ailment, such as phthisis, pneumonia, &c., and it was very noticeable that of the epileptics attacked almost all died. A number of the members of the staff were incapacitated by the same ailment for periods ranging from a few days to as many weeks, and it was not until the end of December that the whole of the staff was again on duty. The number of those affected, both amongst patients and staff, was greater in the male than in the female division of the Hospital, and the character of the attack was more severe among the men.

The accidents were unfortunately more frequent than usual. A patient at the Branch Hospital succeeded in hanging himself in one of the closets recently erected, and faulty in construction. The matter was inquired into by the District Coroner, and formed the subject of an investigation by myself. A special report was forwarded to you, in which I pointed out that I was unable to attribute any blame to the attendants in charge.

Another patient tried to swallow a large piece of meat without properly masticating it, and was choked before any of the medical officers could arrive. In this case also the Coroner held an inquiry. In a case of attempted suicide it was clearly proved that an attendant had lent the knife, with which the attempt was made, to the patient for the purpose of cleaning his boots, an almost inconceivable piece of folly, for which the attendant was at once dismissed.

The escapes have as usual been few in number, and with one exception the patients were returned to the Hospital within a short time of getting away. In the one case referred to, the patient not having been retaken within the statutory period, his name was taken off the register. A few days afterwards he was, however, brought in by his brothers (who no doubt had been concealing him) in an exceedingly critical state from an epileptic seizure, and was readmitted on fresh certificates.

The customary Sunday services have been regularly conducted, and the new amusement hall used for the usual winter dances, as well as concerts, dramatic performances, &c.

The new buildings, which were completed and occupied at the beginning of the year, have proved very satisfactory in arrangement. The only portion of the "old buildings" now remaining is the kitchen, and it is hoped that this will be replaced by a new and more roomy and convenient structure before the end of the present year.

I again wish to point out the necessity that exists for the appointment of an additional carpenter on the Hospital staff. The weatherboard buildings which have now been in use for a number of years need frequent attention, and this together with the wear and tear of other buildings, and of furniture, involve more work than one carpenter can carry out.

Whilst the industrial occupation of the inmates has not been neglected the out-door work in the farm and garden has not been carried out as fully as usual owing to the epidemic of influenza, the occupation of the attendants in opening the new ward, and other causes, whilst the want of proper workshops has prevented any increase in the amount of in-door work. The most pressing want of the Institution at present is a series of roomy, well-arranged workshops, in which the patients engaged in carpentering, mattress-making, and other trades can be employed under proper supervision. These shops might be built of galvanized iron at a comparatively small cost, and would greatly facilitate the management of the hospital.

The new bridge connecting the different parts of the farm has been completed, and a great deal of fencing, and other work of an urgent character in connection with the farm has been done during the year. The area of land for grazing, &c., has been increased by renting the old orphan school farm (to which the new bridge gives ready access) from the Department of Public Instruction which has no present need for the land. The pig-styes are still only partially built, and will probably remain in the same state for some time to come, owing to the want of necessary funds to complete them.

I have to thank several ladies and gentlemen for their services generously given in the endeavour to make a few hours pass more lightly to those under my care, by means of concerts, &c., also the proprietor of the *Sydney Illustrated Paper* for several donations, and the *Bathurst Free Press* regularly forwarded. No changes occurred during the twelve months among the officers, and very few among the members of the staff. To all who have worked with me during the year my thanks are due, for able and efficient assistance at all times willingly accorded.

I have, &c.,

ED. GODSON,

Medical Superintendent.

TABLE

Table 1.

Showing the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Parramatta, during the year 1891.

	Male.	Female.	Total.	Male.	Female.	Total.
In Hospital on 31st December, 1890				693	354	1,047
Admitted for the first time during the year	59	31	90			
Readmitted during the year	11	1	12			
Transferred during the year	62	13	75	132	45	177
Total under care during 1891				825	399	1,224
Discharge or removal—						
Recovered	37	20	57			
Relieved	1	1	2			
Transferred	127	3	130			
Escaped (and not recaptured)	1	.....	1			
Died	67	21	88			
Total discharged or died during the year				233	45	278
Remaining				592	354	946
Average number resident during the year				663	344	1,007
*Persons under care during the year†				824	399	1,223
*Persons admitted				69	32	101
*Persons recovered				37	20	57

* Persons, *i.e.*, separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases minus readmission of patients discharged during the current year.

Table 2.

Showing the admissions, readmissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent., at the Hospital for the Insane, Parramatta, for the years 1876 to 1891 inclusive.

Year.	Admitted. For the first time. M	F.	Total.	Readmitted. M	F	Total.	Transferred from other Hospitals, &c. M.	F.	Total.	Discharged. Recovered. M	F.	Total.	Relieved. M	F.	Total.	Transferred to other Hospitals, &c. M.	F.	Total.	Escaped and not recaptured within 28 days. M.	F.	Total.	Died. M	F.	Total.	Remaining in Hospital, 31st December in each year. M.	F.	Total.	Average number resident. M.	F.	Total.	Percentage of recoveries on admissions and re-admissions. M.	F.	Total.	Percentage of patients relieved on admissions and re-admissions. M.	F.	Total.	Percentage of deaths on average number resident. M.	F.	Total.
1876	..	..	..	..	..	..	88	..	88	2	1	3	1	1	2	.	.	..	.	.	..	35	10	45	567	201	768	555	208	763	..	..	..	..	.	..	6·30	4·80	5·8
1877	..	..	..	..	..	..	55	6	61	5	..	5	4	..	4	1	..	1	.	..	..	49	7	56	563	200	763	561	202	763	..	..	..	.	..	..	8·73	3·46	7·34
1878	1	1	2	..	..	..	60	22	82	3	..	3	3	.	3	..	..	..	..	..	..	43	16	59	575	207	782	569	201	770	4·91	..	3·57	4·91	..	3·57	7·54	7·96	7·60
1879	40	20	60	.	1	1	19	1	20	15	6	21	1	1	2	13	4	17	.	.	.	42	10	52	563	208	771	564	206	770	37·50	28·57	34·42	2·50	4·76	3·27	7·52	4·47	6·71
1880	54	25	79	1	1	2	18	2	20	25	12	37	2	1	3	1	1	2	1	..	1	36	13	49	571	209	780	562	212	774	45·45	46·15	45·67	3·63	3·84	3·70	6·40	5·13	6·33
1881	48	12	60	2	.	2	15	5	20	23	6	29	4	2	6	1	2	3	2	.	2	36	7	43	570	209	779	570	208	778	46·00	50·00	46·77	8·00	16·66	9·67	6·31	2·88	5·39
1882	52	20	72	..	.	.	26	1	27	26	9	35	1	..	1	1	3	4	1	.	1	25	14	39	594	204	798	581	209	790	50·00	45·00	48·61	1·92	..	1·38	4·20	6·69	4·93
1883	56	26	82	1	.	1	14	136	150	33	4	37	3	1	4	2	2	4	.	.	.	32	10	42	595	349	944	592	309	901	57·89	15·38	44·57	5·26	3·84	4·81	5·40	3·23	4·66
1884	50	9	59	1	.	1	26	15	41	21	5	26	.	2	2	6	2	8	..	..	..	38	14	52	607	350	957	603	348	951	41·17	55·55	43·33		22·22	3·33	6·30	4·01	5·40
1885	52	28	80	2	1	3	14	5	19	21	8	29	1	1	2	4	4	8	1	..	1	42	14	56	606	357	963	600	348	948	38·88	27·58	34·93	1·85	3·44	2·40	7·00	4·02	5·96
1886	50	21	71		.	.	17	3	20	29	12	41	2	.	2	4	3	7	2	.	2	27	19	46	609	347	956	608	350	958	58·00	57·14	57·74	4·00	.	2·81	4·44	5·42	4·80
1887	64	21	85	3	1	4	11	3	14	14	10	24		1	1	4	1	5	2	.	2	33	25	58	634	335	969	621	341	962	20·89	45·45	26·96		4·54	1·12	5·31	7·33	6·02
1888	65	25	90	5	1	6	13	3	16	24	8	32	..	1	1	5	1	6	..	.	..	37	16	53	651	338	989	637	335	972	34·28	30·76	33·33	..	3·84	1·04	5·80	4·77	5·45
1889	67	20	87	2	2	4	23	2	25	18	9	27	..	.	.	3	..	3	4	1	5	45	23	68	673	329	1002	660	330	990	26·08	4·90	29·67		.	..	6·81	5·96	6·86
1890	61	36	97	2	2	4	23	22	45	25	16	41	1		1	1	1	2	.	..	.	39	18	57	693	354	1047	667	335	1002	39·68	42·10	40·59	1·58	..	0·99	5·84	5·37	5·68
1891	59	31	90	11	1	12	62	13	75	37	20	57	1	1	2	127	3	130	1		1	67	21	88	592	354	946	663	344	1007	52·85	62·50	55·88	1·42	3·12	1·96	10·10	6·10	8·73

TABLE 3.

SHOWING the causes of insanity*, apparent or assigned, in the admissions and readmissions in the Hospital for the Insane, Parramatta, during the year 1891.

Causes of insanity.	Number of instances in which each cause was assigned.								
	As predisposing cause. †			As exciting cause. †			Total. ‡		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
MORAL—									
Domestic trouble (including loss of relatives and friends)	...	1	1	2	1	3	2	2	4
Adverse circumstances (including business anxiety and pecuniary difficulties)	1	...	1	3	...	3	4	...	4
Mental anxiety and "worry" (not included under above two heads) and overwork	...	1	1	...	1	1	...	2	2
Religious excitement	...	...	...	1	1	2	1	1	2
Love affairs (including seduction)	...	...	...	...	...	...	...	...	...
Fright and nervous shock	...	...	...	1	3	4	1	3	4
Isolation	...	...	...	...	...	...	...	...	...
Nostalgia	...	...	...	1	...	1	1	...	1
PHYSICAL—									
Intemperance in drink	...	...	...	4	2	6	4	2	6
Do (sexual)	...	...	...	1	...	1	1	...	1
Venereal disease	...	...	...	1	...	1	1	...	1
Self-abuse (sexual)	1	...	1	2	...	2	3	...	3
Sunstroke	...	...	...	1	...	1	1	...	1
Accident or injury	1	...	1	2	...	2	3	...	3
Pregnancy	...	...	...	...	...	...	...	...	...
Parturition and the puerperal state	...	...	...	...	3	3	...	3	3
Lactation	...	...	...	...	...	...	...	...	...
Uterine and ovarian disorders	...	...	...	...	...	...	...	...	...
Puberty	...	...	...	...	...	...	...	...	...
Change of life	...	...	...	...	...	...	...	...	...
Fevers	...	...	...	...	...	...	...	...	...
Privation and overwork	...	...	...	...	...	...	...	...	...
Phthisis	...	...	...	...	...	...	...	...	...
Epilepsy	4	3	7	1	...	1	5	3	8
Disease of skull and brain	...	...	...	1	...	1	1	...	1
Old age	4	...	4	...	...	...	4	...	4
Other bodily diseases and disorders and chronic ill-health	...	2	2	...	...	...	...	2	2
Excess of opium	...	...	...	...	...	...	...	...	...
PREVIOUS ATTACKS	...	...	...	...	...	...	9	3	12
HEREDITARY INFLUENCE ASCERTAINED	...	...	...	...	...	...	2	2	4
CONGENITAL DEFECT ASCERTAINED	...	...	...	...	...	...	...	...	...
OTHER ASCERTAINED CAUSES	...	...	...	...	...	...	...	...	...
UNKNOWN	...	...	...	...	...	...	33	12	45

* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the Medical Officers. † No cause is enumerated more than once in the case of any patient. ‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

TABLE 4.

SHOWING the causes of death in the Hospital for the Insane, Parramatta, during the year 1891.

	Male.	Female.	Total.
CEREBRAL DISEASE—			
Apoplexy and paralysis	4	2	6
Epilepsy and convulsions	4	1	5
General paralysis	6	...	6
Maniacal and melancholic exhaustion and decay	1	...	1
Inflammation and other diseases of the brain, softening, tumour, &c.	19	3	22
THORACIC DISEASE—			
Inflammation of lungs, pleura, and bronchi	1	...	1
Pulmonary consumption	4	...	4
Disease of heart and blood-vessels	2	4	6
ABDOMINAL DISEASE—			
Inflammation and ulceration of stomach, intestines, and peritoneum	...	1	1
Dysentery and diarrhœa	2	3	5
Albuminuria	1	...	1
Disease of bladder and prostate	...	...	...
Disease of liver	1	...	1
ERYSIPELAS	...	...	...
TYPHOID FEVER	...	...	...
GENERAL DEBILITY AND OLD AGE	7	7	14
CANCER	2	...	2
INFLUENZA	11	...	11
ACCIDENT	1	...	1
SUICIDE	1	...	1
Total	67	21	88

TABLE 5.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1891, and of Inmates on 31st December, 1891.

Form of mental disorder	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital.		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
CONGENITAL OR INFANTILE MENTAL DEFICIENCY :—												
Do (*a*) with epilepsy	...	...	..	...	...	...	2	...	2	15	1	16
Do (*b*) without epilepsy	1	1	2	...	...	...	3	...	3	37	23	60
Epileptic Insanity	4	5	9	...	...	...	8	..	8	19	14	33
General paralysis of the insane	1	...	1	...	...	...	3	...	3	1	1	2
MANIA :—												
Acute	2	...	2	4	3	7	...	...	...	21	13	34
Chronic	...	..	...	2	1	3	7	6	13	71	52	123
Recurrent	3	1	4	..	1	1	...	1	1	10	19	29
Delusional	42	16	58	24	8	32	20	5	25	212	97	309
A Potu	...	...	...	...	...	...	...	...	...	...	...	...
Puerperal	...	2	2	...	2	2	...	...	...	...	12	12
Senile	...	...	...	...	...	...	...	...	...	7	4	11
MELANCHOLIA :—												
Acute	2	2	4	2	2	4	1	1	2	13	9	22
Chronic	...	...	...	...	...	...	1	...	1	12	18	30
Recurrent	...	...	...	...	...	...	...	...	...	...	...	...
Delusional	7	4	11	3	2	5	5	5	10	65	38	103
Puerperal	...	...	...	...	...	...	...	...	...	..	...	...
Senile	...	...	...	...	...	...	...	1	1	6	2	8
DEMENTIA :—												
Primary	2	1	3	1	...	1	4	...	4	51	23	74
Secondary	...	...	...	...	...	...	...	...	...	5	2	7
Senile	6	...	6	1	1	2	9	2	11	42	24	66
Organic (*i.e.*, from tumours, coarse brain disease, &c.)	...	...	...	...	...	...	4	...	4	5	2	7
Total	70	32	102	37	20	57	67	21	88	592	354	946

TABLE 6.

SHOWING the occupations of those admitted and readmitted, and those under care, in the Hospital for the Insane, Parramatta, during the year 1891.

Occupations.		Admitted and readmitted during 1891.			Under care during 1891.		
		Male.	Female.	Total.	Male.	Female.	Total.
Professional	Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	2	.....	2	7	.....	7
Commercial	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	5	.....	5	21	.....	21
Agricultural and pastoral	Farmers, squatters, graziers, free selectors, &c.	5	.....	5	31	.....	31
Mechanics, tradesmen, &c., actively employed, and in outdoor avocations	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c.	6	... ..	6	77	.....	77
Mechanics, tradesmen, &c., employed at sedentary or indoor occupations	Bootmakers, bookbinders, compositors, weavers, tailors, &c.	2	.....	2	35	.....	35
Domestic service	Waiters, cooks, servants, &c.	1	.....	1	21	.....	21
	Miners, labourers, seamen, shepherds, &c.	44	.....	44	471	.....	471
Educational and higher domestic duties	Governesses, teachers, housekeepers, trained nurses, &c.	.....	3	3	.....	3	3
Ordinary domestic work	Servants, charwomen, laundresses, &c.	.....	4	4	.....	130	130
Commercial — actively employed	Shopkeepers, saleswomen, &c.	.....	.....	.....	.....	51	51
Commercial—employed in sedentary occupations	Tailoresses, needlewomen, machinists, bookbinders, factory-workers, &c.	.....	.....	.....	.....	6	6
Wives of professional men	Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	.....	.....	.....	.....	3	3
Wives of commercial men	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	.....	.....	.. ...	.....	1	1
Wives of tradesmen, mechanics, &c.	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c.	.....	.....	.....	.....	3	3
Wives of agricultural and pastoral men	Farmers, squatters, graziers, free selectors, &c.	.....	.....	.....	.....	13	13
Wives of...	Miners, labourers, seamen, shepherds, &c.	.....	13	13	.....	71	71
	No occupation	2	5	7	10	26	36
	Unknown	3	7	10	152	92	244
	Total	70	32	102	825	399	1,224

APPENDIX C.

The Medical Superintendent, Hospital for the Insane, Callan Park, to The Inspector-General of the Insane.

Sir, Hospital for the Insane, Callan Park, Balmain, 1 April, 1892.

I do myself the honor to submit for your information the usual report on this Hospital for the year, 1891, together with the statistical tables.

On the 31st December, 1890, there were 820 patients (485 males and 335 females) in the Hospital, and during the year 226 patients (130 males and 96 females) were admitted for the first time, 18 (9 of each sex) were readmitted, while 14 were transferred from other hospitals, making a total of 1,078 (628 males and 450 females) under care, the average number resident being 815 (473 males and 342 females).

During the year 268 names were taken off the register (164 males and 104 females), and were classed as follows:—126 (65 males, 61 females) recovered, 11 (3 males, 8 females) relieved, and 57 (44 males, 13 females) transferred to other hospitals for the insane, 4 escaped and 70 died (48 males, 22 females), leaving under care at the end of the year 810 patients (464 males and 346 females).

The percentage of the recoveries on the admissions was 51·63, being 46·07 in the case of males, 57·65 in that of females, and the percentage of deaths on the average number resident was 8·58, the proportion of recoveries being higher, and the death-rate lower than that of the preceding year.

Although the number admitted was lower than that during 1890, the average number resident and the total number under care was higher, owing to the gradually increasing number of chronic cases.

The number of general paralytics admitted during the year was 19, exactly the same as last year, but the number of acutely suicidal patients admitted was unusually large.

A reference to Table 4 shows that 40 deaths out of the total number were due to cerebral disease—16 dying from general paralysis of the insane. Six patients died from influenza, but there were none from typhoid, erysipelas, or other infectious ailment. One death occurred from suicide, and one from choking at meal time, both of these formed the subject of a Coroner's inquiry. There were three sudden deaths, in which the Coroner did not consider it necessary to hold an inquest, death evidently being due to natural causes. Full reports of all these cases, as well as of several minor accidents which occurred during the year, were forwarded to you at the time of their occurrence.

There were 12 escapes, which, considering the number of patients and the liberty allowed to those who are quiet and capable of self-control, is remarkably small. Of these, 4 were not returned to Hospital within the statutory period; 2 were convalescent, and would shortly have been discharged, but they were evidently tired of hospital life, and made their escape when the opportunity offered; and the other two belonged to the quiet and industrious class, and had both improved mentally since admission.

An epidemic of influenza attacked both the staff and the patients about the beginning of October, and lasted for nearly three months, during which time over 300 patients and the greater part of the staff were prostrated. The complaint had been prevalent in the neighbourhood some time before it reached the hospital, and its first approach was signalled by the collapse of the attendants and patients who worked about the grounds outside the buildings; then some indoor attendants suffered, and the epidemic gradually spread amongst the indoor male patients, made its way in a short time to the female wards, attacking nurses and patients indiscriminately, and four out of seven resident officers. This entailed a great deal of extra and heavy work on the officers, attendants, and nurses who were either free from the complaint or were convalescing; and I take this opportunity of thanking all heartily for willing and efficient service during a most trying time. The *esprit de corps* shown by the whole of the staff, and the evident desire for the credit of the hospital and the welfare of the patients is worthy of all praise. Very valuable assistance was given by many of the convalescing patients, who, by their aid, materially lightened the labours of the attendants and nurses.

In all, 6 deaths occurred from this disease amongst the patients, and 1 attendant died whilst away from the Hospital on leave of absence. It is somewhat interesting to note that none of those attacked with influenza during 1890 were again attacked in 1891.

Owing to the numerous admissions the accommodation has been found to be quite insufficient for the number of patients under care, and many have had to sleep in the corridors. Some relief has been obtained by the transfer of patients to kindred hospitals; but the Institution is still overcrowded, and further transfers will be necessary, or the general welfare of the patients must suffer.

The general dining hall for male patients was opened at the beginning of the year, and has answered fairly well, one of the chief difficulties being the selection of suitable patients. This room is mainly intended for patients from three of the wards in which patients of different mental proclivities are classified. The mingling of these, even at meal-times, has been found to lead to the exchange of articles, which, safe and unobjectionable in one ward, might be dangerous in another, and to other difficulties; and in one instance this led to serious results, ending in the suicide of a patient.

The cottages for private patients in the female division were opened in the early part of the year, and have been comfortably furnished throughout. The patients—composed principally of the educated class, and those who have been brought up in well-ordered homes—seem to appreciate the comfort of the classification and the advantages over a residence in the ordinary wards, where the numbers are larger and they must necessarily be associated with patients of all classes. The grounds round the cottages are being laid out and planted; and when all is completed, this division of the hospital, will, from its elevated position, fine view of the bay and the landscape beyond, with the Blue Mountains in the distance as a background, be the most charming spot in the Hospital domain.

The cottages for private patients in the male division are also well furnished and well situated, and the inmates appear to be as comfortable and as happy as under their unfortunate circumstances can be expected.

Alterations have been made in connection with the hospital ward and epileptic domitories in the male division, by which better supervision of, and better access to, the patients can be obtained by the night attendants who are stationed there. A room has also been added for an additional attendant, with doors opening into both dormitories. A further improvement would be the establishing of telephonic communication between these rooms and the night attendant's room at the entrance gate.

The cold water supply has on the whole been good, but at times the pressure has been very low, and in the event of fire would be quite inadequate. Frequently there has not been sufficient pressure to fill the tanks which are above the first floor, but I am given to understand from a communication received from the Water and Sewerage Department, that this will shortly be remedied. The

The hot water supply has answered satisfactorily, notwithstanding that at first there was some inconvenience caused by the frequent bursting of the expansion joints. These, however, have now been replaced by joints of a better and stronger construction. There has been some trouble with the Turkish bath, owing apparently to its construction; the furnace standing on a higher level than the hot-air pipe necessitates a swan-neck connection, which frequently requires to be disconnected and cleaned. Notwithstanding this, however, the bath has been freely used, and has been of benefit to many patients.

In the weatherboard building a great improvement has been made by replacing the old tiles on the verandah roof by galvanized iron. The tiles, owing apparently to the slight fall of the roof, leaked badly in rainy weather, and rendered the floor of the verandah wet and uncomfortable for the patients.

The usual outdoor work, such as trenching new plantations, road making and repairing, gardening, carting, &c., have been carried out, and many patients have been usefully employed in this work, with great benefit to themselves.

The recreation of the patients has not been neglected. The usual outdoor amusements, such as cricket, quoits, bowls, &c., have formed the staple amusements, and many of the Metropolitan bands have given their services on Saturday afternoons. Trips in the steam launch were taken about twice a week, and several picnics have been held down the harbour.

The indoor amusements included several concerts, &c., given by lady and gentlemen amateurs, whom I take this opportunity of thanking. There were the usual fortnightly dances during the winter, finishing up with a Grand Fancy Ball, at which fully 100 patients were present in fancy costume. Mr. Charles Huenerbein kindly organised two concerts given by professional ladies and gentlemen who readily volunteered their services; and the Young Men's Christian Association Athletic Club gave an excellent display of gymnastics. All these were greatly enjoyed by the patients.

I have to express my thanks for the following donations received during the year:—Proprietors, *Illustrated Sydney News*, several bundles of periodicals; Athenæum Club, several bundles of periodicals; Mr. Jones, periodicals; Dr. Manning, harmonium; Mrs. Dickson, materials for fancy dresses; Dr. Miles, £2 2s.; Rev. S. Wilkinson, Christmas cards.

The Chaplains have held Divine Services regularly, which have been largely attended by the patients; and I have again to thank Mr. Fred. Russell for presiding at the harmonium on Sundays.

Whilst thanking the officers and staff for their cordial and willing assistance in carrying on the work of the Hospital (which has been exceptionally heavy) during the year, I desire to express deep regret—a regret shared in, I believe, by all members of the staff—at the loss of two of its members by death. William H. Wearne and William J. Strutt were senior attendants, had been some years connected with the Hospital, carried out their duties in a faithful manner, and are a great loss to the Institution.

I have, &c.,
HERBERT BLAXLAND,
Medical Superintendent.

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Callan Park, during the year 1891.

	Male.	Female.	Total.	Male.	Female	Total.
In the Hospital on 31st December, 1890				485	335	820
Admitted for the first time during the year	130	96	226			
Readmitted during the year	9	9	18			
Transferred during the year	4	10	14	143	115	258
Total under care during 1891				628	450	1,078
Discharge or removal—						
Recovered	65	61	126			
Relieved	3	8	11			
Transferred	44	13	57			
Escaped (and not recaptured)	4	.....	4			
Died	48	22	70			
Total discharge or died during the year				164	104	268
Remaining				464	346	810
Average number resident during the year				473	342	815
* Persons under care during the year †				627	450	1,077
* Persons admitted				142	115	257
* Persons recovered				64	61	125

* Persons, *i.e.*, separate persons in contradistinction to "cases" which may include the same individual more than once.
† Total cases minus readmission of patients discharged during the current year.

TABLE

TABLE 2.

SHOWING the admissions, readmissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c, per cent. at the Hospital for the Insane, Callan Park, during the year 1879 to 1891 inclusive

Year	Admitted						Transferred from other Hospitals			Discharged						Transferred to other Hospitals			Escaped and not recaptured within 28 days			Died			Remaining in Hospital, 31st December			Average number resident			Percentage of recoveries on admissions and readmissions			Percentage of Patients relieved on admissions and re admissions			Percentage of Deaths on average numbers resident		
	Admitted for the first time			Readmitted						Recovered			Relieved																										
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total
1879	16		16				54		54	1		1	2		2	3		3				1		1	107		107	56		56	6 25		6 25	12 5		12 5	1 78		1 78
1880	52		52	2		2	5		5	18		18	2		2	5		5				12		12	129		129	120		120	33 33		33 33	3 70		3 70	10 00		10 00
1881	43		43	8		8	2		2	26		26	4		4	2		2	1		1	9		9	140		140	135		135	50 98		50 98	7 84		7 84	6 62		6 62
1882	43		43	3		3	2		2	20		20	6		6	3		3				13		13	146		146	144		144	43 47		43 47	13 04		13 04	9 02		9 02
1883	30		30	2		2	3		3	12		12	2		2	3		3				14		14	150		150	148		148	37 50		37 50	6 25		6 25	9 45		9 45
1884	56		56	1		1	90	12	102	13		13	2		2	5		5	1		1	15		15	261	12	273	168		168	22 80		22 80	3 50		3 50	8 92		8 92
1885	160	85	245	7	2	9	5	67	72	58	23	81	4	9	13	9	3	12	3		3	29	3	32	330	128	458	296	100	396	34 73	26 43	31 88	2 39	10 34	5 11	9 79	3 00	8 08
1886	166	116	282	4		4	1	74	75	72	34	106	7	6	13	8	7	15	2		2	35	19	54	377	252	629	350	221	571	42 35	29 31	37 06	4 11	5 17	4 54	10 00	8 59	9 42
1887	95	82	177	8	8	16	2	3	5	41	45	86	2	6	8	3	4	7				38	2	58	398	270	668	384	253	637	39 80	50 00	44 55	1 93	6 66	4 14	9 89	7 90	9 10
1888	150	102	252	14	11	25	7	1	8	81	48	129	11	7	18	11	6	1	2		2	37	20	57	427	303	730	422	280	702	49 38	42 47	46 57	6 70	6 19	6 49	8 76	7 14	8 26
1889	118	94	212	13	12	25	2	3	5	57	56	113	2	4	6	6	6	12	1		1	41	27	68	453	319	772	443	305	748	43 51	52 13	47 68	1 52	3 77	2 11	9 25	8 85	9 04
1890	135	102	237	7	8	15	5	2	7	45	56	101	11	5	16	18	6	24		2	2	41	27	68	485	335	820	463	322	785	31 69	50 90	40 07	7 74	4 54	6 34	8 85	8 38	8 66
1891	130	96	226	9	9	18	4	10	14	65	61	126	3	8	11	44	13	57	4		4	48	22	70	464	346	810	473	342	815	46 07	57 65	51 63	2 16	7 84	4 54	10 14	6 43	8 58

TABLE 3.

SHOWING the causes of insanity*, apparent or assigned, in the admissions and readmissions in the Hospital for the Insane, Callan Park, during the year 1891

Causes of Insanity	Number of instances in which each cause was assigned								
	As predisposing cause †			As exciting cause †			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
MORAL—									
Domestic trouble (including loss of relatives and friends)	1	1	2		7	7	1	8	9
Adverse circumstances (including business anxiety and pecuniary difficulties)	1		1	14	1	15	15	1	16
Mental anxiety and "worry" (not included under above two heads) and overwork				4	5	9	4	5	9
Religious excitement					3	3		3	3
Love affairs (including seduction)					2	2		2	2
Fright and nervous shock				1		1	1	...	1
Isolation								...	
Nostalgia				1		1	1	...	1
PHYSICAL—									
Intemperance in drink	1		1	34	4	38	35	4	39
Do (sexual)				2	3	5	2	3	5
Venereal disease				1		1	1		1
Self abuse (sexual)				1		1	1		1
Sunstroke	1		1	3		3	4		4
Accident or injury	6	1	7	6	2	8	12	3	15
Pregnancy					1	1		1	1
Parturition and the puerperal state					9	9		9	9
Lactation					5	5		5	5
Uterine and ovarian disorders					2	2		2	2
Progressive Muscular Atrophy				1		1	1		1
Change of life		1	1		8	8		9	9
Uræmic Poisoning				1		1	1		1
Privation and overwork	1		1	1	1	2	2	1	3
Phthisis									
Epilepsy	7	5	12	11	8	19	18	13	31
Pachymeningitis				1		1	1		1
Disease of skull and brain				4	1	5	4	1	5
Old age	11	4	15				11	4	15
Other bodily diseases and disorders and chronic ill health	5	2	7	5	5	10	10	7	17
Excess of opium				1	1	2	1	1	2
PREVIOUS ATTACKS							19	11	30
HEREDITARY INFLUENCE ASCERTAINED							17	17	34
CONGENITAL DEFECT ASCERTAINED							2	2	4
OTHER ASCERTAINED CAUSES							2		2
UNKNOWN							11	7	18

* These "causes are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the medical officers † No cause is enumerated more than once in the case of any patient ‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations

TABLE

TABLE 4.

SHOWING the causes of death in the Hospital for the Insane, Callan Park, during the year 1891.

	Males.	Females.	Total.
CEREBRAL DISEASE :—			
Apoplexy and paralysis	4	.....	4
Epilepsy and convulsions	5	4	9
General paralysis	14	2	16
Maniacal and melancholic exhaustion and decay	8	1	9
Inflammation and other diseases of the brain, softening, tumour, &c.	1	1	2
THORACIC DISEASE :—			
Inflammation of lungs, pleura, and bronchi	2	1	3
Pulmonary consumption	3	3	6
Disease of heart and blood-vessels	1	1	2
Epithelioma of Neck	2	.....	2
Influenza, with Lung Disease	.....	5	5
Influenza, with Heart Disease	.....	1	1
ABDOMINAL DISEASE :—			
Inflammation and ulceration of stomach, intestines, and peritoneum	2	.....	2
Dysentery and diarrhœa	1	.....	1
Albuminuria	.....	.....	.....
Disease of bladder and prostate	.....	.....	.....
Disease of liver	.....	.....	.....
ERYSIPELAS	.....	.....	.....
TYPHOID FEVER	.....	.....	.....
GENERAL DEBILITY AND OLD AGE	3	3	6
ACCIDENT (suffocation by choking)	1	.....	1
SUICIDE	1	.....	1
Total	48	22	70

TABLE 5.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1891, and of Inmates, on 31st December, 1891.

Form of Mental Disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital.		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
CONGENITAL OR INFANTILE MENTAL DEFICIENCY—												
Do (*a*) with epilepsy	...	1	1	...	...	...	1	...	1	4	3	7
Do (*b*) without epilepsy	1	3	4	...	...	...	...	1	1	13	14	27
Epileptic insanity	12	7	19	7	1	8	5	4	9	26	17	43
General paralysis of the insane	17	2	19	...	...	...	15	2	17	26	4	30
MANIA—												
Acute	12	14	26	6	7	13	5	1	6	9	10	19
Chronic	1	1	2	16	2	18	4	2	6	92	72	164
Recurrent	11	10	21	13	16	29	...	...	...	16	8	24
Delusional	19	18	37	10	3	13	1	1	2	43	38	81
A Potu	15	2	17	...	6	6	...	...	...	18	...	18
Puerperal	...	6	6	...	...	...	...	1	1	...	6	6
Senile	...	...	...	...	..	...	...	...	..	1	...	1
MELANCHOLIA—												
Acute	2	7	9	3	4	7	1	...	1	..	5	5
Chronic	...	1	1	...	...	...	1	3	4	32	26	58
Recurrent	4	3	7	...	1	1	...	...	...	5	6	11
Delusional	22	19	41	9	16	25	3	1	4	46	35	81
Puerperal	...	3	3	...	4	4	...	...	...	...	2	2
Senile	2	1	3	1	...	1	..	...	...	2	2	4
DEMENTIA—												
Primary	4	1	5	...	1	1	1	1	2	5	1	6
Secondary	2	1	3	...	...	...	8	2	10	95	84	179
Senile	11	4	15	...	...	...	3	3	6	23	12	35
Organic (*i.e.*, from tumours, coarse brain disease, &c.)	4	1	5	...	...	...	...	...	...	8	1	9
Total	139	105	244	65	61	126	48	22	70	464	346	810

TABLE 6.

SHOWING the occupations of those admitted and readmitted, and those under care in the Hospital for the Insane, Callan Park, during the year 1891.

Occupations.		Admitted and readmitted during 1891.			Under care during 1891.		
		Male.	Female.	Total.	Male.	Female.	Total.
Professional	Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	6	.....	6	40	.....	40
Commercial	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	34	.....	34	101	.....	101
Agricultural and pastoral	Farmers, squatters, graziers, free selectors, &c.	5	.....	5	27	.....	27
Mechanics, tradesmen, &c., actively employed and in outdoor avocations	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c.	20	.....	20	72	.....	72
Mechanics, tradesmen, &c., employed at sedentary or indoor occupations	Bootmakers, bookbinders, compositors, weavers, tailors, &c.	9	.....	9	61	.....	61
Domestic service	Waiters, cooks, servants, &c.	11	.....	11	39	.....	39
	Miners, labourers, seamen, shepherds, &c.	49	.....	49	256	... .	256
Educational, and higher domestic duties	Governesses, teachers, housekeepers, trained nurses, &c.	.....	5	5	.....	20	20
Ordinary domestic work	Servants, charwomen, laundresses, &c.	.....	34	34	.....	133	133
Commercial—actively employed	Shopkeepers, saleswomen, &c.	.....	.....	.....	.....	3	3
Commercial—employed in sedentary occupations	Tailoresses, needlewomen, machinists, bookbinders, factory-workers, &c.	.....	4	4	.....	18	18
Wives of professional men	Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	.....	3	3	.....	10	10
Wives of Commercial men	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	.....	14	14	.....	35	35
Wives of tradesmen, mechanics, &c.	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c.	.....	4	4	.....	22	22
Wives of agricultural and pastoral men	Farmers, squatters, graziers, free selectors, &c.	.....	4	4	.....	13	13
Wives of	Miners, labourers, seamen, shepherds, &c.	.....	20	20	.....	54	54
	No occupation	2	8	10	16	13	29
	Unknown	3	9	12	16	129	145
	Total	139	105	244	628	450	1,078

APPENDIX D.

The Medical Superintendent, Hospital for the Insane, Newcastle, to The Inspector-General of the Insane.

Sir, Hospital for the Insane, Newcastle, 23 April, 1892.

I have the honor to forward for your information a report on this Hospital for the year 1891, together with the usual statistical tables.

At the beginning of the year there were in the Hospital 137 males and 113 females—a total of 250. The admissions numbered 23, of whom 13 were males; of these, 9 males and 7 females were received direct, the remainder having been transferred from the other Hospitals for the Insane. The total under care during the year was 273, with an average resident number of 253, viz., 139 males and 114 females. The discharges were, 1 male and 2 females relieved, 1 male recovered, and 4 males and 1 female transferred. Of the deaths (10 in all) 6 were males and 4 females. At the close of the year there remained 138 males and 116 females—a total of 254.

The number of admissions for the year shows 1 more than for 1890, and 1 less than for 1889. The death-rate was somewhat lower than usual, 3·95 per cent. The health of the inmates was very good, and in this connection it is interesting to note that the visitation of epidemic influenza to this neighbourhood, though very severe, and affecting a comparatively large proportion of the population, attacked but 3 in the Institution, 2 members of the staff and 1 male patient, the latter case being slight, and the diagnosis not beyond doubt.

The accidents were few, and all occurred in women. They were fractures of a tibia, an ulna, and a phalanx of the toe respectively, and a dislocation of a patella. Two of these were due to a fall during an epileptic seizure, another to a blow from a fellow patient, and the fourth to a patient who was blind, stepping on the foot. Each was reported to you at the time of their occurrence.

Many improvements have been effected during the year, mainly under the direction of my predecessor, Dr. W. C. Williamson, whom I succeeded on the 1st September. The more important of these are a well-lighted spacious room which serves admirably for a dining-room for the helpless and older epileptic

epileptic male patients, a bath-room adjoining the ward for the female children, a dressing-room off the main female bath-room, the levelling of the cricket paddock, and the planting of trees and shrubs in suitable places. The new hall, too, was completed before the close of the year, and proved satisfactory for the religious services which have been duly held and well attended, and for the various performances, which were much apppeciated by the patients. At one of these latter a number of patients assisted much to their delight and to the appreciation of their fellows.

The raising of Newcomen-street (mentioned in last year's report) by the Borough Council to the level of the Hospital wall tended to press the latter inwards, causing displacement of the buildings near to it. This has for the present been remedied, at the Council's expense, by the placing of buttresses on the Hospital side of the wall, but the overlooking caused by the raising of Newcomon-street is intolerable and interferes much with the privacy and comfort of the patients, more especially those in the female division.

The question of overcrowding is ever present, and must sooner or later become serious. For the female division some provision is to be made during next year, but with the limited available room for extension generally the site of the present Institution is, apart from other reasons, unsuitable. Another difficulty has arisen through the nearness of the chimney-stack to the residents of Newcomen and the adjacent streets. The smoke from it is the subject of repeated protests, and the removal of the Hospital has been mooted on this and other grounds by the local press and municipal authorities.

The yield of vegetables, owing to an unusually good season, was large, and it was found of great advantage to the health of the patients as a whole, and to epileptics specially, for whom they were largely used instead of meat.

I have to acknowledge with thanks the kindness of the Dampier Company, and of several ladies and gentlemen resident in Newcastle, in giving entertainments for the patients in the new amusement hall. For the Christmas-tree, which was a great treat, I am indebted to many kind friends, more than enough of toys, sweetmeats, and money having been sent. Besides these, donations of illustrated papers and fruit were made at different times.

I am glad to be able to record my appreciation of the special help rendered by the matron and the loyal co-operation of the chief attendant and other members of the staff in the work of the Institution.

I have, &c.,

CHISHOLM ROSS,
Medical Superintendent.

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Newcastle, during the year 1891.

	Male.	Female.	Total.	Male.	Female.	Total.
In Hospital on 31st December, 1890				137	113	250
Admitted for the first time during the year	9	7	16			
Readmitted during the year	...	...	...			
Transferred during the year	4	3	7	13	10	23
Total under care during 1891				150	123	273
Discharge or removal—						
Recovered	1	...	1			
Relieved	1	2	3			
Transferred	4	1	5			
Escaped (and not recaptured)	...	...	...			
Died	6	4	10			
Total discharged or died during the year				12	7	19
Remaining				138	116	254
Average number resident during the year				139	114	253
*Persons under care during the year†				150	123	273
*Persons admitted				9	8	17
*Persons recovered				1	...	1

* Persons, *i.e.*, separate persons in contradistinction to "cases," which may include the same individual more than once.
† Total cases minus readmission of patients discharged during the current year.

Table 2.

Showing the admissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent., at the Hospital for the Insane, Newcastle, during the years 1871 to 1891, inclusive.

Year.	Admitted.						Transferred from other Hospitals &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days.			Died.			Remaining in Hospital 31 December in each year.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions.			Percentage of deaths on the average number resident.		
	Admitted for the first time.			Re-admitted						Recovered.			Relieved.																											
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1871							88	25	113	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1872							32	11	43	..	..	..	..	..	..	1	..	1	..	..	..	18	3	21	101	33	134	91	27	118	..	..	..	..	..	..	19·78	11·11	17·79
1873	Totals admitted.						11	1	12	..	..	..	..	..	..	..	..	..	..	..	..	12	2	14	100	32	132	100	32	132	..	..	..	..	..	..	12·00	6·25	10·66
1874							26	18	44	2	..	2	..	..	..	..	..	..	..	..	..	9	1	10	115	49	164	108	34	142	..	..	..	..	..	..	8·33	2·94	7·04
1875							25	9	34	..	..	..	2	..	2	1	1	2	..	..	..	16	4	20	121	53	174	116	48	164	..	..	..	..	..	..	13·79	8·33	12·19
1876	7	1	8	..	..	..	11	10	21	1	..	1	2	..	2	2	..	2	..	..	..	14	2	16	122	60	182	119	56	175	14·28	..	12·50	28·57	..	25·00	11·76	3·57	9·14
1877	1	3	4	1	..	1	14	7	21	..	..	..	..	..	..	2	..	2	..	..	..	7	3	10	129	67	196	127	60	187	..	..	..	..	..	..	5·52	5·00	5·34
1878	3	1	4	..	..	..	6	13	19	..	..	..	1	..	1	..	2	2	..	..	..	16	3	19	121	76	197	127	72	199	..	..	..	11·11	..	4·34	12·59	4·16	9·55
1879	5	1	6	..	..	..	12	11	23	..	..	..	3	1	4	..	..	..	..	..	..	10	2	12	124	85	209	131	79	200	..	..	..	60·00	100·00	66·66	8·26	2·53	6·00
1880	5	3	8	..	..	..	3	21	24	..	..	..	1	1	2	1	..	1	..	..	..	6	4	10	124	104	228	123	94	217	..	..	..	20·00	33·33	15·00	4·87	4·25	4·60
1881	3	1	4	..	..	..	10	3	13	..	..	..	..	..	..	2	..	2	..	..	..	7	1	8	128	107	235	124	106	230	..	..	..	..	..	..	5·64	0·94	3·47
1882	11	4	15	..	..	..	5	2	7	..	..	..	2	..	2	..	..	..	..	..	..	12	4	16	130	109	239	128	109	237	..	..	..	18·18	..	13·33	9·37	3·66	6·75
1883	13	5	18	..	..	..	6	3	9	..	..	..	1	..	1	2	..	2	..	..	..	12	5	17	134	112	246	132	110	242	..	..	..	7·69	..	5·55	9·00	4·54	7·02
1884	2	6	8	..	..	..	8	7	15	..	..	..	1	1	2	..	1	1	..	..	..	14	11	25	129	112	241	130	112	242	..	..	..	50·00	16·66	25·00	10·07	9·82	10·33
1885	6	8	14	..	1	1	2	5	7	..	..	..	3	2	5	1	1	2	..	..	..	6	10	16	127	113	240	128	114	242	..	..	..	50·00	22·22	33·33	4·68	8·77	6·61
1886	7	10	17	..	1	1	5	3	8	..	..	..	4	..	4	..	1	1	..	..	..	10	9	19	125	117	242	125	114	239	..	..	..	56·11	..	22·22	8·00	7·89	7·99
1887	10	4	14	1	2	3	2	2	4	..	..	..	3	2	5	..	..	..	..	..	..	8	10	18	127	113	240	124	114	238	..	..	..	27·27	33·33	29·41	6·45	8·77	7·56
1888	10	7	17	..	..	..	9	3	12	1	..	1	1	..	1	1	..	1	..	..	..	10	15	25	133	108	241	128	111	239	10·00	..	5·88	10·00	..	5·88	7·81	13·51	10·46
1889	5	6	11	1	..	1	9	3	12	..	..	..	1	..	1	1	..	1	..	..	..	13	5	18	133	112	245	130	109	239	..	..	..	16·66	..	8·33	10·00	4·58	7·53
1890	7	5	12	..	..	..	8	2	10	1	..	1	1	..	1	1	1	2	..	..	..	8	5	13	137	113	250	136	112	248	14·28	..	8·33	14·28	..	8·33	5·88	4·46	5·24
1891	9	7	16	..	..	..	4	3	7	1	..	1	1	2	3	4	1	5	..	..	..	6	4	10	138	116	254	139	114	253	11·11	..	6·25	11·11	28·57	18·75	4·31	3·50	3·95

Table 3.

Showing the causes of death in the Hospital for the Insane, Newcastle, during the year 1891.

	Male.	Female.	Total.
Cerebral Disease—			
Apoplexy and paralysis	.....	...	...
Epilepsy and convulsions	2	.....	2
General paralysis	.....	.....	.....
Maniacal and melancholic exhaustion and decay	.....	.....	.....
Inflammation and other diseases of the brain, softening, tumour, &c.	.....	.....	.....
Thoracic Disease—			
Inflammation of lungs, pleura, and bronchi	1	1	2
Pulmonary consumption	1	.....	1
Disease of heart and blood-vessels	.....	1	1
Abdominal Disease—			
Inflammation and ulceration of stomach, intestines, and peritoneum	.....	.....	.....
Dysentery and diarrhœa	2	1	3
Albuminuria	.....	.....	.....
Disease of bladder and prostate	.....	.....	.....
Disease of liver	.....	.....	.....
Tumour (hydatid) of uterus	.....	1	1
Erysipelas	.....	.....	.....
Typhoid Fever	.....	.....	.....
General Debility and Old Age	.....	.....	.....
Accident	.....	.....	.....
Suicide	.....	.....	.....
Total	6	4	10

TABLE 4.

SHOWING the ages of the admissions and readmissions, discharges, and deaths, and also the ages of all Patients under care during the year 1891, in the Hospital for the Insane at Newcastle.

	Admitted and re-admitted.			Recovered.			Removed, relieved, &c.			Died.			Patients under care.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
5 to 10 „	5	4	9	...	...	...	...	...	...	1	...	1	9	8	17
10 to 15 „	3	1	4	1	...	1	...	1	1	...	1	1	20	14	34
15 to 20 „	...	2	2	...	...	...	1	1	2	2	1	3	24	24	48
20 to 30 „	...	...	...	...	...	...	3	...	3	2	...	2	51	30	81
30 to 40 „	...	...	...	...	...	...	...	1	1	...	1	1	26	19	45
40 to 50 „	...	...	...	...	...	...	...	...	...	...	1	1	4	22	26
50 to 60 „	...	...	...	...	...	...	...	...	...	1	...	1	5	4	9
60 to 70 „	...	...	...	...	...	...	1	...	1	...	...	...	7	2	9
70 to 80 „	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
80 to 90 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
90 and upwards	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	9	7	16	1	...	1	5	3	8	6	4	10	150	123	273

TABLE 5.

SHOWING the native countries of those admitted and readmitted, and those under care, during the year 1891.

		Admitted and Readmitted during 1891.			Under care during 1891.		
		Male.	Female.	Total.	Male.	Female.	Total.
British Colonies	New South Wales	8	6	14	121	104	225
	Other Colonies	1	1	2	10	4	14
Great Britain...	England	.....	.....	.....	13	7	20
	Scotland	.....	.....	.....	1	2	3
	Ireland	.....	.....	.....	3	5	8
Other Countries		.....	.....	.....	2	1	3
Total		9	7	16	150	123	273

APPENDIX E.

The Medical Superintendent, Hospital for the Criminal Insane, Parramatta, to The Inspector-General of the Insane.

Sir, Hospital for the Criminal Insane, Parramatta, 20 April, 1892.

I do myself the honor to forward herewith a report upon this Hospital for the year 1891 together with the usual statistical tables.

The number of patients remaining in the Hospital on the 31st December, 1890, was 54 (45 men and 9 women). During the year 10 men and 1 woman were admitted for the first time and 1 man readmitted, making a total under care and treatment during the year 66 (56 men and 10 women). Of these 1 man was discharged recovered, 8 men and 1 woman were transferred to the free division of the Hospital on the expiration of their sentences, and 3 men died, leaving a total of 53 (44 men and 9 women) in the Hospital on the 31st December, 1891.

Tables are appended which give the mortality, percentage of recoveries, &c., also a classification of the crimes committed by the patients in this division, together with the periods at which insanity was recognized.

As usual the patients have been wonderfully free from sickness, and of the three deaths that occurred one was caused through cancer, another by acute inflammation of the brain, and the third, an aged and feeble man, unfortunately committed suicide after a residence in the Hospital of thirty-two years; a full and detailed report of this case, together with the result of the inquiry held by the District Coroner, was forwarded to you at the time of the occurrence.

The great value of the vegetable garden, in which the majority of the patients from this division find occupation, is more amply demonstrated as year succeeds year, without any consideration of the large amounts of vegetables grown. The outdoor occupation tends very largely to the health and contentment of the inmates, and serves to prevent many an attack of irritability and excitement. Some of the patients who could not, for various reasons, be trusted in the gardens have been occupied in teasing horse-hair and coir for mattresses, in assisting in the painters', tailors', and upholsterers' shops, &c., under the supervision af the artisans attached to the Hospital, whilst for others there is at times a large amount of cleaning and other work to be done in the ward itself.

I desire to draw your attention to the small seclusion yard, which is never used, and to point out the advisability of converting it into an associated dormitory. The work could be carried out at small expense, and the room would serve as a small hospital for the more feeble cases, and in other ways be convenient in the administration of the Hospital. Other necessary alterations, such as making provision for better day-room accommodation in the lower ward, and providing a room for the night attendant in this division, have been pointed out in previous reports.

I have, &c.,

EDWIN GODSON,

Medical Superintendent.

TABLE

TABLE showing the classification of the crimes of Patients admitted into the Hospital for the Criminal Insane, Parramatta, during the year 1891.

Crimes.	Classified with reference to the period at which insanity was recognized.																	
	Total number admitted during the year 1891.			Certified to be insane whilst awaiting trial.			Found insane by Jury on arraignment.			Acquitted on the ground of insanity.			Reprieved on the ground of insanity.			Certified to be insane whilst undergoing sentences of penal servitude.		
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total
Attempt to murder	1	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
Murder	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	..
Assault and battery	1	...	1	...	...	...	...	...	...	..	...	...	...	...	...	1	...	1
False pretences	1	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
Vagrancy, drunk and disorderly	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Attempted suicide	2	...	2	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1
Obtaining goods and money by means of false pretences	1	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
Larceny and petty thefts	2	1	3	...	1	1	...	...	...	...	...	...	...	...	...	2	...	2
Having no lawful means of support	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Total	11	1	12	1	1	2	...	...	...	4	...	4	...	...	...	6	...	6

TABLE showing classification of the crimes and sentences of Patients remaining in the Hospital for the Criminal Insane at Parramatta on the 31st December, 1891.

Crime.	Classified with reference to the period at which insanity was recognised.																	
	Certified to be insane whilst awaiting trial.			Found insane by jury on arraignment.			Acquitted on the grounds of insanity.			Reprieved on the grounds of insanity.			Certified as insane whilst serving sentence.			Total Number in Hospital 31 Dec., 1891.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Tota
Murder	3	...	3	1	1	2	10	1	11	...	...	...	4	1	5	18	3	21
Attempt to murder	...	1	1	...	...	...	1	1	2	...	...	...	...	...	...	1	2	3
Cutting and wounding, and shooting with intent	...	...	...	2	...	2	8	1	9	...	...	...	2	...	2	12	1	13
Unnatural offence	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Manslaughter	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Indecent assault	..	...	..	...	...	...	1	..	1	...	...	...	...	...	...	1	...	1
Rape	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	2	...	2
Horse-stealing	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	2	...	2
Assault and battery	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
False pretences	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	2	...	2
Arson	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1
Attempting suicide	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	1	1	2
Larceny and petty thefts	...	1	1	...	...	...	...	...	...	...	...	...	1	...	1	1	1	2
Carnally knowing a child under the age of 10 years	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
Total	3	2	5	5	1	6	26	5	31	...	...	...	10	1	11	44	9	53

The following table shows the admissions, discharges, and deaths, with the mean annual mortality and the proportion of recoveries, &c., per cent., at the Hospital for the Criminal Insane at Parramatta, for the years 1877 to 1891 inclusive.

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital, 31st December in each year.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of Patients relieved on admissions and readmissions.			Percentage of deaths on average number resident.		
	For the first time.			Readmitted.						Recovered.			Relieved.																											
	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M	F	Total.	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1877..	10	..	10	1	..	1	..	..	..	3	..	3	..	1	1	2	..	2	..	..	..	2	..	2	38	4	42	37	4	41	27·27	..	27·27	..	..	..	5·40	..	4·87
1878..	8	2	10	..	1	1	..	..	..	2	2	4	..	..	..	2	..	2	..	1	1	2	..	2	40	4	44	38	5	43	25·00	66·66	36·36	..	..	..	5·26	..	4·65
1879..	16	3	19	..	..	..	12	..	12	5	..	5	3	..	3	6	1	7	..	..	..	3	..	3	51	6	57	49	4	53	31·25	..	26·31	18·75	..	15·78	6·12	..	5·66
1880..	21	2	23	..	..	..	..	..	..	4	..	4	..	..	..	11	2	13	..	..	..	4	..	4	53	6	59	47	6	53	19·04	..	17·39	..	..	..	8·51	..	7·54
1881..	18	3	21	..	..	..	..	..	..	6	..	6	..	..	..	14	3	17	..	..	..	1	..	1	50	6	56	50	6	56	33·33	..	28·57	..	..	..	2·00	..	1·78
1882..	26	2	28	..	..	..	..	..	..	8	..	8	..	..	..	24	1	25	..	..	..	..	1	1	44	6	50	52	5	57	30·76	..	28·57	..	..	..	..	20·00	1·75
1883..	21	3	24	..	..	..	..	..	..	4	..	4	..	..	..	11	3	14	..	..	..	..	..	..	50	6	56	45	6	51	19·04	..	16·66	..	..	..	..	..	..
1884..	25	4	29	..	..	..	..	..	..	4	..	4	..	..	..	20	3	23	..	..	..	1	..	1	50	7	57	47	6	53	16·00	..	13·79	..	..	..	2·02	..	1·88
1885..	17	4	21	1	..	1	1	..	1	8	..	8	..	..	..	11	4	15	1	..	1	1	..	1	48	7	55	44	7	51	44·44	..	36·36	..	..	..	2·27	..	1·96
1886..	21	1	22	..	..	..	..	..	..	6	..	6	..	..	..	14	..	14	1	..	1	..	..	..	48	8	56	46	7	53	28·57	..	27·27	..	..	..	..	..	..
1887..	16	3	19	..	..	..	..	..	..	3	..	3	..	..	..	8	2	10	..	..	..	..	..	..	53	9	62	49	9	58	18·75	..	15·78	..	..	..	..	..	..
1888..	14	2	16	..	..	..	1	..	1	2	..	2	..	..	..	9	2	11	..	..	..	3	..	3	54	9	63	51	8	59	14·28	..	12·50	..	..	..	5·88	..	5·08
1889..	3	2	5	..	..	..	1	..	1	4	..	4	..	..	..	11	2	13	..	..	..	1	..	1	42	9	51	47	9	56	133·3	..	80·00	..	..	..	2·12	..	5·78
1890..	8	2	10	1	..	1	..	..	..	3	..	3	..	..	..	2	2	4	..	..	..	1	..	1	45	9	54	42	9	51	33·33	..	27·27	..	..	..	2·38	..	1·96
1891..	10	1	11	1	..	1	..	..	..	1	..	1	..	..	..	8	1	9	..	..	..	3	..	3	44	9	53	43	8	51	9·09	..	8·33	..	..	..	6·97	..	5·88

[One plan.]

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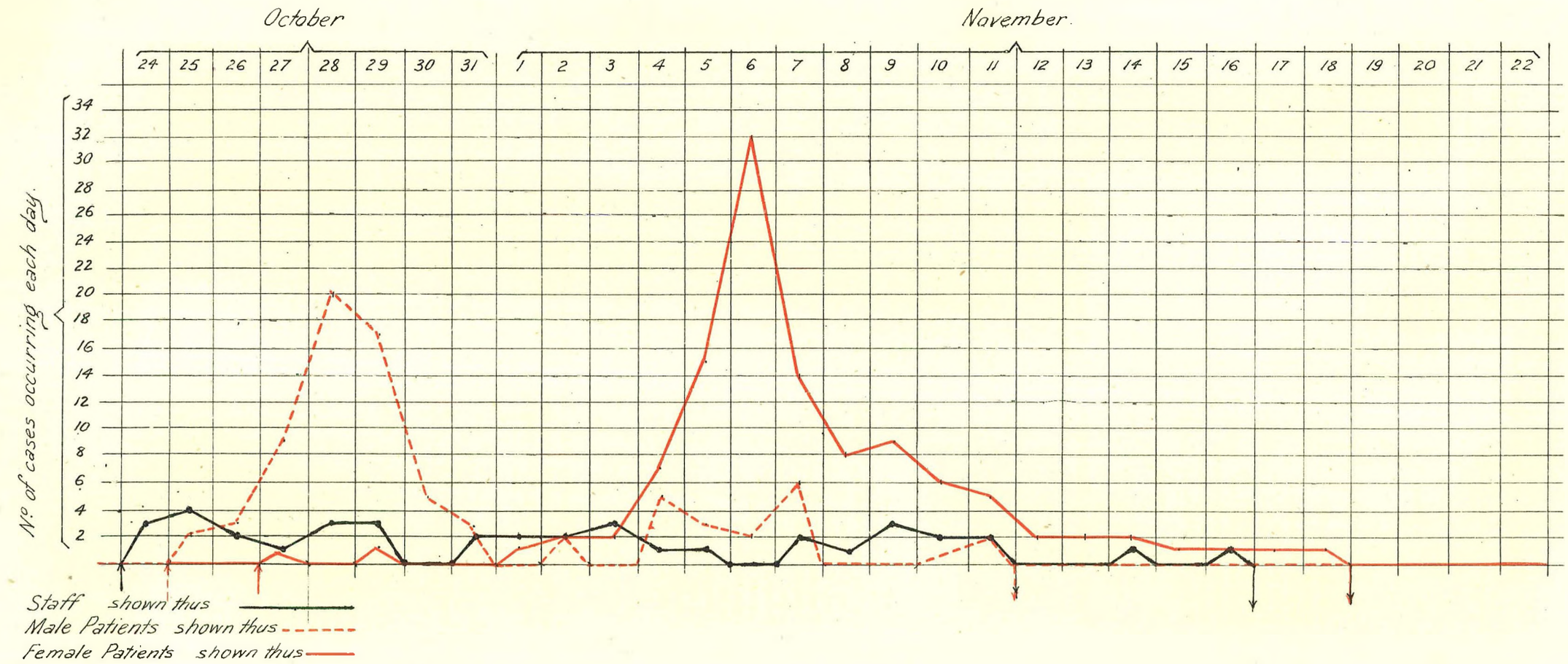
Chart showing the number of cases of Influenza occurring day by day in Gladesville Hospital during the 1891 epidemic.



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1892–3.

NEW SOUTH WALES.

INSPECTOR-GENERAL OF THE INSANE.

(REPORT FOR 1892.)

Presented to Parliament, pursuant to Act 42 Vic. No. 7, sec. 73.

The Inspector-General of the Insane to The Chief Secretary.

Sir, Lunacy Department, Inspector-General's Office, Gladesville, 20 March, 1893.

In accordance with the 73rd section of the Lunacy Act of 1878, I do myself the honor to submit for your information a report on the state and condition of the Hospitals and other Institutions for the Insane for the year ending 31st December, 1892. In appendices to the report will be found reports on the Hospitals by the Medical Superintendents, together with the statistics of each Institution.

I have, &c.,
F. NORTON MANNING,
Inspector-General.

On 31st December, 1892, the number of insane persons officially registered was 3,312, and their distribution was as follows:—

Institution.	Number on Register.			Number on Leave.		
	Male.	Female.	Total.	Male.	Female.	Total.
Hospital for the Insane, Gladesville	530	322	852	14	34	48
Do Parramatta (Free)	620	379	999	7	4	11
Do do (Criminal)	48	9	57	.....	.....	.....
Do Callan Park	445	367	812	3	10	13
Do Newcastle	146	117	263	2	.....	2
Do Rydalmere	225	.....	225	.....	.....	.....
Licensed House for the Insane, Cook's River	17	85	102	2	6	8
Licensed Houses do Picton	.....	2	2	.....	.....	.....
Total	2,031	1,281	3,312	28	54	82

The number on 31st December, 1891, was 3,134 (1,912 males and 1,222 females), so that the increase during the year was 178 (119 males and 59 females). This increase is 50 beyond the increase for any previous year, and 87 in excess of the average for the previous 10 years, which is shown in the following return:—

Year.	Increase.	Year.	Increase.
1882	89	1887	104
1883	96	1888	76
1884	121	1889	76
1885	119	1890	128
1886	74	1891	32

Total for 10 years, 915, or an average of 91 a year.

The

[1,165 copies—Approximate Cost of Printing (labour and material), £60 7s. 6d.]

The exceptionally large increase, which by itself is sufficient almost to fill one Institution, is most serious, as adding to the annual charge for maintenance, and embarrassing in view of the existing accommodation. It would seem due almost entirely to the general commercial depression which has increased the worries and anxieties of large classes, and so directly caused insanity, and has driven into the Hospitals a number of persons already more or less insane—dements and imbeciles—who in more prosperous times are entirely supported by friends, or, when work is plentiful, can earn sufficient at the less intellectual avocations to induce friends or employers to give them a home in consideration of their labour. The admissions to the Hospital at Newcastle, all being idiotic or imbecile patients, have been more than double those of any previous year. The returns from the other hospitals show that the number of aged and demented cases admitted has been more than usually large, whilst the admissions from Broken Hill have been larger than during any former year, although the general population of that district has very greatly diminished. The admission of a large proportion of patients of the demented and imbecile class to the hospitals has also acted indirectly in swelling the number remaining at the close of the year. They are for the most part of an incurable class, and the recovery rate has in consequence been less than usual.

Of the number on the Registers at the close of the year—3,230—2,003 males and 1,227 females were in the Institutions, and 82—28 males and 54 females—were absent on leave under the provisions of section 82 of the Lunacy Act.

The returns from the Institutions show that there has been an increase in the number of patients at all of them. At Gladesville the increase was 36, at Parramatta (free) 53, at Parramatta (criminal) 4, at Callan Park 2, at Newcastle 9, at Rydalmere 73, and at Cook's River 1. The Hospital at Rydalmere received during the year the overflow of chronic and incurable cases from the wards for males at Gladesville and Callan Park, and was managed as a separate Institution during the whole year, although only gazetted as such at the end of March, after the Appropriation Act had been passed.

The proportion of insane to population in the Colony has risen from 1 in 371, or 2·69 per thousand at the close of 1891, to 1 in 361 or 2·77 per thousand at the close of 1892, but is still below the proportion in either of the divisions of the United Kingdom of Great Britain and Ireland.

The following tables show the number of admissions, discharges, and deaths, the proportion of recoveries, the rate of mortality, the causes of insanity in those admitted, those who recovered and those who died, the causes of death, the length of residence in those who recovered and those who died, and also the ages, condition as to marriage, religious profession, nationality, and previous occupation of those admitted and of all under care, as well as the form of mental disorder in those admitted, those who recovered, and those who died during the year:—

TABLE 1.

SHOWING the Admissions, Readmissions, Discharges, and Deaths in the Hospitals and Licensed Houses for the Insane during the year 1892.

	Male.	Female.	Total.	Male.	Female.	Total.
In Hospital on 31st December, 1891				1,912	1,222	3,134
Admitted for the first time during the year	377	208	585			
Readmitted during the year	39	42	81			
Transferred during the year	125	41	166			
				541	291	832
Total under care during the year 1892				2,453	1,513	3,966
Discharged or removed—						
Recovered	154	107	261			
Relieved	17	14	31			
Transferred	125	41	166			
Escaped (and not recaptured)	4	1	5			
Died	122	69	191			
Total discharged or died during the year 1892				422	232	654
Remaining				2,031	1,281	3,312
Average number resident during the year				1,946	1,205	3,151
* Persons under care during the year†				2,446	1,505	3,951
* Persons admitted during the year				423	252	675
* Persons recovered during the year				155	106	261

* Persons, *i.e.*, separate persons in contradistinction to "cases," which may include the same individual more than once.
† Total cases minus readmission of patients discharged during the current year.

Table 2.

Showing the Admissions, Readmissions, Discharges, and Deaths, with the Mean Annual Mortality, and the Proportion of Recoveries, &c., per cent., in the Hospitals for the Insane, for the years 1876 to 1892 inclusive, and including the Licensed Houses, from the year 1882.

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital 31st December in each year.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of recoveries on admissions and readmissions for Quinquennial periods.			Percentage of patients relieved on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions for Quinquennial periods.			Percentage of deaths on average numbers resident.			Percentage of deaths on average numbers resident for Quinquennial periods.		
	Admitted for the first time.			Readmitted.						Recovered.			Relieved.																																									
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1876	182	111	293	33	27	60	101	12	113	88	70	158	17	19	36	100	45	145	...	...	...	78	29	107	1072	533	1605	1052	536	1588	40·90	50·72	44·75							7·90	13·76	10·19							7·41	5·41	6·73			
1877	262	100	362	62	24	86	133	14	147	137	64	201	17	18	35	130	21	151	...	...	...	97	20	117	1147	548	1695	1130	529	1659	42·28	51·61	44·86							4·97	14·51	7·81							8·58	3·78	7·05			
1878	212	126	338	40	38	78	112	36	148	108	46	154	17	20	37	113	45	158	...	...	...	99	28	127	1174	609	1783	1175	579	1754	42·85	28·05	37·01	42·28	39·86	41·42	6·75	12·19	8·89	6·80	13·77	9·28	8·42	4·83	7·24	7·95	4·88	6·92
1879	241	128	369	40	26	66	98	12	110	112	58	170	21	28	49	97	17	114	...	..	...	91	26	117	1232	646	1878	1188	620	1808	39·86	37·66	39·08							7·47	18·18	11·26							7·66	4·19	6·47			
1880	267	145	412	28	30	58	42	24	66	133	63	196	21	19	40	40	35	75	3	...	3	96	40	136	1276	688	1964	1249	665	1914	45·08	36·00	41·70							7·11	10·85	8·51							7·68	6·01	7·10			
1881	284	134	418	35	27	62	31	9	40	133	73	206	16	14	30	34	19	53	5	...	5	84	26	110	1354	726	2080	1314	700	2014	41·69	45·34	42·91							5·01	8·69	6·25							6·39	3·71	5·46			
1882	286	142	428	20	25	45	38	14	52	118	84	202	22	16	38	38	14	52	3	...	3	93	48	141	1430	877	2307	1392	854	2246	38·56	50·29	42·70							7·18	9·58	8·03							6·68	5·62	6·27			
1883	272	161	433	21	22	43	29	145	174	119	75	194	19	11	30	29	145	174	...	...	...	111	45	156	1474	929	2403	1443	904	2347	40·61	40·98	40·75	40·07	42·27	40·89	6·48	6·01	6·30	5·65	8·36	6·66	7·69	4·98	6·64	7·34	5·16	6·52
1884	281	159	440	20	33	53	130	42	172	103	79	182	16	12	28	107	42	149	4	...	4	123	58	181	1552	972	2524	1503	932	2435	34·21	41·14	36·91							5·31	6·25	5·67							8·18	6·22	7·43			
1885	318	205	523	20	24	44	29	83	112	151	83	234	15	25	40	29	83	112	7	...	7	118	49	167	1599	1044	2643	1550	985	2535	44·67	36·24	41·26							4·43	10·91	7·05							7·61	4·97	6·58			
1886	345	196	541	18	8	26	27	88	115	174	99	273	16	10	26	27	88	115	7	...	7	121	66	187	1644	1073	2717	1604	1035	2639	47·93	48·52	48·14							4·40	4·90	4·58							7·54	6·37	7·08			
1887	302	179	481	30	21	51	19	10	29	115	99	214	11	14	25	19	10	29	4	...	4	111	74	185	1735	1086	2821	1670	1052	2722	34·63	49·50	40·22							3·31	7·00	4·69							6·64	7·03	6·79			
1888	333	196	529	32	27	59	37	14	51	167	108	275	20	11	31	37	14	51	5	...	5	132	68	200	1776	1122	2898	1738	1077	2815	45·75	48·43	46·76	41·33	49·30	44·34	5·47	4·93	5·27	4·29	4·36	4·31	7·59	6·31	7·10	7·30	6·36	6·94
1889	294	186	480	41	29	70	37	12	49	135	109	244	8	4	12	37	12	49	8	1	9	138	71	209	1822	1152	2974	1785	1104	2889	40·29	50·69	44·36							2·38	1·86	2·18							7·73	6·43	7·23			
1890	341	215	556	35	20	55	41	33	74	141	116	257	21	8	29	41	33	74	2	2	4	128	65	193	1906	1196	3102	1827	1133	2960	37·50	49·36	42·06							5·58	3·40	4·74							7·00	5·73	6·52			
1891	327	212	539	31	26	57	227	34	261	168	129	297	11	17	28	227	34	261	6	...	6	167	66	233	1912	1222	3134	1982	1167	3149	46·92	54·20	49·83							3·07	7·14	4·69							8·42	5·65	7·39			
1892	377	208	585	39	42	81	125	41	166	154	107	261	17	14	31	125	41	166	4	1	5	122	69	191	2031	1281	3312	1946	1205	3151	37·01	42·80	39·18							4·08	5·60	4·65							6·26	5·72	6·06			

	Males.	Females.	Total.
Average percentage of recoveries on admissions and readmissions for ten years, 1883–1892	41·04	46·28	43·05
Average percentage of patients relieved on admissions and readmissions for ten years, 1883–1892	4·42	5·80	4·95
Average percentage of deaths on average numbers resident for ten years, 1883–1892	7·45	5·95	6·88

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Table 3.

Showing the Causes of Insanity,* apparent or assigned, in the admissions and readmissions in the Hospitals and Licensed Houses for the Insane, during the year 1892.

Causes of Insanity	No of Instances in which each cause was assigned								
	As predisposing cause†			As exciting cause†			Total ‡		
	Male.	Female	Total.	Male.	Female	Total.	Male.	Female	Total
Moral—									
Domestic trouble (including loss of relatives and friends)	1	..	1	9	17	26	10	17	27
Adverse circumstances (including business anxiety and pecuniary difficulties)	1	...	1	27	10	37	28	10	38
Mental anxiety and "worry" (not included under above two heads), and overwork	...	..	..	8	9	17	8	9	17
Religious excitement	1	.	1	11	7	18	12	7	19
Love affairs (including seduction)	...	...	...	.	8	8		8	8
Fright and nervous shock	...	2	2	2	3	5	2	5	7
Isolation	3	2	5	2	.	2	5	2	7
Nostalgia	1	...	1	4	..	4	5	..	5
Physical—									
Intemperance in drink	6	1	7	65	14	79	71	15	86
Do (sexual)	...	...	...	1	1	2	1	1	2
Venereal disease	1	...	1	2	...	2	3	...	3
Self-abuse (sexual)	.	...	...	10	..	10	10	..	10
Sunstroke	9	1	10	9	1	10	18	2	20
Accident or injury	7	1	8	12	1	13	19	2	21
Pregnancy	...	...	...	...	3	3	.	3	3
Parturition and the puerperal state	.	...	...	...	20	20	.	20	20
Lactation	.	...	...	...	2	2	.	2	2
Uterine and ovarian disorders		...	...	...	3	3		3	3
Puberty	1	...	1	2	2	4	3	2	5
Change of life	.	3	3	.	10	10		13	13
Fevers	..	...		3	...	3	3	...	3
Influenza	1	...	1	4	1	5	5	1	6
Privation and overwork	2	.	2	1	1	2	3	1	4
Phthisis	1	...	1	1	1	2	2	1	3
Epilepsy	4	4	8	35	18	53	39	22	61
Disease of skull and brain	1	1	2	10	1	11	11	2	13
Locomotor Ataxy	...	...	...	2	...	2	2	..	2
Old age	9	7	16	2	5	7	11	12	23
Other bodily diseases and disorders and chronic ill health	11	5	16	18	17	35	29	22	51
Excess of opium	.	.	..	...	3	3	...	3	3
Previous attacks	32	31	63	5	8	13	37	39	76
Hereditary influence ascertained	22	30	52	.		.	22	30	52
Congenital defect ascertained	23	20	43	...	..	...	23	20	43
Other ascertained causes	...			..		.	.	.	..
Unknown	...		...	...	.		110	38	148

* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the Medical Officers

† No cause is enumerated more than once in the case of any patient.

‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

Table 4.

Showing the Causes of Death in the Hospitals and Licensed Houses for the Insane during the year 1892.

	Male.	Female	Total.
Cerebral Diseases—			
Apoplexy and paralysis	5	2	7
Epilepsy and convulsions	16	6	22
General paralysis	20	4	24
Maniacal and melancholic exhaustion and decay	8	3	11
Inflammation and other diseases of the brain, softening, tumour, &c.	21	12	33
Thoracic Diseases—			
Inflammation of lungs, pleuræ, and bronchi	5	5	10
Pulmonary consumption	9	11	20
Gangrene of lung	3	.	3
Disease of the heart and blood-vessels	10	10	20
Abdominal Diseases—			
Inflammation and ulceration of stomach, intestines, and peritoneum	5	. ..	5
Dysentery and diarrhœa	2	1	3
Albuminuria	... .	1	1
Strangulated Hernia, Herniotomy	.. .	1	1
Disease of liver	1	.. .	1
Diabetes	. .	1	1
Erysipelas	.	. . ..	.....
Typhoid Fever	. ..	.	... . .
Influenza	. ..	... ..	..... .
Epithelioma of Neck	.	.. .	.....
Malignant Disease	. .	1	1
General Debility and Old Age	16	11	27
Accident	1	.....	1
Suicide	. .	.....	.. ..
Total	122	69	191

TABLE 5.

SHOWING the Length of Residence in those discharged recovered, and in those who have died in the Hospitals and Licensed Houses for the Insane during the year 1892.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month	2	.....	2	7	5	12
From 1 to 3 months	40	26	66	9	3	12
„ 3 to 6 months	44	28	72	12	3	15
„ 6 to 9 months	26	16	42	14	2	16
„ 9 to 12 months	10	12	22	8	2	10
„ 1 to 2 years	17	14	31	15	8	23
„ 2 to 3 years	7	4	11	7	8	15
„ 3 to 5 years	5	4	9	15	6	21
„ 5 to 7 years	1	1	2	7	8	15
„ 7 to 10 years	..	1	1	5	10	15
„ 10 to 12 years	....	.. ....	... .	2	1	3
„ 12 to 15 years	....	. ....	....	4	6	10
Over 15 years	2	1	3	17	7	24
Total	154	107	261	122	69	191

TABLE 6.

SHOWING the Ages of Admissions and Readmissions, Discharges, and Deaths, and also the Ages of all Patients under care, during the year 1892, in the Hospitals and Licensed Houses for the Insane.

	Admitted and readmitted.			Recovered.			Removed, relieved, &c			Died.			Patients under care during 1892.		
	Male	Female	Total.	Male	Female	Total.	Male	Female.	Total.	Male	Female.	Total.	Male.	Female	Total.
1 to 5 years	2	3	5	...	..	...		1	1	1	..	1	3	3	6
5 to 10 years	6	5	11	...	...	...	2	1	3	2	2	4	14	13	27
10 to 15 years	8	8	16	...	..		2	. .	2	1	...	1	27	21	48
15 to 20 years	23	19	42	4	2	6	4	3	7	2	2	4	63	53	116
20 to 30 years	80	68	148	33	37	70	19	12	31	8	10	18	330	257	587
30 to 40 years	125	60	185	61	37	98	41	14	55	21	10	31	618	326	944
40 to 50 years	90	43	133	20	20	40	32	14	46	31	13	44	584	384	968
50 to 60 years	46	22	68	21	5	26	27	7	34	23	14	37	473	274	747
60 to 70 years	30	15	45	11	3	14	12	3	15	17	6	23	238	120	358
70 to 80 years	5	7	12	3	2	5	3	1	4	13	11	24	84	57	141
80 to 90 years	1	...	1	1	1	2	4	...	4	3	1	4	19	5	24
90 and upwards	...	..	. .	...	...	...	.	...	.	...	..	...	...	...	...
Total.	416	250	666	154	107	261	146	56	202	122	69	191	2,453	1,513	3,966

TABLE 7.

SHOWING Conditions as to Marriage in those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1892.

	Admissions and readmissions.			Under care during 1892.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single	230	92	342	1,615	608	2,223
Married	134	130	264	518	652	1,170
Widowed	18	25	43	116	169	285
Unascertained	14	3	17	204	84	288
Total	416	250	666	2,453	1,513	3,966

TABLE 8.

SHOWING the Religious Profession of those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1892.

Religious Profession.	Admissions and readmissions.			Under care during 1892.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England	198	101	299	1,047	597	1,644
Presbyterian	35	25	60	172	98	270
Wesleyan	13	13	26	81	51	132
Lutheran	12	.....	12	66	10	76
Other Protestant Denominations	21	14	35	110	56	166
Roman Catholic	120	93	213	814	658	1,472
Pagan	6	1	7	71	1	72
Hebrew	3	1	4	17	10	27
Mahomedan	1	.....	1	4	.....	4
Unascertained	7	2	9	71	32	103
Total	416	250	666	2,453	1,513	3,966

TABLE 9.

SHOWING the Native Countries of those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1892.

		Admitted and readmitted during 1892.			Under care during 1892.		
		Male.	Female.	Total.	Male.	Female.	Total.
British Colonies	New South Wales	115	119	234	703	575	1,278
	Other Colonies	37	25	62	133	67	200
Great Britain...	England	134	53	187	628	290	918
	Scotland	20	15	35	131	74	205
	Ireland	64	35	99	517	456	973
France		1	.....	1	17	5	22
Germany		10	2	12	68	19	87
China		5	.....	5	75	.....	75
Other Countries		30	1	31	181	27	208
Total		416	250	666	2,453	1,513	3,966

TABLE 10.

SHOWING the Form of Mental Disorder in the Admissions, Readmissions, Recoveries, and Deaths of the year 1892, and of Inmates in Hospitals and Licensed Houses for the Insane, on 31st December, 1892.

Form of Mental Disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital 31st Dec., 1892.		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
CONGENITAL OR INFANTILE MENTAL DEFICIENCY—												
Do (*a*) with Epilepsy	15	10	25	...	...	...	7	2	9	73	54	127
Do (*b*) without Epilepsy	18	15	33	...	...	...	6	12	18	187	130	317
Epileptic Insanity	18	13	31	3	2	5	16	8	24	59	51	110
General Paralysis of the Insane	37	5	42	...	...	...	14	4	18	55	7	62
MANIA—												
Acute	47	41	88	29	30	59	7	...	7	68	64	132
Chronic	2	1	3	...	...	...	5	3	8	249	184	433
Recurrent	16	10	26	11	6	17	...	1	1	45	44	89
Delusional	105	24	129	42	13	55	16	5	21	520	215	735
A Potu	10	7	17	14	6	20	2	2	4	22	3	25
Puerperal	...	8	8	...	12	12	...	1	1	...	23	23
Senile	1	1	2	...	...	...	...	...	...	12	6	18
MELANCHOLIA—												
Acute	12	14	26	9	7	16	1	3	4	12	17	29
Chronic	...	1	1	...	...	...	1	1	2	73	52	125
Recurrent	1	7	8	1	3	4	...	...	...	5	12	17
Delusional	79	64	143	35	27	62	14	8	22	222	189	411
Puerperal	...	9	9	...	...	...	...	...	...	...	11	11
Senile	...	4	4	...	1	1	...	...	...	10	8	18
A Potu	3	1	4	2	...	2	...	...	...	1	2	3
DEMENTIA—												
Primary	22	6	28	6	...	6	4	2	6	121	41	162
Secondary	13	2	15	...	...	...	13	4	17	184	132	316
Senile	15	5	20	2	...	2	15	12	27	97	32	129
Organic (*i.e.*, from Tumours, coarse Brain Disease, &c.)	2	2	4	...	...	...	1	1	2	16	4	20
Total	416	250	666	154	107	261	122	69	191	2031	1281	3312

TABLE 11.

SHOWING the Occupations of those admitted and readmitted, and those under care, in the Hospitals and Licensed Houses for the Insane, during the year 1892.

Occupations.		Admitted and readmitted during 1892.			Under care during 1892.		
		Male.	Female.	Total.	Male.	Female.	Total.
Professional	Clergy, Military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	25	.....	25	69	.....	69
Commercial	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	44	.....	44	181	.....	181
Agricultural and pastoral	Farmers, squatters, graziers, free selectors, &c.	23	1	24	121	2	123
Mechanics, tradesmen, &c., actively employed, and in out-door avocations	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c.	41	.....	41	257	.....	257
Mechanics, tradesmen, &c., employed at sedentary or indoor occupation	Bootmakers, bookbinders, compositors, weavers, tailors, &c.	19	.....	19	129	.....	129
Domestic service	Waiters, cooks, servants, &c.	29	.....	29	86	.....	86
	Miners, labourers, seamen, shepherds, &c	202	.....	202	1,259	.....	1,259
Educational and higher domestic duties	Governesses, teachers, housekeepers, trained nurses, &c.	.....	10	10	.....	45	45
Ordinary domestic work	Servants, charwomen, laundresses, &c.	.....	55	55	.....	430	430
Commercial — actively employed	Shopkeepers, saleswomen, &c.	.....	3	3	2	66	68
Commercial — employed in sedentary occupations	Tailoresses, needlewomen, machinists, bookbinders, factory workers, &c.	.....	11	11	.....	47	47
Wives of professional men	Clergy, military, and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.	.....	3	3	.....	20	20
Wives of commercial men	Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.	.....	26	26	.....	75	75
Wives of tradesmen, mechanics, &c.	Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c.	.....	14	14	.....	63	63
Wives of agricultural and pastoral men	Farmers, squatters, graziers, free selectors, &c.	.....	17	17	.....	60	60
Wives of	Miners, labourers, seamen, shepherds, &c.	.....	62	62	.....	218	218
	No occupation	30	42	72	198	237	435
	Unknown	3	6	9	151	250	401
	Total	416	250	666	2,453	1,513	3,966

Admissions

The admissions have been 666, the largest number yet admitted in any one year, and give a ratio of "occurring insanity" in proportion to the general population of 1 in 1,797. This is a larger proportion than in any year since 1885. The following return shows the ratio of admissions to the population of the Colony, or the proportion of "occurring insanity" during the last twenty years:—

Year.	Admissions.	Population.	Proportion to Population.	Year.	Admissions.	Population.	Proportion to Population.
1873	342	560,275	1 in 1,638	1883	476	869,310	1 in 1,826
1874	330	584,278	1 in 1,770	1884	493	921,129	1 in 1,868
1875	356	606,652	1 in 1,704	1885	567	980,573	1 in 1,729
1876	360	629 776	1 in 1,749	1886	567	1,030,762	1 in 1,817
1877	457	662,212	1 in 1,449	1887	532	1,042,919	1 in 1,960
1878	424	693,743	1 in 1,636	1888	588	1,085,740	1 in 1,846
1879	440	734,282	1 in 1,668	1889	550	1,122,200	1 in 2,040
1880	476	770,524	1 in 1,618	1890	611	1,170,000	1 in 1.914
1881	494	781,265	1 in 1,581	1891	596	1,165,300	1 in 1,955
1882	473	817,468	1 in 1,728	1892	666	1,197,050	1 in 1,797

The number admitted for the first time was 585, and 81 had at some former time been under treatment in one of the Hospitals in this Colony.

The admission of natives of Europe, as well as of other strangers to the Colony, to which I called special attention in my report for the year 1890, and also in several previous years, still continues, and calls for legislation to prevent a very serious burden on its finances.

If the invasion were confined to those who, starting in good health for this Colony, fell insane by the way or immediately after arrival, there would be perhaps little to complain of; but the ports of all the other Colonies are now closed to insane emigrants by legislative enactment, and people arriving insane thereat are deliberately brought on and landed in New South Wales.

The exceptional position of this Colony which is well known even invites the advent of persons of weak and unstable intellect since their friends are tempted to ship them with the knowledge that should insanity occur they will not be returned on their hands.

The

The mental condition of every patient has been carefully inquired into by the Medical Superintendents on admission, and all were seen within a very short period after admission by either the official visitors or myself. In no case was it possible to say that the patient was not insane and a fit subject for hospital treatment; but in a few, after a short period of rest, treatment, and careful feeding, it was possible to send on the patients to one of the Asylums for the Infirm and Destitute, the mental condition being that of dementia from old age or other cause temporarily aggravated by penury and exposure.

The medical certificates under which patients have been admitted have been closely scrutinised, and in only fourteen cases has it been necessary to insist on amendments, but it would seem almost impossible to impress on Justices of the Peace that the provisions of the Lunacy Act must be strictly complied with, and that the orders and other papers on which patients are sent to hospital are important legal documents, which should only be signed after careful examination as to their correctness in all particulars. It has been found necessary to ask for amendments in these documents in a great number of instances, and to refuse admission and direct fresh proceedings to be taken in not a few.

The mode of admission has been in 291 cases at the "request" of friends or officers in charge of public institutions under section 8 of the Lunacy Act, in 358 cases by the "order" of Police Magistrates or Justices under section 6 of the Lunacy Act, and in 17 cases under "warrants" by the Colonial Secretary, these latter being all addressed to the Hospital for the Criminal Insane.

It is noticeable that the proportion of admissions under section 8 of the Lunacy Act on action taken by friends of patients is slowly increasing, and proceedings under this section are now very largely taken, especially when the patient's residence is within easy reach of one of the hospitals. The difficulties and expenses attending the journey to hospital from the more distant parts of the Colony render official assistance necessary in many cases, and in a number of others the patients have no relatives or friends to act for them. The extension of the railways has very much facilitated the transmission of patients to Hospitals for the Insane, but from the outlying western districts the journey is still a very long and trying one, and from the Barrier District involves a journey by rail of some 1,280 miles, or by rail and sea of about 1,400 miles.

The condition in which patients have reached hospital after very long journeys is highly creditable to the officers of police who have had them in charge and acted as escort.

Transfers.

The following table shows the admissions by transfer from one institution to another during the year:—

RETURN showing Transfers for year 1892.

Transferred from	Transferred to																				
	Gladesville.			Parramatta (Free).			Parramatta (Criminal).			Callan Park.			Newcastle.			Rydalmere.			Cook's River.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
Gladesville	...	...	...	2	21	23	...	...	...	1	...	1	3	...	3	40	...	40	...	...	...
Parramatta (Free)	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
Parramatta (Criminal)	...	...	...	6	3	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Callan Park	4	1	5	9	8	17	...	...	...	...	...	...	1	1	2	50	...	50	...	1	1
Newcastle	1	...	1	3	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rydalmere	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cook's River	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	5	5	10	25	33	58	...	...	...	1	1	2	4	1	5	90	...	90	...	1	1

The total number of these transfers was 166, and of these 90 were chronic cases sent from the overcrowded wards at Gladesville and Callan Park to the Hospital for chronic and demented cases at Rydalmere, whilst 40 others of a similar class were sent from Gladesville and Callan Park to Parramatta. The remaining cases consisted, 1st, of weak-minded children, transferred from the other Hospitals to Newcastle; 2nd, of criminals transferred from the Hospital for the Criminal Insane on the expiry of sentence; and 3rd, of patients transferred from one institution to another for change of air and surroundings, to be nearer relatives or friends desirous of visiting them, and for other causes.

Discharges of the Recovered.

The number of patients discharged as recovered during the year was 261, and shows a percentage of 39·18 on the admissions for the same period. This rate is less than the average for the past ten years by more than 4 per cent. The percentage at the Hospitals for the Insane, excluding the Hospital at Newcastle to which idiots and imbeciles only are admitted, was 41·53, and at the Licensed House at Cook's River 37·50 on the admissions.

Discharges of the Unrecovered.

During the year 31 patients were discharged as relieved, this number being about the average for some years past. Almost all were given in charge of friends willing to exercise such supervision over them as their mental condition rendered necessary. Among them were 7 patients from the Hospital for the Insane at Newcastle who had so far improved as to render their discharge advisable.

Escapes.

The number of escapes was 29. Of these 15 were from Gladesville, 6 from Callan Park, 4 from Rydalmere, 3 from Parramatta, and 1 from Cook's River.

In the majority of cases the patients were absent at longest only for a few hours, but 5 remained at large when the statutory period within which they could be retaken had expired. One of these 5 was subsequently readmitted under fresh certificates, and another came to the Hospital to see the Medical Superintendent. The remaining 3 were not heard of.

The

The following return shows the Number of Escapes during the last ten years:—

Year.	Number of Escapes.	Returned to Hospital.	Not Returned.	Year.	Number of Escapes.	Returned to Hospital.	Not Returned.
1883	31	30	1	1888	47	42	5
1884	34	30	4	1889	42	33	9
1885	43	36	7	1890	45	41	4
1886	37	30	7	1891	45	39	6
1887	34	30	4	1892	29	24	5

During the year 1891 the number of escapes from asylums in Scotland, as shown in the report for that year by the Commissioners-in-Lunacy, was 194, or 20 per thousand of the patients under care, and this was considerably below the average proportion for the preceding ten years. The number per thousand in New South Wales in 1892 was somewhat over 6 per thousand. It is necessary to point out that a considerable amount of liberty within the Hospital grounds, and even beyond these, is accorded to convalescent and harmless chronic patients, and that the escapes are for the most part from these classes.

Deaths.

The number of deaths was 191, and calculated on the average number resident gives a percentage of 6·06. The death-rate for males being 6·26, and that for females 5·72. The death-rate is somewhat less than the average for the last ten years, which was 6·88. It was largest at Callan Park (8·02), where most of the acute cases are admitted, and at Newcastle (7·84), where the patients belong to a feeble class. At Parramatta (free) it was 5·38, at Gladesville 5·18, at Rydalmere 4·78, at Parramatta (criminal), 3·70, and at Cook's River 3·03.

In Table 4 the causes of death are set forth in detail. It will be seen that the chief causes of death were disease of the brain, general paralysis, and epilepsy. The deaths from pulmonary consumption and from other diseases of the lung numbered 30, and diseases of the heart and blood-vessels were the cause in 20 cases. In 27 cases death was due to general debility and old age. There was no death from influenza, typhoid fever, or other infectious ailment.

Leave of Absence on Probation.

This is provided for by the 82nd section of the Lunacy Statute and permission under this section to remove patients from hospital for limited periods has been granted in 131 cases during the year, so that, including those who were absent on 31st December, 1891—72 in number—no less than 203 patients have been absent for various periods. Of these, 72 were discharged recovered, 46 were returned to hospital, 3 died whilst on leave, and 82 were absent on 31st December, 1892. The number removed on probation from each institution is shown in the following return:—

RETURN showing particulars as to Leave of Absence during the year 1892.

Institution.	Remaining on leave 31st December, 1891.			Number granted leave during the year 1892.			Discharged—Recovered, &c.			Returned to Hospital.			Died whilst on leave.			Remaining on leave 31st December, 1892.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Gladesville	11	28	39	19	43	62	9	23	32	6	14	20	1	...	1	14	34	48
Parramatta	9	2	11	16	18	34	10	10	20	8	6	14	...	...	...	7	4	11
Callan Park	7	6	13	8	15	23	7	7	14	5	3	8	...	1	1	3	10	13
Newcastle	...	...	...	4	...	4	1	...	1	1	...	1	...	...	...	2	...	2
Rydalmere	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cook's River	2	7	9	4	4	8	2	3	5	2	1	3	...	1	1	2	6	8
Total	29	43	72	51	80	131	29	43	72	22	24	46	1	2	3	28	54	82

The system of allowing leave of absence on probation has worked most satisfactorily. It gives an opportunity of testing the fitness for discharge in doubtful cases; it enables patients who are the subjects of recurrent insanity to spend at home and with friends the brighter and better periods of their lives and to return to hospital without the expense and trouble of fresh proceedings under the Lunacy Act; and the change in some cases is beneficial to both general and mental health.

Total Number under Care.

The total number of patients under care was 3,966—2,453 males and 1,513 females—and the daily average number resident was 3,151.

Accidents, &c.

The year has passed without any case of suicide, and with only one fatal accident. In this case a young man who was somewhat weak minded from birth, and had for several years been employed in assisting the carter and driving one of the carts at the Hospital at Callan Park, fell, and the wheel of the cart passing over him he received injuries which speedily resulted in death. The patient was not an epileptic, the horse was perfectly quiet, and stopped of its own accord immediately the accident took place, and under all the circumstances no blame could possibly be attributed to anyone. The other accidents were as follows:—1 fracture of neck of thighbone, 1 of the upper part of thighbone—both due to falls in aged patients; 1 fracture of thigh by a fall from a window during an attempt to escape, 1 fracture of arm, 2 of forearm, 1 of kneecap, and 1 of jaw, and 1 dislocation of the shoulder from accidental falls, the patients being in three of the cases epileptics. A severe scalp wound with other injuries, and a severe burn of the hand, were self inflicted under the influence of delusion or insane impulse, and a fracture

of the arm occurred during a severe struggle with nurses, in which the patient was extremely violent. In this case a full investigation was made, and the nurses acquitted of blame. During a picnic on the banks of the harbour a female patient, whilst gathering oysters, slipped into deep water, and was got out, after some time, apparently dead. The nurse-in-charge and one of the attendants carried out, the treatment for the apparently drowned with judgment, perseverance, and ultimately complete success. The careful teaching by Dr. Sinclair, the Medical Superintendent at Gladesville, of the members of the Staff under his direction was exemplified and vindicated by this favourable result.

Four cases of sudden death have occurred during the year, aneurism, heart disease, and epilepsy (2) having been the cause.

In considering this record of casualties it should be remembered that there have been 3,966 patients under care, and a daily average number of 3,151 resident; that all were suffering from mental disorder, not a few violent and turbulent, a considerable proportion epileptic, some old and feeble, and others with strong tendencies to suicide or self mutilation. On the whole it would appear that a commendable degree of care and supervision has been exercised.

Changes in the Staff.

These occurred chiefly at the Hospital for the Insane at Parramatta. Mr. Henry Colley, for about fifteen years the Assistant Superintendent of that Hospital, and a most painstaking and efficient officer, died after a very short illness, and was succeeded by Mr. John H. Wilkinson, who had been ten years in another department of the public service. On the resignation of office as Junior Medical Officer at Parramatta by Dr. John M. Scott, Mr. Reginald J. Millard, M.B. and M. Ch. of the University of Sydney, was appointed as his successor.

Mrs. Jane Burn, for more than twenty-six years the Matron of the Hospital at Parramatta, and the officer with longest service in this Department, retired on a well-earned pension. Her retirement was a great loss to the Hospital with which she had so long been connected, and where her self-sacrifice and devotion to duty were an example to every member of the Staff. A better and a more earnest officer never served a Government. Mrs. Burn was succeeded in office by Miss Frances G. Spencer, who brings as a qualification for office special training and experience in General Hospitals. Mr. Frederic Fowler, who had been for thirty years in the public service, and had held the position of Superintendent of the Reception House for the Insane since its opening in 1868, retired on a pension; and his retirement rendered necessary that of Mrs. Fowler, who had been Matron of the institution for a period of eighteen years. Mr. and Mrs. Fowler were succeeded as Superintendent and Matron by Mr. and Mrs. Moore, both of whom had been for long periods on the Staff of the Hospital at Gladesville, and the former of whom has twenty years' service in this Department. The changes among the attendants and nurses have been fewer than usual. The resignations have been unusually few in number, and number of dismissals less than for several years past. There has been no difficulty in filling up the vacancies which have occurred.

Additions to Buildings, and urgent need for further accommodation.

During the year a ward for epileptics was erected at the Hospital for the Insane at Rydalmere, and one for imbeciles at the Hospital at Newcastle. These buildings together will accommodate 92 patients, and have been built at a cost, including all extras and fittings, of £75 per bed. They are, in all respects, suitable for the classes of patients for whom they were designed, and the cost must be considered reasonable and satisfactory. Whilst, however, the new buildings accommodate 92 patients, the increase in the number of patients during the year, as previously stated, amounts to 178, so that only a little over one half were provided for, and the excess has gone to increase the overcrowding previously existing.

In my report for the year 1891, I pointed out that all the Hospitals were then overcrowded, and, at the close of 1892, the condition of matters was as follows:—There were 3,208 patients in the Hospitals, with room for 3,088 only, or 120 in excess of the accommodation; and there were 50 Government patients boarded-out at the licensed house, Cook's River (and paid for at the rate of 22s. 6d. a week), owing to want of room in the Hospitals. The average rate of increase is, as has been frequently stated, nearly 100 a year, and there is almost a certainty, therefore, of there being 220 patients in excess of the accommodation at the close of 1893.

Under these circumstances, the necessity for immediate action is apparent. The projected new Hospital at Goulburn, which the Public Works Committee has decided shall be placed on the site purchased for the purpose at Kenmore, should be commenced with as little delay as possible, and to meet immediate needs, additional wards, together with buildings for laundry and other administrative purposes, should be erected at Rydalmere, where the area of land is sufficient, the site good, and the number of patients at present does not exceed 300. These buildings might be constructed at a very reasonable cost per bed, especially as they will be used for the most part for the more chronic and demented patients.

The rate of accommodation in the calculations as to space has been fixed at that set forth by the Poor Law Commissioners in England to be the lowest compatible with health, and it is impossible to go below this without danger to health in the first place, and with other special dangers in the case of Institutions for the Insane. As I pointed out in the report on these Institutions for the year 1891, it is impossible to get the best curative results when buildings for insane patients are in an overcrowded condition, or to avoid friction, quarrels, and accidents—with more or less disastrous results—when patients bereft of reason and self-control are packed together without sufficient space, and with imperfect means of classification.

During the year a sufficient area of land, conveniently situated, and in all respects suitable for the purpose, has been reserved near the city of Armidale as a site for an Hospital for the Insane for the Northern District, and I have visited and reported on an area near the town of Orange as a site for an Hospital for the Western District of the Colony. This site possesses very distinct advantages, and its reservation is now under the consideration of the Minister. The reservation of these areas will obviate any necessity for the purchase of land when local hospitals, which must ere very long be established, are decided on.

Cost of Maintenance.

The receipts of this Department from all sources amounted to £14,488 10s., being an increase of £908 7s. 7d. on the receipts for the preceding year.

The collections by the Master in Lunacy towards maintenance, including payments made at the Reception House, Darlinghurst, amounted to £13,245 2s. 9d. The sum of £367 19s. was paid by the Imperial Treasury for the maintenance of patients, £653 12s. 2d. was received for the sale of fat and condemned stores, and £221 16s. 1d. for rent of land.

The details are shown in the following return:—

TABLE showing Total Receipts on account of Institutions for the Insane during the year 1892.

Name of Institution.	Collected for maintenance of Patients.	Paid from Imperial Treasury for maintenance of Patients.	Sale of Fat and old Stores.	Rent of Land.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hospital for the Insane, Gladesville	4,385 14 8	.....	277 9 0	.....	4,663 3 8
Do Parramatta	2,030 3 5	334 10 0	197 5 11	.....	2,561 19 4
Do Callan Park	5,666 7 8	.....	146 3 5	.....	5,812 11 1
Do Newcastle	801 0 2	33 9 0	16 14 8	.....	851 3 10
Do Rydalmere	239 18 10	.....	15 19 2	.....	255 18 0
Licensed House for the Insane, Cook's River	117 2 0	.....	.....	.....	117 2 0
Reception House for the Insane, Darlinghurst	4 16 0	.....	.....	.....	4 16 0
Inspector-General's Office	.....	.....	.....	221 16 1	221 16 1
Total	13,245 2 9	367 19 0	653 12 2	221 16 1	14,488 10 0

The total expenditure was £102,519 14s. 6d., and was made up as follows:—Maintenance of patients in Hospitals for the Insane, £94,820 18s. 3d.; maintenance of Government patients at Licensed House for the Insane at Cook's River, £2,935 5s.; maintenance of patients in the Reception House, £1,851 12s. 7d.; and general expenses, including cost of Inspector-General's Office, payments to official visitors, maintenance of steam launch, &c., £2,911 18s. 8d. The cost of maintenance in Hospitals was £2,388 19s. 3d. more than in 1891, but the daily average number of patients was 89 more than in that year, and the average maintenance rate somewhat less. The average weekly cost per head at all the Hospitals for the year was 11s. 11½d., without deducting collections, and 10s. 2d. after the collections were deducted. The cost for 1891 was 12s. 1¼d. without deducting collections, and 10s. 5¼d. after these were deducted. The cost per head for 1892 would have been considerably less than for the preceding year, but the increased and new Custom House duties on many of the articles in use increased their cost. The cost for stimulants of all kinds was extremely small, and amounted to only 1s. 8¼d. per patient per annum.

The cost of the Reception House amounted to £2 2s. 4d. more than during 1891, but each patient treated therein cost £2 18s. 0½d. as against £3 1s. 1½d. in 1891. The number of patients was 605 in 1891 and 638 in 1892.

The following return shows the weekly cost at the Hospitals for the last ten years—1883 to 1892:—

RETURN showing Weekly Cost for Maintenance in Hospitals for the Insane for ten years, 1883 to 1892 inclusive.

Year.	Without deducting Collections.	Deducting Collections.
	£ s. d.	£ s. d.
1883	0 12 5	0 11 5
1884	0 12 3	0 10 11
1885	0 12 8	0 11 3½
1886	0 12 7¼	0 11 1¾
1887	0 11 11½	0 10 6
1888	0 11 8¼	0 10 2
1889	0 12 9¾	0 11 3¼
1890	0 11 11¼	0 10 4¼
1891	0 12 1¼	0 10 5¼
1892	0 11 11½	0 10 2
Average for 10 years	0 12 2¾	0 10 9

The following tables show the particulars of expenditure in the Hospitals for the Insane during 1892:—

TABLE showing Annual Cost of Patients in Hospitals for the Insane during the year 1892.

Institution.	Total number under care.	Average number resident.	Total cost.	Amount of collections.	Total annual cost per Patient, without deducting collections.	Annual cost per Patient, deducting collections.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hospital for the Insane, Gladesville	1,071	790	26,567 11 6	4,663 3 8	33 12 7	27 14 6¼
Do Parramatta	1,166	1,019	27,324 1 8	2,561 19 4	26 16 2½	24 6 0
Do Callan Park	1,072	798	27,063 3 4	5,812 11 1	33 18 2	26 12 7
Do Newcastle	295	255	7,277 8 10	851 3 10	28 10 9¼	25 4 0¼
Do Rydalmere	242	188	6,588 12 11	255 18 0	35 0 9¾	33 13 8¼
	3,846	3,050	94,820 18 3	14,144 15 11	31 1 9¼	26 9 0¼

RETURN showing the Average Annual Cost of Maintenance per Patient at the Hospitals for the Insane, for the year 1892.

Name of Hospital.	Daily average number of patients resident	Salaries, money allowances, and fees	Provisions extras, medical comforts, and forage	Stimulants—Wines, spirits, beer, &c	Medicines and surgical instruments.	Stores, including clothing, bedding, and materials for manufacture.	Fuel, light, and water.	Incidental and miscellaneous expenses, including Library amusements, &c	Total expenditure.	Collections for maintenance, &c.	Annual cost for maintenance per patient.	Annual cost per patient, deducting collections for maintenance, &c.
		£ s. d	£ s d	£ s. d	£ s. d	£ s d	£ s. d	£ s d	£ s. d.	£ s. d	£ s. d.	£ s. d.
Gladesville ..	790	12 16 7¾	11 12 9½	0 2 5¼	0 3 6¾	5 10 3	1 18 1	1 8 9¾	26,567 11 6	4,633 3 8	33 12 7	27 14 6¼
Parramatta . .	1,019	10 6 1	9 18 0	0 1 9¾	0 2 11	3 18 4½	1 5 1¾	1 3 10¼	27,324 1 8	2,561 19 4	26 16 2½	24 6 0
Callan Park .	798	13 3 7	12 0 0½	0 1 7	0 5 3	4 11 0½	2 2 10	1 13 10¼	27,063 3 4	5,812 11 1	33 18 2	26 12 7
Newcastle .. .	255	10 9 9	9 7 11½	0 0 5	0 3 11	3 8 7¾	1 8 2	3 11 11½	7,277 8 10	851 3 10	28 10 9¼	25 4 0½
Rydalmere	188	14 9 0½	9 2 10½		0 3 7½	5 6 11¾	1 5 7¾	4 12 8½	6,588 12 11	255 18 0	35 0 9¾	33 13 8¼

RETURN showing the Average Weekly Cost of Maintenance per Patient at the Hospitals for the Insane for the year 1892.

Name of Hospital.	Daily average number of patients resident	Weekly cost calculated on average number resident.							Total weekly cost for maintenance per patient.	Average weekly collections for maintenance per patient.	Weekly cost per patient, deducting collections for maintenance, &c.
		Salaries, money allowances, and fees.	Provisions extras, medical comforts, and forage.	Stimulants—Wines, spirits, beer, &c.	Medicines and surgical instruments.	Stores, including clothing, bedding, and materials for manufacture.	Fuel, light, and water.	Incidental and miscellaneous expenses, including library, amusements, &c.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s d	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Gladesville	790	0 4 11	0 4 5½	0 0 0½	0 0 0¾	0 2 1¾	0 0 8¼	0 0 6¾	0 12 11	0 2 3	0 10 8
Parramatta	1,019	0 3 11¼	0 3 9¼	0 0 0¾	0 0 0¾	0 1 6	0 0 5¼	0 0 5¾	0 10 3	0 0 11½	0 9 4
Callan Park	798	0 5 0¾	0 4 7⅝	0 0 0¼	0 0 1½	0 1 9	0 1 9⅝	0 0 7½	0 13 0¼	0 2 9⅝	0 10 2½
Newcastle	255	0 4 0½	0 3 7½	. . .	0 0 1	0 1 3½	0 0 6½	0 1 4¾	0 10 11½	0 1 3½	0 9 8¼
Rydalmere	188	0 5 6½	0 3 6		0 0 0¾	0 2 0½	0 0 5½	0 1 9¼	0 13 4⅜	0 0 6¾	0 12 11½

Average weekly cost without deducting collections, 11s. 11½d., or, deducting collections, 10s. 2d.

The following return shows the weekly cost in all Hospitals from 1870 to 1892, inclusive:—

TABLE showing Weekly Cost of Maintenance at Hospitals for the Insane, during the years 1870 to 1892 inclusive.

Year	Gladesville.		Parramatta.		Newcastle.		Callan Park.		Rydalmere.	
	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1870	0 12 6	0 12 11	.....	....	... .	.....	.....	.....	.....	.....
1871	0 11 11¾	0 12 4	0 9 0	0 9 1½	... .	..... .	.....	..... .	....	.....
1872	0 12 8	0 13 2	0 9 3	0 9 4	0 16 11	0 16 11	.....	.....	.....	.....
1873	0 12 7	0 13 0	0 11 4¼	0 12 5	0 16 0	0 16 1	... .. .	.....	....	... .
1874	0 12 2¾	0 12 10¾	0 12 3	0 12 4½	0 13 5½	0 13 6	... ...	.....	....	.....
1875	0 12 2	0 12 6¼	0 11 10½	0 11 10¾	0 14 1½	0 14 3	.....	....	.....	.....
1876	0 12 5	0 13 1	0 10 0¼	0 11 2¼	0 14 1	0 14 4¼	... .	.. ..	... ..	.....
1877	0 12 5	0 13 1	0 11 8¼	0 11 10¼	0 14 1½	0 14 7	... .	.....	.....	..... .
1878	0 11 4½	0 12 3¼	0 12 9½	0 12 10¾	0 13 3¾	0 14 6¼	.....	... ...	.....	.....
1879	0 11 2	0 12 1½	0 11 2¼	0 11 7	0 12 8¾	0 13 1½	*1 2 11¾	*1 3 10¼	.....	... .. .
1880	0 9 5	0 11 2½	0 10 5½	0 11 1¼	0 11 5	0 12 0¾	0 13 3½	0 13 11½	.. ..	....
1881	0 10 1½	0 12 2¾	0 10 2¼	0 10 9¾	0 10 9¼	0 11 8	0 12 10½	0 13 8⅜	. . ....	.. . ...
1882	0 10 11	0 13 0¼	0 12 6	0 13 0½	0 10 10	0 11 5½	0 14 2¾	0 15 2⅛	.....	.....
1883	0 10 4½	0 12 6½	0 10 10½	0 11 4½	0 11 3½	0 12 0¼	0 16 4	0 17 3⅛	.. ..	....
1884	0 10 4½	0 12 6½	0 9 11¼	0 10 7	0 10 11	0 12 0	†0 17 2¾	†0 18 8½	....	.....
1885	0 10 11	0 13 2	0 9 10½	0 10 7½	0 10 11¼	0 12 1	0 15 9	0 17 4	....	. .....
1886	0 11 8	0 13 9½	0 10 2	0 10 11½	0 10 7½	0 11 6½	0 12 5½	0 14 4½	.. ..	. .....
1887	0 11 3½	0 13 1½	0 9 7½	0 10 8	0 12 0	0 12 9¼	0 10 5½	0 12 4⅞	... .	....
1888	0 9 7¾	0 11 10¼	0 10 0¼	0 11 1	0 11 2	0 11 11	0 10 7½	0 12 2¼	.....	... .
1889	0 12 1	0 14 8	0 10 9¼	0 11 4	0 11 10¼	0 12 3¾	0 10 11½	0 12 11¼	... .	... ...
1890	0 10 9¼	0 13 0	0 10 1½	0 10 11	0 10 2	0 11 2¼	0 10 3¾	0 12 4⅝	.....	.....
1891	0 10 9½	0 12 11¾	0 9 10¾	0 10 9	0 9 10½	0 11 2¾	0 10 1¾	0 12 8¼	*0 15 4¼	*0 15 4½
1892	0 10 8	0 12 11	0 9 4	0 10 3	0 9 8¼	0 10 11¾	0 10 2⅝	0 13 0¼	0 12 11¼	0 13 4¼

* First year, and including cost of stores and outfit. † Opening of new Hospital.

STATISTICS OF INSANITY CONSIDERED WITH REFERENCE TO THE CENSUS OF 1891.*

In the Report for the year 1882, the statistics of insanity for the year 1881 were considered with reference to the Census of that year, and it is now proposed to note briefly some points in reference to the statistics of insanity and the Census of 1891.

The proportion of insane persons to population in 1881 was 1 in every 338, or 2·75 per thousand, and in 1891, 1 in every 361 or 2·77 per thousand; so that in the ten years the proportion of insane persons had somewhat decreased. The

* The figures used are those in the Census returns taken on 5th April, 1891, and those in the Report of the Inspector-General of the Insane for 1891, giving the number of insane on 31st December of that year.

The proportion of insane persons at the close of 1890* in England was 1 in 343 or 2·91 per thousand; in Scotland, 1 in 335 or 2·98 per thousand; and in Ireland, 1 in 228 or 3·46 per thousand (see Table 2). The proportion in New South Wales was less, therefore, than in either division of the United Kingdom, and decidedly less than in Ireland.

In England, as well as in the other divisions of the United Kingdom, the proportion of insane males has been for many years in excess of the proportion of insane females in relation to the population, whilst in New South Wales in 1891, the proportion of men was much larger than that of women.

The difference between the condition of matters in this respect is shown in the following return:—

Country.	Year.	Proportion of Insane to Population per 1,000.	
		Males.	Females.
New South Wales	1891	3·12	2·35
England and Wales.....	1890	2·70	3·11

In almost all countries, and certainly in those with a settled population, the proportion of insane women is greater than that of insane men in relation to the population. On the one hand, the physiological crises incidental to female life, and the disturbances incidental to pregnancy, childbirth, and lactation, are factors added to the causes of insanity common to both sexes, and on the other, it has been proved by long experience that women, when insane, live longer than men, and are less subject to general paralysis, and to the more rapidly destructive lesions and complications which occur in insane persons.

The statistics of insanity in this Colony show that for many years the death rate for insane men has averaged 7½ per cent., whilst that for insane women has barely reached 6 per cent., and that therefore there is here, as elsewhere, a greater accumulation of chronic cases among the female than among the male asylum population. Why then is the proportion of insane women less than that of men in New South Wales? The explanation lies partly in the fact that in the early days of the Colony, and even until now, the male population of the Colony has largely outnumbered the female, and that during all these years the number of men admitted to asylums was much greater than the number of women, and the residue of chronic and incurable cases, largely males, still remains. In addition, the peculiar struggles and hardships of colonial life, especially in its early stages, tend to press more hardly on the male than on the female population, and to directly produce insanity. In the year 1861 the relative proportion of insane men to insane women was as 2 to 1. In 1891 the proportion, in round numbers, was as 3 to 2; so that in thirty years the proportion has greatly altered; and it is probable that in less than another thirty years the relative proportions in this Colony will have assimilated to those in England and Wales.

On inquiry into the birthplaces of the insane at the close of 1891, it appears that 1,238 were born in New South Wales and 175 in other British Colonies and possessions, by far the larger part of the latter being Australians; that 904 were born in England and Wales, 195 in Scotland, 1,026 in Ireland, 26 in France, 103 in Germany, 84 in China, and 208 in countries other than those abovenamed, and, on collating these figures with the census returns (see table 3), it is seen that the proportion of insane to the general population is 1·72 per thousand for natives of New South Wales, and 1·74 for natives of other British Colonies, &c., whilst it is 5·86 per thousand for persons born in England, 5·29 for Scotland, 13·67 for Ireland, 12·80 for France, 10·76 for Germany, 6·38 for China, and 12·76 for "other countries." The returns for 1891 do not differ very materially from those for 1881. The main points of difference are a slight increase in the proportion of those of Australian birth and a small decrease in the proportion of those born in England and Scotland, whilst there has been a decided increase in proportion—already large—of those born in Ireland (from 11·63 to 13·67), in Germany (from 8·37 to 10·76), and in "other countries" (from 10·40 to 12·76).

The natives of New South Wales and of other British Colonies, whilst they represent very considerably more than two-thirds of the general population, contribute very much less than half of the insane, whilst those born in Great Britain and Ireland, France, Germany, and other countries, who constitute much less than one-third of the population, contribute very much more than half of the insane. The natives of Ireland, who are only one-fifteenth of the total population, contribute very nearly one-third of the insane; whilst the natives of foreign nationality (421 in number) constitute upwards of one-seventh of the asylum population, although the proportion of foreigners to the general population was less than one-twenty-seventh.

It is clear, therefore, that the foreign-born population contribute an amount of insanity altogether out of proportion to that among the home-born or Australians, and that this is to some extent due, as pointed out in the report for 1881 and in several subsequent communications on the subject, to the free reception of strangers and "aliens," the waifs and strays of all nations.

The very high proportion of insane to the persons of English, Scotch, and Irish nationality in New South Wales in comparison with the proportion shown in the statistics of the three countries respectively is very curious. Why should English and Scotch people become insane only to the extent of 2·91 and 2·98 per thousand in England and Scotland respectively, whilst the proportion reaches 5·86 and 5·29 respectively (or double the amount) in New South Wales? And why should people of Irish birth who become insane to the extent of 3·46 per thousand in Ireland—a very high rate relatively to the proportion in the sister kingdoms—become insane to the startling proportion of 13·67 per thousand (four times the ratio in Ireland) when in New South Wales?

These questions are difficult to answer. Is the cause in the environment or in the individual? In the environment probably to some extent. The too sudden exposure to new environments and conditions, even when those conditions are materially favourable, is undoubtedly a factor in certain forms of insanity, and the peculiar conditions of colonial life, especially to the stranger and emigrant, are no doubt responsible in many cases for mental failure; but it is probable that the great factor is the weakness and peculiarity of the individual. The unstable, the restless, the weak, and the "ne'er-do-well," the depraved, the

* The returns for 1891, lately received, differ very little from those for 1890.

the partially insane—those who are failures in the land of their birth—have voluntarily or at the instance and with the assistance of friends emigrated in large numbers only to find a home in the Hospitals for the Insane in this Colony. The peculiar isolation of foreigners in an English-speaking community is no doubt an important matter as regards environment so far as the nations of France, Germany, and other countries are concerned.

The comparatively small proportion of insane persons of Australian birth is a matter for congratulation, but is no doubt to some extent due, as I pointed out in the report for the year 1882 when examining the statistics for 1881, to the fact that a very large proportion of the Australian born population is still in the ages of childhood and youth and has not yet reached the ages at which insanity mostly occurs (see Table 5). The proportion is likely to increase, but at present the rate of increase is small. In 1881 the proportion was 1·40 per thousand and had only risen to 1·72 per thousand in 1891.

The numbers of insane Chinese in 1891 was 84 and their proportion to the Chinese population 6·38 per thousand (see Table 3), very nearly the same as the proportion for England and Wales; but the number of insane Chinamen now under care represents the accumulation of the last thirty-five years, some having been admitted as long ago as 1856, when, and for many subsequent years, the general Chinese population was much larger than it is at present.

According to the Census of 1891 the aborigines of the Colony numbered 8,280, made up of 5,097 of full blood and 3,183 half-castes. Of the insane at the close of that year there were but 8 of aboriginal blood, viz., 3 of full blood and 5 half-castes, which together give a proportion a little short of 1 per thousand. In 1881 it was 2·83 per thousand. All observers are agreed that insanity in the primitive and uncivilised aborigines of this Colony, as in primitive races elsewhere, was a very rare affection. Even now the half-castes show a larger proportion than those of full blood, and such of the latter as become insane have for the most part been subjected to the methods and contaminated by the vices of civilisation.

The ages of the insane in 1881 and 1891 are interesting as showing that insanity is more frequent between 30 and 50, when the strain and burden of life are most pressing, than at earlier ages. In the earlier years of life, notwithstanding a considerable amount of congenital and developmental idiotcy and imbecility, the percentage of insanity is small and does not reach 3 per cent. at any age under 20, whilst between 30 and 40 it rises to 23, and between 40 and 50 to nearly 25 per cent., when it rapidly falls. The statistics for 1881 and 1891 show but little variation in the percentages. (See Table 5.)

The proportion of insane patients to 1,000 of the population (see Table 6) is very small at all ages from birth to 20 years of age, but rises rapidly from 20 years till it reaches its maximum at from 60 to 70, and then rapidly declines. The proportion at the different ages shows little variation in 1881 and 1891.

Two tables, 7 and 8, deal with the conjugal condition of the insane. The first shows that on a comparison between the years 1881 and 1891 the percentage of single persons has increased considerably, and that of married slightly, during the decade. This is due to the fact that of late years much more care has been taken to ascertain definitely the conjugal condition of the insane on admission to hospital. The number entered as unascertained has decreased by nearly one-half.

The second deals with the conjugal condition of the insane in reference to the conjugal condition of the general population, and its most noticeable feature is the large proportion of widowed persons who become insane.

The tables which follow were drawn up by Dr. Chisholm Ross, the Medical Superintendent of the Hospital for the Insane at Newcastle, at my suggestion, and form the basis of an interesting paper read before the public health section of the Intercolonial Medical Congress held in Sydney in September, 1892, in which the relation of the statistics of insanity to those for the general population and the questions involved, are discussed in more detail than I have deemed necessary in an official report.

TABLE I.—Return showing the population of New South Wales according to the Census taken on the 5th April, 1891.

Population.	Males.	Females.	Total.
General population (exclusive of Chinese and Aborigines)	594,448	515,350	1,109,798
Chinese—			
a. Full-blood.....	13,133	156	13,289
b. Half-castes	422	445	867
Aborigines—			
a. Full-blood.....	2,896	2,201	5,097
b. Half-castes	1,663	1,520	3,183
Total.....	612,562	519,672	1,132,234

The number of insane on 31st December, 1891, as shown in the report of the Inspector-General for that year, was as follows:—

Males, 1,912; females, 1,222; total, 3,134.

TABLE II.—Return showing the Proportion of Insane to Population in England, Scotland, Ireland, and New South Wales.

Year.	Population of New South Wales, Census, 5 April, 1891.	Total number of Insane in New South Wales, 31 December, 1891.	Proportion of Insane to Population in—			
			New South Wales.	England.*	Scotland.*	Ireland.*
1881	751,468	2,218	1 in 338, or 2·95 per 1,000.	1 in 352, or 2·84 per 1,000.	1 in 370, or 2·70 per 1,000.	1 in 386, or 2·59 per 1,000.
1890	.....	.....	.....	1 in 343, or 2·91 per 1,000.	1 in 335, or 2·98 per 1,000.	1 in 288, or 3·46 per 1,000.
1891	1,132,234	3,134	1 in 361, or 2·77 per 1,000.	.....	.....	.....

* The figures for Great Britain and Ireland are taken from 1881-1890, as the returns for 1891 are not yet available.

TABLE III.—Return showing the Native Countries or Nationality of the Population of New South Wales in 1881 and 1891, and the number and proportion of the Insane of each Nationality.

Birthplace.	Population.			Number of Insane under care.			Proportion of Insane per 1,000 to the Population.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
			1881.						
New South Wales	233,515	232,044	465,559	371	285	656	1·58	1·23	1·40
Other British Colonies and Possessions	27,339	26,936	48,275	33	22	55	1·20	1·09	1 13
England and Wales	70,787	39,887	110,674	478	226	704	6·75	5·66	6·36
Scotland	15,828	9,251	25,079	105	50	155	6 59	5·40	6.18
Ireland	36,494	32,698	69,192	414	390	804	11·37	11·92	11·63
France	1,205	292	1,497	14	4	18	11·61	17·12	12·06
Germany	5,367	2,154	7,521	49	14	63	9·13	6·03	8·37
China	10,141	64	10,205	66	0	66	6·50	0·00	6·46
Other Countries	9,535	2,288	11,283	108	15	123	11·32	6·55	10·40
			1891.						
New South Wales	363,495	361,520	725,015	701	537	1,238	1·92	1·48	1·72
Other British Colonies and Possessions	55,575	44,496	100,071	118	57	175	2·12	1·28	1·74
England and Wales	95,849	58,380	154,229	617	287	904	6·43	4·91	5·86
Scotland	23,026	13,795	36,821	131	64	195	5·68	4·63	5·29
Ireland	39,449	35,602	75,051	559	467	1,026	14·17	13·11	13·67
France	1,585	445	2,030	19	7	26	11·98	15·73	12·80
Germany	6,976	2,589	9,565	81	22	103	11·61	8·49	10·76
China	13,048	109	13,157	84	0	84	6·43	0·00	6·38
Other Countries	13,559	2,736	16,295	181	27	208	13·34	9·86	12·76

The population of Australian, of British, of French, of German, and of Chinese birth are given separately, and other nationalities are classified together; the number of the insane is given under the separate nationalities, and the proportion of insane per 1,000 calculated for each.

TABLE IV.—Return showing the Proportion of Insane per 1,000 of the General Population in 1881 and 1891, and the Increase and Decrease in the Proportion.

Birth-place.	Proportion of Insane per 1,000 to Population.		Increase.	Decrease.
	1881.	1891.		
New South Wales	1·40	1·72	·32	.....
Other British Colonies and Possessions	1·13	1·74	·61	.....
England and Wales	6·36	5·86	.....	·50
Scotland	6·18	5·29	.....	·89
Ireland	11·63	13·67	2·04	.....
France	12·06	12·80	·74	.....
Germany	8·37	10·76	2·39	.....
China	6·46	6·38	.....	·8
Other Countries	10·40	12·76	2·36	.....

TABLE V.—Return showing the Ages of the Insane in 1881 and 1891, and the Percentage at different Ages.

Ages.	Patients under Care.		Pescentage.	
	1881.	1891.	1881.	1891.
0 to 5 years	4	1	·14	·02
5 ,, 10 ,,	30	18	1·09	·45
10 ,, 15 ,,	42	39	1·53	·98
15 ,, 20 ,,	95	98	3·46	2·47
20 ,, 30 ,,	397	671	14·46	16·94
30 ,, 40 ,,	643	913	23·44	23·06
40 ,, 50 ,,	693	968	25·26	24·45
50 ,, 60 ,,	475	702	17·31	17·73
60 ,, 70 ,,	256	379	9·33	9·57
70 ,, 80 ,,	93	145	3·02	3·66
80 ,, 90 ,,	15	24	·54	·60
90 and upwards	.....	1	.....	·02

TABLE VI.—Return showing the Ages of the Total Population and of the Insane, and the Proportion of Insane to Population at different ages in 1891, and also the Proportion in 1881.

Ages.	Total Population, including Chinese and Aboriginals, Census of 1891.	Insane Patients under care, 1891.	Proportion of Insane Patients per 1,000 of Population in 1891.	Proportion of Insane Patients per 1,000 of Population in 1881.	Ages.	Total Population, including Chinese and Aboriginals, Census of 1891.	Insane Patients under care, 1891.	Proportion of Insane Patients per 1,000 of Population in 1891.	Proportion of Insane Patients per 1,000 of Population in 1881.
0 to 5	165,781	1	·006	0·25	40 to 50	99,696	968	9·709	9·68
5 to 10	144,283	18	·013		50 to 60	65,341	702	10·743	10·96
10 to 15	123,434	39	·031	0·48	60 to 70	32,495	379	11·663	10·96
15 to 20	108,758	98	·901	1·21	70 to 80	13,485	145	10·752	10·79
20 to 30	218,831	671	3·066	2 82	80 to 90	2,877	24	8·307	8·47
30 to 40	156,965	913	5·816	6·56	90 & upwards	288	1	3·472	

TABLE VII.—Return showing the Number and Percentages of Insane People who were married, single, and widowed in 1881 and 1891.

Conjugal Condition.	Patients under Care.		Percentage.	
	1881.	1891.	1881.	1891.
Single	1,240	2,188	49·90	55 26
Married	656	1,146	26·40	28·94
Widowed	162	272	6·52	6·87
"Unascertained"	426	353	17·14	8·91

TABLE VIII.—RETURN showing the Conjugal Condition of the Insane in reference to Population.

Conjugal Condition.	Conjugal Condition of Population, Census 1891 (Aborigines included).		Conjugal Condition of Insane, 1891.		Number per 1,000 of Population.	
	Males.	Females.	Males.	Females.	Males.	Females.
Single	424,286	324,378	1,617	571	3·811	1·760
Married	166,634	165,648	511	635	3·066	3·833
Widowed	16,905	25,799	105	167	6 211	6·473

RECEPTION HOUSE FOR THE INSANE, DARLINGHURST.

The patients admitted to this Institution are of two classes:—

1st. Those for whom medical certificates have been signed and who are admitted for temporary treatment pending transfer to an Hospital for the Insane; and

2nd. Those who are remanded under section 1 of the Amending Lunacy Act, either for temporary treatment or for further observation and inquiry as to their mental condition.

Of the 1st class there remained in the Institution on the 31st December, 1891, 6 cases, and 354 were admitted during the year. Of the total number (360) 180 were sent to the Hospital at Gladesville, 154 to Callan Park, 2 to Parramatta, and 2 to Newcastle, whilst 17 were discharged recovered, 2 died, and 3 remained on the 31st December, 1892.

Of the 2nd class 5 remained on 31st December, 1891, and 273 were received during the year, making 278 under care. Of these 159 were discharged as recovered, 111 were returned to the Police Court certified as insane and re-admitted, 2 died, and 6 remained at the close of the year.

The total number under care and treatment was 638, and of these 176 were discharged recovered, and 4 died, and the average daily number resident throughout the year was 10.

During the year 10 patients were admitted twice, and 76 were admitted who had previously been inmates during the twenty-five years the Institution has been in existence.

The work carried out by the Institution has thus been of a very important and satisfactory character, and the number of patients treated was somewhat above the average for the last five years. A very large proportion of the cases were received when in the early and acute stage of the malady, but no serious accident has occurred, and the general management of the Institution has been satisfactory.

Mr. Frederick Fowler retired from the office of Superintendent on 1st October, on a well-earned pension, after being in charge of the Institution for nearly twenty-five years, and his retirement rendered it necessary that Mrs. Fowler should vacate her position of Matron, which she had filled for a long period.

The Institution was throughout the year in charge of Mr. J. E. Moore, owing to the absence of Mr. Fowler on leave.

In the report for last year it was pointed out that a sitting and dining room for nurses, some alterations to the laundry, and the complete refitting of the bath rooms, were necessary for the comfort of the staff and the more efficient management of the Institution, but owing to want of funds none of these works have as yet been undertaken. The

The following returns give the statistics of the Institution for the year :—

TABLE showing the number of Patients under Certificate received at the Reception House for the Insane during the year 1892, and their disposal.

Year.	Remaining 31st Dec., 1891.			Received.			Sent to Gladesville.			Sent to Parramatta.			Sent to Callan Park.			Sent to Newcastle.			Sent to Licensed House, Cook's River.			Discharged of sound mind.			Discharged to friends.			Died.			Remaining 31st Dec., 1892.		
	M	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1892	4	2	6	260	94	354	140	40	180	2		2	106	48	154	2	..	2	...		.	11	6	17				2	..	2	1	2	3

TABLE showing the number of Patients received at the Reception House for the Insane during the year 1892, under section 1 of the Lunacy Act Amendment Act.

Year.	Remaining, 31st Dec., 1891.			Received.			Sent to Police Court and discharged.			Sent to Police Court, certified as insane, and returned to Reception House.			Died.			Remaining 31st Dec., 1892.		
	M.	F.	Total.	M.	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1892	5	...	5	203	70	273	122	37	159	81	30	111	2	...	2	3	3	6

TABLE showing the number of Patients received at the Reception House for the Insane for the years 1868 to 1892 inclusive, and their disposal, &c.

Year.	Remaining.			Received.			Sent to Gladesville.			Sent to Parramatta.			Sent to Callan Park.			Sent to Newcastle.			Sent to Cook's River.			Sent to Police Court, and discharged as sane.			Sent to Police Court, certified as insane, and returned to Reception House.			Discharged of sound mind.			Discharged to care of friends.			Died.			Remaining on 31st December.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M	F.	Total.	M	F.	Total.	M	F	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M	F	Total.	M	F.	Total.
1868	..	...	.	29	19	48	27	19	46	..	.	.	..		..	..		.	..	.	..		..	..		...	.	..		1	.	1	.	.	...	1	.	1
1869	1	..	1	78	48	126	77	45	122	...	..	.	..	..	..				...			..	.			.		...	...	.	.	2	...	2	...	...	.	.	3	3
1870	..	3	3	74	51	125	67	48	115	1	.	1	..	.					.	..	.				..	...	..	..	4	3	7		2	2		...	.	2	1	3
1871	2	1	3	126	64	190	121	56	177	1	2	3	..	.	.	.			.	.	..							..	3	3	6	1	.	1	...		..	2	4	6
1872	2	4	6	131	63	194	118	61	179		1	1			..				.	.	.	.							11	1	12	2	1	3	..		.	2	3	5
1873	2	3	5	140	74	214	130	65	195	...		.	..	..	..		.		.	.	...		..			...	...		5	3	8	6	5	11	..	...	.	1	4	5
1874	1	4	5	151	89	240	127	83	210	...	.	.	.	..	..	.			.			.	.			.		.	7	5	12	11	5	16	1	..	1	6	.	6
1875	6	...	6	189	106	295	154	87	241	..	..	.	..	..	.	.	.					..	.	..		...	21	6	27	13	7	20	3	..	3	4	6	10
1876	4	6	10	204	108	312	151	99	250	..	.	...	...	...		...	.		...	.		..			..	...	...		28	7	35	21	4	25	2	1	3	6	3	9
1877	6	3	9	241	99	340	226	94	320	...	..	.	...	...	...	...	.		...	.	.	..	.		...	.		...	.		...	15	4	19	2	1	3	4	3	7
1878	4	3	7	194	104	298	183	101	284	1	...	1	...			.			.	.	...		.	.		...	.	.	..	4	2	6	6	3	9	1	1	2	3	.	3
1879	3	...	3	201	108	309	165	94	259	...			14		14		.		2	.	2				...	...		..	20	12	32	.	..	..	..	1	1	3	1	4
1880	3	1	4	202	126	328	122	111	233	2	.	2	49		49	1		1	1	...	1	2	.	2		.	..	26	8	34	.	1	1	1	2	3	2	4	6
1881	2	4	6	206	116	322	152	110	262	1	.	1	39	..	39	..	1	1	.	.		1	.	1		.	..	10	7	17	1		1	2	1	3	2	1	3
1882	2	1	3	371	166	537	145	101	246	.	.	.	37	...	37	..	1	1		.		121	33	154	43	18	61	12	12	24			.	5	...	5	10	2	12
1883	10	2	12	383	196	579	141	103	244	..	..	.	25		25	2	..	2	...			153	48	201	50	30	80	12	7	19	1	.	1	3	5	8	6	5	11
1884	6	5	11	474	211	685	115	116	231	.	.		68		68	.	1	1	1	1	2	205	45	250	52	41	93	17	2	19				8	3	11	14	7	21
1885	14	7	21	474	218	692	66	47	113	1	1	2	141	73	214	1		1	1		1	166	45	211	91	49	140	10	8	18				5		5	6	2	8
1886	6	2	8	491	186	677	85	16	101	3		3	138	78	216				..	1	1	166	55	221	85	30	115	10	5	15	..		...	4	2	6	6	1	7
1887	6	1	7	374	181	555	100	45	145	1		1	72	52	124		1	1	.		...	126	34	160	50	35	85	18	10	28	.		.	5	2	7	8	3	11
1888	8	3	11	434	207	641	82	37	119	1	1	2	129	76	205	2	3	5		..		126	46	172	70	31	101	20	11	31	..			4	3	7	8	2	10
1889	8	2	10	384	174	558	106	40	146	.	..		91	62	153		2	2	..	.	...	120	29	149	47	35	82	20	5	25		...	.	1	1	2	7	2	9
1890	7	2	9	447	200	647	130	40	170			...	97	65	162	.			.	.	.	131	41	172	71	44	115	19	6	25		..	.	2	1	3	4	5	9
1891	4	5	9	418	178	596	110	51	161	1	1	2	101	48	149	1	2	3		..		120	36	156	64	37	101	13	4	17			...	3	2	5	9	2	11
1892	9	2	11	463	164	627	140	40	180	2	.	2	106	48	154	2	...	2	.	...		122	37	159	81	30	111	11	6	17		..	.	4		4	4	5	9

TABLE showing the number of Patients under Certificate received at the Reception House for the Insane during the year 1892, the places whence received, and their disposal.

From whence received.	Remaining on 31st Dec., 1891.			Received.			Sent to Gladesville Hospital.			Sent to Parramatta Hospital			Sent to Callan Park Hospital.			Sent to Newcastle Hospital			Sent to Licensed House, Cook's River.			Discharged to care of friends.			Discharged of sound mind.			Died.			Remaining on 31st Dec., 1892.		
	M	F	Total.	M.	F.	Total	M	F.	Total.	M	F.	Total	M	F.	Total.	M	F	Total.	M	F.	Total.	M	F.	Total	M	F.	Total.	M	F	Total.	M	F.	Total.
Sydney	..			122	54	176	8	2	10	..			104	46	150	1		1							7	6	13	1		1	1		1
Goulburn	.		.	3	4	7	3	4	7																							
Armidale	.			7	2	9	7	1	8	.	.	.	..	1	1																	
Albury	1	..	1	3	1	4	3	1	4	.	.		1	.	1	.			.													
Adelong	.	..	.	1	..	1	1	..	1				..	.	..																	
Braidwood				1	..	1	1		1																							
Berry	.	..		1		1	1	..	1				..	.	..																	
Bulli		..	.	2		2	2		2	..			..	..																		
Bathurst	.	.	..	1	.	1				.	.				..	1		1														
Bega		..			1	1	..	1	1	.	.			.	..																	
Bowral	.		.	1	..	1	1	.	1	.	.				..																	
Broken Hill	.		.	3		3	3		3						..																	
Cudal				1		1	1		1																							
Cooma	.	1	1	2	1	3	2	2	4	.	..	.	..	..	.	.	.	.														
Corowa				1	..	1	1		1				..	.	..																	
Coonabarabran				2		2	1		1																			1		1		
Cootamundra	..	..		3	2	5	3	2	5		..		..	.	.				..													
Deniliquin	.			1	1	2	1	1	2		.																					
Emmaville		.	..	2		2	2	.	2	.	..		..																			
Eden	..	..		1		1	1	.	1				..																			
Grafton	.		.	1	2	3	1	2	3				..	..																		
Gunnedah	.	..		2		2		.		2	..	2	..	.																		
Gundagai	.		..	6		6	6	.	6	..																						
Glen Innes		..	..	3		3	3		3																							
Hay	.		.	8	.	8	8		8	..	.	.																				
Hillston	.			2	.	2	2	..	2	..	.	.																				
Inverell			.	4		4	4	..	4	..	.	.																				
Kiama		.		1	.	1	1	..	1	.	.		..																			
Kempsey	1		1	1	2	3	1	2	3	.			..												1		1					
Lambton		.		1	..	1	1		1	.																						
Liverpool	1		1	8	1	9	7	1	8																2		2					
Lismore		1	1	8		8	7	1	8	.	.														1		1					
Maitland				7	2	9	7	2	9																							
Moree	.	.	..	1		1	1		1	.	.																					
Muswellbrook				2	..	2	2	..	2																							
Moruya	.			2	1	3	1	1	2	.	.	..	1		1	..	..															
Murrurundi		.		2		2	2	..	2	.	.	..	..	..	..																	
Narrabri		.		4	2	6	4	2	6				..																			
Nowra				2	1	3	2	1	3				..		..																	
Newcastle	1		1	13	7	20	14	6	20		.																				1	1
Narrandera				1	..	1	1	..	1	.	.		..																			
Picton	..		.	1	..	1	1	.	1	.	.		..	.	..																	
Port Macquarie		..		..	1	1	. .	1	1	.	.		..		..																	
Parkes	..	.		.	1	1	..	..				..		1	1																	
Quirindi	.			..	1	1		1	1																							
Singleton		.		2		2	2		2																							
Scone				1		1	1	.	1	.	..	..																				
Tamworth				1	1	2	1	1	2	..																						
Temora	.		.	1	2	3	1	1	2	..																					1	1
Tumut	..			1	1	2	1	1	2		.	..	.																			
Tenterfield				2		2	2		2		.		..																			
Urana	..	.		1	..	1	1		1	.	.	.	..																			
Wallsend			..	.	3	3	..	3	3																							
Wagga Wagga	..		..	2		2	2		2	..	..	..	..	.	..	..	..	..	..													
Wentworth	..	.		3	..	3	3		3																							
Yass			.	7		7	7	.	7	..	.	.																				
Young			..	1		1	1		1	..	..	..																				
Total	4	2	6	260	94	354	140	40	180	2		2	106	48	154	2	..	2		..	..			..	11	6	17	2	.	2	1	2	3

HOSPITALS FOR THE INSANE.

The statistics of all these Institutions, together with statements showing their history and condition for the year, will be found in the Reports of the Medical Superintendents (*Appendices* A, B, C, D, E). All the Hospitals have been overcrowded throughout the year, and the management rendered more than usually difficult thereby.

The official visitors, Sir Alfred Roberts, Dr. Cox, and Mr. Nugent Robertson, have visited the Hospitals at Gladesville and Callan Park, Dr. Brown, Dr. Waugh, and Mr. Nugent Robertson that at Parramatta. On Dr. Waugh's resignation of office he was succeeded by Dr. Huxtable. The visits have been made once in every month, and after each a report has been forwarded to the Colonial Secretary. These reports have been generally commendatory of the management of the Hospitals. It has not yet been deemed necessary to appoint official visitors to the Hospitals at Newcastle and Rydalmere. In both the patients are comparatively few in number, and of a chronic and incurable class, and the changes among them are infrequent.

Gladesville.

This Hospital receives all the recent cases of insanity from the southern district of the Colony, and also from all the coast districts, both north and south, excluding the metropolitan area. The number of patients admitted during the year was 255, and the average daily number resident 790.

No

No new buildings were completed during the year, but the ward opened at the close of the preceding year was placed in good order, and various improvements were made in the old buildings, some of which have now been in use for upwards of sixty years. Bath-rooms and sculleries have been enlarged and refitted, windows have been enlarged so as to allow of more light and air, readier and better means of obtaining hot water have been provided, and various other minor improvements have been carried out, all tending to make the inmates more comfortable and to increase the usefulness of the Institution. This Hospital is the only one in the Department which possesses good ranges of workshops for the industrial occupation of the patients, and the returns show that upwards of 63 per cent. of the inmates are now engaged daily in some useful work.

Special and systematic attention has been given to the night nursing and to the care of patients with faulty habits, with the result that a very great improvement has taken place among patients of this class. Besides the great saving in the labour and cost of washing, there is a decided advantage in the mental discipline of the more demented and careless patients. Dr. Sinclair, the Medical Superintendent, has spent time and thought in the organisation of wards for cases on admission, in which the patients can receive the special care necessary in the early and acute stages of their malady, and, with the medical officers, has devoted a large amount of labour to the training of the attendants and nurses. This special training, by means of lectures and demonstrations, extends over two years, and on conducting the examinations for the senior class, I was much gratified at finding the increasing interest which the attendants and nurses take in their work, and the proficiency to which they have attained. During the year the Nepean water supply has been brought to the Hospital, and such new mains as were necessary laid throughout the building. This will give a thoroughly satisfactory supply at only a slight increase in cost. The old supply, obtained from dams on the Hospital estate, had become dangerous from the drainage in the neighbourhood, and from other sources of contamination.

The most pressing need of the Hospital at the present time is for proper dining and day rooms for the attendants and nurses, and it is hoped that these will be provided during the current year. I visited and inspected the Hospital on January 5th and 6th, February 5th, March 4th, April 23rd and 26th, May 25th, 28th, and 31st, June 21st and 30th, August 3rd and 16th, September 16th and 22nd, October 11th, November 5th and 8th, and December 21st and 29th, and besides these paid a number of special visits to examine patients for discharge, and for other purposes.

At my visits of inspection the inquiries prescribed by statute were made, and I have to report very favourably on the condition and management of this large Institution.

Parramatta.

At this Hospital a very large proportion of the patients are chronic cases transferred from Gladesville and Callan Park, but new cases are received from the whole of the Western District of the Colony, and the number of these admitted during the year was 92. The number transferred from the other hospitals was 58, and the daily average number resident 965. No new buildings have been erected, and the only work undertaken by the Government Architect has been some minor alterations to existing structures, and the finishing touches to the recreation hall, which has been now in course of construction for about four years, the chief work in connection therewith having been carried out by attendants and patients, under the direction of the Medical Superintendent. The result is a spacious and handsome room. The farm buildings and piggeries have been greatly improved under the direction of the officers of the Hospital. The weatherboard buildings erected twenty-three years ago to give accommodation to 250 male patients are in the main in a sound and satisfactory condition, and will do good service for some years to come, but some of the adjuncts, such as bathrooms, lavatories, closets, &c., where a good deal of water has been used, are in very decayed and unsatisfactory condition, and must shortly be rebuilt.

The necessity for workshops has engaged the attention of the Medical Superintendent. The employment of the patients is hampered by the want of rooms apart from the wards in which they can work, and it is proposed during the current year to commence, and, as far as possible, carry out by the labour of patients and attendants' rooms and sheds of simple construction and of cheap material.

The Hospital has been overcrowded throughout, and was especially so in the latter months of the year, but the health of the inmates has been on the whole good. There has been a complete absence of any epidemic sickness, and although a large proportion of the inmates are aged and feeble the death rate has been only 5·38 per cent. on the daily average number resident. I visited this Hospital on January 12th, February 2nd and 25th, March 10th, April 21st, June 2nd, July 21st, August 11th and 23rd, September 20th, October 14th, November 17th, and December 14th and 24th, and at most of these visits I not only inspected the wards and saw the patients, but visited the laundry, stores, kitchen and other outbuildings. I inquired into the cases of all patients recently admitted, and into the arrangements for the health and comfort of the inmates generally. I made also the inquiries required by statute as to the classification, dietary, and amusement of the inmates, and examined the departmental and other records.

Callan Park.

This Hospital receives patients from the whole of the Metropolitan area, and in proportion to the general asylum population the number of recent and acute cases is larger than at any of the other Hospitals. The number admitted during the year was 262, and the average daily number resident 798. The Hospital has been overcrowded throughout the year, and this condition is especially dangerous when there is a large proportion of patients in the acute stages of insanity. No additions were made to the buildings during the year, but contracts were taken near its close for an enlargement of the laundry, and for a dining-room for the nurses employed at the cottages for female patients. Several alterations have been made, the most important being one which allows of a better supervision of the sick, epileptic, and suicidal patients.

The experience of another year has shown the absolute necessity for some better and quieter sleeping-rooms for the nurses and attendants employed on night duty, and also for sitting-rooms for the attendants and nurses generally. Additional work-rooms for the male patients, and another sewing-room for the female patients are also required. I visited the Hospital on January 19th and 21st, February 16th, March 1st, April 22nd, May 31st, June 7th, July 26th, August 4th, September 6th, November 3rd and 15th, and December 6th, and at my visits I saw and signed the statutory books, examined the papers on which patients were admitted, saw all patients recently admitted, and made the inquiries prescribed by statute.

The

The Hospital is comfortably furnished, and in excellent order throughout. The cottages, which are now full, afford a quiet and suitable home for a number of better-class and convalescent patients, and the whole Institution is carefully administered.

Newcastle.

The whole of the patients at this Hospital, except ten or twelve who were received at or about the time when it was first established, are weak-minded congenitally, or have become so owing to arrest of mental development due to disease in early life. Many are of mature age, though still children in intellect, but the majority are young in years, and a very considerable proportion are under the age of 15.

Now that the objects of the Hospital have become well known, most of the patients are sent direct, but a few are still sent in the first instance to Gladesville or Callan Park, and are thence transferred.

The number admitted during the year was 41, and the daily average number resident 255. The total number under care was 295, and of these no less than 244 were natives of this and 18 others were born in adjoining colonies.

During the year a new ward was built, and was ready for opening at the end of December. It is detached and of one storey, is constructed of wood on brick foundations, and has wide and well-sheltered verandahs. It will accommodate 24 patients, and it is proposed to use it as a nursery for the smaller children in the female division who were before kept on an upper floor. In addition to this ward, a number of structural alterations have been carried out under the direction of the Medical Superintendent, all tending to the better supervision of the patients and the improved management of the Hospital.

The Medical Superintendent has directed special attention to the provision of nurseries for the younger children of both sexes, and these are now under the immediate supervision of the Matron. Attention has also been directed to the nursing and care of the patients generally during the night. An additional attendant has been appointed to undertake night duty, and greater care exercised in attending to and training patients of faulty habits with very gratifying results and with a decided diminution in the work at the laundry. The health of the patients, considering the feeble physical condition of a large number, has been remarkably good, and there was a complete absence of epidemic illness till quite the close of the year, when influenza, which spared the patients during the very general epidemic of 1891, appeared very suddenly, and attacked both male and female divisions. Nearly 50 patients were confined to bed, and others suffered from the disease in a mild form. The mortality was small, and by the middle of January the epidemic was at an end.

During the last two years the Corporation of Newcastle has been engaged in raising the level of Newcomen-street, which runs along the boundary wall at the back of the Hospital, and this has opened the whole of the buildings and offices of the Hospital to the gaze of every one passing along the street. Negotations were opened with the Municipal authorities with a view of placing along the street line a high closely-paled fence, of which the Government would have borne the greater part of the cost, but it was found impossible to come to any agreement and it will now be necessary for the Government to erect a high screen within the boundary wall. At present the patients are over-looked and interfered with, their liberty is restricted, and the general work and management of the Hospital seriously hindered and embarassed.

I visited this Hospital on April 28th, May 12th, August 18th, and November 11th, and at each visit made a careful inspection of the buildings and saw all the patients.

I have to report that the Hospital is under very careful and judicious management.

Rydalmere.

This Hospital, which till September 1st, 1891, was managed as a branch of the Hospital for the Insane at Parramatta, is now a separate Institution, and is used for the reception of chronic, and for the most part quiet, patients from the Hospitals at Gladesville and Callan Park. No recent cases are received.

The number of patients transferred from the overcrowded wards at Gladesville and Callan Park during the year was 90, and the daily average number resident was 188.

The buildings are for the most part old, having been erected in the days of Governor Macquarie, and were used for many years for the purposes of an Orphan School. It has been necessary during the year to make a number of minor alterations and additions to meet the requirements of insane patients and a new ward specially designed for epileptic patients was built and opened during the year. It will, with a small adjoining range of single rooms, accommodate 68 patients, is constructed of brick, is of one storey throughout, and is specially designed and appointed for patients suffering from frequent attacks of epilepsy. For this class it supplies a most suitable and comfortable home, and is the first building in this colony specially arranged for this much afflicted class.

The Medical Superintendent has been actively occupied in planning and supervising the very numerous alterations necessary to make the buildings suitable and home-like, and in the general work required in initiating a new institution.

Large spaces have been planted as vineyards and orchards, the old garden has been improved and enlarged, and flower-gardens and shrubberies arranged in various parts.

Very satisfactory progress has been made with the organisation of the Hospital, which affords a very suitable and comfortable residence for the class of patients sent to it.

I inspected the Hospital on January 14th, February 2nd and 23rd, May 20th, July 5th and 28th, September 1st, October 6th and 25th, November 24th, and December 23rd, and on these occasions I visited all parts of it. I saw the offices and out-buildings, examined the provisions, saw the patients at dinner, and made myself acquainted with all the details of management.

The site at Rydalmere will allow of a considerable extension of the Hospital buildings, and there is no reason why accommodation for a total of six or seven hundred chronic cases should not be placed on it.

LICENSED HOUSE FOR THE INSANE AT COOK'S RIVER.

This Institution at the beginning of the year was under the medical charge of Dr. Hetherington, but Dr. Vause, the licensee and proprietor, returned from England in June, and has since been resident.

The number of patients on the register on 31st December, 1891, was 101, and 17 were admitted during the year, making 118 under care. Of these 6 were discharged as recovered, and 4 as relieved, 3 were transferred to Hospitals for the Insane, and 3 died, leaving 102 on the books of the Institution on 31st December, 1892. The recovery-rate was 37·50 per cent. on the admissions, and the death-rate 3·03 on the average daily number resident. The death-rate was lower than usual.

I visited the Institution on January 13th, March 31st, May 27th, July 8th, August 28th, October 17th, November 29th, and December 29th, and the official visitors, Sir Alfred Roberts, Dr. Cox, and Mr. Nugent Robertson, Barrister-at-Law, paid visits once during each month. At all my visits I was careful to examine into the cases of all patients recently admitted, and to see the papers on which they were received, copies of which had already in all cases been forwarded for my information within the period required by statute.

In addition to seeing all the patients when passing through the rooms and other parts of the building, I have not infrequently given individual patients opportunities of speaking to me alone, especially when any complaints rendered this advisable.

The Institution has been well conducted, and considerable care taken to meet the special requirements of individual patients. The Chaplain's have been regular in attendance, and Dr. Vause appears desirous of affording change and recreation to the patients whenever practicable. With this in view, a cottage at Narrabeen has been fitted and worked in connection with the main establishment, and to it patients have been sent for a change under the provisions of section 82 of the Lunacy Act. This section has also been taken advantage of to give leave of absence on trial under the charge of friends, and in 17 cases patients have been absent from the Institution for considerable periods, and 5 of these were discharged recovered whilst on leave.

Fifty of the patients are maintained at the Government expense owing to the want of room in Government establishments.

The following are the main statistics for the year:—

TABLE 1.

SHOWING the Admissions, Readmissions, Discharges, and Deaths in the Licensed House for the Insane, Cook's River, during the year 1892.

	Male.	Female.	Total.
In Hospital on 31st December, 1891	12	89	101
	Male	Female	Total.			
Admitted for the first time during the year	8	8	16			
Readmitted during the year						
Transferred during the year		1	1			
				8	9	17
Total under care during the year 1892				20	98	118
Discharge or removal—						
Recovered	1	5	6			
Relieved	2	2	4			
Transferred		3	3			
Escaped (and not recaptured)						
Died		3	3			
Total discharged or died during the year 1892				3	13	16
Remaining				17	85	102
Average number resident during the year				15	84	99
* Persons under care during the year †				20	98	118
* Persons admitted				8	8	16
* Persons recovered				1	5	6

* Persons, *i e*, separate persons in contradistinction to "cases" which may include the same individual more than once readmission of patients discharged during the current year. † Total cases minus

TABLE 2.

SHOWING the Admissions, Discharges, and Deaths, with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent, at the Licensed House for the Insane, Cook's River, during the years 1876–1892 inclusive.

Year.	Admitted. For the first time			Admitted. Readmitted			Transferred from other Hospitals, &c			Discharged. Recovered.			Discharged. Relieved			Transferred to other Hospitals, &c			Escaped and not recaptured within 28 days			Died			Remaining in Hospital, 31st December in each year			Average number resident.			Percentage of recoveries on admissions and readmissions			Percentage of patients relieved on admissions and readmissions			Percentage of deaths on average number resident		
	M	F.	Total	M	F	Total	M	F	Total	M	F.	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F.	Total	M.	F	Total	M	F.	Total	M	F.	Total
1876	2	1	3					33	33				1		1	1		1				2	8	10	5	130	135	6	113	119				50 00			33 33	31 25	7 06	8 38
1877	5	3	8	1	1			11	11	2	6	8		1	1	2	1	3				2	7	9	4	130	134	5	129	134	40 00	150 0	88 88		25 00	11 11	40 00	5 42	6 66
1878	5	2	7	1	1	1	7	8		3	2	5		1	1	1	1	2				1	8	9	5	128	133	5	128	133	50 00	20 00	31 25		10 00	6 25	20 00	6 24	6 76
1879	3	1	4	1	1		4	4		1	1	2		1	1	1		1					5	5	6	127	133	4	128	132	33 33	50·00	40 00		50 00	20 00		3 93	3 79
1880	3	2	5	1	1		9	9		1	3	4		1	2	2		2					5	5	6	129	135	4	128	132	25 00	150 0	66 66	25 00	50 00	33 33		3 90	3 79
1881	5	9	14				1	10	11	4	3	7	2	5	7								8	8	6	132	138	5	132	137	80 00	33 33	50 00	40 00	55 55	50 00		6 06	5 83
1882	7	4	11				1	11	12	2	2	4	1	1	2	1		1				1	9	10	9	135	144	7	133	140	28 57	50 00	36 36	14 28	25 00	18·18	14 28	6 77	7 14
1883	7	9	16	1		1	1	4	5	5	2	7	3	2	5							3	5	8	7	139	146	8	137	145	62 50	22 22	41 17	37 50	22 22	29·41	37 50	3 65	5 51
1884	7	12	19				2	5	7	4	8	12	1		1		3	3				4	2	6	7	143	150	7	141	148	57 14	66 66	63 15	14 28		5 26	5 71	1 41	4 05
1885	12	9	21					6	6	5	8	13	1	3	4	2		2				1	7	8	10	140	150	10	142	152	41 66	88 88	61 90	8 33	33 33	19 04	10 00	4 92	5 26
1886	6	13	19					5	5		4	4	2	1	3		72	72				1	3	4	13	78	91	10	77	87		90 76	21 05	33 33	7 69	15 78	10 00	3 89	4 59
1887	13	16	29	1		1	1		1	3	7	10	1	3	4	1	2	3					1	1	23	81	104	15	78	93	21 42	43 75	33 33	7 14	18 75	13 33		1 28	1 07
1888	6	12	18	2	2	4		4	4	6	9	15	2	1	3	2	2	4				2	4	6	19	83	102	20	81	101	75 00	64 28	68 18	25 00	7 14	13 63	10 00	4 93	5 94
1889	7	12	19					1	1	1	1	2		1	1	1	3	4				2	5	7	21	87	108	20	84	104	14 28	8 33	10 52	14 28		5 26	10 00	5 95	6 73
1890	8	9	17					4	4	9	10	19	1		1	3	3	6				3	5	8	13	82	95	17	84	101	112 50	111 11	111 76	12 50		5 88	17 64	5 95	7 92
1891	10	21	31	1	2	3	1	3	4	5	5	10	4	2	6		4	4				4	8	12	12	89	101	12	85	97	45 45	21 73	29 41	36 36	8 69	17 64	33 33	9 41	12 37
1892	8	8	16					1	1	1	5	6	2	2	4		3	3					3	3	17	85	102	15	84	99	12 50	62 50	37 50	25 00	25 00	25 00		3 57	3 03

Hospital for the Criminal Insane, Parramatta.

This Hospital is set apart under the provisions of the Lunacy Act for patients who are under criminal disability. They comprise four classes—1st, those certified to be insane whilst awaiting trial; 2nd, those found insane by jury on arraignment; 3rd, those acquitted on the ground of insanity and ordered to be detained during the pleasure of His Excellency the Governor; and 4th, those certified to be insane whilst serving sentence. The number of each class under care at the close of the year, together with the crimes with which they were charged, is set forth in the following return:—

Table showing Classification of the Crimes of Patients remaining in the Hospital for the Criminal Insane, at Parramatta, on the 31st December, 1892.

Crime.	Classified with reference to the period at which insanity was recognized																	
	Certified to be insane whilst awaiting trial			Found insane by Jury on arraignment			Acquitted on the grounds of insanity			Reprieved on the grounds of insanity			Certified as insane whilst serving sentence			Total number in Hospital on 31st December, 1892		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F.	Total
Murder	3		3	1	1	2	10	1	11				5	1	6	19	3	22
Attempt to murder		1	1				1	1	2							1	2	3
Cutting and wounding, and shooting with intent	1		1	1		1	9	1	10				1		1	12	1	13
Unnatural offence					.		1		1	.			.	.		1	.	1
Manslaughter							1		1					.	.	1		1
Indecent assault				.		.	1		1	.		.				1	.	1
Rape		.											1		1	1		1
Horse-stealing	1		1				1		1				1		1	3	.	3
Assault and battery				1		1										1		1
False pretences	1		1				1		1							2		2
Attempted suicide							2	1	3		.					2	1	3
Forgery and uttering	.									.	.		1		1	1		1
Carnally knowing a child under 10 years of age				1		1			..			.				1	..	1
Arson			.					1	1								1	1
Vagrancy													2	1	3	2	1	3
Total	6	1	7	4	1	5	27	5	32	.	..		11	2	13	48	9	57

During the last three years, owing to want of room, very few prisoners becoming insane whilst serving long sentences have been admitted. These have been kept in the observation wards in Darlinghurst and Parramatta Gaols, and it is proposed to erect a separate ward at the latter gaol for their accommodation.

It has been found possible, however, to receive all the cases certified to be insane whilst serving sentence of less than one year.

The total number of patients of all classes admitted was 17, and the daily average number of inmates was 54.

I visited and inspected this institution on January 12th, April 21st, July 21st, and October 14th, and on one of these occasions checked the register and closely examined every patient. On July 21st I noted that there had been no instance of restraint or seclusion for over nine months, and the whole hospital has throughout the year been remarkable for its quietude and good order.

The returns show that about 90 per cent. of the patients are usefully employed daily, the chief means of occupation being sawing wood, gardening, and growing vegetables, picking hair and coir, and making mattresses, and the usual ward cleaning.

The structural alterations to the buildings, the necessity for which has been so long apparent, as pointed out in prior reports, have at length received attention at the hands of the Government Architect, and the work will be carried out during the current year.

The full statistics of the Hospital will be found in the report of the Medical Superintendent (Appendix F).

Observation Wards, H M. Gaols, Darlinghurst and Parramatta.

These wards are set apart, under the provisions of section 67 of the Lunacy Act, "for the detention of any prisoner who may be supposed to be insane, or who from mental imbecility may be supposed to be unfit for penal discipline, in order that he may be there placed under observation until he be certified by two medical practitioners, one of whom shall be either the Inspector-General or the Superintendent or Medical Officer of an Hospital for the Insane, that he is of sound mind, or is insane and a fit subject for detention in an Hospital for the Criminal Insane" They are used also under departmental regulations for the care and observation of prisoners in whose cases suspicions of mental unsoundness or incapacity have arisen whilst awaiting trial before the Superior Courts or under remand from the Police Courts. In addition, they are employed for the residence of prisoners detained during the pleasure of His Excellency the Governor after acquittal on the ground of insanity, until certificates of unsound mind are obtained on which they can be admitted to an Hospital for the Criminal Insane under section 2 of the Lunacy Act Amendment Act. Being arranged and fitted for the special purposes of observation, and placed under the charge of warders having knowledge and experience with regard to the class of cases entrusted to them, these wards are of great value, both to the general prison administration and to the Medical Officers, in the diagnosis of doubtful cases and in repressing attempts to malinger. Besides this, they assist in detecting insanity in its earliest stages, and assure to prisoners of weak or unsound mind a proper consideration of their shortcomings and such care and treatment as are necessary. Whilst the wards are entirely under the administration of the Department of Prisons, the Lunacy Act, by sections 70 and 71, provides for their inspection by the Inspector-General of the Insane in the same manner as all establishments under the Lunacy Department. The utmost courtesy has always been extended to me by the officers of the Prisons Department during visits of inspection, and all necessary information as to the administration of the ward and the cases of individual prisoners has been supplied.

I visited the ward at Darlinghurst on February 22nd, June 24th, September 5th, and December 12th, and on each occasion inspected the Ward, saw every prisoner on the Register, and inquired into each case, and on several occasions I consulted with the Medical Officer as to the condition and treatment of individual cases. The ward has always been found in excellent order, the Register, Journal, and other records have been properly kept, and the treatment of the patients has been judicious.

Some improvements were made in the airing court during the year at my suggestion.

The statistics of the ward, hereto appended, show that the number of inmates remaining on December 31st, 1891, was 7, and that 53 were received during the year, making 60 under care and treatment. Of these 30 were discharged of sound mind, 10 were sent to Hospitals for the Insane, 5 were discharged to the Police Court, 8 were transferred to the Observation Ward at Parramatta, and 7 remained at the close of the year. In addition to these, 6 were under care whilst awaiting trial, 2 whilst awaiting the Governor's pleasure, and 122 whilst under sentence or on remand from the Police Courts. They make up a total of 190 cases under observation in the ward during the year.

I visited the ward at Parramatta on March 10th, June 25th, September 20th, and December 14th, and on each occasion made a careful examination of the Register and other records, and saw and examined all the patients and went carefully into the cases of several with the Visiting Surgeon. I found the ward on all occasions admirably kept, and particular care is taken by the officers-in-charge to make it as comfortable as is consistent with its situation and special purposes.

The airing court though small is so placed as to be under constant supervision, and is bright with plants and flowers, which are attended to by the inmates. The management of the patients is in all respects satisfactory.

The statistics of the ward, hereto appended, show that on December 31st, 1891, there were 12 inmates, and that 36 were admitted during the year, making a total of 48 under care. Of these, 20 were discharged of sound mind, 2 were sent to Hospitals for the Insane, 12 were discharged to Police Courts, and 14 remained at the close of 1892. In addition to these, 1 prisoner was under care whilst awaiting trial, 3 whilst under sentence or on remand from the Police Courts, and 3 who were detained during the pleasure of His Excellency the Governor after acquittal on the ground of insanity.

RETURN showing the Number of Prisoners received into the Observation Ward, H.M. Gaol, Darlinghurst, during the year 1892, the places whence received, and their disposal.

Whence received.	Remaining on 31st December, 1891.			Received.			Discharged.												Transferred to Obs. Ward, Parramatta.			Remaining on 31st December, 1892.		
							Of sound mind.			To Hospitals for the Insane.			To Police Courts.			Died.								
	M.	F.	Total	M.	F.	Total.	M	F.	Total.	M.	F.	Total.	M.	F	Total.	M.	F.	Total	M.	F	Total.	M.	F.	Total.
Admitted under the provisions of section 63 of the Lunacy Act and section 4 of the Lunacy Act Amendment Act, from—																								
H. M. Gaols—																								
Darlinghurst	2	..	2	16	1	17	10	1	11	1		1	1	...	1	..	...	...	3	.	3	3	...	3
Goulburn	...		.	2	...	2	1	...	1	1	..	1			...	...	..	...	...	...	.	...	...	...
Bathurst	1		1	5	...	5	2	..	2	.	..	...		..	...	...	...	...	2	..	2	2	...	2
Maitland		.	...	7	..	7	4	..	4	1	...	1	.	..	...	.	...	...	1	...	1	1	...	1
Berrima	..	...	...	2	...	2	1	...	1		..	...	...	...	...	..		...	1	..	1	...	..	...
Biloela	1	..	1	3	2	5	3		3	1	2	3		..	...	..		..	.	...	...		...	...
Wollongong		..	.	1	3	4	1	...	1	.	1	1	..	2	2	..		...	..	..	..	..	...	...
Armidale	.	...	..	1	...	1	1	..	1	...	..	...	.		...	.	...	...		...	...	..	...	...
Mudgee	...	..	...	1	..	1	...	.	...	. .	..	..		..	...	...	...	...	1	...	1	..	...	...
Young	1	...	1	1	1	2	2	1	3	...	.	...	.	...	...	..	..	...	..	...	...	...	...	...
Moree	...	...	...	1	...	1	..	...	.	1	...	1	..	..	...	..	...	...	..	...	...	...	...	...
Cootamundra	...	...	...	1	...	1	..	..	.	1	...	1	...	.	...	...	...	...	...	..	...	...	...	...
Cobar	...		...	1	..	1	1		1	..	..	...	...	...	...	...	...	...	..	.	...	...	...	...
Bega	.		...	1	...	1	..	..	. .		...	...	1	..	1	.	...	...	...	..	...	...	.	...
Casino	1		1	2		2	1		1	...	...	.	1	.	1	...	..	.	...		..	1	..	1
Narrabri	.	..	. .	1	.	1		.	.	1	..	1		..	..		..	...	.	...	.	...	...	...
Trial Bay Prison	1	.	1		...		1		1	..	..	.	.	..	...	...	..	...	...	...	..	..	..	...
Total	7	.	7	46	7	53	28	2	30	7	3	10	3	2	5		.	...	8		8	7	..	7
Awaiting trial— Supreme Court, Sydney, Quarter Sessions	1	..	1	5	...	5	3	..	3	3	..	3	..	..		...	..		...		..	..	..	..	...
Acquitted on the grounds of insanity, and awaiting Governor's pleasure	..	.		2	...	2	..	..	...	1	.	1	..	..	...	...	...	...	1	.	1	....	...	...
From Police Courts— Under sentence	2		2	25	6	31	24	4	28		..	...	1	1	2	..	..	...	1		1	1	1	2
On remand	1	...	1	68	20	83	1	1	2	1		1	65	19	84		...	...	...	..	...	2	..	2
Total	11	..	11	146	33	179	56	7	63	12	3	15	69	22	91	...	...	...	10	..	10	10	1	11

RETURN showing the Number of Persons received into the Observation Ward, H.M. Gaol, Parramatta, during the year 1892, the places whence received, and their disposal.

Whence received		Remaining on 31st December, 1891			Received			Discharged.												Remaining on 31st December, 1892.		
								Of sound mind			To Hospital for the Insane			To Police Courts			Died.					
		M	F	Total	M	F	Total	M	F.	Total	M	F	Total	M.	F.	Total	M	F	Total	M	F.	Total
Admitted under the provisions of section 63 of the Lunacy Act and section 4 of the Lunacy Act Amendment Act from	H M. Gaols—																					
	Darlinghurst	6	..	6	1		1	4		4	...		...						...	3	..	3
	Parramatta	5	.	5	33	.	33	15		15	1		1	11		11				11	..	11
	Young	1	...	1	..	.		1	..	1	..	.	...	...		...	..	..	.	...	..	..
	Tamworth				1		1	.	..		1	..	1	.	...	.	..		.			.
	Orange				1		1					..		1		1		...		..		...
	Total	12	..	12	36	..	36	20		20	2		2	12		12	.			14		14
Awaiting trial.	Supreme Court, Quarter Sessions	1	..	1	...		..	1		1	.									..	.	.
Acquitted on the grounds of insanity and awaiting Governor's pleasure		3	..	3		..	..		.				...		...				...	3		3
From Police Courts.	Under sentence	.		...	2		2	1		1	1		1				..		...	..	...	...
	On remand			.	1	...	1				1		1		.	...		...	...			..
	Total	16		16	39		39	22		22	4	...	4	12		12	.		.	17		17

The following return, for which I am indebted to the courtesy of the Comptroller-General of Prisons, shows the number of persons under treatment in the gaols of the Colony for symptoms of insanity during the year 1892, together with their disposal:—

RETURN showing Number of Persons under treatment for symptoms of Insanity in Gaols, &c., during the year 1892.

Name of Gaol	Under treatment and not certified as Insane.	Certified as Insane in Gaol	How disposed of					
			Discharged to Hospital for Insane or Receiving House	Discharged to Darlinghurst or other Gaols	Discharged as sane at Police Courts	Discharged—cured	Died	Remaining
Albury	6	4	4	...	1	5	...	.
Armidale	20	..	.	.	16	3	...	1
Bathurst	20	...			20	.	.	...
Bourke	6	13	11	2	6	.	..	..
Braidwood	1	3	2	...	...	1	1	
Balranald	3	..	.	...	.	3	..	.
Bega	2	1	2	.	.	1	...	...
Berrima	3	...	.	1	.	2	...	...
Biloela	5	.	.	5	...	.	.	.
Bingera	.	.	..	..	..	...	...	...
Broken Hill	9	2	2	.		6	.	3
Burrowa	1	.		...	...	..	1	.
Cooma	2	2	2		2		...	.
Coonamble	6	1	1	.	6		..	..
Cootamundra	5	1	...	1	.	5	.	.
Cobar	2	3	2	2	.	1	.	...
Cowra	6	4	4	.	6	.	...	...
Casino	1	.	...	1	..	.	...	...
Coonabarabran	..	1	1	...	.	...	.	...
Denihquin	3	2	2	..	2	1	..	...
Dubbo	10	...	.	1	7	...	1	1
Forbes	10	...	.	..	9	...	1	..
Glen Innes	...	4	4	....	...	...	...	.
Goulburn	6	7	6	1	6	...	.	...
Grafton	10	3	3	...	10	.	...	...
Gundagai	1	6	6	..	1	...	...	...
Gunnedah	4	2	2	...	4	...	...	.
Hay	31	...	..	...	31	...	..	...
Hillston	2	1	1	...	.	2	...	.
Inverell	4	4	4	...	4	...	.	.
Kempsey	1	.	..	...	...	1	.	.
Maitland	37	11	11	6	26	5	.	...
Mudgee	3	4	4	...	3	.	.	.
Muswellbrook	.	4	2	.	2	.	.	...
Murrurundi	2	2	2	...	2	...	...	...
Moree	3	2	2	...	.	3	.	...
Milparinka	2	1	...	.	2	1	...	...
Narrabri	5	6	6	...		5	.	.
Orange	6	3	3	..	6	...	...	.
Port Macquarie	1	1	1	.	...	1	.	...
Queanbeyan	2	..	.	.	1	1	...	...
Silverton	2	...	...	1	1	...	...	...
Singleton	3	1	1	...	3	...	...	...
Tamworth	4	...	.	...	3	.	1	...
Tenterfield	2	3	3	...	...	2	...	...
Trial Bay	...	...	..	...	...	...	...	.
Wagga Wagga	5	2	2	...	5	...	..	...
Walgett	1	1	1	...	1	..	...	.
Wollongong	3	..	.	3	...	.	...	...
Wentworth	4	2	2	.	...	4	...	...
Windsor	...	...	...	...	...	...	...	...
Wilcannia	4	2	2	...	2	2	...	..
Yass	14	8	8	...	13	...	...	1
Young	6	..	...	.	5	...	...	1
Total	289	117	109	24	206	55	5	7

It will be seen that 406 persons (exactly the same number as in 1891) were under treatment, and that of these 109 were forwarded to Hospitals for the Insane, 24 sent to Darlinghurst or Parramatta for observation and treatment, whilst 261 were discharged as sane (206 at the Police Courts, and 55 direct), 5 died, and 7 remained at the close of the year. The majority of the cases discharged as sane were cases of temporary derangement due to drink, and their period of treatment rarely exceeded fourteen days. As I pointed out in the report for the year 1891, the absence of any provision for the treatment of temporary cases of insanity, or the more pronounced cases in the early stages in local or district hospitals or receiving houses, renders the arrangement under which these cases are treated in gaols unavoidable, though the objections to it are fully recognised.

SWISS AND WOODLAND COTTAGES, PICTON.

There two houses, licensed for a single patient, under the provisions of the 42nd and 43rd sections of the Lunacy Act, were each visited twice during the year—on April 12th and October 13th—and were found well and properly kept.

The medical journals were produced for inspection, and showed that the provisions for medical attendance had been complied with, and the patients appeared to be in all respects properly treated.

APPENDIX A.

The Medical Superintendent, Hospital for the Insane, Gladesville, to The Inspector-General of the Insane.

Sir, Hospital for the Insane, Gladesville, 13 March, 1893.

I have the honor to forward for your information a report on this Hospital for the year 1892, together with the usual statistical tables.

At the beginning of the year there were 816 patients in the Hospital. During the year 255 (164 men and 91 women) were admitted. The whole number under treatment was 1,071, and the average number resident 790. There were discharged 219, of whom 102 had recovered, 6 were relieved, 67 were transferred to other hospitals, 3 escaped, and 41 died. There remained at the close of the year 530 men and 322 women, a total of 852.

The number of admissions was considerably in excess of that for recent years, and has caused the overcrowding of the Hospital—already great—to be much increased. Though relieved to some extent by the transfer of 67 patients to other hospitals, there still remained an excess of admissions over the removals, and at the close of the year this was manifested by the increase of the number on the register from 816 to 852.

The general health of the Hospital has been good, the death rate (5·18 per cent.) being the lowest in the history of the Institution. There were but few accidents, and in each a special report was sent to you. The accidents were a severe burn and a fracture of the radius, patella, and femur respectively. In 19 of the 41 deaths *post mortem* examinations were made.

The new buildings on the male side, erected in 1891 by the Government Architect to replace the old galvanized iron dormitories, have been finally completed and occupied. The upper floor consists entirely of dormitories, which are airy, well ventilated, well lighted, and suited to their purpose. The lower storey is arranged as a complete ward, with the necessary day and dining rooms, bathroom, offices, and dormitories, and is used as the admission ward. By its means the classification of the patients is improved, and it is now possible to separate the more noisy and demonstrative of the admissions from the others, and so increase the comfort and prospect of recovery of the recent cases. The erection of this building has rendered necessary a large amount of work in regrading and arranging the grounds surrounding it.

The farm operations have been still further extended, and it now offers employment to a large number of patients. The inconvenience and loss of time caused by the distance between the attendants' house and the patients' quarters is still felt; and it is more than ever desirable that the erection of a cottage for the accommodation of some of these patients, nearer their work, should be proceeded with.

During the year the Hospital has been connected with the Nepean water supply. The water from the dams is no longer used, and the benefit of an abundant and pure supply of water is highly appreciated. The risk of injury from fire is also much lessened, the pressure of the water in the 6-inch fire main being over 50 lb. Hydrants have been placed in each ward and at various convenient points around the buildings, and render it no longer necessary to wait the arrival of the fire engine to cope with an outbreak.

I beg, on behalf of the Hospital, to tender thanks to those who kindly gave entertainments, viz.:—Alhambra Music Hall Company, Corneville Musical Society, Idler's Dramatic Club, Toxteth Minstrels, Petersham Orchestral Society, and other lady and gentlemen amateurs.

The following donations have been received, and I take this opportunity of thanking the donors for their gifts:—Illustrated papers from Mr. Fitzpatrick, Mr. E. O. Smith, Mrs. Salter, Mr. Alfred Lee, and the proprietors of the *Illustrated Sydney News*. Books and magazines from Mrs. Plews and Mr. J. F. Hoare; and pipes from Mr. Pearson and Dr. Jenkins.

The proprietors of the following newspapers—*Bathurst Free Press*, *Bathurst Daily Times*, *Burrangong Argus*, *Deniliquin Chronicle*, *Dubbo Despatch*, *Goulburn Herald*, *Illawarra Mercury*, *Kiama Independent*, *Wagga Wagga Express*, *Maitland Mercury*, *Monaro Mercury*, *Queanbeyan Age*, *St. Leonards Recorder*, *Western Post*, *Weekly Advocate*, *Yass Courier*, *and Sydney Daily Telegraph*, have generously forwarded a copy of each issue free during the year.

To the officers and staff I beg to tender my hearty thanks for the willing and efficient assistance they have rendered me during the year.

I have, &c.,
ERIC SINCLAIR,
Medical Superintendent.

TABLE 1.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, in the Hospital for the Insane, Gladesville, during the year 1892.

	Male.	Female.	Total.
In Hospital on 31st December, 1891	510	306	816
	Male	Female.	Total
Admitted for the first time during the year	139	70	209
Readmitted during the year	20	16	36
Transferred during the year	5	5	10
	164	91	255
Total under care during the year 1892	674	397	1,071
Discharge or removal—			
Recovered	63	39	102
Relieved	3	3	6
Transferred	46	21	67
Escaped (and not recaptured)	3	...	3
Died	29	12	41
Total discharged or died during the year 1892	144	75	219
Remaining	530	322	852
Average number resident during the year	513	277	790
*Persons under care during the year†	670	393	1,063
*Persons admitted	163	90	253
*Persons recovered	64	38	102

* Persons, i e, separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases, minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, with the Mean Annual Mortality and the proportion of Recoveries, &c, per cent., at the Hospital for the Insane, Gladesville, from the year 1869 to 1892 inclusive.

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died			Remaining in Hospital 31st December			Average number resident.			Percentage of recoveries on admissions and readmissions			Percentage of patients relieved on admissions and readmissions			Percentage of deaths on average numbers resident.		
	Admitted for the first time			Readmitted						Recovered.			Relieved																											
	M.	F.	Total	M	F	Total	M	F	Total	M	F.	Total	M		Total	M	F.	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M.	F.	Total	M.	F.	Total.	M.	F.	Total.
1869	143	75	218							56	32	88	20	9	29	12	40	53				53	7	60	429	223	652	435	215	650	39 16	42 66	40 36	.	.	.	12 18	3 25	9 23
1870	131	66	197							41	35	76	7	3	10	233	1	234				25	4	29	254	246	500	262	231	493	31 29	53 03	38 57	.	.	.	9 54	1 73	5 88
1871	172	105	277							53	40	93	6	7	13	111	40	151				27	8	35	229	256	485	265	248	513	30 80	38 01	33 57	.	.	.	10 18	3 22	6 82
1872	164	104	286							70	49	119	11	4	15	68	39	107				29	9	38	215	259	474	231	256	487	42 68	47 11	44 44	..	.	.	12 55	3 51	7 80
1873	189	107	296							64	36	100	19	10	22	41	16	57				20	10	30	267	294	561	246	279	525	33 86	33 64	33 78	.	.	.	8 13	3 59	5 71
1874	186	126	312							51	41	92	9	13	22	49	104	153				40	15	55	304	247	558	280	301	581	27 44	32 53	29 48	.	.	.	14 28	4 98	9 46
1875	209	134	337							44	53	97	7	5	12	56	34	90				37	10	47	303	279	642	327	264	591	21 67	39 55	28 78	.	.	.	11 31	3 78	7 95
1876	203	137	340							81	69	150	14	18	32	98	43	141				26	17	43	349	267	616	342	268	610	39 90	50 36	44 11	.	.	.	7 60	6 34	7 05
1877	311	122	433							129	64	193	13	17	30	126	21	147				38	10	41	354	277	631	343	263	606	41 48	52 56	44 56				11 07	3 80	7 92
1878	240	160	400							101	44	145	13	20	33	109	42	151				37	9	46	334	322	656	335	301	636	42 08	27 50	36 25				11 04	2 99	7 23
1879	204	129	333							88	52	140	12	26	38	74	12	86				34	14	48	330	347	677	338	331	669	43 13	40 31	42 03				10 05	4 22	7 17
1880	132	115	247	25	29	54	9	1	10	86	51	137	14	17	32	22	32	55	2		2	30	29	59	335	369	704	333	353	686	54 43	35 66	45 51	10 19	11 80	10 96	10 81	6 51	8 60
1881	170	118	288	25	27	52	3	1	4	76	67	143	8	12	20	15	14	29	1		1	29	18	47	404	404	808	371	380	751	38 97	46 20	42 05	4 10	8 27	5 58	7 81	4 73	6 25
1882	147	112	259	17	25	42	4		4	62	73	135	12	15	27	9	10	19	2		2	40	20	60	447	423	870	419	398	817	37 80	53 28	44 81	7 31	10 94	8 97	9 54	5 02	7 3
1883	143	118	261	17	22	39	5	2	7	65	69	134	10	8	18	11	140	151				48	25	73	478	323	801	459	342	801	40 62	49 28	44 66	6 25	5 71	6 00	10 45	7 31	9 11
1884	136	128	264	18	33	51	4	3	7	59	66	125	12	9	21	15	33	48	3		3	49	31	80	498	348	846	494	325	819	38 31	40 99	39 68	7 79	5 59	6 66	9 91	9 53	9 76
1885	71	71	142	10	20	30	7		7	59	44	103	6	10	16	2	71	73	2		2	39	15	54	478	299	777	472	274	746	72 84	48 35	59 88	7 40	10 98	9 30	8 26	5 47	7 23
1886	95	35	130	14	7	21	4	3	7	67	49	116	1	3	4	1	5	6	2		2	48	16	64	472	271	743	465	266	731	61 46	116 66	76 82	91	11 90	3 67	10 32	6 01	8 75
1887	104	53	157	17	10	27	3	2	5	54	37	91	5	2	7	3	1	4	2		2	32	18	50	500	278	778	477	251	734	44 62	58 73	49 45	4 13	3 17	3 80	6 70	7 00	6 81
1888	88	47	135	11	13	24	7	3	10	53	43	96	6	2	8	9	3	12	3		3	43	13	56	492	280	772	480	267	741	53 53	71 60	60 37	6 06	3 33	5 03	8 95	4 98	7 55
1889	94	52	146	25	15	40	2	3	5	55	43	98	4		4	15	1	16	3		3	36	11	47	500	295	795	485	266	751	46 21	64 18	52 68	3 36		2 15	7 42	4 13	6 25
1890	122	60	182	25	10	35	5	3	8	58	34	92	7	3	10	16	20	36	2		2	36	10	46	533	301	834	502	269	771	39 45	48 57	42 39	4 76	4 28	4 60	7 17	3 71	5 95
1891	109	56	165	9	14	23	1	5	6	59	43	102	2	4	6	44	12	56	1		1	36	11	47	610	306	816	519	272	791	50 00	61 42	54 25	1 69	5 71	3 19	6 93	4 04	5 95
1892	139	70	209	20	16	36	5	5	10	63	39	102	3	3	6	46	21	67	3		3	29	12	41	530	322	852	513	277	790	39 62	45 34	41 63	1 88	3 48	2 44	5 65	4 33	5 18

APPENDIX B.

The Medical Superintendent, Hospital for the Insane, Parramatta, to The Inspector-General of the Insane.

Sir, Hospital for the Insane, Parramatta, 7 March, 1893.

I do myself the honor to forward herewith a report upon this Hospital for the year 1892, together with the usual statistical tables.

It will be seen, in comparing these tables with the returns of the previous year, that there were 946 patients in the Hospital on the 31st of December, 1891; that during the year 78 were admitted for the first time, 14 readmitted, and 58 transferred from other Institutions, making a total of 150 (91 men and 59 women), and raising the number of those under care and treatment during the year to 1,096

(683 men and 413 women). Of this number 30 men and 13 women were discharged recovered, 2 women were transferred to other Institutions, and 33 men and 19 women died during the year, leaving 620 men and 379 women, a total of 999, on the 31st of December, 1892, being an increase of 53 over the numbers at the corresponding period of the previous year.

The percentage of recoveries on the admissions and readmissions was 46·73; and the death rate, calculated on the average number resident, was 5·38, being much lower than the previous year, when it was raised to an abnormal degree by the epidemic of influenza raging for several weeks and carrying off a number of the old and feeble in both the male and female divisions. The health of the patients on the whole has been very satisfactory, no disease of an epidemic nature having occurred amongst them.

The accidents during the year were fortunately not numerous, neither were they of a serious character, except in two instances, in each of which the patient, being old and feeble, was pushed down by the carelessness of a fellow patient, and sustained an intra-capsular fracture of the neck of the thigh-bone, which necessitated confinement in bed for a considerable time. One of these patients died before the fracture had thoroughly united, and the District Coroner was communicated with, but did not consider an inquest necessary under the circumstances. A special report was also forwarded to you at the time of the occurrence.

The escapes have been very few, and in every case the patient was returned to the Hospital before the statutory period of twenty-eight days had elapsed.

The usual Divine Services have been regularly held in the new hall, and the entertainment and recreation of the patients has also received the customary amount of attention.

The weatherboard buildings occupied by the women will soon require attention in the shape of repainting, they at present have a neglected look, the paint in many places having come off entirely, leaving the woodwork open to the ill effects of the weather. In this division the wards during the day, and dormitories at night, are showing the evils of overcrowding, interfering greatly with the comfort and orderliness of the patients, and to a very considerable extent militating against the ultimate chances of recovery of many of them, as well as rendering the duties of the nurses and others in charge of a more onerous and anxious character, and preventing that classification which is essential to the successful management of an institution of this kind. The dining space in all the wards is quite inadequate to the requirements, many of the more restive and excitable patients, therefore, take their meals under the verandahs or in the airing courts, which necessitates less close supervision and greater risk of suicide or injury.

The sitting room for nurses has been completed, has proved a great boon to them, and is duly appreciated. The two most urgent requirements for this part of the Hospital now left unsatisfied are a dining room for nurses, and a cottage, separate from the general buildings, to serve as a dormitory for the nurses who are employed on night duty.

The general grounds have had the usual amount of care and attention bestowed upon them, and many improvements have taken place in the weatherboard division for male patients, under the direction of the "attendant in charge," to whom much credit is due for their initiation.

The whole of the interior of the day rooms, and other offices in connection with this part of the Hospital, have been thoroughly renovated and repainted under the supervision of the painter attached to the staff, and with a very satisfactory result. The whole of this division, however, requires attention and reorganizing, more particularly with regard to the bathing accommodation, the attendants sleeping rooms, and the closets and lavatories.

The farm buildings have received attention, and the old and dilapidated structures that for many years were an eye-sore in this part of the Hospital have given place to others of a more modern and convenient style; still there are a few additions necessary, such as an extension of the present cow-sheds, and a room for storing hay and chaff, &c.

Before closing my report I wish to draw your attention to a matter of an urgent character, and that is the unsatisfactory condition of the present water supply. I understand that there is a good head of water at the local reservoir, and plenty of pressure (about 48 lb.), so that the fault must be in the water mains within the Hospital precincts. None of these are of more than the 4-inch gauge, and as they have been down for a number of years they are probably choked to a considerable extent with scale.

As usual, abundant occupation has been found for the patients in farm and garden work, and in the various trades carried on by the artisans attached to the staff of the Institution.

I have to thank several ladies and gentlemen, living, for the most part, in the suburbs of Sydney, for their efforts in providing a few hours pleasure to the inmates by musical and other entertainments, and also the proprietors of the *Sydney Illustrated News* and the *Bathurst Free Press* for copies regularly forwarded.

The changes during the last year amongst the officers were more than usually numerous. The matron, Mrs. Burn, having resigned, and earned a well-deserved rest after many years of faithful and earnest devotion to duty, carried with her the love of many and the respect and esteem of all with whom she had been brought into contact, and was succeeded by Miss Frances G. Spencer. The Junior Medical Officer, Dr. Scott, resigned, and was succeeded by Dr. Reginald J. Millard, a graduate of the Sydney University. Mr. Mayo, the junior clerk, was transferred by promotion to the Hospital at Rydalmere, and the office here abolished. Last, but not least, it is with very great regret that I have to record the removal by death of an estimable public servant, and a valued, conscientious, and devoted officer of the Department, Mr. Henry Colley, the Assistant Superintendent of the Hospital. Mr. Colley's death was only preceded by an absence from duty of three or four days. The vacancy was filled by the appointment of Mr. J. H. Wilkinson, who was transferred from the Department of Stores.

To Dr. Russell, and all others who have been associated with me during the year, my thanks are due for able and efficient assistance at all times willingly accorded.

I have, &c.,
EDWIN GODSON,
Medical Superintendent.

TABLE

TABLE 1.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, in the Hospital for the Insane, Parramatta, during the year 1892.

	Male.	Female.	Total.
In Hospital on 31st December, 1891	592	354	946
Admitted for the first time during the year	56	22	78
Readmitted during the year	10	4	14
Transferred during the year	25	33	58
	91	59	150
Total under care during the year 1892	683	413	1,096
Discharge or removal—			
Recovered	30	13	43
Relieved	.....	.....	....
Transferred	.....	2	2
Escaped (and not recaptured)	.....	.....	... ..
Died	33	19	52
Total discharged or died during the year 1892	63	34	97
Remaining	620	379	999
Average number resident during the year	597	368	965
*Persons under care during the year†	682	413	1,095
*Persons admitted	66	26	92
*Persons recovered	30	13	43

* Persons, *i e.*, separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases, minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at the Hospital for the Insane, Parramatta, for the years 1876 to 1892 inclusive.

Year.	Admitted. For the first time.			Admitted. Readmitted.			Transferred from other Hospitals, &c.			Discharged. Recovered.			Discharged. Relieved.			Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days.			Died.			Remaining in Hospital, 31st December in each year.			Average number resident.			Percentage of recoveries on admissions and re-admissions.			Percentage of patients relieved on admissions and re-admissions.			Percentage of deaths on average number resident.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1876	.	.	.	.	.	.	.	.	.	88	..	88	2	1	3	1	1	2	..	..	.	..		.	35	10	45	567	201	768	555	208	763	.	.	..	..	.	..	6·30	4 80	5·8
1877	..	.		..	..		55	6	61	5	.	5			4	1	..	1	..	..	..	49	7	56	563	200	763	561	202	763	..	..			..	..	8·73	3 46	7 34
1878	1	1	2	..	.	.	60	22	82	3	.	3	3	.	3	.	.	..	..	..	..	43	16	59	575	207	782	569	201	770	4·91	..	3 57	4·91	..	3·57	7·54	7·96	7 60
1879	40	20	60	..	1	1	19	1	20	15	6	21	1	1	2	13	4	17	..		.	42	10	52	563	208	771	564	206	770	37·50	28 57	34·42	2·50	4·76	3·27	7·52	4 47	6·71
1880	54	25	79	1	1	2	18	2	20	25	12	37	2	1	3	1	1	2	1		1	36	13	49	571	209	780	562	212	774	45·45	46·15	45·67	3 63	3 84	3·70	6·40	6 13	6·33
1881	48	12	60	2		2	15	5	20	23	6	29	4	2	6	1	2	3	2	.	2	36	7	43	570	209	779	570	208	778	46 00	50 00	46 77	8·00	16·66	9·67	6·31	2·88	5·39
1882	52	20	72	..	.		26	1	27	26	9	35	1		1	1	3	4	1		1	25	14	39	594	204	798	581	209	790	50·00	45·00	48·61	1 92	..	1·38	4 20	6·69	4·93
1883	56	26	82	1		1	14	136	150	33	4	37	3	1	4	2	2	4	..	..		32	10	42	595	349	944	592	309	901	57·89	15 38	44·57	5·26	3·84	4·81	5·40	3·23	4·66
1884	50	9	59	1	..	1	26	15	41	21	5	26		2	2	6	2	8	..	..	..	38	14	52	607	350	957	603	348	951	41·17	55·55	43·33	..	22·22	3·33	6·30	4·01	5·40
1885	52	28	80	2	1	3	14	5	19	21	8	29	1	1	2	4	4	8	1		1	42	14	56	606	357	963	600	348	948	38·88	27·58	34·93	1·85	3·44	2·40	7·00	4·02	5·96
1886	50	21	71	..	..		17	3	20	29	12	41	2	..	2	4	3	7	2	..	2	27	19	46	609	347	956	608	350	958	58·00	57·14	57·74	4·00	..	2·81	4·44	5·42	4·80
1887	64	21	85	3	1	4	11	3	14	14	10	24		1	1	4	1	5	2	.	2	33	25	58	634	335	969	621	341	962	20·89	45·45	26 96	..	4.54	1·12	5·31	7·33	6 02
1888	65	25	90	5	1	6	13	3	16	24	8	32	..	1	1	5	1	6	..	.	.	37	16	53	651	338	989	637	335	972	34 28	30 76	33 33	..	3·84	1·04	5 80	4 77	5·45
1889	67	20	87	2	2	4	23	2	25	18	9	27				3	..	3	4	1	5	45	23	68	673	329	1002	660	330	990	26 08	4 90	29 67		..	..	6·81	5 96	6·86
1890	61	36	97	2	2	4	23	22	45	25	16	41	1	.	1	1	1	2	..		..	39	18	57	693	354	1047	667	335	1002	39·68	42 10	40 59	1·58		0 99	5 84	5 37	5·68
1891	59	31	90	11	1	12	62	13	75	37	20	57	1	1	2	127	3	130	1		1	67	21	88	592	354	946	663	344	1007	52 85	62·50	55·88	1·42	3·12	1·96	10·10	6·10	87·3
1892	56	22	78	10	4	14	25	33	58	30	13	43	.		..	2	2	..			..	33	19	52	620	379	999	597	368	965	45·45	50 00	46·73		..	..	5·52	5·16	5·38

APPENDIX C.

The Medical Superintendent, Hospital for the Insane, Callan Park, to the Inspector-General of the Insane.

Sir, Hospital for the Insane, Callan Park, 8 March, 1893.

I do myself the honor to forward for your information a report on this Hospital for the year 1892.

On the 31st December, 1891, there were 810 patients (464 males and 346 females) in the Hospital, and during the past year 233 patients (141 males and 92 females) were admitted for the first time, 27 (8 males and 19 females) were readmitted, and 2 (1 male and 1 female) were transferred from other Hospitals, making a total of 1,067 patients under care, the average number resident being 798 (447 male and 351 female), and the number remaining on the register at the end of the year 812 (445 males and 367 females).

An examination of the tables shows that the percentage of recoveries on admissions and readmissions was 40·38 (37·58 of males and 44·14 of females), and that of deaths on the average number resident 8·02, the proportion of both being lower than in the preceding year. The unusually large number of readmissions I attribute mainly to patients being discharged soon after convalescence, when a longer stay would have been desirable, but this course was rendered necessary owing to the crowded state of the wards, especially in the female division, and seemed to be the only practicable way of modifying the evil. Leave of absence, under section 82 of the Lunacy Act, was granted to 23 patients, and of these 14 were discharged recovered, 8 were returned to the Hospital, and 1 died, leaving 13 still on leave at the end of the year. A reference to Table 3 shows that amongst the assigned causes of insanity "intemperance in drink" was credited with 44 cases; "hereditary influence ascertained" shows a total of 23, but the number under the last heading can hardly be accepted as absolutely accurate owing to the difficulty, in a comparatively new country, of tracing the family history of its inhabitants, and it is therefore very probable that many cases classed as "unknown" would, if their previous history could be investigated, come under the heading of heredity. The causes of death are given in Table 4, more than one-half being stated as due to cerebral disease, and 11 from general paralysis of the insane. No suicides were recorded, but one fatal accident occurred, which formed the subject of a coroner's inquiry, a full report of the case being forwarded to you at the time. The escapes numbered 4. One, a quiet industrious man, was not retaken within the statutory period, having probably found suitable work in the country, where his eccentricities would be overlooked. One patient, a woman who escaped the previous year and was not retaken during the prescribed period, visited the Hospital voluntarily during the year, and appeared to have quite recovered her mental health. In reporting on the escapes it affords me much pleasure to place on record the courageous conduct of two of the nurses, in rescuing from drowning a patient who, in endeavouring to escape, threw herself into the water at the bay. The nurses, without hesitation, jumped in after her, and succeeded in bringing her to the shore, although all were thoroughly exhausted. Assistance was, however, speedily at hand, and no bad effects followed their immersion. The patient eventually recovered and was discharged. The Chief Secretary authorised the presentation of a medal (suitably inscribed) to each of the nurses as an acknowledgment of their bravery.

Tenders were accepted by the Government Architect for building a dining-room for nurses, and a general store-room at the cottages for female patients, and for enlarging the sorting-room at the laundry. These additions were much needed, and will add materially to the satisfactory working of the Institution. The first-floor dormitories in the male division have been recaulked, but owing, as I understand, to insufficient funds it was impossible to do all that was required in the male division, and the female division remains undone, although the work is very necessary. Sundry other additions are also necessary, The present sewing-room has been found to be far too small, and as patients work with more spirit and acquire more quickly habits of self-control by being allowed to leave their wards, if only for a few hours daily, an enlargement of this room would be of benefit to them and increase the usefulness of the Institution.

Separate buildings are also required for the night nurses and the night attendants, as in the present rooms allotted to them they are frequently disturbed by noisy patients, and the noise created whilst the usual daily cleaning, bed-making, &c., is going on is often very annoying.

White ants, always a source of anxiety, have, I regret to say, been found in the flooring of No. 1 female day-room, in the laundry, and at the wharf. The latter is in such bad case that in all probability the whole of the flooring will have to be renewed.

A commencement has been made, under the directions of the Harbours and Rivers Department, to reclaim a bay at the north-east boundary of the estate which especially at low tides, has always been offensive during certain winds, owing chiefly to deposits from the sewer and the street drainage from a considerable area in Balmain. The fascine boundary-work is completed, but no beginning has been made to fill in the area. This work is very necessary as, until it is carried out and the new road along the foreshores aligned and fenced, the grounds of the Hospital are open to the public. The vegetable and flower gardens have already been subjected to depredation and damage.

The pressure from the water supply is still very low, but I have received a communication from the Secretary of the Water Supply and Sewerage Board to the effect that, as soon as the Pott's Hill Reservoir is completed, the pressure will be greatly improved. This low pressure has necessitated a great deal of pumping from the underground tanks, and notwithstanding the rainy season the water in them has always been kept at a low level.

The cricket ground has been improved by the erection of a 9-ft. fence on the side bounded by the Balmain Road. Formerly when the patients were in the ground pedestrians and others used to stop and gaze, either through or over the fence, and often indulged in irritating remarks which the patients naturally resented. This is now impossible, and complete privacy is secured. A commodious and handsome pavilion has also been erected, which affords dressing-rooms, &c., for cricketers and others, as well as ample seating space for spectators.

The usual outdoor work, such as gardening, road-making and repairing, quarrying, &c., has given useful occupation to many patients.

Both indoor and outdoor recreation have been provided, the outdoor consisting of the usual Saturday cricket matches during the summer, and in games of bowls, quoits, &c.

Several

Several picnics were held down the harbour, and several bands (whom I take this opportunity of thanking) kindly volunteered their services on Saturday afternoons, and performed selections in the cricket ground. The indoor amusements consisted of the fortnightly winter dances, concerts, dramatic entertainments, &c. For these I am indebted to the Misses Albu, Miss Dixon, Mr. Charles Huenerbein, the members of the Australian Dramatic and Burlesque Company, the Alhambra Minstrels, and to the several lady and gentlemen amateurs who assisted at various concerts.

I have to acknowledge with thanks the following donations —Mr. Morton, Mr. Horrocks, and the Atheneum Club, papers and periodicals; Dr. Miles, £3; Mrs. Colley, two baskets of fresh figs; and Christmas cards from the Rev. S. Wilkinson.

Divine service has been held regularly by the Chaplains on Sundays, but to the regret of all Mr. Fred Russell, who has presided at the harmonium for many years, was obliged early in the year to resign the position he has so long and kindly filled. In thanking him for his kindness and constant attendance, which I know was often secured only at great personal inconvenience to himself, it may please him to know that he leaves with the thanks and good wishes of all. Since Mr. Russell left, Mr. Lunn has kindly filled the vacancy.

The general health of the patients has been satisfactory, but a few isolated cases of influenza occurred, chiefly among members of the staff.

I have to thank Drs. Carruthers, MacCormick, Traill, and Thring for professional advice and assistance on various occasions. No changes have occurred among the officers, and not many among the staff. To both officers and staff I now tender my thanks for the loyal and willing assistance rendered to me throughout the year.

I have, &c.,

HERBERT BLAXLAND,
Medical Superintendent.

TABLE 1.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, in the Hospital for the Insane, Callan Park, during the year 1892.

	Male.	Female.	Total.
In the Hospital on 31st December, 1891	464	346	810
Admitted for the first time during the year	141	92	233
Readmitted during the year	8	19	27
Transferred during the year	1	1	2
	150	112	262
Total under care during the year 1892	614	458	1,072
Discharge or removal—			
Recovered	56	49	105
Relieved	7	7	14
Transferred	64	11	75
Escaped (and not recaptured)	1	1	2
Died	41	23	64
Total discharged or died during the year 1892	169	91	260
Remaining	445	367	812
Average number resident during the year	447	351	798
* Persons under care during the year †	612	455	1,067
* Persons admitted	148	109	257
* Persons recovered	56	49	105

* Persons, *i. e.*, separate persons in contradistinction to "cases" which may include the same individual more than once † Total cases, minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent. at the Hospital for the Insane, Callan Park, during the year 1879 to 1892 inclusive.

Year.	Admitted						Transferred from other Hospitals			Discharged.						Transferred to other Hospitals			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital, 31st December			Average number resident.			Percentage of recoveries on admissions and readmissions			Percentage of Patients relieved on admissions and re-admissions.			Percentage of Deaths on average numbers resident.		
	Admitted for the first time.			Readmitted						Recovered.			Relieved																										
	M	F	Total	M	F	Total	M	F.	Total	M	F	Total	M	F	Total	M	F	Total	M	F.	Total	M	F	Total	M	F.	Total	M	F	Total	M.	F.	Total	M	F.	Total			
1879	16		16				54		54	1		1	2		2	3		3				1		1	107		107	56		56	6 25		6 25	12· 5	.	12 5	1 78		1 78
1880	52		52	2		2	5		5	18		18	2		2	5		5				12		12	129		129	120		120	33 33		33 33	3 70		3 70	10 00	.	10 00
1881	43		43	8		8	2		2	26		26	4		4	2		2	1		1	9		9	140		140	135		135	50 98		50 98	7 84		7 84	6 62	.	6 62
1882	43		43	3		3	2		2	20		20	6		6	3		3				13		13	146		146	144		144	43 47		43 47	13 04	.	13 04	9 02	.	9 02
1883	30		30	2		2	3		3	12		12	2		2	3		3				14		14	150		150	143		148	37 50	..	37 50	6 25		6 25	9 45		9 45
1884	56		56	1		1	90	12	102	13		13	2		2	5		5	1		1	15		15	261	12	273	168		168	22 80		22 80	3 50		3 50	8 92		8 92
1885	160	85	245	7	2	9	5	67	72	58	23	81	4	9	13	9	3	12	3		3	29	3	32	330	128	458	296	100	396	34 73	26 43	31 88	2 39	10 34	5 11	9 79	3 00	8 08
1886	166	116	282	4		4	1	74	75	72	34	106	7	6	13	8	7	15	2		2	30	19	54	377	252	629	350	221	571	42 35	29 31	37 06	4 11	5 17	4 54	10 00	8 59	9 42
1887	95	82	177	8	8	16	2	3	5	41	45	86	2	6	8	3	4	7				38	20	58	398	270	668	384	253	637	39 80	50 00	44 55	1 93	6 66	4 14	9 89	7 90	9 10
1888	150	102	252	14	11	25	7	1	8	81	48	129	11	7	18	11	6	17	2		2	37	20	57	427	303	730	422	280	702	49 38	42 47	46 57	6 70	6 19	6 49	8 76	7 14	8 26
1889	118	94	212	13	12	25	2	3	5	57	56	113	2	4	6	6	6	12	1		1	41	27	68	453	319	772	443	305	748	43 51	52 13	47 68	1 52	3 77	2 11	9 25	8 85	9 09
1890	135	102	237	7	8	15	5	2	7	45	56	101	11	5	16	18	6	24		2	2	41	27	68	485	335	820	463	322	785	31 69	50 90	40 07	7 74	4 54	6 34	8 85	8 38	8 66
1891	130	96	226	9	9	18	4	10	14	65	61	126	3	8	11	44	13	57	4		4	48	22	70	464	346	810	473	342	815	46 07	57 65	51 63	2 16	7 84	4 54	10 14	6 43	8 58
1892	141	92	233	8	19	27	1	1	2	56	49	105	7	7	14	64	11	75	1	1	2	41	23	64	445	367	812	447	351	798	37 58	44 14	40 38	4 69	6 30	5 38	9 17	6 55	8 02

APPENDIX D.

The Medical Superintendent, Hospital for the Insane, Newcastle, to the Inspector-General of the Insane.

Sir, Hospital for the Insane, Newcastle, 18 March, 1893.

I have the honor to forward, for your information, a report on this Hospital for the year 1892, together with the usual statistical tables.

At the beginning of the year there were in the Hospital 138 males and 116 females—a total of 254. The admissions numbered 41, of whom 25 were males; of these, 21 males and 15 females were received direct, the remainder having been transferred from the other Hospitals for the Insane. The total number under care during the year was 295, with an average resident number of 255. The discharges were 2 males and 1 female relieved, 3 males and 1 female not improved, and 4 males and 1 female transferred. During the year 4 males were granted leave of absence, one of whom was discharged whilst on leave, another was returned to Hospital, leaving 2 absent at the close of the year. Of the deaths (20 in all), 8 were males, and 12 females. At the end of the year there remained 146 males and 117 females—a total of 263.

The number of admissions for the year show 19 more than for 1891, and was the largest since 1874. The death-rate was higher than usual, 7·84 per cent. The general health of the inmates was good, and no epidemic disorder made its appearance during the year. There were no accidents.

Many improvements have been effected during the year, all of which have tended to the comfort of the patients or to the smoother working of the Hospital. Early in the year the extensive balcony of the male division was made available for the male nursery patients, and these were placed under the care of the matron. This arrangement has been most satisfactory in every particular. The female nursery on the balcony of the main female division was improved by the addition of a dining-room, which in wet and windy weather was used as a day-room as well. A commodious new wing has been added to the female division, to accommodate 24 patients, but it was not sufficiently forward to occupy at the end of the year.

The amusement of the patients has not been neglected, and the hall has proved of great service for entertainments, and especially for the magic-lantern—a form of amusement highly appreciated. I have to thank various amateur companies, and the "Maggie Moore" Dramatic Company, for their kindness in this particular. The religious services have been regularly held, and well attended.

The raising of the street on the western side of the Hospital has been completed, making the overlooking from that quarter worse than ever. At length, however, steps are being taken to remedy this evil by the erection of a galvanized iron screen.

The question of overcrowding, which appeared serious last year, has now been met by the erection of the wing already referred to and by a reorganization of the wards. Additional dormitory accommodation in both divisions could be made by placing another storey on several one-storied buildings.

The proportion of patients usefully employed shows a slight increase, and it is hoped that some of the more intelligent patients, who are incapable of hard physical labour, may soon be employed at mat and mattress making.

Owing to a very good season and a large quantity of manure, the yield of vegetables has been large and varied, and of great advantage to the health of the patients, especially those suffering from epilepsy. These latter are now almost exclusively dieted without animal food.

A Christmas-tree, laden with toys and sweetmeats, the gift mainly of Mr. C. Nettheim, of Sydney, was the event of the year to the patients. Each one present participated in the fruits of the tree, and those, who from physical or mental disability were unable to attend, had something set apart for them.

I have to thank many other kind friends for donations of various kinds, such as fish, fruit, &c.

The accompanying table gives evidence of the various deficiencies, other than mental, to be met with among the inmates, together with the number of epileptics, and is of interest, as showing to what physical blemishes this class of patient is liable. Under "deformed" are classified all those having deformities on any part of the body, including redundant organs, webbing of fingers and toes, &c., and the "crippled," are practically bed-ridden.

It will be seen that more than one-third are epileptic, nearly one-quarter are dumb, rather more than one-eighth deformed, about one-fourteenth bed-ridden, whilst a small proportion are deaf or blind.

Total number of Patients in Hospital, 31 Dec., 1892.		Epileptic.		Dumb.		Deaf.		Blind.		Deformed.		Crippled.	
Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male	Female.	Male.	Female.	Male.	Female.
146	117	48	42	37	22	9	1	2	3	21	14	7	12
		or		or		or		or		or		or	
Percentages		32·88	35·89	25·34	18·80	6·16	·85	1·37	2·56	14·38	11·96	4·79	10·25
Total percentage...		34·22		22·43		3·80		1·90		13·30		7·22	

I am glad, as before, to be able to record my appreciation of the special help rendered by the officers, and the loyal co-operation of the staff generally in the work of the Institution.

I have, &c.,
CHISHOLM ROSS,
Medical Superintendent.

TABLE

Table 1.

Showing the Admissions, Readmissions, Discharges, and Deaths, in the Hospital for the Insane, Newcastle, during the year 1892.

	Male.	Female.	Total.
In Hospital on 31st December, 1891	138	116	254
	Male	Female.	Total.			
Admitted for the first time during the year	20	13	33			
Readmitted during the year	1	2	3			
Transferred during the year	4	1	5	25	16	41
Total under care during 1892				163	132	295
Discharge or removal—						
Recovered	...	..	...			
Relieved	5	2	7			
Transferred	4	1	5			
Escaped (and not recaptured)	..	...	...			
Died	8	12	20			
Total discharged or died during the year 1892				17	15	32
Remaining				146	117	263
Average number resident during the year				141	114	255
*Persons under care during the year†				163	132	295
*Persons admitted				25	15	40
*Persons recovered				...	...	...

* Persons, *i e*, separate persons in contradistinction to "cases," which may include the same individual more than once. † Total cases, minus readmission of patients discharged during the current year.

Table 2.

Showing the Admissions, Discharges, and Deaths, with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at the Hospital for the Insane, Newcastle, during the years 1871 to 1892, inclusive.

Year.	Admitted.						Transferred from other Hospitals &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital 31 December in each year			Average number resident			Percentage of recoveries on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions.			Percentage of deaths on the average number resident.		
	Admitted for the first time.			Readmitted						Recovered			Relieved																											
	M	F	Total	M	F.	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F.	Total.	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total.
1871							88	25	113			.										1			.	.	.	.	.	..	..	.	..	..	.	..	..	..
1872							32	11	43							1		1				18	3	21	101	33	134	91	27	118	..	..	.	..	.	..	19·78	11 11	17 79
1873	Totals admitted.						11	1	12													12	2	14	100	32	132	100	32	132		.	.	..	..	..	12 00	6 25	10 66
1874							26	18	44	2		2						.				9	1	10	115	49	164	108	34	142	.	.			..	.	8 33	2 94	7 04
1875							25	9	34					2	2	2	1	1	2			16	4	20	121	53	174	110	43	164	.			.	.	.	13 79	8·33	12·19
1876 ..	7	1	8				11	10	21	1		1	2		2		2	2				14	2	16	122	60	182	119	56	175	14 28		12 50	28 57	.	25 00	11 76	3 57	9 14
1877 .	1	3	4	1		1	14	7	21							2		2				7	3	10	129	67	196	127	60	187	..		..	.	..		5 52	5 00	5 34
1878	3	1	4			.	6	13	19				1		1		2	2			..	16	3	19	121	76	197	127	72	199	..			11 11	.	4 34	12 59	4 16	9 55
1879	5	1	6			..	12	11	23		.	.	3	1	4							10	2	12	124	85	209	131	79	200	.	.	.	60 00	100 00	66 66	8 26	2 53	6 00
1880 .	5	3	8	.		.	3	21	24				1	1	2	1		1				6	4	10	124	104	228	123	94	217				20 00	33 33	15 00	4 87	4 25	4 60
1881	3	1	4	.		..	10	3	13							2		2			.	7	1	8	128	107	235	124	106	230	..	.	..	.	..	.	5 64	0 94	3 47
1882 ..	11	4	15	..		..	5	2	7	.			2		2							12	4	16	130	109	239	128	109	237	.			18 18	.	13 33	9 37	3 66	6 75
1883 .	13	5	18			..	6	3	9				1		1	2		2				12	5	17	134	112	246	132	110	242	..		..	7 69	..	5 55	9 00	4 54	7·02
1884	2	6	8		.	.	8	7	15				1	1	2		1	1				14	11	25	129	112	241	130	112	242	..	..	.	50 00	16·66	25 00	10·07	9 82	10 33
1885 .	6	8	14		1	1	2	5	7				3	2	5	1	1	2				6	10	16	127	113	240	128	114	242	..		.	50 00	22 22	33 33	4 68	8 77	6 61
1886 .	7	10	17		1	1	5	3	8		.	.	4		4		1	1				10	9	19	125	117	242	125	114	239	..	.	.	56 11	..	22 22	8 00	7 89	7 99
1887 .	10	4	14	1	2	3	2	2	4				3	2	5							8	10	18	127	113	240	124	114	238		..	..	27 27	33 33	29 41	6 45	8 77	7 56
1888 .	10	7	17			..	9	3	12	1		1	1		1	1		1		.		10	15	25	133	108	241	128	111	239	10 00	..	5 88	10 00	..	5 88	7 81	13 51	10 46
1889 .	5	6	11	1		1	9	3	12				1		1	1		1		.		13	5	18	133	112	245	130	109	239		..		16 66	.	8·33	10·00	4 58	7 53
1890	7	5	12			..	8	2	10	1		1	1		1	1	1	2				8	5	13	137	113	250	136	112	248	14 28	..	8 33	14 28	..	8 33	5 88	4 46	5·24
1891	9	7	16			..	4	3	7	1	..	1	1	2	3	4	1	5		.		6	4	10	138	116	254	139	114	253	11 11	..	6·25	11 11	28 57	18·75	4·31	3 50	3 95
1892 .	20	13	33	1	2	3	4	1	5		.	.	5	2	7	4	1	5		.	.	8	12	20	146	117	263	141	114	255	.	.	..	23 80	13 33	19 44	5 67	10·52	7·84

APPENDIX E.

The Medical Superintendent, Hospital for the Insane, Rydalmere, to the Inspector-General of the Insane.

Sir, Hospital for the Insane, Rydalmere, 21 February, 1893.

I do myself the honor to submit for your information a report upon this Hospital for the year 1892, together with the usual statistical tables for the same period.

No accommodation having yet been provided for females, the Hospital contains patients of the male sex only. There were 152 patients in the Hospital on December 31st, 1891. During the year 90 were transferred from other Institutions, making a total under care of 242. The average number resident was 188.

There were discharged 3 patients recovered, 5 were transferred to other Hospitals, while 9 died.

At the close of the year there remained 225 patients in Hospital. The death rate was 4·78 per cent. on the average number resident, which should be regarded as satisfactory, seeing that very many of the patients are both old and feeble. The general health has been exceptionally good, and there was no epidemic of any kind. There were no serious accidents whatever—not even a fracture—no suicide, and but very few attempts to escape. There has not been a single instance of restraint or seclusion of any patient during the year.

The greatest care has been taken with the dietary, which has been varied as much as possible, and full advantage taken of an abundant supply of fruit and vegetables from the Hospital garden. The whole of the milk consumed has been obtained from cows kept at the Hospital, and an abundant supply kept up throughout. No cost whatever has been incurred for alcoholic stimulants of any kind, and I do not consider their absence has in any way affected the health of the patients.

Very many additions and improvements have been carried out during the period under review, the principal of which was the erection, under the Government Architect, of a large ward for the use of epileptic patients. By this the accommodation was increased by 68 beds, and, at the close of the year, both the single rooms and dormitory thereof were occupied, while at the present time the whole ward is in full operation. A new coal shed, &c., has been put up, under similar supervision, near the present boiler house; while the galvanized iron boundary fence has been extended, hot water has been laid on to the bathrooms and laundry, and a considerable quantity of painting of exposed brick walls carried out.

Much has been done by the staff and patients working under their direction to improve the interior of the buildings and the grounds of the Hospital. A large amount of painting and colouring has been effected in day and dining rooms, dormitories, and elsewhere. Pictures have been supplied in quantities, and everything as far as possible done to brighten and render more cheerful the various rooms. The airing court of No. 1 ward has been laid out, drained, &c., and the result is very satisfactory. With well-kept turf lawns, shady trees, and tar-painted walks, the effect is most pleasing. Protective hand-rails have been placed both here and in No. 2 ward, the grounds of which have also undergone much improvement, and additional seats have been provided. A comfortable sitting and dining room, with scullery attached, has been fitted up and furnished for the attendants, and the old painter's shop adjoining has been converted into a lavatory and bath room for their use.

The old brick buildings formerly used as stables have been altered to make workshops for the artisans, and the result is all that can be wished. A back staircase has been put up for the use of patients sleeping in the centre building, and a convenient stable and coachhouse erected in connection with the Medical Superintendent's residence. The Hospital ward has been much improved by the plastering of its walls (in which additional ventilation openings have been made), by the formation of a dining-room and scullery out of a former dormitory, the enclosure of a verandah to form a lavatory, and by a considerable amount of painting and general embellishment. The very old and feeble patients are located here, and are now in fairly comfortable quarters; but much more sleeping accommodation is still required on the ground-floor, where at the present time there are but ten beds. Many of these men are paralysed, and are quite unable to go upstairs to bed; and I would suggest that in the near future some provision be made for the erection of a suitable dormitory or ward in close proximity to this division. All of the dormitories have been provided during the year with closets, so built into the chimney-breast that a perfect system of ventilation is obtained, and the atmosphere of the rooms is thereby rendered very much more wholesome. Increased ventilation has been provided in every possible direction, and there is now but little to find fault with under that head.

About the grounds and gardens much has been done. The gate yard enclosure, the sides of the front entrance, and the whole of the grounds in front of the central buildings have been trenched and planted with flowers, shrubs, and creeping vines. A new avenue has been laid out leading from the Victoria Road, which will, I hope, be planted in the autumn. The sides of this approach have been well trenched, and the whole, when finished, will greatly enhance the appearance of the grounds. The vineyard has been extended, and a new orchard of fruit-trees planted on the northerly side of the Hospital, outside the airing courts. These all promise to do well, and to result in a valuable addition to the fruit supply.

Temporary piggeries and fowl-yards have been erected, an additional paddock has been placed under cultivation for the supply of suitable food for milking cows, and a considerable amount of fencing has been completed where necessary. These and many other minor improvements have been effected during the year, but with such a large estate much of course still remains to be done.

It was expected that the erection of a new cottage for the use of the laundresses and needlewomen would ere this have been begun, but no commencement has as yet been made. It is very undesirable that the female members of the staff should remain in their present quarters, which are much too close to the dormitories occupied by the patients. A cottage in the grounds for their use is an urgent necessity, and as tenders have been called for the work, I hope shortly to see it commenced. A porch over the front entrance door, which is much exposed to the weather is badly needed, as are also a wharf on the river bank, and a boat-shed. The need of a gardener's cottage on the grounds is much felt, as is also a more direct road to Parramatta. At present there is a détour of nearly a mile, whereas a direct route could be effected if Thomas-street were carried through an adjoining paddock. This street runs directly up to the main entrance of the Hospital, but owing to its closure at the paddock aforesaid, it cannot be used for traffic.

The amusement of the patients has not been forgotten, though but very few are physically capable of participating in games requiring active exertion. Boating, driving, and walking parties have been carried out, and visits made to the circus, and, through the kindness of Dr. Sinclair, to the winter dances at Gladesville.

To the officers and members of the staff my thanks are due for their hearty co-operation in carrying out the work of the Institution during the year.

I have, &c.,
W. COTTER WILLIAMSON,
Medical Superintendent.

TABLE 1.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, in the Hospital for the Insane, Rydalmere, during the year 1892.

	Male.	Female.	Total.
In Hospital on 31st December, 1891	152	.....	152
Admitted for the first time during the year	.....	.....	.....
Readmitted during the year	.....	.....	.....
Transferred during the year	90	.....	90
	90	.....	90
Total under care during the year 1892	242	.....	242
Discharge or removal—			
Recovered	3	.....	3
Relieved	.....	.....	.....
Transferred	5	.....	.....
Escaped (and not recaptured)	.....	.....	.....
Died	9	.....	9
Total discharged or died during the year 1892	17	.....	17
Remaining	225	.....	225
Average number resident during the year	188	.....	188
*Persons under care during the year†	242	.....	242
*Persons admitted	... ..	.....	.....
*Persons recovered	3	.....	3

* Persons, *i.e.* separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases, minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the Admissions, Readmissions, Discharges, and Deaths, with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at the Hospital for the Insane, Rydalmere, for the year 1892.

Year.	Admitted. For the first time. M	F.	Total.	Readmitted. M	F.	Total.	Transferred from other Hospitals, &c. M.	F.	Total.	Discharged. Recovered. M.	F.	Total.	Relieved. M	F.	Total.	Transferred to other Hospitals &c. M.	F.	Total.	Escaped and not recaptured within 28 days. M	F.	Total.	Died. M	F.	Total.	Remaining in Hospital, 31st December in each year. M.	F.	Total.	Average number resident. M.	F.	Total.	Percentage of recoveries on admissions and re-admissions. M.	F.	Total.	Percentage of patients relieved on admissions and re-admissions. M.	F.	Total.	Percentage of deaths on average number resident. M.	F.	Total.
1892	..	..	..	..	..	..	90	..	90	3	..	3	..	..	..	5	..	5	..	..	..	9	..	9	225	..	225	188	..	188	..	..	..	..	..	..	..	..	..	4·78	..	4·78

APPENDIX F.

The Medical Superintendent, Hospital for the Criminal Insane, Parramatta, to The Inspector-General of the Insane.

Sir, Hospital for the Criminal Insane, Parramatta, 6 March, 1893.

I do myself the honor to forward herewith a report upon this Hospital for the year 1892, accompanied by the usual statistical tables.

The number of patients remaining in the Institution on the 31st of December, 1891, was 53 (44 men and 9 women). During the year 13 men and 3 women were admitted for the first time and 1 woman was readmitted, making a total under care and treatment during the year of 70 (57 men and 13 women), being 3 in excess of the number during the previous year. Of these, 1 man and 1 woman were discharged

discharged to gaol recovered, 6 men and 3 women were transferred to the free division of the Hospital on the expiration of their sentences, and 2 men died, leaving a total of 57 (48 men and 9 women) in the Hospital on the last day of the year, being an increase of 3 over the corresponding date of 1891.

Tables giving the mortality, percentage of recoveries, &c., and also a classification of the crimes committed by patients confined in this Hospital, together with the period at which the insanity was recognised, are appended.

The patients have been very free from sickness, no epidemic disease has broken out amongst them, and no accident of any moment occurred during the year.

A case of sudden death was reported to the District Coroner, who, however, did not consider an inquiry necessary, there being no doubt it was brought about by natural causes. A subsequent examination showed that death was due to the rupture of a thoracic aneurism.

The vegetable garden still affords occupation for the majority of the patients from this Hospital, whilst others are engaged in upholstering, carpentry, mattress-making, &c., and some few are engaged in the cleaning of the rooms and other domestic offices connected with the wards. Those who, for various reasons, it is not deemed advisable to permit outside the ward itself, pass the time profitably by picking coir, teasing hair, &c., for the mattressing-room.

I am very glad to be in a position to report that there is an immediate prospect of some of the alterations and additions to the buildings so urgently required being carried out, and these when completed will, I am sure, prove of great benefit to the inmates, as well as to all those concerned in their care and management.

I have, &c.,
EDWIN GODSON,
Medical Superintendent.

TABLE showing the Classification of the Crimes of Patients admitted into the Hospital for the Criminal Insane, Parramatta, during the year 1892.

Crimes.	Classified with reference to the period at which insanity was recognized.																	
	Total number admitted during the year 1892.			Certified to be insane whilst awaiting trial.			Found insane by Jury on arraignment.			Acquitted on the ground of insanity.			Reprieved on the ground of insanity.			Certified to be insane whilst undergoing sentences of penal servitude.		
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total
Vagrancy	4	3	7	...	...	...	...	...	...	...	...	...	...	...	...	4	3	7
Wilfully exposing her person	...	1	1	...	...	...	...	...	...	..	...	...	...	...	..	...	1	1
Stealing from the person	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Murder	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Cutting, wounding with intent, &c.	2	...	2	1	...	1	...	...	..	1	...	1	...	...	...	...	...	...
Larceny and horse-stealing	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Obtaining goods and money by means of false pretences	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Having housebreaking implements in his possession	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Attempted suicide	1	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
Uttering a forgery	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Total	13	4	17	4	...	4	...	...	...	2	...	2	...	...	...	7	4	11

TABLE showing Classification of the Crimes and Sentences of Patients remaining in the Hospital for the Criminal Insane at Parramatta on the 31st December, 1892.

Crime.	Classified with reference to the period at which insanity was recognised.																	
	Certified to be insane whilst awaiting trial.			Found insane by jury on arraignment.			Acquitted on the grounds of insanity.			Reprieved on the grounds of insanity.			Certified as insane whilst serving sentence.			Total Number in Hospital 31 Dec., 1892.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	otal.	M.	F.	Total.
Murder	3	...	3	1	1	2	10	1	11	...	...	...	5	1	6	19	3	22
Attempt to murder	...	1	1	...	...	...	1	1	2	...	...	...	...	...	...	1	2	3
Cutting and wounding, and shooting with intent	1	...	1	1	...	1	9	1	10	...	...	...	1	...	1	12	1	13
Unnatural offence	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Manslaughter	...	...	...	...	...	...	1	..	1	...	...	...	...	...	...	1	...	1
Indecent assault	..	...	..	...	...	...	1	..	1	...	...	...	...	. .	...	1	...	1
Rape	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	...	1
Horse-stealing	1	...	1	...	...	...	1	...	1	...	...	...	1	...	1	3	...	3
Assault and battery	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
False pretences	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	2	...	2
Arson	...	...	...	...	...	...	...	1	1	..	...	...	...	...	...	...	1	1
Attempting suicide	...	...	...	...	...	...	2	1	3	...	...	...	...	...	...	2	1	3
Carnally knowing a child under the age of 10 years	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
Vagrancy	...	...	...	...	...	...	...	...	...	...	...	...	2	1	3	2	1	3
Uttering a forgery	...	...	...	...	...	...	...	..	...	...	...	...	1	...	1	1	...	1
Total	6	1	7	4	1	5	27	5	32	...	...	...	11	2	13	48	9	57

The following table shows the admissions, discharges, and deaths, with the mean annual mortalit and the proportion of recoveries, &c., per cent., at the Hospital for the Criminal Insane at Parramatta, fo the years 1877 to 1892 inclusive :—

Year.	Admitted.						Transferred from other Hospitals, &c.			Discharged.						Transferred to other Hospitals, &c.			Escaped and not recaptured within 28 days			Died.			Remaining in Hospital, 31st December in each year.			Average number resident.			Percentage of recoveries on admissions and readmissions.			Percentage of Patients relieved on admissions and readmissions.			Percentage of deaths on average number resident.		
	For the first time.			Readmitted.						Recovered.			Relieved.																											
	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M	F	Total.	M.	F.	Total.	M	F	Total.	M	F	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1877..	10	..	10	1	..	1	..	..	..	3	..	3	..	1	1	2	..	2	..	..	..	2	..	2	38	4	42	37	4	41	27·27	..	27·27	..	..	..	5·40	..	4·87
1878..	8	2	10	..	1	1	..	..	..	2	2	4	..	..	..	2	..	2	..	1	1	2	..	2	40	4	44	38	5	43	25·00	66·66	36·36	..	..	..	5·26	..	4·65
1879..	16	3	19	..	..	..	12	..	12	5	..	5	3	..	3	6	1	7	..	..	..	3	..	3	51	6	57	49	4	53	31·25	..	26·31	18·75	..	15·78	6·12	..	5·66
1880..	21	2	23	..	..	..	..	..	..	4	..	4	..	..	..	11	2	13	..	..	..	4	..	4	53	6	59	47	6	53	19·04	..	17·39	..	..	..	8·51	..	7·54
1881..	18	3	21	..	..	..	..	..	..	6	..	6	..	..	..	14	3	17	..	..	..	1	..	1	50	6	56	50	6	56	33·33	..	28·57	..	..	..	2·00	..	1·78
1882..	26	2	28	..	..	..	..	..	..	8	..	8	..	..	..	24	1	25	..	..	..	1	1	44	6	50	52	5	57	30·76	..	28·57	..	..	..	..	20·00	1·75
1883..	21	3	24	..	..	..	..	..	..	4	..	4	..	..	..	11	3	14	..	..	..	..	..	..	50	6	56	45	6	51	19·04	..	16·66	..	..	..	..	..	..
1884..	25	4	29	..	..	..	..	..	..	4	..	4	..	..	..	20	3	23	..	..	..	1	..	1	50	7	57	47	6	53	16·00	..	13·79	..	..	..	2·02	..	1·88
1885..	17	4	21	1	..	1	1	..	1	8	..	8	..	..	..	11	4	15	1	..	1	1	..	1	48	7	55	44	7	51	44·44	..	36·36	..	..	..	2·27	..	1·96
1886..	21	1	22	..	..	..	..	..	..	6	..	6	..	..	..	14	..	14	1	..	1	..	..	..	48	8	56	46	7	53	28·57	..	27·27	..	..	..	..	..	..
1887..	16	3	19	..	..	..	..	..	..	3	..	3	..	..	..	8	2	10	..	..	..	..	..	..	53	9	62	49	9	58	13·75	..	15·78	..	..	..	..	..	..
1888..	14	2	16	..	..	..	1	..	1	2	..	2	..	..	..	9	2	11	..	..	..	3	..	3	54	9	63	51	8	59	14·28	..	12·50	..	..	..	5·88	..	5·08
1889..	3	2	5	..	..	..	1	..	1	4	..	4	..	..	..	11	2	13	..	..	..	1	..	1	42	9	51	47	9	56	133·3	..	30·00	..	..	..	2·12	..	5·78
1890..	8	2	10	1	..	1	..	..	..	3	..	3	..	..	..	2	2	4	..	..	..	1	..	1	45	9	54	42	9	51	33·33	..	27·27	..	..	..	2·38	..	1·96
1891..	10	1	11	1	..	1	..	..	..	1	..	1	..	..	..	8	1	9	..	..	..	3	..	3	44	9	53	43	8	51	9·09	..	8·33	..	..	..	6·97	..	5·88
1892..	13	3	16	..	1	1	..	..	..	1	1	2	..	..	..	6	3	9	..	..	..	2	..	2	48	9	57	45	9	54	7·69	25·00	11·76	..	..	..	4·44	..	3·70

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1892–3.

NEW SOUTH WALES.

INCREASE OF THE NUMBER OF INSANE DURING THE YEAR 1892.

(REPORT OF THE INSPECTOR-GENERAL OF THE INSANE.)

Presented to Parliament pursuant to Act 42 Vic. No. 7, sec. 73.

The Inspector-General of Insane to The Principal Under Secretary.

Lunacy Department, Inspector-General's Office,
Gladesville, 25 January, 1893.

Sir,

In view of the very large increase of the number of insane during the year 1892, I deem it necessary to place before the Colonial Secretary a brief report on the subject in anticipation of my annual report.

On December 31st, 1892, the number of insane persons officially registered was 3,312. The number on December 31st, 1891, was 3,134, so that the increase for the year 1892 was 178—119 males and 59 females. This increase is 50 beyond the increase for any previous year, and 87 in excess of the average increase for the previous ten years, and is most serious as adding largely to the annual charge for maintenance, and embarrassing in view of the existing accommodation. It would seem to be very largely due to the general commercial depression which has increased the worries and anxieties of large numbers of people, and so directly caused insanity, and has driven into the hospitals a large number of persons already more or less insane, dements and imbeciles who, in more prosperous times, are supported by friends, or, when work is plentiful, can earn sufficient at the less intellectual and laborious avocations to induce friends or employers to give them a home in consideration of their labour. The admissions to the hospital at Newcastle, all being of idiotic or imbecile patients, have more than doubled those of any previous year. The returns from the other hospitals show that the number of aged and demented cases admitted has been more than usually large; whilst the admissions from Broken Hill have been larger than any former year, although the general population of that district has very greatly diminished. The total number of admissions have been 666, the largest number yet admitted in any one year, and showing a considerable increase in the rate of "occurring insanity." The admission of a large proportion of patients of a demented and imbecile class to the hospitals has acted indirectly in swelling the number remaining at the close of the year. They are for the most part incurable, and the recovery rate has been less than usual. It shows a percentage of 39·33 on the admissions, and is 10 per cent. less than last year, and nearly 4 per cent. below the average of the last ten years.

The death-rate, calculated on the average daily number resident, has been 6·06 per cent., and is somewhat below the average rate. In my report on the Hospitals for the Insane for the year 1891 I pointed out that the wards at its close were much overcrowded, and that there was an urgent need for further accommodation. During the year 1892, wards for ninety-three patients were erected and handed over for use, the accommodation for sixty-eight being at Rydalmere and for twenty-five at Newcastle; but this additional room was sufficient for only a little over one-half of the increase in the number of patients during 1892, which, as above stated, was 178, and the condition of matters on December 31st was as follows:—1st, there were 3,208 patients in the hospitals, with room for 3,088 only, or 120 in excess of the accommodation, and 2nd, there were fifty Government patients boarded out at Cook's River, and paid for at the rate of 22s. 6d. a week, owing to want of room in the hospitals.

In addition to this there is the inevitable annual increase of about 100 patients to be met, and unless some steps are taken to provide additional buildings there will be at least 220 in excess of the accommodation at the close of 1893.

The condition of overcrowding is already dangerous, and is besides detrimental to the health, and militates against the chances of recovery of the patients. As I pointed out in my report for the year 1891: "It is impossible to get the best curative results when buildings are overcrowded, or to avoid friction, quarrels, and accidents with occasionally disastrous results, when patients bereft of reason and self control are packed together without sufficient space, and with imperfect means of classification." I cannot too strongly urge that immediate steps should be taken to commence the projected new hospital near Goulburn, and to provide additional accommodation at Rydalmere to meet immediate needs.

I have, &c.,
F. NORTON MANNING,
Inspector-General.

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MAINTENANCE OF SICK PAUPERS.

(REPORT ON VOTE FOR 1892.)

Ordered by the Legislative Assembly to be printed, 2 *May*, 1893.

The Medical Adviser to the Government to The Chief Secretary.

Sir, Sydney, 30 March, 1893.

I have the honour to submit herein a report on the vote for the maintenance and treatment of the sick poor for the year 1892, together with certain statistics in continuation of those given in previous reports, and, in addition, returns showing the nationalities, ages, occupations, and length of residence in New South Wales of all the persons who have been admitted to hospitals and asylums during the year from the Medical Adviser's Office and through the Hospital Admission Depôt.

This Depôt has been continued at the top of King-street, and has been under the management of Dr. Paton, the Government Medical Officer for Sydney, who is charged with the duty of assigning the cases to the different hospitals and asylums, in accordance with the nature, severity, and special character of the ailments from which the patients were suffering, and the accommodation available at the various institutions.

Preliminary inquiries have been made through officers, under Dr. Paton's direction, as to the pecuniary circumstances of the applicants and their fitness in this respect for relief at the hands of the Government, and various statistics have, at the same time, been collected.

The following return shows the number of applicants for hospital treatment during the year, together with the manner in which they were dealt with :—

HOSPITAL ADMISSION DEPÔT, 1892.

RETURN No. 1.—Showing how the Applications for Hospital treatment were dealt with.

Nature of Order issued and number refused.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Coast Hospital	139	127	141	97	122	101	102	110	107	115	114	126	1,401
Prince Alfred Hospital.....	44	30	51	38	48	61	42	60	63	59	48	45	589
Sydney Hospital	63	52	61	48	42	35	46	51	64	52	72	47	633
Moorcliff Ophthalmic Hospital	18	13	8	10	25	17	15	12	18	19	17	13	185
Carrington Convalescent Hospital at Camden	1	3	...	1	3	8	4	...	1	2	4	6	33
Asylums for Infirm and Destitute..... . .	179	186	187	151	137	136	120	121	133	167	148	143	1,817
Out-door Hospital treatment..	108	128	120	80	100	137	144	124	117	117	120	100	1,395
Trusses	...	8	12	11	8	13	5	8	7	7	6	6	91
Refused Orders	52	36	21	31	20	19	55	34	34	33	32	29	396
Total	604	583	601	467	505	527	542	520	544	571	561	515	6,540

It should be pointed out in the first place that the total number of applicants at the Depôt was 6,540, being 580 more than during the previous year, 1,055 more than during the year 1890, and 1,787 more than during the year 1889.

Of the 6,540 applicants—1,401 received orders for the Coast, 589 for the Prince Alfred, 633 for the Sydney, 185 for Moorcliff, and 33 for the Carrington Convalescent Hospital; whilst 1,817 were recommended for admission to the Asylum for the Infirm and Destitute, 1,395 received orders for out-door treatment, 91 orders for trusses, and 396 were refused relief not being fit subjects for aid from Votes granted by Parliament.

 The

The chief increase of those dealt with during the year were persons whose cases were not such as to warrant their being treated as in-door patients, and who were therefore given orders for out-door treatment at the Metropolitan Hospitals—being 434 in excess of those similarly dealt with in 1891. There was also an increase of 262 persons recommended for admission to the Government Asylums for the Infirm and Destitute at Liverpool, Parramatta, and Newington; whilst, on the other hand, the number granted orders for in-door treatment in the Metropolitan Hospitals was 159 less than in the previous year.

In reviewing the above figures, it must always be borne in mind that they represent cases and not individuals. Some persons apply two or three times during the year for treatment or shelter; this applies more especially to those persons applying for admission to the Asylums for the Infirm and Destitute; many inmates obtaining their discharge in the hope that they could obtain light employment, or that their friends or relatives would support them, only to have again to seek shelter in the institutions at the expiry of a few weeks and, in some cases, even a few days.

The work of the Hospital Admission Depôt, which was established in 1884, for the sole purpose of allotting to the Sydney, Prince Alfred, and Moorcliff Hospitals sick persons whose treatment was to form a charge against the Vote for the Maintenance of Sick Paupers, has of late years been considerably increased, the majority of the admissions to the Coast Hospital and the Asylums for the Infirm and Destitute passing through this channel, and of the total number dealt with at the Depôt during 1892 more than half were sent to these institutions.

Cases of Venereal Diseases at the Hospital Admission Depôt.

The returns hereunder show that during 1892 no less than 453 cases of venereal disease applied for treatment at the Depôt at the Government expense. But during January and February of 1893 the number has risen to 174 for two months, or at the rate of 1,044 *per annum!* This increase is probably largely to be explained by the prevailing financial depression, on account of which sufferers are unable to procure treatment elsewhere.

Return No. 2.—Venereal cases from 1st January to 31st December, 1892.

Under 7.			From 7 to 14.			From 14 to 20.			Over 20.			Total.		
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females	Total.
4	...	4	2	1	3	42	51	93	304	49	353	352	101	453

N.B.—Two males, 4 years; two males, 6 years.

This return does not include cases of gonorrhœal ophthalmia or of inherited syphilis. The milder cases were given recommendations for out-door treatment at the Metropolitan Hospitals, but all the male cases requiring surgical treatment, and of a severe character, were sent to the Lock Ward of the Coast Hospital. All the cases of females who could be persuaded to go to a hospital were sent to the Lock Ward of the Sydney Hospital. A number, however, refused to go, and several left the hospital uncured and in a highly contagious condition.

The number of cases of venereal disease applying for treatment is yearly increasing, and, as a consequence, the accommodation for such cases at the Coast Hospital is frequently strained to its utmost, and in the interests of the public, as well as of the patients themselves, it may soon be necessary to add to the Lock accommodation.

In addition to the patients dealt with at the Hospital Admission Depôt, 615 were admitted under Government orders to the Coast and Metropolitan Hospitals, and paid for in the latter institutions at the usual maintenance rate. These include:—

1st. Patients found by the police and taken direct to the hospital.
2nd. Urgent cases of fevers and other diseases reported at the Medical Adviser's Office by registered medical practitioners.
3rd. Transfers from Government institutions and country hospitals for special treatment.

The following return shows the number of these cases admitted to each institution:—

Return No. 3.—Orders issued from the Medical Adviser's Office for the admission of cases taken to the Hospital by the Police, special and urgent cases, and transfers from Government Institutions and Country Hospitals.

Issued for	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Coast Hospital	12	22	27	15	8	21	12	18	19	15	33	19	221
Prince Alfred Hospital.....	9	9	13	23	16	27	17	13	18	17	25	27	214
Sydney Hospital	12	10	11	11	15	13	18	9	13	10	11	11	144
Moorcliff Ophthalmic Hospital	3	3	2	4	3	1	1	4	3	7	3	2	36
Total	36	44	53	53	42	62	48	44	53	49	72	59	615

These figures show an increase of 29 over the number similarly dealt with in the previous year, the largest excess being in the case of the Prince Alfred Hospital, to which institution transfers requiring special surgical treatment are usually sent.

RETURN No. 4.—Total of all applications during the year 1892 for Hospital treatment at the Government expense, and how they were dealt with.

Coast Hospital.			Prince Alfred Hospital.			Sydney Hospital.			Moorcliff Ophthalmic Hospital.			Carrington Centennial Hospital.			Asylums.			Out-door treatment.			Trusses.			Refused.			Total.		
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1,132	490	1,622	498	305	803	425	352	777	147	74	221	16	17	33	1,493	324	1,817	1046	349	1395	79	12	91	262	134	396	5,098	2,057	7,155

A comparison of this return with the corresponding figures for the last few years, viz. :—

	No of applicants.	Increase over previous year.
1888	4,662	374
1889	5,090	428
1890	6,018	928
1891	6,546	528
1892	7,155	609

showing that the applications are increasing at the rate of about 600 per annum. This is a serious rate of increase, and entails a corresponding increase in the votes for their maintenance, as well as the necessity of increasing, at no distant date, the available hospital and asylum accommodation.

RETURN No. 5.—Details concerning all Persons applying for Hospital treatment at the Government expense, or admission to the Asylums for the Infirm and Destitute, for the year 1892.

Nationality.	Males.	Females.	Total.
New South Wales	957	809	1,766
Victoria	105	84	189
Queensland	51	49	100
New Zealand	47	33	80
South Australia	10	13	23
Tasmania	43	23	66
South Sea Islands	9	3	12
England	1,699	449	2,148
Scotland	411	82	493
Ireland	1,041	461	1,502
France	45	5	50
Germany	142	9	151
Italy	18	1	19
Norway, Sweden, Denmark	171	8	179
Other Europeans	78	5	83
China	53	.....	53
India	98	4	102
Other Asiatics	8	.....	8
United States	66	11	77
Canada	18	.....	18
Other Americans (N. and S.)	17	1	18
Africa	6	1	7
Unknown	5	6	11
Total	5,098	2,057	7,155

Occupations.	Males.	Females.	Total.
Labourers, shepherds, shearers	2,092	.....	2,092
Gardeners	83	.....	83
Carpenters, cabinet-makers	182	.....	182
Painters, plumbers, gasfitters	109	.....	109
Bricklayers, plasterers, masons	86	.....	86
Brickmakers, quarrymen	24	.....	24
Miners	151	.....	151
Engineers and firemen	156	.....	156
Blacksmiths, ironworkers	83	.....	83
Printers, compositors, bookbinders	37	3	40
Seamen, fishermen	383	.....	383
Clerks, bookkeepers	157	1	158
Tailors, drapers	115	1	116
Butchers, slaughtermen	40	.....	40
Grocers	19	.....	19
Bootmakers, saddlers	105	.....	105
Carters, grooms, cabmen	201	.....	201
Dealers, shopkeepers	104	.....	104
Cooks, bakers, stewards	345	55	400
Servants, barmaids	6	938	944
Dressmakers, machinists	8	118	126
Married women, housekeepers	.....	482	482
Miscellaneous	248	34	282
No occupation, including children	361	422	783
Unknown	3	3	6
Total	5,098	2,057	7,155

Residence in New South Wales.	Males.	Females.	Total.
Under 1 month	97	30	127
From 1 to 6 months	212	37	249
From 6 to 12 months	135	39	174
From 1 to 5 years	656	167	823
From 5 to 10 years	727	220	947
From 10 to 20 years	905	269	1,174
Over 20 years	1,332	456	1,788
Natives of New South Wales	957	809	1,766
Unknown	77	30	107
Total	5,098	2,057	7,155

Ages.	Males.	Females.	Total.
Under 5 years	88	69	157
From 5 to 10 years	72	63	135
From 10 to 15 years	87	94	181
From 15 to 20 years	184	222	406
From 20 to 25 years	439	304	743
From 25 to 30 years	560	229	789
From 30 to 40 years	1,104	371	1,475
From 40 to 50 years	876	263	1,139
From 50 to 60 years	731	190	921
Over 60 years	953	248	1,201
Unknown	4	4	8
Total	5,098	2,057	7,155

These statistics, which have now been collected and published in a complete form for the first time, show the nationalities, the occupations, the length of residence in New South Wales, and the ages of all persons who applied for hospital treatment or admission to the Government Asylums for the Infirm and

and Destitute, through the Medical Adviser's Office and the Hospital Admission Depôt, during the year 1892, and show that of such applicants 31 per cent. were natives of Australasian Colonies, 58 per cent. were natives of the United Kingdom, and the remainder natives of other Countries :—

	Applicants.	Per cent. on total.
Natives of the Australasian Colonies ...	2,236	31·25
Natives of the United Kingdom	4,143	57·90
Natives of other Countries	776	10·85

Whereas I am informed by the Government Statistician that the nationality of the total population of New South Wales at the Census of 1891 was as follows :—

	Population.	Per cent. on total.
Natives of Australasian Colonies ...	818,449	72·29
Natives of United Kingdom	266,101	23·50
Natives of other Countries	47,684	4·21

It will thus be seen that the proportion of persons seeking hospital relief at the cost of the State is not in keeping with the proportion of the different nationalities as disclosed at the last Census, and that although the natives of the United Kingdom resident in New South Wales number less than one quarter of the total population, they contributed more than one half of the applicants for hospital relief. To this state of matters probably many causes contribute; prominent among these is the large number of earlier immigrants who have not eventually prospered, and who, when they have reached old age, have found themselves penniless and friendless. As the proportion of this class of the population diminishes the before-mentioned disproportion may be expected to disappear.

An even more important question arises in connection with the length of residence in New South Wales of those who sought and received aid from the Government Votes. No less than 550 of these had been in the Colony less than twelve months; 376, less than six months; and 127, less than one month. It is not an infrequent occurrence to find patients who have arrived direct from Queensland or other places applying for hospital relief, and on inquiry admitting that they have come to the Colony for this purpose only. In other cases the patients have come longer voyages, and have arrived in the last stage of phthisis or in a condition of chronic ill-health or of more or less permanent invalidism, as pointed out in the last report, and as is now dealt with in the Bill to amend the Lunacy Acts at present before the Legislative Council. Some legislation is clearly necessary on the lines adopted in all the neighbouring colonies, to prevent the influx of persons who, from the time of landing or soon after, become a charge on the State.

The return relating to age shows that less than one-third of the total number of patients were over 50 years of age; that three-fifths were between the ages of 20 and 50; and that the remainder were persons under 20 years of age. A very large proportion of these, by the exercise of the most ordinary prudence, should have saved funds which would have precluded the necessity of seeking hospital relief at the public expense, and with not a few, especially in the Lock Ward, the illness was the direct outcome of drink and debauchery.

The return of occupations shows that nearly one-half belonged to what is generally known as the working classes, 2,092 males being classed as labourers, shepherds, shearers, &c., and 938 females as servants, &c.

The following returns show the number of patients previously admitted under Government orders who were transferred from the Metropolitan Hospitals to the Carrington Convalescent Hospital and to the Asylums for the Infirm and Destitute, when the acute symptoms had subsided, and the patients were either convalescent, chronic, or could be satisfactorily treated at less expense than in the ordinary hospitals :—

RETURN No. 6.—Cases transferred to the Carrington Convalescent Hospital.

Institutions transferred from.	Male.	Female.	Total.
Prince Alfred Hospital	45	46	91
Sydney Hospital	18	29	47
Moorcliff Ophthalmic Hospital	1	2	3
Medical Adviser's Office direct	2	1	3
Total.....	66	78	144

In 1891 the total was 131, showing an increase of 13.

RETURN No. 7.—Cases transferred to the Asylums for the Infirm and Destitute.

Institutions transferred from.	Male.	Female.	Total.
Coast Hospital	67	6	73
Sydney Hospital	12	4	16
Moorcliff Ophthalmic Hospital	10	1	11
Prince Alfred Hospital	3	...	3
Total.....	92	11	103

In 1891 the total was 77, showing an increase of 26.

The

The following table shows the number of patients who remained in the Metropolitan Hospitals at the charge of the Government at the close of the year 1892, together with the number admitted to these and to the Carrington Convalescent Hospital through the Hospital Admission Depôt, Medical Adviser's Office, and other sources during the year 1892, the total cost to the Government, and other particulars.

RETURN No. 8.—MAINTENANCE of Pauper Patients in the Metropolitan Hospitals and the Carrington Convalescent Hospital, Camden.—The expenses of maintaining these patients in the Coast Hospital and the Asylum for the Infirm and Destitute are not given here, since they are paid from special votes for these institutions.

Hospital.	Remaining in on Dec. 31, 1891.			Admissions.			Discharges.			Deaths.			Remaining in (Government patients) on Dec. 31, 1892.			Total patients in on Dec. 31, 1892.			Cost of treatment.						Average stay in days of Government patients.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Days.	Amount.	Burials.	Ambulance removals, trusses, travelling allowances.	Credit—Contributions by patients.	Actual cost.	
																				£ s.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Prince Alfred ..	24	21	45	491	294	785	434	235	699	29	24	53	52	26	78	133	59	192	24,908	3,736 4	9 0 0	33 3 0	58 14 0	3,769 13 0	33·12
Sydney	29	34	63	421	332	753	365	295	660	56	37	93	29	34	63	118	67	185	24,987	3,748 1	53 17 0	16 13 0	23 16 6	3,794 14 6	33·18
Moorcliff	24	12	36	153	76	229	145	72	217	..	..	...	32	16	48	45	26	71	16,155	2,423 5	....	....	69 11 6	2,353 13 6	74·44
Carrington	9	7	16	79	96	175	76	89	165	..	..	..	12	14	26	33	31	64	4,975	497 10	....	82 10 0	2 15 0	577 5 0	30·15
Totals	86	74	160	1,144	798	1,942	1,020	721	1,741	85	61	146	125	90	215	329	183	512	71,025	10,405 0	62 17 0	182 6 0	154 17 0	10,495 6 0	37·64

NOTE.—The sum of 3s. per diem is paid for patients in the Metropolitan Hospitals, and 2s. for those in the Carrington Hospital, with an allowance of 10s. travelling expenses of each patient.

It will be seen that the Prince Alfred Hospital received £3,769 13s.; the Sydney Hospital, £3,794 14s. 6d.; the Moorcliff Hospital, £2,353 13s. 6d.; and the Carrington Convalescent Hospital, £577 5s.; and that the average stay in days of the patients thus sent was 33, 33, 74, and 30 respectively.

Attention was called in previous reports to the great cost of the patients in the Moorcliff Ophthalmic Hospital. It will be seen that the number of Government patients discharged from this Hospital during the year 1892 was 217, and that these cost the Government £2,353 13s. 6d., or an average of £10 17s. per patient, whilst, in addition, the Government paid the rent (£600) of the building in which the Hospital is located. It can scarcely be doubted that the Government could itself carry out the treatment of these ophthalmic cases at a much cheaper rate than is now paid. This class of patients can be treated at a much smaller cost than the general cases, and it has been admitted by the Directors of the Sydney Hospital that the treatment of patients at the Moorcliff Hospital returns them a profit, which is used to supplement the funds of the Sydney Hospital.

RETURN No. 9.—The following is a statement of the number and classification of all patients admitted to the Sydney, Prince Alfred, and Moorcliff Hospitals during 1892:—

Classification.	Sydney.	Prince Alfred.	Moorcliff.
Accidents	641	304	6
Urgent medical and surgical cases	716	400	25
Total	1,357	704	31
Pauper patients paid for by Government at the rate of 3s. per diem	753	785	229
Paying patients contributing towards maintenance at various rates	243	1,087	42
Patients admitted under subscribers' orders	209	.....	7
Total admissions	2,562	2,576	309

In consideration of all accidents and urgent cases brought to the Hospitals being admitted, the Sydney and Prince Alfred Hospitals are subsidised by the Government by payments of £ for £ for subscriptions collected, and the annual sum paid to them on this account is £4,000 for each Hospital. Of these cases it will be seen that the Sydney admitted 1,357 and the Prince Alfred 704.

In conclusion I beg to point out that the arrangements under which the sick poor now receive Hospital relief are briefly as follows:—

1st. Accidents and urgent and necessitous cases taken to the Hospital are admitted at once, provided there are vacant beds, and the cost met by the Hospitals from the annual subsidy granted by the Government.

2nd. Cases of sickness discovered either in the streets or elsewhere by the police are admitted at once by the Hospital authorities provided there are vacant beds, and orders are subsequently granted from the Medical Adviser's office for payment at the rate of 3s. per diem from the Vote for the maintenance of sick paupers.

3rd. In urgent and necessitous cases, unable to present themselves at the Depôt for examination, reported to the Medical Adviser by registered medical practitioners, orders are given for admission, and the patients are paid for at 3s. a day from the vote above mentioned.

4th. The Hospital Admission Depôt, at the top of King-street, is open from 10 to 12 daily, except Sunday, Good Friday, and Christmas Day. All sick persons applying are examined by the Government Medical Officer as to their sickness, and also as to their means. All who are in necessitous circumstances are given orders to either the Coast, the Sydney, or the Prince Alfred Hospitals, according to the special nature of the illness and the beds vacant at the respective Hospitals, and, in the case of the Sydney and Prince Alfred Hospitals, payment is made by the Government at the rate of 3s. a day.

5th. Cases suitable for the Carrington Convalescent Hospital, at Camden, are either sent direct from the Hospital Admission Depôt, or are transferred from the Metropolitan Hospitals when the acuter symptoms have subsided, and are paid for at the rate of 2s. a day.

6th. Cases which, on examination, appear not to need hospital treatment, and to be suitable for the Asylums for the Infirm and Destitute, are given recommendations for those Institutions.

7th. Cases which do not require in-door hospital treatment, are given recommendations for out-door treatment at the Metropolitan Hospitals.

I have, &c.,

T. P. ANDERSON STUART, M.D.,
Medical Adviser to the Government.

Sydney : Charles Potter, Government Printer.—1893.

[6d.]

1892.

NEW SOUTH WALES.

PROTECTION OF THE ABORIGINES.

(REPORT OF BOARD FOR 1891.)

Presented to Parliament by Command.

The Aborigines Protection Board to The Principal Under Secretary.

Sir, Office of the Board for the Protection of Aborigines, Sydney, 31 March, 1892.

In compliance with the established practice, we have the honor to submit, for the information of the Colonial Secretary, the following Report of the proceedings of the Board during the year 1891, together with information regarding the condition of the aborigines throughout the Colony, and a statement in detail of the expenditure of the funds voted by Parliament for their assistance.

Mr. Thomas Colls, M.L.A., accepted a seat on the Board, having been appointed thereto on the 11th November last.

The census returns [*Appendix B*] which have again been collected by the police throughout the Colony, show a total of 4,458 full-blooded aborigines, and 3,015 half-castes, making a grand total of 7,473. These figures exhibit a decrease of 235 full-blooded aborigines, and an increase of 8 half-castes, as compared with the returns for the previous year. The decrease in the case of the full-blooded aborigines was not, however, altogether owing to an excess of deaths over births, though the latter were fewer, and the former more numerous than was the case in 1890; the natural decrease was 82 (births 125, deaths 207). On reference to our report for 1890, it will be seen that owing to arrivals from the neighbouring Colonies, there had been an increase of 41 in the population during that year, and the returns now received from the border districts show that the greater number have since returned to their proper homes. The births amongst the half-castes number 133, and the deaths 50, an increase of 83; but as in the case of the full-blooded aborigines, owing to a decrease on the border, the figures show a net increase of 8 only over those of 1890. Thus, though there has been a total decrease of 227 as compared with the returns for the previous year, the population is only 56 less than it was in 1889.

The total sum expended by the Government during the year on behalf of the aborigines amounted to £14,078 19s. 8d. [*See Appendix D.*] This includes an expenditure of £7,130 9s. 11d. by the Board, £633 10s. 2d. by the Medical Adviser to the Government, £2,861 8s. 9d. by the Aborigines Protection Association, £706 3s. 4d. by the Minister of Public Instruction, £2,642 by the Government Stores Department, and £105 7s. 6d. by the Colonial Secretary.

The expenditure by the Board is given in detail. [*See Appendix E.*] There has been an increase during the year in the number receiving aid in the shape of rations and clothing, viz.:—21 old and infirm, and 65 children, the majority of the latter attending school. The total receiving such aid during the year was 1,420—801 adults and 619 children.

During the year eight additional reserves, aggregating to an area of 1,189 acres, have been set apart for the use of aborigines at Casino, Bellingen, Wallaga Lake, Brunswick River, Grafton, Boggabilla, Singleton, and Forster. In 1883, the year in which the Board took office, there were twenty-five such reserves only, in various parts of the colony, with a total area of 3,500 acres; at the present time there are seventy-eight, with an area aggregating to 22,242 acres. Every inducement is held out to the aborigines to occupy and cultivate the land. They are supplied with farming implements, seed, building and fencing material, boats where necessary, and rations are issued to them at times until they get returns from their crops. The Board are constantly in receipt of favourable reports as to the progress made, and are satisfied with the result of their encouragement of the aborigines to settle and make comfortable homes for themselves. Some of the reserves, and more particularly those in the pastoral districts, are simply used as

camping grounds, the men being generally employed in various kinds of labour on sheep-stations, or in rabbiting, marsupial hunting, &c. On these lands the Board have in a number of instances erected dwellings for the old and infirm, and supplied the necessary material to the able-bodied to erect huts for themselves.

The total number of aboriginal children now receiving instruction is 555—508 at Public Schools and schools specially established for them, and 47 privately. These figures exhibit a total increase of 70 on the previous year. The Board continue to offer inducements for the attendance of these children at school, chiefly by the supply of decent clothing, and rations to all who regularly attend, and are gratified at the result, both as regards the increase in the number of scholars and the progress made by them. Since 1888, when the total number receiving instruction was 379, there has been a marked increase year by year, to 428 in 1889, 485 in 1890, and 555 at the present time. The reports by Inspectors under the Department of Public Instruction, on the schools for the instruction of aboriginal children at Barrington, Brungle, Forster, Wallaga Lake, and at the Cumeroogunga, Warangesda, and Brewarrina Mission Stations, show that the pupils are generally bright and happy in appearance, very attentive, and gradually becoming proficient in their studies. The teachers take an interest in their work, command respect, and exert a beneficial influence over both children and parents. The Minister for Public Instruction has decided to establish similar schools in other parts of the colony where a sufficient number of children can be found to attend. There are 274 children living within a 5-miles radius of Public Schools who receive no instruction whatever; but owing to the migratory habits of their parents, it has so far been found impracticable to get them to school.

The sum of £633 10s. 2d. was expended during the year for medical attendance and medicine, an increase of £100 on the previous twelve months. In some cases the aborigines, when ill, are sent to the nearest hospitals; but they are generally treated by the various Government Medical Officers. The increased charge for these services is mainly attributable to the influenza epidemic which raged throughout the Colony for several months of the year, a number of cases in which aborigines were afflicted with that complaint having been reported to and alleviated by the Board.

As is well known, the aborigines are, as a rule, more or less addicted to habits of intemperance. Every attempt is made by the police to check the practice carried on by publicans and others of supplying them with liquor; but great difficulty is experienced in obtaining information to prosecute. A number of convictions, however, have been obtained during the year, and the intimation of the Benches in several instances, to inflict the heaviest penalty in the future for such breaches of the Licensing Act, has had a salutary effect.

The Board are now taking steps for the establishment of an asylum for the aborigines on the Clarence River, where the aged and infirm resident in that and the Richmond district will be provided with a home, the children educated, and the able-bodied afforded employment, a sum of money having been voted by Parliament for the purpose on the Estimates for the present year. A suitable reserve has been dedicated for the purpose.

Reference was made in our Report for 1890 to the unsatisfactory condition of financial affairs in connection with the Aborigines Protection Association. The Board regret that they are unable to note any improvement in this respect. The donations to the Association reached a total of £354, an increase of £130 on the previous year; the expenses of collection (commission and salary) however, absorbed nearly £100, or 28 per cent. of the whole amount received. The donations were at one time considerable; but have, during the last few years, fallen off to a very large extent; and as the fact becomes more generally known that the Government is willing to meet the expenses of maintaining the three Mission stations under the control of the Association, the amount received will no doubt still further decrease. The donations are now just barely sufficient to meet the expenses of office management of the Association in Sydney (salary, rent, commission, incidentals), leaving the whole of the charges for maintaining the stations (salaries, provisions, clothing, stock, building and fencing material, labour, farming implements, seed, &c., &c.) to be borne by the Government. The sum of £2,861 8s. 9d. was expended from public funds during 1891 in liquidating claims incurred by the Association, and there are accounts for services and supplies during the same year lying in this office awaiting payment which will bring the total expenditure to £3,776 13s. 1d., a considerable sum in comparison with the donations. The subsidy originally paid by the Government was in the proportion of £2 to every £1 subscribed; the present rate is £1 1 to £1.

The average daily number of aborigines and half-castes located on the three Mission Stations of Cumeroogunga, Warangesda, and Brewarrina, is 241; the cost of maintenance therefore amounts to £15 13s. 5d. per head, whilst the average expenditure by the Board for the remaining 7,232 aborigines throughout the colony only amounts to 19s. 8d. per head. This comparison is not, of course, made in disregard

disregard of the fact that at the Mission Stations the maintenance of the whole of the aborigines residin thereon is provided for, those able to work being given employment in industrial pursuits, whilst the majority of the aborigines outside neither receive nor require any assistance towards their support.

In obedience to the expressed wish of a former Premier, the Board have given every assistance and encouragement to the Council of the Aborigines Protection Association; but if future experience does not inspire greater confidence in its management, the Board will consider the advisableness of recommending the Government to alter the existing system.

The subjoined table will show the number of aborigines at each of the Mission Stations on the 31st December last, and the average daily number throughout the year :—

Mission Station.	Population 31st December, 1891.							Daily Average Population throughout the Year.						
	Full-blood.			Half-castes.			Grand Total.	Full-blood.			Half-castes.			Grand Total.
	Adults.	Children.	Total.	Adults.	Children.	Total.		Adults.	Children.	Total.	Adults.	Children.	Total.	
Cumeroogunga.....	27	23	50	50	70	120	170	22	16	38	21	62	83	121
Warangesda.....	31	11	42	25	32	57	99	26	10	36	10	30	40	76
Brewarrina	22	6	28	4	9	13	41	25	6	31	3	10	13	44
	80	40	120	79	111	190	310	73	32	105	34	102	136	241

We have, &c.,

EDMUND FOSBERY, Chairman,
RICHARD HILL, M.L.C.,
PHILIP GIDLEY KING, M.L.C.,
A. M. HUTCHINSON,
SYDNEY BURDEKIN,
W. H. SUTTOR, M.L.C.,
THOMAS COLLS, M.L.A.,
} Members of the Board.

APPENDICES.

APPENDIX A.

REPORTS showing condition of aborigines throughout the Colony.

Tweed River District.

(Cudgen, Murwillumbah, Tumbulgum, and Woodenbong.)

NUMBER of aborigines in district 125—93 full-blood, and 32 half-castes.

A few of the men earn a livelihood on cattle stations, but the majority are employed stripping cane and cutting timber. Some of the women earn a little by washing and scrubbing for the settlers. Eight old aborigines and one child are being supported by the Board. The following supplies have been distributed during the year :—2,452 lb. flour, 76 lb. tea, 615 lb. sugar, Christmas extras (currants, raisins, suet, meat), 20 pairs moleskin trousers, 20 coats, 20 shirts, 18 dresses, 18 petticoats, and 100 blankets.

No children are receiving instruction, five only of school age live within a radius of 5 miles of a school.

All the aborigines are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance. The liquor, as a rule, is supplied at night by Europeans of low character and kanakas. The camps have been frequently watched by the police, but so far without success.

When ill, the aborigines generally attend to one another, preferring their own methods of treatment. Serious cases are, however, attended to by the Government Medical Officer for the district. All are at present in good health and want for nothing.

Richmond River District.

(Ballina, Broadwater, Casino, Coraki, Lismore, Wardell, and Woodburn.)

Number of aborigines in the district, 494—365 full-blood, and 129 half-castes.

A number are employed on cattle stations as stockmen and labourers, others work for farmers and selectors, burning and clearing off scrub, stripping sugar-cane, pulling corn, cutting firewood, &c. Three families residing on Cabbage Tree Island, 2 miles from Wardell, have several acres cleared and planted with sugar-cane, bananas, oranges, and vegetables. At times they are employed cutting and selling firewood, for which they get 10s. per cord at Wardell, which they deliver with the punt supplied them by the Board. They have very good dwelling-houses, appear comfortable, and are not in need of any aid from the Government.

Eighteen old and infirm aborigines and 3 children in various parts of the district are being supported by the Board. The following supplies have been distributed during the year :—6,140 lb. flour, 192 lb. tea, 1,531 lb. sugar, Christmas extras (currants, raisins, suet, &c.), 30 pairs trousers, 30 shirts, 30 coats, 42 dresses, 42 petticoats, 2 grass hooks, 2 brush hooks, and 737 blankets.

Six reserves have been set apart in the district for the use of aborigines, as follows :—

1. 28 acres, about 3 miles from Ballina.
2. 39¼ acres, 6 miles from Lismore.
3. 40 acres, 2 miles from Cavanba.
4. 90¼ acres, situated within the municipal boundary of Casino.
5. 37 acres, situated near the Brunswick River Heads.
6. 380 acres, Lismore District.

The reserve of 3,000 acres, situated about 35 miles from Casino, was revoked on the 30th May.

Three children only are receiving instruction, and they have to walk 2 miles to the public school which they attend. A large number of school age receive no education ; but, as their parents are constantly wandering about, it would be useless to endeavour to get them to attend school.

All are supplied annually with blankets. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance, but there are a few who do not drink. The liquor is stealthily obtained at public-houses, and from some of their employers. Every attempt is made by the police to check the practice, but great difficulty is experienced in obtaining information to prosecute.

At Casino, Lismore, and Wardell, when the aborigines are ill, they are attended to by the Government Medical Officers. At other places in the district they prefer their own methods of treatment.

Clarence River District.

(Blick's River, Brushgrove, Copmanhurst, Dalmorton, Grafton, Harwood Island, Lawrence, Maclean, Palmer's Island, Ulmarra, and Woolgoolga.)

Number of aborigines in the district, 419—324 full-blood, and 95 half-castes.

The men are generally employed by farmers and selectors, farming, stripping sugar-cane, cutting timber, burning off scrub, and as stockmen. Some also earn a little by selling fish and honey, and a few by gold-digging. Some of the women wash and scrub for the settlers. Twenty old aborigines and 1 child are being supported by the Board. The following supplies have been distributed in the district by the Board during the year :—7,315 lb. flour, 228 lb. tea, 1,858 lb. sugar, 31 loaves bread, Christmas extras (currants, raisins, suet, meat, &c.), medical comforts, tent, 43 pairs trousers, 43 shirts, 43 coats, 40 dresses, 40 petticoats, and 444 blankets.

At Harwood Island they have been furnished with an old police boat, which serves them for travelling about the river.

Six children are receiving instruction at Public Schools, and one privately. The number living within a radius of 5 miles of a school is 30 ; but their parents seldom remain in one locality for any length of time. Five children, who had been attending the public school at Nymboida, were prohibited by the local school board from so attending, owing to objections made by the parents of European children. The matter has been brought under the notice of the Minister of Public Instruction, who has called for a report from the local Inspector.

Nine areas of land have been set apart in the district for the use of the aborigines, as follows :—

1. 150 acres on the Nymboida River, 32 miles from South Grafton, consisting of open forest land, well grassed.
2. 114 acres on the Orara River, 38 miles from Grafton, scrub-land, suitable for cultivation.
3. 180 acres, 6 miles from Yamba, part open forest, part sandy scrub.
4. 150 acres, 12 miles from Grafton, open forest land, fairly well grassed.
5. 85 acres, 18 miles from Lawrence, open forest land, suitable for grazing.
6. 100 acres, 1 mile from Iluka, suitable for cultivation.
7. 120 acres, 2½ miles from South Grafton, suitable for cultivation.
8. 200 acres, 9 miles from Grafton, suitable for cultivation.
9. 160 acres, 35 miles from Copmanhurst, suitable for cultivation.

All the aborigines are supplied annually with Government blankets. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance, the liquor being obtained from publicans, and some of their employers. A number of convictions have been obtained against publicans during the year. Great difficulty is experienced by the police in obtaining convictions in such cases, and a nominal fine being imposed on a publican at South Grafton for supplying aborigines with liquor, the matter was brought under the notice of the Minister for Justice, who instructed the local Bench of Magistrates that, in view of the desirableness of preventing the supply in future, it was necessary that the provisions of the Licensing Acts should be carefully administered.

All in the district are in fairly good health. The Government Medical Officer at Grafton receives an honorarium for attending the aborigines in his district when they are ill ; some have also been treated in the local hospital. At other places on the Clarence they usually attend to one another.

Glen

Glen Innes District.

(Glen Innes, Inverell, Ashford, and Bundarra.)

Number of aborigines in the district, 138—88 full-blood, and 50 half-castes.

Some are employed on stations, shepherding, &c.; others hunt opossums for their skins, which they sell; a few earn a living fossicking for gold. Twenty-two old aborigines and 23 children are supported by the Board. The following supplies have been distributed during the year:—12,177 lb. flour; 377 lb. tea, 3,052 lb. sugar, 798 lb. meat, Christmas extras (currants, raisins, suet, &c.), 17 pairs trousers, 17 shirts, 17 coats, 18 dresses, 18 petticoats, and 296 blankets.

Six children receive instruction at public schools. Eight only of school age reside within a five-miles radius of a school.

All are supplied annually with Government blankets. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance, the liquor being generally obtained from their employers.

When ill, they are attended to by the Government Medical Officers for the district, or sent to the nearest hospital.

Tenterfield District.

(Tenterfield, Drake, and Wilson's Downfall.)

Number of aborigines in the district, 104—79 full-blood, and 25 half-castes.

Some are employed on stations as stockmen, boundary-riders, &c., and a few earn a living fossicking for gold. Ten old aborigines and 2 children are being supported by the Board. The following supplies have been distributed during the year:—3,307 lb. flour; 103 lb. tea; 829 lb. sugar; Christmas extras (currants, raisins, suet, beef, &c.), 17 pairs trousers, 17 shirts, 17 coats, 8 dresses, 8 petticoats, and 122 blankets.

Three children are receiving instruction at Public Schools and 2 privately.

All are supplied annually with Government blankets.

The majority are temperate. Those who do drink obtain the liquor stealthily from public-houses.

When ill, they generally attend one another; serious cases are, however, treated by the Government Medical Officer for the district.

Armidale District.

(Armidale, Uralla, Walcha, and Hillgrove.)

Number of aborigines in the district, 129—70 full-blood, and 59 half-castes.

The majority live on sheep and cattle stations—the men as stockmen, boundary-riders, fencers, &c., the women as domestic servants. Three old aborigines are being supported by the Government. The following supplies have been distributed during the year:—945 lb. flour, 30 lb. tea, 237 lb. sugar, Christmas extras (currants, raisins, suet, &c.), 12 pairs trousers, 12 shirts, 12 coats, 6 dresses, 6 petticoats, and 120 blankets.

An area of 320 acres has been set apart, about 2 miles from Walcha, for the use of the aborigines. It consists of open country, is well grassed, and suitable for cultivation or grazing purposes. For a number of years it was occupied and cultivated by the aborigines, but it is now only used as a camping-ground.

None of the children are receiving instruction; 18 reside within 5 miles of Public Schools.

All are supplied annually with Government blankets. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance. The liquor is obtained from their employers and from public-houses. The police use every effort to check the practice.

When ill, they are attended to by the Government Medical Officers for the district, or sent to the nearest hospital.

Bellingen River District.

(Bellingen and Fernmount.)

Number of aborigines in the district, 55—49 full-blood, and 6 half-castes.

They are generally employed felling timber and farming. Sixteen old aborigines and 3 children are supported by the Board. The following supplies have been distributed during the year:—2,434 lb. flour, 75 lb. tea, 619 lb. sugar, Christmas extras (raisins, currants, suet, &c.), 8 pairs trousers, 8 shirts, 42 yards wincey, 28 yards flannel, and 45 blankets.

An island near Bellingen Heads, containing an area of 250 acres, was set apart as a reserve for aborigines on the 24th October. Three families and 6 old aborigines, all full-blood, are occupying it. As an inducement to cultivate the land, the Board have directed the issue of rations to them until they get a return from their first crop, and have supplied them with farming implements and a boat.

Five children of school age, residing within 5 miles of a school, receive no instruction. Their parents, however, are constantly roaming about, never remaining in one place any length of time.

All are supplied with Government blankets annually. The issue is necessary, and they are in no way misappropriated.

Many are addicted to habits of intemperance, the liquor being supplied by the persons who employ them, and by Europeans who visit their camps. The police do all they can to check the practice.

In most instances, when sick, they attend each other; but in serious cases the Government Medical Officer for the district prescribes for them.

Nambucca River District.

(Macksville and Bowraville.)

Number of aborigines in the district, 122—53 full-blood, and 69 half-castes.

Two reserves have been set apart in this district for the use of the aborigines. (1.) Brushy Island, containing an area of 70 acres, distant about 1½ miles from Nambucca Heads. It consists of fairly open country, is well grassed, and very suitable for cultivation. A portion has been cleared and fenced, and is now being cultivated, maize being planted. It is occupied by about 20 aborigines, more than half of them full-blood, who have erected small cottages for themselves. They received rations from the Board for several months in the year as an encouragement to continue cultivating the land. The other reserve, containing an area of 20 acres, situated 2 miles from Macksville, is at present unoccupied.

A number of half-caste men are employed at local saw-mills, others clearing, &c., for selectors.

Thirty-nine old and infirm aborigines, and 9 children who attend school, are supported by the Board. The following supplies have been distributed during the year:—12,518 lb. flour, 388 lb. tea, 3,155 lb. sugar, Christmas extras (currants, raisins, suet, meat, &c.), 35 lb. oatmeal, medicine, 28 pairs trousers, 40 shirts, 7 dresses, 7 petticoats, 49 yards wincey, 23 yards flannel, 9 boys' suits, 5 boys' coats, 14 hats, and 150 blankets.

They have been provided with a boat by the Board, which is in fair order, and kept at Brushy Island. They also have boats which they purchased with their own money. They catch fish, which they sell to the inhabitants of the district.

Twenty-two children receive instruction at the Public School. The total number of school age living within 5 miles of a school is 30.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

Many are addicted to habits of intemperance. The liquor is generally obtained from Europeans. The majority of the half-castes are sober and industrious.

When ill, they are attended to by the Government Medical Officer for the district.

Macleay River District.

(Arakoon, Gladstone, and Kempsey.)

Number of aborigines in the district, 479—301 full blood, and 178 half-castes.

Eight reserves have been set apart in this district for the use of aborigines. They are as follows:—

1. 11½ acres, 9 miles from Gladstone.
2. 2¾ acres, on the Macleay River, 5 miles from Gladstone.

3. 26 acres, 5 miles from Gladstone.
4. 80 acres, Pelican Island, 5 miles from Arakoon.
5. 41 acres, Fattorini Islands, ¼ mile from Gladstone.
6. 360 acres, portion of Shark Island, 10 miles from Arakoon.
7. 65 acres, Nulla Nulla, 44 miles from Kempsey.
8. 147 acres, 14 miles from Kempsey.

Nearly 100 aborigines reside on these reserves. The greater portion of the land is fenced in, cleared, and under cultivation. The aborigines grow maize and vegetables, and the reserves are farmed as well as Europeans could do it. Every encouragement is held out by the Board—fencing and building material, tools, farming implements, seed, boats, &c., have been furnished them, and during a portion of the year they received additional aid in the shape of rations.

A number of aborigines also earn a living assisting farmers planting and harvesting.

The aged, sick, and infirm, orphans, and the children attending school receive all they require in the shape of food and clothing from the Board. The average monthly number of aborigines receiving aid during the year, was 76 adults and 53 children. The following supplies were distributed :—31,891 lb. flour, 991 lb. tea, 8,022 lb. sugar, 98 lb. meat, Christmas extras (raisins, currants, suet, &c.), 66 pairs trousers, 66 shirts, 460 yards wincey, 240 yards flannel, 80 hats, 42 coats, 162 yards calico, 2 boats, 120 fencing posts and 240 rails, 500 blankets, &c.

The aborigines of this district are provided with five boats, one each being kept at Shark and Pelican Islands, and three at the Fattorini Islands. They are used by the men who are engaged in farming, and are in first-class condition.

Twenty-seven children attend the public schools; 44 others of school age receive no instruction whatever. The Minister of Public Instruction has approved of arrangements being made for the erection of a suitable school-building for the aboriginal children on Pelican Island, and the local School Inspector has the matter in hand.

All the aborigines are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

Very few are addicted to habits of intemperance. The aborigines are now leading a much better life.

When ill, they are attended to by Dr. Gabriel, who receives an honorarium from the Government for the service. At times they are also admitted to the Kempsey Hospital for treatment.

Hastings River District.

(Port Macquarie, Wauchope, and Rolland's Plains.)

Number of aborigines in the district, 114—42 full-blood, and 72 half-castes.

Three areas of land have been set apart in this district as reserves for aborigines. They are as follows :—

1. 18 acres, portion of an island in the Hastings River, 4 miles from Wauchope.
2. 30 acres, 14 miles from Port Macquarie.
3. 87 acres, 23 miles from Port Macquarie.

The first-named is unoccupied, notwithstanding every inducement held out by the Board for them to do so. The other two are being cultivated by a large number of aborigines, maize and pumpkins being grown. Rations were issued to the aborigines during part of the year, to encourage them to continue cultivating the land.

A number who do not live on reserves earn a living working for farmers.

Sixteen old and infirm aborigines and 17 children are being supported by the Board. The following supplies were distributed during the year :—6,652 lb. flour, 206 lb. tea, 1,681 lb. sugar, Christmas extras (suet, meat, raisins, currants, &c.), 4 pairs trousers, 4 shirts, 17 dresses, 17 petticoats, 8 boys' suits, and 100 blankets.

Sixteen children attend the Public Schools. Four others were until recently attending the school at Rolland's Plains; but, owing to objections raised by the parents of the European children, they had to be withdrawn. A site for a school for the instruction of aboriginal children at Rolland's Plains has been selected, and steps will shortly be taken with a view to the erection of a suitable building, and the appointment of a teacher.

Very few are now addicted to habits of intemperance. There has been a marked change in them in this respect during the past twelve months. Most of them have had the marriage ceremony performed by the clergyman at Wauchope.

When ill, they are attended to by the Government Medical Officer for the district.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

Manning River District.

(Taree, Tinonee, and Wingham.)

Number of aborigines in the district, 74—41 full-blood, and 33 half-castes.

Two reserves have been set apart in this district for the use of aborigines—one at Tinonee, containing an area of 6 acres; the other, 6 miles from Wingham, area 122 acres.

Those able to work are employed ringbarking, brushing, fencing, &c., for the farmers; a few earn a living on cattle stations, as rouseabouts, &c.

Twenty-three old aborigines, and 20 children are being supported by the Board. The following supplies were distributed during the year :—12,766 lb. flour, 406 lb. tea, 3,368 lb. sugar, 264 loaves bread, 26 bags oatmeal, rice, Christmas extras (raisins, currants, suet, meat, &c.), 1 pair oars for boat, and 100 blankets.

They are provided with a boat, which is kept at Taree. It is in good order, and is used for fishing and honey getting.

Three children attend the Public Schools; three others, of school age, living within 5 miles of a school, receive no instruction.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

They are all, as a rule, fond of drink. It is generally supplied them by half-castes and by Europeans who visit the camp.

When ill, they are attended to by the Government Medical Officers for the district.

Barrington District.

(Copeland.)

Number of aborigines in the district, 52—25 full-blood, and 27 half-castes.

They are all settled on the 50 acres reserved for their use at Barrington, about 5 miles from Copeland, and 6 from Gloucester. It is open country, with stony ridges, well grassed; but, with the exception of about 2 acres, which have been cleared, it is only suitable for grazing purposes. Seven comfortable slab huts, with iron roofs, have been erected by the Board on the reserve as dwellings for the aborigines.

Those able to work are generally employed by farmers and station holders. Ten adults and 24 children are being supported by the Board. The following supplies have been distributed during the year :—8,740 lb. flour, 273 lb. tea, 2,180 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), 25 pairs moleskin trousers, 25 shirts, 33 wincey dresses, 33 flannel petticoats, and 50 blankets.

Twenty-seven children are receiving instruction at the Provisional School specially established for them on their reserve. The following extracts are taken from the report by the School Inspector, who visited the settlement on the 4th December :—

Organisation :—

1. Material condition—very fair.
2. Accommodation—just sufficient.
3. Cleanliness—good.
4. General appearance—pleasing.
5. State of records—very fair to good.
6. Lesson guides—very fair.
7. Classification—appropriate.
8. Organisation—very fair to good.

Discipline :—

Discipline:—
1. Punctuality—very good to excellent.
2. Regularity—very good to excellent.
3. Appearance of pupils—interesting.
4. Demeanour—subdued.
5. Government—firm, kind, and effective.
6. Order—very fair.
7. School movements—very fair.
8. Drill—tolerable.
9. Special matters—although the afternoon was wet, all the pupils but one, who was sick, were present.
10. General mark for discipline—very fair.

Instruction:—
1. Is the prescribed course followed? Yes.
2. Methods—productive of very satisfactory results.
3. Average proficiency—fair.

Summary:—
1. General efficiency of school—fair.
2. Practical skill and usefulness of teacher—tolerable to fair.

All the aborigines are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

They are very temperate as a rule.

When ill, they are attended to by Mr. J. D. Spikett, of Copeland.

Cape Hawe District.

(Forster.)

Number of aborigines in the district, 57—10 full-blood, and 47 half-castes.

A few of the men are employed by the settlers clearing and fencing. Six old and infirm aborigines and 8 children are supported by the Board. The following supplies have been distributed during the year:—3,819 lb. flour, 120 lb. tea, 968 lb. sugar, Christmas extras (raisins, currants, suet, meat, &c.), medical comforts (oatmeal, milk, arrowroot, rice, sago, castor oil, linseed meal, &c.), 10 pairs trousers, 12 shirts, 2 dresses, 2 petticoats, 49 yards of flannel, 79 yards wincey, and 50 blankets.

On the 21st February, 7¾ acres were set apart as a reserve for the use of the aborigines. They have their dwellings erected upon it, and grow vegetables, fruit, &c.

They are provided with a fishing-boat and net, which are in good order, and well cared for. The boat is kept at Forster.

Twenty-one children are receiving instruction at the school established especially for them in August.

The following are extracts from the report by the School Inspector, who visited the school on the 17th September:—

Organisation:—
1. Material condition—very fair.
2. Accommodation—sufficient and suitable.
3. Cleanliness—very fair.
4. General appearance—very fair.
5. State of records—complete and correct.
6. Lesson guides—of fair worth.
7. Classification—correct.
8. Organisation—fair.

Discipline:—
1. Punctuality—good.
2. Regularity—very good.
3. Appearance of pupils—fairly neat and clean.
4. Demeanour—fair.
5. Government—needs to be more vigorous and exacting.
6. Order—fair.
7. School movements—tolerable.
8. Drill—tolerable.
9. General mark for discipline—fair.

Instruction:—
1. Is the prescribed course followed?—Singing omitted.
2. Methods—tolerable.
3. Average proficiency—moderate.
4. Remarks—though the school has been but 5 weeks in operation, most of the pupils—all of whom are black—have been enrolled at Forster Public School.

Summary:—
1. General efficiency of school—tolerable.
2. Practical skill and usefulness of teacher—tolerable.

The teacher was instructed to teach singing.

All the aborigines are supplied annually with Government blankets. The issue is necessary, and they are in no way misappropriated.

Only a few are addicted to habits of intemperance.

When ill, they are supplied with medicine, &c., by the settlers. Serious cases are attended to by the Government Medical Officer for the district.

Port Stephens District.

(Tea Gardens, Stroud, Bungwall Flat.)

Number of aborigines in the district, 34—19 full-blooded, and 15 half-castes.

Those able to work are generally employed farming and timber-cutting for the settlers; some also earn a living fishing, having been provided by the Board with a boat.

Eleven old and infirm aborigines, and two children, are supported by the Board. The following supplies have been distributed during the year:—4,064 lb. flour, 127 lb. tea, 1,020 lb. sugar, Christmas extras (meat, currants, raisins, beef, &c.), 6 pairs trousers, 8 shirts, 2 boys' suits, 18 yards wincey, 20 yards calico, 10 yards flannel, 18 lb. rope, suit of sails, and 86 blankets.

Three children attend the public school, 2 others, of school age, residing within a 5-miles radius of a school, receive no instruction whatever.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

None are addicted to habits of intemperance.

When ill, they are attended to by the Government Medical Officer for the district, or sent to the nearest hospital.

Hunter River District.

(Cassilis, Gresford, Maitland, Merriwa, Morpeth, Scone, and Singleton.)

Number of aborigines in the district, 116—76 full-blood, and 40 half-castes.

A number of the men are employed fencing, ring-barking, clearing, and burning of scrub, and in general farm-work; whilst some work on stations shepherding, stock-keeping, &c. Three reserves have been set apart for aborigines in the Singleton portion of the district. They are as follows:—

1 230 acres, situated about 1½ miles from the town of Singleton, at present unoccupied.

2. 58 acres, on Glennie's Creek, about 15 miles from Singleton. It consists of well-grassed land suitable for cultivation It is occupied by two aboriginal families, who cultivate maize, pumpkins, and tobacco. They have built two comfortable slab huts, with iron roofs, for themselves.
3. 1 acre, portion of the Singleton Temporary Common. It is occupied by an aboriginal woman and her children, for whom a dwelling has been erected by the Board.

Twenty-four old and infirm aborigines, and 24 children, are supported by the Board. The following supplies have been distributed during the year :—10,860 lb. flour, 340 lb. tea, 2,715 lb. sugar, 4,710 lb. meat, 4 pairs trousers, 11 shirts, 6 knicker suits, 121 yards wincey, 67 yards dress-lining, 98 yards calico, 67 yards flannel, holland, shawls, cotton, buttons, needles, boots, hats, &c.; soap, gunpowder, shot, and caps, fishing tackle, 7 cwt. galvanized iron, ridge-capping, screws, &c., and 130 blankets.

All are supplied annually with blankets by the Governmnnt. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance. The liquor is obtained secretly from public-houses.

When ill, they are attended to by the Government Medical Officers for the district, or treated at the local hospitals.

Lake Macquarie District.

(Swansea.)

Number of aborigines in the district, 13—2 full-blood, and 11 half-castes.

Two old and infirm aborigines, and 2 children, are supported by the Board. The remainder are generally employed as labourers. The following supplies have been distributed during the year :—1,192 lb. flour, 37 lb. tea, 299 lb. sugar; Christmas extras (meat, currants, raisins, suet, &c.), 1 pair trousers, 1 shirt, and 15 blankets.

One child attends the Public School at Swansea. There are no others of school age in the district.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

They are not addicted to habits of intemperance.

When ill, they are attended to by the Government Medical Officer for the district.

Hawkesbury River District.

(Windsor.)

Number of aborigines in the district, 91—14 full-blood, and 77 half-castes.

The men, as a rule, are employed on farms during the spring and harvest. Thirty adults, and 33 children, receive aid from the Board in the shape of rations. The following supplies have been distributed during the year:—7,155 lb. flour, 313 lb. tea, 624 lb. sugar, 51 lb. raisins, 51 lb. currants, 116 lbs. beef, and 50 blankets.

Two reserves have been set apart for the use of the aborigines at Sackville Reach, one of 150 acres, the other 30 acres. Both consist of scrub-land and rocks, only a small portion being suitable for cultivation. They are both occupied by aborigines, galvanized iron having been supplied them to roof their huts.

They are provided with a boat. It is in good order, and is used for fishing purposes.

Three children are receiving instruction at the Public School at Sackville Reach.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

They are not addicted to habits of intemperance; on the contrary, they are very temperate.

When ill, they are admitted to the Benevolent Asylum at Windsor, on the recommendation of the local police officer.

Nepean District.

(Penrith.)

Number of aborigines in the district, 8—5 full-blood, and 3 half-castes.

One man is employed as a labourer, 2 children are being brought up by Mr. Single, 1 child resides with her aged grandmother, who receives aid from the Board, and a half-caste and his wife are farming a block of land.

Three children are receiving instruction, 1 at the Public School, and 2 privately.

The aged female and the children require and receive blankets, which are not in any way misappropriated.

Two only will drink when they can obtain the liquor ; the others are temperate.

Central Cumberland.

(Parramatta and Liverpool.)

Number of aborigines in the district, 15—3 full-blood, and 12 half-castes.

Three are employed driving wood-carts, 2 as domestic servants, and the remainder are living on a farm at Holdsworthy.

Two children attend school.

Three or 4 are addicted to habits of intemperance, the liquor being obtained secretly from public-houses.

When ill, some pay for their own medical attendance, others are taken to the local hospitals.

Picton District.

(Picton and Camden.)

Number of aborigines in the district, 69—5 full-blood, and 64 half-castes.

Three men are employed on Onslow Park as groom, gardener, and engine-driver respectively. They are in receipt of fair wages, and have comfortable homes. At Burragorang, the aborigines have for a number of years been occupying a farm purchased as a home for them by public contributions. They make a fair living on it rearing stock and growing maize. It is in a very good position, being situated about 35 miles from Picton, and contains an area of 70 acres, 15 of which are good land, cleared, and adjoining Cox's River.

Three areas of land have also been set apart as reserves for their use :—

300 acres, situated on the left bank of Byrne's Creek, about 1½ mile from its junction with the Wollondilly River.

100 acres, situated about ¾ mile from the Wollondilly River.

50 acres, on the Wollondilly River, occupied by a half-caste family, who intend to fence and cultivate a portion, using the remainder for grazing purposes.

A number of the aborigines are employed by settlers at bush and farm work. Eight old and infirm and 16 children are supported by the Board. The following supplies have been distributed during the year :—6,569 lb. flour, 204 lb. tea, 1,646 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), and 69 blankets.

Fifteen children are receiving instruction at the Public Schools.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

They are not addicted to habits of intemperance.

Metropolitan District.

(La Perouse, Randwick, Rose Bay, San Souci.)

Number of aborigines in the district, 49—26 full-blood, and 23 half-castes.

Those at La Perouse are generally employed fishing, some also make native weapons and gather honey for sale. The women and children make shell ornaments, and gather and sell wild flowers. A number of recent arrivals from the country are camping for a few days at Randwick. Five adults and 8 children at La Perouse are supported by the Board. The following supplies have been distributed during the year :—3,560 lb. flour, 124 lb. tea, 940 lb. sugar, 3,220 lb. meat, Christmas extras (bread, potatoes, meat, plum pudding, &c.), and 52 blankets.

There are four Government boats, and two owned privately, in use by the aborigines at La Perouse. They are all properly cared for, and are used for fishing purposes.

All

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

A few only are addicted to habits of intemperance.

When ill, they are attended to by the Medical Officer in charge of the Coast Hospital, Little Bay, who receives an allowance of £50 per annum for the service.

Illawarra District.

(Kiama and Wollongong.)

Number of aborigines in the district, 31—3 full-blood, and 28 half-castes.

They are generally employed fishing, quarrying, and assisting farmers; two are also employed as grooms. One old aboriginal and five children are supported by the Board. The following supplies have been distributed during the year:—968 lb. flour, 30 lb. tea, 242 lb. sugar, and 32 blankets.

Three children attend the Public School. There are no others of school age residing within a 5-miles radius of a school.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

A few of the half-castes are addicted to habits of intemperance.

When ill, they are attended to by the Government Medical Officer for the district, or sent to the nearest hospital.

Shoalhaven District.

(Coolangatta, Greenwell Point, Kangaroo Valley, Jervis Bay.)

Number of aborigines in the district, 125—35 full-blood, and 90 half-castes.

Twenty are employed on the Coolangatta Estate, at wages ranging from 10s. to 13s. per week, with rations and quarters found. Others earn a living as farm-labourers, and a few by fishing. Nineteen old and infirm aborigines and 43 children are supported by the Board. The following supplies have been distributed during the year:—15,969 lb. flour, 496 lb. tea, 3,983 lb. sugar, 340 lb. meat, Christmas extras (currants, raisins, suet, meat, &c), 28 yards wincey, 14 yards flannel, 8 knicker suits, 1 boat and oars, and 150 blankets.

Two reserves have been set apart for the use of aborigines in this district, situated as follows:—One of 700 acres, on the shores of Jervis Bay, about 8 miles from North Huskisson; the other 370 acres, at Kangaroo Valley. The first-named fs unoccupied; the other is occupied by a half-caste family, who intend clearing and cultivating a portion. They have been supplied with building tools and farming implements.

The number of children receiving instruction is 29. They are located at Coolangatta, Greenwell Point, Kangaroo Valley, and Jervis Bay, at each of which places there is a Public School in close proximity to their homes. Since the Board issued clothing and rations to the children to encourage their parents to send them to school, they have been attending regularly.

In 1889 a boat was supplied to the aborigines at Greenwell Point. It is in good order and well cared for. The aborigines earn a very fair amount by selling fish, which, together with the aid from the Board in the shape of rations and clothing, places them beyond want. A small boat has also been supplied the aborigines at the same place, to take the children to and from school.

All are supplied annually with blankets by the Government. They are issued by the police, one being given to each in ordinary cases, and two to the aged and infirm.

The majority love drink; they resort to all kinds of expedients to obtain the liquor. It is generally obtained by half-castes, in some instances supplied by their employers. The police endeavour to check the practice as far as possible; two convictions were obtained during the year against persons for supplying them with liquor.

The health of the aborigines is generally good; when ill, they are attended to by the Government Medical Officers for the district. The sanitary condition of the dwellings is very fair; morality satisfactory; bodily comforts well attended to by the Board; generally speaking, they are industrious.

Dowling District.

(Milton and Ulladulla.)

Number of aborigines in the district, 59—23 full-blood, and 36 half-castes.

The majority at the Ulladulla camp are half-castes, strong, able-bodied, and well able to earn their own living; and as there is a good demand for labour in the district, those who choose to work have no difficulty in obtaining employment at fair wages. They are provided with two good fishing-boats, complete, and in good order. With the use of these boats alone they could earn a good living, if they were availed of to the fullest extent. The fishing-grounds are amongst the best on the coast; and they at all times can obtain a ready sale for their fish. All those who are not able to earn their own living receive rations from the Board. They also receive clothing and medical attendance when required. The camp is under the almost daily supervision of the police, who visit it to ascertain what is their condition, and whether any further issue of rations, &c., is necessary.

Fifteen old aborigines and twelve children are at present supported by the Board. The following supplies were distributed during the year:—8,204 lb. flour, 254 lb. tea, 1,928 lb. sugar, 32 loaves bread, 290 lb. beef, Christmas extras (raisins, currants, suet, meat, &c.), medical comforts (oatmeal, sago, butter, milk, &c.), 16 lb. paint and 200 yards kellick line for boat, fishing-tackle, bark for huts, and 80 blankets.

Five acres have been set apart as a reserve for aborigines about 4 miles from Milton. A portion has been fenced, cleared, and placed under cultivation.

Thirteen children are attending Public School.

All are supplied annually with blankets by the Government. The issue is neccessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance, the liquor being secretly supplied them by Europeans.

Yass District.

(Yass, Pudman Creek, and Blakney Creek.)

Number of aborigines in the district, 80—2 full-blood, and 78 half-castes.

Five reserves have been set apart for the use of aborigines:—

1. 2½ acres, distant about a mile from the town of Yass, occupied by a large number of half-castes. They have eight iron houses (two-roomed), and two bark huts erected on it, the material for which was supplied by the Board. The land is not suited for cultivation.
2. 2½ acres, adjoining the above reserve, occupied by a number of half-caste families, who have four two-roomed iron houses and two bark huts erected on it. The land is only suited for building purposes.
3. 80 acres, situated about 7 miles from Rye Park; unoccupied.
4. 160 acres, situated at Pudman Creek. It consists of good flats, with open country, well grassed, and suitable for cultivation or grazing purposes. It is occupied by a half-caste family, who have a three-roomed dwelling erected on it.
5. 160 acres, at Blakney Creek, about 12 miles from Dalton. The frontage to the creek is a rich flat, with very little timber. The back portion is open country, well grassed, and suitable for cultivation or grazing purposes. The whole area is fenced in, and a portion cleared and placed under cultivation, maize, potatoes, and fruit-trees being grown. It is occupied by a half-caste family, who have a four-roomed slab house erected on it.

A number of the men are away shearing during the season; others are employed in the town of Yass. Ten adults and twenty-six children are supported by the Board. The following supplies have been distributed during the year:—9,390 lb. flour, 292 lb. tea, 2,371 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), 8 dresses, 8 petticoats, 13 boys' suits, 22 pairs boots, 6 cwt. seed-potatoes, and 90 blankets.

Thirty-two children are receiving instruction, 6 at the Public School at Blakney, and 26 at the Convent School at Yass.

All the aborigines are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

A few only are addicted to habits of intemperance. They are kept in check by the police.

When ill, they are attended to by the Government Medical Officer for the district. *Braidwood*

Braidwood District.

(Braidwood, Araluen, Mongarlowe, Emu Flat, Nelligen, Bateman's Bay, Queanbeyan, and Michelago.)

Number of aborigines in the district, 30—8 full-blood, and 22 half-castes.

There are three reserves for aborigines in this district:—

1. 140 acres, situated 7 miles from Mongarlowe, consisting of good open country, well grassed, suitable for cultivation or grazing purposes; occupied by a half-caste woman and her son; all fenced in; a portion cleared and under cultivation, maize and potatoes being planted. The occupants are not in need of any assistance from the Board.
2. 40 acres, situated about ¼ mile from Tomakin, and 13 miles from Bateman's Bay; open country, poorly grassed, part sandy, and flat, part suitable for cultivation; all fenced in, and a portion cleared and under cultivation, vegetables and maize being grown. It is occupied by an old aboriginal, who has a two-roomed weatherboard cottage, with shingled roof, and a small kitchen, erected on it.
3. 8¾ acres, situated about 2 miles from Mongarlowe; unoccupied.

They are generally employed on stations. Three old and infirm aborigines and 4 children are supported by the Board. The following supplies have been distributed during the year:—2,110 lb. flour, 57 lb. tea, 526 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), 4 shirts, 2 boys' suits, hats, boots, 24 blankets, and 2 loads firewood.

The aborigines at Nelligen are provided with a fishing-boat, which is in good condition and properly cared for.

Two children at Currowan Creek are attending a Half-time School.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

As a rule, the aborigines of this district are very temperate.

When ill, they are attended to by the Government Medical Officer for the district.

Moruya District.

(Moruya, Turlingah, and Eurobodalla.)

Number of aborigines in the district, 50—16 full-blood, and 34 half-castes.

One is employed fencing, others earn a living working for the settlers; 10 adults and 10 children are supported by the Board. The following supplies have been distributed during the year:—5,502 lb. flour, 171 lb. tea, 1,383 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), 3 pairs trousers, 3 shirts, 5 dresses, 5 petticoats, 3 boys' suits, and 44 blankets.

There are six reserves for aborigines in this district; 32 acres at Turlingah, on the Tuross Lake; 40 acres about 6 miles from Bodalla; 40 acres near Bircoul Lake, about 5 miles from Bodalla; 56¾ acres 8 miles from Bodalla; 250 acres near the mouth of the Wagonga River; and 40 acres on the coast, about 8 miles from Bodalla. The reserve at Turlingah is occupied by 24 aborigines, who cultivate a portion of it. It consists of good open country, is well grassed, and about 10 acres are suitable for cultivation. Several huts have been built on it since last report, and covered with the iron supplied by the Board. The reserve near Bircoul Lake is occupied by two aborigines, who are engaged cutting the scrub, with a view to cultivating the land.

They have a fishing-boat, which is kept on the Tuross Lake. It has been painted since last Report, and new oars supplied. It is fairly well cared for by the aborigines, but they do nothing with it in the way of earning a living.

Fourteen children are receiving instruction at Public Schools—9 at Turlingah, and 5 at Eurobodalla.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

Very few are addicted to habits of intemperance.

When ill, they are attended to by the Government Medical Officer for the district.

Wallaga Lake.

Number of aborigines at the settlement, 91—26 full-blood, and 65 half-castes.

On the 13th June, the land on which the aborigines have been camped for a number of years was gazetted as a reserve for their use. The area is 330 acres.

Twenty-two children are attending the school established specially for their instruction, and the following extracts are taken from the report by the Inspector of Schools, who visited the settlement on the 29th May:—

Organisation:—

1. Material condition—very good.
2. Accommodation—sufficient.
3. Cleanliness—very good.
4. General appearance—pleasing.
5. Defects—none.
6. State of records—correct.
7. Lesson guides—correct.
8. Classification—satisfactory.
9. Organisation—very fair.

Discipline:—

1. Punctuality—good.
2. Regularity—good.
3. Appearance of pupils—bright and happy.
4. Demeanour—quiet and respectful.
5. Government—kind and effective.
6. Order—good.
7. School movements—fairly regular.
8. Drill—fair.
9. Special matters.—This being a school for aborigines, the discipline is not so exact as in other schools. It is, however, very satisfactory.
10. General mark for discipline—very fair.

Instruction:—

1. Is the prescribed course followed? Yes.
2. Methods—conversational and attractive.
3. Average proficiency—fair.
4. Remarks—The instruction is to a large extent oral. The silent lessons are short.

Teaching Staff:—

1. Is it sufficient? Yes.
2. Attention to duty—very good.
3. Conduct and habits—very good.
4. Special matters.—The teacher is enthusiastic, and has the confidence of his coloured pupils. He is doing his work in a very satisfactory manner.

Twenty-nine adults, and 36 children are supported by the Board. The following supplies have been distributed during the year:—18,951 lb. flour, 589 lb. tea, 4,760 lb. sugar, 820 lb. ships' biscuits, Christmas extras (raisins, currants, suet, beef, &c.), 27 pairs trousers, 27 shirts, 5 knicker suits, 25 wincey dresses, 25 petticoats, 1 boat and gear, 1 fishing net, and 102 blankets.

Mr. J. D. Reece, the Superintendent and Teacher, reports as follows for the year:—

"During the year it was proposed to, as far as possible, change entirely the aspect of affairs at the settlement by clearing, cultivating, building, &c.; but a more unfortunate period could not possibly have been. The incessant rains, floods, heavy gales, and finally, the influenza epidemic that attended the closing months of the year, all conspired to defeat any substantial improvements as anticipated. One hundred and twenty-one wet days, with over 60 inches of rain are officially recorded. Early in the year large patches of land were cleared of the brush and timber and burnt, and the soil prepared for planting. These operations continued off and on as the weather permitted; but soon the scrub, &c., cut, would not burn, but lay soaked

soaked and rotting; then weeds came up, and seeds that had been planted perished with the wet. The men became disheartened, and could not be induced to work without wages. Then, again, two or three who had lived on Mission Stations came to settle, and they gave miserable accounts of the life there (true or false), said it was all work and no pay, other than food, and no liberty. They impressed those at Wallaga Lake that the station was going to be a Mission, and they would not get any return for their labour. This bred a spirit of dissatisfaction that cannot well be dispelled, for, like mutiny, it is well established before it is discovered. The aborigines will not work on the reserve for shares of prospective profits; they are also too nomadic to stay and share such. The able bodied men are really the worst class to deal with. They will even desert a good paying employment after they have earned a little money, return to the settlement and gamble, then awaiting another job, will loiter about the place and eat of the rations of the others, old and young. Most of them can obtain employment at farm work, ploughing, haymaking, bark getting, corn hoeing, milking, shell gathering for lime, potato-planting, and digging, &c.; but no employer is sure of their services an hour together, for they will even leave off in the middle of haymaking, which a number of them take by contract."

In regard to the school, there is a fair average attendance. Reasonable progress is made, and the children are clean and happy. The School Inspector visited the school twice during the year, and spoke encouragingly of the attainments. Several visitors also expressed surprise at the standard reached, and the order and cleanly condition of the children. Several of the elder boys and girls have passed from the school into service, and are doing well.

Improper use is made of the boats supplied by the Board. Europeans engage the aborigines to convey produce, heavy chests, timber, and such like in them, across the lake. They all know it is destruction to the boats, and the trifle they give for the conveyance barely pays wages for the work, and the damage done to the boats is greater by far than the whole of the money so earned. Mr. Reece reports having now forbidden the use of the boats for such purposes.

As regards the legitimate use of the boats, fishing within the lake, ferrying passengers across, and pleasure parties, are the general employment. Fishing with the large net recently supplied is of great importance, abundance of fish being caught therewith to supply the wants of the camp, the surplus being sold. The Superintendent applies for two additional boats, one for outside fishing, and the other for the conveyance of fresh water, which has to be brought some distance.

The general health of the station is at present good, though during about 9 weeks of the year the whole of the aborigines were afflicted with the influenza, happily, however, without any fatal results. A remarkably pure tone prevails, there being no indiscriminate intercourse such as transpires at a number of camps. If disease or rank immorality crops up, it is generally imported from the Mission at Lake Tyrie, Victoria.

Temperance is the general order. Now and then there are signs of drink, but it is chiefly when the natives have just arrived from the nearest townships.

Gambling is still rampant, they will stake tobacco, knife, money, boots, anything, and everything. They will neglect employment, cooking, the sick, all for cards, yet the Superintendent is powerless to stop it.

Another evil is the camp dog nuisance. Not a man, woman, or child is without at least one of these mongrels of the most mangey description. They eat up whatever scrap of food is left, drink out of the vessels the family drink from, and sleep on the same blankets.

Mr. Reece concludes his report by testifying to the cordial co-operation by the police officers of the district for the general good of the station, by rendering any assistance sought.

Eden District.

(Eden and Bega.)

Number of aboriginals in the district, 12—11 full blood, and 1 half caste.

One is employed fishing and ferrying at Eden. The others are generally employed by the settlers. Two adults and 3 children received rations at Bega during one month, and 2 adults and 4 children at Eden during November and December. The following supplies were distributed:—374 lb. flour, 12 lb. tea, 96 lb. sugar, 37 yards dress material, 25 yards flannel, 1 coat, hat, and pair trousers, and 45 lbs. rope for boat.

One hundred acres, situated 4 miles from Tathra, have been set apart as a reserve for aborigines. It is thickly timbered, but only a few acres are fit for cultivation. About 6 acres have been fenced in, and a portion cleared. It is occupied occasionally as a camping ground.

The aborigines are, as a rule, addicted to habits of intemperance.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

When ill, they are attended to by the Government Medical Officers for the district.

Cooma District.

(Cooma, Buckley's Crossing, Nimitybelle, and Delegate.)

Number of aborigines in the district, 29—26 full blood, and 3 half castes.

They are generally employed cutting firewood, and on stations as stockmen, &c.

At Delegate 13 adults and 2 children are supported by the Board. An area of land has been applied for on which to erect shelter for them. The following supplies have been distributed during the year:—2,544 lb. flour, 80 lb. tea, 636 lb. sugar, 11 pairs trousers, 11 shirts, 2 dresses, 2 petticoats, and 62 blankets.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

The majority are very temperate.

At Cooma they are very seldom ill, but when they are the Government Medical Officer attends to them, or they are sent to the local hospital. At Delegete they attend to one another.

Boggabilla District.

(Boggabilla and Yetman.)

Number of aborigines in the distaict, 86—58 full-blood, and 28 half castes.

The men who are able to work are, as a rule, employed in general station-work, and the women as domestic servants. Ten old and infirm aborigines and 5 children are supported by the Board. The following supplies have been distributed during the year:—4,822 lb. flour, 150 lb. tea, 1,212 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), 3 pairs trousers, 3 shirts, 8 dresses, 8 petticoats, and 70 blankets.

On the 8th August, 64 acres on the Macintyre River, near Boggabilla, were set apart as a reserve for aborigines. Four huts, 12 by 12, are now being erected upon it by the Board for the old and infirm.

One child attends the Public School, three others of school age living within a 5 miles radius of a school receive no instruction whatever.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance, but the liquor is difficult to obtain.

When ill, they are attended to by the Government Medical Officer for the district.

Moree District.

(Moree and Meroe.)

Number of aborigines in the district, 137—105 full-blood, and 32 half castes.

The men who are able to work get employment on the various stations in the district, shepherding, shearing, &c. The women also are employed by the station owners washing and scrubbing. The wages of the men are from 10s. to 15s. per week with rations. Thirty three old and infirm aborigines and 18 children are now supported by the Board. The following suppplies have been distributed during the year, at Goonal, Moree, Ferry Hie Hie, and Kanopia:—10,810 lb. flour, 337 lb. tea, 2,707 lb. sugar, Christmas extras (raisins, currants, suet, meat, &c.), 2 pairs trousers, 2 shirts, 1 dress, 1 petticoats, 44 yards dress material, and 200 blankets.

Fifty two acres, 1½ miles from the town of Moree, have been set apart as a reserve for aborigines. It is open country, suitable for cultivation, none fenced, nearly all cleared, none under cultivation. It is occupied by 18 aborigines, for whom the Board erected comfortable huts.

Four

Four children are receiving instruction at the Public School at Moree.

All are supplied annually with blankets by the Government. They are not in any way misappropriated.

They are all addicted to habits of intemperance, the liquor being supplied them by Europeans. The police do all they can to check the practice, but it is very difficult to catch people serving liquor, for most of the aborigines reside on stations some distance from police stations.

When ill, they are attended to by the Government Medical Officer for the district, who receives a honorarium for the services.

Warialda District.

(Warialda and Bingara.)

Number of aborigines in the district, 63—18 full-blood, and 45 half-castes.

The men are generally employed on stations, boundary-riding, horse-breaking, kangaroo-shooting, &c., for which they receive good wages.

Nine children are in receipt of instruction at Public Schools.

All are supplied annually with Government blankets. The issue is necessary, and they are in no way misappropriated.

A number are addicted to habits of intemperance; but the liquor is difficult to obtain.

When ill, the station-owners and selectors attend to them, and some cases are treated in the local hospital.

Narrabri District.

(Narrabri, Wee Waa, and Boggabri.)

Number of aborigines in the district, 140—61 full-blood, and 79 half-castes.

Those able to work are generally employed boundary-riding, shearing, and at general stations work. Some support themselves hunting kangaroos. Six old and infirm aborigines are supported by the Board. The following supplies have been distributed during the year,—2,132 lb. flour, 66 lb. tea, 535 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c., medical comforts (wine, essence of beef, &c.), artificial arm and hook for boy, and 297 blankets.

An area of 5,200 acres has been set apart for their use, 4 miles from Narrabri. It is watered by the Namoi River and Bohena Creek, is mostly open country, with occasional belts of scrub, and suitable for grazing purposes only.

Three children are receiving instruction at Public Schools.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

Several are addicted to habits of intemperance.

When ill, they are attended to by the Government Medical Officers for the district.

Tamworth District.

(Tamworth, Moonbi, Somerton, Carroll, Manilla, Barraba, Nundle, Gunnedah, Werris Creek, and Quirindi.)

Number of aborigines in the district, 208—25 full-blood, and 183 half-castes.

Those able to work are generally employed on stations shepherding, shearing, boundary-riding, &c. Some earn a living fencing, ringbarking, &c. Nine old and infirm aborigines and 20 children are supported by the Board. The following supplies have been distributed during the year:—6,430 lb. flour, 201 lb. tea, 1,614 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), medical comforts (eggs, fruit, sago, maizena, rice, honey, &c.), 4 pairs trousers, 4 shirts, and 150 blankets.

Thirty-six children are receiving instruction at the Public Schools.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

Only a few are addicted to habits of intemperance, the liquor being supplied them at their camps by Europeans. The police do all they can to check the practice, and several persons have been prosecuted and fined.

When ill, they are attended to by the Government Medical Officers for the district, or by the station-owners and selectors.

Coonabarabran District.

(Coonabarabran and Baradine.)

Number of aborigines in the district, 102—4 full-blood, and 98 half-castes.

Some of the men obtain employment on the stations, shearing, &c., whilst others earn a living kangaroo-shooting. The single women support themselves in domestic service.

Nine children are receiving instruction at Public Schools and 1 privately.

Blankets are issued to all who apply for them. They are in no way misappropriated.

Some are addicted to habits of intemperance, the liquor being supplied them by Europeans.

When ill, they are sent to the local hospital for treatment.

Murrurundi District.

(Murrurundi and Blackville.)

Number of aborigines in the district, 21—4 full-blood, and 17 half-castes.

They are generally employed on stations at shearing and other station-work. None are in need of aid from the Government.

One child is receiving instruction at the Public School.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

As a rule, they are temperate in their habits.

When ill, they are sent to the local hospital.

Coonamble District.

(Coonamble and Quambone.)

Number of aborigines in the district, 123—96 full-blood, and 27 half-castes.

They are generally employed on the different stations in various kinds of work. Twenty-four old and infirm aborigines and 21 children are supported by the Board. The following supplies have been distributed during the year:—11,744 lb. flour, 367 lb. tea, 2,936 lb. sugar, 1,384 lb. meat, Christmas extras (currants, raisins, suet, &c.), and 200 blankets.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

The majority are more or less addicted to habits of intemperance, the liquor being supplied them by publicans. The police find it very difficult to catch them in the act.

When ill, they are either treated by the station-managers or taken to the local hospital.

Warren District.

Number of aborigines in the district, 77—52 full-blood and 25 half-castes.

Those who are able to work are generally employed on stations. Seven old and infirm aborigines and 2 children are supported by the Board. The following supplies have been distributed during the year:—1,120 lb. flour, 36 lb. tea, 288 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), and 50 blankets.

All are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

The majority drink whenever they can obtain the liquor, which is, as a rule, supplied by Europeans, who visit the camps for immoral purposes.

When ill, they are attended to by the Government Medical Officer for the district.

Dubbo District.

(Dubbo, Peak Hill, Gilgandra, Dandaloo, and Narromine.)

Number of aborigines in the district, 261—160 full-blood, and 101 half-castes.

The men who are able to work are generally employed on the various stations in the district, shearing, boundary-riding, kangaroo-shooting, &c. Forty-one old and infirm aborigines, and 27 children are supported by the Board. The following supplies have been distributed during the year :—15,108 lb. flour, 474 lb. tea, 3,800 lb. sugar, 2,756 lb. meat, Christmas extras (raisins, currants, suet, &c.), medical comforts (oatmeal and maizena), 9 pairs trousers, 14 shirts, 18 dresses, 18 petticoats, 10 knicker suits, 8 pairs boots, hose, and 8 hats, and 210 blankets.

When the census was taken, 6 full-blooded male aborigines were prisoners in Dubbo Gaol, 5 under sentence, and 1 on remand for medical treatment.

Ten children attend Public Schools, and one receives instruction privately. Thirteen children of school age camping within a 5-miles radius of a school receive no instruction whatever.

The majority of the aborigines are addicted to habits of intemperance. The liquor is generally obtained at roadside inns, where detection is difficult. The police do their utmost to enforce the law. Two publicans in Dubbo were convicted during the year for supplying aborigines with liquor.

All are supplied annually with blankets by the Government. They are in no way misappropriated.

When ill, they are, as a rule, given medicine by their employers. Serious cases are attended to by the local Government Medical Officer, or treated at the local hospitals.

Mudgee District.

(Hargraves, Rylstone, Wollar, Mundooran, Denison Town, and Hill End.)

Number of aborigines in the district, 66—24 full-blood, and 42 half-castes.

Those able to work are generally employed on stations—shearing, shepherding, ring-barking, &c. Five old and infirm aborigines and 14 children are supported by the Board. The following supplies have been distributed during the year :—4,998 lb. flour, 155 lb. tea, 1,250 lb. sugar, Christmas extras (raisins, currants, suet, meat, &c.), 41 yards wincey, 18 yards flannel, 6 yards calico, 4 pairs trousers, 4 shirts and hats, 1,580 lb. meat, and 47 blankets.

All are supplied annually with Government blankets. They are in no way misappropriated.

Two children attend Public School, and five receive instruction privately.

Only a few of the aborigines are addicted to habits of intemperance.

When ill, which is very seldom, their employers give them medicine ; serious cases are sent to the local hospitals.

Bathurst District.

(Bathurst, Tuena, Trunkey, Hartley Vale, and Sofala.)

Number of aborigines in the district, 35—9 full-blood, and 26 half-castes.

Some are employed on stations and farms, others fencing, gold-digging, hunting marsupials, &c.

Six children are receiving instruction at Public Schools.

Two reserves have been set apart in this district for the use of aborigines. They are situated about 14 miles from Sofala, and adjoin one another. Their total area is 24 acres.

None of the aborigines are addicted to habits of intemperance ; they are generally hardworking and industrious.

When ill, they are sent to the local hospital.

Wellington District.

(Wellington, Obley, and Stuart Town.)

Number of aborigines in the district, 66—20 full-blood, and 46 half-castes.

The men who are able to work earn a living farming, shepherding, droving, and at general station-work. Occasionally, when work is scarce, rations are issued temporarily, constant supervision being kept to compel them to work when employment is offering. Eight adults and 10 children are supported by the Board. The following supplies have been distributed during the year :—4,224 lb. flour, 132 lb. tea, 1,056 lb. sugar, 3,696 lb. meat, Christmas extras (raisins, currants, suet, &c.), 6 pairs trousers, 6 shirts, 6 coats, vests, and hats, 7 pairs boots, 2 dresses, and 2 petticoats.

Seven children attend the Wellington Public School, and 3 receive instruction privately.

All the aborigines are supplied annually with blankets by the Government. They are not in any way misappropriated.

The majority are addicted to habits of intemperance. The police keep a constant watch to prevent them being supplied with liquor.

When ill, they are either attended to by the Government Medical Officer for the district or taken to the local hospital.

Orange District.

(Orange and Molong.)

Number of aborigines in the district, 28—12 full-blood, and 16 half-castes.

None are in need of aid from the Government ; they are generally employed on stations and farms, a few also earn a living fencing.

They are not addicted to habits of intemperance.

One child attends the Public School at Molong.

Blankets are supplied annually. They are in no way misappropriated.

When ill, they are either treated by the Government Medical Officer for the district or sent to the local hospital.

Forbes District.

(Forbes, Parkes, Eugowra, and Condobolin.)

Number of aborigines in the district, 146—51 full-blood, and 95 half-castes.

Those able to work are generally employed on stations as shepherds, labourers, rabbiters, &c. Thirteen adults and 11 children are supported by the Board. The following supplies have been distributed during the year :—4,694 lb. flour, 146 lb. tea, 1,187 lb. sugar, Christmas extras (raisins, currants, suet, beef, &c.), and 130 blankets.

An area of 80 acres has been set apart 8 miles from Eugowra for the use of aborigines. It is open country, well grassed, and suitable for either cultivation or grazing purposes. A portion has been fenced, cleared, and placed under cultivation, wheat being grown. It is occupied by a half-caste family, who have erected a slab house and barn on it.

Eight children are attending Public Schools ; 17 others, of school age, living within a 5-miles radius of a school, receive no instruction whatever.

Blankets are supplied annually to all who apply for them. They are in no way misappropriated.

A number are of intemperate habits.

When ill, the local medical practitioners give advice, gratuitously in some cases ; in others, they are treated at the local hospital, or by the Government Medical Officer for the district.

Cowra District.

(Cowra, Grenfell, and Canowindra.)

Number of aborigines in the district, 65—21 full-blood, and 44 half-castes.

A half-caste family at Grenfell is farming a 40-acre block of land, on which they make a living ; at Canowindra, one is employed tank sinking, the other as a farm-labourer ; at Cowra they are occasionally employed doing odd jobs for the settlers. Eight adults and 25 children are being supported by the Board. The following supplies have been distributed during the year :—7,554 lb. flour, 236 lb. tea, 1,894 lb. sugar, Christmas extras (raisins, currants, suet, meat, &c.), 6 boys' suits, 4 girls' dresses and petticoats, and 70 blankets.

Seventeen children are receiving instruction at the Cowra Public School. Most of the adults and children attend the Salvation Army meetings.

An

An area of 32¼ acres, about a mile from Cowra, near the railway bridge, has been set apart for the use of aborigines. It is used solely for camping purposes, for which it is well suited, being in an elevated position, and, at the same time, close to the river for water-supply. Forty-three aborigines are in occupation. During the year the Board erected upon it a two-roomed weatherboard dwelling for a widow and 7 children, and a single-roomed dwelling for two women living together with their two children.

There is also a reserve of 40 acres about 17 miles from Canowindra, but it is not now occupied.

Blankets are supplied annually to all who apply for them. They are in no way misappropriated.

Only one is addicted to habits of intemperance.

When ill, they are attended to by the local Government Medical Officer.

The aborigines in this district appear contented, and satisfied with the assistance they receive from the Board.

Brungle.

Number of aborigines at the settlement, 93—50 full-blood, and 43 half-castes.

The average monthly number supported by the Board during the year was 41 adults and 27 children. A number of the men work at various stations in the district for a portion of the year, shearing, &c. The following supplies have been distributed during the year:—18,890 lb. flour, 587 lb. tea, 4,749 lb. sugar, 9,061 lb. meat, Christmas extras (raisins, currants, suet, &c.), soap, tallow, medical comforts and medicine, timber, galvanised iron, nails, tools, fencing-wire, farming implements, seed oats, seed potatoes, fishing-tackle, harness, tarpaulin, sundry articles of ironmongery, and 100 blankets.

On the 25th September Messrs. C. W. Weeks, Police Magistrate, Gundagai; James Cornett, Sub-inspector of Police, Gundagai; Duncan M'Kinnon, Brungle; and Alexander M'Gruer, Brungle, were appointed a Local Board for visiting and managing the settlement.

The following is the Superintendent's report for the year:—

"In accordance with instructions given on the occasion of the visit of the Board in February, I cut up the ground into allotments, and caused the people to move their huts each to its own ground. The huts have been built in a better way, and are now very comfortable.

"The fencing is in fair order, and is constantly repaired, if damaged by straying cattle.

"The school is improving, and all children capable of receiving instruction are now in attendance. The school-room is much too small.

"*Cultivation*:—

This year there are several very good crops of corn and potatoes. All the seed-potatoes supplied by the Board have been sown, as well as a quantity saved by the more provident of the aborigines.

"Following the permission given by Mr. Fosbery, I sold the police-horse given to us, and purchased a thoroughly staunch farm-horse, and we have now two good horses for general work.

"Regarding the allotting of the land, I find that many of those who applied for land are too lazy to work it; others, again, would cultivate more than they have. I am, therefore, with the sanction of the Board, going to re-subdivide the paddock, taking from those who do not use it, and giving to those who will cultivate it.

"The seed-oats granted have realised a good crop of hay for the horses used for Government work during the year.

"I would again strongly urge upon the Board the advantage of appointing one regular hand as driver, &c. Most here cannot plough, or even drive; and, consequently, they spoil the horses and implements, and do no good. Moreover, there are only one or two I could trust to take the dray to town safely. If a man were paid, say, 10s. per week, all the available ground could be cultivated, and the extra expense would be recouped in the care of harness, implements, &c.

"*Superintendent's Quarters*:—

The new kitchen, &c., authorised has been duly erected.

"*Water Supply*:—

There are only two 400-gallon tanks, which do not afford a sufficient supply, as, with a month's dry weather, they are exhausted, and are now, in fact, empty. Water could be obtained by sinking, probably within 20 feet.

"One of the most objectionable features of the station is the number of able-bodied, young, unmarried men who constantly live here, supporting themselves chiefly by the women's rations. They occasionally go to work, but almost invariably dissipate the proceeds in liquor or gambling.

"I secured places at Junee for two young girls as servants; but, although very kindly treated, they ran away and returned here after a few months' service.

"The general tone of the settlement is, I think, improved. Three couples who were previously tribally married have been married again by the priest, evincing a desire to adopt respectable customs. More are to follow.

"*Drunkenness*:—

Since the Board was here, only one serious disturbance has taken place, viz., on 28th November. On this occasion I received information that a half-caste had obtained a supply of liquor, and was retailing it to the others. This, I am sure, was the case; but sufficient evidence could not be obtained to ensure a conviction. Christmas passed without disturbance here; but a number of the women went down to Tumut, and while camped there a European visited the camp for an immoral purpose, and supplied the men with liquor. The police succeeded in obtaining evidence. The man was convicted, and fined £3. The Bench expressed their intention of exacting the full penalty in any other case.

On the recommendation of the local Board, the matter of school accommodation was brought under the notice of the Department of Public Instruction, and the Minister urged to enlarge the building to twice its present size, and to erect a verandah as shelter from sun and rain. Some of the huts were removed to higher ground, owing to their location being uninhabitable in wet seasons, and to allow of the cultivation of valuable portions of the reserve. Larger areas were allotted to those members of the camp who showed a disposition to cultivate their ground. One of the aborigines was appointed driver at a salary of 10s. per week; and the Superintendent was supplied with a 1,000-gallon tank, which, with the two 400-gallon tanks already in use, affords ample supply of water.

Twenty-two children are attending the school established especially for their instruction, and the following extracts are taken from the report by the District Inspector of Schools, who visited the settlement on the 5th August.

Organisation:—

1. Material condition—in very fair repair.
2. Accommodation—scarcely sufficient.
3. Cleanliness—fair.
4. General appearance—tolerably neat and tidy.
5. State of records—well kept, except daily report.
6. Lesson guides—very fairly constructed.
7. Classification—moderate; the rate of progress is very slow.
8. Organisation—as far as the teacher is responsible, the organisation is tolerably satisfactory.

Dicipline:—

1 and 2. Punctuality and regularity—the pupils are pretty punctual.
3. Appearance of pupils—tolerably clean and tidy.
4. Demeanour—quiet and subdued.
5. Government—tolerably effective.
6. Order—very fair.
7. School movements—tolerable.
8. Drill—moderate, marching and the extension motions.
9. General mark for dicipline—in the school, fairly effective.

Instruction:—

1. Is the prescribed course followed?—singing, drawing, and object lessons are not taught.
2. Methods—of modern cast, but very poorly and carelessly applied.
3. Proficiency—indifferent.

Summary:—

1. General efficiency of school—indifferent.
2. Practical skill and usefulness of teacher—indifferent.
3. Have existing defects been pointed out, and suitable remedies prescribed?—Yes.

Narrandera District.

Number of aborigines in the district, 54—20 full-blood, and 34 half-castes.

The men who are able to work earn good wages shearing, rabbiting, &c., on stations, by which means they support their families. The women also assist by taking in washing, and the girls take situations as domestic servants. One woman and 6 children are supported by the Board. The following supplies have been distributed during the year :—1,040 lb. flour, 34 lb. tea, 260 lb. sugar, medical comforts, shirts, dress material, flannel, hose, boots, hats, knicker suits, and 67 blankets.

An area of 310 acres has been reserved for the use of the aborigines about 6 miles from Grong Grong and 13 from Narrandera. It consists of open forest country, is well grassed, and suitable for agricultural purposes. It is occupied by a half-caste and his family, who have cleared about 5 acres. They grow vegetables for sale. Inducements have been held out to the aborigines of the district to occupy and cultivate the reserve, but without effect.

Three children attend the Narrandera Public School, and 3 are receiving instruction privately.

They are all more or less addicted to habits of intemperance. The liquor is, as a rule, supplied them secretly by Europeans. Two convictions have been obtained against persons during the year for supplying them with liquor.

When ill, they are attended to by the Government Medical Officer for the district.

Albury Dist ict.

(Tumbarumba, Walbundrie, and Gerogery.)

Number of aborigines in the district, 5—3 full-blood, and 2 half-castes.

One is employed as a stockman on Copabella Station, 2 are in private service at Walbundrie, 1 is employed on Gerogery Station, and another earns a living as general labourer at Tumbarumba. None are in need of aid from the Board.

One child is receiving instruction at the Public School at Walbundrie.

They are not addicted to habits of intemperance.

Mogil Mogil District.

(Mogil Mogil, Collarendabri, and Mungindi.)

Number of aborigines in the district, 120—95 full-blood, and 25 half-castes.

The males who are able to work are principally employed on stations, and earn fair wages. Some of the females earn a little by washing and scrubbing at times. Thirty-four old and infirm aborigines and 12 children are supported by the Board. The following supplies have been distributed during the year :—13,374 lb. flour, 418 lb. tea, 3,342 lb. sugar, Christmas extras (meat, raisins, currants, &c.), and 130 blankets.

All are supplied annually with blankets by the Government. They are in no way misappropriated.

Many are addicted to habits of intemperance, but few to any great extent.

When ill, they are either given medicine by their employers, or use the medicine they themselves make from herbs, bark, &c.

Walgett District.

(Walgett, Carinda, Grawin, and Pilliga.)

Number of aborigines in the district, 285—192 full-blood, and 93 half-castes.

Those able to work are generally employed on stations as boundary-riders, stockmen, general labourers, &c. Thirteen old and destitute aborigines and 2 children are supported by the Board. The following supplies have been distributed during the year :—4,141 lb. flour, 129 lb. tea, 1,039 lb. sugar, Christmas extras, and 260 blankets.

A reserve of 100 acres has been set apart for the use of aborigines near the town of Walgett. It is used occasionally as a camping ground.

Seven children are receiving instruction at the Public School, Pilliga.

All are supplied annuallly with blankets by the Government. They are in no way misappropriated.

The majority are addicted to habits of intemperance. The liquor is usually obtained secretly from public-houses, and Europeans sometimes bring it to their camps.

When ill, in some cases they are attended to by their employers; in others, by one another.

Goodooga District.

(Goodooga, Angledool, and Tatalla.)

Number of aborigines in the district, 189—176 full-blood, and 13 half-castes.

Those able to work are employed on sheep-stations. Twenty-nine old and helpless aborigines and 11 children are supported by the Board. The following supplies have been distributed during the year :—14,252 lb. flour, 445 lb. tea, 3,558 lb. sugar, Christmas extras, and 250 blankets.

Nearly all receive blankets from the Government. They are not in any way misappropriated.

All are addicted to habits of intemperance. The liquor is usually taken to their camps by Europeans.

When ill, they attend to one another, preferring their own methods of treatment.

Brewarrina District.

(Brewarrina and Gongolgon.)

Number of aborigines in the district, 143—110 full-blood, and 33 half-castes.

About 40 are living at the Aboriginal Mission Station, on the Darling River, 9 miles from Brewarrina, which is under the control of the Aborigines Protection Association. Those who camp in other portions of the district generally work on sheep-stations.

The reserve on which the Mission Station stands contains an area of 5,240 acres. About half is open country. The remainder is thickly timbered with box-scrub. There are also several lignum swamps, comprising an area of 200 acres. In fair seasons the land is well-grassed.

The following extracts are taken from the annual Report of the Aborogines Protection Association for the year 1891 :—

"The progress of this Mission Station has not been so marked as that at either of the other two stations (Cumeroogunga and Warangesda). It is, of course, of much more recent origin, having only been established four and a half years. Much difficulty has been experienced in consequence of the great floods which covered the whole of the land, and caused considerable inconvenience and loss. However, we are glad to say that the uniform testimony of residents in the township of Brewarrina and district is that much improvement has taken place in the condition of the people since the formation of the Mission.

"Very little has been done on this station in the way of cultivation, the large area being devoted principally to sheep-farming.

"The stock on the station consists of 1,804 mixed sheep, 950 mixed weaners, 17 rams, 9 horses, and 14 cattle."

A new school-room has been built at the mission by the Department of Public Instruction, one-half of the cost being defrayed by the Board, the remainder from the vote for Public Instruction.

A tender has been accepted by the Board for additions and repairs, to be effected to the Superintendent's quarters, and for the erection of a dormitory for boys. Instructions have also been given for the purchase of material to erect huts for the aborigines, and a barn for produce. The cost of maintaining the Mission Station is borne by the Government. All charges for salaries, provisions, clothing, stock, building and fencing material, farming implements, seed, &c., &c., are defrayed from the sum voted by Parliament for the purpose.

Twenty-four children are attending the school. The following extracts are taken from the Report by the School Inspector, who visited the Mission on the 28th August :—

Organisation :—

1. Material condition—tolerable.
2. Accommodation—sufficient.
3. Cleanliness—tolerable.
4. State of records—fair.
5. Lesson guides—fair.
6. Classification—correct.
7. Organization—fair.

Discipline :—

Discipline :—

1. Punctuality—fair.
2. Regularity—fair.
3. Appearance of pupils—as tidy as can be expected.
4. Demeanour—quiet.
5. Government—mild.
6. Order—moderate.
7. School movements—slow.
8. Drill—indifferent.
9. General mark for discipline—moderate.

Instruction :—

1. Is the prescribed course followed? Yes.
2. Methods—modern.
3. Proficiency of classes—class 1, tolerable; class 2, tolerable to fair.
4. Average proficiency—tolerable.

All the aborigines in the district are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

The majority are addicted to habits of intemperance.

Barringun District.

(Barringun and Enngonia.)

Number of aborigines in the district, 116—107 full-blood, and 9 half-castes.

The men are generally employed as station-hands. A number of the women are also employed as laundresses, &c.; but the majority of the aborigines camp idly in the bush, and are liberally supplied with rations from the stations. Those who are camped on the rivers catch fish, and hunt rabbits, kangaroos, &c.

With very few exceptions, all are addicted to habits of intemperance and opium-smoking. The liquor is supplied them by the Europeans. In many instances it is purchased direct from the hotels, notwithstanding the vigilance of the police in their efforts to prevent it. The opium is supplied them by the Chinese, and they are much fonder of it than the liquor.

When ill, they are always attended to by members of their own tribe.

All are supplied annually with blankets by the Government. They are in no way misappropriated.

Bourke District.

(Bourke and Byerock.)

Number of aborigines in the district, 21—16 full-blood, and 5 half-castes.

Those able to work are employed on sheep-stations. Three old and infirm aborigines are at times supported by the Board. The following supplies have been distributed during the year :—428 lb. flour; 14 lb. tea; 107 lb. sugar; and 150 blankets.

The majority are addicted to habits of intemperance. The liquor, as a rule, is obtained secretly from publicans and others.

All are supplied annually with blankets by the Government. They are in no way misappropriated.

Wanaaring District.

(Wanaaring and Yantabulla.)

Number of aborigines in the district, 74—72 full-blood, and 2 half-castes.

All but a very few old ones are generally employed on stations the greater part of the year. At times they obtain a living fishing and hunting. Five adults are supported by the Board. The following supplies have been distributed during the year :—1,048 lb. flour, 33 lb. tea, 262 lb. sugar, and 50 blankets.

One child only is receiving instruction at the Wanaaring Public School.

The majority are more or less addicted to habits of intemperance.

All are supplied annually with blankets by the Government. They are in no way misappropriated.

When ill, they attend to one another, preferring their own methods of treatment.

Louth District.

(Louth, Curranyalpa, and Tilpa.)

Number of aborigines in the district, 107—89 full-blood, and 18 half-castes.

Those who are able to work readily obtain employment on stations, others support themselves by fishing and hunting. They do not require Government aid. Blankets are supplied to all applicants; they are in no way misappropriated.

Nearly all are addicted to habits of intemperance. The liquor is usually obtained from travellers; the police check this as far as possible.

When ill, they attend to one another, preferring their own methods of treatment.

Nyngan District.

(Nyngan, Cannonbar, Nymagee, and Cobar.)

Number of aborigines in the district, 168—128 full-blood, and 40 half-castes.

Those able to work are generally employed on the various stations in wool-shed work, sheep-mustering, rabbiting, &c. A few half-castes are in private employment. Twenty-four old and infirm aborigines and 5 children are supported by the Board. The following supplies have been distributed during the year :—6,969 lb. flour, 217 lb. tea, 1,748 lb. sugar, Christmas extras, and 130 blankets.

A large number are addicted to habits of intemperance, the liquor being generally obtained at bush hotels.

All are supplied annually with blankets by the Government. They are not in any way misappropriated.

When ill, they are generally sent to the nearest hospital.

Milparinka District.

(Milparinka and Tibooburra.)

Number of aborigines in the district, 219—187 full-blood, and 32 half-castes.

The men are, as a rule, employed on sheep-stations. At times they wander about living on game. Thirty-two old aborigines (17 males and 15 females) were supplied with clothing during the year.

One child attends school, and 2 receive instruction privately.

The majority of the aborigines are addicted to habits of intemperance. The liquor is generally taken to their camps by Europeans.

When ill, they generally attend on one another. At times a medical gentleman is called in.

Wilcannia District.

Number of aborigines in the district, 9, all of whom are full-blood.

They are employed on Mount Murchison Station rabbiting, &c., and are not in need of aid from the Government. They are, however, supplied annually with blankets, which are in no way misappropriated.

They all drink when they can obtain the liquor. It is very difficult to check the practice.

When ill, they are given medicine by their employer.

Silverton District.

Number of aborigines in the district, 49, all of whom are full-blood.

The men are employed on Mundi Mundi and Poolamacca Stations, mustering sheep, and at general station-work, for which they receive fair wages. With the exception of blankets, they do not receive or require any aid from the Government.

They are all addicted to habits of intemperance, the liquor, as a rule, being obtained at roadside inns.

When ill, they are supplied with medicine by their employers. Serious cases are sent to the Silverton Hospital.

Menindie District.

Number of aborigines in the district, 42, all full-blood.

All the men are employed on sheep-stations either as rabbiters, dog-poisoners, or boundary-riders. They all receive a blanket yearly, which is all that they require from the Government.

All are more or less addicted to habits of intemperance. The liquor is generally given to them by the men on the stations. This practice, however, is to a certain extent checked by the station-owners, who discharge any employee conveying liquor on the runs.

When ill, they are given medicine by their employers.

Pooncarie District.

Number of aborigines in the district, 59—54 full-blood, and 5 half-castes.

The men are principally employed rabbiting, sheep-mustering, and at general station-work about the wool-sheds during the shearing season. All are supplied annually with blankets by the Government; they are not in need of any other aid.

Some are addicted to habits of intemperance, the liquor being obtained at roadside inns. The practice is difficult to check.

When ill, they are supplied with medicine by their employers.

Wentworth District.

(Wentworth and Tareena.)

Number of aborigines in the district, 30—28 full-blood, and 2 half-castes.

They are generally employed on stations rabbiting, &c., and are not in need of any aid from the Government.

The majority are addicted to habits of intemperance, the liquor being generally given them by the Europeans who work on the stations with them.

When ill, they are either given medicine by their employers, or sent to the nearest hospital.

Hillston District.

(Hillston and Gilgunnia.)

Number of aborigines in the district, 61—51 full-blood, and 10 half-castes.

Those able to work are employed on stations, rabbiting, &c. Three old and infirm aborigines at Gilgunnia are supported by the Board. The following supplies have been distributed during the year:—1,260 lb. flour, 39 lb. tea, 315 lbs. sugar, 468 lb. meat, 7 pairs trousers, 7 shirts, 12 dresses and petticoats, and 150 blankets.

All are supplied annually with blankets by the Government. They are in no way misappropriated.

They will always drink when they can obtain the liquor. The police use every effort to check the supply. Two persons were convicted during the year, and sentenced to 14 days' imprisonment for supplying aborigines with liquor.

When ill, they are generally given medicine by their employers. Serious cases are treated by the local Government Medical Officer.

Lake Cudgellico District.

(Cudgellico and Euabalong.)

Number of aborigines in the district, 113—70 full-blood, and 43 half-castes.

Those able to work are generally employed on stations. Six old and infirm aborigines at Euabalong are supported by the Board; no others are in need of Government aid. The following supplies have been distributed during the year:—1,952 lb. flour, 61 lb. tea, 488 lb. sugar, Christmas extras, and 60 blankets.

Three children are receiving instruction at the Public School at Euabalong.

The majority of the aborigines are very fond of drink. They sometimes obtain liquor from bush hotels.

When ill, they attend on one another, preferring their own methods of treatment.

Mossgiel District.

Number of aborigines in the district, 99—83, full-blood, and 16 half-castes.

Those able to work are generally employed on stations; but 10, who from age and infirmity, are unable to earn a living, and 6 children are provided with food and clothing by the Board. During the year the following supplies have been distributed:—2,694 lb. flour, 84 lb. tea, 668 lb. sugar, 20 yards wincey, 7 yards flannel, 2 pairs trousers, 2 shirts, and 100 blankets.

All are supplied annually with blankets by the Government. They are not in any way misappropriated.

The aborigines in this district are very temperate.

When ill, the station-owners attend to them.

Hay District.

(Hay, Booligal, and Maude.)

Number of aborigines in the district, 21—19 full-blood, and 2 half-castes.

They are generally employed on sheep-stations, and, with the exception of blankets, are not receiving any aid from the Government, nor are they in need of any.

The majority are addicted to habits of intemperance.

When ill, they are given medicine by their employers.

Darlington Point District.

Number of aborigines in the district, 130—62 full-blood, and 68 half-castes.

The men work at the Aboriginal Mission Station at Warangesda and on the surrounding sheep-stations. The families nearly all live at the Mission.

Warangesda is under the control of the Aborigines Protection Association. It is situated on the Murrumbidgee River, about 2 miles from Darlington Point. The area of the reserve on which it stands is 1,981 acres, 500 of which are good open country, the remainder being heavily timbered.

The following extracts are taken from the annual report of the Aborigines Protection Association for the year 1891:—

"Our efforts at Warangesda have not been altogether fruitless, although we regret that more decided improvement is not forthcoming as the result of the labours of the past year.

"In November last the manager, Mr. F. W. Clarke, died, after a few week's painful illness. Mr. Clarke worked hard for the material progress of the station, and through his unremitting toil a considerable area was brought under cultivation.

"The Council filled the vacancy caused by the death of Mr. Clarke by the appointment of Mr. and Mrs. Hopkins; but they have felt compelled to resign after a short stay, as the work is too heavy for their strength.

"The total number on the station on the 31st December was 99.

"There are 75 acres under cultivation, from which a yield of 13 tons of hay, and 200 bushels of wheat, and 23 cwt. of potatoes has been secured, valued at about £90."

The cost of maintaining the Mission Station is borne by the Government. All charges for salaries, provisions, clothing, stock, building material, farming implements, seed, labour, &c., &c., are defrayed from the sum voted by Parliament for the purpose.

Twenty-five children are attending the school. The following extracts are taken from the report by the School Inspector, who visited the Mission on the 29th August:—

"*Organisation*:—

1. Material condition—very fair.
2. Accommodation—adequate.
3. Cleanliness—fair.

4. General appearance—very fair.
5. State of records—fair.
6. Lesson guides—fair.
7. Public notices—suspended.
8. Classification—fair.
9. Organisation—fair. Programmes accord with standard, except in history and drill.

Discipline :—

1. Punctuality—good.
2. Regularity—good.
3. Appearance of pupils—no boots, several uncleanly.
4. Demeanour—tolerable to fair.
5. Government—very fair.
6. Order—tolerable.
7. School movements—tolerable to fair.
8. Drill—moderate.
9. Special matters—First class, listless and talkative. The peculiar disadvantages connected with the school are considered.
10. General mark for discipline—tolerable.

Instruction :—

1. Is the prescribed course followed?—Yes, except in history and drill.
2. Methods—modern, fairly suitable.
3. Proficiency of classes—class 1, tolerable; class 2, tolerable to fair; class 3, tolerable.
4. Average proficiency—tolerable.

Teaching Staff :—

1. Is it sufficient?—Yes.
2. Attention to duties—very good.
3. Conduct and habits—very good.
4. Special matters—Teacher is a married man of considerable intelligence. He is earnest, persevering, and popular.

Summary :—

1. General efficiency of school—tolerable.
2. Practical skill and usefulness of teacher—tolerable.
8. Have existing defects been pointed out, and suitable remedies prescribed?—Yes. The instructions were received in a proper spirit by the teacher, who promised to remedy the defects.

All the aborigines in the district are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

They are very much given to habits of intemperance. The liquor is supplied them by station-hands and others.

When ill, they are either sent to the hospital at Narrandera, or treated by the Government Medical Officer at that place.

Deniliquin District.

(Deniliquin, Moulamein, Jerilderie, and Tocumwal.)

Number of aborigines in the district, 72—43 full-blood and 29 half-castes.

Those able to work are generally employed on stations, boundary-riding, rabbiting, &c. At Moolpa Station 2 old aborigines unable to earn a living are supported by the Board. They have received the following supplies during the year :—728 lb. flour, 23 lb. tea, and 182 lb. sugar.

All are supplied annually with blankets by the Government. They are not in any way misappropriated.

They all drink when they get the opportunity, the liquor, as a rule, being obtained from station-hands during the shearing season.

When ill, they are sent to the nearest hospital for treatment.

Moama District.

Number of aborigines in the district, 207—53 full-blood and 154 half-castes.

All the aborigines in the district (with the exception of some employed on Thule and Cobram Stations) make Cumeroogunga Mission Station their home, excepting when at work for neighbouring squatters and selectors.

The Mission Station, which is under the control of the Aborigines Protection Association, is situated on the right bank of the River Murray, about 4 miles from Moama, and about half-a-mile from the Bamah Punt. The area of the reserve on which it stands is 1,890 acres, of which 400 acres are high sand-hills above flood-level, suitable for agriculture, the remainder being low-lying box country, with the usual amount of gum swamp along the river.

The following are extracts from the Annual Report of the Aborigines Protection Association for the year 1891 :—

"At Cumeroogunga Mission Station considerable advance has been made in the material condition of the station. During the past year Mr. and Mrs. Pridham were appointed as overseer and storekeeper and matron respectively.

"The cultivation of 105 acres of land and 3 acres for fruit orchard was continued last year, with the result of 400 bushels of wheat, and also 6 tons of hay, valued at £100. Much improvement has been shown in and around the dwellings. Cottage gardens now surround almost every dwelling, and the well-kept condition of these gardens is a sign of increased industry and thrift.

"The help and advice of the Local Committee of Advice have proved of considerable benefit in the working of the station, as well as in the management thereof by the Council.

"The resignation of Mr. G. C. Bellinger, who has been manager since the removal from the site at Maloga, was accepted for the close of December 31st, 1891, and Mr. Bruce Ferguson has been appointed to the position.

"The returns show that the number of residents on the station on 31st December was 170."

The cost of maintaining the Mission Station is borne by the Government. All charges for salaries, provisions, clothing, stock, building material, farming implements, seed, labour, &c., are defrayed from the sum voted by Parliament for the purpose.

Fifty-five children are receiving instruction at the school. The following are extracts from the report of the School Inspector who visited the Mission Station on the 21st July last :—

Organisation :—

1. Material condition—good; improvements recently effected.
2. Accommodation—good.
3. Cleanliness—good.
4. General appearance—good.
5. State of records—very fair.
6. Lesson guides—fair. Do not properly show proposed weekly work.
7. Public notices—suspended.
8. Classification—fair; three defects.
9. Organisation—fair.

Discipline :—

1. Punctuality—very good.
2. Regularity—very good.
3. Appearance of pupils—majority untidy and uncleanly, and without boots.
4. Demeanour—fairly subdued, except in 1st class.
5. Government—firm and tolerably effective.
6. Order—tolerable to fair; 1st class listless and talkative.
7. School movements—fair.
8. Drill—tolerable.
9. Special matters—Allowance has been made for exceptional circumstances and special obstacles connected with school. No home training.

10. General mark for discipline—tolerable to fair.

Instruction:—

1. Is the prescribed course followed?—Not quite in all respects.
2. Methods—fairly suitable.
3. Proficiency of classes—class 1, tolerable; class 2, fair; class 3, tolerable.
4. Average proficiency—tolerable.

Teaching Staff:—

1. Is it sufficient?—Barely.
2. Attention to duty—very good.
3. Conduct and habits—very good.
4. Special matters—Teacher is a young man of studious habits and very fair intelligence. He commands respect, and exerts a beneficial influence over pupils and parents.

Summary:—

1. General efficiency of school—tolerable.
2. Practical skill and usefulness of teacher—tolerable.
3. Have existing defects been pointed out and suitable remedies prescribed?—Yes. The instructions were received in a proper spirit by the teacher, who promised to remedy the defects immediately.

All the aborigines in the district are supplied annually with blankets by the Government. The issue is necessary, and they are in no way misappropriated.

A large number are addicted to habits of intemperance. The liquor is generally obtained at Echuca and Bamah (Victoria).

When ill, the aborigines at Cumeroogunga are attended to by Dr. T. Orde Smith, of Echuca, who receives an annual allowance from the Government, for the service.

Balranald District.

Number of aborigines in the district, 87—79 full-blood, and 8 half-castes.

Six old and infirm aborigines are drawing rations from the Board. The following supplies have been distributed during the year:—1,098 lb. flour, 34 lb. tea, 278 lb. sugar, 4 pairs trousers, 4 shirts, 2 dresses and petticoats, and 50 blankets. Those able to work are generally employed on stations.

None of the children are receiving instruction. They are living on Yanga, Canally, and Paika Stations, 10 miles from any school.

All the aborigines are supplied annually with blankets by the Government. They are in no way misappropriated.

The majority are fond of drink; but they find it difficult to obtain liquor, the police keeping a watch over them when they visit the town.

When ill, they are taken to the local hospital.

Euston District.

Number of aborigines in the district, 6—all full-blood.

They are generally employed on sheep-stations, and are not in need of any aid from the Board.

They receive blankets annually. They are not in any way misappropriated.

They are all more or less addicted to habits of intemperance. Every care is taken by the police to prevent them being supplied with liquor.

When ill, they are taken to the nearest hospital.

APPENDIX B.

CENSUS, 1891.

Locality.	Full blood.								Half castes.								Grand Total
	Men.			Women.			Children.	Total	Men			Women.			Children	Total	
	Between 20 & 40 years.	Between 40 & 60 years	Over 60 years	Between 20 & 40 years	Between 40 & 60 years	Over 60 years			Between 20 & 40 years	Between 40 & 60 years	Over 60 years	Between 20 & 40 years	Between 40 & 60 years	Over 60 years			
Arakoon	6	3	4	4	5	3	5	30	4	1	.	2	2	..	12	21	51
Araluen	...	...	..	...	1	...	...	1	...	.	...	.		...	...	...	1
Armidale	...	...	..	...	...	...	.	...	...	...	...	2	...	...	...	2	2
Ashford	5	6	...	...	6	...	4	21	4	...	...	1	...	...	5	10	31
Ballina	5	...	1	5	2	3	5	21	..		. .	2	...	.	6	8	29
Balranald	24	12	3	21	11	8	...	79	1	..	...	3	...	...	4	8	87
Baradine	2	...	...	1	..	...	1	4	7	1	..	2	1		14	25	29
Barraba	...	.	...	...	..	...	...	...	2	.		4	1	...	10	17	17
Barringun and Enngonia	30	13	4	28	16	7	9	107	4	...	...	.	...	.	5	9	116
Bateman's Bay	...	1	...	...	...	...	...	1	...	.		...	..	...	...	...	1
Bathurst	2	...	...	1	..	1	1	5	...	.	.	1	...	.	1	2	7
Batlow	. .	...	...	...	.	...	...	...	...	1	...	. .	..		.	1	1
Bega	1	...	.	...	...	...	2	3	.	...	...	1	...	..	...	1	4
Bellingen	6	9	4	8	8	3	11	49	1	...	...	...	...	...	5	6	55
Berrima	1	...	...	...	...	...	...	1	...	...	.	...	...	...	...	.	1
Bingara	3	1	...	2	...	1	5	12	2	2	...	5	...	...	19	28	40
Blackville	...	...	...	1	...	...	...	1	...	.	...	1	...	...	. .	1	2
Blick's River	12	4	...	6	2	...	22	46	5	...	.	3	...	...	2	10	56
Boggabilla	16	2	...	12	4	1	8	43	6	2	..	5	1	...	9	23	66
Boggabri	1	...	...	...	...	...	...	1	5	...		1	...	..	11	17	18
Booligal	5	3	...	1	3	..	2	14	...	.	...	1	.	...	...	1	15
Bourke and Byrock	6	2	...	3	. .	...	5	16	1	...	..	3	...	...	1	5	21
Braidwood	...	...	.	...	2	...	...	2	...	...		1	.	...	2	3	5
Brewarrina and Gongolgon	18	8	15	14	15	2	38	110	3	2	...	6	2	...	20	33	143
Broadwater	1	2	...	2	...	...	4	9	...	...	..	...	...	.	.		9
Brushgrove	3	3	1	...	2	...	2	11	...	...	...	3	...	...	3	6	17
Buckley's Crossing	1	1	.	1	...		2	5	1	..	...		...	..	. .	1	6
Bundarra	...	3	1	1	2	1	10	18	...	...	. .	...	...		4	4	22
Bungwall Flat	...	. .	...	...	...	..	...	...	3	1	...	2	1	.	...	7	7
Camden	...	...	...	...	...	...	...	...	2	...	1	...	3	...	10	16	16
Cannonbar	3	8	6	3	4	1	5	30	4		...	4	...	...	8	16	46
Canowindra	1	...	...	...	...	. .	1	2	..	...		...	.	. .		...	2
Carroll	...	...	...	1	1	. .	. .	2	6	...	...	6	...	...	15	27	29
Casino	37	27	7	41	24	5	80	221	14	1	...	12	2	. .	33	62	283
Cassilis	2	..		1	..	..	.	3	4	...	...	1		...	4	9	12
Cobar	15	11	5	18	8	6	25	88	1			2	..		3	6	94
Cobargo	4	..	...	3	...	...	19	26	4	6	2	11	2	2	38	65	91
Condobolin	5	4		6	2	...	3	20	3	1		4	2		3	13	33
Cooma	1	...	1	1	.	...	3	6	...	...		...	.		2	2	8
Coonabarabran	...	...	...	...	...	...	...	...	11	3	...	21	2	..	36	73	73
Coonamble	12	9	3	3	1	3	18	49	4	1	...	2	.	.	7	14	63
Copeland	4	3	2	.	4	..	12	25	2	2	.	2	3		18	27	52
Copmanhurst	8	13	3	11	6	5	31	77	2	...	.	8	..	...	16	26	103
Coraki	7	8	2	4	2	1	18	42	2	...	...	2	. .	...	5	9	51
Cowra	3	2	...	1	1	1	9	17	9	4	...	3	4	..	20	40	57
Cudgellico	3	4	1	2	2	...	6	18	3	.	...	3	. .	...	6	12	30
Cudgen	1	1	..	.	...	.	1	3	..	...	...	1		...	5	6	9
Da morton	...	.	..	..	...		...	...	4	...	. .	. .	..	.	...	4	4
D ndaloo	7	3	..	5	5	4	7	31	3	.	...	4		...	16	23	54
Darlington Point (including Warangesda)	16	13	4	10	4	1	14	62	16	3	.	8	4		37	68	130
Delegate	3	4	1	2	.		4	14		.	..	...	...	.	.	...	14
Denliquin	1	5	...	1	3	..	...	10	2	..	...	...	.	...	. .	2	12
Denison Town	3		.	1	...	..	6	10		.	..	.		...			10
Drake	8	11	2	12	2		15	50	1	1		3	1		12	18	68
Dubbo	11	12	2	7	3	1	12	48	3	4	..	5	4	...	15	31	79
Eden	2	1	..	1			4	8			. .	...	.			...	8
Emu Flat	1	...	..		...	.	.	1	..	...	..	. .		..		...	1
Euabalong	11	3	1	9	5	1	22	52	5	2	...	1	3	...	20	31	83
Eugowra	1	2	.	1	.	.	5	9	2	2	..	2	1	...	8	15	24
Eurobodalla		..	1	1	...	2	...	4	1	2		4	2	..	11	20	24
Euston		3	. .	...		.	3	6	.	.	.	.	...	...		.	6
Forbes	10	1	2	..	1	1	2	17	4		..	6	.	...	35	45	62
Forster	2	1	3	1	2	...	1	10	6	1	. .	6	1	...	33	47	57
Gerogery	...	...				...	1	1		. .	...		..	.	...	. .	1
Gilgandra	8	5	3	5	5	1	16	43	4	...		5	..	...	29	38	81
Gilgunnia	1	1	..	2	2		. .	6							..	. .	6
Gladstone	4	2		1		..	5	12	6	...	...	3	1	.	18	28	40
Glen Innes	9	9	2	6	3	1	13	43	6	1	.	3	2	.	10	22	65
Goodooga, Tatalla, and Angledool	13	15	25	12	23	23	65	176	3	1	.	2	.	...	7	13	189
Grafton	7	8	1	6	6	...	7	35	1	...	.	3	1	...	8	13	48
Grafton South	11	18	3	7	9	4	6	58	3	1		4	1	..	9	18	76
Grenfell	2	..		...		...	...	2	...	2		...	1	..	1	4	6
Gresford		1	...			...	...	1	...	...	..	...	...	.	...	...	1
Gundagai	1			1			1	3	.		...	.	.	...	..	.	3
Gunnedah	3	1	3	1	1	.	.	9	2		.	4	4	.	4	14	23
Harwood	7	9	2	5	5	1	8	37	1	..		2	2		1	6	43
Hargraves	.				.	.		...	...	.			1		6	7	7
Hartley Vale	...		...	.				...	...	1	1	1	1		3	7	7
Hay	2	1	.				2	5	...			...			...	..	5
Hill End	...	...		...	1		...	1	1	...		1		...	2	4	5

APPENDIX B—*continued.*

Locality.	Full-blood.								Half-castes.								Grand Total.
	Men.			Women.			Children.	Total.	Men.			Women.			Children.	Total.	
	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			
Hillgrove	5	1	...	1	1	2	...	10	6	...	...	5	...	...	5	16	26
Hillston	10	7	...	6	5	..	17	45	2	...	...	...	...	...	8	10	55
Inverell	2	1	...	1	1	...	1	6	...	...	...	3	...	...	11	14	20
Jerilderie	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2
Kempsey	61	25	14	49	20	12	78	259	26	11	3	21	12	1	55	129	388
Kiama	...	...	...	2	...	...	...	2	4	3	...	5	...	...	14	26	28
Kogarah	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
La Perouse	1	1	...	1	1	...	2	6	1	2	1	2	2	...	11	19	25
Lawrence	10	3	...	14	1	...	14	42	1	...	...	1	...	...	2	4	46
Lismore	8	7	2	9	7	2	13	48	8	1	...	6	...	...	14	29	77
Liverpool	...	...	...	...	1	...	...	1	4	...	...	2	...	...	6	12	13
Louth, Tilpa, and Curranyalpa	23	8	1	21	7	4	25	89	2	...	...	2	...	...	14	18	107
Macksville	8	14	6	4	8	3	10	53	10	3	...	10	8	...	38	69	122
Maclean	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	2	2
Maitland East	...	...	...	1	...	...	...	1	...	...	...	1	...	...	1	2	3
Maitland West	1	...	...	...	...	...	2	3	1	...	...	...	...	...	...	1	4
Manilla	2	...	...	...	...	...	...	2	1	...	...	1	...	...	4	6	8
Maude	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1
Menindie	16	5	4	6	5	...	6	42	...	...	...	...	...	...	...	...	42
Meroe	8	6	2	6	5	2	4	33	2	1	...	...	...	...	1	4	37
Merriwa	1	...	...	1	...	...	...	2	...	...	...	2	...	...	...	2	4
Michelago	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Milparinka	32	19	...	25	5	...	15	96	2	1	...	2	...	...	9	14	110
Milton and Ulladulla	4	3	3	4	2	1	6	23	6	2	...	8	5	...	15	36	59
Moama (including Cumeroogunga)	8	5	...	9	4	2	25	53	40	20	...	22	2	...	70	154	207
Mogil Mogil, Collarendabri, and Mungindi	20	12	4	18	13	...	28	95	7	1	...	3	...	...	14	25	120
Molong	...	...	...	...	...	...	...	...	...	...	...	3	1	...	4	8	8
Mongarlowe	...	...	...	...	1	...	...	1	1	1	...	1	...	...	...	3	4
Moonbi	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	2	2
Moree	11	14	...	8	7	...	32	72	...	3	...	7	1	...	17	28	100
Morpeth	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	1
Moruya	...	4	3	1	1	1	2	12	...	...	...	1	2	...	11	14	26
Mossgiel	21	11	6	19	7	4	15	83	4	...	...	2	...	...	10	16	99
Moulamein	2	13	1	5	7	1	1	30	6	1	...	4	1	...	15	27	57
Mundooran	...	...	...	...	...	...	...	...	...	5	...	1	...	...	...	6	6
Murrurundi	1	...	...	...	...	...	2	3	5	...	...	4	1	...	6	16	19
Murwillumbah	15	6	...	10	6	...	9	46	2	...	...	3	...	...	9	14	60
Narrabri	6	6	2	6	...	2	2	24	6	4	...	6	2	...	10	28	52
Narrandera	4	5	3	4	4	...	...	20	2	2	...	7	3	...	20	34	54
Narromine	1	2	...	...	...	1	...	4	1	...	...	1	...	...	3	5	9
Nelligen	...	...	...	...	...	...	...	...	1	1	...	...	...	...	4	6	6
Nimitybelle	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Nundle	4	...	...	...	...	...	...	4	4	...	...	6	1	...	16	27	31
Nymagee	2	...	...	1	...	...	...	3	5	...	...	3	...	...	4	12	15
Nyngan	...	...	...	2	2	...	3	7	...	...	...	2	1	...	3	6	13
Obley	5	1	...	...	...	...	4	10	1	2	...	3	3	...	13	22	32
Orange	6	...	...	4	...	...	2	12	2	...	...	3	...	...	3	8	20
Palmer's Island	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1
Parkes	2	...	...	...	...	1	2	5	2	2	...	5	1	...	12	22	27
Parramatta	1	...	...	1	...	...	...	2	...	...	...	...	...	...	...	...	2
Peak Hill	8	3	4	7	2	1	9	34	...	...	...	3	...	...	1	4	38
Penrith	1	...	...	...	...	1	3	5	...	1	...	1	1	...	...	3	8
Picton	2	1	...	...	1	1	...	5	6	1	...	7	2	...	32	48	53
Pilliga	17	...	...	18	6	2	11	54	10	1	...	10	2	...	16	39	93
Pooncarie	10	10	1	12	6	...	15	54	1	...	...	1	...	...	3	5	59
Port Macquarie	7	7	2	6	4	3	13	42	8	5	1	9	6	...	43	72	114
Quambone	5	6	3	6	5	3	19	47	1	...	...	2	...	...	10	13	60
Queanbeyan	...	...	...	...	1	...	...	1	...	1	...	1	...	...	8	10	11
Quirindi	...	...	...	1	...	...	...	1	1	1	...	1	...	...	3	6	7
Randwick	8	...	...	4	...	...	2	14	1	...	...	1	...	...	...	2	16
Rose Bay	2	2	...	...	1	...	...	5	...	...	...	...	...	...	2	2	7
Rylstone	1	...	...	...	2	...	...	3	2	...	...	4	...	...	14	20	23
Salt Creek	6	6	1	2	6	...	6	27	1	...	...	...	...	...	1	2	29
Scone	2	3	...	...	1	...	...	6	...	1	...	1	...	...	4	6	12
Shoalhaven	1	7	1	5	2	4	15	35	17	3	1	11	4	...	54	90	125
Silverton	16	10	...	15	1	...	7	49	...	...	...	...	...	...	...	...	49
Singleton	15	8	1	8	4	2	21	59	3	2	...	4	...	...	11	20	79
Sofala	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1
Somerton	1	...	...	...	1	...	...	2	5	...	...	1	...	...	11	17	19
Stuart Town	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	1
Stroud	2	...	...	...	...	...	...	2	...	...	...	1	...	...	5	6	8
Swansea	...	...	...	...	2	...	...	2	1	2	...	1	2	...	5	11	13
Tamworth	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	2	2
Taree	3	2	1	4	2	3	4	19	7	2	...	3	3	...	18	33	52
Tea Gardens	...	5	3	3	2	1	3	17	1	...	...	1	...	...	...	2	19
Tenterfield	1	1	...	1	...	...	...	3	...	...	...	...	...	...	...	...	3
Tibooburra	31	7	1	27	3	...	22	91	...	...	...	3	...	...	15	18	109
Tinonee	1	...	1	1	...	...	3	6	...	...	...	...	...	...	...	...	6
Tocumwal	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Trunkey	...	...	...	...	1	...	2	3	3	...	...	3	...	...	8	14	17
Tuena	1	...	...	...	...	...	...	1	...	1	...	...	...	...	1	2	3
Tumbarumba	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	2	2

APPENDIX B—*continued.*

District.	Full-blood.								Half-castes								Grand Total.
	Men.			Women.			Children.	Total.	Men.			Women			Children.	Total.	
	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years			Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			
Tumbulgum	...	1	1	.	2		2	6	...	...	...	..	. .	.	1	1	7
Tumut	11	8	3	9	3	..	16	50	8	4	...	7	4	...	20	43	93
Ulmarra	2	1	...		...	...	...	3	3	1	...	...	...	. .		4	7
Uralla	3	...	.	2			2	7	2	.	...	3			3	8	15
Walbundrie	...	...	...	1	...	...	1	2	...		..	...	...	...	...	...	2
Walcha	10	5		10	3	..	25	53	4	3	.	3	2	...	21	33	86
Walgett, Carinda, and Grawin	38	16	7	29	10	6	32	138	10	1	...	6	...	...	37	54	192
Wanaaring and Yantabulla	22	13	5	11	10	3	8	72	1	..		...	...	...	1	2	74
Wardell	5	3	2	4	3	1	5	23	2	2		5	...	...	12	21	44
Warialda	1	3		2	...	.	. .	6	2	1		2	1	...	11	17	23
Warren	21	5	5	6	5	5	5	52	5	2	1	...	2	..	15	25	77
Wee Waa	8	4	...	9	. .	1	14	36	9	2	..	4	2		17	34	70
Wellington	3	4	...	1	...	...	1	9	4	3	...	6	1	...	10	24	33
Wentworth	...	1	...	...	...	.	...	1		...	...	.	...	...	...	...	1
Werris Creek	4	...	. .	.	1		. .	5	10	3	...	6	2	...	44	65	70
Wilcannia	2	1	1	4	1		.	9	...	...	. .		.	.	...	...	9
Wilson's Downfall	5	7	...	4	3	. .	7	26	. .	..		1	..		6	7	33
Windsor	2	1	2	3	.	2	4	14	12	5	2	10	1	...	47	77	91
Wingham	2	2	5	...	1	1	5	16		...	..		...	...	...	...	16
Wollar	...	2	...	2	2	...	4	10	2	...	..	1	...	...	2	5	15
Wollongong	...	...	...	...	...	..	...	...	..	1	..	1	...	...	...	2	2
Woodburn	1	...	...	..	...		.	1	...	...	...	...	...	.	...	...	1
Woodenbong	7	4	4	4	5	3	11	38	3	...	..	3	1		4	11	49
Woolgoolga	5	3	1	2	2	..	2	15	...	...	...	...	.	...	1	1	16
Yass	...	...	.	...	...	...	2	2	13	7	..	13	9	...	36	78	80
Yetman	3	5	. .	4	1	...	2	15	2	...	.	2	...	...	1	5	20
Young	2	...	...	...	...	.	...	2		.	..	...	...	...	. .	...	2
Total	1,000	641	224	769	441	173	1,210	4,458	522	176	14	498	147	3	1,655	3,015	7,473

APPENDIX C.

CENSUS RETURNS, 1890 AND 1891.

Comparison.

	Full-blood.					Half-castes.					Grand Total.
	Adults.			Children.	Total.	Adults.			Children.	Total.	
	Males.	Females.	Total.			Males.	Females.	Total.			
By return, 1890	2,039	1,428	3,467	1,226	4,693	723	646	1,369	1,638	3,007	7,700
Do 1891	1,865	1,383	3,248	1,210	4,458	712	648	1,360	1,655	3,015	7,473
Decrease	174	45	219	16	235	11	.....	9	.....	.....	227
Increase	.....	...	.....	...	...	.....	2	.....	17	8	.....

TABLE—BIRTHS AND DEATHS, 1891.

Full-blood.		Half-castes.	
Births reported	125	Births reported	133
Deaths ,,	207	Deaths ,,	50
Decrease by deaths over births	82	Increase by births over deaths	83

APPENDIX D.

EXPENDITURE by the Government on behalf of the Aborigines, 1891.

Vote.	Sub-vote.	Service.	Amount expended. £ s. d.	Amount expended. £ s. d.
Aborigines Protection Board.	Maintenance of old and infirm aborigines, &c., expended by Board.	Rations, clothing, farming implements, seed, erection of dwellings, boats and gear, medical comforts, &c., &c.	6,099 8 7	
		Railway fares (aborigines)	893 1 4	
		Office rent	58 0 0	
	Salary	Salary of Secretary to Board	80 0 0	
				7,130 9 11
	Aid to the Association for Protection of Aborigines	Salaries, rations, clothing, stock, building material, farming implements, seed, freight, labour, &c., Cumeroogunga, Warangesda, and Brewarrina Mission Stations	.....	2,861 8 9
Miscellaneous Services—Colonial Secretary's Vote	Burial of Paupers	Burial expenses—aborigines	.....	105 7 6
Medical Vote	Contingencies	Medical attendance and medicines	.....	633 10 2
Stores and stationery	Contingencies	Blankets, clothing, oars, stationery, &c.	.....	2,642 0 0
Public Instruction	Contingencies	School books, repairs, &c., to buildings, fuel, and cleaning	89 4 0	
	Salaries	Salaries of Teachers	616 19 4	
				706 3 4
		Total £	.....	14,078 19 8

APPENDIX E.

EXPENDITURE BY THE BOARD, 1891.

CHARGES against Votes—"Maintenance of old and infirm Aborigines," and "Rent, Incidental Expenses, &c."

Locality.	Average monthly number receiving aid. Adults.	Children.	Period.	Nature of aid.	Amount expended during the year. £ s. d.
Angledool	12	11	12 months	Rations	164 11 10
Ballina	1	.....	12 ,,	,,	5 14 9
Balranald	6	.....	6 ,,	,,	18 0 6
Baradine	.....	3	.....	Clothing	2 12 6
Barrington	10	24	12 ,,	Rations and clothing	161 10 9
Bega	2	3	1 month	Rations	1 6 9
Bellingen	16	3	12 months	Rations, clothing, conveyance of sick aboriginal to hospital.	38 2 10
Boggabilla	10	5	12 ,,	Rations and clothing	103 5 8
Bonshaw	1	5	12 ,,	Rations	31 16 0
Bourke	3	.....	5 ,,	,,	5 14 10
Bowraville	16	4	12 ,,	Rations and clothing	83 11 6
Braidwood	2	.....	12 ,,	Rations and firewood	11 13 3
Breeza	4	19	12 ,,	Rations	68 6 5
Brungle	41	27	12 ,,	Rations, clothing, erection of kitchen and store, building material, tools, fencing wire, farming implements, labour, horse, harness, blacksmith's accounts, seed, medical comforts, fishing tackle, salary of Superintendent, &c.	519 5 5
Brushgrove	1	.....	12 ,,	Rations	5 16 5
Bungawalbyn	1	.....	12 ,,	,,	6 3 10
Burrier	2	.....	12 ,,	,,	16 13 10
Bushfield	4	7	12 ,,	,,	35 17 0
Camira	3	.....	12 ,,	,,	21 10 9
Cobar	3	.....	12 ,,	,,	19 16 2
Colane	15	5	12 ,,	,,	85 2 4
Collarendabri	3	1	12 ,,	,,	21 0 6
Coolangatta and Greenwell Point.	10	32	12 ,,	Rations, clothing, boat, and oars	134 16. 7
Cooma	.....	.....	.....	Conveying sick aboriginal to hospital	0 5 0
Coonabarabran	.....	6	.....	Clothing	6 0 7
Copmanhurst	2	.....	12 ,,	Rations	13 8 4
Coraki	1	.....	12 ,,	,,	6 3 10
Cowra	8	25	12 ,,	Rations, clothing, and erection of two dwellings	136 15 11
Cox's River	8	16	12 ,,	Rations	106 19 4
Dandaloo	4	.....	9 ,,	,,	11 12 0
Delegate	13	2	6 ,,	Rations and clothing	43 3 3
Denison Town	3	4	12 ,,	,, ,,	45 0 4
Dryaaba	1	.....	3 ,,	Rations	1 8 6
Dubbo	16	12	12 ,,	Rations, clothing, and conveyance of sick aboriginal to hospital.	97 2 0
Eden	2	4	2 ,,	Rations, clothing, rope for boat	11 8 0
Elsmore	2	.....	4 ,,	Rations	3 15 9
Euabalong	6	.....	12 ,,	,,	37 12 11
Eugowra	2	5	12 ,,	,,	18 16 1
Forbes	6	4	11 ,,	,,	31 2 5
Forster	6	8	12 ,,	Rations, clothing, medical comforts, repairs to boat	61 11 11
Gilgunnia	3	.....	12 ,,	Rations	38 9 9
Glen Innes	1	4	12 ,,	,,	14 0 6
Glenorchy	2	2	12 ,,	,,	32 14 3

APPENDIX E—*continued.*

Locality.	Average monthly number receiving aid. Adults.	Children.	Period.	Nature of Aid.	Amount expended during the year. £ s. d.
Glen Ugie	2	1	12 months	Rations	13 2 7
Goodooga	10	.....	12 ,,	,,	75 0 1
Goonal	5	1	12 ,,	Rations and clothing	50 10 8
Grafton	2	.....	1 month	Rations, tent, and conveyance of sick aboriginal to hospital.	4 17 2
Gulargambone	10	7	12 months	Rations and clothing	100 17 9
Gunnedah	5	1	12 ,,	,, ,,	18 6 11
Hillston	13	6	.....	Clothing	10 13 0
Inverell	.....	2	.....	,,	0 18 4
Jervis Bay	3	7	12 ,,	Rations	34 19 1
Kajuligah	2	1	12 ,,	Rations and clothing	20 10 1
Kangaroo Valley	4	4	12 ,,	Rations, building tools, hire of team drawing timber	27 16 9
Kiama	1	5	12 ,,	Rations	10 17 5
Kunopia	15	5	1 month	,,	19 13 9
Kyogle	2	.....	12 months	,,	17 5 4
La Perouse	5	8	12 ,,	,,	87 18 3
Lawrence	1	.....	12 ,,	,,	5 11 3
Lionsville	2	.....	12 ,,	,,	16 19 11
Lismore	3	.....	12 ,,	,,	13 6 0
Macksville	23	5	12 ,,	Rations, clothing, and conveying sick aboriginal to hospital.	105 10 1
Macleay River	76	53	12 ,,	Rations, clothing, boats and oars, fencing material, allowance to postmaster, Bellbrook, for supervision of aborigines.	375 19 7
Mickabil	4	0	1 month	Rations	3 3 0
Millera	1	2	12 months	,,	15 8 6
Milparinka	22	.....	.....	Clothing	16 4 6
Mogil Mogil	13	8	12 ,,	Rations	124 12 3
Moolah	4	1	6 ,,	,,	15 17 7
Moolpa	2	.....	12 ,,	,,	12 4 1
Moree	4	2	12 ,,	,,	33 4 2
Mungindi	18	3	12 ,,	,,	118 1 5
Murrumbong	3	3	3 ,,	,,	8 6 7
Murwillumbah	4	.....	12 ,,	,,	9 9 1
Narrabri	5	.....	12 ,,	Rations, clothing, medical comforts, and an artificial arm and hook for boy.	32 13 3
Narrandera	1	6	12 ,,	Rations, clothing, survey of reserve	31 14 8
Nelligen	1	4	12 ,,	Rations and clothing	19 8 0
Nyngan	6	.....	12 ,,	Rations	21 5 2
Oban	12	3	12 ,,	,,	80 10 1
Orara River	3	.....	12 ,,	,,	14 6 6
Palmer's Island	1	.....	2 ,,	,,	1 10 4
Parkes	1	2	7 ,,	,,	5 16 11
Peak Hill	11	8	9 ,,	Rations and clothing	48 0 3
Penrith	1	1	9 ,,	,, ,,	3 1 1
Pilliga	9	2	12 ,,	Rations	42 5 8
Port Macquarie	16	17	12 ,,	Rations, clothing, and medical comforts	96 19 4
Quambone	12	11	12 ,,	Rations	128 12 11
Rylstone	1	9	12 ,,	,,	26 17 2
Sandilands	1	.....	12 ,,	,,	8 14 0
Singleton	24	24	12 ,,	Rations, clothing, erection of hut, building material, gunpowder, shot, caps, &c., &c.	216 5 7
Southgate	3	.....	12 ,,	Rations	18 18 1
Stuart Town	1	.....	.....	Clothing	0 15 6
Swansea	2	2	12 ,,	Rations and clothing	17 6 0
Sydney	.....	.....	.....	Tent, repairs to boat, &c.	14 8 0
Tabulam	6	.....	6 ,,	Rations	21 16 10
Tamworth	6	4	1 week	Rations, clothing, medical comforts, female escort for children to Sydney, *en route* to Warangesda.	5 0 3
Taree	12	14	12 months	Rations, medical comforts, repairs to boat	89 11 3
Tea Gardens	11	2	12 ,,	Rations, clothing, repairs to boat, sails, &c.	68 11 5
Terembone	12	10	12 ,,	Rations	123 11 7
Terry Hie Hie	9	10	12 ,,	Rations and clothing	94 14 8
Tibooburra	10	0	.....	Clothing	6 18 0
Tibora	1	1	6 ,,	Rations and clothing	7 10 1
Tomakin	2	.....	12 ,,	Rations	7 18 4
Tooloom	3	1	12 ,,	,,	25 2 11
Toulby	5	.....	12 ,,	,,	57 13 9
Turlingah	8	10	12 ,,	Rations and clothing	63 5 8
Ulladulla	15	12	12 ,,	Rations, clothing, medical comforts, new boats and gear, repairs to old boat, kellick lines, fishing tackle, paint for boat, cartage of bark for huts.	165 13 7
Walcha	1	.....	9 ,,	Rations	4 16 0
Walgett	4	.....	12 ,,	,,	27 6 7
Wallaga Lake	29	36	12 ,,	Rations, clothing, boat, oars, fishing-net, repairs to old boat, and allowance to Superintendent.	320 12 2
Wanaaring	5	.....	12 ,,	Rations	25 14 4
Wardell	1	.....	1 month	Rations and clothing	3 19 2
Warren	7	2	12 months	Rations	16 4 4
Wee Waa	1	.....	12 ,,	,,	6 6 6
Weilmoringle	2	.....	12 ,,	,,	23 1 6
Wellington	8	10	12 ,,	Rations, clothing, conveying sick aboriginal to hospital.	93 4 3
Wilson's Downfall	3	.....	12 ,,	Rations	19 18 9
Windsor	30	33	12 ,,	,,	90 1 3
Wingham	11	6	12 ,,	,,	53 11 5
Wollar	1	1	12 ,,	Rations and clothing	9 4 6

APPENDIX E—*continued.*

Locality.	Average monthly number receiving aid. Adults.	Children.	Period.	Nature of Aid.	Amount expended in the year. £ s. d.
Wollomombi	2	.....	12 months...	Rations, clothing, conveying sick aboriginal to hospital.	23 13 8
Woodburn	1	3	4 ,, ...	Rations	3 9 9
Woolgoolga	2	.....	4 ,, ...	,,	3 11 4
Wyangarie	1	.....	1 month ...	,,	0 19 5
Wyrallah	6	.....	12 months...	,,	35 17 0
Yass, Pudman Creek, and Blakney Creek.	10	26	12 ,, ...	Rations, firewood, clothing, seed, disinfectants, &c.	118 13 7
Railway fares (Aborigines).	.....	.....	.....	.....	893 1 4
Office rent, Sydney...	.....	.....	....	.....	58 0 0
				Total ..... £	7,050 9 11

APPENDIX F.

AMOUNTS Paid for Medical Attendance.

Locality.	Amount. £ s. d.	Locality.	Amount. £ s. d.
		Brought forward	273 4 2
Armidale	1 10 0	Macleay River	50 0 0
Barrington	25 0 10	Milparinka	1 0 0
Bellingen	9 15 0	Moree	10 0 0
Boggabilla	10 10 0	Moruya	6 12 6
Bourke	2 0 0	Murwillumbah	0 10 0
Braidwood	12 11 0	Narrabri	22 10 0
Brungle	7 19 6	Narrandera	36 0 0
Camden	0 10 0	Nyngan	20 10 0
Casino	5 10 0	Parkes	0 10 0
Collarendabri	2 0 0	Port Macquarie	4 16 0
Cowra	11 5 0	Singleton	37 15 0
Cumeroogunga	50 0 0	Shoalhaven	10 11 0
Forbes	7 10 0	Tamworth	6 16 0
Forster	6 15 0	Taree	40 0 0
Grafton	21 0 0	Ulladulla	7 14 6
Gunnedah	9 0 0	Walgett	1 10 0
Hillston	6 10 0	Wardell	2 2 0
Kiama	9 14 0	Wallaga Lake	10 14 0
Kookabookra	1 1 0	Wellington	7 0 0
La Perouse	50 0 0	Wingham	25 0 0
Lismore	22 0 0	Yass	56 15 0
Macksville	1 2 10	Young	2 0 0
Carried forward £	273 4 2	£	633 10 2

N.B.—These charges were defrayed from the Vote for Department of Medical Adviser to the Government.

APPENDIX G.

LIST of Articles supplied Aborigines from the Government Stores, 1891.

Locality.	No. Receiving Aid. Adults.	Children.	Nature of Aid.	Locality.	No. Receiving Aid. Adults.	Children.	Nature of Aid.
Ballina	9	...	Clothing	Hillgrove	4	1	Clothing.
Bendemeer	1	2	do	Kookabooka	...	1	do
Blicks' River	9	6	do	Laurence	4	...	do
Brungle	...	...	Medicine and tarpaulin	Lismore	10	...	do
				Murwillumbah	9	6	do
Brushgrove	3	...	Clothing	Palmer's Island	2	...	do
Bundarra	2	7	do	Taree	...	...	One pair oars.
Ashford	4	10	do	Turlingah	...	...	do
Casino	10	39	do	Tumbulgum	4	3	Clothing.
Coraki	3	...	do	Ulmarra	1	...	do
Copmanhurst	19	6	do	Wilson's Downfall	9	4	do
Cudgen	1	1	do	Woodburn	1	...	do
Drake	12	...	do	Woodenbong	14	...	do
Glen Innes	5	4	do	Wolgoolga	3	...	do
Grafton	8	...	do	Sydney	...	...	Office stationery.
Grafton South	13	...	do	Various places throughout the Colony	...	...	7,985 Blankets.
Harwood	8	1	do				

N.B.—The cost of these articles and their transit (£2,642) was defrayed from the vote for Government Stores.

APPENDIX H.

STATEMENT of Expenditure on account of Aborigines, by the Department of Public Instruction, during the year 1891.

Name of School.	Salaries.	School Books.	Buildings, Repairs, Furniture, and Rent.	Fuel and Cleaning.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Barrington	48 0 0	.....	6 9 3	.....	54 9 3
Brewarrina	96 0 0	1 12 1	31 16 3	.....	129 8 4
Brungle	72 0 0	3 19 11	.....	.....	75 19 11
Cumeroogunga	140 0 0	.....	33 15 10	2 2 0	175 17 10
Forster,	32 19 4	1 13 8	0 4 6	.....	34 17 6
Wallaga Lake	96 0 0	.....	.....	2 11 10	98 11 10
Warangesda	132 0 0	2 16 8	.....	2 2 0	136 18 8
Total	616 19 4	10 2 4	72 5 10	6 15 10	706 3 4

Sydney: Charles Potter, Government Printer.—1892.

[1s. 3d.]

1892-3.

NEW SOUTH WALES.

PROTECTION OF THE ABORIGINES.

(REPORT OF BOARD FOR 1892.)

Presented to Parliament by Command.

The Aborigines Protection Board to The Principal Under Secretary.

Sir, Office of the Board for the Protection of the Aborigines, Sydney, 1 March, 1893.

In accordance with the established practice, we have the honor to submit for the Chief Secretary's information a report of the proceedings of the Board during the year 1892, together with information regarding the condition of the aborigines of the Colony, and a statement in detail of the expenditure of the funds voted by Parliament for their relief.

Weekly meetings of the Board have been regularly held, and fully attended by the majority of the members.

The census returns [*Appendix A*] which were collected by the Police on the 15th October last, exhibit, as compared with the numbers for the previous year, an increase of 122 half-castes, and a decrease of 246 full-blooded aborigines, thus reducing the total aboriginal population of the Colony from 7,473 to 7,349.

The deaths amongst the full-bloods exceeded the reported births by 86, the numbers being 192 and 106 respectively. In the Barringun district a marked decrease was reported, not through any increased mortality, but owing to numbers having crossed the border into Queensland to procure employment which was offering at the time on sheep stations in that colony. Again, in the Salt Creek district, in the south-western corner of the Colony, the returns showed that the whole of the aborigines who properly belonged to that locality, were at the time of the taking of the census camped in one or other of the adjoining colonies of South Australia or Victoria. The greater proportion of the decrease is, therefore, to be accounted for by temporary migrations.

Amongst the half-castes, the increase by births over deaths was 98, the numbers being 153 and 55 respectively.

From the 1st January, 1883, to the close of the year 1887, the full-blooded aborigines decreased from 6,540 to 5,042, or 22·9 per centum for the period embraced. At the end of a further period of five years, that is to the end of 1892, the number had still further decreased to 4,212, or 16·5 per centum. On the other hand the half-caste population had increased from 2,379 on the 1st January, 1883, to 3,137 in 1892, or 32 per centum.

The total sum expended by the Government during the year on behalf of the aborigines, amounted to £17,030 3s. 8d. [*See Appendix C.*] This includes an expenditure of £9,019 7s. 6d., by the Board on aborigines generally, and £3,717 4s. in liquidating claims incurred by the Aborigines Protection Association in connection with the aboriginal stations at Cumeroogunga, Warangesda, and Brewarrina; £776 4s. 6d. by the Medical Adviser to the Government; £901 6s. 8d. by the Minister for Public Instruction; £2,504 by the Controller-General of Stores; and £112 1s. by the Principal Under Secretary.

A statement in detail is given of the expenditure by the Board. [*See Appendix D.*] The number of those receiving aid in the shape of rations and clothing increased during the year from 1,420 to 1,581, 887 adults and 694 children.

During the year seven additional reserves, aggregating an area of 721 acres, have been set apart for the use of aborigines at Ulladulla, Cox's River, Delegate, Coonabarabran, Gulargambone, Balranald, and Grafton. The

The reserves on the Crudine Creek, Sofala District, with an area of 24 acres, have been revoked, there being no further use for them.

On the 31st December last, there were 83 reserves in different parts of the Colony with a total area of 22,939 acres, as compared with 78 with an acreage of 22,242 at the close of the previous year.

It will be seen from the following extracts from Police Reports, that very fair progress continues to be made in the cultivation of a number of these reserves, in which direction the aborigines receive every encouragement and assistance by the Board :—

Ingalba :—Thirty-nine aborigines reside on the reserve. Since the supply of tools, &c., by the Board in September last, they have put about 2 acres under cultivation, and have fenced it in with the timber which they cleared off the land. They have ringbarked another portion and cleared off some of the undergrowth, and have fenced off a small paddock for their horses. They keep pigs, turkeys, geese, and fowls. Those improving the land receive rations from the Board as an inducement to continue the work ; the old and infirm are also supplied with food and clothing.

Cabbage-tree Island, Richmond River.—The adult aborigines are, during the cane-growing season, engaged by farmers on the river in chipping and planting cane, burning off scrub, &c. When not thus employed, they improve their own land, and work hard and well. They have about 30 acres of the island cleared, and 10 acres under crop, principally sugar-cane.

Yass District.—The reserve at Blakney Creek is occupied by a half-caste family. They are comfortably housed, and have horses, cattle, and sheep of their own. The land is all fenced in, and several acres are under cultivation. Reserves Nos. 43 and 153 are also occupied by half-caste families, who have several acres fenced and under cultivation.

Cox's River.—The reserve of 78 acres has been occupied by a number of aborigines for years past. They make a fair living on it rearing stock, and growing maize. They all live in comfortable huts, and are not in need of of any additional aid by the Board.

Arakoon District.—The reserve at Long Reach, near Kinchela, is occupied by an aboriginal family, who have a fair area under crop—maize. The reserve at Pelican Island is being cultivated by four families, that at Shark Island by three families. They have made great improvement during the past twelve months by way of clearing and cultivating, and should the season continue favourable they should this year receive good crops.

Gladstone District.—Reserves Nos. 252 and 253 are occupied by a number of aborigines. They have been cleared, and are under crop. Reserve No. 173, at Kinchela, is occupied by an aboriginal and his family. The Board recently provided him with fencing-wire. He procured posts himself, and fenced the land in. The reserve is partly cleared, and under crop. An aboriginal family occupies a reserve on the right bank of Kinchela Creek. It is cleared and under crop. An aboriginal woman and her son have two small reserves, one on each side of Belmore River. The Board recently provided fencing material for one, which has been erected. These aborigines are very industrious, and no burden upon the Government.

Kempsey District.—Reserve No. 185 is occupied by a number of aborigines. About 20 chains of fencing have been erected, 6 acres cleared of scrub, and a portion planted with maize. Some choice fruit-trees have also been put in.

Macksville.—There are about twenty aborigines living and working on reserve No. 140. It is sub-divided by barbed-wire fencing. About 12 acres have been fairly well cleared and ploughed, and are now under crop.

Port Macquarie District.—Reserve No. 3,994, of 30 acres, is occupied by one man and his family, with three old aborigines, in all seven people. Seven acres have been scrubbed, 2 cleared, 2 are in course of being burnt off, and 1 acre is under maize. The whole is enclosed with a sapling fence. On reserve No. 2,598 there are four families residing. They have felled about 32 acres, and are burning off. Reserve No. 3,167 is occupied by three families, who have just gone on to it to prepare it for crop.

Singleton.—The reserve at St. Clair is being fenced in by the aborigines, and cultivation carried on, maize, pumpkins, potatoes, &c., being produced with considerable skill. There are about seventeen aborigines at present residing on it.

Coonabarabran.—Two huts have been erected on the reserve by the aborigines, and another very substantial one is in course of construction, for which roofing iron is to be supplied by the Board. Six acres have been cleared and prepared for cultivation, 4 of which have been enclosed with a rough bush fence. About thirty fruit-trees have been planted, and they are all doing well. The male adults are usually employed marsupial shooting, and in the shearing season they generally find work at the local sheds.

Suitable provision for housing the aborigines has been made in several districts. During the year comfortable dwellings have been erected by the Board for old and infirm aborigines at Boggabilla, Balranald, Eden, Lake Macquarie, Delegate, and La Perouse, and material has also been supplied to aborigines to construct huts for themselves at Singleton, Cox's River, Turlinjah, and Nelligen.

There are now thirty boats in the possession of the aborigines. They are, with few exceptions, well cared for, and are in fairly good condition. They are under the observation and control of the police. The uses to which they are generally put are fishing, conveying stores and produce to and from the island reserves, and ferrying children to school.

Schools established specially for the instruction of aboriginal children are now in operation at Barrington, Brewarrina, Brungle, Cumeroogunga, Forster, Wallaga Lake, Warangesda, Wauchope, Rolland's Plains, and Pelican Island (Macleay River). Of these the three last named were opened in 1892. A building is also in course of construction on the reserve near Cowra, and on its completion a teacher will be placed in charge by the Department of Public Instruction. The

The Board continue their efforts to secure the attendance at public schools of children of aborigines camped near European settlements. A large number do so attend, but in a few places it has been found necessary to withdraw them, owing to objections taken by the parents of European children, not that they were not clean or decently clad, but simply because they were aboriginal children. Where there has been a sufficient number of school age, the difficulty has been met by the establishment of special schools, and the change is apparently appreciated by the aboriginal children themselves, as the attendance has been more regular and the progress more pronounced. These schools are visited from time to time by inspectors under the Department of Public Instruction, and appended will be found copies of their latest reports.

The aboriginal children at Yass, to the number of twenty, receive a gratuitous education at the local Convent school.

The total number of aboriginal children now receiving instruction is 631,—577 at schools, and 54 privately. These figures exhibit the very satisfactory increase of 76 as compared with those for the previous year.

The police succeeded in obtaining twenty-five convictions during the year against persons for supplying aborigines with liquor, notwithstanding the precautions taken by publicans, and the various artifices resorted to by the aborigines themselves to obtain the spirits. In two instances the offenders were sentenced to terms of imprisonment for one and three months respectively.

At Gunnedah, in June last, an application for the renewal of a publican's license for the "Shearers' Arms" was opposed by the Licensing Inspector for the district, the chief ground of objection being that the house was frequented by aborigines, and that they were supplied with drink, though in such a cautious manner as to prevent the police securing sufficient evidence to prosecute. The application was refused, and the house closed.

Another vice which will require watching appears to have been introduced amongst the aborigines, that of opium-smoking, a report having been received to that effect from the police at Barringum, on the Queensland border. The opium is obtained from the Chinese.

In May last, the preliminary steps were taken with a view to the establishment of a home for aborigines in the Clarence River district, Parliament having voted a sum of £1,000 for the purpose. The Board had for years past recognised the necessity of providing the aged and infirm aborigines on the northern rivers with comfortable homes, under the care of a suitable superintendent and matron, of educating and training their children, and at the same time providing employment for the able-bodied in work of a reproductive nature.

The first step taken was to appoint a Local Board to act as an advisory committee in all matters pertaining to the Home. A copy of their report to the 31st December will be found appended.

The site selected for the establishment was a 200-acre reserve adjoining the Temporary Common, about 9 miles from the town of Grafton, a large portion of which is above the highest known flood level, and excellent land.

The improvements effected during the year have been of an encouraging nature, the aborigines working well and cheerfully. The inmates express themselves thoroughly satisfied with the Home, the provision made for their comfort, and the treatment they receive. Not many have as yet availed themselves of the advantages to be derived at the settlement, but the number is steadily increasing.

The amount expended by the Board on the Home during the year was £833. The value of improvements effected, and of stock and other property on the 31st December, was estimated at £630.

Much improvement is noticeable at the aboriginal settlement at Brungle, in the Tumut district. The school-room has been enlarged to double its original size, and now provides ample accommodation. The number of pupils enrolled in December quarter was thirty-three. The District Inspector of Schools, on his last visit, expressed himself as well satisfied with the progress made.

About 25 acres of the reserve are under cultivation. The wheat crops were very good, but were unfortunately destroyed by fire just as they were ready for reaping. The hay grown for the use of the horses at the settlement returned a good crop, as did the potatoes.

The deaths during the year numbered three (all children) and the births nine. The number at the settlement on the 31st December was 100—48 full-bloods and 52 half-castes.

To each family is allotted a few acres, which they cultivate. They are now comfortable, and on the whole well conducted, a vast improvement being noticeable in the habits of the younger members of the tribe.

The donations to the Aborigines Protection Association only amounted to £168, as compared with £354 for the previous year, or a decrease of over 50 per cent. Attention has been drawn in previous reports to the unsatisfactory position of affairs in connection with the Association, and to the marked falling off year by year of support from the general public. The following table will show the amount of contributions since the year 1885:—

	£
1885	958
1886	758
1887	1,180
1888	444
1889	542
1890	220
1891	354
1892	168

Owing to this rapid decline the Council of the Association, early in December quarter of last year, appointed a collector, and arranged for meetings in the city and suburbs for the purpose of enlisting increased support. The result, however, has not been encouraging, the whole amount received for the three months being £58 11s. 9d. only, of which the expenses of collection absorbed over 50 per cent.

The amount expended by the Government through the Board during the year in liquidating claims incurred by the Association was £3,717 4s., a considerable sum in comparison with the donations. A sum of £1,669 18s. 6d. was also expended by the Association direct from donations, sale of wool and other produce, rations and clothing, &c., making a grand total of £5,387 2s. 6d.

A deputation from the Council of the Association, which waited upon the Board towards the close of the year to discuss the position of affairs, and to obtain an expression of opinion as to the Board's wishes concerning the future operations of the Association, were informed that the time had arived when the sole management of the Mission Stations Cumeroogunga, Warangesda, and Brewarrina should be vested in the Board, and that as the Association (an irresponsible body) had failed to raise funds to any appreciable extent, leaving the whole of the expenses of maintenance to be borne by the Government, they could not expect to continue to have a voice in the management of the Stations.

The vote for 1892 was taken as an "Aid to the Aborigines Protection Association," but in the Estimates for 1893, which are now before Parliament, this has been altered to a grant "Towards the cost of maintaining the Aboriginal Stations at Cumeroogunga, Warangesda, and Brewarrina," so that the expenses in connection with the Stations would still be provided for should the Association be relieved of their management at any time during the year.

The Board admit that the amount of proceeds of sale of produce raised on the stations is increasing, but this is in a large measure owing to purchases, in the first instance, of stock, &c., out of Government funds. They are also of opinion that the establishments could be as effectively managed at a much reduced rate of expenditure.

The Association's office expenses for the year (salary of secretary, rent, commission, &c.) amounted to £256, or £88 in excess of the donations from the general public.

Appended will be found a return, showing the number of residents at each of the Mission Stations on the 31st December last, and the daily average population throughout the year. At Cumeroogunga the proportion of full-bloods to half-castes is 2 to 5; Warangesda, 2¾ to 5, and Brewarrina, 11½ to 5.

The Board cannot conclude their report without expressing their appreciation of the valuable assistance cheerfully rendered them by the several District Boards of Advice and the members of the Police Force generally in furthering their aims for ameliorating the condition of the race.

We have, &c.,
EDMUND FOSBERY, Chairman.
RICHARD HILL, M.L.C.,
PHILIP GIDLEY KING, M.L.C.,
SYDNEY BURDEKIN, M.L.A.,
A. M. HUTCHINSON,
G. O'MALLEY CLARKE, S.M.,
W. H. SUTTOR, M.L.C.,
THOS. COLLS, M.L.A.,
} Members of Board.

APPENDICES.

APPENDICES.

APPENDIX A.

Census Returns, 1892.

Locality.	Full-blood.								Half-castes.								Grand total.
	Men.			Women.			Children.	Total.	Men.			Women.			Children.	Total.	
	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			
Albury	3	...	...	...	1	...	...	4	...	...	...	...	...	...	...	...	4
Animbo	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1
Arakoon	8	7	3	7	6	...	10	41	5	1	...	2	1	...	8	17	58
Araluen	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	1
Armidale	6	3	...	2	1	...	6	18	...	...	...	1	...	...	4	5	23
Ashford	4	4	...	1	3	...	2	14	2	1	...	3	...	...	16	22	36
Ballina	4	...	1	3	...	1	2	11	...	...	...	1	...	...	1	2	13
Balranald	5	6	2	4	5	...	8	30	3	...	...	2	...	...	1	6	36
Baradine	1	..	...	...	...	...	...	1	7	1	...	2	1	...	15	26	27
Barraba	...	...	...	...	...	...	...	...	2	...	...	4	1	...	10	17	17
Barringun and Enngonia	16	10	4	11	6	4	7	58	4	...	...	4	...	...	3	11	69
Bateman's Bay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bathurst	3	...	...	...	...	...	...	3	...	...	...	1	...	...	1	2	5
Bega	...	...	...	...	...	...	1	1	...	...	..	...	...	...	...	...	1
Bellingen and Fernmount	6	7	4	8	9	2	6	42	...	...	...	...	...	...	5	5	47
Berrima	2	...	...	...	..	...	...	2	...	...	...	...	...	...	...	...	2
Bingara	3	4	...	4	2	1	6	20	2	3	...	4	...	...	21	30	50
Blackville	2	...	...	1	...	...	...	3	2	1	...	...	...	...	...	3	6
Blick's River	10	4	...	7	4	...	19	44	3	...	...	3	...	...	2	8	52
Boggabilla	15	2	...	12	5	1	11	46	6	2	...	5	..	...	9	22	68
Boggabri	2	1	...	1	...	..	1	5	3	...	...	2	...	...	...	5	10
Booligal	6	5	...	5	2	1	12	31	2	...	...	1	...	...	2	5	36
Bourke and Byrock	4	1	...	2	...	...	5	12	1	...	...	3	...	..	1	5	17
Braidwood	...	...	...	1	.	2	1	4	...	...	...	1	...	...	3	4	8
Brewarrina and Gongolgon	17	8	15	19	13	5	41	118	3	2	...	...	6	2	21	34	152
Broadwater	1	2	...	3	1	...	5	12	...	...	..	..	...	...	...	...	12
Broken Hill and Silverton	21	10	..	20	5	...	17	73	8	...	...	2	...	...	3	13	86
Brunswick River	8	...	1	3	1	2	4	19	2	...	...	...	...	...	4	6	25
Brushgrove	3	3	1	...	3	...	3	13	3	...	...	2	...	...	1	6	19
Buckley's Crossing	1	1	...	1	...	...	3	6	1	...	...	...	...	...	...	1	7
Bundarra	1	1	2	...	1	...	10	15	...	...	...	1	...	...	4	5	20
Bungwall Flat	...	...	...	...	...	...	...	..	3	1	...	2	1	...	...	7	7
Camden	...	...	...	...	...	...	...	...	2	...	1	...	3	...	10	16	16
Cannonbar	5	9	6	6	7	6	12	51	3	...	...	3	1	...	9	16	67
Canowindra	2	...	...	...	1	..	1	4	...	1	...	...	...	...	...	1	5
Carroll	...	..	...	...	1	...	...	1	2	...	1	2	1	...	6	12	13
Casino	36	45	7	37	28	6	69	228	14	..	...	13	2	...	34	63	291
Cassilis	..	2	...	..	...	...	...	2	...	...	...	...	...	...	...	...	2
Cobar	14	11	5	18	8	6	25	87	1	...	...	2	...	...	3	6	93
Cobargo	8	4	2	3	1	2	3	23	9	1	...	24	3	...	44	81	104
Condobolin	4	3	1	6	1	...	6	21	3	1	...	4	2	...	4	14	35
Cooma	...	...	...	...	...	...	1	1	1	...	...	...	...	...	1	2	3
Coonabarabran	...	...	...	..	...	...	...	...	15	2	...	10	3	...	34	64	64
Coonamble	12	9	3	8	2	3	21	58	3	1	...	3	...	...	9	16	74
Copeland	4	1	1	3	...	..	12	21	2	3	...	2	1	...	22	30	51
Copmanhurst	11	12	4	15	6	5	30	83	3	...	...	7	...	...	18	28	111
Coraki	8	6	2	5	2	1	20	44	4	...	...	2	...	...	9	15	59
Corowa	...	4	...	...	3	...	3	10	...	...	...	...	...	...	2	2	12
Cowra	2	...	...	4	...	...	5	11	7	3	...	4	3	...	17	34	45
Cudgen	1	1	...	...	...	...	1	3	...	...	...	1	...	...	5	6	9
Cudgellico	1	2	1	...	2	...	3	9	2	1	...	1	...	...	10	14	23
Dandaloo	4	3	...	2	2	...	3	14	2	1	...	4	...	...	18	25	39
Darlington Point, including Warangesda.	11	13	2	6	5	...	17	54	14	2	...	13	2	...	44	75	129
Delegate	4	4	1	3	...	...	2	14	...	1	...	...	...	...	1	2	16
Deniliquin	1	5	...	1	3	...	...	10	2	...	...	...	..	...	...	2	12
Denison Town	1	...	...	1	...	...	7	9	...	...	...	...	...	...	...	...	9
Drake	8	11	2	12	1	...	15	49	1	1	...	3	1	...	12	18	67
Dubbo	10	6	...	6	6	...	4	32	2	2	...	...	2	...	25	31	63
Eden	6	2	...	1	1	...	7	17	2	...	...	2	...	...	1	5	22
Emu Flat	1	...	...	...	...	..	...	1	1	...	...	...	...	...	...	1	2
Euabalong	10	4	1	6	2	...	10	33	4	1	...	3	1	...	23	32	65
Eugowra	...	1	...	...	...	...	...	1	2	2	...	5	1	...	7	17	18
Eurobodalla	...	...	...	1	...	1	...	2	1	2	...	3	2	...	12	20	22
Forbes	10	1	4	1	1	1	3	21	5	...	...	6	..	...	37	48	69
Forster	3	...	4	1	2	...	6	16	6	3	...	10	1	...	26	46	62
Gilgandra	5	4	2	6	4	1	17	39	4	...	...	5	...	...	28	37	76
Gilgunnia	...	1	...	1	2	...	...	4	...	...	...	...	...	...	...	...	4
Gladstone	5	3	...	1	1	...	2	12	2	2	...	3	2	...	15	24	36
Glen Innes	9	9	1	5	3	1	14	42	6	1	...	3	2	...	11	23	65
Goodooga, Angledool, and Tatalla	13	18	27	9	18	26	61	172	4	2	...	4	1	...	20	31	203

APPENDIX A—*continued.*

Locality.	Full-blood.								Half-castes.								Grand total.
	Men.			Women.			Children.	Total.	Men.			Women.			Children.	Total.	
	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			
Grafton	2	2	1	1	6	...	...	12	3	...	...	4	...	...	17	24	36
Grafton South	9	10	4	9	9	1	22	64	3	1	..	2	...	...	8	14	78
Grenfell	3	1	...	...	...	...	...	4	...	1	..	...	1	...	3	5	9
Gresford	...	1	...	...	...	..	...	1	...	...	...	...	...	...	...	...	1
Gunnedah	3	1	2	...	1	...	1	8	3	...	...	3	...	...	4	10	18
Hargraves	...	...	...	...	...	...	...	...	...	...	...	...	1	...	6	7	7
Hartley Vale	...	1	...	...	1	...	1	3	3	1	1	1	2	...	4	12	15
Harwood	8	4	...	2	3	...	6	23	...	...	...	1	1	...	...	2	25
Hay	2	1	...	...	...	...	2	5	...	...	...	...	...	...	...	...	5
Hill End	...	...	...	..	...	...	...	...	...	...	...	...	1	...	...	1	1
Hillgrove	6	2	1	1	1	2	2	15	7	...	...	4	...	...	3	14	29
Hillston	10	5	...	6	3	...	20	44	2	...	...	...	...	...	7	9	53
Inverell	2	...	..	2	...	...	2	6	...	...	...	3	...	...	...	3	9
Jerilderie	1	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	2
Kiama	3	...	...	1	...	...	5	9	7	...	1	7	...	...	8	23	32
La Perouse	2	1	...	...	1	...	...	4	7	1	1	7	4	..	12	32	36
Lawrence	10	1	...	14	1	...	12	39	1	...	...	1	...	...	2	4	43
Lismore	14	8	7	5	5	7	26	72	5	..	...	4	...	...	5	14	86
Liverpool	...	...	...	...	1	...	...	1	4	...	...	2	...	...	6	12	13
Louth, Tilpa, and Curranyalpa	11	9	2	13	6	...	14	55	2	...	...	2	...	...	9	13	68
Maclean	...	1	...	1	...	...	...	2	1	...	...	...	...	...	1	2	4
Macleay River	60	25	13	49	20	11	80	258	26	11	3	21	12	1	57	131	389
Maitland East	...	...	...	...	...	...	1	1	...	...	...	1	...	...	1	2	3
Maitland West	...	...	...	.	..	...	3	3	...	...	...	...	...	...	1	1	4
Manilla	2	...	...	...	...	...	1	3	2	...	...	2	...	...	14	18	21
Marsdens	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Maude	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1
Menindie	17	4	2	6	3	...	7	39	1	...	...	...	...	...	...	1	40
Meroe	8	3	2	2	4	2	3	24	...	...	...	1	...	...	1	2	26
Merriwa	1	...	...	...	1	..	...	2	...	...	...	...	1	...	...	1	3
Milparinka	32	17	...	25	4	...	17	95	2	1	...	2	...	...	10	15	110
Moama (including Cumeroogunga)	4	9	2	9	6	2	21	53	38	6	...	17	3	...	82	146	199
Mogil Mogil, Mungindi, and Collarendabri	18	11	9	11	17	1	22	89	8	1	...	5	1	...	23	38	127
Molong	1	...	...	...	...	...	...	1	...	...	..	3	1	...	4	8	9
Mongarlowe	...	...	...	...	1	...	...	1	1	2	...	1	...	...	..	4	5
Moonbi	..	...	...	...	...	...	...	...	1	1	..	...	...	...	...	2	2
Moree	12	13	...	9	5	...	34	73	...	3	...	7	1	...	19	30	103
Morpeth	...	...	...	...	...	...	1	1	...	...	...	...	...	..	...	...	1
Moruya	...	3	...	1	...	...	3	7	1	...	...	1	2	...	12	16	23
Mossgiel	21	12	5	20	7	4	17	86	4	...	...	2	...	...	10	16	102
Moulamein	3	13	1	5	7	1	2	32	6	1	...	3	1	...	17	28	60
Mount M'Donald	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Mundooran	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	2	2
Murrurundi	1	...	...	...	...	...	3	4	3	...	...	3	1	...	4	11	15
Murwillumbah	12	5	...	8	3	...	9	37	3	...	..	3	...	...	11	17	54
Nambucca River	8	6	14	6	7	10	16	67	10	3	...	10	8	...	48	79	146
Narrabri	6	7	1	5	1	2	2	24	6	4	...	6	2	...	10	28	52
Narrandera	10	6	3	5	4	...	...	28	8	3	...	10	2	...	19	42	70
Narromine	2	1	..	2	...	1	..	6	1	...	...	1	...	...	1	3	9
Nelligen	...	...	...	...	...	...	...	...	2	...	1	3	...	...	11	17	17
Nimitybelle	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Nundle	...	...	...	..	...	...	..	...	2	...	...	...	1	...	...	3	3
Nyngan	2	1	...	...	2	...	...	5	...	...	...	...	...	...	...	...	5
Obley	1	2	...	2	1	...	4	10	3	1	...	4	2	...	13	23	33
Orange	1	1	...	1	2	...	..	5	3	1	...	...	...	...	5	9	14
Palmers Island	1	...	...	1	...	..	1	3	...	...	...	...	...	...	1	1	4
Parkes	...	3	...	1	1	1	5	11	4	2	...	6	2	...	19	33	44
Parramatta	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	1
Peak Hill	9	1	2	4	3	2	13	34	..	...	...	3	...	...	2	5	39
Penrith	1	...	...	...	...	1	2	4	...	...	...	1	...	...	...	1	5
Picton	1	...	..	...	1	..	...	2	10	...	1	4	2	...	32	49	51
Pilliga	10	4	2	12	4	1	7	40	6	...	...	7	...	...	6	19	59
Pooncarie	10	10	2	5	7	...	14	48	1	...	...	1	...	...	2	4	52
Port Macquarie	4	6	3	4	3	2	7	29	15	5	1	8	8	...	39	76	105
Quambone	2	2	1	2	1	1	5	14	...	...	...	..	...	...	...	...	14
Queanbeyan	...	...	...	...	1	..	...	1	...	1	...	1	...	...	8	10	11
Quirindi	...	...	...	..	...	...	...	...	1	1	...	1	...	...	2	5	5
Rylstone	1	...	...	...	2	...	...	3	3	...	...	4	...	...	13	20	23
Sans Souci	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Scone	2	5	1	...	...	...	...	8	...	1	...	...	1	..	...	2	10
Shoalhaven	4	7	...	4	4	1	14	34	20	2	1	13	5	1	69	111	145
Singleton	13	6	1	7	5	2	15	49	3	...	...	4	...	...	13	20	69
Somerton	1	...	...	...	1	...	...	2	5	...	...	1	...	...	11	17	19
Stuart Town	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	1
Stroud	1	...	...	...	...	...	...	1	1	...	...	...	...	...	5	6	7
Swansea	...	...	...	...	1	1	...	2	1	1	1	1	1	...	5	10	12
Tamworth	...	...	...	...	...	...	...	...	1	1	..	...	...	...	...	2	2
Taree	4	4	1	1	2	1	4	17	4	2	...	4	1	...	17	28	45
Tareena	...	...	...	..	...	...	...	...	1	...	...	...	...	...	...	1	1
Tea Gardens	3	4	4	2	3	1	6	23	1	...	...	3	...	...	6	10	33
Temora	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	1

APPENDIX A—*continued.*

Locality.	Full-blood.								Half-castes.								Grand total.
	Men.			Women			Children.	Total.	Men.			Women.			Children.	Total.	
	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			
Tenterfield	...	1	...	...	1	...	...	2	1	...	...	1	...	...	4	6	8
Tibooburra	30	8	1	27	3	...	22	91	...	...	...	3	...	...	15	18	109
Tingha	...	...	...	...	...	...	...		...	...	...	...	1	...	...	1	1
Trunkey	...	...	...	...	1	...	...	1	1	...	...	2	...	...	8	11	12
Tuena	1	...	...	...	...	...	...	1	...	1	...	...	...	...	1	2	3
Tumbarumba	...	..	...	...	...	...	...	...	...	2	...	...	...	...	...	2	2
Tumbulgum	...	1	1	...	1	...	2	5	...	...	...	...	...	...	1	1	6
Tumut	6	5	2	10	3	...	22	48	7	8	...	7	5	...	25	32	100
Ulladulla	5	4	1	5	2	1	9	27	7	2	...	9	5	...	16	39	66
Ulmarra	4	...	1	3	...	...	1	9	5	...	...	3	...	...	9	17	26
Uralla	3	1	...	...	...	...	2	6	2	...	...	3	...	...	5	10	16
Walbundrie	...	...	..	1	...	...	1	2	...	...	...	...	...	...	...	...	2
Walcha	10	5	...	9	3	...	25	52	6	5	...	6	4	...	23	44	96
Walgett, Grawin, and Carinda	21	22	3	18	8	4	11	87	12	3	...	9	...	...	52	76	163
Wanaaring and Yantabulla	31	16	4	19	16	4	14	104	1	...	...	...	...	...	1	2	106
Wardell	4	3	2	4	2	1	3	19	3	1	...	6	..	...	22	32	51
Warialda	3	1	...	1	...	...	...	5	2	1	...	2	1	...	13	19	24
Warren	9	5	4	6	2	3	7	36	7	1	2	4	1	...	14	29	65
Watson's Bay	2	2	...	...	...	...	...	4	1	...	...	...	...	...	...	1	5
Wee Waa	11	3	1	9	5	1	16	46	8	2	...	5	2	...	17	34	80
Wellington	4	3	...	...	...	..	1	8	2	5	...	6	2	...	12	27	35
Wentworth	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Werris Creek	...	...	...	...	1	...	...	1	6	4	1	8	4	...	28	51	52
Wilcannia	7	4	...	6	2	...	3	22	...	...	...	...	...	...	6	6	28
Wilson's Downfall	4	7	...	3	2	...	5	21	...	...	...	1	...	...	6	7	28
Windsor	1	1	3	2	...	2	2	11	9	7	1	10	6	..	23	56	67
Wingham	2	2	5	...	1	1	5	16	2	1	...	2	1	...	12	18	34
Wollar	...	1	1	1	3	...	4	10	2	...	...	...	...	...	4	6	16
Wollongong	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	2	2
Woodburn	1	2	...	...	...	..	...	3	..	...	..	...	...	...	...	...	3
Woodenbong	6	6	5	5	4	4	10	40	3	...	...	3	1	...	4	11	51
Woogoolga	2	1	...	..	2	...	...	5	1	...	...	...	...	...	...	1	6
Yamba	1	...	...	1	...	...	3	5	...	...	...	...	...	...	...	...	5
Yass	1	1	...	...	...	...	...	2	13	5	...	17	6	...	57	98	100
Yetman	3	4	...	3	1	...	3	14	2	...	...	2	...	...	1	5	19
Young	2	1	...	1	...	...	5	9	...	..	...	...	...	...	1	1	10
Total	912	625	229	682	417	158	1,189	4,212	553	153	17	509	151	4	1,750	3,137	7,349

APPENDIX B.

CENSUS RETURNS, 1891 AND 1892.

Comparison.

	Full-blood.					Half-castes.					Grand Total.
	Adults.			Children.	Total.	Adults.			Children.	Total.	
	Males.	Females.	Total.			Males.	Females.	Total.			
By return, 1891	1,865	1,383	3,248	1,210	4,458	712	648	1,360	1,655	3,015	7,473
Do 1892	1,766	1,257	3,023	1,189	4,212	723	664	1,387	1,750	3,137	7,349
Decrease	99	126	225	21	246	.....	.....	.....	.....	.....	124
Increase	.....	.....	.....	... ..	... ..	11	16	27	95	122	.....

TABLE—BIRTHS AND DEATHS, 1892.

Full-blood.		Half-castes.	
Births reported	106	Births reported	133
Deaths ,,	192	Deaths ,,	55
Decrease by deaths over births	86	Increase by births over death	98

APPENDIX C.

EXPENDITURE by the Government on behalf of the Aborigines, 1892.

Department.	Particulars.	Amount expended. £ s. d.	Amount expended. £ s. d.
Aborigines Protection Board	Rations, clothing, farming implements, seed, erection of dwellings, boats and gear, fencing-wire, fishing-nets and tackle, medical comforts, &c., &c. (aborigines generally)	7,135 18 3	
	Expenses in connection with the Home for Aborigines, Grafton—salary of manager, wages of aborigines, erection of quarters for manager, and dwellings for aborigines, farming implements, seed, tools, fencing-wire, stock, rations, clothing, and sundries	833 3 10	
	Conveyance of aborigines on the railway lines of the Colony	912 5 5	
	Office rent	58 0 0	
	Salary of Secretary to Board	80 0 0	
	Claims incurred by the Aborigines Protection Association in connection with the Cumeroogunga, Warangesda, and Brewarrina Mission Stations,—salaries, rations, clothing, building material, farming implements, seed, freight, labour, &c., &c.	3,717 4 0	
			12,736 11 6
Colonial Secretary	Burial expenses—aborigines		112 1 0
Medical Adviser to the Government	Medical attendance and medicine		776 4 6
Government stores	Blankets, clothing, oars, stationery, &c.		2,504 0 0
Public Instruction	Repairs to buildings, erection of new buildings, school books, fuel, and cleaning, and salaries of teachers		901 6 8
	Total		17,030 3 8

APPENDIX D.

EXPENDITURE by the Board on Aborigines generally, 1892.

Locality.	Average monthly number receiving aid. Adults.	Children.	Period.	Nature of aid.	Amount expended during the year. £ s. d.
Angledool	16	13	12 months	Rations	189 14 11
Ballina	1	.....	1 week	,,	0 2 2
Balranald	5	.....	12 months	Rations, clothing, erection of huts	107 9 6
Barrington	8	25	12 ,,	Rations and clothing	142 12 8
Bellinger River	21	3	12 ,,	Rations, clothing, farming implements, and boat gear.	52 9 0
Bermagui	....	.....	.	Steamer fares	2 5 0
Boggabilla	10	6	12 months	Rations, clothing, and erection of huts	202 14 6
Bombala	.....	.....	.....	Coach fares	5 5 0
Bonshaw	1	5	12 months	Rations	32 0 2
Bowraville	14	3	12 ,,	Rations, clothing, and medical comforts	72 2 3
Braidwood	2	.....	9 ,,	Rations and firewood	9 3 6
Breeza	5	17	12 ,,	Rations	67 19 2
Broadwater	2	.....	4 ,,	,,	3 11 9
Brungle	44	35	12 ,,	Rations, clothing, medical comforts, tools, harness, tank, forage, building material, fencing wire, seed, additions to schoolroom, blacksmith's charges, salary of superintendent, wages of aborigines.	624 1 2
Brunswick	1	.....	2 ,,	Rations and clothing	1 11 6
Brushgrove	1	.....	12 ,,	Rations	5 14 9
Bunalbo	2	.....	6 ,,	,,	8 17 4
Bungawalbyn	1	.....	12 ,,	,,	6 3 8
Burrier	1	.....	12 ,,	,,	12 13 4
Bushfield	7	7	12 ,,	,,	52 5 6
Cabbage Tree Island	2	1	12 ,,	Rations, clothing, fishing-net, and punt	38 18 2
Camira	3	.....	12 ,,	Rations	21 10 4
Casino	1	1	2 ,,	,,	0 19 10
Cobar	3	.....	12 ,,	Rations and clothing	17 2 8
Colane	32	12	12 ,,	Rations	161 18 7
Collarendabri	1	1	12 ,,	,,	9 8 7
Coolangatta and Greenwell Point.	7	32	12 ,,	Rations, clothing, paint for boat, boat gear, &c.	123 14 0
Copmanhurst	3	.....	12 ,,	Rations	18 5 5
Coraki	1	.....	12 ,,	,,	6 2 0
Cowra	4	18	12 ,,	Rations and clothing	67 5 9
Cox's River (Picton District).	9	18	12 ,,	Rations and roofing iron	132 1 0
Cox's River (Hartley Vale District).	4	.....	5 ,,	Rations	12 7 0
Crudine Creek	3	5	12 ,,	Rations and clothing	26 16 2
Cudgen	1	.....	2 ,,	Rations	0 19 0
Dandaloo	6	.....	1 month	,,	1 13 10
Delegate	13	3	12 months	Rations, advance for erection of huts	97 10 3
Denison Town	2	4	12 ,,	Rations and clothing	42 9 11
Drake	1	.....	4 ,,	Rations	1 15 0
Dryaaba	1	.....	12 ,,	,,	7 8 10
Dubbo	12	9	12 ,,	Rations and clothing	114 6 3
Eden	2	4	12 ,,	Rations, erection of hut, fishing-boat and gear, paint for boat.	54 7 10

APPENDIX D—*continued.*

Locality.	Average monthly number receiving aid.		Period.	Nature of aid.	Amount expended during the year.
	Adults.	Children.			£ s. d.
Elsmore	1		6 months	Rations	2 19 10
Euabalong	1		9 ,,	,,	3 6 10
Eugowra	3	4	9 ,,	,,	16 14 2
Eurobodalla	1			Clothing	15 0
Forbes	8	4	12 months	Rations and clothing	54 19 5
Forster	6	7	12 ,,	Rations, clothing, paint for boat	50 13 0
Gerringong	1	3	12 ,,	Rations, clothing, fishing-net	13 15 3
Gilgunnia	3		12 ,,	Rations	39 14 6
Glen Innes	1	5	12 ,,	,,	16 1 4
Glenorchy	2	3	12 ,,	Rations and clothing	39 10 5
Glen Ugie	2		12 ,,	Rations	12 19 10
Goodooga	10		12 ,,	,,	50 15 5
Goonal	5	1	12 ,,	Rations and clothing	48 19 9
Grafton			12 ,,	Expenses in connection with "Home for Aborigines."	833 3 10
Gresford	1		9 ,,	Rations	3 9 0
Gulargambone	8	11	12 ,,	Rations and clothing	128 18 11
Gunnedah	4		12 ,,	,, ,,	14 1 4
Harwood	2		1 month	Rations	1 0 5
Hillston	8	8		Clothing	14 9 0
Ingalba	6	7	4 months	Rations, tools, and pack-saddle	21 19 5
Jervis Bay	3	6	12 ,,	Rations, clothing, and fishing boat	52 16 5
Kajabigah	2	2	12 ,,	Rations and clothing	21 15 3
Kangaroo Valley	3	1	12 ,,	Rations	18 14 11
Kunopia	17	5	12 ,,	,,	192 5 6
Kyogle	2		12 ,,	,,	17 7 8
La Perouse	5	8	12 ,,	Rations, clothing, erection of hut, repairs to hut, repairs to boat, boat gear, &c.	154 2 4
Lawrence	1		12 ,,	Rations	6 1 11
Lionsville	3		12 ,,	,,	22 3 9
Lismore	3		12 ,,	Rations and clothing	15 5 5
Macksville	25	4	12 ,,	Rations, clothing, medical comforts, farming implement, repairs to boat.	122 6 10
Macleay River	78	56	12 ,,	Rations, clothing, medical comforts, tools, fencing-wire, repairs to boat, oars, and paint for boats.	405 2 7
Mickabil	4		3 ,,	Rations	4 10 3
Millera	1	1	12 ,,	,,	11 10 6
Milparinka	22			Clothing	16 10 0
Mogil Mogil	14	12	12 months	Rations	140 18 0
Moolah	4	1	12 ,,	,,	26 18 1
Moolpa	1		12 ,,	,,	7 2 9
Moree	5	3	12 ,,	,,	37 11 4
Mungindi	13	4	12 ,,	,,	118 5 5
Murwillumbah	4		12 ,,	,,	7 2 4
Murrumbong	1	1	6 ,,	Rations and clothing	2 16 10
Narrabri	4		12 ,,	,, ,,	20 3 8
Narrandera	2	7	12 ,,	,, ,,	18 0 1
Nelligen	1	4	12 ,,	Rations, clothing, material for hut, timber and paint for boat.	21 10 11
Nyngan	6		12 ,,	Rations	22 12 6
Oban	12	3	12 ,,	,,	100 5 2
Orara	8		10 ,,	Rations and medical comforts	32 16 10
Palmer's Island	2		6 ,,	Rations	2 16 5
Parkes	2	5	12 ,,	Rations and clothing	21 11 2
Peak Hill	12	11	8 ,,	,, ,,	72 17 2
Penrith	1	1	12 ,,	,, ,,	4 1 3
Port Macquarie	23	32	12 ,,	Rations, clothing, medical comforts, and farming implements.	190 9 11
Quambone	8	6	12 ,,	Rations	55 5 10
Queanbeyan	1		8 ,,	Rations and boots	3 12 11
Raymond Terrace	1		1 week	Rations	5 5
Rylestone	1	9	12 months	,,	28 9 3
Sandilands	2		12 ,,	,,	12 19 9
Singleton	19	19	12 ,,	Rations, clothing, tents, tools, fishing tackle, plough-horse, harrow, and harness.	177 6 8
Southgate	2		10 ,,	Rations	11 1 8
Stuart Town	1		5 ,,	Rations and clothing	2 9 9
Swansea	2	1	12 ,,	,, ,,	16 18 0
Sydney				Rent and incidental expenses	67 16 2
Tabulam	5		12 months	Rations	37 11 4
Taree	14	18	12 ,,	Rations, clothing, medical comforts, and tinware	118 6 1
Tatalla	5		12 ,,	Rations	58 14 10
Tea Gardens	10	5	12 ,,	Rations and clothing	78 1 3
Terembone	15	11	12 ,,	Rations	206 17 2
Terry Hie Hie	10	10	12 ,,	,,	89 14 6
Tibora	1	1	12 ,,	,,	12 14 8
Tomakin	2		6 ,,	,,	2 4 8
Tooloom	2	1	12 ,,	,,	20 5 1
Tooloon	2	5	9 ,,	,,	37 9 11
Turlinjah	9	12	12 ,,	Rations, clothing, roofing iron, paint for boats	89 10 7
Ulladulla	14	18	12 ,,	Rations, clothing, repair to boat	117 12 1
Walcha	1		12 ,,	Rations and tools	8 18 8
Walgett	3		9 ,,	Rations	11 11 7
Wallaga Lake	43	28	12 ,,	Rations, sails, painting and refitting boat, and allowance to Superintendent.	326 2 7
Warren	12	7	12 ,,	Rations	49 15 11
Wanaaring	3		9 ,,	,,	7 18 5
Wee Waa	2	3	12 ,,	,,	17 2 6

APPENDIX D—*continued.*

Locality.	Average monthly number receiving aid.		Period.	Nature of aid.	Amount expended during the year.
	Adults.	Children.			£ s. d.
Weilmoringle	2	.....	12 months...	Rations	22 10 6
Wellington	6	10	12 ,, ...	Rations and clothing	102 2 6
Wilson's Downfall	3	1	12 ,, ...	,, ,,	26 15 2
Windsor	32	32	12 ,, ...	Rations, tent, fishing-net	104 4 3
Wingham	10	5	12 ,, ...	Rations	48 2 8
Woogoolga	2	.....	12 ,, ...	,,	7 5 11
Wollar	2	2	12 ,, ..	Rations and clothing	19 9 3
Wollomombi	3	.....	12 ,, ...	Rations	23 1 11
Wyangarie	1	.....	12 ,, ...	,,	8 13 8
Wyrallah	6	.....	12 ,, ...	,,	36 12 11
Yass, Pudman Creek, and Blakney Creek.	11	31	12 ,, ...	Rations, clothing, and seed	119 6 0
Young	1	4	6 ,, ...	Rations and clothing	9 3 0
Railway Fares (Aborigines)	.....	.....	.....	...	912 5 5
Salary of Secretary to Board.	.....	.....	.....	.....	80 0 0
				Total	9,019 7 6

APPENDIX E.

AMOUNTS paid for Medical Attendance, 1892.

Locality.	Amount.	Locality.	Amount.
	£ s. d.		£ s. d.
		Brought forward £	348 1 0
Armidale	7 10 0	Lismore	4 15 0
Barrington	19 10 0	Maclean	10 0
Bourke	1 10 0	Macleay River	50 0 0
Bowraville	12 11 0	Moree	10 0 0
Braidwood	8 10 0	Moruya	8 12 6
Brungle	30 7 0	Narrabri	9 9 0
Byron Bay	0 10 0	Narrandera	29 10 0
Casino	26 5 6	Nyngan	28 10 0
Coolangatta and Greenwell Point	18 8 0	Parkes	2 0 0
Cowra	5 15 0	Port Macquarie	32 12 6
Cumeroogunga	50 0 0	Raymond Terrace	10 0 0
Dubbo	5 0 0	Rylstone	10 0
Fernmount	3 6 0	Singleton	60 14 0
Forbes	24 16 0	Taree	43 3 0
Glen Innes	1 0 0	Ulladulla	14 7 0
Grafton	30 14 0	Wallaga Lake	14 4 0
Gundagai	0 10 0	Wardell	12 14 0
Gunnedah	6 0 0	Warren	1 10 0
Hillgrove	1 0 0	Wellington	8 15 0
Hillston	1 5 0	Wingham	25 0 0
Kiama	43 14 0	Yass	60 7 6
La Perouse	50 0 0		
Forward £	348 1 0	Total £	776 4 6

N.B.—These charges were defrayed from the Vote for Department of Board of Health.

APPENDIX F.

LIST of Articles supplied Aborigines from the Government Stores, 1892.

Locality.	No. Receiving Aid.		Nature of Aid.	Locality.	No. Receiving Aid.		Nature of Aid.
	Adults.	Children.			Adults.	Children.	
Ballina	7	.....	Clothing.	Kookabookra	6	1	Clothing.
Blick's River	9	5	,,	Lawrence	5	.....	,,
Brungle	.....	.....	Medicine.	Lismore	10	.....	,,
Brushgrove	2	.....	Clothing.	Murwillumbah	7	6	,,
Bundarra	7	8	,,	Palmer's Island	2	.....	,,
Ashford	4	10	,,	Tenterfield	2	.....	,,
Casino	11	25	,,	Tumbulgum	2	1	,,
Copmanhurst	17	6	,,	Ulmarra	1	.....	,,
Coraki	3	.....	,,	Uralla	.....	1	,,
Cudgen	1	1	,,	Walcha	4	7	,,
Drake	19	2	,,	Wilson's Downfall	9	4	,,
Glen Innes	1	4	,,	Windsor	.....	.....	Oars.
Grafton	6	.....	Clothing, tents, stationery, and measuring tape.	Woodenbong	14	2	Clothing.
				Woogoolga	3	.....	,,
				Sydney	.....	.....	Office stationery.
Grafton, South	15	2	Clothing.	Throughout the Colony	.....	.....	Blankets.
Harwood	8	.....	,,				
Hillgrove	4	7	,,				

N.B.—The cost of these articles and their transit (£2,504) was defrayed from the Vote for Government Stores.

APPENDIX G.

STATEMENT of expenditure on account of Aborigines during the year 1892, by the Department of Public Instruction.

Name of School.	Salaries.	Books and apparatus.	Fuel and cleaning.	Buildings, repairs, rent, furniture.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Barrington	96 0 0	1 11 7	3 2 0	16 5 0	116 18 7
Brewarrina	.....	.....	.....	.....	.....
Brungle	96 0 0	2 10 0	.....	0 7 6	98 17 6
Cumeroogunga	162 0 0	9 14 2	4 9 0	20 12 0	196 15 2
Forster	64 8 11	.....	.....	23 8 0	87 16 11
Pelican Island	19 0 0	2 10 1	.....	35 0 0	56 10 1
Rolland's Plains	25 7 1	1 13 4	.....	30 8 5	57 8 10
Wallaga Lake	96 0 0	.....	3 18 0	.....	99 18 0
Warangesda	129 3 3	2 0 3	4 8 0	.....	135 11 6
Wauchope	12 0 0	3 3 8	.....	36 6 5	51 10 1
	699 19 3	23 3 1	15 17 0	162 7 4	901 6 8

APPENDIX H.

REPORTS on Schools for Aboriginal Children.

1. *Barrington (vested)—Ninth Class.*

Regular Inspection, 4th November, 1892.

I. Attendance :—
Number of pupils enrolled—7 boys, 14 girls ; total, 21.
Number of pupils present—6 boys, 10 girls ; total, 16.
Number of pupils in ordinary attendance, 6·4 boys, 10·9 girls ; total, 17·3.
Number in average attendance last quarter—9·1 boys, 12·2 girls ; total, 21·3.

N.B.—One or two families have temporarily left the district.

II. Organisation :—
1. Material condition—very fair.
2. Accommodation—ample.
3. Cleanliness—fair.
4. General appearance—fairly pleasing.
5. Defects —
6. State of records—very fair.
7. Lesson guides—very fair.
8. Public notices—suspended.
9. Classification—fair.
10. Sufficiency of books and materials—very fair.
11. Organisation (for which the teacher is responsible) and remarks thereon—fair.

III. Discipline :—
1. Punctuality—good.
2. Regularity—good.

III. Discipline (continued) :—
3. Appearance of pupils—fairly pleasing.
4. Demeanour—fairly subdued ; a few are restless.
5. Government—suitable.
6. Order—fair.
7. School movements—tolerable to fair.
8. Drill—moderate.
9. General mark for discipline—tolerable to fair.

IV. Instruction :—
1. Is the prescribed course followed? Yes.
2. Methods—suitable.
3. Proficiency of classes—
Class I (*a*)—tolerable +.
Class I (*b*)—moderate —.
Class II—tolerable +.
4. Average proficiency—tolerable —.

V. Teaching Staff :—
1. Is it sufficient?—Yes.
2. Attention to duty—good.
3. Conduct and habits—correct.

VI. Summary :—
1. General efficiency of school—tolerable +.
2. Practical skill and usefulness of teacher—tolerable.

J. WATERHOUSE,
Inspector.

Gloucester, 5 November, 1892.

2. *Cumeroogunga (Public)—Seventh class.*

Regular Inspection, 20th July, 1892.

I. Attendance :—
Number of pupils enrolled—23 boys, 27 girls ; total, 50.
Number of pupils present—23 boys, 27 girls ; total, 50.
Number of pupils in ordinary attendance—22 boys, 24 girls ; total, 46.
Number in average attendance last quarter—19·5 boys, 24·6 girls ; total, 44·1.

II. Organisation :—
1. Material condition—good.
2. Accommodation—for 56.
3. Cleanliness—tolerable.
4. General appearance—fair.
5. Defects—defective plastering round fire-place.
6. State of records—very fair.
7. Lesson guides—very fair.
8. Public notices—suspended, but dirty.
9. Classification—tolerable to fair.
10. Sufficiency of books and materials—sufficient.

Organisation (for which the teacher is responsible) and remarks thereon—fair ; school-room not thoroughly swept and dusted.

III. Discipline :—
1. Punctuality—very good.
2. Regularity—very good.
3. Appearance of pupils—many fairly intelligent and clean ; others dull and dirty.
4. Demeanour—creditable in upper classes.
5. Government—firm and fairly judicious.

III. Discipline (continued) :—
6. Order—good, except in first class.
7. School movements—fair.
8. Drill—fair.
9. Special matters—some allowance has been made on account of peculiar circumstances.
10. General mark for discipline—fair.

IV. Instruction :—
1. Is the prescribed course followed? Yes ; except in drill and needlework.
2. Methods—fairly appropriate to circumstances.
3. Proficiency of classes—
Class I—27 present ; average, tolerable—.
Class II—11 present ; average, fair.
Class III—12 present ; average, tolerable to fair.
4. Average proficiency—tolerable + (5·2).

V. Teaching Staff :—
1. Is it sufficient? Not quite.
2. Attention to duty—very good.
3. Conduct and habits—so far as I can judge, very good.
4. Special matter—He appears to be popular and esteemed. I understand he is also medical adviser in a measure. His influence is very beneficial.

VI. Summary :—
1. General efficiency of school—tolerable to fair.
2. Practical skill and usefulness of teacher—tolerable to fair.

T. PEARSON,
Inspector.

Mathoura, 23 July, 1892.

3. *Forster (Provisional)—Second class.*

Regular Inspection, 20th November, 1892.

I. Attendance :—
Number of pupils enrolled, 14 boys, 7 girls ; total, 21.
Number of pupils present—9 boys, 7 girls ; total, 16.
Number of pupils in ordinary attendance—9 boys, 7 girls ; total, 16.
Number in average attendance last quarter—9 boys, 4·9 girls ; total, 13·9.

II. Organisation :—
1. Material condition—fair.
2. Accommodation—sufficient.
3. Cleanliness—fair.
4. General appearance—fair.
5. Defects.
6. State of records—complete and correct.
7. Lesson guides—fair.
8. Public notices—full supply.
9. Classification—correct.
10. Sufficiency of books and materials—ample.
11. Organisation (for which the teacher is responsible) and remarks thereon—fair.

III. Discipline :—
1. Punctuality—good.
2. Regularity—very fair.
3. Appearance of pupils—fair for aborigines.
4. Demeanour—rather shy.
5. Government—rather too mild.
6. Order—fair.
7. School movements—fair.
8. Drill—moderate.
9. General mark for discipline—fair.

IV. Instruction :—
1. Is the prescribed course followed? Sewing omitted.
2. Methods—tolerable.
3. Proficiency of classes—
Class I—tolerable+.
Class II—tolerable+.
4. Average proficiency—tolerable+.

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—satisfactory.
3. Conduct and habits—satisfactory.

VI. Summary :—
1. General efficiency of school—tolerable.
2. Practical skill and usefulness of teacher—tolerable.

W. NOLAN,
Inspector.

20th November, 1892.

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4. *Pelican Island (Provisional)—Second class.*

Regular Inspection, 19th October, 1892.

I. Attendance :—
Number of pupils enrolled—8 boys, 11 girls ; total, 19.
Number of pupils present—7 boys, 10 girls ; total, 17.
Number of pupils in ordinary attendance—7 boys, 10 girls ; total, 17.
Number in average attendance last quarter—

II. Organisation :—
1. Material condition—new building.
2. Accommodation—sufficient and suitable.
3. Cleanliness—satisfactory.
4. General appearance—very fair.
5. Defects—
6. State of records—complete and correct.
7. Lesson guides—fair.
8. Public notices—full supply.
9. Classification—correct.
10. Sufficiency of books and materials—ample.
11. Organisation (for which the teacher is responsible) and marks thereon—fair.

III. Discipline :—
1. Punctuality—good.
2. Regularity—good.
3. Appearance of pupils—neat and clean for aborigines.
4. Demeanour—fairly pleasing.
5. Government—fair.
6. Order—fair.
7. School movements—fair.
8. Drill—tolerable.
9. General mark for discipline—fair.

IV. Instruction :—
1. Is the prescribed course followed? Singing and scripture omitted.
2. Methods—tolerable.
3. Proficiency of classes :—Class 1—moderate to tolerable.
4. Average proficiency—moderate to tolerable (4·4).

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—satisfactory.
3. Conduct and habits—satisfactory.
4. Special matters—The teacher is but temporarily employed ; he will be examined at an early date. The school has been recently opened, but most of the pupils had previously attended Pelican Island Public School.

VI. Summary :—
1. General efficiency of school—tolerable (4·8).
2. Practical skill and usefulness of teacher—tolerable.

VII. Recommendation :—
The teacher was instructed to teach singing and scripture.

W. NOLAN,
Inspector.

19th October, 1892.

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5. *Rolland's Plains (Half-time) Ninth Class.*

Regular Inspection, 2nd December, 1892.

I. Attendance :—
Number of pupils enrolled—9 boys, 8 girls ; total, 17.
Number of pupils present—9 boys, 8 girls ; total, 17.
Number of pupils in ordinary attendance—8 boys, 7 girls ; total, 15.
Number in average attendance last quarter—6·9 boys, 7·6 girls ; total, 14·5.

II. Organisation :—
1. Material condition—new building.
2. Accommodation—sufficient.
3. Cleanliness—satisfactory.
4. General appearance—very fair.
5. Defects—
6. State of records—complete and correct.
7. Lesson guides—fair.
8. Public notices—full supply.
9. Classification—correct.
10. Sufficiency of books and materials—books short.
11. Organisation (for which the teacher is responsible) and remarks thereon—fair.

III. Discipline :—
1. Punctuality—good.
2. Regularity—good.
3. Appearance of pupils—good, for aborigines.
4. Demeanour—rather shy.
5. Government—fair.
6. Order—fair.
7. School movements—fair.
8. Drill—not taught.
9. Special matters—instructed to teach drill.
10. General mark for discipline—fair.

IV. Instruction :—
1. Is the prescribed course followed? Sewing and drill omitted.
2. Methods—tolerable.
3. Proficiency of class—moderate to tolerable (4·6). Most of the pupils have not been under instruction prior to opening of school.

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—satisfactory.
3. Conduct and habits—satisfactory.

VI. Summary :—
1. General efficiency of school—tolerable.
2. Practical skill and usefulness of teacher—tolerable.

W. NOLAN,
Inspector.

3rd December, 1892.

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6. *Walaga Lake (Public)—Ninth Class.*

Regular Inspection, 4th June, 1892.

I. Attendance :—
Number of pupils enrolled—11 boys, 13 girls ; total, 24.
Number of pupils present—7 boys, 7 girls ; total, 14.
Number of pupils in ordinary attendance—9 boys, 11 girls ; total, 20.
Number in average attendance last quarter—9·4 boys, 8 5 girls ; totals, 17·9.

II. Organisation :—
1. Material condition—good.
2. Accommodation—sufficient.
3. Cleanliness—very good.
4. General appearance—pleasing.
5. Defects—none.
6. State of records—correct.
7. Lesson guides—correct.
8. Public notices—suspended.
9. Classification—correct.
10. Sufficiency of books and materials—sufficient.
11. Organisation (for which the teacher is responsible) and remarks thereon—very fair.

III. Discipline :—
1. Punctuality—very fair.
2. Regularity—fair.
3. Appearance of pupils—fairly clean.
4. Demeanour—respectful.
5. Government—kind and efficient.
6. Order—very fair.

III. Discipline (continued) :—
7. School movements—fairly regular.
8. Drill—fair.
9. General mark for discipline—very fair.

IV. Instruction :—
1. Is the prescribed course followed? Yes.
2. Methods—conversational and adapted to pupils.
3. Proficiency of classes—
Class I—fair.
Class II—fair+.
4. Average proficiency—fair.

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—good.
3. Conduct and habits—very good.

VI. Summary :—
1. General efficiency of school—tolerable to fair.
2. Practical skill and usefulness of teacher—tolerable to fair.

VII. Recommendation :—
None needed. Several of the pupils were away in other parts of the district on the day of inspection. The average attendance for the quarter up to the 24th May was over 20. The proficiency of the pupils is as satisfactory as can reasonably be expected.

P. DURIE,
Inspector.

6th June, 1892.

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7. *Warangesda (Public)—Eighth Class.*

Regular Inspection, 18th August, 1892.

I. Attendance :—
Number of pupils enrolled—11 boys, 23 girls ; total, 34.
Number of pupils present—9 boys, 20 girls ; total, 29.
Number of pupils in ordinary attendance—8 boys, 21 girls ; total, 29.
Number in average attendance last quarter—10 boys, 20 girls ; total, 30.

II. Organisation :—
1. Material condition—very fair.
2. Accommodation—for 63.
3. Cleanliness—very fair.
4. General appearance—very fair.
5. Defects—two windows broken.
6. State of records—tolerable ; lower 1st, lessons not recorded in lesson register.
7. Lesson guides—tolerable+.
8. Public notices—suspended.
9. Classification—tolerable.
10. Sufficiency of books and materials—no fourth books.
11. Organisation (for which the teacher is responsible) and remarks thereon—tolerable ; periods of enrolment incorrectly calculated ; mental arithmetic and notation not on programme.

III. Discipline :—
1. Punctuality—good.
2. Regularity—very fair.
3. Appearance of pupils—majority without boots ; tolerably clean.

III. Discipline (continued) :—
4. Demeanour—tolerable.
5. Government—firm and fairly effective.
6. Order—very fair, except in 1st class.
7. School movements—fair.
8. Drill—moderate to tolerable.
9. Special matters—peculiarities of pupils and other disadvantages are taken into account.
10. General mark for discipline—tolerable to fair.

IV. Instruction :—
1. Is the prescribed course followed? Not quite in all respects.
2. Methods—peculiar in some respects, but fairly suitable.
3. Proficiency of classes—
Class I—20 present—average tolerable+.
Class II—6 present—average fair−.
Class III—3 present—average tolerable+.
4. Average proficiency—tolerable+. (5·4).

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—very good.
3. Conduct and habits—exemplary.
4. Special matters—teacher is respectable and steady ; his influence is beneficial.

VI. Summary :—
1. General efficiency of school—tolerable+.
2. Practical skill and usefulness of teacher—tolerable+.

T. PEARSON,
Inspector.

Darlington Point, 19th August, 1892.

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8. *Wauchope (Half-time)—Not classified*

Regular Inspection, 7th November, 1892.

I. Attendance :—
Number of pupils enrolled—8 boys, 11 girls ; total, 19.
Number of pupils present—5 boys, 11 girls ; total, 16.
Number of pupils in ordinary attendance—7 boys, 10 girls ; total, 17.

II. Organisation :—
1. Material condition—new.
2. Accommodation—sufficient.
3. Cleanliness—satisfactory.
4. General appearance—very fair.
5. Defects—
6. State of records—complete and correct.
7. Lesson guides—fair.
8. Public notices—a supply required.
9. Classification—fair.
10. Sufficiency of books and materials—a blackboard needed.
11. Organisation (for which the teacher is responsible) and remarks thereon—fair ; a supply of public notices will be forwarded.

III. Discipline :—
1. Punctuality—good.
2. Regularity—good.
3. Appearance of pupils—neat and clean for aborigines.
4. Demeanour—fair.

III. Discipline (continued) :—
5. Government—fair.
6. Order—fair.
7. School movements—fair.
8. Drill—moderate.
9. General mark for discipline—fair.

Instruction :—
1. Is the prescribed course followed? Sewing omitted.
2. Methods—tolerable.
3. Proficiency of classes—
Class I—tolerable (5·2).
Class II—fair (5·6).
4. Average proficiency—tolerable +. (5·3).

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—satisfactory.
3. Conduct and habits—satisfactory.
4. Special matters—The school has been but six weeks in operation. The pupils are all aborigines. Most of them formerly attended the Public School at Wauchope.

Summary :—
1. General efficiency of school—tolerable.
2. Practical skill and usefulness of teacher—tolerable.

W. NOLAN,
Inspector.

7th November, 1892.

9. *Brungle (Provisional)—First Class.*

Regular Inspection, 12th April, 1892.

I. Attendance :—
Number of pupils enrolled—16 boys, 11 girls ; total, 27.
Number of pupils present—15 boys, 11 girls ; total, 26.
Number of pupils in ordinary attendance—14 boys, 10 girls : total, 24.
Number in average attendance last quarter—11·7 boys, 9·1 girls ; total, 20·8.

II. Organisation :—
1. Material condition—fair.
2. Accommodation—not sufficient.
3. Cleanliness—tolerable.
4. General appearance—fair ; room overcrowded.
5. Defects—needs enlargement and verandah.
6. State of records—correct.
7. Lesson guides—tolerable.
8. Public notices—suspended.
9. Classification—tolerable.
10. Sufficiency of books and materials—copy-books wanted.
11. Organisation (for which the teacher is responsible) and remarks thereon—fair.

III. Discipline :—
1. Punctuality—tolerable.
2. Regularity—good.
3. Appearance of pupils—pretty well clad, and tolerably clean.
4. Demeanour—subdued and respectful.
5. Government—fairly active and effective.

III. Discipline (continued) :—
6. Order—fair.
7. School movements—tolerably well done.
8. Drill—tolerable.
9. General mark for discipline—fair.

IV. Instruction :—
1. Is the prescribed course followed? All the subjects are professedly taught, but they are taken up in a desultory manner.
2. Methods—tolerable.
3. Proficiences of classes—
Class I—tolerable.
Class II—indifferent.
Class III—tolerable.
4. Average proficiency—moderate.

V. Teaching Staff :—
1. Is it sufficient? Yes.
2. Attention to duty—fair.
3. Conduct and habits—fair.
4. Special matters.—I have nothing special to add, excepting that copy-books, and stout material for sewing, ought to be provided. A local Protection Board has been appointed, and I understand that they are looking after these matters.

VI. Summary :—
1. General efficiency of school—moderate.
2. Practical skill and usefulness of teacher—tolerable.

G. O'BYRNE,
District Inspector.

22nd April, 1892.

APPENDIX I.

Report of the Local Board, at Grafton, for the year 1892.

Sir, Aborigines Protectorate, Office of Local Board, Grafton, 18 January, 1893.

We have the honor to report that the Home for Aborigines, Clarence River district, was founded in May, 1892, on the Aborigines' Reserve, of 200 acres, adjoining the Temporary Common, about 9 miles from Grafton.

This reserve was considered the most suitable in the district for the purpose—splendid sites for building, far above the highest flood, and the greater portion of the land rich alluvial soil, heavily timbered with ironbark, mahogany, and spotted gum. Unfortunately, the land most suitable for cultivation is liable to inundation. Application has recently been made for an adjoining portion of the land very suitable for cultivation.

A great difficulty was experienced in obtaining the services of suitable persons as manager and matron of the settlement, but the Local Board consider that a judicious choice has now been made in the selection of Mr. and Mrs. F. C. Currey to fill those posts. They have since their appointment, on the 1st December, 1892, given full satisfaction to the Board.

A manager's residence of four rooms, with kitchen, store, and iron tanks, has been built, as also has a cottage for the aboriginal employed as farm overseer. Suitable huts have been erected for the accommodation of the aborigines, roofed with bark, and additional huts are now in progress.

Half a mile of fencing, top rail and three wires, has been erected by the aborigines, the posts and rails for which were split on the reserve. The aborigines have also cleared about 12 acres of land, about 7½ acres have been ploughed and harrowed three times, 6 acres of maize, pumpkins, grammas, &c., have been planted, and a number of fruit-trees put in. Cross fences have been commenced, and material split to complete them. Milking and killing yards have been erected, also shed for dray and implements. Farm roller and clod crusher have been made by aborigines' labour, assisted by the manager. Two wells have been sunk, and good water found.

The daily average of aborigines residing at the Home ranges from 17 to 24, but a considerable increase is anticipated during 1893.

During the Christmas week a large gathering of aborigines (126) attended to take part in the feast and sports provided by the Protectorate. All the aborigines expressed themselves well satisfied with the Home, the provision made for their comfort, and the treatment they received ; several promised to settle permanently at the Home.

The stock at present at the Home consists of 3 fine horses able to do any farm work, young and sound ; 3 old police horses, in splendid condition, but of little use through old age and unsoundness ; 3 milch cows and 3 calves ; 6 bullocks, almost prime fat ; and 4 young steers, 2 and 3 years old ; agricultural implements, &c.,—1 new dray, 1 new plough, 1 harrow, 1 roller, and 1 clod crusher ; tools—complete set of butcher's and carpenter's tools.

The aborigines who have lived at the Home now eight months express themselves thoroughly contented, and say that existing prejudices will soon wear out, and the outside aborigines will then avail themselves of the comforts of the Home.

During the year an aboriginal labourer on the farm died very suddenly from apoplexy. This had a most prejudicial effect on the aborigines of the district, and was made the most of by some Europeans who are antagonistic to the Home, as they obtain the labour of the aborigines at harvest time for little or nothing.

The Local Board has every confidence in anticipating a most prosperous year under the present manager and matron, who are rapidly gaining the esteem and confidence of all the aborigines.

The estimated value of improvements at the Home, on the 31st December, was £520 ; stock, dray, implements and tools, £110 ; total, £630.

We have, &c.,

WALTER C. CASEY,
Chairman.
EDW. M. RYAN.
SAMUEL KEARNEY.
D. BEATSON.
E. HOCKEY.

APPENDIX J.

Walaga Lake Aborigines Station.—Report of the Superintendent for the year 1892.

To the Secretary, Aborigines Protection Board,—

Sir,

In submitting this annual Report, I have the honor to state that to make it other than brief would be to introduce much embraced in my last year's report, and even with a brief report it is scarcely possible to avoid a repetition of some features contained in that report. In renewing my notes of the year, I find most of them are of the nature of questions and suggestions for submission ; others, again, are memos. of peculiarities or habits, all of which are better suited to purposed review work than to present report. In regard to the cultivation of this station during the past year but little could be done. The year 1891 was, in consequence of constant heavy rains, floods, and gales, an unfortunate year for progress of this kind, and this year the same must be said, but with greater emphasis, for not only have we had a repetition of all those

those calamities, but more intense in character; in fact, the whole of this district has felt severely the blow to cultivation caused by incessant deluge, &c. Official returns show loss of potato crops and prevention of corn-planting. Then again, under such conditions, cleared patches quickly sent up gigantic growths of rubbish, fallen brush could not be burnt off, and therefore lay sodden, to intermingle with rank weed growth, and so make reclearing a tenfold difficulty. This state of things disheartened enterprising white men, and had a most dejecting influence on the aboriginal in his attempt at cultivation. Nevertheless, patches of vegetables were grown and sold by some of the old men, and comforts of tobacco, &c., purchased with the proceeds. For the able-bodied and willing aboriginal there is ample work in this district for all, but they do not care for big contracts or constant employment. They prefer "odds and ends of jobs" that give a quick return of a few shillings, and so furnish themselves with some item desired, and then "take a spell." To reason with them or rebuke them for this conduct is simply to drive them away from the district. At present Chinamen are doing here the work that aborigines might do if they could be so well depended upon. The fact is, the general aboriginal does not care for cultivation work. Fishing is the ideal occupation, and that, to a great extent, is an idle game—idle because it is easy to loll over the side of a boat, and wait perhaps for hours "for sport." But of course this is their nature, and it is not easy to divert it. Nevertheless, it is a great source of food for them; but even in this matter of fishing there is unpleasantness. The fact is, each family expects a boat, and if you place a boat in charge of a suitable captain the others sulk. Then again, the said captain cannot refrain from displaying a tone of absolute ownership over the boat, and this leads to dissatisfaction. I think, therefore, that smaller and cheaper boats, and more of them would to a large extent meet the case. Since the loss of our large sea boat, I have concluded that such boats are not suited to this station. We have no harbour for such near the station, consequently there was a pretext for getting away from the station, and the fish bartered away by a few, which was no advantage to the camp generally, neither did I find it beneficial to the said few. I am now of opinion that no boat should leave the lake, and have made that a regulation accordingly. Should this be deemed arbitrary, I beg to point out that not only is there no suitable shelter on the ocean side for a boat, but also that a heavy sea boat is greatly strained and scraped by continually hauling it over the great stretch of sand from lake to ocean and back again each time. Then again, should a squall arise, they must run for shelter far away from the station, and may not return for some days after. This is not desirable. Generally, there is abundance of fish in the lake, but owing to the fresh-floods these two years past, fish has been during that period less plentiful. I must report, also, that picnic parties formerly had the use of the boats. This practice I deemed necessary to disallow, for the following reasons: The man in charge of the boat would quietly ship his party for the day and sail off; he would then keep all the proceeds, cash and sundries for himself. This was no advantage to the camp generally, and often a positive harm to the individual. Moreover, it reasonably excited the jealousy of the others who "were not in it." Then, again, such parties were not careful of the boat, and the perpetual landing on the rocks, &c., were good instalments of destruction to said boat. Shooting parties also would sneak away on Sundays now and then, and this practice, especially in Government boats, had to be put down. I have, therefore, pending any orders to the contrary, entirely prohibited the use of the boats by white folk, other than ferrying across the lake as passengers. I regret to say that this regulation gave great offence to all parties concerned, white and black. The former pleaded, "Always had the use of them." In reply I remarked, "No wonder the coast was strewn with skeletons of Government boats." Again they pleaded, "We hired the boats, and paid for it." In reply I stated the boats were not for hire, and that such payment was no legal tender, but a bribe to induce a breach of regulations. This matter for a time created great unpleasantness, even amongst my personal friends. I am glad, however, to state that the regulation is now fairly respected.

The health of the station has been well maintained, prompt attention to the ordinary maladies warding off more serious complications. Dislocations, 2; fractures, 4; births, 6; deaths, 1. The death took place suddenly (during my temporary absence). It was supposed to be a case of snake-bite, but as I knew the woman suffered from irregular action of the heart, I believe that was the cause. I have, however, in consequence of some very narrow escapes from snake-bite at the camp, provided all necessary appliances for the hypodermic injection of strychnine (Dr. Mueller's treatment). I am aware of but one case of unclean disease, and that only of the minor stamp. This is in striking contrast to the filthy state in which I found this camp four and five years ago.

Sobriety is the order here, and but seldom does a case of intemperance arise, and when it does, it is only between two or three old topers. Where they obtain it from is not quite evident, I think not at Tilba Tilba, for this district is a remarkable "Good Templar" stronghold.

In the matter of morality, I, with confidence, assert that this camp at present stands remarkably pure—in fact, the question is now never even hinted at in the district. In this camp for the last five years girls have been passing into womanhood, and during that time not one out of six or seven have become mothers, until they have by native rules been united with the parents' consent. This, I hold, is a standard of virtue not attained in former years.

Re education of the young folk, I beg to state the school has been twice visited by the Inspector during the year. His report has doubtless been furnished to your Department. I have reason to believe, from his kindly manner and valuable remarks, that he was favourably impressed.

The rations supplied are really good, and open for the inspection of any one at any time. They are received with evident satisfaction by the natives, and the good Christmas fare brought joy and indigestion to the camp.

In conclusion, I desire, as in duty bound, to again acknowledge the unvarying courtesy and assistance I have received from the constables and officers of the various districts surrounding this locality.

I have, &c.,
J. D. REECE,
Superintendent of Station.

APPENDIX K.

Census returns, Aboriginal Mission Stations under control of the Aborigines Protection Association, 1892.

Mission Stations.	Population, 31st December, 1892.							Daily average population throughout the year.						
	Full-blood.			Half-castes.			Grand Total.	Full-blood.			Half-castes.			Grand Total.
	Adults.	Children.	Total.	Adults.	Children.	Total.		Adults.	Children.	Total.	Adults.	Children.	Total.	
Cumeroogunga	13	24	37	37	56	93	130	12	18	30	34	58	92	122
Warangesda ...	26	11	37	32	35	67	104	24	11	35	26	35	61	96
Brewarrina	37	9	46	4	16	20	66	34	9	43	3	14	17	60
Totals	76	44	120	73	107	180	300	70	38	108	63	107	170	278

Sydney: Charles Potter, Government Printer.—1893.

[1s.]

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC WORKS DEPARTMENT.

(ANNUAL STATEMENT OF WORKS CARRIED OUT BY, DURING THE YEAR 1891.)

Ordered by the Legislative Assembly to be printed, 7 September, 1892.

The Under Secretary for Public Works to the Hon. William John Lyne, M.P., Secretary for Public Works.

Department of Public Works,

Sir, 24 August, 1892.

I do myself the honor to submit the usual Annual Statement respecting Works carried out by this Department during the year 1891. The returns, which appear as Appendices, are so voluminous that it has been found impossible, with the great pressure of the current work in the Office, to prepare them earlier. The gross expenditure of the Department for the year amounted to £3,125,616 19s. 1d., of which sum £1,590,122 12s. 5d. has been paid from Loans; and £1,535,494 6s. 8d. from Revenue, the particulars of which are as under :—

Head of Service.	Revenue.	Loans.	Total.
	£ s. d.	£ s. d.	£ s. d.
Establishment	24,607 6 4	.....	24,607 6 4
Railways and Tramways	10,348 18 3	684,316 17 0	694,665 15 3
Land Valuation	1,898 12 2	.....	1,898 12 2
Harbours and Rivers and Water Supply ...	224,214 4 4	444,971 6 4	669,185 10 8
Government Architect	172,034 15 0	179,100 13 0	351,135 8 0
Roads and Bridges	918,865 19 9	78,811 15 2	997,677 14 11
Sewerage	8,775 3 7	202,922 0 11	211,697 4 6
Military Works (transferred to Colonial Secretary's Department).	.....	.....	.....
Post Office Street Resumptions...	174,749 7 3	.....	174,749 7 3
TOTALS ... ... £	1,535,494 6 8	1,590,122 12 5	3,125,616 19 1

By a reference to Appendix No. I, which gives particulars of the Staff of the Department, it will be seen that the total number of persons employed, including permanent and temporary officers—professional and non-professional—artisans, labourers, &c., was 4,226, entailing an annual expenditure for salaries and wages of £580,021 18s. 3d. A large number of these are maintenance men, employed on the roads throughout the Colony, men employed in the Dredge service, Docks, and Reclamation works; also chainmen engaged with engineers and survey parties.

The

The Return itself shows how these various persons are distributed throughout the different Branches of the Department. Of the total number, 619 may be classed under the head of Officers. The number of men employed on the public works of the Colony, either directly under the control of the Department or by its contractors, may be estimated at about 15,000.

Railway Construction Branch.

On referring to the Report of the Engineer-in-Chief for Railway Construction, it will be found that 266¾ miles of railway were in course of construction during the year 1891. This mileage is made up as follows:—

Extension from Nyngan to Cobar	81½ miles.
„ Culcairn to Corowa	47½ „
„ Kiama to Nowra	22½ „
„ Lismore to the Tweed (Sections 1, 2, and 3)	40 „
„ Molong to Parkes and Forbes	72½ „
Milson's Point Line	2¾ „

Railway Surveys.

A large amount of work in connection with Railway Surveys was performed, which is particularised in the Return at page 10 of Mr. Deane's Report.

Tramways.

During the year 1 mile 73 chains of double-track tramway and 1 mile 78 chains of single-track was completed and handed over to the Railway Commissioners. A further length of 4 miles 51 chains of single-track and 60 chains of double-track was in process of construction. These are distributed as under:—

Completed Lines.

	Miles.	chains.	
Redfern to Moore Park	1	17	double track.
Ashfield towards Druitt Town	1	78	single „
Cook's River Road (first section) ...	0	56	double „

Lines in Progress at End of Year.

	Miles.	chains.	
Yass Station to the Town	2	73	single track.
Forest Lodge to Balmain	1	58	„ „
North Shore Extension (cable)	0	60	double „

Total cost of Railways and Tramways.

It may be interesting here to state that the total amount expended on the construction and equipment of railways of the Colony open for traffic to the 31st December, 1891, was £32,662,345, and on tramways, £1,072,530. The mileage in the former case being 2,182, and in the latter 46¼.

The question of the revenue derivable from this property is fully dealt with by the Railway Commissioners in their Reports, this Department having nothing to do with the lines after they have been completed and handed over to the Commissioners.

Harbours and Rivers and Water Supply.

The works carried out by this Branch were of a very varied character, as the Return shows, comprising works in connection with the water supply of Sydney and suburbs, and country towns; the construction, improvement, and repair of wharves throughout

throughout the Colony; the construction of wharves and shipping appliances at Newcastle; works in connection with the Naval Station, Garden Island; the construction of works for the proposed harbour of refuge at Trial Bay, the construction of a Canal at Shea's Creek, the improvement of the Richmond and Clarence Rivers, and many other works of a less important character, which a reference to the Appendix will show. The Report of the Engineer-in-Chief on the important Branch of his office which deals with dredging operations will also be found attached (see Appendix). By a reference thereto it will be seen that the Department possesses a fleet of 14 ladder dredges, 5 sand-pump dredges, 19 grab-dredges, 25 tugs and launches of various capacities, and about 100 punts. The estimated present capital value of this plant is £465,279. The total quantity of silt raised during the year was 5,711,436 tons, at an average cost of 3·9528d. per ton. Very excellent results have been obtained from the introduction of sand-pump dredges. As an illustration, it may be stated that the dredge "Juno" raised and deposited during the year an estimated quantity of 604,608 tons of sand, at the small cost of 1·4063d. per ton. The same class of work, carried out by manual labour, for landing only, costs from 3½d. to 14½d. per ton (according to distance wheeled), to which should be added about 4d. per ton for dredging. From this it will be seen the enormous saving which has been effected by the introduction of this class of machine. An interesting Return is also attached to the Report of this Branch showing the approximate area of land which has been reclaimed, comprising 507 acres about Sydney, and 121 acres at Bullock Island, Newcastle. The estimated value at the end of 1891 of works constructed by this Branch out of Loan Votes was £5,749,000. An estimate of the present value of works constructed from Revenue Votes is in course of preparation.

Sutherland and Fitzroy Docks.

During the year 69 vessels, with a total tonnage of 75,518 tons, have been taken into these docks, distributed as under:—

British vessels of war	17
Foreign „	0
Government vessels, punts, &c.	44
Mail steamers	0
Private vessels	8

The total amount of dues received was £2,479 12s. 3d., but it must be understood that only actual expenses are charged in the case of ships of war and other Government vessels. The working expenses for the year were £3,629 9s. 6d. If the usual docking rates were levied in all cases it would make the total dues £5,888 11s. 2d. It may therefore be fairly assumed that work of the latter value has been carried out at the docks, which has been accounted for by indirect advantages to the Colony, rather than by the direct one of actual cash payments into the Treasury.

The total cost of the Sutherland Dock has been £279,558; the Fitzroy Dock and works have cost about £110,000, giving a total capital sum of £389,558 for both docks.

From the above figures it will be seen that these establishments cannot be looked upon as a financial success in the direct sense of the term; but it must be remembered that they were in a great measure constructed for the purpose of enabling ships of war to be taken in and repaired, and in this light they may be looked upon as contributory, in a very real sense, to the naval defences of the Colony; in fact, the possession of these docks—the former being one of the largest single graving docks in the world—may mean the immunity of the Colony from

naval

naval attack, because of the facilities given for the quick repair of ships of war in case of disablement. Besides this, if Sydney were without these docks it could not be looked upon as a first-class port; in fact, it is very doubtful if the P. and O., Orient, and other companies would send their large steamers here if there were no means of docking and effecting repairs in the event of an accident.

Government Architect's Branch.

The principal works in operation under this Branch during the year were the new Central Police Court; clock and bells for the General Post Office; additions to the Lands Office; additions to the Public Works Office; erection of new Stamp Office; additions and repairs to University Buildings; works at Centennial Park; and new wing at the Hospital for the Insane, Gladesville.

As showing the scope of the operations of this Branch, it may be mentioned that the Government Architect has under his professional supervision 856 public buildings.

An estimate has been made of the value of these buildings and the sites they occupy, the sum being stated approximately at £8,239,916, of which only £981,265 was paid from Loan Votes; this is exclusive of the estimated value of the Public Parks and Gardens of the Metropolis, which is set down at £4,407,490. Mr. Vernon draws attention to what is undoubtedly a most serious matter, viz., the inadequate amount which is granted for keeping these buildings in proper repair, and this difficulty is increased every year with the additions that are made to the number. This, however, is a matter which will no doubt engage the attention of the Minister.

I hope in the next Annual Report to be able to give a return of the estimated value of the whole of our public works. The information is being obtained, but I regret it is not yet ready.

Roads and Bridges Branch.

The works in charge of this Branch are so numerous that it would be impossible in any short summary to give an adequate account of them. I must therefore ask that the Report of the Commissioner be referred to; but I may perhaps mention that there are about 32,000 miles of road in charge of this Branch, and the bridges and culverts total an aggregate length of 112 miles. The Colony is divided into 64 Road Districts, which are under the immediate charge of 6 Supervising Engineers. There are also 289 Road Trusts. The year 1891 has closed a period of unexampled severity on the resources of this Branch, arising out of the excessive rainfall and repeated floods. The Commissioner for Roads has endeavoured to estimate the present value of the roads and bridges of the Colony; but of course the figures must be taken as approximate only. The result gives a total of £12,400,000, that is to say, this sum would be required to construct the roads and bridges of the Colony as they exist at the present time. The greater part of this amount has been paid from Revenue.

Sewerage Branch.

This Branch also comes under the management of the Commissioner and Engineer-in-Chief for Roads, as a reference to the Report will show. It will be seen that by the end of 1891 50 miles 50 chains of sewers had been constructed, and 7 miles 19 chains were in progress, also 5 miles 10 chains and 41 links of storm-water channels had been constructed, and 3 miles 48 chains and 85 links were in progress. The total amount expended has been £1,218,019 4s. 9d. (exclusive of expenditure

expenditure on sewerage works by the Metropolitan Water Supply and Sewerage Board); the expenditure for the year has already been given. As the sewers are completed they are handed over to the Water and Sewerage Board, when they immediately become revenue-producing. In this connection I may point out that the last report of the Board shows that the sewers are returning 3·86 per cent. on the capital outlay, after paying working expenses. It is to be regretted, however, that owing to the shortness of our Loan Funds we are unable to proceed more rapidly with these very important sanitary works.

LAND VALUATION BRANCH.

From the Report of the Land Valuer it will be seen that during the year claims have been received on account of lands taken for railway, tramway, and other public purposes amounting to a gross total of £583,341 19s. 2d. During the year valuations have been made by this Branch amounting to £334,341 3s. 10d., and estimates have been prepared for proposed resumptions amounting to a sum of £1,555,840 10s. The Land Valuer has also prepared a Return showing the approximate area of Crown land taken for railway purposes. From this it will be seen that an area of 22,353 acres of Crown land has been appropriated in this way, which is valued at £237,672 10s. 2d. To this should be added the estimated value of land which has been reclaimed at the head of Darling Harbour and at Bullock Island, and which is occupied for railway purposes. The area in the one case is 13 acres, valued at £19,500; and in the other, 85 acres, valued at £85,000, or a total of £104,500, making the value of Crown and reclaimed land appropriated for railway purposes, £342,172 10s. 2d.

In conclusion, I am pleased to be able to bear testimony to the zeal and efficiency which have been displayed by the staff in all the Branches of the Department. I am aware that complaints are frequently made of the tardiness with which some of the works are carried out, but I submit that often sufficient allowance is not made for the fact that the Department has to deal with works scattered over a territory more than half as large again as France, and with a population only equal to about one thirty-fourth of that country. When this is fairly taken into consideration, I think an impartial critic will admit that the Department has not been wanting in the fulfilment of its duties to the country. I have endeavoured to condense this Report as much as possible, but am conscious that many points of interest have been left untouched. I wish, however, to avoid being tedious. Those who desire more information can readily find it in the Reports furnished by the Heads of the various Branches, which are attached hereto.

Attached will be found a number of views of Public Works, &c., prepared by the Photographer of the Department, which I hope will be found interesting.

I have, &c.,



Under Secretary.

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APPENDIX.

(I.)

TABLE showing the Staff of the Department of Public Works as at December 31, 1891.

Where employed.	Professional.				Clerical.				Section 8.				Workmen and others not included in previous returns.				Total.	
	Permanent.		Temporary.		Permanent.		Temporary.		Permanent.		Temporary.		Permanent.		Temporary.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Establishment	...	...	...	...	60	20,825 0 0	3	210 0 0	12	1,177 0 0	1	250 0 0	...	...	...	...	76	22,462 0 0
Railway Construction Branch	14	6,065 0 0	90	24,133 0 0	*	...	2	275 0 0	1	120 0 0	2	102 0 0	...	...	*a*213	20,442 0 0	322	51,137 0 0
Land Valuation	3	1,500 0 0	1	600 0 0	*	...	1	50 0 0	1	75 0 0	...	...	...	...	...	...	6	2,225 0 0
Roads and Bridges	63	22,962 0 0	142	24,500 0 0	*	...	24	3,000 0 0	1	120 0 0	3	270 0 0	...	...	*b*1,750	19,600 9 0	1,983	246,852 0 0
Harbors and Rivers	31	14,310 0 0	49	15,072 0 0	*	...	27	5,285 0 0	*c*310	42,003 4 0	*c*134	14,492 2 0	...	...	*d*1,070	122,200 14 6	1,621	213,363 0 6
Sewerage	10	4,150 0 0	40	8,556 0 0	*	...	2	208 0 0	...	...	48	7,352 0 0	...	...	*a*44	5,048 10 0	144	25,314 10 0
Government Architect's	18	7,220 0 0	36	8,650 13 5	*	...	3	422 0 0	3	360 0 0	14	2,015 14 4	...	...	...	...	74	18,688 7 9
†Military Works	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals	139	56,207 0 0	358	81,511 13 5	60	20,825 0 0	62	9,450 0 0	328	43,855 4 0	202	24,481 16 4	...	...	3,077	343,691 4 6	4,226	580,021 18 3

* Permanent clerical staff included in Public Works establishment. † Transferred to Colonial Secretary's Department.

a Chainmen employed with engineers and in survey parties. *b* Maintenance men employed on roads throughout the colony. *c* Men employed in dredge service. *d* Men employed at docks, breakwaters, and reclamation works.

W. H. QUODLING,
Chief Accountant,
Department of Public Works.

(II.)

Railways and Tramways.

REPORT OF ENGINEER-IN-CHIEF FOR RAILWAYS.

Department of Public Works, Railway Construction Branch,
Sydney, 22 April, 1892.

Sir,

I have the honor to make the following report on works carried out during the year 1891:—

The following railway works, commenced in 1890, were still in progress:—
Nyngan to Cobar Railway, 81½ miles;
Culcairn to Corowa Railway, 47½ miles;
Kiama to Nowra Railway, 22½ miles.

Nyngan to Cobar Railway.

These works have been vigorously pushed forward by the contractors, Messrs. Smith and Finlayson, with the result that at the end of the year the permanent way had been laid within 15 miles of Cobar. The value of work executed was £130,000, exclusive of rails and fastenings supplied by the Government.

Plans were prepared and tenders were called in December for Station buildings at Hermitage Plains, Bobby Mountain, and Cobar.

Designs for engine tanks and water supply at Hermitage Plains, Bobby Mountain, and Cobar were also prepared, and tenders for the erection of the tanks and the supply of pipes were received.

Culcairn to Corowa Railway.

The contract time for the completion of the work expired on the 31st October, but, owing to the difficulties met with in obtaining possession of the land, the contractors, Messrs. Horne and Shand, were delayed two months at the start, and that fact must be taken into consideration. The progress, however, is not so satisfactory as it might have been, and it is not expected that the work will be quite finished before June, 1892.

The value of work executed to the end of December amounted to £72,000, or about 72 per cent. of the value of the contract, exclusive of cost of rails and fastenings.

Plans were prepared, and contracts have been let for station buildings, &c., as follows:—Messrs. Hardy & Co., for Walla Walla, Burrumbuttock, Brocklesby, Carnsdale, and Hopefield, for the sum of £6,772; and Messrs. Haslem & Co. for Corowa, for the sum of £5,967.

Designs for engine tanks and water supply at Brocklesby and Corowa have been prepared, and tenders for the erection of the tanks and the supply of pipes have been received.

Kiama to Nowra Railway.

These works have been well pushed forward by the contractor, Mr. Pritchard. The earthworks, with the exception of the tunnels, are nearly completed, and the timber bridges are well in hand.

Two iron bridges—viz., one over Terralong-street, Kiama, and one over the South Coast Road at Gerringong—have been ordered in England, and the superstructure was expected shortly to arrive.

The lining of tunnels Nos. 2 and 3 has been begun.

The value of work done at the end of the year amounted to £141,000, or about 62 per cent. of the value of the contract.

The location of the stations on the line has been fixed, and plans of station arrangements and buildings submitted to the Railway Commissioners, as required by the Railway Act of 1888, and approved by them. The station yards are in progress and detail plans being prepared for the buildings.

THE FOLLOWING WORKS, AUTHORISED BY PARLIAMENT, HAVE BEEN PUT IN HAND:—
Lismore to the Tweed Railway, parts 1, 2, and 3, = 40 miles;
Milson's Point Extension Railway, 2¾ miles;
Molong to Parkes and Forbes Railway, 72½ miles.

Lismore to the Tweed Railway.

This line commences with a station on the right bank of the North Richmond River at Lismore, crossing Leycester Creek, in the township of Lismore; thence turning to the east, passing through Bexhill, crossing Wilson's Creek at about 10 miles; thence to Cavvanba on Byron Bay; thence north-westerly through Tyagra Grass Reserve; thence to Mullumbimby, crossing the Brunswick River; thence proceeding to a point on the Tweed River, opposite Murwillumbah.

Two contracts were let in February—No. 1 to Messrs. Crosbie, Marquand, & Co., for the supply and erection of iron and steel bridges over Leycester and Wilson's Creeks, the estimated value of which is £15,606
5,102
———£20,708.

Leycester Creek Bridge consists of three 120-feet spans and two 42-feet spans.

Wilson's Creek Bridge consists of one 120-feet span and two 42-feet spans.

The contract time for completion is February 29, 1892.

The value of work done at the end of the year was £8,456, or about 40 per cent. of the value of the contract. Good progress is being made.

No. 2 contract, to Messrs. Kerle and Kerle, for the works, exclusive of these bridges, included in the first sixteen miles of railway.

Since then arrangements have been made for the substitution of steel bridges of 120 feet span for the timber bridges first designed for the crossing of Cooper's Creek and Pearce's Creek, Messrs. Kerle and Kerle undertaking the work.

In August a contract for a further length of 23 miles 24 chains was let to Mr. M. Danaher. This brings the line up to the south bank of the Brunswick River, at Mullumbimby.

Working plan and section have also been prepared for the remainder of the authorized line to Murwillumbah, in length 22 miles 36 chains.

This

It is forms the heaviest portion of the whole railway between Lismore and The Tweed. It will include several tunnels and steel bridges; but its completion is necessary for the proper utilization of the railway.

The preparation of detail plans for the steel bridges and other works has been begun.

Milson's Point Extension Railway.

A contract for these works was let in April to Mr. O. M'Master. The works are for a double line of railway and are very heavy.

The line commences at the terminal station of the Hornsby to St. Leonards Railway; thence passing under Edwards' Road, Bay Road, over Carr-street and Bay-street, under Mitchell-street, and skirting Berry's Bay; thence north-easterly by tunnel under Blue's Point Road and George-street to the head of Lavender Bay; thence following the eastern shore of that bay and terminating at Milson's Point.

The contract time for completion is July 5, 1892.

The value of work done at the end of the year was £17,000, or 25 per cent. of the value of the contract, exclusive of rails and fastenings.

In addition to the original contract the substitution of a tunnel 5 chains long has been adopted in lieu of cutting No. 8, and there is a sea-wall or wharf to make at Milson's Point terminus.

Plans for station arrangements at Edward's Road and Bay Road have been prepared, and arrangements have been made in accordance with the Railway Commissioners' requirements. Plans have also been prepared for Milson's Point Station.

Molong to Parkes and Forbes Railway.

Contracts were let for this railway in two sections—the first, in October, for a length of 32 miles 26 chains; the second, in December, for the balance of 40 miles 38 chains. The contractors for both sections are Messrs. Baxter and Saddler.

The following is a description of the line:—

This line commences at Molong Station, at 213 miles 78 chains 85 links from Sydney; thence it sweeps round the north end of the high land on which the town stands; thence south-westerly, crossing Mandagery Creek at about 228 miles, past the village of Manildra; thence following a general westerly direction to the town of Parkes; thence in an almost due southerly direction to the town of Forbes.

The works are being pushed on in the most vigorous manner; and the value of work done at the end of December was £19,738.

Working plans and detail drawings have also been completed for the Marrickville to Burwood Railway; and tenders have been received for the works, but no acceptance has been given. The passing of the Act for the construction of this line of railway was made subject to certain lands being handed over to the Government free of cost. The conveyances have, in all cases, been completed.

Additional work—Illawarra Line.

Owing to the long steep gradient at the southern end, and extending through the Otford Tunnel—which in itself is 77 chains long—great discomfort has been felt by the engine-drivers through the accumulation of gases from the locomotives. Arrangements were therefore made by this Branch to make a ventilating shaft on the site of an old working shaft of the contractors for the line; and a contract has been let to Mr. Macdonald for its construction, at a cost of £1,160. The work is in progress.

RAILWAY SURVEYS.

The following is an account of the railway survey work carried out:—

Balmoral to Mittagong.

The existing line between these two points has 1 in 30 and 1 in 33 grades. The object has been to reduce the ruling grade to that of other parts of the line, which is 1 in 40. Great difficulties were experienced because at a short distance on either side of the top of the spur which the railway traverses, precipitous gullies are met with. By winding about and crossing and recrossing the existing line it has been found possible to get the required grade. The line, if made, would form a duplication of the existing one, and it has been so connected with it at various points that the existing steep grade would be on the proper side for the descending traffic, while the ascending traffic would only have the grade of 1 in 40 to surmount.

The estimated cost of the work is £93,000.

Cootamundra to Temora.

The permanent staking of this line has been completed, and working plan and section prepared.

Darling Island Extension.

The survey in connection with the extension of the Darling Harbour Railway to Darling Island has been completed and a line laid out, which gives an approach by means of a tunnel passing under the Public School at Pyrmont and emerging near the junction of Union-street and Pyrmont Bridge Road. It then passes across the head of Pyrmont Bay to Darling Island.

Great Northern Railway.

Nine deviations have been permanently staked to improve the gradients between Singleton and Murrurundi. Gradients of 1 in 33 and 1 in 40 have been cut out, and that portion of the Northern line, over which the deviations extend, will have practically a ruling grade of 1 in 55.

These alterations were made at the request of the Railway Commissioners.

Lismore to the Tweed.

The permanent staking of the last section of this line has been completed, and working plans and sections prepared as mentioned above.

Milson's Point Extension.

The permanent staking has been completed, and working plan and section prepared.

A contract for this work was let in April as stated above.

Molong to Parkes and Forbes.

The permanent staking of this line and its extension to the Lachlan River has been completed, and working plan and section prepared. Contracts for the whole length have been let, as stated above.

Bowral to Robertson.

A trial survey has been completed of the line suggested by the Public Works Committee in their report on the Moss Vale to Robertson Railway. This line junctions with the main Southern line at Bowral, and proceeds via the Sheepwash and Wildes Meadows to Robertson.

Parliamentary plan and section and book of reference have been made in two parts to meet the views of the Public Works Committee, who recommended the construction of the part to Wildes Meadows first.

Monaro to Eden, via Pericoe and Sturt.

An amended trial survey has been commenced between Bombala and Eden, via Pericoe and Sturt. Several deviations have been examined and tested with a view to exhaust the possibilities of the country.

Monaro to Eden, via Cathcart and Candelo.

A trial survey of an alternative route to connect the Monaro District with the coast, as proposed by Mr. Darragh, has been commenced.

Cobar to Wilcannia.

The amendments of the original trial survey have been completed.

Dubbo to Parkes.

A trial survey has been commenced between Dubbo and Parkes, via Peak Hill and Alectown. This is a revision of the older survey. The steepest grade on the new line is 1 in 75.

Dubbo to Werris Creek.

An amended trial survey has been completed between Dubbo and Werris Creek. The heavy grades on the first survey have been cut out. and the steepest grade on the new line is now 1 in 75.

Eveleigh to La Perouse.

An alteration of this trial survey has been made at the Randwick Racecourse, and through the Kensington Estate.

Gulgong to Coonamble and Walgett.

An exploration for an improved route has been made, and an amended trial survey between Gulgong and Walgett via Coonamble begun.

Kempsey to Trial Bay.

A trial survey has been completed between Kempsey and Trial Bay (Arakoon).

Lismore to the Tweed Railway Feeders.

Ten proposed railway feeders have been explored between Byron Bay and Murwillumbah. A trial survey has been completed of a proposed railway feeder from the Pocket to the permanently-staked line Lismore to the Tweed.

Glen Innes to Inverell.

Two flying trial surveys have been completed to Inverell—one via Made's Valley, Swan Vale, and Brodie's Plains, the other via Wellington and King's Plains. These were made with a view to being submitted to the Public Works Committee as a substitution for the previously surveyed more heavily-graded line.

Guyra to South Grafton.

This trial survey has been continued, and very nearly completed.

North Coast Railway—Maitland to Grafton.

The amended trial survey has been extended from Taree to Kempsey, and from Glenrigh to Coff's Harbour.

Glen Innes to South Grafton.

A flying trial survey of a proposed deviation of the Glen Innes-Grafton survey, via the Red Range, has been completed, with the result that an almost impracticable portion, with sharp curves and grades of 1 in 33, has been cut, and gradients of 1 in 50 substituted.

Murwillumbah to Tweed Heads.

A trial survey has been completed between the end of the permanently-staked line on the south bank of the Tweed River at Murwillumbah, and the Tweed Heads.

This line connects the Queensland permanent survey from Brisbane at Cooloon, N.S.W., and Coolangatta, Q.

Piper's Flat to Sunny Corner.

A flying trial survey has been completed, connecting Piper's Flat on the Wallerawang and Mudgee Line with Sunny Corner.

Ryde Station into Ryde.

A short trial survey has been completed between Ryde Railway Station on the G. N. Line and the township of Ryde.

The Rock to Murray Hut.

An exploration has been made and a trial survey commenced between the Rock and Murray Hut (Ulupna).

Young to Forbes via Grenfell.

An amended trial survey has been finished between Young and Forbes, also a deviation of it to the town of Grenfell. The improved line has a ruling grade of 1 in 75.

Tenterfield to Casino.

An amended trial survey has been commenced between Tenterfield and Casino via Tabulam.

Grafton to Lismore.

A deviation has been surveyed from 47 m. to 63 m. at Casino, to suit the junction of the amended Tenterfield and Casino trial line.

Jervis Bay to Moruya.

An exploration of a proposed railway route has been made between Jervis Bay and Moruya, and reported upon.

Bermagui to Cobargo.

A proposed tramway route has been explored between Bermagui and Cobargo, and reported upon.

Liverpool to Thirlmere.

An exploration has been made of a proposed railway route between Liverpool and Thirlmere, via Mulgoa and The Oaks, and reported upon.

G.N.R., Hawkesbury River to Newcastle.

An exploration has been made for improvements of gradients between Hawkesbury River and Newcastle, and rough estimate made and submitted.

The Field Staff of the railway survey office for the past twelve months consisted of an average of twenty-four surveyors. The following is a summary of the field work carried out by these officers during that time:—

Preliminary Explorations.	Preliminary Traverses.	Preliminary Levels.	Trial Surveys.	Trial Levels.	Trial Surveys, Check Levels.	Trial Surveys, Cross Levels.
3,382 miles.	1,820 miles.	1,158 miles.	787 miles.	568 miles.	124 miles.	594 miles.

Permanent Staking.	Permanent Levels.	Permanent Check Levels.	Permanent Cross Levels.	Detail Trial Survey.	Detail Permanent Survey.	Inspections.
64 miles.	81 miles	72 miles.	105 miles.	502 miles.	30 miles.	300 miles,

The drafting of this office, as well as a considerable amount of work for the Railway Commissioners, Examiners of proposed public works, and the Parliamentary Standing Committee on Public Works, has been done by a staff of twenty draftsmen.

TRAMWAYS.

The following works have been completed during the year :—

	Miles.	Chains.	
Redfern to Moore Park Tramway	1	17	double track.
Ashfield to Druitt Town Tramway... ...	1	78	single ,,
Cook's River Road Tramway, 1st section ...	0	56	double ,,

The following are still in progress :—

	Miles.	Chains.	
Tramway from Yass Railway Station to town	2	73	single track.
Forest Lodge to Balmain Tramway	1	58	,, ,,
North Shore Tramway Extension	0	60	double ,,

Redfern to Moore Park Tramway.

Work was commenced at the beginning of the year, and the line, which is 1 mile 17 chains in length, double track, with some additional duplication, was opened and ready for traffic on 1st August.

The amount of Mr. John Ahearn's contract for the principal works was £8,341, and the total cost of the line, including permanent-way material, was £18,504 5s.

Ashfield to Druitt Town Tramway.

Work on this line, which is 1 mile 78 chains in length, single track, was commenced at the end of January and completed and opened for traffic on the 23rd September. The amount of Messrs. H. A. Brigg and Co.'s contract was £7,850, which included cost of engine-shed at Enfield. The total cost of the line, including permanent-way, material, and water supply, &c., was £12,098 3s. 9d.

Cook's River Road Tramway.

The tender of Messrs. Willmott and Morgan for the 1st section of this line, which is 56 chains in length, double track, was received in the previous year.

Work commenced at the beginning of April and was completed on the 14th September. The amount of the contract was £5,540, and the total cost of the line was £11,718 14s. 10d.

Tenders for the remaining portion of this line, from St. Peters to Cook's River, have not yet been invited, but the completed portion has been handed over to the Railway Commissioners, and was opened for traffic on December 24th.

Yass Tramway.

This line connects Yass Railway Station with the town of Yass, a distance of 2 miles 73 chains, single track.

Messrs. Kerr and Cronin's contract for the construction of the line was completed on the 1st July, amount of tender being £13,156.

Mr. O. McMaster's contract for the superstructure of the Yass River Bridge was still uncompleted. Amount of tender was £4,994.

A contract was let in February to Messrs. Thomson and Bates for the station buildings, goods-shed, &c., and was almost completed at the end of the year. Amount of tender was £1,170.

Messrs. Taylor and McClure were the successful tenderers for the engine and carriage-shed and water supply, the amount of their tender being £1,695, but work had not been commenced at the end of the year.

North Shore Cable Extension.

This is a length of 60 chains of double track in continuation of the present cable tramway along Miller-street to Falcon-street, thence along Falcon-street to the junction of the Lane Cove Road. Tenders were called in January, and that of Mr. Justin McSweeney, amounting to £17,439, accepted. Work was commenced early in May, and has progressed satisfactorily.

It having been decided to remodel and enlarge the power plant and driving gear, plans and specifications were prepared for this and tenders invited. Plans, &c., were also prepared for a cable storage shed, and tenders invited.

Newcastle to Merewether.

Tenders for this work were invited and that of Messrs. Walters and Smith, at £7,324, was accepted but work had not been commenced at the end of the year. Length, 2 miles 28 chains single track.

Newcastle to Tighe's Hill.

Tenders were invited for this extension, but up to the end of the year none had been accepted.

Newcastle City Extension.

Plans, &c., for this extension, which were in hand at the close of 1890, were completed, and tenders were called, but owing to objections having arisen to carrying a tramway along Hunter-street, the question is in abeyance. An alternative project to use Scott-street has been investigated.

Survey and Reports.

Besides the field and office work in connection with the foregoing contracts, the permanent survey of the King-street to Ocean-street cable tramway was almost completed. Reports and trial surveys were made of the following proposed extensions, viz. :—Newcastle to Adamstown ; Parramatta to Dural ; Botany Road to Cook's River, via Ricketty-street ; Randwick to the new Rifle Range ; Burwood to Mortlake ; Leichhardt to Balmain ; Darling-street, Balmain, to Gladstone Park ; Five Dock to Mortlake ; Military Road, North Sydney ; Spit Road to Manly ; and others.

H. DEANE,
Engineer-in-Chief.

STATEMENT of Expenditure on the undermentioned Lines from 1st January to 31st December, 1891.

Head of Service.	Amount.	Head of Service.	Amount.
	£ s. d.		£ s. d.
Bathurst to Orange	1 0 0	Molong to Parkes and Forbes	12,219 1 2
Cootamundra to Gundagai	6,648 8 6	Sydney to Wollongong and Kiama	531 16 9
Culcairn to Corowa	96,885 18 1	Tamworth to Tenterfield	8,197 14 5
Cootamundra to Temora	2,156 8 1	Tenterfield to the Border	1,463 11 3
Goulburn to Wagga Wagga	13 10 11	Trial surveys as per statement annexed* ...	22,028 0 7
Goulburn to Crookwell	330 13 6	Wallerawang to Mudgee	188 11 11
Goulburn to Cooma	600 12 4	St. Leonards to Milson's Point	21,057 3 4
Gunnedah to Narrabri	4,072 14 1	Inverell to Glen Innes	1,467 4 5
Homebush to Waratah	47,203 14 6	South Grafton to Glen Innes	17 1 0
Kiama to Nowra	126,953 8 11	Lismore to the Tweed	71,102 8 10
Murrumburrah to Blayney	68 18 8	Gundagai to Tumut	2,574 7 0
Marrickville to Burwood Road	195 3 2	Narrabri to Moree	3 15 0
Narrandera to Jerilderie	4 6 1	Land claims, old lines	1 17 0
Nyngan to Cobar	174,438 16 7	Dubbo to Bourke	630 0 6
North Shore Railway	451 1 1		
Orange to Dubbo	0 10 0		601,507 17 8

W. H. QUODLING,
Chief Accountant.

6th June, 1892.

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*EXPENDITURE on Trial Survey Vote for year ending 31st December, 1891.

Head of Service.	Amount.	Head of Service.	Amount.
	£ s. d.		£ s. d.
Bombala—Eden	1,811 11 10	Maitland—Grafton	3,835 14 3
Bowral—Robertson	699 7 11	Nowra—Moruya	7 3 9
Cobar—Wilcannia	1,694 13 11	Petersham—Eastwood	15 9 4
Casino—Tenterfield	2,856 14 5	Parramatta—Dural	2 0 0
Cooma—Bendoch	6 0 2	Piper's Flat—Sunny Corner	243 8 5
Dubbo—Werris Creek	2,208 3 6	Ryde—Chatswood	2 0 0
Dubbo—Parkes	523 4 6	Ryde—Ryde Station	125 2 9
Eastern Suburban Railway	119 17 8	Rookwood Cemetery	83 6 8
Glenrigh—Coff's Harbour	171 9 0	Generally	787 16 6
Guyra—South Grafton	2,533 16 8	Trial Bay—Kempsey	608 11 6
Grafton—Glen Innes	385 16 2	The Rock—Murray Hut	105 19 4
Hillston—Temora	8 18 4	Young—Grenfell and Forbes	735 8 9
Jervis Bay—Moruya	9 15 3	Rent	450 0 0
Lismore Railway—The Pocket	82 10 0	Gas	7 2 3
Murwillumbah—Tweed Heads	930 1 4		
Monaro—The Coast	503 8 2		22,028 0 7
Mudgee—Walgett	473 8 3		

W. H. QUODLING,
Chief Accountant.

STATEMENT of Expenditure on Account of Tramways from 1st January to 31st December, 1891.

Head of Service.	Amount.	Head of Service.	Amount.
	£ s. d.		£ s. d.
Ashfield to Druitt Town	11,260 7 10	Newcastle (City)	228 9 2
Bourke-street—Botany	8 18 0	Plattsburg	2 5 2
Balmain Extension	7,272 2 2	Parramatta—Dural	10 15 6
Balmain—Drummoyne	5 17 3	Redfern—Moore Park	13,710 18 9
Five Dock	6,617 9 4	Tramways generally	2,961 14 11
Field of Mars	10 13 4	Waverley Extension	498 7 6
King street to Ocean-street	279 10 6	Yass Extension	11,833 5 11
Lane Cove Road Extension	12,466 16 3	Yass Bridge	2,752 16 8
Merewether Extension	965 8 11		
Newtown—Cook's River	11,191 8 6		82,808 19 4
Newcastle—Tighe's Hill	731 13 8		

W. H. QUODLING,
Chief Accountant.

6th June, 1892.

(III.)

PERMANENT-WAY MATERIALS, Construction Branch, imported for the Tramways during year ending 30th June, 1891.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by.	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.
		Indent for Tramways Generally.		T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1890.										
13 Dec..	Neotsfield	17 26-ft. steel rails	Barrow Hæmatite Steel Co. (Lt.)	5 13 0 15	10 10 0	59 7 11	2 3 10	0 3 2	1 0 8	62 15 7
,, ,, ..	,, ...	261 30-ft. ,, ...	,, ,, ...	100 4 0 12	10 10 0	1,052 3 1	38 16 7	4 6 2	17 9 7	1,112 15 5
,, ,, ..	Tamar	301=218 30-ft., 83 26-ft. steel rails	,, ,, ...	111 6 1 2	10 10 0	1,168 15 10	43 2 8	4 14 9	20 9 9	1,237 3 0
,, ,, ..	,, ...	391 30-ft. steel rails	,, ,, ...	150 2 1 8	10 10 0	1,576 4 4	58 3 5	6 8 0	26 4 1	1,666 19 10
,, ,, ..	Strathdon	783 ,, ...	,, ,, ...	300 13 1 8	10 10 0	3,156 19 10	116 9 9	12 13 0	52 8 9	3 338 11 4
1891.										
7 Jan. ..	Hesperus	344 30-ft. steel rails	,, ,, ...	132 1 1 20	10 10 0	1,386 15 0	51 3 8	5 13 0	22 19 5	1,466 11 1
,, ,, ..	,, ...	139= 91 30-ft., 48 26-ft. steel rails	,, ,, ...	50 18 0 20	10 10 0	534 10 10	19 14 6	2 5 5	8 17 10	565 8 7
16 ,, ..	Wavertree.....	826=507 ,, 319 ,, ...	,, ,, ...	300 15 3 22	10 10 0	3,158 7 5	116 11 2	12 13 7	52 9 0	3,340 1 2
29 ,, ..	Macquarie.....	540=407 ,, 133 ,, ...	,, ,, ...	200 10 1 20	10 10 0	2,105 7 10	77 14 0	8 9 8	34 19 4	2,226 10 10
1890.										
10 Nov..	Nairnshire.....	6,464 jagged lewis bolts	Baylis, Jones, and Baylis	12 14 2 20	26 15 0	340 12 8	17 14 10	3 9 2	3 14 8	365 11 4
,, ,, ..	,, ...	482 plate bearers	,, ,, ...	2 15 3 0	22 0 0	61 6 6	3 17 8	0 12 6	0 14 5	66 11 1
,, ,, ..	,, ...	2,944 tie rods	,, ,, ...	20 11 0 6	22 0 0	452 3 2	29 5 8	4 11 11	5 11 9	491 12 6
,, ,, ..	,, ...	1,100 split cotters	,, ,, ...	0 2 1 24	46 0 0	5 13 4	0 3 8	0 1 2	0 1 3	5 19 5
18 ,, ..	Port Jackson ...	7,500 fish-plates	Darlington Steel and Iron Co.	38 16 3 4	9 0 0	349 11 1	21 9 9	1 15 3	6 12 10	379 8 11
4 Aug..	Culgoa	15,000 bolts and nuts (Ibotson's)	Ibotson Bros. (Lt.)	10 8 1 9	24 15 0	257 16 2	15 7 6	2 14 7	2 14 9	278 13 0
28 Oct....	Torridon	4,536 lewis jagged bolts	Baylis, Jones, and Baylis	8 18 2 24	26 15 0	239 0 7	4 17 2	2 8 6	2 12 8	248 18 11
,, ,, ..	,, ...	3,268 plate bearers	,, ,, ...	18 19 3 17	22 0 0	417 17 10	10 6 1	4 4 10	4 18 10	437 7 7
,, ,, ..	,, ...	2,556 tie rods.....	,, ,, ...	17 19 0 13	22 0 0	395 0 7	9 19 8	3 19 11	4 13 4	413 13 6
,, ,, ..	,, ...	9,900 split cotters	,, ,, ...	0 18 2 7	46 0 0	42 13 10	0 10 4	0 8 7	0 7 7	44 0 4
		Indent for Druitt Town and Tighe's Hill Tramways.								
1891.										
3 Jan. ..	Fifeshire	68,000 Ibotson's patent lock and fish-bolts.....	Ibotson Bros. (Lt.)	26 19 2 21	27 10 0	742 1 5	40 9 10	10 5 10	10 11 10	1,024 4 2
,, ,, ..	,, ...	17,500 ,, ,, ...	,, ...	8 0 2 6	27 10 0	220 15 3				

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PERMANENT-WAY MATERIALS for the Construction of New Lines of Railway, imported during the year 1891.

Indent on England, dated 25th August, 1890, for 150 miles of Permanent-way Material, for New Railway Extensions.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton.
1891.				T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. per ton.
20 Feb ..	Hereward . .	21306 fish-bolts	Patent Bolt and Nut Co. (Ld.)	10 1 0 0	15 10 0	155 15 6	5 13 9	1 12 7	2 6 9	165 8 7	16 9 2½
20 „ ...	„ . .	38520 screws	„ „ . .	16 1 0 0	14 15 0	236 14 9	9 1 8	2 9 9	3 14 4	252 0 6	15 14 0½
23 Mar...	Winifred . .	31800 fish-bolts	„ „	15 0 0 0	15 10 0	232 10 0	8 9 10	2 7 4	3 10 9	246 17 11	16 9 2¼
23 „ ...	„	21306 „	„ „	10 1 0 0	15 10 0	155 15 6	5 13 9	1 11 8	2 7 3	165 8 2	16 9 2¼
23 „ ..	„ ...	58951 screws	„ „	25 1 0 0	14 15 0	369 9 9	14 3 6	3 15 3	5 15 1	393 3 7	15 13 11
23 „ .	„	35300 „	„ „	15 0 0 0	14 15 0	221 5 0	8 9 9	2 5 1	3 8 10	235 8 8	15 13 11
23 „ . .	Micronesia .	13524 fish-plates	Chas. Cammell & Co. (Ld.)	61 18 1 4	7 19 6	493 15 4	34 3 4	2 15 3	10 10 7	541 4 6	8 14 10½
23 „ ...	„	42612 fish-bolts	Patent Nut and Bolt Co. (Ld.) .	20 2 0 0	15 10 0	311 11 0	11 7 4	3 3 6	4 15 5	330 17 3	16 9 2½
23 „ ..	„ .	70600 screws	„ „	30 0 0 0	14 15 0	442 10 0	16 19 8	4 10 3	6 17 5	470 17 4	15 13 10½
28 Feb ..	Port Adelaide ...	25440 fish-bolts	„ „	12 0 0 0	15 10 0	186 0 0	12 3 6	2 2 2	2 12 6	202 18 2	16 18 2
28 „ ..	„ ...	94251 screws	„ „	40 1 0 0	14 15 0	590 14 9	40 12 7	6 10 8	8 9 1	646 7 1	16 2 9
14 April	Glenesslin	1178 rails, 30 feet	Chas. Cammell & Co. (Ld.) ..	315 10 2 24	5 6 3	1676 5 8	201 3 0	13 6 11	44 6 2	1936 1 9	6 2 8¼
19 Mar...	Clan McKenzie	1288 „	„ „ .. .	345 0 0 0	5 16 3	1832 16 3	219 18 9	14 11 8	48 8 9	2115 15 5	6 2 7¾
8 „ ...	Gulf of Venice .	924 „	„ „	247 10 0 0	5 11 3	1376 14 5	100 13 11	13 11 2	33 11 5	1524 10 11	6 3 2
23 „ ...	Micronesia	408 „	„ „	109 5 2 24	5 11 3	607 18 0	42 7 0	4 14 0	15 11 5	670 10 5	6 2 9
29 „ ...	Bothwell Castle...	17172 fish-bolts	Patent Nut and Bolt Co. (Ld.) .	8 2 0 0	15 10 0	125 11 0	8 5 5	1 8 1	1 16 2	137 0 8	16 18 3½
29 „ ...	„ ...	56480 screws	„ „	24 0 0 0	14 15 0	354 0 0	24 5 10	3 19 7	5 0 5	387 5 10	16 2 8¼
8 April	Celtic Chief .	753 rails, 30 feet	Chas. Cammell & Co. (Ld)	201 13 3 20	5 11 3	1121 18 8	78 3 2	8 11 0	28 14 11	1237 7 9	6 2 8½
29 Mar...	Hubbuck	1122 „	„ „	300 10 2 24	5 11 3	1671 14 7	122 5 8	16 7 5	40 15 2	1851 2 10	6 3 2¼
29 „ ...	„	748 „	„ „ .. .	200 7 0 16	5 11 3	1114 9 9	81 10 6	10 18 2	27 3 4	1234 1 9	6 3 2¼
30 „ ...	Port Pirie, s.s. ...	748 „	„ „	200 7 0 16	5 11 3	1114 9 9	81 10 6	11 0 10	27 2 11	1234 4 0	6 3 2¼
7 June..	Buteshire, s.s. ...	3824 „	„ „ .	1024 5 2 24	5 6 3	5441 10 4	652 19 8	42 18 0	143 15 10	6281 3 10	6 2 8½
31 May...	Clan Robertson...	748 „	„ „	200 7 0 16	5 11 3	1114 9 9	77 12 10	8 9 11	28 11 2	1229 3 8	6 2 8¼
31 „ ...	„	188502 screws	Patent Nut and Bolt Co. (Ld.) .	80 2 0 0	14 15 0	1181 9 6	45 6 7	12 0 1	18 7 9	1257 3 11	15 13 10
20 „ ...	Andrata .. .	374 rails, 30 feet	Chas. Cammell & Co. (Ld.) ...	100 3 2 8	5 11 3	557 4 10	38 16 5	4 4 5	14 8 7	614 11 3	6 2 8¼
20 „ ..	„	485 „	„ „	129 18 0 24	5 11 3	722 12 7	50 6 9	5 9 3	18 10 5	796 19 0	6 2 8¼
20 „ ...	„	1382 „	„ „	370 3 2 8	5 11 3	2059 2 4	143 8 11	15 9 5	52 15 2	2270 15 10	6 2 7¾
23 Mar...	Oceana	208 „	„ „ . ..	55 14 1 4	5 11 3	309 18 2	22 13 4	3 3 5	6 10 1	342 5 0	6 2 10½
7 April	Parramatta, s.s. ..	163 „	„ „ .	43 13 0 24	5 11 3	242 17 3	17 15 3	2 10 3	5 1 7	268 4 4	6 2 10¾
19 June..	Glengarry . ..	671 „	„ „ . .	179 14 2 16	5 11 3	999 15 2	69 12 10	7 12 9	25 12 3	1102 13 0	6 2 8¾
19 „ .	County of Flint ..	748 „	„ „ . . .	200 7 0 16	5 11 3	1114 9 9	77 12 10	8 9 11	28 10 7	1229 3 1	6 2 8½
22 „	Ocean	561 „	„ „ . ..	150 5 1 12	5 11 3	835 17 3	58 4 6	6 8 1	21 8 3	921 18 1	6 2 8½
19 April	Wilcannia	746 „	„ „	199 16 1 20	5 6 3	1061 11 0	133 15 1	10 19 6	26 15 0	1233 0 7	6 3 5
7 „	Parramatta ...	27300 fish-plates	„ „ . .	124 17 0 24	7 19 6	995 15 3	105 11 2	7 1 6	15 19 9	1124 7 8	9 0 1¾
20 June.	Derwent	1004 rails, 30 feet	„ „ . .	268 18 2 8	5 11 3	1495 18 4	104 4 2	11 7 1	38 6 1	1649 15 8	6 2 8½
26 „ ...	Robert Duncan .	2994 „	„ „ ...	801 19 1 4	5 6 3	4260 8 8	511 5 1	33 12 9	112 12 1	4917 18 7	6 2 7¾
13 July...	Cimba	374 „	„ „	100 3 2 8	5 11 3	557 4 10	38 16 5	4 6 5	14 5 3	614 12 11	6 2 9
13 „ .	„	14310 fish-bolts	Patent Nut and Bolt Co. (Ld.) .	6 15 0 0	15 10 0	104 12 6	3 17 7	1 1 5	1 11 5	111 2 11	16 9 4

PERMANENT-WAY MATERIALS for the Construction of New Lines of Railway, imported during the year 1891—*continued.*

Date of Arrival	Name of Ship	Description of Material	Supplied by	Weight	Rate.	Invoice Cost.	Freight	English Charges	Colonial Charges	Total Cost	Cost per ton
		INDENT on England, dated 25th August, 1890. for 150 miles of Permanent-way Material, for New Railway Extensions—*continued.*									
1891.				T c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13 July	Cimba	171205 screws	Patent Nut and Bolt Co (Ld.)	72 15 0 0	14 15 0	1073 1 3	41 2 2	10 17 1	16 14 5	1141 14 11	15 13 10½
19 June.	Perseles	70 rails, 30 feet	Chas. Cammell & Co. (Ld)	18 15 0 0	5 11 3	104 5 11	7 5 4	0 18 7	2 13 7	115 3 5	6 2 10
13 July	Dumbarton	558 ,,	,, ,,	149 9 1 4	5 6 3	794 0 7	95 5 8	6 7 6	21 c 2	916 13 11	6 2 8
13 ,,	Patriarch	1001 ,,	,, ,,	268 2 0 0	5 11 3	1491 6 2	103 18 0	11 6 5	38 3 11	1644 14 6	6 2 8½
13 ,,	Cutty Sark	424 ,,	,, ,,	113 11 1 20	5 11 3	631 14 10	44 0 3	4 17 7	16 3 10	696 16 6	6 2 8¼
13 ,,	Cimba	374 ,,	,, ,,	100 3 2 8	5 11 3	557 4 10	38 16 5	4 6 5	14 5 4	614 13 0	6 2 8
18 June.	Shannon	37254 fish-bolts	Patent Nut and Bolt Co. (Ld) ..	17 4 3 22	15 10 0	267 6 8	10 4 10	3 0 0	2 16 4	283 7 10	16 8 7
18 ,,	,,	23941 screws	,, ,,	10 3 1 24	14 15 0	150 1 1	6 1 0	1 13 11	1 12 11	159 8 11	15 14 0
5 Aug.	Loch Trool	786 rails, 30 feet	Chas Cammell & Co (Ld)	210 10 2 24	5 6 3	1118 9 5	134 4 4	8 18 5	29 10 11	1291 13 1	6 2 8¼
4 ,,	Uludia ..	3483 ,,	,, ,,	932 18 3 20	5 3 0	4804 13 6	793 0 0	57 16 4	174 12 3	5830 2 1	6 5 0
28 June	Arcadia	20706 fish-plates	,, ,,	94 15 3 16	7 19 6	755 19 9	54 17 0	5 7 5	12 11 4	828 15 6	8 14 10
12 July	Port Caroline	757 rails, 30 feet	,, ,,	202 15 1 12	5 11 3	1127 17 11	82 10 0	11 2 5	27 9 10	1294 0 2	6 3 2½
24 Aug	Drumcliffe	4597 ,,	,, ,,	1231 6 3 4	5 6 3	6541 9 9	784 19 7	51 10 10	172 17 6	7550 17 8	6 2 7¼
12 Sept.	Bardowie	154 ,,	,, ,,	41 5 0 0	5 6 3	219 2 10	26 5 11	1 18 4	5 15 8	253 2 9	6 2 8¼
5 Oct.	Glenlui	3 ,,	,, ,,	0 16 0 0	5 6 3	4 5 4	0 10 3	0 3 8	0 2 3	5 1 6	6 6 10½
17 Aug	Austral	314 ,,	,, ,,	100 4 2 6	5 11 3	557 10 4	40 15 7	5 10 8	12 5 8	616 2 3	6 3 0
17 ,,	,,	137 ,,	,, ,,	43 14 2 11	5 11 3	243 5 0	17 15 10	2 8 3	5 7 4	268 16 5	6 3 0
20 ,,	Australasian	353 ,,	,, ,,	112 13 2 3	5 11 3	626 15 3	45 16 11	6 5 0	15 5 6	694 2 8	6 3 3
31 ,,	Port Pirie	5784 fish plates	,, ,,	26 9 3 26	7 19 6	211 6 7	15 5 11	1 12 0	4 4 6	232 9 0	8 15 5
16 ,, ...	California	4054 rails, 30 feet	,, ,,	1294 0 1 22	5 6 3	6874 9 10	824 18 9	54 3 1	181 13 9	7935 5 5	6 2 7¼
6 Nov.	Tamar	652 ,,	,, ,, ...	208 2 1 8	5 11 3	1157 13 0	80 12 11	8 16 5	29 9 10	1276 12 2	6 2 8¾
29 ,,	Forth of Clyde	628 ,,	,, ,, ...	200 9 0 12	5 9 2	1094 3 0	87 14 0	8 10 0	29 8 9	1219 15 9	6 1 8¼
22 ,,	Alleiton ..	314 ,,	,, ,,	100 4 2 6	5 6 3	532 9 2	63 17 11	4 7 0	14 5 5	614 19 6	6 2 8¼
2 Oct	Port Victor	285 ,,	,, ,,	90 19 1 19	5 11 3	506 0 6	37 0 3	5 1 6	12 6 10	560 9 1	6 3 2¼
27 Dec	Strathdon	935 ,,	,, ,, ...	298 8 3 25	5 11 3	1660 2 5	115 13 0	12 11 8	42 6 1	1830 13 2	6 2 8
20 Nov..	Pass of Balmaha .	1145 ,,	,, ,, ...	365 9 2 11	5 6 3	1941 12 3	232 19 10	15 7 6	51 0 10	2241 0 5	6 2 7¼
6 June	Madagascar	1657 ,,	,, ,,	528 18 0 19	5 6 3	2809 16 6	337 3 7	22 3 9	73 17 0	3243 0 10	6 2 7¼
15 Nov	Arcadia ...	620 ,,	,, ,, ..	197 18 0 4	5 11 3	1100 16 7	80 10 5	10 17 8	23 1 1	1215 5 9	6 2 9½
		INDENT on England, dated 12th November 1890, for 100 miles rood, of Permanent-way Material, each rail to be 30 ft. in length, and to weigh about 60 lb. per yard.									
19 June.	County of Flint. .	31800 bolts and nuts	Bayliss, Jones, and Bayliss	15 0 0 0	15 0 0	225 0 0	8 13 6	3 7 6	4 7 11	241 8 11	16 1 11
19 ,,	,,	69000 screws	,, ,,	30 0 0 0	14 10 0	435 0 0	17 7 9	3 7 6	6 0 6	461 15 9	15 7 10½
20 ,,	Derwent	21840 fish-plates	Bolckow Vaughan, & Co (Ld)	99 18 3 0	7 6 4	731 4 2	56 9 1	4 6 3	16 13 8	808 13 2	8 1 9½
13 July .	Cimba	20034 bolts and nuts	Bayliss, Jones and Bayliss	9 9 0 0	15 0 0	141 15 0	4 16 11	2 10 8	2 14 5	151 17 0	16 1 4½
13 ,,	,,	100050 screws	,, ,,	43 10 0 0	14 10 0	630 15 0	25 14 9	5 6 10	9 9 5	671 6 0	15 8 7¼
24 ,,	Gowanbank	12887 rails .. .	Barrow Hematite Steel Co (Ld)	3451 17 2 0	4 19 3	17129 18 7	3106 13 10	214 17 6	634 13 1	21086 3 0	6 2 2
18 June	Echuca	32760 fish-plates	Bolckow, Vaughan & Co (Ld)	149 18 0 14	7 6 4	1096 16 3	88 18 3	8 9 3	23 13 3	1217 17 0	8 2 8½
30 July	Aleyone	15800 ,, ...	,, ,,	72 5 3 26	7 6 4	528 19 9	40 16 8	3 3 3	19 1 3	592 0 11	8 3 8¼
30 ,,	,,	41206 bolts and nuts	Bayliss, Jones, and Bayliss	19 6 1 7	15 0 0	289 14 9	11 1 5	2 18 10	4 10 0	308 5 0	15 19 1½
30 ,,	,, ...	103222 screws . .	,, ,, .	45 5 1 23	14 10 0	656 9 0	26 3 6	6 13 4	10 7 9	699 13 7	15 9 0¼
13 Aug.	Aristides ..	47760 bolts and nuts	,, ,, .	22 10 0 0	15 0 0	337 10 0	12 19 8	3 8 1	5 5 3	359 3 0	15 19 2½
13 ,,	,,	217728 screws	,, ,,	95 2 0 0	14 10 0	1378 19 0	54 19 7	13 18 2	21 16 11	1469 13 8	15 8 9
19 ,,	Kinkora .	10082 rails	Barrow Hematite Steel Co (Ld.)	2700 10 2 24	4 19 3	13401 8 2	2092 18 4	165 2 2	496 11 0	16155 19 8	5 19 2¼

PERMANENT-WAY MATERIALS for the Construction of New Lines of Railway, imported during the year 1891—*continued.*

Date of Arrival	Name of Ship	Description of Material	Supplied by	Weight	Rate	Invoice Cost.	Freight	English Charges.	Colonial Charges	Total Cost	Cost per ton
INDENT on England, dated 12th November, 1890, for 100 miles rood, of Permanent-way Material, each rail to be 30 ft. in length, and to weigh about 60 lb. per yard—*continued*											
1891				T. c. q lb	£ s. d.	£ s. d.	£ s d	£ s. d	£ s. d.	£ s d	£ s d.
7 Sept.	Illawarra	749 rails	Barrow Hæmatite Steel Co. (Ld)	200 12 2 0	5 6 9	1070 16 9	77 14 10	8 10 2	28 4 4	1185 6 1	5 18 1¾
24 „	Orontes	562 „	„ „	150 10 2 24	5 6 9	803 9 8	58 6 8	6 8 5	21 3 5	889 8 2	5 18 2
18 Aug	Colwyn	377 „	„ „	100 19 2 16	5 6 9	538 19 10	39 2 9	4 7 2	14 3 9	596 13 6	5 18 3
7 „	Murrumbidgee	375 „	„ „	100 8 3 20	5 6 9	536 2 7	40 17 4	5 11 9	13 8 9	596 0 5	5 18 8
14 Oct	Yallaroy	752 „	„ „	201 8 2 8	5 6 9	1075 2 6	78 1 1	8 10 10	28 6 9	1190 3 2	5 18 1½
12 July	Port Caroline	933 „	„ „	249 18 0 24	5 6 9	1333 18 0	101 13 8	13 13 9	33 8 11	1482 14 4	5 18 7¾
15 Oct	Port Jackson	584 „	„ „	156 8 2 8	5 6 9	834 18 9	60 12 4	6 13 4	22 0 1	924 4 6	5 18 2
24 Sept.	Brilliant	375 „	„ „	100 8 3 20	5 6 9	536 2 8	38 18 6	4 6 8	14 2 10	593 10 8	5 18 1½
24 „	Trafalgar	351 „	„ „	94 0 1 12	5 6 9	501 16 5	36 8 8	3 19 9	13 4 1	555 8 11	5 18 2
24 „	„	372 „	„ „	99 12 3 12	5 6 9	531 16 10	38 12 2	4 4 7	14 0 3	588 13 10	5 18 2
23 Nov.	Torridon	375 „	„ „	100 8 3 20	5 6 9	536 2 8	38 18 6	4 6 8	14 0 9	593 8 7	5 18 1½
9 „	Astoun	942 „	„ „	300 13 2 18	5 6 9	1604 17 11	122 6 9	16 8 8	40 6 3	1783 19 7	5 18 7¾
9 „	„	3708 fish-plates	„ „	17 7 2 14	7 3 6	124 14 2	9 19 2	1 2 1	2 13 6	138 8 11	7 19 4¼
21 Oct	Shannon	628 rails	„ „	200 9 0 12	5 6 9	1069 18 7	81 11 1	11 0 1	23 3 10	1185 13 7	5 18 3½
21 „	„	4068 fish-plates	„ „	19 1 1 14	7 3 6	136 16 4	10 18 7	1 3 11	2 9 3	151 8 1	7 18 9
2 Dec	Strathclyde	43253 bolts and nuts	Bayliss, Jones, and Bayliss	25 1 0 0	14 10 0	363 4 6	15 1 8	4 2 8	5 5 9	387 14 7	15 9 6
30 Nov	Nairnshire	57447 „ „	„ „	33 8 0 0	14 10 0	484 6 0	20 2 2	5 9 10	7 0 9	516 18 9	15 9 6
INDENT on England, dated 28th August, 1890, for Permanent-way Material, for 50 miles of Road, 71½ lb. per yard, and 30 feet in length.											
15 Feb	Orizaba	16958 fish-bolts	Horton & Son	10 1 0 0	15 2 6	152 0 2	10 4 2	1 14 1	1 13 9	165 12 2	16 9 6½
16 „	„	45536 screws	„	20 2 0 0	14 10 0	291 9 0	20 7 7	3 5 11	3 12 9	318 15 3	15 17 2
16 June.	Glengarry	33768 fish-bolts	„	20 2 0 0	15 2 6	304 0 3	11 7 6	3 2 4	4 13 8	323 3 9	16 1 6¼
16 „	„	45828 screws	„	20 2 0 0	14 10 0	291 9 0	11 7 6	2 19 9	4 11 5	310 7 8	15 8 10
26 „	Robert Duncan	721 rails	Chas. Cammell & Co. (Ld)	508 15 3 26	5 6 3	2702 19 11	324 7 2	21 11 11	71 8 6	3120 7 6	6 2 8
26 „	„	873 „	„ „								
19 „	Pericles	551 „	„ „	175 17 2 5	5 11 3	978 6 4	68 3 0	7 9 6	25 1 3	1079 0 1	6 2 8
19 „	„	18036 fish-plates	„ „	85 2 0 16	7 19 6	678 14 7	47 6 3	3 13 11	14 11 2	744 5 11	8 14 11
13 July	Patriarch	90 rails	„ „	28 14 2 6	5 11 3	159 16 0	11 2 8	1 6 11	4 1 11	176 7 6	6 2 9
13 „	Drumburton	3463 „	„ „	1105 7 2 5	5 6 3	5872 6 4	704 13 7	45 4 1	155 3 11	6778 7 11	6 2 8
15 June.	Morayshire	334 „	„ „	106 12 0 26	5 11 3	593 0 7	43 7 7	5 18 6	14 9 3	656 15 11	6 3 2
13 July	Cutty Sark	357 „	„ „	113 19 0 7	5 11 3	633 17 3	44 3 2	4 18 0	16 4 7	699 3 0	6 2 8
18 „	Shannon	19674 fish bolts	Horton & Son	11 14 0 25	15 2 6	177 2 8	6 19 2	2 0 0	1 17 11	187 19 9	16 1 4½
18 „	„	45828 screws	„	20 2 0 0	14 10 0	291 9 0	11 18 10	3 6 3	3 4 1	319 18 2	15 18 5
18 „	„	45560 „	„	20 2 0 0	14 10 0	291 9 0	11 18 11	3 6 9	3 4 1	309 18 9	15 9 10¼
5 Aug	Loch Trool	1352 rails	Chas. Cammell & Co. (Ld)	431 11 0 8	5 6 3	2292 12 7	275 2 4	18 2 7	60 11 5	2646 8 11	6 2 8
4 „	Ulidia	8510 „	„ „	2716 7 0 26	5 3 0	13989 5 3	2308 18 2	167 16 9	508 9 0	16974 9 2	6 4 11¾
13 July	Cutty Sark	8820 fish-plates	„ „	42 10 0 12	7 19 6	338 19 7	23 10 7	1 18 5	7 4 10	371 13 5	8 14 10½
30 „	Alcyone	8352 „	„ „	40 4 3 27	7 19 6	320 19 10	22 5 7	1 16 6	6 17 2	351 19 1	8 14 10½
11 „	Ballarat	46048 screws	Horton & Son	20 8 3 0	14 10 0	296 6 11	12 2 11	3 7 9	3 5 4	315 2 11	15 8 2
12 Sept.	Bardowie	1082 rails	Chas Cammell & Co. (Ld)	345 7 1 18	5 6 3	1834 15 8	220 3 6	14 10 9	48 9 4	2117 19 3	6 2 8
24 Aug	Drumcliffe	125 „	„ „	39 17 3 27	5 6 3	211 19 4	25 8 8	1 16 3	5 11 10	244 16 1	6 2 7¾
31 „	Port Pirie	155 „	„ „	49 9 2 1	5 11 3	275 4 2	20 2 7	2 16 6	6 12 10	304 16 1	6 3 7
6 Nov.	Tamar	2 „	„ „	0 12 3 2	5 11 3	3 11 0	0 4 11	0 3 7	0 1 9	4 1 3	6 7 3

(IV.)—Trial Surveys.

Alphabetical List, showing total cost from 1st January, 1880, to 31st December, 1891.

	£	s.	d.
Albury to Wodonga	254	8	1
Adelong to Tumberumba	28	14	1
Allandale to Wollombi . ..	1,015	14	10
Armidale to Trial Bay (*see* T)	.. ..		
Bowral to Robertson	971	15	10
Byron Bay to Tenterfield	72	15	0
Blayney to Murrumburrah	2,145	4	11
Blayney to Carcoar and Forbes	842	11	4
Breadalbane to Crookwell	479	15	9
Braidwood to Bateman's Bay ..	53	3	9
Bombala to Great Southern Railway (*see* T)	....		
Bombala, Eden, Cathcart, and Great Southern Line	2,126	18	11
Bombala to Eden	3,731	0	11
Byron Bay to Tweed River	1,230	1	6
Byrock to Brewarrina (Great Western Railway)	43	11	3
Bowning to Burrowa	669	16	1
Barmedman to Hillston	1,878	0	4
Bombala to Bendock	826	12	8
Blacktown to Blayney	349	16	8
Culcairn to Corowa	535	14	6
Culcairn to Germanton	215	14	10
Cooma to Bendock	6	0	2
City Extension	2,321	7	11
Connecting with Queensland Railways at Tweed Heads	39	0	0
Coonamble to Walgett	307	1	4
Cooma to Bombala	3,552	17	0
Carcoar to Forbes	229	7	10
Cowra to Forbes	4	0	0
Clarence to New England	10,425	6	2
Cassilis to Dubbo	40	3	4
Candelo to Bega	212	10	5
Capertee to Richmond	31	8	3
Colo Valley, Richmond, to point on Mudgee Extension	31	10	9
Coonabarabran to Narrabri	9	0	0
Cobar to Wilcannia	4,745	12	1
Crookwell to Taralga	40	13	4
Casino to Tweed River	19	3	4
Casino to Byron Bay	4	10	0
Cooma, Bombala Line, to Bega District ...	1,483	4	3
Cootamundra to Temora . .	469	9	9
Cowra to Canowindra	54	3	10
Coombing's Creek to Long's Corner	447	15	9
Chinderah to Tweed Heads	272	13	0
Casino to Tabulam	8	0	0
Cooma to Bendock	... .		
Cobargo to Bermagui	0	6	3
Casino to Tenterfield	2,856	14	5
Dubbo to Coonamble	645	15	2
Dubbo to Gulgong	6	14	0
Dubbo to Werris Creek	4,701	2	1
Dubbo to Forbes	984	16	7
Dargan's Creek to Eskbank	136	14	5
*Darling Island Extension, £236 6s 2d., paid by Railway Commissioners to end of 1891. From 1892 charged to Trial Survey vote	236	6	2
Dubbo to Parkes	1,220	16	9
Eden to Bega, thence to Monara ...	593	14	11
Eden to Candelo, thence to Cooma ..	698	9	2
Eastern Suburban Railway	1,036	8	4
Eveleigh to La Perouse	6	10	0
Eveleigh to Botany	320	8	0
Forbes to Wellington, and Wellington to Werris Creek	162	4	1
Forbes to Wilcannia	1,281	13	9
Forbes to Grenfell	278	7	11
Forbes to Condobolin	6	0	0
Glen Innes to Inverell . .	1,888	19	5
Glen Innes to Inverell, *via* Swanbrook	190	10	7
Great Western Railway to Brewarrina	944	14	2
Grafton to Tenterfield	2	0	0
Gundagai to Tumut	1,132	17	7
Goulburn to Crookwell and Taralga . .	1,466	15	2
Grenfell to Forbes	2	10	0
Guyra to Inverell, *via* Wandsworth and Tingah	15	7	2
Guyra to Inverell	985	4	8
Glen Innes to Tenterfield ..	87	14	4
Glen Innes to Inverell, *via* Wellingrove	127	6	5
Goulburn to Cooma	51	19	6
Gunnedah to Narrabri ...	274	16	5
Galgong to Burrowa .	59	7	0
Grafton to Casino	196	10	4
Grafton to Tweed River . . .	33	6	8
Gulgong to Dubbo	1,486	0	1
Guyra to South Grafton	5,766	17	4
Gulgong to Wellington	620	0	0
Glen Righ to Coffs Harbour . . .	171	9	0
Grafton to Glen Innes	575	16	0
Hay to South Australian Border .	3,710	5	0
Hay to Lachlan River	89	9	10
Homebush to Waratah ...	21	17	11
Homebush to Long Nose Point ...	510	15	11
Hillston to Temora	8	18	4
*Hill Top Deviation (paid by Railway Commissioners)	534	6	4
Inverell to Bengalla	513	12	10
Illawarra Railway to Jervis Bay	33	1	1
Illawarra Railway to Kurnell	265	5	10
Inverell to Uralla	217	10	4
Jamberoo to Shoalhaven	726	2	6
Jerilderie to Denihquin . . .	723	16	9
Jervis Bay to Moruya	9	15	3
Kiama to Shoalhaven and Jervis Bay ...	386	17	1
Kentucky and Uralla to Inverell .	54	16	11
Kentucky to Inverell	1,440	3	10
Kiama to Jamberoo	296	15	5
Lismore-Tweed Railway to the Pocket	82	10	0
Lismore Tweed Railway to main Arm of Brunswick River	....		
Liverpool to Mulgoa	2	18	0
Macdonaldtown to St. Peters (amended)	2,640	17	1
Morpeth to Grafton	58	0	6
Morpeth to Grafton, thence to the Richmond and Tweed	5,127	13	11
Maitland to Grafton	6,286	12	0
Mudgee to Coonamble . .	1,379	5	7
Middle Harbour Borings for proposed Railway Bridge	133	18	2
Musclebrook to Cassilis .	1,090	16	5
Murrumburrah and Young to Grenfell and Forbes	1,367	15	1
Mudgee to Walgett	485	8	3
Mundooran to Coonamble . . .	15	0	0
Mundooran to Narrabri	522	2	11
Mudgee to Narrabri . .	4	0	0
Moss Vale to Robertson	348	14	4
Mundooran to Walgett	247	0	10
Manning River to Hastings River . ..	635	11	7
Marulan to Braidwood ...	21	18	7
Marrickville to Liverpool ..	2,165	6	6
Morpeth to Manning River	665	8	2
Manning River towards Gloucester ...	271	3	5
Molong to Forbes	142	18	7
Molong to Parkes and Forbes ...			
Molong to Parkes	957	17	6
Molong to Wilcannia	23	13	9
Magner's Yard to Milson's Point . . .	802	9	0
Magner's Yard to Blue's Point ...	27	13	4
Mudgee to Gulgong ..	458	6	4
Murwillumbah to Tweed Heads ...	936	14	1
Monaro to the Coast	604	9	2
Nyngan to Cobar and Cobar to Louth	903	6	2
Narrabri to Moree	315	7	9
North Shore Bridge Borings	85	16	9
North Shore to Pearce's Corner .	123	18	9
Narrandera to Jerilderie	376	0	7
Narrandera to Urana . . .	145	5	3
Narrandera to Hay	504	14	7
Newbridge towards Cowra	96	19	2
Narrabri to Mungindi	8	3	2
Neverire to Warren ..	87	12	10
Nimitybelle to Candelo ...	74	0	0
Narrabri to Walgett	923	14	4
Nyngan to Cobar . . .	1,672	1	8
North Shore to S. and N. Junction Railway (deviation) ..	9	0	0
North Shore to Milson's Point .	96	8	0
North Shore to Waters of Port Jackson ...	215	10	9
North Shore to Cremorne .	347	18	0
Nowra to Moruya	7	3	9
Orange to near Forbes ...	1,852	12	9
Orange to Molong	10	19	5
Parkes to Grenfell . .	124	16	6
Perth to Rockley	629	14	0
Parkes to Forbes	18	2	6
Penrith to Mudgee Railway, *via* Colo Valley	7,398	10	2
Parkes to Wellington	18	6	8
Parramatta to Dural	425	2	6
Petersham to Glebe Island . . .	70	0	8
Parkes to Condoblin .	425	9	10
Pennant Hills to Dural ..	237	6	7
Petersham to Field of Mars and Eastwood	1,047	5	6
Petersham to Eastwood .. .	15	9	4
Pipers' Flat to Sunny Corner ...	249	3	11
Richmond to Wallerawang	2,356	19	7

(IV.) Trial Surveys—*continued.*

	£	s.	d.
Richmond to Kurrajong (Tram)	24	6	1
Ryde to Chatswood	320	14	6
*Rix's Creek Deviation (paid by Railway Commissioners)	641	9	3
Ryde to Ryde Station	125	2	9
Rookwood Cemetery	83	6	8
St. Peters to Liverpool	740	13	11
Sydney to Newcastle	4,355	8	8
Strathfield to Longnose Point	287	5	11
Sutherland to Kurnell	54	10	9
Shellharbor to Jamberoo	289	9	4
South Grafton to Glen Innes			
Scone to Merriwa	36	3	0
Trial Bay to Armidale	2,323	7	9
Tenterfield to Byron Bay	680	4	1
Tarago to Braidwood...	650	4	2
To connect Bombala with Great Southern Line	1,841	19	5
Tenterfield to Queensland Border	454	14	4
Tarana to Oberon	456	0	6
The Rock to Murray Hut	112	3	7
Trial Surveys (Generally)	8,790	9	5
Tempe to Balmain	1,582	3	2
Temora to Barmedman	140	18	5
Tenterfield to Casino	2	9	8
Tamworth to Bingera...	68	3	1
Trial Bay to Kempsey	608	11	6
Uralla to Inverell	1,817	0	0
Upper Murray Railway	74	2	7
Wagga to Tumberumba	2,200	13	4
Wellington and Dubbo to Forbes	159	19	9
West Maitland to Manning River	1,629	19	9
Wellington to Forbes...	17	10	0
Wellington to Parkes...	458	18	2
Wellington to Werris Creek...	914	17	0
Wood's Flat to Forbes, *via* Eugowra ...	616	18	9
Wolumla to Bega	8	0	0
Wellington to Gulgong	15	0	0
Wilcannia to Silverton	1,371	11	9
Wilcannia to Cockburn	791	17	4
Wellington to Mudgee	2	10	0
Yarra to Crookwell	12	19	1
Yambla to Tumberumba	33	1	8
Young to Grenfell and Forbes	1,654	9	10
Young to Dubbo	23	15	2
Young to Parkes	5	15	8
Grand Total	£167,872	8	11

Explanation of above Expenditure.

	£	s.	d.
The cost of trial surveys carried out by the railway construction branch, but paid for by the Railway Commissioners out of their votes and marked thus *, amounts to	1,412	1	9
Add cost of trial surveys charged to railway construction votes	166,460	7	2
Grand Total, as above...	167,872	8	11

Harbours, Rivers, and Water Supply.

RETURN of Public Works carried on by the Harbours and Rivers Branch in the Year 1891

Work, and where situated	Whether Constructing or under Repair	Estimated Expense	Fund from which the Expense is defrayed	When Commenced	Whether Finished or Unfinished	If Finished actual amount of Expenditure	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891
						£ s d.	£ s d.	£ s d.
WATER SUPPLY.								
Sydney	Constructing		Loans	1880	Unfinished		2,267,655 14 11	14,840 12 0
Providing County Towns	,,		Loans & Con Rev	1879	,,		731,897 15 11	29,262 0 11
Western Suburbs	,,		Loans	1887	,,		143,309 1 8	28,165 17 1
Reservoir, Potts' Hill	,,		,,	1888	,,		100,983 4 2	28,280 17 3
Laying Second Pipe between Potts' Hill and Crown street	,,		,,	,,	,,		91,827 4 9	91,092 5 1
Working Expenses, Hunter River District Water Supply	Annual Service		Revenue	1890	Finished	3,742 14 8		649 3 2
,, ,, ,, ,,	,,		,,	1891	Unfinished		4,014 5 8	4,014 5 8
,, Sydney Water Supply	,,		,,	1890	Finished	5 929 10 9		622 18 4
,, ,,	,,		,,	1891	Unfinished		5,907 16 11	5 907 16 11
DREDGE SERVICE								
Excavation Silt by Dredges	Annual Service		,,	1890	Finished	106,884 6 5		641 10 11
,, ,, ,,	,,		,,	1891	Unfinished		110,922 15 1	110,922 15 1
Additional Dredge and Punts for Sydney	Constructing		Loans	1885	,,		70,113 18 2	12,120 15 7
Tugs and Punts for Dredges	,,		Revenue	1887	,,		10,442 11 7	3,384 8 7
Dredge Plant for Richmond and other Northern Rivers	,,		Loans	1883	,,		*a*24 742 16 9	
New Engines and Boilers, "Thetis"	,,		Con Rev.	1889	,,		9,122 5 2	*b*5,602 9 9
Landing Silt and forming ground	Annual Service		,,	1890	Finished	2,742 17 6	*c*	... ...
,, ,,	,,		,,	1891	Unfinished		3,780 19 3	3,780 19 3
Constructing small Docks, Northern Rivers, for Dredge Plant	Constructing		,,	1888	Finished	4,182 0 0	*d*	
Dredge and Punts, Myall River	,,		Loans	,,	Unfinished		7 771 14 0	480 19 3
Alterations Dredge, "Newcastle"	,,		Con Rev	1889	,,	...	3 448 5 6	2 787 7 6
Grab, Dredge, and Punts, Richmond River	,,		Loans	,,	Finished	3,603 4 2		255 15 8
Appliances for Reclaiming Land by Sand Dredges	,,		,,	,,	Unfinished		28,500 3 9	16,003 16 6
Dredge and Plant for service first at Nambucca River	,,		,,	1890	,,		7,991 18 7	1,262 17 5
Steamer for general purposes Sydney Harbour	,,		Con Rev	,,	,,		1,376 14 5	63 15 0
SYDNEY DISTRICT								
Completion Darling Harbour Wharf, including Compensation for Land, &c	Constructing		Loans	1881	,,		463,326 1 11	23 227 8 3
White Bay Reclamation	,,		Loans & Con Rev	1886	,,		12,249 14 5	3,160 4 0
Circular Quay Improvements	,,		Loans	1888	,,		63 875 1 0	13,536 10 11
Woolloomooloo Bay Improvements	,,		,,	,,	,,		1,890 5 4	1,490 17 9
Reclamation and Dredging Cook's River and Shea's Creek	Improving		,,	1887	,,		84,919 15 2	17,680 13 1
Snail's Bay Reclamation	,,		Loans & Con Rev	1888	,,		6,466 12 5	972 13 9
Admiralty Wharf, Woolloomooloo	Constructing		Loans	1889	,,		1,490 15 1	797 16 0
Widening Opening of Pyrmont Bridge	,,		Con Rev	,,	,,		75 12 2	*e*
Long Cove Reclamation	Improving		Loans & Con Rev	1890	,,		21,348 3 0	95,207 3 0
Naval Stations, Garden Island	,,		Loans	1884	,,		190,137 17 0	32,087 9 8
Sea-wall, Coogee Bay	Constructing		Con Rev.	1890	,,		3,508 2 8	2,624 3 4
Redecking old A S N Co.'s Wharf	,,		,,	,,	Finished	500 0 0		45 18 9
Inquiry Board, Pyrmont and Glebe Island Bridges	,,		,,	,,	,,	195 11 4		92 4 8
Pile Light, Shark Island	,,		,,	,,	,,	238 3 10		101 12 9
Rebuilding Stone Dyke-wall, Rushcutters' Bay	,,		,,	,,	Unfinished		1,824 2 7	1,768 12 5
Reclamation Careening Cove and Neutral Bay	Improving		Loans	1891	,,		825 16 10	825 16 10
Drill Shed and Lecture Room, Fort Macquarie	Constructing		Con Rev	,,	,,		2,054 11 1	*h*2 054 11 1
Painting Sheds, Circular Quay	Improving		,,	,,	Finished	247 10 0		247 10 0
Re planking Jetty, Woolloomooloo Bay	Constructing		,,	,,	Unfinished		231 2 3	231 2 3

a No expenditure in 1891 *b* £122 5s 2d of this amount was paid from Dredge Service 1891 Vote *c* No expenditure in 1891 *d* No expenditure in 1891, £1,225 1s 6d from "Incidental Expenses 1890 Vote"
e £2,456 14s of this amount paid from landing silt, 1891 *g* £3,248 14s 11d of this amount paid from landing silt, 1891 *h* £54 11s 1d paid from "Incidental Expenses, 1891"

Harbours, Rivers, and Water Supply—*continued.*

Work, and where situated	Whether Constructing or under Repair	Estimated Expense	Fund from which the Expense is defrayed	When Commenced	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891
						£ s. d.	£ s. d.	£ s. d.
Sydney District—*continued.*								
Improvements, Cowper Wharf, Woolloomoloo Bay	Constructing		Loans	1889	Unfinished		6,949 12 3	838 0 3
Cargo Shed, Woolloomooloo	,,		Con. Rev.	1891	,,		2,645 14 3	2,645 14 3
Construction Jetties, foot of Erskine-street	,,		Loans	,,	,,		1,509 10 4	1,509 10 4
Hunter River and Newcastle District								
Wharf and Shipping Appliances, Newcastle, including Steam Cranes, Newcastle Wharf	Constructing		Loans & Con Rev	1858	Unfinished		277,740 13 6	31,682 6 4
Protection of Banks of Hunter River, at West Maitland	,,		Con Rev.	1866	,,		39,330 11 2	a7,666 1 9
Expenses special services Tugs unconnected with dredging, and for Rocket Apparatus, Newcastle	Annual Service		,,	1890	Finished	682 0 0		163 6 1
,, ,, ,,	,,		,,	1891	Unfinished		744 0 9	744 0 9
Removal of Rocks, Newcastle Harbour	Improving		Loans	1858	,,		18,500 13 11	b7,126 12 4
Repairs, Newcastle Wharf	Repairs		Con. Rev.	1887	,,		11,084 11 0	c1,773 5 6
Wharf, Millers' Forest	Constructing		,,	1890	Finished	384 10 1		40 0 0
Repairs, Northern Breakwater, Newcastle	Repairs		,,	1883	Unfinished		9,636 17 11	d
Southern Breakwater, Newcastle	Constructing		Loans & Con Rev	1866	,,		84,996 7 10	d
Bolwarra Flood Embankment	,,		Con Rev	1891	,,		961 2 8	961 2 8
Lake Macquarie District—								
Improvements at entrance	Improving		Loans & Con Rev	1877	Unfinished		90,884 18 0	4,076 0 5
Clarence River District—								
Improvements at Heads	Constructing		,,	1862	,,		204,813 6 4	18,594 4 3
Woolgoolga Bay Jetty	,,		Loans	1889	,,		9,809 16 10	5,771 16 1
Coff's Harbour Jetty	,,		,,	,,	,,		7,705 18 0	5,269 14 0
Eatonsville Wharf	,,		Con Rev	1890	Finished	394 19 0		e380 5 6
Southgate Wharf	,,		,,	,,	,,	560 9 11		f535 11 9
Removal Argyle Reefs, South Arm	Improving		Loans	1889	Unfinished		1161 11 6	795 15 5
Manning River District—								
Wingham Wharf	Constructing		Con. Rev	1888	Finished	1,313 5 8		g425 17 10
Oxley Island Wharf	,,		,,	1889	,,	455 19 2		405 19 6
North Foster ,,	,,		,,	1890	,,	442 7 1		441 13 1
Trial Bay District—								
Harbour of Refuge	Constructing		Loans & Con Rev	1874	Unfinished		99,776 18 1	12,326 10 11
Light-house, Smoky Cape	,,		Loans	1889	Finished	23,786 12 6		12,692 16 0
Wollongong District—								
Deepening Harbour	Constructing		Loans	1874	Unfinished		5,680 17 5	d
Richmond River—								
Improving River	Improving		Loans & Con Rev	1878			46,467 13 8	17,600 8 3
Byron Bay Jetty	Constructing		,,	1884			14,828 3 7	204 4 8
North Codrington Wharf	,,		Con Rev	1889		353 16 4		h318 1 4
Snagging Richmond River and Tributaries	Improving		,,	,,			5,840 7 10	3,588 5 1
Byron Bay Breakwater	Constructing		,,	,,			2,160 5 3	49 9 7
Buckendoon Wharf	,,		,,	1890			448 10 6	i436 9 6
Bungawalbin Creek	,,		,,	,,			185 1 7	170 3 7
Coraki Wharf Extension	,,		,,	,,		609 0 11		j559 2 11
Lismore Wharf Extension	,,		,,	1891			341 16 6	341 16 6

NAMBUCCA DISTRICT.								
Clearing Obstructions						3,388 9 9		*d*
TWEED RIVER DISTRICT.								
Improving Navigation, Brunswick River	Improving		Loans	1889		1,143 9 9		10 1 2
Wharf and Shed, Mullumbimby	Constructing		Con. Rev.	1890		17 10 0		*k*
Wharf, West Side, Byangum	,,		,,	,,	404 7 7			0 9 6
Crane, Murwillumbah Wharf	,,		,,	,,	91 14 0			8 14 0
Improvements, Tweed River	Improving		Loans	,,		1,238 0 2		1,238 0 2
MACLEAY DISTRICT.								
Cutting Channel, Kellick Creek	Improving		Con. Rev.	1890		1,177 0 10		870 2 0
Seven Oaks Wharf	Constructing		,,	,,		560 12 10		*l* 507 9 10
Alterations, Wharf, Bellinger Heads	,,		,,	,,	446 0 6			*m* 431 18 6
Gladstone Wharf	,,		,,	,,	555 6 6			*n* 499 0 0
Improving Bellinger River	Improving		Loans	1891		1,920 6 2		1,920 6 2
MORUYA DISTRICT.								
Improving Entrance, Fascine Banks	Constructing		Loans & Con Rev	1888		14,783 8 8		*o* 2,087 9 2
KIAMA DISTRICT.								
Repairs, Pier Head, &c.	Repairs		Con. Rev.	1890	1,371 0 11			717 19 8
Improving Murray, Murrumbidgee, and Darling Rivers	Clearing		Loans & Con Rev	1856		202,220 11 3		344 17 1
Cutting Channel, Moama Wharf	,,		Loans	1889		4,962 14 10		4,686 9 1
COCKATOO.								
Fitzroy Dock	Constructing and in use		Loans & Con Rev	1848		33,590 5 3		*d*
Dock and other works in connection with Docking Establishment	Elongation of		Con. Rev.	1873	10,684 15 6			*d*
Workshops and other Buildings	,,		,,	,,	9,735 4 2			*d*
Docking Vessels	Annual service		,,	1890	1,583 0 7			175 11 6
,,	,,		,,	1891		2,385 9 6		2,385 9 6
Fitzroy Dock, Salaries	,,		,,	1890	1,325 0 0			*d*
Dock Establishment Salaries	,,		,,	1891		1,244 0 0		1,244 0 0
Machinery	Nearly all erected and in use.		,,	1883		12,314 0 0		*d*
New Dock, Biloela	Construction		Loans	1881		279,558 4 8		7,922 15 5
Working Expenses, Sutherland Dock	Annual Service		Con. Rev.	1890	1,455 2 1			*d*
MISCELLANEOUS.								
Harbour and River Surveys	,,		,,	,,	3,959 17 11			101 10 4
,, ,, ,,	,,		,,	1891		4,615 5 1		4,615 5 1
Incidental Expenses to Wharfs, &c.	,,		,,	1890	13,993 17 3			53 0 9
,, ,,	,,		,,	1891		18,689 15 9		18,689 15 9
Clearing, &c., Mullet Creek	Clearing		,,	1887	445 3 7			184 10 0
Wharf, Cockle Creek, Brisbane Water	Constructing		,,	1889	425 17 2			*p* 390 15 10
Ulladulla, Lighthouse-keepers' Cottage	,,		,,	,,	744 14 0			*d*
Jetty, Mortlake, Parramatta River	,,		,,	1890	1,177 12 0			*q* 480 16 10
Removal of Rocks, Port Macquarie	Clearing		,,	,,	386 15 8			202 5 5
Wharf, Sans Souci	Constructing		,,	,,	1,154 13 11			975 15 9
Wharf, Bateman's Bay	,,		,,	,,	746 15 1			*r* 674 5 11
Improving Navigation, Hawkesbury River	Improving		,,	,,		888 14 4		94 4 11
Tathra Wharf Extension	Constructing		,,	,,	1,641 8 6			1,611 1 0
Protection, Governments Buildings, Warren	,,		,,	,,		5 4 3		*d*
Protection, Banks Castlereagh River, at Coonamble	,,		,,	,,		11 16 9		5 16 9
Removal Rocks, Camden Haven	Clearing		,,	,,		57 4 6		22 18 4
Wharf, La Perouse	Constructing		,,	,,		41 8 10		*d*
Repairs Alterations, &c., Public Buildings	Repairs		,,	,,	669 2 9			58 12 3
Alterations, Sobraon	,,					916 7 1		916 7 1
Repairs, Gerringong Jetty	,,					46 14 9		46 14 9
Wharf, Blandville, Parramatta River	,,					125 0 0		125 0 0
					210,246 9 0	6,008,144 14 10		660,734 17 4

Paid from Loans—£444,971 6s. 4d.; Revenue—£215,763 11s.; also, £8,450 13s. 4d. for Salaries, &c., of Professional Staff. Total, £669,185 10s. 8d.

a £193 6s. 8d. from "Incidental Expenses, 1891." *b* This amount was paid from vote for wharf and shipping appliances, Newcastle *c* £168 18s. 7d. paid from the "Incidental Expenses, 1891."
d No expenditure in 1891. *e* £191 10s., paid from "Incidental Expenses, 1891." *f* £60 9s. 11d paid from "Incidental Expenses, 1891." *g* £9 19s. 3d. paid from "Incidental Expenses, 1891" *h* £53 10s 4d. paid from "Incidental Vote, 1891."
i £21 10s. 6d. paid from the "Incidental Vote, 1891." *j* £108 10s. 11d. paid from the "Incidental Vote, 1891" *k* No expenditure in 1891; balance of vote written off. *l* £210 12s. 7 d. paid from the "Incidental Expenses, 1891."
m £146 0s. 6d. paid from the "Incidental Expenses, 1891." *n* £ 5, 6s. 6d. paid from "Incidental Expenses, 1891." *o* Paid from "Landing silt vote, 1891." *p* £75 17s. 2d paid from the "Incidental Expenses, 1891."
q £277 12s. paid from "Incidental Vote, 1891." *r* £156 15s. 1d. paid from the "Incidental Vote, 1891."

(VI.)

GOVERNMENT DRY DOCKS, PORT JACKSON.

Revised Regulations and Scale of Charges.

Conditions.

1. All vessels belonging to H.M. Navy, the Colonial Government, and men-of-war of other nations will be admitted to repair in the Government Docks, Sydney Harbour, free of any dock dues or rates, but they will be required to repay all actual expenditure of stores, wages, and material.

2. All other vessels up to 4,000 tons gross register will be admitted on payment of six pence (6d) per ton for the first day or part of a day, and fourpence (4d.) per ton per day or part of a day afterwards, subject, however, to a minimum charge of twenty pounds (£20) for the first day and fifteen pounds (£15) per day afterwards. Vessels of over 4,000 tons gross register will be admitted at the scale set forth in the Schedule below.

3. Toe dock dues will include and cover the cost of pumping, shoring, wedges, and blocking, and the cost of all labour connected with opening and closing the docks, and all incidental labour connected with the actual operation of docking a vessel.

4. The Government will not undertake the repairs of a vessel or its machinery, and all parties availing themselves of the use of the docks will be required to make their own arrangements for this service, and provide all necessary labour and material for the same.

5. The Government will not hold themselves responsible for any accident occurring to a vessel whilst docking, undocking, or in dock.

6. The officers, crews, and workmen of any vessel, whilst in dock, will be required strictly to adhere to the regulations of the establishment.

7. The captain, master, or pilot of a vessel, after making fast to any buoy or bollard off the mouth of the docks, for the purpose of entering, will thenceforth be required to attend to the directions of the officer of the dockyard superintending the docking or undocking of the vessel.

8. Applications for the use of the docks will be registered in the order of their receipt, but the Government reserves to itself the right of determining the order of priority in special cases.

9. Vessels registered, and not arriving at the dock at the appointed time to enter, will be liable to the forfeiture of their turn on the register, and will also be held responsible for any expenditure that may have been incurred to dock them.

10. In future vessels will be admitted into dock on the application of the owner, agent, or master, who will be held responsible for payment of all dues and charges.

11. No vessel will be permitted to enter the docks with gunpowder or combustible ammunition on board.

Scale of Charges for Dock Dues.

	Per ton, first day or part of a day.	Per ton, second day and each succeeding day or part of a day.
	s. d.	s. d.
4,000 tons and under	0 6	0 4
4,001 „ to 5,000 tons	0 5½	0 3½
5,001 „ to 6,000 „	0 5	0 3
6,001 „ and over	0 4½	0 3

Subject to a minimum charge for small vessels of £20 for the first day or part of a day, and £15 per day or part of a day after.

The gross tonnage given in Lloyd's Register, when the vessel's name appears there, is that by which the charges will be calculated.

The Sutherland Dock has from 29 ft. 6 in. to 32 ft. of water over the sill at high water, at neap and spring tides respectively, and is capable of taking in a vessel up to 600 ft. in length; blocks are at present laid for 556 ft.; clear width at entrance, 84 ft.

The Fitzroy Dock has from 19 ft. to 21 ft. 6 in. over the caisson sill at neap and spring tides respectively, and is capable of taking in a vessel 450 ft. in length; width at entrance, 59 ft.

It is hereby notified, for general information that all parties requiring to make use of the Government Dry Docks should apply in writing to the Engineer-in-Chief for Harbours and Rivers, endorsed "Application for the* Dock."

* Here state which Dock is required.

Sydney, 11*th June*, 1891.

To follow Appendix VI

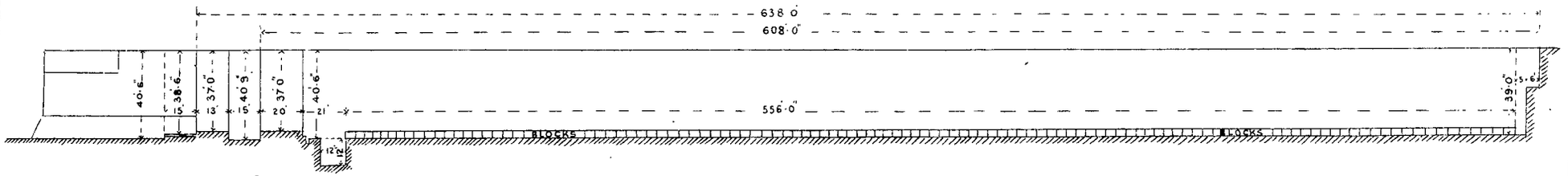
SUTHERLAND GRAVING DOCK.

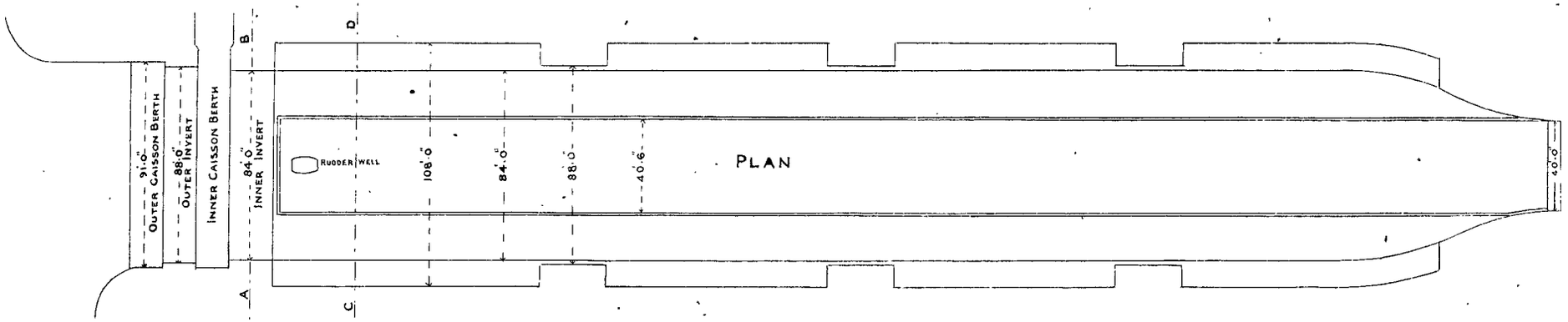
COCKATOO ISLAND, SYDNEY HARBOUR.

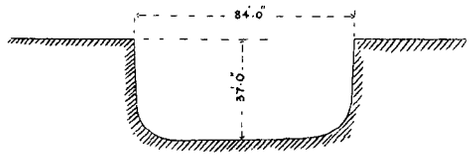
SCALE OF FEET

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LONGITUDINAL SECTION



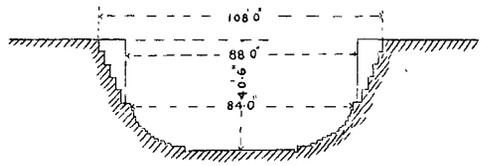




SECTION ON LINE AB

DEPTH OF WATER ON INVERT

HIGH WATER SPRING TIDES	32·0"
HIGH WATER NEAP TIDES	29·6"
LOW WATER NEAP TIDES	27·0"
LOW WATER SPRING TIDES	26·0"



SECTION ON LINE C.D.

(Sig. ?-)

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

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(VII.)

The Engineer-in-Chief for Harbours and Rivers to The Under Secretary for Public Works.

Department of Public Works, Harbours and Rivers Branch,
Sydney, 20 July, 1892.

Minute Paper.

Subject :—Dredging operations.

HEREWITH I beg to submit the annual statement of work performed by the Government dredges and sand-pumps; also the customary detailed analysis of cost of dredging.

Since submitting my report of 22nd December last, two new sand-pumps have been put to work—one, the "Alesus," at the Nambucca Heads, and the other, the "Dorus," at the Myall River. The deepening at the Nambucca has progressed satisfactorily, although undertaken under difficult conditions, due to the prevalence of easterly gales, the seas frequently sweeping away the pipes used for conveying the pumped sand.

Rapid progress is being made at the Fitzroy Dock with the hull of the large Von Schmidt suction dredge, specially designed for canal dredging through stiff material; and as the engines and boilers of the unfinished sand-pump "Dictys" will be used for the Von Schmidt machine, I anticipate having the latter plant at work in Sydney Harbour about the end of the year.

The reclamation on the shores of the new canal at Long Cove has progressed steadily, an extra thickness of material having been pumped over the previously reclaimed area; the "Neptune" has been constantly employed on this work.

The large twin screw double sand-pump "Jupiter," built for the department by Messrs. W. Simons and Co., of Glasgow, after having been satisfactorily tested, sailed from Irvine on the 2nd June, and may be expected to arrive here during next month.

To meet the requirements of the port of Newcastle, the sand-pump "Juno" has been kept busily at work deepening the new basin, the sand lifted being now pumped into the unreclaimed area beyond the hydraulic engine-house; the large dredge "Newcastle" has been lengthened, fitted with new engines, and altered to dredge deeper than before; the "Hunter" has been extensively altered and fitted with longer ladders; and the patent Lobnitz rock-breaking machine, after being thoroughly tested, has been sent to Newcastle to carry on the work of rock removal.

The work being performed in the various ports and rivers of the eastern seaboard is fully dealt with in the attached report from the Superintendent of Dredges. Much of the work of the past year, exclusive of Sydney harbour deepening, has been the removal of deposits left by the exceptionally heavy floods of 1890-91, the shoaling in Newcastle Harbour being so great that it became necessary to work one of the dredges twenty-four hours per day.

C. W. DARLEY,
Engineer-in-Chief for Harbours and Rivers.

(VIII.)

Harbours and Rivers Office, 24 June, 1892.

The Engineer-in-Chief for Harbours and Rivers,—

Sir,

Herewith I beg to submit the customary detailed annual statement of the cost of dredging, by which it will be seen that the work of 1891 compares favourably with that of the previous years. Since the date of my last report two sand-pumps, built at the Fitzroy Dock, have been sent to the northern rivers, one the "Alesus" to the Nambucca, and the other the "Dorus" to the Myall. Notwithstanding the difficulties met with in working near the Nambucca bar, very fair progress has been made by the "Alesus" in forming a new channel from the sea upwards by pumping the sand and distributing it on the central bank, about 500 feet away from the dredge. It will be many months before the vessels trading to the river will be benefited by the pumping operations, as the dredge has to contend both with the inroads of the sea and the encroachment of the sand from the southern side of the newly formed channel.

Nambucca River. Sand-pump "Alesus."

No such difficulties have been met with by the sand-pump "Dorus," working since March last on the quiet waters of the Myall, near the Tea Gardens. Already a channel 1,400 feet in length has been formed and the pumped material deposited on the adjacent shore.

Myall River. Sand-pump "Dorus."

Tweed River. Sand-pump "Actor," working eight hours daily during 1891, pumped ashore about 263,600 tons, at cost of 2·495d. per ton.

The sand-pump "Actor," working sixteen hours per day, is still employed opening a new channel through Woming Flats on the Tweed River, the sand being deposited on the eastern shore of the river. Now that active progress is being made with the retaining dykes at the flat, the best results may shortly be looked for from the dredge's operations.

Newcastle Harbour. Sand-pump "Juno," working sixteen hours daily during 1891, pumped ashore about 604,608 tons, at cost of 1·4063d. per ton.

At Newcastle the "Juno" continues the useful and profitable work of deepening the new basin and reclaiming land on Bullock Island. Recently the discharge pipe line has been extended westward of the hydraulic engine-house, and land is being reclaimed near the adjacent colliery. It is to be regretted that the project for pumping on shore the rich soil lifted by the Newcastle ladder dredges has not been carried out; but doubtless the subject will be dealt with when the 1893 Estimates are under consideration.

Sydney Harbour. Sand-pump "Neptune," working sixteen hours daily during 1891, pumped ashore about 438,204 tons, at cost of 2·2698d. per ton.

The "Neptune" is still pumping the dredged material from three of the Sydney dredges over the extensive resumed area of low-lying land on the northern and southern shores of the canal at the head of Long Cove Bay. The determination to finish off the reclaimed land 2 feet higher than was originally intended, has, together with the delay in constructing the sewers, prevented the "Neptune" from starting at the Neutral Bay and Careening Cove reclamations; but this latter work will, now that the sewers are being arranged for, be proceeded with shortly.

The

New Plant.
The "Von Schmidt" suction dredge.

The Von Schmidt suction dredge for clay dredging, referred to in my last report, is being actively proceeded with, a large staff of shipwrights being at work at the hull, while the pump and cutting machinery has been contracted for by Mr. Higgins. The boilers and engines are ready to be put in place when the hull building at the Fitzroy Dock is launched. It is anticipated that this machine will be at work in Sydney Harbour early in 1893.

Sand-pump "Dictys.

The "Dictys," a sand-pump of the same type as those above described as working on the northern rivers, will be delayed in completion owing to the engines and boilers intended for it having been exchanged for similar ones building for the Von Schmidt plant, the necessity for the earlier completion of the latter machine being urgent.

Sand-pump "Jupiter.'

Advices have been received of the despatch from Scotland of the large twin-screw double-suction hopper dredge "Jupiter," for use on the Clarence River. The report of the trial states the vessel attained a speed of 10¼ knots (2 knots over contract rate), and that the pumps filled the hopper with 500 tons of sand in 25 minutes. The dredging result is not equal to that obtained with the "Neptune" in Sydney, accounted for by the colonial trial being in smooth water, while the "Jupiter's" pumping test was with scattered sand on a bar; the result therefore must be considered satisfactory.

Ladder Dredges.

Newcastle Harbour.
Dredges working 16 and 24 hours daily (exclusive of towing): Dredge "Newcastle" lifted in 1891, 391,200 tons, at a cost of 5·0893d. per ton; "Hunter" lifted 709,720 tons, at a cost of 1·9908d. per ton; "Vulcan" lifted 297,620 tons in Newcastle and up river, at a cost of 3·8925d. per ton.

For some years past each succeeding year's record of results obtained from the ladder dredges has shown an improvement upon the preceding one. The returns of 1891-92 will, in the cases of two of the best machines, the "Newcastle" and the "Hunter," be exceptions to the rule owing to the vessels having for some months been withdrawn from service to have important renewals and improvements effected. The "Newcastle" was brought to Sydney in August last, and after being lengthened 24 feet at the Fitzroy Dock, was handed over to the Atlas Company to have new compound engines and boilers fitted. After other alterations (chiefly to the ladders) were carried out at the Fitzroy Dock the dredge was towed to Newcastle, where work was resumed on the 16th February of this year. During four months ending 19th June, 388,000 tons of silt have been dredged in deepening 3,500 feet of the north channel with one-third of previous cost of coal, and even better results may be looked for when the material to be removed is sand instead of Hunter River flood deposits. A marked improvement in the work of the "Newcastle" has resulted from the increased depths at which the buckets can now operate.

Early in the present year the "Hunter" was withdrawn from Newcastle Harbour work to be fitted with new cylinder and condenser, and to have the dredging machinery lifted 6 feet, so that barges carrying 500 tons could be loaded, and thus dispense with the cost of a second tug and coxswains, the alteration representing a saving of £2,000 per year.

During the present month the "Hunter" has resumed work, and I anticipate being able in my next report to record not only cheaper but more effective work, as the ladders have been lengthened to work at a greater depth than heretofore.

While the two Newcastle dredges were being altered the "Vulcan" was wholly withdrawn from Hunter River work, so that Newcastle Harbour should not suffer; but now that the harbour dredges are again at work the "Vulcan" will be available for river depeening, should any of the flats shoal to such an extent as to interfere with navigation by the large steamers (one of them of 1,200 tons) now plying daily to Morpeth.

Lake Macquarie.
Dredge "Minos," working eight hours daily during 1891, lifted 222,460 tons at a cost of 2·8583d. per ton.

The dredge "Minos," stationed at Lake Macquarie, has for some months been employed deepening the channel between the railway station at Cockle Creek and the head of the lake. The work at Lake Macquarie was not considered of such urgency as to justify double shifts of men being kept on, and it may be fairly urged after the work near Taralba is completed that the "Minos" should be removed to another river or port where there is sufficient trade to justify the large annual expenditure involved in working a ladder dredge and tug.

Sydney Dredging.

Sydney Harbour.
Dredge "Samson," working eight hours daily during 1891, lifted 185,625 tons, at cost of 5·1095d. per ton.

The "Samson" is at present working near the new railway jetties in Darling Harbour. There is now at the steam crane berth on the Sydney side of the eastern jetty sufficient water to berth the largest vessel frequenting the port, and the approaches to both jetties have been sufficiently deepened to amply meet the requirements of all the vessels using the other two steam cranes. The material for new boilers for the "Samson" is now available, and tenders have been invited for compounding the engines. In September it will be necessary to withdraw the dredge from work to carry out the necessary alterations to hull and machinery.

Dredge "Sydney," working eight hours daily during 1891, lifted 297,980 tons at cost of 2·4230d. per ton.

The "Sydney" has been chiefly employed at Darling Harbour and Woolloomooloo Bay. At the last-named place a large amount of deepening has yet to be carried out on the eastern side of the Bay to render available for large ships the recently resumed frontages stretching northward from the Cowper Wharf.

Dredge "Charon," working eight hours daily during 1891, lifted 174,205 tons, at a cost of 3·3355d. per ton.
Dredge "Hercules," working eight hours daily during 1891, lifted 221,370 tons at cost of 3·1053d. per ton.

The "Charon" and "Archimedes" are working side by side at the sand-bank between Darling Point and Garden Island; the sand is being towed to Long Cove, where, with the mud and sewage from the dredge "Hercules," it is dumped alongside the sand-pump "Neptune," and forced through pipes over the reclaimed land, the mixed material being found more suitable for land forming than the pure sea sand dealt with by the "Juno" at Newcastle. Very extensive alterations have, during the past eight months, been carried out on the "Archimedes," consisting of new boilers, lengthening hull, and widening the well to permit of larger and more profitable buckets being used.

Moruya River.
Dredge "Archimedes," working sixteen hours daily up to 12th September, 1891, lifted 117,317 tons at cost of 10·0092d. per ton

The "Hercules" has, during all the year, been employed at Roselle and Blackwattle Bays. Since the sand-pump has been available for disposing of the silt the "Hercules" record has been increasingly favourable. During past years the work was much retarded by the delays incidental to towing small barges to sea, and during stormy weather the plant was idle. Such a condition of things since the "Neptune" started work is seldom known.

The

Crookhaven River.
Dredge "Pluto," working eight hours daily during 1891, lifted 151,820 tons at a cost of 4·5880d. per ton.

The dredge "Pluto" has been working on the Crookhaven River below and above Greenwell Point. The cost of work during 1891 is somewhat high, owing to an extensive overhaul of plant, and to long towage of punts.

Manning River.
Dredge "Ulysses," working eight hours daily during 1891, lifted 163,520 tons, at cost of 3·6159d. per ton.

During 1891 the new dock at Cundletown was completed, and the Manning River dredge "Ulysses" and punts docked. Owing to the length of time that had elapsed since the plant was last docked the overhaul was necessarily an extensive one, making the cost of the years' dredging high. The dredging performed has been between Taree and Wingham and near Heads.

Macleay River.
Dredge "Fitzroy," working sixteen hours daily for eight months and eight hours for four months during 1891, lifted 272,460 tons, at cost of 3·1895d. per ton.

The double shift work on the "Fitzroy" ceased in August, 1891, the deposits from the previous years' floods on the Macleay having been sufficiently cleared to admit of the ocean steamers reaching Kempsey. The lower reaches of the river being deepened the dredge was removed to near Kempsey, where it is now employed improving the channel near the Government wharf.

Bellinger River.
Dredge "Titan," working sixteen hours daily for eight months and eight hours for four months during 1891, lifted 100,800 tons, at cost of 6·1739.

The small dredge "Titan" is still working near the Bellinger Heads, chiefly deepening the back channel where the material dealt with is soft rock and stiff clay.

Richmond River.
Dredge "Alcides," working eight hours daily during 1891, lifted 112,160 tons, at cost of 6·7663d. per ton.

The "Alcides" work at Ballina on the Richmond River has been exceptionally costly, owing to extensive repairs to punts and to the material dredged being so hard that continual blasting has to be carried on. It was intended that the "Alcides" should be towed to the Clarence River to be docked, but the early completion of Mr. Fenwick's patent slip at Ballina will render this risk unnecessary.

Grab Dredges.

Grab dredges.

The record of quantities and cost of work performed during the past year by the grab dredges will be found at page 16 of the tabular statement attached to this report. It will be seen that there is a far greater disparity in the cost of lifting by these machines than in the record of the ladder dredges, owing to some of the grabs being employed under the most favourable conditions without delay for punts as at the Richmond and Cook's Rivers, while others have been almost continually occupied lifting blasted rock.

Tugs.

The whole of the plant has been upheld in good working condition, the tugs receiving special attention, notably the "Orestes," "Ceres," and "Rhea," while the new steamer "Dawn," built for Sydney harbour work and fitted with the "Dione's" engines, is admittedly one of the best tugs in the Public Service.

I have, &c.,
A. B. PORTUS.

Analysis of Ladder-Dredge Expenditure and Work for the Year ending 31st December, 1891.

	"NEWCASTLE."			"SAMSON."			"VULCAN."			"HUNTER."			"HERCULES."		
	Double ladder. Size, 172 × 33. Engines, compound surface condensing. Cyls., 18 in. and 36 in. × 36 in. str.; W.P., 100 lb. Dredges to 32 feet.			Double ladder. Size, 110 × 24. Engines, pair high pressure. Cyls., 16 in.; W.P., 35 lb.; str., 3 ft. Dredges to 35 feet.			Double ladder. Size, 110 × 24. Engines, pair high pressure. Cyls., 14 in.; W.P., 30 lb.; str., 2ft. 6in. Dredges to 24 feet.			Double ladder. Size, 110 × 30. Engine, single condensing. Cyl., 32in.; W.P., 20lb.; str., 3ft. 6in. Dredges to 30 feet.			Single ladder. Size, 100 × 26. Engine, single condensing. Cyl., 24in.; W.P., 7lb.; str., 3ft. 6in. Dredges to 26 feet.		
Tons dredged in 1891	391,200.			185,625.			297,620.			709,720.			221,370.		
Material dredged	Sand and mud.			Rock and sandy mud.			Sand and mud.			Mud and sand.			Sand, clay, and mud.		
Where dredging	Newcastle.			Sydney Harbour.			Newcastle and up River.			Newcastle.			Sydney Harbour.		
Where deposited	At sea.			At sea.			At sea.			At sea.			Sea and alongside sand pump.		
Hours dredging	1,563.			1,634.			2,585.			2,898.			1,544.		
Tons dredged per hour	250.			113.			115.			244.			143.		
Expenditure as under—	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.
Salaries, including wages	4,351 18 3	2·6698	668·2399	2,333 4 2	3·0166	342·6988	3,535 12 3	2·8511	328·2580	4,206 19 10	1·4226	348·4051	1,898 4 7	2·0579	295·0615
Coals, including freight	288 19 10	0·1772	44·3749	449 13 6	0·5813	66·0477	349 19 5	0·2822	32·4920	460 11 8	0·1557	38·1435	217 6 5	0·2356	33·7802
General stores	298 15 1	0·1834	45·8739	156 17 10	0·2023	23·0440	134 17 2	0·1087	12·5206	198 15 2	0·0672	16·4603	76 8 2	0·0828	11·8769
Repairs	3,327 19 9	2·0417	511·0162	998 10 1	1·2835	146·6591	783 10 2	0·6318	72·7435	999 2 4	0·3378	82·7425	668 6 1	0·7245	103·8814
Incidentals	28 1 5	0·0172	4·3103	19 12 6	0·0253	2·8824	23 4 3	0·0187	2·1551	22 6 7	0·0075	1·8492	4 4 9	0·0045	0·6586
Total expenditure	8,295 14 4	.....	.....	3,957 18 1	.....	.....	4,827 3 3	.....	.....	5,887 15 7	.....	.....	2,864 10 0	.....	.....
Cost per ton	.....	5·0893	.....	.....	5·1095	.....	.....	3·8925	.....	.....	1·9908	.....	.....	3·1053	.....
Cost per hour	.....	.....	1273·8152	.....	.....	581·3320	.....	.....	448·1692	.....	.....	487·6006	.....	.....	445·2586
Cost of coal per ton delivered on board	0 9 3	.....	.....	0 12 10¼	.....	.....	0 9 5½	.....	.....	0 9 0½	.....	.....	0 13 2	.....	.....

	"FITZROY."			"ARCHIMEDES."			"PLUTO."			"TITAN."			"CHARON."		
	Single ladder. Size, 100 × 25. Engine, single high pressure. Cyl., 15½ in.; W.P., 20 lb.; str., 2ft. 6in. Dredges to 15 feet.			Single ladder. Size, 80 × 20. Engine, single high pressure. Cyl., 14½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.			Single ladder. Size, 67 × 25. Engine, single high pressure. Cyl., 16 in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.			Single ladder. Size, 58 × 18. Engine, single high pressure. Cyl., 13 in.; W.P., 25 lb.; str., 2 ft. Dredges to 8 feet.			Single ladder. Size, 68 × 20. Engine, single high pressure. Cyl., 14½ in.; W.P., 60 lb.; str., 2 ft. 6 in. Dredges to 20 feet.		
Tons dredged in 1891	272,460.			117,317			151,820.			100,800.			174,205.		
Material dredged	Clay, mud, and hard sand.			Clay, sand, and mud.			Mud, sand, and clay.			Clay, mud, and shells.			Clay, mud, and sand.		
Where dredging	Macleay River.			Moruya.			Shoalhaven.			Bellinger River.			Sydney and Parramatta River.		
Where deposited	In river.			At sea and in river.			At sea and in river.			In river.			At sea and reclamation.		
Hours dredging	2,097.			1,378.			1,156.			2,421.			1,620.		
Tons dredged per hour	129.			85.			131.			41.			107.		
Expenditure as under—	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged.	Pence per hour dredging.
Salaries, including wages	2,280 4 2	2·0085	260·9680	2,158 15 8	4·4163	375·9854	1,736 2 8	2·7446	360·4429	2,097 6 11	4·9936	207·9153	1,928 18 4	2·6574	285·7654
Coals, including freight	262 9 6	0·2312	30·0400	292 19 1	0·5993	51·0224	184 14 8	0·2920	38·3529	193 16 9	0·4615	19·2156	209 19 0	0·2892	31·1037
General stores	148 11 11	0·1308	17·0067	129 16 11	0·2656	22·6146	62 12 2	0·0989	12·9982	92 2 5	0·2195	9·1322	64 2 7	0·0883	9·5006
Repairs	899 3 7	0·7920	102·9103	2,259 10 9	4·6224	393·5337	849 14 2	1·4143	185·7525	191 13 9	0·4563	19·0024	190 7 0	0·2622	28·2000
Incidentals	30 15 3	0·0270	3·5207	51 12 6	0·1056	8·9912	24 3 6	0·0382	5·0190	18 1 6	0·0430	1·7918	27 18 9	0·0384	4·1388
Total expenditure	3,621 4 5	.....	.....	4,892 14 11	.....	.....	2,902 7 2	.....	.....	2,593 1 4	.....	.....	2,421 5 8	.....	.....
Cost per ton	.....	3·1895	.....	.....	10·0092	.....	.....	4·5880	.....	.....	6·1739	.....	.....	3·3355	.....
Cost per hour	.....	.....	414·4457	.....	.....	852·1473	.....	.....	602·5655	.....	.....	257·0573	.....	.....	358·7085
Cost of coal per ton delivered on board	0 18 0	.....	.....	0 17 5¼	.....	.....	0 16 0¼	.....	.....	0 15 7½	.....	.....	0 14 11½	.....	.....

Analysis of Ladder-Dredge Expenditure and Work for the Year ending 31st December, 1891. (Dredges)—*continued.*

	"ULYSSES"			"MINOS"			"ALCIDES."			"SYDNEY"		
	Single ladder Size, 100 × 24 Engine, single diagonal surface cond Cyl, 18 in, W P, 50 lb, str, 4 ft Dredges to 20 feet			Single ladder Size, 100 × 24 Engine, single diagonal surface cond Cyl, 18 in, W P, 50 lb, str, 4 ft Dredges to 20 feet			Single ladder. Size, 100 × 24. Engine, single diagonal surface cond Cyl, 18 in, W P, 50 lb, str, 4 ft. Dredges to 20 feet			Single ladder. Size, 113 5 × 27. Engine, comp inverted surface cond Cyls, 13 and 26 in × 22, str, W P, 110 lb Dredges to 40 feet		
Tons dredged in 1891	163,520.			222,460.			112,160			297,980.		
Material dredged	Clay, shingle, and mud			Sand, mud, and clay.			Clay and shingle,			Clay, stone, and mud.		
Where dredging	Manning River.			Lake Macquarie.			Richmond River.			Sydney Harbour.		
Where deposited	In river			Sea and Lake.			In River.			At sea and reclamation.		
Hours dredging	1,109.			1,710.			1,254.			1,541.		
Tons dredged per hour	147.			130.			89.			193.		
Expenditure as under—	£ s. d	Pence per ton silt dredged	Pence per hour dredging	£ s d	Pence per ton silt dredged	Pence per hour dredging	£ s. d	Pence per ton silt dredged	Pence per hour dredging.	£ s. d.	Pence per ton silt dredged	Pence per hour dredging
Salaries, including wages	1,760 9 0	2 5838	380 9810	2,101 18 6	2 2676	295 0070	1,949 8 4	4 1713	373·0940	2,046 3 3	1 6480	318 6755
Coals, including freight	134 18 0	0 1979	29 1938	156 1 6	0 1683	21 9052	195 10 2	0 4183	37·4178	182 18 3	0 1473	28 4873
General stores	63 11 7	0 0933	13 7592	206 18 5	0 2233	29 0415	181 3 6	0 3876	34 6746	163 0 5	0 1313	25 3893
Repairs	467 11 1	0 6862	101·1839	137 9 0	0 1482	19·2912	362 18 11	0 7766	69·4633	610 3 10	0 4914	95 0330
Incidentals	37 5 6	0 0547	8 0669	47 4 1	0 0509	6 6251	5 15 6	0 0125	1·1052	6 4 7	0 0050	0 9701
Total expenditure	2,463 15 2			2,649 11 6			2,694 16 5			3,008 10 4		
Cost per ton		3 6159			2 8583			5 7663			2 4230	
Cost per hour			533·1848			371 8701			515·7549			468 5552
Cost of coal per ton delivered on board	0 11 11½			0 9 0			0 17 1½			0 9 5		

Analysis of Sand Pump Dredge Expenditure and Work for the Year ending 1891.

	"JUNO," SAND PUMP			"NEPTUNE," SAND PUMP			"ACTOR," SAND PUMP		
Tons estimated dredged in 1891	604,608.			438,204.			263,600		
Material dredged	Sand.			Sand and mud.			Sand.		
Where dredging	Newcastle.			White Bay, Snails Bay, and Leichhardt			Sydney, and Tweed River.		
Where depositing	On shore.			On shore			On shore and on bank		
Hours dredging	2,625			3,246.			1,318.		
Tons dredged per hours	230			134.			200.		
Expenditure as under—	£ s. d	Pence per ton silt dredged	Pence per hour dredging	£ s d.	Pence per ton silt dredged	Pence per hour dredging	£ s. d	Pence per ton silt dredged	Pence per hour dredging
Salaries, including wages	2,365 12 6	0 9390	216 2857	2,359 4 4	1 2921	174 4337	1,428 7 9	1 300	260 100
Coals, including freight	432 13 4	0 1717	39 5580	778 4 0	0 4262	57 5378	590 9 11	0 537	107·525
General stores	153 10 0	0 0609	14 0342	269 19 3	0 1478	19 9602	402 12 0	0 366	73·311
Repairs	585 2 11	0 2322	53 4990	733 7 10	0 4007	54 2248	800 7 4	0 728	145 742
Incidentals	6 7 7	0 0025	0 5832	5 12 8	0 0030	0 4165	15 7 8	0 014	2 801
Total expenditure	3,543 6 4			4,146 8 1			3,237 4 8		
Cost per ton		1 1063			2 2698			2 495	
Cost per hour			323 9001						589 479
Cost of coal per ton delivered on board	0 10 10¼			0 14 3½		306 5730	1 2 10		

Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1891. (Tugs.)

	"THETIS," S.S.				"AJAX," S.S.				"ORESTES," S.S.				"CERES," S.S.			
	Size, 142 ft. 3 in. × 20 ft. 6 in. Engines, triple expansion surface condensing. Cyls., 15¾ in., 24¾ in., 41½ in. ; str., 24 in. Working pressure, 160 lb.				Size, 128 ft. 9 in. × 21 ft. Engines, pair compound surface condensing. Cyls., 20 in. and 38½ in. ; str., 24 in. Working pressure, 100 lb.				Size, 108 × 16. Engines, compound surface condensing. Cyls., 18½ in. and 36 in. ; str., 24 in. Working pressure, 70 lb.				Size, 107 ft. 3 in. × 15 ft. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in. ; str., 20 in. Working pressure, 75 lb.			
Tons of silt towed	86,220				100,610.				419,840.				300,969.			
Where carried	To sea.				To sea.				To sea.				To sea.			
Description of material	Clay, sand, and mud.				Sand, clay, and mud.				Clay, sand, and mud.				Clay, sand, and mud.			
Where employed	Sydney.				Sydney.				Newcastle.				Newcastle.			
Number of miles towed	3,245.				7,245.				16,727.				17,349.			
Number of hours under steam	1,017.				1,651.				3,797 (working double shifts).				3,923 (working double shifts).			
Expenditure as under—	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.
Salaries, including wages	544 11 5	1·5158	40·2764	128·5122	889 14 1	2·1223	29·4726	29·3331	1,607 6 9	0·9188	23·0621	101·5962	1,544 14 4	1·2318	21·3650	94·5021
Coals, including freight	231 7 1	0·6439	17·1109	54·5968	167 16 11	0·4003	5·5601	24·3991	313 4 2	0·1790	4·4939	19·7972	386 18 6	0·3085	5·3525	23·6711
General stores	56 13 4	0·1577	4·1791	13·3726	62 6 11	0·1487	2·0652	9·0629	105 11 0	0·0603	1·5144	6·6715	75 7 7	0·0601	1·0427	4·6115
Repairs	4,600 9 0	12·7710	340·2610	1085·6518	196 17 0	0·4695	6·5209	29·6153	236 17 10	0·1354	3·3999	14·9734	181 18 4	0·1451	2·5205	11·1292
Total expenditure	5,433 0 10	.....	.....	.....	1,316 14 11	.....	.....	.....	2,262 19 9	.....	.....	.....	2,188 18 9	.....	.....	.....
Cost per ton	.....	15·0884	.....	.....	.....	3·1408	.....	.....	.....	1·2935	.....	.....	.....	1·7455	.....	.....
Cost per mile	.....	.....	401·8274	.....	.....	.....	43·6188	.....	.....	.....	32·4703	.....	.....	.....	30·2807	.....
Cost per hour	.....	.....	.....	1282·1334	.....	.....	.....	191·4104	.....	.....	.....	143·0383	.....	.....	.....	133·9139
Cost of coal per ton delivered on board	0 11 3¼	.....	.....	.....	0 9 6½	.....	.....	.....	0 9 4	.....	.....	.....	0 9 6	.....	.....	.....

	"DIONE," S.S.				"CYCLOPS," S.S.				"RHEA," S.S.				"ACHILLES," S.S.			
	Size, 86 ft. 8 in. × 12 ft. 6 in. Engines, pair compound surface condensing. Cyls., 11 in. and 22 in. ; str. 16 in. Working pressure, 100 lb.				Size, 96 ft. × 16 ft. 6 in. Engines, pair compound surface condensing. Cyls., 15 in. and 28 in. ; str., 36 in. Working pressure, 70 lb.				Size, 90 ft. 9 in. × 18 ft. 3 in. Engines, compound surface condensing. Cyls., 15 in. and 28 in. ; str. 20 in. Working pressure, 100 lb.				Size, 86 ft. 8 in × 12 ft. 6 in. Engines, pair compound surface condensing. Cyls., 13 in. and 24 in. ; str., 18 in. Working pressure, 100 lb.			
Tons of silt towed	218,680.				150,000.				268,770.				112,160.			
Where carried	To sea and Lake.				Sea and River.				To sea.				River.			
Description of material	Clay, sand, and mud.				Mud, sand, and clay.				Sand, clay, and mud.				Clay and shingle.			
Where employed	Lake Macquarie.				Shoalhaven.				Newcastle and River.				Richmond River.			
Number of miles towed	13,633.				4,114.				14,320.				4,702.			
Number of hours under steam	2,727.				1,846.				3,914 (working double shifts).				2,120.			
Expenditure as under—	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.
Salaries, including wages	765 8 4	0·8400	13·4746	67·3634	622 13 3	0·996	36·3245	80·9528	1,349 9 8	1·2050	22·6170	82·7480	670 17 4	1·4356	34·2424	75·9547
Coals, including freight	143 15 6	0·1577	2·5310	12·6534	208 10 0	0·3336	12·1633	27·1072	283 19 0	0·2535	4·7589	17·4113	178 10 10	0·3820	9·1131	20·2122
General stores	29 11 1	0·0324	0·5202	2·6010	53 9 9	0·0855	3·1203	6·9539	126 17 10	0·1133	2·1266	7·7807	42 16 6	0·0916	2·1858	4·8406
Repairs	138 4 0	0·1516	2·4329	12·1628	578 13 1	0·9258	33·7571	75·2313	72 10 3	0·0647	1·2152	4·4463	59 14 3	0·1277	3·0478	6·7599
Total expenditure	1,076 18 11	.....	.....	.....	1,463 6 1	.....	.....	.....	1,832 16 9	.....	.....	.....	951 18 11	.....	.....	.....
Cost per ton	.....	1·1817	.....	.....	.....	2·3411	.....	.....	.....	1·6365	.....	.....	.....	2·0369	.....	.....
Cost per mile	.....	.....	18·9587	.....	.....	.....	85·3652	.....	.....	.....	30·7177	.....	.....	.....	48·5891	.....
Cost per hour	.....	.....	.....	94·7806	.....	.....	.....	190·2452	.....	.....	.....	112·3863	.....	.....	.....	107·7674
Cost of coal per ton delivered on board	0 8 11¼	.....	.....	.....	0 16 3½	.....	.....	.....	0 8 11½	.....	.....	.....	0 17 3	.....	.....	.....

Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1891. (Tugs)—*continued.*

	"LITTLE NELL," S.S.				"CHARYBDIS," P.S.				"ATHENA," S S.				"CASTO " S.S.			
	Size, 86 ft. 8 in. × 12 ft. 6 in. Engines, pair compound surface condensing. Cyls , 13 in. and 26 in. ; str., 20 in Working pressure, 110 lb.				Size, 88 ft. × 14 ft 8 in. Engine, external pipe condensing Cyl., 18 in ; str., 36 in Working pressure, 45 lb.				Size, 68 ft. × 12 ft. 9 in Engines, pair compound surface condensing. Cyls , 8 in. and 14½ in ; str , 12 in. Working pressure, 100 lb				Size, 156 ft. 6 in. × 24 ft. Engines, triple expansion surface condensing Cyls., 17 in , 27 in , and 45 in. ; str., 30 in. Working pressure, 160 lb.			
Tons of silt towed	152,885.				163,520.				272,460.				183,780.			
Where carried	To sea and to sand pump.				River.				River.				To sea.			
Description of material	Clay, mud, and sand.				Clay, shingle, and mud.				Clay, mud, and hard sand.				Clay, stone, and mud.			
Where employed	Sydney and Parramatta River				Manning River.				Macleay River.				Sydney Harbour.			
Number of miles towed	11,853.				5,690.				7,372.				5,104.			
Number of hours under steam	2,624.				2,000.				2,891.				1,397.			
Expenditure as under—	£ s. d.	Pence per ton deposited	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed	Pence per hour under steam.	£ s. d.	Pence per ton deposited	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed	Pence per hour under steam.
Salaries, including wages	656 9 7	1·0305	13·2924	60·0438	634 0 5	0 9305	26 7425	76·0825	767 10 10	0·6760	24 9877	63 7184	879 9 11	1 1485	41 3556	151 0944
Coals, including freight	371 8 5	0·5831	7 5250	33·9714	159 12 0	0·2342	6 7318	19 1520	131 4 8	0·1155	4 2723	10 8945	374 11 9	0·4891	17 6138	64·3528
General stores	67 14 7	0 1063	1·3713	6 1947	11 5 9	0·0165	0 1760	1·3545	59 19 6	0·0528	1·9525	4·9789	168 18 5	0·2205	7·9429	29 0200
Repairs	197 1 5	0·3093	3·9859	18·0247	40 10 6	0 0594	1 7093	4 8630	143 12 5	0 1265	14 6756	11 9228	556 6 10	0·7265	26·1602	95·5776
Total expenditure	1,292 14 0				845 8 8				1,102 7 5				1,979 6 11			
Cost per ton		2·0292				1 2406				0 9708				2 5846		
Cost per mile			26 1746				35·6596				35 8881				93·0725	
Cost per hour				118 2346				101 4520				91·5146				340 0448
Cost of coal per ton delivered on board	0 15 7½				0 11 10½				0 18 0				0 13 10¼			

	"SCYLLA," S.S.				"CALLISTO," S S.				"DAYSPRING," S S.				"MIKADO," S.S.			
	Size, 45 ft. 6 in × 8 ft Engines, pair high pressure. Cyl., 7 in. ; str , 8 in Working pressure, 80 lb.				Size, 60 × 14. Engines, compound surface condensing Cyls , 7 in and 14 in. ; str , 12 in Working pressure, 100 lb				Size, 76 ft × 16 ft 3 in. Engines, compound surface condensing Cyls., 10 in and 20 in. , str., 15 in Working pressure, 90 lb				Size, 78 × 16. Engines, compound surface condensing. Cyls , 10 in. and 20 in. ; str., 14 in Working pressure, 90 lb.			
Tons of silt towed	95,990.				93,300.				7,529.				139,940.			
Where carried	Reclamation.				River.				Reclamation.				Sea and river.			
Description of material	Sand, clay, and mud.				Clay, mud, shells, and rocks.				Clay, stone, and mud.				Clay, sand, and mud.			
Where employed	Sydney Harbour.				Bellinger River.				Sydney Harbour.				Moruya and Sydney.			
Number of miles towed	8,638.				8,017.				637.				4,654.			
Number of hours under steam	2,376.				3,142.				151.				2,796.			
Expenditure as under—	£ s. d.	Pence per ton deposited	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam	£ s. d.	Pence per ton deposited	Pence per mile steamed	Pence per hour under steam	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam
Salaries, including wages	319 10 7	0 7989	8 8778	32·2756	504 18 8	1·2998	15·1158	38 5690	24 11 1	0 7827	9·2511	39 0264	954 17 1	1·6375	49 2404	81·9617
Coals, including freight	153 1 0	0 3826	4·2523	15·4595	77 14 3	0·1999	2·3264	5 9360	9 7 0	0 2980	3 5227	14·8609	116 13 1	0 2000	6 0156	10·0132
General stores	22 19 6	0 0574	0·6383	2 3207	25 2 0	0 0645	0 7514	1·9172	3 6 4	0·1057	1 2196	5 2715	40 4 7	0 0689	2 0745	3·4531
Repairs	90 14 11	0 2268	2·5213	9·1662	69 1 11	0 2777	2 0684	5 2778	5 7 1	0·1706	2 0172	8 5099	161 5 10	0 2766	8 3175	13 8538
Total expenditure	586 6 0				676 16 10				42 11 6				1,273 0 7			
Cost per ton		1 4657				1 7409				1 3570				2 1830		
Cost per mile			16·2897				20 2620				16 0406				65 6480	
Cost per hour				59·2220				51·7000				67·6687				109·2818
Cost of coal per ton delivered on board	0 16 5¾				0 15 7½				0 15 8				0 16 11			

Tugs employed on Special Service, 1891.

	"AJAX."							"CYCLOPS."	"THETIS."	"CASTOR."	"DAY-SPRING."	"MIKADO."	"LITTLE NELL."			
	Towing plant to Northern and Southern Rivers in connection with dredge service.	Harbour work in connection with dredge service.	Official visit, Trial Bay.	Taking Magistrate to Lord Howe Island.	Attending Naval Volunteer Artillery.	Search for punts.	Attending on H.M. Ships, "Curacoa," "Rapid," "Royalist."	Harbour work in connection with dredge service.	Towing plant to Northern and Southern Rivers in connection with dredge service.	Towing plant to Northern and Southern Rivers in connection with dredge service.	Harbour work in connection with dredge service, dock office, &c.	Harbour work in connection with dredge service.	Railway Pic-nics.	Attending on H.M.S. "Royalist."	Party of gentlemen to follow Squadron.	Harbour work in connection with dredge service.
Number of miles steamed	35,516	10	420	1,747	20	150	71	517	2,558	559	7,952	228	60	8	20	100
Number of hours under steam	1,037	4	51	445	11	16	53	234	375	127	2,952	96	19	4	5	30
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances	998 9 3	6 5 1	77 11 0	493 13 6	17 2 7	24 16 9	80 9 11	70 1 6	200 16 0	73 5 9	480 1 10	35 3 0	4 14 4	19 11	1 4 11	7 8 1
Repairs	209 19 4	1 6 3	16 6 2	94 1 5	3 12 0	5 4 5	16 18 7	70 13 5	169 12 6	50 11 6	424 19 1	5 7 1	1 11	6 1	7 7	2 5 6
Sundry stores	274 1 6	1 14 4	21 6 0	150 18 8	4 14 0	6 16 4	21 4 0	17 0 1	133 17	45 5 9	64 16 10	4 18 9	3 3 1	13 3	16 7	4 19 2
Total expenditure	1,482 10 1	9 5 8	115 3 2	738 13 7	25 8 7	36 17 6	118 12 6	160 15 0	504 5 11	169 3 0	969 17 9	45 8 10	9 6 4	1 19 3	2 9 1	14 12 9
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Cost per mile	8 5·19	18 6·80	5 5·80	8 5·47	25 5·15	4 11·00	33 4·98	6 2·62	3 11·31	6 0·62	2 5·27	3 11·83	3 1·26	4 10·87	2 5·45	2 11·13
Cost per hour	28 7·10	46 3·00	45 1·92	33 2·38	46 2·81	46 1·1	44 9·17	13 8·57	26 10·74	26 7·65	6 6·85	9 5·60	9 10·	9 9·75	9 9·60	9 9·10

Work performed by Dredges and Attendant Tugs from 1st January to 31st December, 1891.

	Quantities.		Cost of Dredging, Towing, and Repairing.	Rate per Ton.
	Towed.	Lifted.		
	Tons.	Tons.	£ s. d.	d.
"Newcastle"		391,200	8,295 14 4	5·089
Towed by Tugs—				
Hired	391,200		1,270 2 4	0·779
	391,200		9,565 16 8	5·868
"Samson"		185,625	3,957 18 1	5·117
Towed by Tugs—				
"Ajax"	98,700			
"Thetis"	17,150			
Hired Tugs	69,675		3,138 0 1	4·051
"Castor"	100			
	185,625		7,095 18 2	9·168
"Vulcan"		297,620	4,827 3 3	3·892
Towed by Tugs—				
"Rhea"	138,160			
"Ceres"	156,960		2,289 1 7	1·845
Hired	2,500			
	297,620		7,116 4 10	5·737
"Hunter"		709,720	5,887 15 7	1·991
Towed by Tugs—				
"Ceres"	143,880			
"Orestes"	419,380			
"Rhea"	130,430		3,680 1 7	1·244
Hired	16,030			
	709,720		9,567 17 2	3,235
"Hercules"		221,370	2,864 10 0	3·105
Towed by Tugs—				
"Scylla"	95,940			
"Mikado"	3,840			
"Little Nell"	19,200			
"Thetis"	1,680		1,617 0 9	1·753
"Dayspring"	240			
Hired	100,470			
	221,370		4,481 10 9	4·858
"Fitzroy"		272,460	3,621 4 5	3·189
Towed by Tug—				
"Athena"	272,460		1,102 7 5	0·971
	272,460		4,723 11 10	4·160
"Archimedes"		117,317	4,892 14 11	10·096
Towed by Tugs—				
"Mikado"	85,410			
"Europa"	7,717		870 10 4	1·780
Poled away	24,160			
	117,317		5,763 5 3	11·876
"Pluto"		151,820	2,902 7 2	4·588
Towed by Tug—				
"Cyclops"	150,000			
Poled by Crew	1,820		1,463 6 1	2·313
	151,820		4,365 13 3	6·901
"Titan"		100,800	2,593 1 4	6·173
Towed by Tug—				
"Callisto"	93,300			
Poled	6,400		683 0 0	1·626
"Ariel"	1,100			
	100,800		3,276 1 4	7·799
"Ulysses"		163,520	2,463 15 2	3·616
Towed by Tug—				
"Charybdis"	163,520		845 8 8	1·240
	163,520		3,309 3 10	4·856
"Charon"		174,205	2,421 5 8	3·335
Towed by Tug—				
"Little Nell"	129,085			
Poled	35,565			
Hired	7,415		1,639 17 3	2·259
"Ajax"	480			
"Dayspring"	1,660			
	174,205		4,061 2 11	5·594
"Minos"		222,460	2,649 11 6	2·858
Towed by Tug—				
"Dione"	218,680		1,096 18 4	1·183
Hired	3,780			
	222,460		3,746 9 10	4·041
"Alcides"		112,160	2,694 16 5	5·766
Towed by Tug—				
"Achilles"	112,160		951 18 11	2·036
	112,160		3,646 15 4	7·802
"Sydney"		297,980	3,008 10 4	2·423
Towed by Tugs—				
"Thetis"	67,150			
"Castor"	183,780			
"Ajax"	650			
"Scylla"	50		6,303 13 7	5·077
Hired	34,780			
"Mikado"	10,920			
Towed in 1892	650			
	297,980		9,312 3 11	7·500

WORK performed by Hired Tugs, and Amount paid for same, during 1891.

Dredges.	Tons towed.	Amount paid.	Remarks.
	Tons.	£ s. d.	
"Newcastle"	391,200	1,270 2 4	"Young Bungaree" towing for "Newcastle."
"Samson"	69,675	720 10 0	"Ajax" away; special service.
"Vulcan"	Assisting Government Tugs.	205 6 6	Assisting towing.
"Hunter"	16,030	139 1 6	Assisting towing.
"Hercules"	100,470	726 5 0	Assisting towing.
"Charon"	Assisting Government Tugs.	532 14 10	Assisting towing.
"Minos"	3,780	20 0 0	"Dione" under repairs.
"Sydney"	Assisting Government Tugs.	191 17 6	Assisting towing.
	581,155	£3,805 17 8	

THE following Amounts have been received from Private Firms for work performed for them by Dredges during 1891.

Name of Dredge.	Amount.
	£ s. d.
"Sydney"	240 0 0
"Chi"	7 0 0

COMPARATIVE Cost of Stores, Labour, Repairs, &c., during the years 1889, 1890, and 1891.

		Amounts.	Pence per ton Dredged.	Pence per hour Dredging.
		£ s. d.	d.	d.
"NEWCASTLE."				
Total expenditure	1889	7,256 1 9	2·1990	603·2078
	1890	7,639 9 8	2·7957	603·9117
	1891	8,295 14 4	5·0893	1273·8152
Tons dredged	1889		791,900	
	1890		665,800	
	1891		391,200	
Hours dredging	1889		2,887	
	1890		3,036	
	1891		1,563	
"SAMSON."				
Total expenditure	1889	3,367 16 9	3·9095	505·8078
	1890	3,846 3 0	6·1395	618·6836
	1891	3,957 18 1	5·1095	581·3320
Tons dredged	1889		206,745	
	1890		150,350	
	1891		185,625	
Hours dredging	1889		1,598	
	1890		1,492	
	1891		1,634	

		Amounts.	Pence per ton Dredged.	Pence per hour Dredging.
		£ s. d.	d.	d.
"VULCAN."				
Total expenditure	1889	4,649 19 3	3·7439	452·5510
	1890	4,997 15 9	4·7766	621·1646
	1891	4,827 3 3	3·8925	448,1692
Tons dredged	1889		298,080	
	1890		251,110	
	1891		297,620	
Hours dredging	1889		2,466	
	1890		1,931	
	1891		2,585	
"HUNTER."				
Total expenditure	*1889	6,083 6 4	5·0539	1022·4062
	1890	7,141 13 3	2·3847	592·0549
	1891	5,887 15 7	1·9908	487·6006
Tons dredged	1889		288,880	
	1890		718,720	
	1891		709,720	
Hours dredging	1889		1,428	
	1890		2,895	
	1891		2,898	

* The cost here given does not include new ladder, Special vote dredge "Hunter," £732 12s. 6d.; and repairs schooner "Garfield," £51 10s. 9d.

COMPARATIVE Cost of Stores, Labour, Repairs, &c., during the years 1889, 1890, and 1891—*continued.*

		Amounts.	Pence per ton Dredged.	Pence per hour Dredging.
"HERCULES."				
Total expenditure	1889	3,436 13 8	14·5596	718·4705
	1890	2,496 0 0	3·8622	446·0461
	1891	2,864 10 0	3·1053	445·2586
Tons dredged	1889		56,650	
	1890		155,100	
	1891		221,370	
Hours dredging	1889		1,148	
	1890		1,343	
	1891		1,544	
"FITZROY."				
Total expenditure	1889	2,230 15 1	4·0694	384·6127
	1890	3,350 9 3	2·9586	386·2204
	1891	3,621 4 5	3·1895	414·4457
Tons dredged	1889		131,560	
	1890		271,780	
	1891		272,460	
Hours dredging	1889		1,392	
	1890		2,082	
	1891		2,097	
"ARCHIMEDES."				
Total expenditure	1889	2,181 18 10	5·8867	424·0210
	1890	2,687 4 2	4·2152	359·4927
	1891	4,892 14 11	10·0092	852·1473
Tons dredged	1889		88,957	
	1890		153,000	
	1891		117·317	
Hours dredging	1889		1,235	
	1890		1,794	
	1891		1,378	
"PLUTO."				
Total expenditure	1889	2,171 18 2	6·8191	454·0574
	1890	2,193 6 3	3·2703	354·2362
	1891	2,902 7 2	4·5880	602·5655
Tons dredged	1889		76,440	
	1890		160,960	
	1891		151,820	
Hours dredging	1889		1,148	
	1890		1,486	
	1891		1,156	
"TITAN."				
Total expenditure	1889	3,184 8 7	7·1620	255·5208
	1890	2,639 9 3	4·6070	215·9805
	1891	2,593 1 4	6·1739	257·0573
Tons dredged	1889		106,710	
	1890		137,500	
	1891		100,800	
Hours dredging	1889		2,991	
	1890		2,933	
	1891		2,421	

		Amounts.	Pence per ton Dredged.	Pence per hour Dredging.
"CHARON."				
Total expenditure	1889	2,760 16 10	3·9629	382·5646
	1890	3,152 5 4	7·0533	561·6510
	1891	2,421 5 8	3·3355	358·7085
Tons dredged	1889		167,200	
	1890		107,260	
	1891		174,205	
Hours dredging	1889		1,732	
	1890		1,347	
	1891		1,620	
"ULYSSES."				
Total expenditure	1889	2,292 5 4	2·9488	363·3712
	1890	2,401 10 9	3·5084	491·5047
	1891	2,463 15 2	3·6159	5[illegible]·1848
Tons dredged	1889		186,560	
	1890		164,420	
	1891		163,520	
Hours dredging	1889		1,514	
	1890		1,169	
	1891		1,109	
"MINOS."				
Total expenditure	*1889	4,456 5 11	4·6711	491·7291
	1890	3,547 4 9	2·6128	343·8356
	1891	2,649 11 6	2·8583	371·8701
Tons dredged	1889		228,960	
	1890		325,820	
	1891		222,460	
Hours dredging	1889		2,175	
	1890		2,476	
	1891		1,710	
"ALCIDES."				
Total expenditure	1889	2,224 2 11	2·9625	345·0517
	1890	2,399 19 9	2·9818	415·8820
	1891	2,694 16 5	5·7663	515·7549
Tons dredged	1889		180,180	
	1890		190,140	
	1891		112,160	
Hours dredging	1889		1,547	
	1890		1,385	
	1891		1,254	
"SYDNEY."				
Total expenditure	1889	225 8 10	3·8813	443·4918
	1890	3,166 10 6	3·5071	560·8605
	1891	3,008 10 4	2·4230	468·5552
Tons dredged	1889		13,940	
	1890		216,690	
	1891		297,980	
Hours dredging	1889		122	
	1890		1,355	
	1891		1,541	

* Wharf, Lake Macquarie, £70, not included.

COMPARATIVE Cost of Stores, Labour, Repairs, &c., during the years 1889, 1890, and 1891—*continued.*

		Amounts.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
		£ s. d.	d.	d.	d.
"AJAX."					
Total expenditure	1889	552 4 2	1·3736	25·4067	104·2720
	1890	2,573 19 4	6·9763	110·4509	452·8973
	1891	1,316 14 11	3·1408	43·6188	191·4101
Tons towed	1889		99,895		
	1890		88,550		
	1891		100,610		
Miles steamed	1889		4,501		
	1890		5,593		
	1891		7,245		
Hours under steam	1889		1,316		
	1890		1,364		
	1891		1,651		
"THETIS."					
Total expenditure	1889	891 1 10	2·4407	38·4920	139·7706
	1890	2,203 1 9	2·9032	57·7859	223·9479
	*1891	5,433 0 10	15·0884	401·8274	1282·1334
Tons towed	1889		87,620		
	1890		182,120		
	1891		86,220		
Miles steamed	1889		5,556		
	1890		9,150		
	1891		3,245		
Hours under steam	1889		1,648		
	1890		2,361		
	1891		1,017		
"CASTOR."					
Total expenditure	1891	1,979 6 11	2·5846	93·0725	340·0448
Tons towed	1891		183,780		
Miles steamed	1891		5,104		
Hours under steam	1891		1,397		
"ORESTES."					
Total expenditure	1889	2,079 8 1	0·7284	34·3703	138·0135
	1890	2,497 19 3	1·5110	49·5627	153·2884
	1891	2,262 19 9	1·2935	32·4703	143·0383
Tons towed	1889		685,100		
	1890		396,740		
	1891		419,840		
Miles steamed	1889		14,520		
	1890		12,096		
	1891		16,727		
Hours under steam	1889		3,616		
	1890		3,911		
	1891		3,797		

		Amounts.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
		£ s. d.	d.	d.	d.
"CERES."					
Total expenditure	1889	2,657 10 1	2·8973	66·4130	272·0994
	1890	1,534 13 4	1·1605	25·0387	96·6211
	1891	2,188 18 9	1·7455	30·2807	133·9139
Tons towed	1889		220,135		
	1890		317,355		
	1891		300,960		
Miles steamed	1889		9,643		
	1890		14,710		
	1891		17,349		
Hours under steam	1889		2,344		
	1890		3,812		
	1891		3,923		
"DIONE."					
Total expenditure	1889	1,408 1 6	2·3532	36·7244	131·9554
	1890	2,575 2 7	3·0846	69·1676	277·6419
	1891	1,076 18 11	1·1817	18·9587	94·7806
Tons towed	1889		143,605		
	1890		167,730		
	1891		218,680		
Miles steamed	1889		9,202		
	1890		8 935		
	1891		13,633		
Hours under steam	1889		2,561		
	1890		2 226		
	1891		2,727		
"CYCLOPS."					
Total expenditure	1889	1,036 12 5	3·2545	45·8934	126·2614
	1890	879 9 0	1·3700	36·5992	88·2022
	1891	1,463 6 1	2·3411	85·3652	190·2452
Tons towed	1889		76,440		
	1890		153,960		
	1891		150,000		
Miles steamed	1889		5,212		
	1890		5,767		
	1891		4,114		
Hours under steam	1889		1,820		
	1890		2,393		
	1891		1,846		
"RHEA."					
Total expenditure	1889	479 3 5	2·6552	15·7427	66·2066
	1890	1,786 0 2	2·9256	37·1118	189·6646
	1891	1,832 16 9	1·6365	30·7177	112·3863
Tons towed	1889		43·310		
	1890		146,510		
	1891		268,770		
Miles steamed	1889		7,305		
	1890		11,550		
	1891		14,320		
Hours under steam	1889		1,737		
	1890		2,260		
	1891		3,914		

* This does not include new boilers and engines, "Thetis," £9,000.

COMPARATIVE Cost of Stores, Labour, Repairs, &c., during the years 1889 and 1891.

		Amounts.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
		£ s. d.	d.	d.	d.
"ACHILLES."					
Total expenditure	1889	788 12 2	1·0433	27·5656	78·7951
	1890	746 5 5	1·0102	40·2664	82·0077
	1891	951 18 11	2·0369	48·5891	107·7664
Tons towed	1889		181,400		
	1890		177,280		
	1891		112,160		
Miles steamed	1889		6,866		
	1890		4,448		
	1891		4,702		
Hours under steam	1889		2,402		
	1890		2,184		
	1891		2,120		
"LITTLE NELL."					
Total expenditure	1889	755 8 6	4·8039	54·6090	206·2793
	1890	1,509 13 0	3·2307	33·6599	147·8840
	1891	1,292 14 0	2·0292	26·1746	115·2346
Tons towed	1889		37,740		
	1890		112,146		
	1891		152,885		
Miles steamed	1889		3,320		
	1890		10,764		
	1891		11,853		
Hours under steam	1889		879		
	1890		2,450		
	1891		2,624		
"CHARYBDIS."					
Total expenditure	1889	822 7 8	1·0636	46·2121	97·1318
	1890	901 9 6	1·3079	45·0455	75·4372
	1891	845 8 8	1·2406	35·6596	61·4520
Tons towed	1889		185,560		
	1890		165,420		
	1891		163,520		
Miles steamed	1889		4,212		
	1890		4,803		
	1891		5,690		
Hours under steam	1889		1,997		
	1890		2,868		
	1891		2,000		
"ATHENA."					
Total expenditure	1889	1,275 2 2	2·3954	32·6114	86·8898
	1890	1,063 18 8	0·7456	18·3002	68·6224
	1891	1,102 7 5	0·9708	35·8881	91·5146
Tons towed	1889		127,750		
	1890		342,460		
	1891		272,460		
Miles steamed	1889		9,384		
	1890		13,953		
	1891		7,372		
Hours under steam	1889		3,522		
	1890		3,721		
	1891		2,891		

		Amounts.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
		£ s. d.	d.	d.	d.
"SCYLLA."					
Total expenditure	1889	596 14 6	1·8521	27·2166	68·3272
	1890	497 18 7	1·5592	18·4503	54·3195
	1891	586 6 0	1·4657	16.2897	59·2220
Tons towed	1889		77,325		
	1890		76,640		
	1891		95,990		
Miles steamed	1889		5,262		
	1890		6,477		
	1891		8,638		
Hours under steam	1889		2,096		
	1890		2,200		
	1891		2,376		
"CALLISTO."					
Total expenditure	1889	451 17 6	3·2705	41·5040	118·6542
	1890	741 19 2	1·3100	18·9718	49·5464
	1891	676 16 10	1·7409	20·2620	51·7000
Tons towed	1889		33,160		
	1890		135,930		
	1891		93,300		
Miles steamed	1889		2,613		
	1890		9,386		
	1891		8,017		
Hours under steam	1889		914		
	1890		3,594		
	1891		3,142		
"DAYSPRING."					
Total expenditure	1890	5 18 4	1·1639	39·4444	54·6153
	1891	42 11 6	1·3570	16·0406	67·6687
Tons towed	1890		1,220		
	1891		7,529		
Miles steamed	1890		36		
	1891		637		
Hours under steam	1890		26		
	1891		151		
"MIKADO."					
Total expenditure	1890	723 16 1	1·7229	54·7472	92·3023
	1891	1,273 0 7	2·1830	65·6480	109·2818
Tons towed	1890		100,825		
	1891		139,940		
Miles steamed	1890		3,173		
	1891		4,654		
Hours under steam	1890		1,882		
	1891		2,796		

STATEMENT of Dredge Expenditure and Work for the Year ending 1891.

Dredges	Where Dredging	Material Dredged	Tons Dredged	Hours Dredging	Expenditure	Cost per Ton	Cost per Hour	Remarks
					£ s d	d	£ s d	
"Newcastle"	Newcastle	Sand and mud	391,200	1,563	8,295 14 4	5 0893	5 6 2	Working three shifts Bad weather, 8 days no towing Under extensive alterations 6 months and 2 weeks
"Samson"	Sydney	Rock, sand, and mud	185,620	1,634	3,957 18 1	5 1095	2 8 5	Working one shift Bad weather, 16 days no towing Under repairs 3 weeks
"Vulcan"	Newcastle and River	Sand and mud ...	297,620	2,585	4,827 3 3	3 8925	1 17 5	Worked two shifts Bad weather, 17 days no towing Under repairs 3 weeks
"Hunter"	Newcastle	Mud and sand .	709,720	2,898	5,887 15 7	1 9908	2 0 7	Worked two shifts Bad weather, 17 days no towing Under repairs 1 week
"Hercules"	Sydney	Sand, clay, and mud	221,370	1,544	2,864 10 0	3 1053	1 17 1	Working one shift Bad weather, 2 days no towing Under repairs 2 weeks
"Fitzroy"	Macleay River	Clay, mud, & hard sand	272,460	2,097	3,621 4 5	3 1895	1 14 6	Working two shifts 8 months, one shift 4 months Fresh in river 5 days Under repairs 2 months and 2 weeks
"Archimedes"	Moruya	Clay, sand, and mud	117,317	1,378	4,892 14 11	10 0092	3 11 1	Working two shifts 7½ months Bad weather and floods 6 days Under extensive alterations 4 months and 2 weeks
"Pluto" .	Shoalhaven	Mud, sand, and clay	151,820	1,156	2,902 7 2	4 5880	2 10 2	Working one shift Bad weather and floods 6 days Under repairs 3 months and 1 week
"Titan"	Bellinger River	Clay, mud, and shells	100,800	2,421	2,593 1 4	6 1739	1 1 5	Working two shifts 8 months, one shift 4 months Bad weather and floods in river 6 days Under repairs 7 weeks
"Charon"	Sydney and Parramatta River	Clay, mud, and sand	174,200	1,620	2,421 5 8	3 3355	1 9 10	Working one shift Sundry delays waiting for punts
"Ulysses"	Manning River	Clay, shingle, and mud	163,320	1,109	2,463 15 2	3 6159	2 4 5	Working one shift Heavy fresh in river 7 days Under repairs 4 months
"Minos"	Lake Macquarie	Sand, clay, and mud	222,460	1,710	2,649 11 6	2 8583	1 10 11	Working two shifts 2 months, one shift 10 months Delayed by tug aground, &c Under repairs 2 weeks
"Alcides"	Richmond River	Clay and shingle	112,160	1,254	2,694 16 5	5 7663	2 2 11	Working one shift Heavy weather 7 days. Under repairs 2 months
"Sydney" .	Sydney Harbour	Clay, stone, and mud	297,980	1,541	3,008 10 4	2 4230	1 19 0	Working one shift Heavy weather 8 days. Waiting for punts Under repairs 2 weeks
			3,418,057	24,510				
		Total expenditure . ..			53,080 8 2			
		Average cost per ton dredged			. .	3 727		
		Average cost per hour dredging		.		.	2 3 3	

STATEMENT of Tug Expenditure and Work for the Year ending 1891.

Tugs	Where employed	Tons towed	Miles steamed	Hours under steam	Expenditure	Cost per ton	Cost per mile	Cost per hour	Remarks
					£ s d	d	£ s d	£ s d	
"Thetis"	Sydney	86,220	3,245	1,017	5,433 0 10	15 0884	1 13 6	5 6 10	Working 1 shift, heavy sea on 5 days, under repairs 7 months and 2 weeks
"Ajax"	Sydney .	100,610	7,245	1,651	1,316 14 11	3 1408	0 3 7½	0 15 11½	Working one shift, heavy sea, no towing 16 days, under repairs 1 month
"Orestes". .	Newcastle	419,840	16,727	3,797	2,262 19 9	1 2935	0 2 8¼	0 11 11¼	Working 2 shifts, heavy weather 17 days, no towing, under repairs 1 month
"Ceres" .	Newcastle	300,960	17,349	3,923	2,188 18 9	1 7455	0 2 6	0 11 1½	Working 2 shifts, heavy weather 17 days, no towing; under repairs 3 weeks
"Dione"	Lake Macquarie	218,680	13,633	2,727	1,076 18 4	1 1817	0 1 6¾	0 7 10¾	Working 2 shifts 2 months, 1 shift 10 months, under repairs 2 weeks
"Cyclops"	Shoalhaven	150,000	4,114	1,846	1,463 6 1	2 3411	0 7 1	0 15 10	Working 1 shift, fresh in river 6 days, under repairs 3 months
"Rhea".	Newcastle & River	268,770	14,320	3,914	1,832 16 9	1 6365	0 2 6¾	0 9 4	Working 2 shifts, bad weather 17 days, no towing, under repairs 2 weeks
"Achilles"	Richmond River	112,160	4,702	2,120	951 18 11	2 0369	0 4 0¾	0 8 11¾	Working 1 shift, fresh in river 7 days, under repairs 3 months and 2 weeks
"Little Nell"	Sydney and Parramatta River	152,885	11,853	2,624	1,292 14 0	2 0292	0 2 2	0 9 10	Working 1 shift, under repairs 1 month
"Charybdis"	Manning River	163,520	5,690	2,000	845 8 8	1 2406	0 2 11¾	0 8 5	Working 1 shift, fresh in river 7 days; under repairs 4 months
"Athena"	Macleay River	272,460	7,372	2,891	1,102 7 5	0 9708	0 2 11½	0 7 7	Working 2 shifts 8 months, 1 shift 4 months, fresh in river 5 days, under repairs 2 months and 3 weeks
"Castor"	Sydney	183,780	5,104	1,397	1,979 6 11	2 5846	0 7 9	1 8 4	Started work April 12, working 1 shift, heavy weather 16 days, no towing, under repairs 1 month and 1 week
"Scylla"	Sydney	95,990	8,638	2,376	586 6 0	1 4657	0 1 4	0 4 11½	Working 1 shift, under repairs 1 month and 1 week
"Callisto"	Bellinger River	93,300	8,017	3,142	676 16 10	1 7409	0 1 8	0 4 3	Working 2 shifts 8 months, 1 shift 4 months, heavy weather and floods 6 days, under repairs 2 months
"Dayspring"	Sydney . .	7,529	637	151	42 11 6	1 3570	0 1 4	0 5 7¾	Working 1 shift, engaged at harbour work, repairs 3 weeks
"Mikado"	Moruya & Sydney	139,940	4,654	2,796	1,273 0 7	2 1830	0 5 5¾	0 9 1¼	Working 2 shifts 8 months, 1 shift 4 months, under repairs 10 weeks, heavy weather 6 days, river flooded.
		2,766,644	133,300	38,372					
	Total expenditure				24,325 6 3				
	Average cost per ton dredged					2 0110			
	Average cost per mile steamed .. .						0 3 7¾		
	Average cost per hour under steam..							0 12 10¼	

RETURN showing Quantity and Cost of Work performed by Dredges and Tugs, from 1st January, 1889, to 31st December, 1891.

	1889.				1890.				1891.			
	Cost of dredging, towing and repairing.				Cost of dredging, towing, and repairing.				Cost of dredging, towing, and repairing.			
	Tons.	£ s. d.		Pence per ton.	Tons.	£ s. d.		Pence per ton.	Tons.	£ s. d.		Pence per ton.
"Newcastle" and attendant tugs, at Newcastle	701,900	9,448	16 2	2·948	655,800	9,768	11 2	3·574	391,200	9,565	16 8	5·868
"Samson" and attendant tugs, at Sydney	206,745	5,015	17 11	5·822	150,350	5,881	12 9	10·984	185,625	7,095	18 2	9·168
"Vulcan" and attendant tugs, at Newcastle and Hunter River	298,080	7,424	1 1	5·943	251,110	7,542	5 0	7·207	297,620	7,116	4 10	5·737
"Hunter" and attendant tugs, at Newcastle	288,880	9,200	10 6	7·642	718,720	9,636	6 4	3·217	709,720	9,567	17 2	3·235
"Hercules" and attendant tugs, at Sydney	56,650	4,053	3 3	17·172	155,100	3,512	7 5	5·531	221,370	4,481	10 9	4·858
"Fitzroy" and attendant tugs, at Macleay River	131,560	2,932	8 4	5·349	271,780	3,980	9 1	3·514	272,460	4,723	11 10	4·160
"Pluto" and attendant tugs, at Shoalhaven	76,440	3,208	10 7	10·073	160,960	3,072	15 3	4·581	151,820	4,365	13 3	6·901
"Titan" and attendant tugs, at Bellinger River	106,710	4,469	3 3	10·051	137,500	3,397	2 2	5·929	100,800	3,276	1 4	7·799
"Archimedes" and attendant tugs, at Moruya	88,957	3,263	7 2	8·803	153,000	3,760	5 5	5·898	117,317	5,763	5 3	11·876
"Charon" and attendant tugs, at Sydney	167,200	4,729	18 6	6·788	107,260	4,217	19 10	9·437	174,205	4,061	2 11	3·594
"Ulysses" and attendant tugs, at Manning River	186,560	3,114	13 0	4·011	164,420	3,413	6 8	4·984	163,520	3,309	3 10	4·856
"Minos" and attendant tug, at Lake Macquarie	228,960	6,386	15 9	6·694	325,820	5,465	16 9	4·553	222,460	3,746	9 10	4·041
"Alcides" and attendant tug, at Richmond River	180,180	2,874	3 9	3·827	190,140	3,203	10 2	3·995	112,160	3,646	15 4	7·802
"Sydney" and attendant tugs, at Sydney	13,940	412	18 6	7·108	216,690	4,947	2 6	4·925	297,980	9,312	3 11	7·500

GRAB DREDGES.—Quantity of Silt lifted, and Cost of Work for the Year ending 1891.

Grab dredges.	Tons lifted.	Total cost.	Cost per ton.	Remarks.
		£ s. d.	d.	
"Alpha"	125,520	2,633 18 5	5·036	Dredging mud and sand, principally at Eatonsville and Morgan's Falls, Clarence River. River flooded, 3 weeks; under repairs, 6 weeks.
"Beta"	48,600	1,112 0 8	5·491	Dredging at Godwin's Island, Cape Hawke. Under repairs, 2 months; dredging stone and rock.
"Gamma"	34,265	1,148 16 2	8·046	Dredging at Andrew's Falls, Hastings River. Under repairs, 2 weeks; dredging ballast and rock.
"Delta"	21,750	974 8 2	10·752	Dredging stone and rock at Newcastle. Dredging 1 week at Raymond Terrace—mud and sand; under repairs, 2 weeks.
"Epsilon"	24,147	936 10 0	9·307	Dredging clay, mud, and sand, principally at Tweed River. Under repairs, 2 weeks. Lost at sea, July, 1891.
"Zeta"	83,555	822 3 10	2·361	Dredging mud and sand, principally South Arm and North Creek, Richmond River.
"Eta"	42,750	1,105 14 0	6·207	Dredging sand and hard gravel; snagging at Kendall's Flat. Under repairs, 7 weeks; dredging at Camden Haven.
"Theta"	31,069	1,948 16 0	15·053	Dredging sand, clay, mud, and rocks, principally at Sportsman Creek, Fresh-water Crossing, Salt-water Crossing, Argyle Rocks, and North Arm, Clarence River.
"Iota"	69,442	1,268 3 0	4·382	Dredging at Jarret Flat, Hawley's Flat, Allan's Flat, Flemming's Flat, Tuscock's Flat, Toohey's Falls, Bradley's Falls, Bowra Falls, Taylor Arm, Nambucca River. Under repairs, 2 weeks; dredging sand, mud, and quartz.
"Kappa"	87,902	985 18 1	2·691	Dredging clay and mud at Cook's River and Shea's Creek. Under repairs, 1 month.
"Lambda"	23,125	870 15 1	9·037	Dredging sand, mud, and shells, principally at White Bay, Elizabeth Bay, Port Hacking. Two months under repairs.
"Mu"	78,143	764 19 0	2·349	Dredging sand, mud, and shells, at Cook's River and Shea's Creek.
"Nu"	22,230	863 1 4	9·317	Dredging very stiff clay, stones, and rock, principally at Long Cove, Circular Quay, White Bay, Snail's Bay, new wharf, Pyrmont. Under repairs, 3 weeks.
"Omicron"	58,651	941 18 1	3·854	Dredging silt, sand, and mud at Shea's Creek and Cook's River. Under repairs, 3 months and 2 weeks.
"Sigma"	40,940	1,245 12 10	7·302	Dredging rock, clay, sand, and stone, principally at Circular Quay, Long Cove, Tin Pot, and Monkey Jacket, Myall River. Under repairs, 2 months.
"Tau"	106,636	819 19 10	1·845	Dredging sand and mud, principally at Ballina and South Arm, Richmond River.
"Pi"	20,255	1,047 18 2	12·416	Dredging sand and mud at Moruya. Delayed by sea and extensive repairs, 4 months.
"Rho"	36,932	1,245 5 6	8·092	Dredging rock, stone, and mud, principally at Newcastle, end of Dyke. Under repairs, 2 weeks.
"Chi"	31,055	984 0 6	7·604	Dredging sand, ballast, and stone, principally at Long Cove, White Bay, Batty's Wharf, Bellinger River Heads. Under repairs and removals, 3 months.

List of Dredging Plant now under Construction.

Particulars of plant.	Contractor's name.	Contract sum.	Specified date of completion.
		£ s. d.	
One iron hopper barge, 330 tons	Fitzroy Dock Works		
Two iron hopper barges, 85 tons	,, ,,		
One sand pump dredge	,, ,,		
One wooden hull for "Von Schmidt" dredge	,, ,,		
One iron steam launch	,, ,,		
One wooden coal punt for "Fitzroy"	A. Davis	555 0 0	13 May, 1892.
One twin screw hopper steam sand pump dredge "Jupiter."	Wm. Simons & Co.	21,000 0 0	3 April, 1892.
One "Von Schmidt" dredger	Geo. Higgins	7,960 0 0	2 Nov, 1892.
Boilers for sand pump dredge	Morts Dock Co.	1,615 0 0	5 Jan, 1893.
Air and circulating pump for sand dredge	J. Gommeson	1,594 0 0	11 Nov., 1892.

List of Ladder Dredges and Tugs at present attached, and Punts now in commission, with estimated value.

Dredges.	Tugs	Punts.	Where dredging.	Estimated present value.	Name of Master.	Dredge began to work
				£		
"Newcastle"	"Orestes"	3—400 ton	Newcastle Harbour	47,000	James Rorison	1875
"Samson"	"Thetis"	4 - 350 ton	Sydney Harbour	42,000	John Laing	1868
"Hunter"	"Ceres"	4 iron and 1 wooden	Newcastle Harbour	32,000	John Carruthers	1859
"Sydney"	"Castor"	2 - 600 ton	Sydney Harbour	54,000	Henry Orr	1889
"Vulcan"	"Rhea"	2 iron and 1 wooden	Newcastle Harbour	22,000	John Ryan	1860
"Hercules"	"Scylla"	3 ,,	Sydney Harbour	21,000	John Hamilton	1842
"Fitzroy"	"Athena"	2 ,,	Macleay River	14,000	James L Grant	1870
"Pluto"	"Cyclops"	3 ,,	Shoalhaven River	12,500	Robert Steel	1862
"Archimedes"	"Mikado"	2 ,,	Sydney Harbour	9,000	William White	1878
"Titan"	"Callisto"	2 ,,	Bellinger River	5,000	James C Ruddle	1872
"Charon"	"Little Nell"	3 ,,	Sydney Harbour	15,500	John Mather	1881
"Ulysses"	"Charybdis"	2 ,, and 1 wooden	Manning River	10,500	David Lawson	1882
"Minos"	"Ganymede"	2 ,,	Lake Macquarie	13,000	Wm C Bennett	1882
"Alcides"	"Achilles"	2 ,, and 1 wooden	Richmond River	15,000	William Jones	1887
———	"Ajax"	Employed	Sydney, &c	12,000		
———	"Dione"	,,	Newcastle Harbour	2,500		
———	"Dayspring"	,,	Sydney Harbour	2,000		
———	"Dawn"	,,	do do	4,200		

Twenty one close bottom punts used for reclamation purposes and for the use of other Government Departments, value collectively, £11,000
Machinery in addition to the above —1 punching and shearing machine, cost £200, 2 drilling machines, cost £156, 1 lathe, cost £173

List of Sand-pump Dredges. with estimated value.

Dredge.	Where dredging	Estimated present value.	Dredge began to work.
		£	
"Neptune"	Sydney Harbour	16,000	1890
"Juno"	Newcastle Harbour	17,000	1890
"Actor"	Tweed River	10,000	1891
"Alesus"	Nambucca Heads	10,500	1891
"Dorus"	Myall River	10,500	1891

RETURN showing estimated value of Grab Dredges.

Dredge.	Estimated value.	Location.	Dredge.	Estimated value.	Location.
	£			£	
"Alpha"	2,200	Clarence River.	"Mu"	2,250	Cook's River.
"Beta"	2,300	Cape Hawke.	"Nu"	1,900	Sydney Harbour.
"Gamma"	2,500	Port Macquarie.	"Omicron"	500	Cook's River.
"Delta"	2,200	Newcastle Harbour.	"Pi"	1,150	Moruya River.
"Zeta"	2,350	Richmond River.	"Sigma"	3,400	Myall River.
"Eta"	2,500	Camden Haven.	"Rho"	3,000	NewcastleHarbour.
"Theta"	2,400	Clarence River.	"Tau"	3,400	Richmond River.
"Iota"	2,700	Nambucca River.	"Chi"	1,900	Bellinger River.
"Kappa"	1,200	Cook's River.	"Omega"	2,000	Sydney Harbour.
"Lambda"	500	Port Hacking.			

Steam launches "Vesta," "Oberon," "Ariel," "Harrier," and "Europa"—estimated value, £2,200.
Also 20 small iron Hopper Punts—estimated value, £14,000.

DREDGE Service Estimate for 1892, subject to such alterations within the limits

Salaries—

Designation of Office.	Newcastle, working two ladders.		Samson, working two ladders.		Sydney.		Hunter, working two ladders.		Vulcan.		Hercules.		Archimedes.	
		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.
Superintending Engineer of Dredges	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....
Clerks (Sydney, £250; Newcastle, £240)	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....
Masters and Chief Engineers	1	400 0	1	400 0	1	400 0	1	400 0	1	350 0	1	350 0	1	300 0
Engine-drivers	1	171 12	1	171 12	1	171 12	1	168 0	1	158 8	1	158 8	1	158 8
Firemen, Winchmen, and Oilers	1 158 8 1 132 0 1 96 0	386 8	1	158 8	2	132 0..264 0	1	158 8	1	132 0	1	132 0	1	132 0
Carpenters	1	174 0	..	.....	..	.....	1	171 12	1	171 12	..	.....	..	.....
Boilermakers and Blacksmiths	1 198 0 2 184 16	567 12	..	.....	..	.....	1	184 16	1	184 16	..	.....	..	.....
Strikers, Boilermakers' and Engineers' Assistants	4	132 0..528 0	..	.....	..	.....	1	132 0	1	132 0	..	.....	..	.....
Mates	1	184 16	1	184 16	1	184 16	1	184 16	1	171 12	1	171 12	1	171 12
Coxswains	1	132 0	2	132 0..264 0	1	132 0	1	132 0	1	132 0	1	132 0	1	132 0
Seamen	5	114 8..572 0	6	114 8..686 8	3	114 8..343 4	4	114 8..457 12	4	114 8..457 12	3	114 8..343 4	2	114 8..228 16
Cooks	1	114 8	1	114 8	1	114 8	1	108 0	1	108 0	1	114 8	..	.....
Watchmen	1	114 8	1	114 8	1	114 8	1	114 8	1	114 8	1	114 8	1	114 8
Boys	1	72 0	..	.....	1	72 0	..	.....	..	.....	..	.....	1	60 0
	23	3,417 4	14	2,094 0	12	1,796 8	14	2,211 12	14	2,112 8	10	1,516 0	9	1,297 4

Salaries

Designation of Office.	Thetis.		Ajax.		Castor Steam Barge.		Neptune and Juno Steam Barges and Sand Pumps.		Orestes.		Ceres.		Dione and Rhea.	
		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s.		@ £ s.
Masters	1	288 0	1	264 0	1	264 0	1	264 0	1	237 12	1	237 12	1	211 4
Mates	1	145 4	1	145 4	..	.....	..	.....	..	.....	..	.....	..	.....
Seamen	2	114 8..228 16	2	108 0..216 0	3	108 0..324 0	4	114 8..457 12	2	108 0..216 0	2	108 0..216 0	1	108 0
Engineers	1	240 0	1	240 0	1	240 0	1	240 0	1	237 12	1	216 0	1	211 4
Firemen and Oilers	1 145 4 1 132 0	277 4	1 120 0 1 96 0	216 0	2	132 0..264 0	1 132 0 1 96 0	228 0	1	132 0	1	132 0	1	132 0
Boys	..	.....	..	.....	..	.....	1	60 0	..	.....	..	.....	..	.....
Watchmen	..	.....	..	.....	..	.....	1	114 8	..	.....	..	.....	..	.....
							10 = for 2 barges	1,364 0					4 = for 2 tugs	662 8
	7	1,179 4	7	1,081 4	7	1,092 0	20	2,723 0	5	823 4	5	801 12	8	1,324 16

The Dredges are now stationed as under:—

"Samson," Sydney Harbour.
"Sydney," do do
"Hercules," do do
"Neptune," do do
"Nu," do do
"Charon," Parramatta River.
"Hunter," Newcastle Harbour.
"Vulcan," do do
"Delta," do do
"Rho," do do
"Actor," Tweed River.
"Alcides," Richmond River.
"Zeta," do do
"Tau," Richmond River.
"Alpha," Clarence River.
"Theta," do do
"Titan," Bellinger River.
"Chi," do do
"Iota," Nambucca River.
"Fitzroy," Macleay River.
"Gamma," Port Macquarie.
"Eta," Camden Haven.
"Ulysses," Manning River
"Beta," Cape Hawke.
"Sigma," Myall River.
"Minos," Lake Macquarie.
"Kappa," Cook's River.
"Mu," do do
"Omicron," do do
"Lambda," Port Hacking.
"Pluto," Shoalhaven River.
"Pi," Moruya River.
"Newcastle," undergoing alterations
"Archimedes," do do
"Alesus," under construction.
"Dorus," do do
"Omega," do do

of the Vote as the exigencies of the Service may demand from time to time.

Dredges.

Titan.		Fitzroy.		Pluto.		Charon.		Ulysses.		Minos.		Alcides.		Actor, Alesus, Dictys.		Total.
	@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ s. £ s.		@ £ £ s.	£ s. d.
..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	600 0 0
..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	490 0 0
1	300 0	1	300 0	1	345 0	1	345 0	1	300 0	1	345 0	1	325 0	1	275 0	
1	158 8	1	158 8	1	158 8	1	158 8	1	144 0	1	158 8	1	158 8	1	168 0	
..	.....	1	132 0	..	.....	1	132 0	1	132 0	1	132 0	1	132 0	1 1	120 } 96 } 216 0	
1	158 8	1	158 8	1	171 12	..	.....	1	158 8	1	171 12	1	144 0	..	.....	
1	184 16	1	171 12	1	158 8	..	.....	1	158 8	1	158 8	1	144 0	..	.....	
1	132 0	1	120 0	1	132 0	..	.....	1	108 0	1	114 8	1	114 8	..	.....	
1	171 12	1	171 12	1	171 12	1	171 12	1	171 12	1	171 12	1	171 12	1	171 12	
1	132 0	1	132 0	1	132 0	1	132 0	1	132 0	1	132 0	1	132 0	..	.....	
2	114 8..228 16	2	114 8..228 16	2	114 8..228 16	3	114 8..343 4	3	114 8..343 4	3	114 8..343 4	2	114 8..228 16	3	108 ..324 0	
..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	1	108 0	
..	.....	..	.....	..	.....	1	114 8	..	.....	..	.....	..	.....	..	.....	
1	72 0	..	.....	1	72 0	1	60 0	..	.....	..	.....	1	60 0	..	.....	
														9	1,262 12	
														= for 3 dredges—		
10	1,538 0	10	1,572 16	10	1,569 16	10	1,456 12	11	1,647 12	11	1,726 12	11	1,610 4	27	3,787 16	29,354 4 0

Tugs.

Little Nell and Achilles.		Charybdis.		Cyclops.		Athena and Dayspring.		Ganymede.		Mikado.		Callisto.		Scylla.		
	@ £ s.		@ £ s.		@ £ s.		@ £ s. £ s.		@ £ s.		@ £ s. £ s.		@ £ s.		@ £ s.	
1	198 0	1	211 4	1	184 16	1	184 16	1	184 16	1	171 12	1	145 4	1	158 8	
..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	
1	108 0	1	108 0	1	108 0	..	.....	..	.....	..	.....	..	.....	..	.....	
1	198 0	1	180 0	1	168 0	1	168 0	1	184 16	1	171 12	1	158 8	1	158 8	
1	132 0	1	132 0	1	132 0	..	.....	..	.....	..	.....	..	.....	..	.....	
..	.....	..	.....	..	.....	1 1	78 0 } 60 0 } 138 0	1	78 0	1 1	78 0 } 60 0 } 138 0	1	60 0	..	.....	
..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	
4	636 0					4	490 16									
=	for 2 tugs—					=	for 2 tugs—									
8	1,272 0	4	631 4	4	592 16	8	981 12	3	447 12	4	481 4	3	363 12	2	316 16	14,116 16 0

Salaries—Grab Dredges and Launches.

Designation of Office.	Alpha, Gamma, Zeta, Theta, Iota, Pi, Sigma.	Beta, Eta.	Delta, Kappa, Nu.	Omega, Mu, Rho, Chi.	Lambda, Omieron.	Tau.	Designation of Office.	Oberon, Vesta, Ariel, Harrier, and Europa.	
	@ £ £ s.	@ £ £ s.	@ £ £ s.	@ £ £ s.	@ £ £ s.	@ £ £ s.		@ £ £ s.	
Engine-drivers ..	1 168 0	1 184 16	1 184 16	1 168 0	.. ....	1 182 10	Masters and		
Firemen & Assistant Drivers ..	1 120 0	1 132 0	1 132 0	1 120 0	1 120 0	1 132 0	Engineers (rates interchangeable with launches)	1 156 0	
Seamen	2 108 ..216 0	2 108 ..216 0	1 108 0	1 108 0	2 108 ..216 0	2 108 ..216 0		1 158 8	
	4 504 0	4 532 16	3 424 16	3 396 0	3 336 0	4 530 10		3 132 ..396 0	
	= for 7 dredges—	= for 2 dredges—	= for 3 dredges—	= for 4 dredges—	= for 2 dredges—	= for 1 dredge—			
	28 3,528 0	8 1,065 12	9 1,274 8	12 1,584 0	6 672 0	4 530 10		5 710 8	
									9,364 18 0
Total Salaries									53,925 18 0

Contingencies.

Coals, Stores, Renewals, Repairs, Extra Towages, and all other Incidental Expenses, and to provide for commissioning two new Sand Pump Dredges, one new Tug, and one new Steam Launch	50,000 0 0
To provide for working Dredges Extra Shifts when necessary	14,074 2 0
	£118,000 0 0

(IX.)

APPROXIMATE areas of land reclaimed by Government.

Situation.	Area.	Remarks.
Blackwattle Swamp	34 Acres.	Wentworth Park.
Darling Harbour	12 ,,	Alienated.
,,	13 ,,	Used by Railway Department.
Farm Cove	12 ,,	Botanic Gardens.
Rushcutter's Bay	30 ,,	Public Park.
White Bay	17 ,,	Nearly completed.
Snail's Bay	5 ,,	,, ,,
Long Cove	58 ,,	Works in progress.
Cook's River	311 ,,	,, ,,
Woolloomooloo Bay	15 ,,	Alienated.
Bullock Island, Newcastle	36 ,,	,,
,, ,,	85 ,,	Used by Railway Department.
Total	628 Acres.	

ESTIMATED value of land used by the Railway Department.

Darling Harbour	13 acres @ £1,500	£19,500
Bullock Island	85 do @ 1,000	85,000
		£104,500

(X.)

(X.)

Roads, Bridges, and Sewerage.

Department of Public Works, Roads and Bridges and Sewerage Branch,
Sydney, February 15, 1892.

Minute Paper.

I FORWARD herewith, for the information of the Minister, reports from the principal assistant engineers of this branch with regard to the works carried out under their immediate supervision during the year 1891.

As these officers have gone so fully into the details of their expenditure, it will be only necessary for me briefly to summarise the whole.

The total expenditure for the year has been £1,209,374 19s. 5d., of which £965,687 14s. 11d. was spent in connection with roads and bridges, £211,697 4s. 6d. on sewerage works, and £31,990 issued to trustees from schedule votes for Trustee Roads.

There were about 32,000 miles of road dealt with by the Department, 9,356 ft. of bridges, 1,040 ft. of footways to bridges, and 45,936 ft. of sewers constructed during the year.

Two thousand five hundred contracts were let during the year, ranging in value from a few pounds up to £98,000; 26,631 vouchers were passed through for payment, and 26,039 new papers were registered.

There are 83 ferries under this branch, of which seven ferries are worked by steam, the remainder (76) being worked by hand. The total revenue from these ferries amounted to £4,044, and the cost of working was about £15,000.

The total revenue from all sources received by me amounted to £8,305, about one-half this sum being collected for sale of water at Broken Hill.

The work in connection with accounts in this branch differs from most others in that all payments (with the exception of a few of the very large contracts for sewerage works) are made through the Accountant and not through the Treasury.

The number of cheques signed by me during the year amounted to 3,350, and the value thereof £720,000.

For the purposes of the road expenditure the colony is divided into six divisions, five of which are immediately under the control of assistant engineers, and the sixth comprises six outside districts, with which I deal direct.

These divisions are subdivided into sixty-three districts, looked after by resident engineers, who in most cases have assistants.

The accompanying tabulated statements give interesting particulars of the work done by the various engineers in charge of these divisions.

I have much satisfaction in reporting that the system recommended by me and approved of by Mr. Secretary Bruce Smith, of dividing the colony into divisions under qualified and experienced officers, has turned out a great success.

The local officers' work is now under close and frequent supervision. A more uniform system of dealing with all matters, and greater despatch in dealing with papers and vouchers, has been brought about, as a proof of which very few complaints are now made from contractors for delay in their payments.

The immediate result of these appointments was the weeding out of useless officers, and the changing of others to districts to which their experience and training best suited them.

It, of course, might be said all this should have been done from the head office direct, but I am quite satisfied it would be impossible for any one man sitting in an office in Sydney to exercise proper supervision over all the detail work of the officers of this very large branch, extending over an area of 314,000 square miles.

While I thus mention the success of the system, it is only right to state that I have been most fortunate in the selection of officers to carry it out. However good the system might be, it would be of little avail if I had not been loyally supported by them. They are all men of large experience in the peculiar work of this branch, and are thus able to thoroughly examine and modify if necessary the recommendations of the less experienced field officers.

Their being stationed in Sydney has also its advantages; they can confer with each other on matters on which difference of opinion may arise, and they are able to be in frequent consultation with me on matters which a bare report may not fully explain.

They also have an arrangement to take each other's duties when one or more happen to be out of town, so that no delay takes place in dealing with their correspondence; while for all practical purposes, and by making use of night trains, they can get into their districts from Sydney almost as soon as if they were stationed in a more geographically central position.

It is impossible in a branch like this, employing 222 professional officers, 46 clerks, 78 inspectors, besides something like 4,000 maintenance men and chainmen, that everything should be exactly as one would wish, but on the whole the officers are energetic and very attentive to their duties, and have carried out their works well and faithfully, and this, as regards the field staff, in the face of many difficulties.

The field officers have large districts, averaging 5000 square miles each, with numerous works spread over the whole area, necessitating constant travelling and greatly increasing the difficulties of supervision. In addition to which they have to attend to the routine office work, writing reports on and making examination of works, some of which never come to anything, and therefore make no show for the time expended upon them. Their office work is mostly done at night after a long and hard days work in the saddle. I really do not know of any class of Government officials who have more arduous duties to perform than the Local Roads Officer.

ROBT. HICKSON.

(XI.)

REPORT OF SUPERVISING ENGINEER OF METROPOLITAN DIVISION FOR YEAR ENDED 31ST DECEMBER, 1891.

THIS division comprises two districts—the North Metropolitan and the South Metropolitan. It has a total mileage of roads of 513, and the total expenditure in the division upon roads and bridges during the year was £77,327. The average number of day labourers employed was 125, and of contractor's men, 550; total 675; 13 new bridges were built, and 27 repaired; 108 contracts were completed, and 13 remained uncompleted at the end of the year. There were 7·8 miles of new roads constructed, 4·5 miles cleared and open for traffic.

The University retaining wall is about completed, and Sheas' Creek Bridge was expected to be opened for traffic by January 15th.

Extensive surveys have been made for three entirely new lines of roads, viz., Hornsby to Galston, Field of Mars to Chatsworth Station, and Llandilo to St. Mary's.

The cost of supervision was £2,654, or at the rate of 3½ per cent. on the expenditure.

Northern District.

This district comprises what was formerly the St. Leonards District, one-third of the Parramatta District, and a portion of the Old Windsor District. It contains 514 square miles, and has within it 297 miles of road maintained by the Government.

The system of maintaining roads by day labour has undergone a change. The number of men employed has been reduced, and instead of their working in twos and three, with authority to engage a man with horse and cart whenever they thought necessary, it has been arranged as far as possible that each man shall have his own length of road to maintain, whilst the employment of outside labour is prohibited except in urgent cases or during a continuance of wet weather. The men are now immediately under the direction of the working foreman, who is held responsible for the nature and amount of the work done by each man. The total amount paid in maintenance wages during the past year was approximately £4,700, whilst previously the maintenance pay for the St. Leonards District only approximated on £6,200 a year.

The road-works have been brought almost to a standstill owing to want of funds during the past few months. During the year only 28 contracts have been let whereas under ordinary circumstances twice that number should have been undertaken, and unless the 1892 grants are made available early in the year the damage that will result in the event of a continuance of wet weather will be very great especially on the main roads "Port Jackson to Peats Ferry," and "Iron Cove to Ryde."

In the case of the Galston District, which is only 5½ miles from the Hornsby Station or 17½ miles from Sydney, the people, owing to its being cut off by Berowa Creek, have to cart their produce to Sydney *via* Parramatta, a distance of 16 miles longer than the proposed route *via* Hornsby. The cost of opening this road for traffic is estimated at £8,000.

The principal roads of this district should be placed under the Department, notably "Parramatta to Dural," which is now under trustees, and is at the same time the most important road in the northern half of the district, whilst the back roads of less importance, which usually carry very little traffic, might be placed in the hands of trustees, who, as a rule, carry out the works on these small roads, where no expensive construction is ever undertaken, in a better manner than the Department appears able to do. If the Commissioner approved of this system of control several changes can gradually be made, and the desired result brought about in probably twelve months' time.

During the year 7,100 lineal yards of new road have been constructed, and 800 lineal yards cleared and opened for traffic.

The Docker's Creek Bridges near Carlingford Station have been opened. The approaches to Page's Creek Bridge on the Field of Mars were completed last month. The erection of Seymour's Creek Bridge at Brooklyn has been commenced. Fifteen small bridges and culverts have been built during the year.

The steam punt at Middle Harbour is now in perfect order.

Southern District.

The area of this district is approximately 612 square miles, and includes what was formerly the Cumberland district and one half of the old Parramatta district. It contains 248 miles of road.

The difficulty and cost of keeping up these roads is very great, owing to blue metal from Kiama being almost wholly used. This in many cases cost on the road up to 15s. per cubic yard.

The chief roads from Sydney are in any but a satisfactory state, notably the Main Western and Abattoirs roads; 5,000 cubic yards of metal are absolutely necessary for these roads, at a cost of £3,125.

The painting of the iron bridges over Lane Cove River, Parramatta River at Gladesville, Buffalo Creek on the Field of Mars, and the Gas Works, Parramatta, should be taken in hand as soon as possible at a cost of £2,700, otherwise the corrosion of the iron will be very severe.

The opening gear and general arrangements of the swing span at Lane Cove Bridge are very unsatisfactory. On January 23, after a hot wind had been blowing, everything was jambed, and the bridge could not be opened after 12 o'clock. When the bridge does open the conical rollers on which it revolves do not all keep in contact with the roller path, apparently owing to the rollers and the roller path not having been set out from the same centre. The deck requires re-asphalting.

Arrangements have been made for the future proper maintenance of the bridge at the Gas Works, Parramatta. The twenty-one timber bridges on the Main Western Road, between the Nepean and Parramatta are being painted and repaired. The value of tools and plant on hand is £2,000. It is recommended that a storeman be appointed for three or four months to sort out and classify everything on hand, so that country officers can be supplied in many cases from our stock instead of new things being purchased.

The new storage tank (containing 1,800 gallons) for the Georges' River Steam Ferry is completed, and the ferry is in good working order.

W. A. SMITH.

(XII.)

REPORT of the Supervising Engineer, No. 1 Division, for the half-year ended 31st December, 1891.

THE Division above named comprises 12 districts:—Armidale, Bellinger, South Grafton, Glen Innes, Inverell, Maclean, Grafton, Casino, Lismore, Woodburn, Tweed, and Tenterfield. It extends over 170 miles from north to south, and the same distance from east to west, covering about 23,800 sqnare miles.

A total of 4,255 miles of road have been dealt with during the year, together with 17 bridges, the actual expenditure amounting to £166,814 19s. 9d. The number of contracts was 670.

The average number of men kept in employment during the year is 1,702, of whom 412 were in the employ of the Department as maintenance men and road gangs, and 1,102 on the various contracts. The supervision employs 12 resident engineers, and 21 overseers and field assistants.

The experience of the past year has fully proved the advantage of the arrangement by which the general supervision is brought more in touch with the head office; the complaints with respect to delay in payment and arrears of correspondence have been effectually met.

Armidale District.

The development of mining industry at Hillgrove has necessitated a considerable extension of road works in that direction. Two gangs have been employed in road and bridge repairs, the result having proved satisfactory.

Bellinger District.

The most important work in progress is the cutting up the mountain to the Dorrigo Tableland, for which a special grant of £7,000 was made. One section remains to be let. This road being the key to a very rich locality, its completion is an urgent matter. The Coff's Harbour Jetty being now available, there is increased demand for roads leading to it.

South Grafton District.

Sections have been taken for cuttings on the Corindi Range, and for improvement of the "Bluff," on the road Grafton to Armidale.

Grafton District.

A ferry has been established at Southampton immediately above the town of Grafton, and a punt is being built for a new ferry at Ulmarra. The iron bridge over Alumny Creek is completed. The fascine work at M'Lachlan's, Ulmarra, has been completed. It is 440 yards in length, and has cost 36s. 9d. per lineal yard. It has withstood a strong freshet, and appears to be successful.

Inverell District.

Great difficulty has been experienced in this district in getting works done at all reasonably within contract time. Most of the contractors are selectors and take work at low prices, with the idea of carrying it out as it suits their convenience and when they have nothing else to do on their farms. The new system of fines has had a salutary effect.

Maclean District.

Many of the roads run along the river bank, and are being encroached upon by erosion. An attempt has been made to deal with this at Palmer's Island by making an artificial shingle beach with broken stone. This, it is reported, has, "so far, had the desired effect." There has not, however, been any flood since the work was done, and it is consequently too soon to pronounce it a success.

Casino District.

The bridge over the Richmond River at Casino has received a thorough overhaul; white ants were found in every part of the structure. The bridges over the Richmond River at Bean Tree Crossing and over gully near Tunstal have been completed.

Lismore District.

This District is remarkable for the immense number of roads of short length; being all the richest of scrub land, with the usual irregularity of contour characteristic of volcanic formation. No access can be had in any direction without more or less expensive road works, and a little wet weather practically bars all traffic. New and unexpected demands have arisen for roads of access to the various butter factories and sugar-mills, and it has been found necessary to either open new roads or make extensive deviations in roads already provided. Good progress has been made with the new line of road from Lismore, *via* Nimbin, to the Tweed. This affords a shorter and more level route than that now in use *via* the Brunswick, besides opening up a valuable tract of country, all of which will be taken up for settlement.

Woodburn District.

Much of the work in this District has been the opening up of new roads, mostly through heavily-timbered scrub land. The conditions here are similar to those in the Lismore District.

Tweed District.

Good progress has been made in opening up the new line of road, Lismore, *via* Nimbin, to Murwillumbah. About 11 miles remain to be opened before the road will be available right through for wheel traffic. The road, Byangum, *via* Tweed Junction, to the Border, has been opened for wheel traffic, and the road, Kynumboon to Midgengum, is opened for about 8 miles. Roads forming approach to the proposed Railway Station at Mullumbimby have received special attention with a view to their being made available for traffic by the time the railway is completed, which is expected to be at the end of the current year.

Tenterfield District.

The road from Tenterfield to Tabulum has been greatly improved, and is now fairly passable in all weathers. A stone-breaking plant is at work in a quarry on the Tent Hill to Deepwater Road, and is turning out well broken stone at a very cheap rate.

E. J. STATHAM,
Supervising Engineer.

STATEMENT

STATEMENT of Works carried out in No. 1 Division for the Year 1891.

No.	Area in Square Miles.	District.	Mileage.				1891 Votes.					Total Expenditure for 1891.	Men Employed on Average for Year.			Expenditure by Departmental Officers.			Work carried out in 1891.								Punts and Ferries.	Contracts.		Miles Travelled by Officers in Charge.		
			Classified.	Unclassified.	Under Trustees.	Total.	Departmental Schedule.	Unclassified.	Bridges.	Trustees.	Total.		Day Labourers.	Contractors' Men.	Total.	Wages.	Contracts.	Stores and Sundries.	Clearing.	Forming.	Draining.	Metal Coat or Gravelling.	Bridges. New.	Bridges. Repaired.	Culverts. New.	Culverts. Repaired.		Completed.	Incomplete in January, 1892.	Rail.	Road.	Total.
			Miles.	Miles.	Miles	Miles.	£	£	£	£	£	£				£	£	£	ms. ch.	ms. ch.	ms. ch.	ms. ch.										
1	3,582	Armidale	590	51	..	641	10,590	250	2,324	..	13,164	16,179	42	79	121	5,571	10,089	519	6 14	6 7	19 4	6	7	4	67	18	..	89	5	928	3,363	4,291
2	1,490	Boat Harbour	287	46	..	333	10,374	1,535	200	..	12,109	11,183	18	151	169	1,888	9,027	268	6 25	8 60	..	3 41	1	1	63	4	5	70	14	..	3,879	3,879
3	3,868	Inverell	354	163	..	517	11,975	195	7,050	..	19,220	12,828	45	120	165	4,681	7,884	263	10 53	12 0	6 43	6 20	1	2	14	10	3	55	3	..	4,095	4,095
4	2,404	Glen Innes	406	133	..	539	7,505	11,350	3,350	..	22,205	13,507	45	133	178	6,253	6,326	928	33 32	4 76	48 49	7 72	4	11	53	24	..	52	6	1,036	3,995	5,031
5	2,035	South Grafton	223	39	..	262	6,547	750	1,050	..	8,347	7,940	29	51	80	3,137	4,370	433	5 43	2 68	1 39	1 58	..	10	13	11	2	32	2	60	1,431	1,491
6	2,068	Grafton	226	25	38	289	8,348	2,010	1,083	410	11,851	15,982	46	78	124	6,389	8,652	941	9 6	4 11	9 4	2 30	4	3	13	8	4	53	3	700	3,410	4,110
7	1,084	Maclean	197	155	..	352	4,980	255	550	..	5,785	8,325	35	39	74	4,573	3,077	675	2 12	2 34	0 15	1 51	..	13	15	6	10	22	9	548	3,453	4,001
8	726	South Woodburn	215	38	3	256	6,326	2,200	1,700	150	10,376	14,770	31	118	149	2,733	11,858	179	7 7	10 34	5 15	5 20	2	..	31	10	10	46	27	..	3,184	3,184
9	3,390	Tenterfield	330	270	..	600	8,745	33	1,450	..	10,228	14,906	29	83	112	3,234	11,350	322	22 2	8 40	7 11	7 12	2	8	38	32	2	33	8	582	4,691	5,273
10	1,754	Casino	281	25	..	306	15,095	1,580	2,760	..	19,435	13,163	28	136	164	3,675	9,080	408	1 62	16 14	11 52	9 0	1	5	56	2	2	62	17	..	3,184	3,184
11	345	Lismore	255	40	3	298	9,610	1,150	5,850	..	16,610	19,374	35	139	174	3,902	14,953	519	11 10	7 77	1 56	0 64	2	4	50		1	96	17	..	2,834	2,834
12	905	Tweed	207	63	4	274	10,633	4,502	6,257	..	21,392	18,655	31	161	192	3,408	14,988	259	28 53	27 36	13 8	8 22	27	3	103	8	5	60	7	44	4,150	4,194
12	23,651		3,571	1,048	48	4,667	110,728	25,810	33,624	560	170,722	166,812	414	1,288	1,702	49,444	111,654	5,714	143 79	111 59	123 56	59 70	51	64	516	139	44	670	118	3,898	41,669	45,567

(XIII.)

REPORT of Supervising Engineer, No. 2 Division, for half-year ended 31st December, 1891.

There are eight districts in this division, viz., Bathurst, Orange, Lithgow, Mudgee, Dubbo, Cowra, Forbes, and Blayney. The average number of maintenance men employed has been 149, and the expenditure for 1891, £96,680.

Bathurst District.

The area of this district has been somewhat reduced by making over to the newly-appointed officer at Blayney some of the roads which lie farthest from the Bathurst district headquarters. The Main Western Road, though still weak in many places, has been much improved, and will have a spell, as very little is now being done at the mines at Sunny Corner. Unless matters improve it is hardly likely that the proposed tramway from Piper's Flat will be put in hand The shutting down of the smelting furnaces at the Burraga Copper Mine has given rise to the question as to whether some large amounts asked for should be expended upon the roads to the place. The conclusion arrived at is that for the present only the sum shown upon the schedule can be given.

Orange District.

A large slice of this district has been incorporated in the new Blayney charge. It is sought to have the concrete drain just completed continued from Summer-street to the Reserve, for which a further sum of £1,500 will be required. The Lewis Ponds mines having failed, nothing further has been done in regard to opening the proposed new road which was surveyed early in the year.

Lithgow District.

The Main Western Road, at the approaches of both Lawson and Rydal, needs re-construction Owing to the increased traffic between Glenbrook and Rydal, a larger share of the vote will have to be allowed to local officer. On the road, Springwood to the Hawkesbury, there has lately been much new settlement, particularly at the farther end, and extension of works in that direction is needed. The road, Mount Victoria to the Jenolan Caves, is in capital order wherever the new work has been opened. Trees obstructing the view have been removed. It is proposed to make a careful survey with a view of continuing the road through the Grand Arch.

The building of a new bridge at Boggy Flat, near Oberon, so long promised has again been postponed. The local officer has been instructed to do his best to prevent accidents occuring, but the old structure is so very rotten that there is constant danger of its collapse.

Mudgee District.

Mr. Tyrrell, the Resident Engineer for this district, an energetic and capable officer, died during the year, his duties since that event have been discharged by the assistant, Mr. H. G. Murray, whom it is recommended shall be confirmed in the position of Resident Engineer at the minimum salary. Several deviations are proposed, and surveys have been made. One between Goodiman and Falkner's, on Cobbovale Road, includes a large dam in a position where a water supply is very badly wanted, besides effecting a very great improvement in the line of road.

The Cudgegong municipal boundary has a radius of nine miles around Mudgee. The winter having been a severe one, and the funds available being insufficient, these municipal roads do not contrast favourably with those in charge of the Government. Moreover, well-constructed approaches to the town, handed a few years ago over to the Council, are now in a sad state of disrepair.

The restoration of the old line of road to Denison Town, *via* Gulgong and Jackson's Crossing, has lately been strongly urged on the grounds of the success which has attended operations at Mount Stuart, and of increased settlement between the points named. This seems at present somewhat premature, considering the expenditure that would be involved in bridge work, construction, and maintenance.

Dubbo District.

The Peak Hill boom has very much subsided, although demands for further outlay upon the township and the roads to it do not show an equal moderation of those formerly made.

Attention has again been drawn to Stewart's Lane, near Dubbo. The roadway is on the edge of the river bank, and only a narrow strip now remains. Mr. Stewart, the land-owner, opposes a proposed deviation; on the other hand it would be quite useless to expend any money on the track which must sooner or later all go into the river. A recommendation is made that sufficient land be resumed to allow of the deviation being carried out.

Cowra District.

The old Cowra Bridge was greatly shaken during the wool season, owing to carriers crossing with excessive loads. Some girders were broken and many of the flooring planks cut through. Additional supports have since been put under some of the spans, and notices posted warning carriers that for a load over seven tons the bridge is unsafe.

Forbes District.

The advance of the railway from Molong to Parkes has caused applications to be made for money for various roads which will be brought into more prominence by that extension, and also it has given rise to controversy as to the lines which should, as offering the best communication between Condobolin, Forbes, and Parkes, be adopted.

The erection of bridges in this district is continually being pressed upon the Government, but it must be admitted that the expenditure involved cannot be incurred in sparsely populated places.

Blayney District.

This District has only just been established, the area assigned to it having been carved out of the outlying portions of Bathurst, Orange, and Cowra.

Bridges.

Appended to the Report are notes with regard to the bridges in progress in the Division.

Bathurst District.

At the Perth bridge (£3,275 3s. 2d.) the work of fixing the main girders and ironwork will be proceeded with at once. If all goes well the structure should be completed considerably in advance of contract time.

The Dunkeld Bridge is not yet open for traffic, though it has been in hand since July, 1890, and nine months were allowed for its completion. The workmanship is of the best, the fact of the delay is all the better for the bridge, but the fines, if enforced, will be very heavy. The contractor relies upon the fact that there was delay in providing him with some of the ironwork to ensure the remission of the penalties.

The Bell's Creek Bridge, near Sofala, has been completed after much delay.

Lithgow District.

Farmer's Creek Bridge (Harvey) is completed all but a few trifles. It will be of little or no use until the other bridge over the railway line has been built.

The preparations for getting in the concrete foundations for the masonry abutments and the pier are being made for the Cox's River Bridge.

Mudgee District.

Wilbertree Bridge, over the Cudgegong River (Fitzgerald) is completed all but the finishing coats of tar and paint. The approaches, including a small bridge of 25-ft. spans, have only lately been let.

The Mullamuddy Creek Bridge was completed some months ago.

The bridge over the Meroo River at Windeyer is in course of construction. The piers have to be lewised.

Dubbo District.

Belar Creek Bridge (Fitzgerald) plain beam of eight spans has been completed.

The Bellarengar Creek Bridge, a low-level structure of six spans, was finished some months ago. The metal will have to be lifted and the approach extended on the Nevertire side.

Owing to the Malar Creek Bridge having been hopelessly damaged by floods, and in view of the advancing wool season, it was reconstructed by day labor on a larger scale.

A plain beam bridge of three openings over the Bogan River at the "Oaks" (Fitzgerald) has been completed and is awaiting final inspection.

Forbes District.

In the case of the Forbes Bridge, over the Lachlan River, the progress made has not been rapid, the delay having been caused by the loss of the steamer Wallarah. The cylinders to replace them were due at the end of January. Directly they are received the bridge can be rapidly erected.

Work has been commenced on the bridge on the Forbes to Marsden Road.

A bridge of one span of 30 ft., over lagoon on the road from Canowindra to Long's Corner (Astill) has lately been let.

The area of No. 2 Division is abont 32,616 square miles, less than some others, but containing 18 long settled cities and large towns, 96 smaller towns and 18 municipalities, all being represented in Parliament by 23 members.

Within its boundaries is to be found a large proportion of pastoral, agricultural, and mineral land, all of high value, while the by no means undue percentage of non-grazing, or non-farming land, is justly famed for grandeur of scenery and excellence of climate.

By an examination of the attached table of figures it will be found that, in the smaller districts, which are more populated than those situated farther back, the expenditure has been larger; and the finished construction in such districts being proportionately more than what has as yet been accomplished in the "back blocks," the outlay in maintenance, labour, and material (necessitating more supervision) has been relatively high, hence the differences which appear under the different headings.

As a large portion of the money voted for 1891 was withdrawn, and a pile of schedules of tenders (the resultant of survey work, and much other labour) has been postponed, and remains still to be dealt with, it would not be correct to base the cost of field management upon last year's expenditure, a truer result will be arrived at if the average be taken at the end of 1892. I therefore briefly state that the cost, under such unusual conditions, has ranged from 4 per cent. at Orange and Blayney, up to 7 per cent. in the Bathurst district, giving an average of $5\frac{1}{8}$ per cent.

Bathurst	7	Dubbo	5
Orange	4	Cowra	5
Lithgow	6	Forbes	$4\frac{1}{2}$
Mudgee	$5\frac{1}{2}$	Blayney	4

As full returns in detail have to be furnished in March, for the use of the Government Statistician, perhaps the information now given will be sufficient to enable the Commissioner to form a present opinion as to the progress made to date.

E. A. NARDIN,
Supervising Engineer.

STATEMENT

STATEMENT of Works carried out in No. 2 Division for the Year 1891.

No.	Area in Square Miles.	District.	Mileage.				1891 Votes.					Total Expenditure for 1891.	Men Employed on average for year.			Expenditure by Departmental Officers.			Work Carried out in 1891.								Contracts.		Miles Travelled by Officers in Charge		
			Classified.	Unclassified.	Under Trustees.	Total.	Departmental Schedule.	Unclassified.	Bridges.	Trustees.	Total.		Day Labourers.	Contractor's Men.	Total.	Wages.	Contracts.	Stores and Sundries.	Clearing.	Forming.	Draining.	Metalling and Gravelling.	Bridges.		Culverts.		Completed.	Incomplete.	Rail.	Road.	Total.
																							New.	Repaired	New.	Repaired					
			Miles.	Miles.	Miles.	Miles.	£	£	£	£	£	£				£	£	£	Miles.	Miles.	Miles.	Miles.									
1	1,280	Bathurst	395	60	12	467	9,690	1,750	5,600	180	17,220	13,140	55	230	285	4,880	7,600	660	11	7¼	10½	4¾	3	6	40	7	51	12	129	7,621	7,750
2	2,345	Orange	699	160	..	868	14,885	1,310	2,500	..	18,695	14,450	36	235	271	5,060	8,770	620	..	10¾	10	10¼	..	52	5	6	55	15	8,290	7,673	15,963
3	2,048	Lithgow	339	29	12	380	9,725	670	4,650	360	15,405	10,590	50	60	110	4,900	5,130	560	2¾	4½	3	1½	2	7	23	2	22	3	2,672	5,451	8,123
4	4,580	Mudgee	404	113	91	608	6,635	880	4,500	715	12,730	11,970	32	120	152	3,100	8,410	460	6½	7	4	3½	3	5	33	4	34	8	1,644	6,681	8,325
5	8,773	Dubbo	543	60	..	603	8,725	580	3,400	..	12,705	11,640	16	80	96	2,100	9,000	540	7	3¾	8¼	7½	4	3	21	1	18	3	7,677	5,846	13,523
6	2,273	Cowra	547	70	..	617	10,010	1,620	25,600	..	37,230	12,370	18	130	148	1,900	10,010	460	7¾	6	10	4¼	2		60	2	33	7	1,985	6,680	8,665
7	10,270	Forbes	464	45	..	509	9,480	980	15,000	..	25,460	14,220	16	130	146	1,900	11,670	650	12	1¼	1¾	1	3			3	14	5	....	5,376	5,376
8	1,047	Blayney	267	28	..	295	6,275	420	900	..	7,595	8,300	10	60	70	1,100	7,020	180	2¼	2¾	7	2¼	..	10	12	5	22	4	3,422	4,731	8,153
8	32,616		3,658	574	115	4,347	75,425	8,210	62,150	1,255	147,040	96,680	233	1,045	1,278	24,940	67,610	4,130	49¼	43¼	54½	34¾	17	95	203	30	249	57	25,819	50,059	75,878

E. A. NARDIN,
Supervising Engineer.

1207

(XIV.)

REPORT of Supervising Engineer, No. 3 (South-Western) District, for the Half-year ended 31st December, 1891.

THE Division comprises eleven (11) Road Districts, embracing a total area of 76,000 square miles. It extends from near Goulburn westwards to Balranald, and from the Lachlan southward to the Murray. The districts are named as under;—Goulburn, Young, Cootamundra, Tumberumba, Crookwell, Tumut, Hay, Deniliquin, Yass, Wagga Wagga, Albury. The number of roads dealt with was 266, the mileage of which, exclusive of unclassified roads upon which there was expenditure, is 5,809 miles; 346 contracts were let. The road works done by contracts were:—Clearing, 139 miles; forming, 86¾ miles; draining, 78 miles; gravelled road constructed, 28½ miles; metalled road, 34¼ miles; timber culverts, 1,824 lineal feet; pipe culverts, 2,676 cubic feet.

The works done by road gangs in the Goulburn, Yass, and Tumut districts were:—Clearing, 9¼ miles; formation and reforming, 44¾ miles; draining, 16 miles; rut-filling, 45 miles; culverts, pipe-drains, and causeways contructed and repaired, 497. The wages paid to gangs amounted to £6,198. The total expenditure, including the cost of supervision, was £134,473, or a percentage of supervision and expenditure of 5·28. The percentage of wages to expenditure was 18·50. Whilst in the older districts the traffic, as represented by the loads, is lighter, thus reducing the cost of maintenance. The newer districts, extending East from Cootamundra to the Murray and South to North from Tumut to Grenfell, are largely used for grain growing, constituting the principal freight upon the roads. The loads carried are large, and the difficulty of constructing and maintaining a suitable road surface is increased. The increasing importance of this traffic is instanced in a report in connection with the bridge at Tocumwal. The estimated quantity of grain to be received at Jerilderie alone this season exceeds 50,000 bags, equal 200,000 bushels, whereas in 1885 the total amount received was but 340 bags. Instances of similar character, showing increased traffic, might be given in all the districts referred to. This condition of things tends to show the desirability of additional subsidies not being begrudged to aid the enterprising and valuable class of settlers—many of them drawn from adjacent colonies—who are so rapidly settling the country in the direction referred to.

The old system of stationary men at various points along the roads, each with a definite length to look after, without in many cases proper consideration as to whether there was full work for a man, and then leaving the men without proper supervision, has been abandoned. In some cases travelling gangs have been employed; in others, pairs of men with a horse and dray are kept travelling along definite lengths, or in small limits. Only upon roads where long lengths of metalling (carrying heavy traffic and requiring daily attention) exist, have stationary men been kept. This gang system has only been tried in three districts, under reliable officers, to test it in a tentative manner for one year. A statement is submitted to show the nature of the work done in one of these districts—Goulburn. The gangs there were five in number, consisting of 18 men, and their total cost was £2,157 15s. 8d. Referring to this, Mr. Scarr says: "I venture to say that under the old system this work could not have been done at all, unless by task in a costly and inefficient manner, as much of it was of such a nature as not to be easily embodied in a specification."

Dealing with the condition of the roads generally, he refers to the question of the increased total outlay upon maintenance of existing works. As construction is extended, the outlay upon maintenance, wages, and material increase, until in some cases it is rapidly overtaking and absorbing the annual votes on certain roads, so that nothing is left for new works. In this way the annual system of mileage grants begins to betray weakness, and as a means of carrying out new works to fail.

The repairs to bridges required in several districts proved to be so extensive that funds were not available for all. The repairs are much required in many cases.

Yass District.

A bridge has been erected at Waroo Creek in the road, Yass to Taemas, at a cost of £1,800, and there is in course of erection a new bridge over the Molonglo River, near Queanbeyan, to cost £2,140.

Some valuable work has been done in laying out deviations upon the road Yass towards Tumut. Commencing four miles East of the Cooradigbee River, the survey extends to nine miles west of it.

Young District.

A contract for the erection of a new bridge at Burrowa, in lieu of the existing dilapidated structure, was twice let and twice cancelled, in consequence of contractors failing to proceed. Fresh tenders are to be called for the work.

Tumut District.

The expenditure in this district has been much larger than in any other district in the division.

The proposed completion of the road to the Yarrangobilly Caves has not been fully carried out, as it was considered undesirable at the present time to proceed with expenditure upon the scale at first proposed. A good serviceable track, costing £700, has, however, been opened to the Caves, so that now vehicles can easily travel through from Tumut to Kiandra.

As evidence of the little difficulty existing now in reaching these Caves, it may be stated that Lord Jersey and party drove from the Caves to Tumut, a distance of 52 miles, in six hours. Strict attention has been given to grades. The instruction given to all officers are that no grade steeper than 1 in 15 is to be adopted without reference to the assistant Engineer.

Besides the Kiandra and Caves Road the principal works proposed are:—Killimicat Hill on Road Brungle to Tumut (£400 has been voted for this, but the amount will have to be supplemented); Lacmalac Hill; Bridle Track at West Blowering; a new road over Riley's Gap on road Tumut to Tumberumba; a bridge and approach road over Gilmore Creek.

A very urgent work is the re-construction of Junction Bridge over the Tumut River, near Tumut, for which designs are being prepared,

The

The most important work in this district, and, indeed, in the division now under consideration, is the re-construction of the approach viaduct to the Alfred Bridge at Gundagai—2,784 feet in length—and repairs to the iron bridge itself.

In this district, as in others, the work of repairing existing bridges is a serious one, that cannot be allowed to stand over.

Wagga District.

The approaches to Narrandera Bridge, north and south sides, and a bridge over Urana Creek at Butherwa, on the road to Albury, have been completed.

The re-construction of the Wagga Bridge over the Murrumbidgee is a question for early consideration, and a special report on the matter will be submitted at an early date. This bridge has been in existence thirty years, and cannot be expected to carry the large traffic which crosses here much longer.

Tumberumba District.

Contracts have been let for the erection of bridges over the Murray at Jingellic and Tintaldra; both timber bridges on iron cylinder piers. The work is about to be commenced.

Albury District.

The most important works carried on have been the Mulwala and Corowa Bridges. The former has been completed, and but for the delay in the supply of the superstructure, the work would now be near completion. The re-construction of the Union Bridge over the Murray at Albury is a matter requiring early consideration. On this subject a special report will be submitted.

Deniliquin District.

In the Deniliquin District the absence of material for road-making purposes renders the extension of metalling impossible in many places, and where it does exist the cost is great. As a substitute, the plan of forming the roads to a greater than ordinary width (60 feet as a rule), and corduroying with timber, covered with a thick coating of soil, is being tried. It is anticipated this plan will be a success, affording a smooth soil road in dry weather, whilst the corduroy underlying the surface will bear up the heavy traffic during the winter. In the Hay District the same difficulties are met with in regard to road material, but in a still greater degree.

P. SCARR,
Supervising Engineer.

STATEMENT of Works carried out in No. 3 Division for the Year 1891.

No.	Area in Square Miles.	District.	Mileage.				1891 Votes.					Total Expenditure for 1891.	Men employed on average for year.			Expenditure by Departmental Officers.			Work carried out in 1891.								Punts and Ferries.	Contracts.		Miles travelled by Officers in Charge.		
			Classified.	Unclassified.	Under Trustees.	Total.	Departmental Schedule.	Unclassified.	Bridges.	Trustees.	Total.		Day Labourers.	Contractors' Men.	Total.	Wages.	Contracts.	Stores and Sundries.	Clearing.	Forming.	Draining.	Metal coat or gravelling.	Bridges. New.	Bridges. Repaired	Culverts. New.	Culverts. Repaired		Completed.	Incomplete in January, 1892.	Rail.	Road.	Total.
			Miles.	Miles.		Miles.	£	£	£		£	£				£	£	£	ms. ch.	ms. ch.	ms. ch.	ms. ch.										
1	2,125	Goulburn	608	78		686	11,998	3,871	....		15,869	10,418	28	24	52	3,258	5,575	1,245	15 58	10 00	11 50	4 76	.	8	144	68	..	48	7	8,803	3,244	12,047
2	1,669	Crookwell...	494	17¼		511¼	7,934	712	....		8,646	8,324	18	76	94	2,294	5,776	254	1 75	5 75	4 00	4 72	..	3	7	40	..	35	7	338	4,486	4,824
3	2,685	Yass	474	34		508	5,259	3,624	3,700		12,583	10,699	20	70	90	2,605	6,494	523	11 30	15 91	50	9 22	1	4	3	24	1	31	9	3,994	6,592	10,586
4	3,748	Young	500	42		542	7,270	2,587	....		9,857	4,913	13	37	50	1,336	3,141	196	5 64	2 30	8 17	6 80	..	13	6	*	..	11	4	991	4,834	5,825
5	7,117	Cootamundra	544	144		688	6,716	2,131	....		8,847	7,150	12	24	36	1,603	5,162	397	11 50	4 50	3 33	3 19	*	*	*	56	..	28	3	2,892	3,787	6,679
6	1,447	Tumut	350	5½		355½	18,177	5,449	....		23,662	15,782	19	45	64	2,901	12,681	531	29 20	18 00	22 00	8 00	..	6	71	70	..	60	5	787	7,047	7,834
7	4,946	Wagga	485	106		591	6,775	2,247	600		9,622	11,169	16	125	141	1,603	8,409	307	13 75	3 75	3 50	3 25	6	6	18	9	..	33	7	5,619	4,346	9,965
8	2,621	Tumberumba	276	34		310	7,418	450	3,800		11,668	12,351	17	87	104	1,690	8,104	110	14 50	6 00	14 50	6 00	3	2	19	36	..	16	6	55	4,576	4,631
9	3,056	Albury	603	58		661	9,289	6,764	....		16,053	32,050	27	68	95	2,944	11,657	295	7 25	10 75	10 00	9 50	1	5	..	14	..	48	9	4,690	6,174	10,864
10	8,031	Deniliquin	711	..		711	6,998	1,115	....		8,113	6,962	15	24	39	1,549	5,293	120	20 75	5 50	....	3 25	2	..	13	10	2	15	9	1,242	6,279	7,521
11	21,169	Hay	765	388		1,153	7,424	459	....		7,883	7,900	8	26	34	1,924	5,676	290	8 15	4 00	1 00	1 75	..	6	9	6	3	21	4	3,932	4,933	8,865
11	58,614		5,810	906¾		6,716¾	95,258	29,409	8,100		132,767	105,943	193	606	799	23,707	77,968	4,268	142 32	89 26	79 10	63 24	13	53	290	333	6	346	70	33,343	56,298	89,641

No Trustee Roads in this Division.

No Trustee Roads in this Division.

P. SCARR, Supervising Engineer.

(XV.)

REPORT of Supervising Engineer, No. 4 Division, for Half-year ended 31st December, 1891.

THE year's work in this Division comprises—81 miles of road cleared, 62 miles drained, 55 miles formed 36 miles of cuttings, 61 miles of metalling, 25,000 cubic yards of maintenance metal supplied, 50 bridges built or in hand, 263 culverts built, 4 punts built, 263 bridges and 286 culverts repaired.

The number of men employed throughout the year averaged 1,850.

The total expenditure was about £190,000, which was effected at a cost in supervision, &c., of about 5½ per cent.

The Division now contains 14 road districts, in which are 3,500 miles of scheduled roads, of which 1,350 miles are metalled. Expenditure has also been effected on 1,134 miles of unclassified roads. There are 530 bridges, 5,143 culverts, 28 ferry punts, 3 of which are worked by steam. There are also 1,583 miles of Trust roads in the Division, upon which £29,000 was spent.

The Districts comprised in the Division are:—Muswellbrook, Maitland, Newcastle, Wollombi, Gosford, Richmond, Liverpool, Kiama, Moss Vale, Braidwood, Moruya, Bega, Cooma, and Bombala.

It has been recommended that the through lines of road in the Municipalities near Newcastle, which were constructed by the Government and have been badly maintainad by the Councils with Government funds, should be again placed under the local officer. This has already been done in the case of road Merewether, via Adamstown to New Lambton.

The Wollombi District has just been formed. The area comprises former portions of Maitland, Muswellbrook, and Gosford districts, with also a small portion from the Windsor district, but the greater part of it consists of an area in which all the roads were under trustees, and to a large extent this will remain so, for a time at all events, and a portion of the officer's duty will be to supervise the operations of the trustees. This should be, if possible, on the basis recommended in a special report some months ago.

The Main South and South Coast roads in the Liverpool District, through Liverpool and Campbelltown, are to be transferred this year from the Councils to the charge of the local officer. They are in bad repair. Almost entire surface renewal is needed, and many bridges and culverts require renewing. Special provision for this is recommended.

The head-quarters of the Kiama District is about to be removed to Nowra, the latter being a better centre.

In the Moss Vale District a line of projected road from near Mittagong to near the Wombeyan Caves—43½ miles—has been set out and nearly all sectioned; also a new road from Burradoo to Berrima.

The work in the Braidwood District has been extensive. It has been reduced by excising the coastal portion below the tableland and of it making a new district—the Moruya district.

The work proper in the Moruya District will be started when this year's votes are available. A punt has been established on the Tuross River at Bodalla pending restoration of the portion of the bridge carried away during last winter's floods.

There has been marked improvement in maintenance in the Bega District during the past six months, especially with respect to bridges and culverts.

The maintenance in the Cooma District is still rather backward and must receive more attention this year. The Nimitybelle to Brown's Mountain and the Cooma to Kiandra roads require particular attention.

I think it may be generally stated that some reform in management has been effected, particularly where the officers had been previously so long isolated, with all the bad effects stated in detail in my first General Report, and that there is a marked improvement, which I hope to further continue, in the work and supervision of the district officers under the new system. It is coming to be realised that a perfunctory execution of duties will not suffice. That the mere expenditure of available funds with the least trouble to the officer, or leaving some of them unexpended, as the case might be, is not the whole duty of a roads officer. The usefulness of works throughout the district is being more attended to, and expenditure on new works made to conform to wider views as to benefits to be derived.

Muswellbrook District.—Very good results were obtained from the bridge-repairing gang in this district, as also from the gang system of road maintenance. The district, which was rather too large, has been reduced by excising the N.E. portion for the new Wollombi district, and transferring the Raymond Terrace to Stroud Road to Newcastle district.

Surveys of bridge site on George's River, and new lines of road there and near Burragorang, in Liverpool district, have been rather unduly delayed, but will be pushed forward now.

Kiama District.—The survey of Yalwal Gap deviation has just been completed and a recommendation as to special grant made. Minnamurra Bridge (iron and timber) is progressing fairly, as also the timber bridge on Brown's Creek. East's Hill deviation, on Main South Coast Road, is in hand, and the surface of other portions of this road for some 5 miles in all has been renewed. The work of cutting down Pike's Hill in Kiama is delayed owing to Council failing to remove an overbridge, as promised.

Moss Vale District.—Tenders are invited for bridge on Mitchell's Creek. Sections and reports have been furnished for renewal of Kangaroo River and Yarrunga Creek bridges. A line of projected road from near Mittagong to the Wombeyan Caves (43½ miles) has been set out and nearly all sectioned, also a new road from Burradoo to Berrima. The maintenance of existing works will need more attention this year; otherwise the management has been generally satisfactory.

Braidwood District.—The flood damages of last winter have been repaired, excepting as regards Tuross Bridge, which will be referred to under Moruya district.

At Taraganda Bridge, over the Bega River, an overseer has relieved Mr. Postle of charge. The flood damages to roads, &c., during the winter, caused a large number of wages-men to be employed, and Mr. Postle generally does too much of his work in this way. The numbers have now been reduced, and will be still more so this year.

The maintenance is still rather backward, and must receive more attention this year. The contract works will also be brought out more promptly. The Nimitybelle to Browns Mountain and the Cooma to Kiandra roads require particular attention.

A. W. STILWELL,
Supervising Engineer.

STATEMENT

STATEMENT of Works carried out in No. 4 Division for the Year 1891.

No	Area in Square Miles.	District.	Mileage.				1891 Votes.					Total Expenditure for 1891.	Men Employed on average for year.			Expenditure by Departmental Officers.			Work carried out by Officers in 1891.								Punts and Ferries.	Contracts.		Miles Travelled by Officers in Charge.		
			Classified.	Unclassified.	Under Trustees.	Total.	Departmental Schedule.	Unclassified.	Bridges.	Trustees.	Total.		Day Labourers.	Contractors' Men.	Total.	Wages.	Contracts.	Stores and Sundries.	Clearing.	Forming.	Draining.	Metal coat or Gravelling.	Bridges New.	Bridges Repaired.	Culverts New.	Culverts Repaired.		Completed.	Incomplete, &c., in Jan. 1892.	Rail.	Road.	Total.
			Miles.	Miles.	Miles	Miles.	£	£	£	£	£	£ s. d.				£ s. d.	£ s. d.	£	Ch.	Ch.	Ch.	Ch.										
1	4,306	Muswellbrook	433	41	342	816	13,167	9,228	6,960	4,650	34,005	16,141 13 9	32	197	229	3,710 2 5	11,956 11 4	475	1,133	52	1,249	1,175	5	4	42	20	1	40	6	3,188	4,641	7,829
2	658	Maitland	242	6	330	578	2,692 / 9,868	5,807	4,833	7,100	30,300	19,712 6 10	56	197	253	6,126 5 6	12,154 1 4	1,432	82	106	41	460	10	32	45	12	10	50	8	734	6,393	7,127
3	461	Newcastle	130	500	6	636	4,063	1,175	788	320	6,346	11,256 9 0	17	98	115	1,440 6 0	3,415 3 0	6,401	15	285	100	396	2	10	14	29	3	39	3	2,965	3,635	6,600
4	558	Gosford	13	17	200	230	850	5,360	1,453	3,850	11,513	6,040 16 11	19	69	88	1,345 15 8	4,452 1 3	243	487	650	410	80	2	15	2	1	1	23	1	2,723	3,278	6,001
5	1,654	Wollombi.....	....	....	207	207	....	....	....	6,160	6,160	.....	Officer put in charge in January, 1892.					..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
6	1,272	Richmond	250	....	148	398	4,224	1,610	1,846	1,910	9,590	4,904 4 9	16	32	48	1,662 7 9	3,053 17 0	188	968	1,360	41	80	3	11	33	15	5	25	..	1,377	5,535	6,912
7	1,244	Liverpool.....	317	78	140	535	7,444	4,447	1,100	1,930	14,921	9,428 0 0	24	74	98	2,760 0 0	6,361 0 0	307	960	834	952	331	..	11	15	10	..	28	..	7,400	4,678	12,078
8	1,455	Kiama	182	33	36	251	4,940	7,750	4,412	495	17,597	12,894 11 0	26	169	195	2,965 13 5	9,569 17 7	359	331	720	340	420	4	15	14	8	..	37	..	2,540	7,572	10,112
9	1,523	Moss Vale	239	93	90	422	7,840	1,410	2,300	1,490	13,040	11,451 3 3	28	105	133	3,956 13 4	7,034 9 11	460	316	442	372	441	1	15	27	5	..	40	4	1,432	4,940	6,372
10	988	Moruya and	614	165	34	813	14,049	1,470	8,705	460	24,684	20,009 3 7	65	174	239	6,895 12 11	12,529 10 8	584	644	1,420	1,147	770	11	22	39	40	3	85	6	474	8,523	8,997
11	2,647	Braidwood																														
12	1,513	Bega	402	21	15	438	8,186	4,314	5,503	320	18,323	16,099 11 9	73	99	172	8,351 15 5	6,672 16 4	1,075	408	860	200	279	3	23	12	136	..	31	3	....	6,684	6,684
13	3,569	Cooma	566	60	..	626	7,365	427	1,720	....	9,512	8,212 0 0	30	101	131	3,428 0 0	4,452 0 0	332	65	466	579	115	3	1	16	3	2	36	4	1,810	8,689	10,499
14	3,720	Bombala	350	120	40	510	8,074	3,187	11,582	470	23,312	6,628 16 5	38	59	97	3,687 9 10	2,717 6 7	224	1,099	108	33	67	1	2	4	7	1	14	2	1,461	4,116	5,577
14	25,568	Total	3,738	1,134	1,588	6,460	92,762	46,185	51,202	29,155	219,304	142,778 17 3	424	1,374	1,798	46,330 2 3	84,363 15 0	12,080	6,508	7,303	5,464	4,614	45	161	263	286	26	448	37	26,104	68,684	94,788
		Iron Bridges, &c.:—Aberdeen, Redbourneberry, and Elderslie.	1889 and 1890 Votes.				....	....	....	..	....	39,598 0 0	..	50	50	....	39,598 0 0	..	..	..	..	..	5	..	..	..	..	1	4	....	. ..	....
	25,568	Grand Total.....	3,738	1,134	1,588	6,460	92,762	46,185	51,202	29,155	219,304	182,376 17 3	424	1,424	1,848	46,330 2 3	123,966 15 0	12,080	6,508	7,303	5,464	4,614	50	161	263	286	26	449	41	26,104	68,684	94,788

A. W. STILWELL, Supervising Engineer.

(XVI.)

REPORT BY SUPERVISING ENGINEER, No. 5 DIVISION, FOR THE HALF-YEAR ENDED 31ST DECEMBER, 1891.

THIS Division extends from Brewarrina to Kempsey, a direct length of 385 miles, and from Stroud to the Queensland border, at Goondiwindi, 300 miles. The area comprised is 53,167 square miles, or over thirty-five million acres. Of this quantity twenty million acres may be classed as black soil or flat country.

There are thirteen districts comprised in the Division. Four—Stroud, Taree, Port Macquarie, and Kempsey have a coastal frontage extending from Port Stephen to Nambucca River, about 140 miles. Four others—Tamworth, Quirindi, Walcha, and Coonabarabran may be termed old settled or Central districts; whilst five—Narrabri, Moree, Warialda, Walgett, and Coonamble may be considered as plain or back country districts.

The total mileage of classified roads in the Division is 4,528, and the sum voted for same in 1891 £88,470, in addition to which £11,937 was granted for outside or unclassified roads of 481 miles in length. New bridges and repairs received votes amounting to £57,802, making the total sum granted for last year £158,209 for expenditure on 5,009 miles of road, or £2 19s. 6d. per square mile of country.

The amount actually expended was £121,872, or £36,337 less than the votes.

The number of contracts completed during 1891 was 543.

Wages to maintenance men, occasional labourers, and others, came to £33,550, whilst stores and sundries absorbed £4,269. The average number of maintenance men and labourers employed was 282, whilst contractors and their men reached 743. Field-officers and assistants number seventeen. The cost of supervision amounted to 6½ per cent. on the expenditure, or 5 per cent. on votes.

The work carried out during the year consisted of 177½ miles of clearing, 59½ miles of forming and cutting, 100¼ miles of draining, and 43 miles of metal or gravel construction; 14 bridges were erected and 56 repaired, while 322 new culverts were put up and 69 repaired. Two of the new bridges were important structures, over tidal rivers, with opening span to each; another consisted of four 90 ft. truss spans. At the end of 1891, sixty contracts remained incomplete.

There are twenty-six ferries in the Division, all of which are in the coastal districts and worked by hand-gearing.

There are about 1,500 miles of black soil roads in the Division, construction of much of which is almost impossible, due to the absence of suitable material. In the case of the Tulladunna Lane, at Wee Waa, corduroying had to be resorted to. Pine logs, of full width of roadway (20 ft.), laid closely together, with a coat of blinding on top. This work, one mile in length, has carried the heavy wool traffic well; the cost, however, 11s. per lineal yard, precludes any great length being done, and the absence of suitable timber renders it well-nigh impossible to carry out such work in the plain country. In the neighbourhood of Walgett vitrified or burnt clay is used for metal, but is most expensive, the usual rate being 20s. per cubic yard. In some parts of the black soil country brushing is laid down, with a coat of metal or gravel on top. This answers fairly well. In the central and coastal districts material is not difficult to obtain, so that construction is not very costly. Maintenance, however, is most expensive, owing to the plough-like action of the timber trucks, many of which have block wheels. These wheels, tapering from 12 or 16 in. in width at the nave to 4 or 5 in. at the tyre, enable teamsters to draw out more easily when bogged than the usual type of spoke wheel. The local officer at Stroud estimates the damage and cost of maintenance caused by timber drawing at three-fourths of the total road expenditure for repairs. Taree states that 47 per cent of the roads are rendered almost impassable by this traffic, and that roads which would be perfectly good for years with the ordinary traffic are literally destroyed in a few weeks after use by timber trucks. Kempsey local officer reports 80 per cent. of the roads are affected by these trollies, and much damage is done by them. It is quite clear that the extra cost to the Department through the use of the block wheels and narrow tyres amounts to some thousands annually. Something should be done to lessen the enormous cost due to the pernicious type of trolly wheel now in use. No block wheel should be allowed, and a minimum of 6 in. should be the regulation width of tyres.

Another cause for anxiety and expenditure is the protection of river banks where roads run alongside. Erosion is constantly taking place, especially on the northern rivers. The whole subject is, however, one specially deserving of special observation with a view to arrive at some uniform mode of treatment.

In dealing with the year's votes the necessity has appeared for an amount to maintain works carried out on unclassified roads, which, under the present system, are frequently allowed to get into a state of disrepair necessitating further large grants. All these works should be maintained by the Departmental labourers.

The necessity for exercising some supervision over the field-officers has been noticed. Some of them lack experience, others are far too easy with contractors, while some, with notions of extravagance, care only to have good roads, without consideration as to where the funds are to come from or if the traffic warrants the expenditure. Bridges of a costly type are recommended without due consideration of the circumstances connected therewith. Then there is the identification with local interests and sympathies—the non-separation of what is necessary for the public good as distinct from private interests. These matters require the attention of the supervising engineer, who, with his general knowledge and experience, should be able to do much to keep down expenditure, enforce good work, the quick despatch of reports, settlement of disputes with contractors and others, and see that moneys placed at the disposal of the officers are used to the best advantage and only for the public benefit.

The past season was a very trying one for roads, the great rainfall rendering good roads almost an impossibility. Where grading of roads can be carried out cheaply it should be done. Officers in the past have not paid sufficient attention to this, nor to the clear and proper preparation of specifications.

Attached to the report is a table giving statistical information as to the several districts in the Division.

R. E. JONES,
Supervising Engineer.

STATEMENT

Statement of Works Carried out in No. 5 Division for the Year 1891.

No.	Area in Square Miles.	District.	Mileage.				1891 Votes.					Total Expenditure for 1891.	Men Employed on Average for Year.			Expenditure by Departmental Officers.			Work Carried out in 1891.								Punts and Ferries.	Contracts.		Miles Travelled by Officers in Charge.		
			Classified.	Unclassified.	Under Trustees.	Total.	Departmental Schedule.	Unclassified.	Bridges.	Trustees.	Total.		Day Labourers.	Contractors' Men.	Total.	Wages.	Contracts.	Stores and Sundries.	Clearing.	Forming.	Draining.	Metal Coat or Gravelling.	Bridges. New.	Bridges. Repaired.	Culverts. New.	Culverts. Repaired.		Completed.	Incomplete in January, 1892.	Rail.	Road.	Total.
			Miles.	Miles.	Miles	Miles.	£	£	£	£	£	£				£	£	£	Miles.	Miles.	Miles.	Miles.					No.					
1	2,183	Coastal, 8,312 sq. ms. Stroud	389	14	21	424	11,335	525	4,706	420	16,986	21,386	30	113	143	4,464	16,328	594	10½	16¾	19½	9½	‡4	10	55	6	¶3	87	8	..	5,946	5,946
	2,718	Taree	340	31	48	419	10,281	937	6,575	515	18,308	16,280	30	128	158	4,536	11,072	672	34½	7¼	20½	4	§1	2	101	2	¶10	66	6	..	3,726	3,726
3	2,010	Port Macquarie..	218	30	47	295	4,291	1,550	12,400	1,235	19,476	6,776	17	18	35	2,453	4,263	60	15¼	7	5½	2¾	..	..	42	6	¶3	33	4	..	3,588	3,588
4	1,901	Kempsey	323	37	..	360	9,680	1,125	*2,580	..	13,385	13,962	28	90	118	2,696	10,519	747	12¼	3¾	7	2¼	‖2	4	60	4	¶10	106	10	..	4 585	4,585
5	4,449	Central, 15,827 sq. m. Quirindi	423	22	34	479	7,614	250	3,711	280	11,855	7,891	21	71	92	2,592	5,121	178	2	2¾	¼		1	4	3	20	..	34	7	2,370	3,806	6,176
6	2,854	Tamworth	277	58	†20	355	7,785	250	5,515	†250	13,800	10,711	52	70	122	4,384	5,483	844	13¼	7½	10¼	¾	..	8	2	10	..	43	4	212	5,063	5,275
7	2,447	Walcha	476	44	..	520	4,430	325	265	..	5,020	4,803	15	15	30	1,019	2,873	11	1¾	4	4	2¾	1	13	24	1	..	30	1	150	5,329	5,479
8	6,077	Coonabarabran..	326	50	..	376	8,873	600	9,075	..	18,548	8,882	17	88	105	1,882	6,873	127	2	3½	13¼	6½	..	..	11	..	..	34	3	..	5,357	5,357
9	4,344	Narrabri	301	2	..	303	3,810	2,800	3,183	..	9,793	8,492	17	36	53	2,305	5,815	372	1½	4	3	3½	2	6	3	14	..	31	6	963	4,112	5,075
10	3,576	Back Group, 28,523 sq. m. Warialda	444	10	..	454	7,540	40	2,192	..	9,772	7,739	20	34	54	2,883	4,754	102	8¾		6¼	1¾	..	2	13	6	**2	23	3	..	4,983	4,983
11	6,717	Morec	441	40	..	481	6,250	400	2,310	..	8,960	6,467	13	38	51	1,528	4,849	90	20¾	1½	2½	2¼	..	2	6	..	**3	25	7	..	4,507	4,507
12	7,258	Walgett	286	60	..	346	2,711	450	5,290	..	8,451	5,122	10	29	39	700	4,050	372	40	1½	¼	¾	2		2	..	**6	22	1	..	3,218	3,218
13	6,633	Coonamble	134	63	..	197	1,420	2,435	..	..	3,855	3,361	12	13	25	1,208	2,053	100	15	..	..	..	1	..	..	..	..	9	..	619	3,509	4,128
																											Supervising Engineer			12,361	4,879	17,240
13	53,167		4,378	461	170	5,009	86,020	11,687	57,802	2,700	158,209	121,872	282	743	1,025	33,550	84,053	4,269	177½	59½	100¾	46	14	56	322	69	37	543	60	16,675	62,608	79,283

*2,500 of this for a Steam Punt. †Swamp Oak Road, Special Vote to Trustees. ‡Including Bandon Grove and Bulladelah. §Camden Haven, with hinge span. ‖Includes Belmore River, with hinge span. ¶Ferries. **Flood Boats.

R. E. JONES,
Supervising Engineer.

(XVII.)

Department of Public Works, Roads and Bridges and Sewerage Branch.
Sydney, 8 February, 1892.

Minute Paper.

Subject :—Report of work done by Bridges Sub-branch during the year 1891.

In regard to the works designed by the Bridges Sub-branch during the year 1891, I have the honor to report as follows:—

The bridges for which plans and specifications have been submitted for tenders to be invited amount to an estimated cost of £205,262, and miscellaneous works to £20,446, or a total of £225,708 for the year 1891.

The amount of salaries paid in the Drawing Office for carrying out the above is for works submitted for tenders to be invited £4,045, or equal to 1·79 per cent., on £225,708.

The miscellaneous office work for which there is no tangible return cost in salaries £1,529, making the total salaries paid in Drawing Office during 1891 £5,574, or 2·47 per cent., on £225,708.

The survey work carried out by this branch has cost for salaries £624, which includes checking the field officers' descriptions for resumptions and searches at Lands and Land Titles Offices.

The actual cost of works for which drawings and specifications have been prepared and submitted for tenders during previous years is as follows:—

Year.		£
1887	actual cost	50,716
1888	„	47,750
1889	„	117,090
1890	„	174,863
1891	estimated cost	225,708

The work done during the last two years may be further compared in detail, as follows:—

	No., 1890.	Cost, 1890.	No., 1891.	Cost, 1891.
		£		£
Timber Bridges	71	83,721	122	145,424
Composite Bridges	.....	.....	2	42,013
Iron Culverts and Bridges	22	62,091	9	16,575
Concrete and brick Culverts	.....	.....	3	1,250
Punts and Wood-paving	.....	20,167	.....	12,406
Water Supply, Retaining Walls, &c., &c.	.....	8,884	.....	8,040
Totals	93	174,863	136	225,708

The total cost of bridges alone for these two years was therefore, for 1890, £145,812, and for 1891, £205,262.

The total length of bridges for these two years was, for 1890, 14,500 feet, or about $2\frac{3}{4}$ miles; and for 1891, 19,636 feet, or about $3\frac{3}{4}$ miles.

The average cost of these bridges during 1890-91 was £10 5s. per foot run.

The number of draftsmen employed in 1887 was 8, and as the work increased the number was added to proportionately until now there are 31 draftsmen employed.

The salaries paid in the Drawing Office from 1887 to 1890 inclusive averaged 2·56 per cent. on the work turned out, and though the pay of the draftsmen has been considerably increased during the last two years, this percentage has during 1891 been reduced to 2·47. This percentage, it might be pointed out, does not represent the actual salaries paid for the actual work turned out during the year, but may be split up into two items, viz.:—1·79 per cent. on actual work turned out, and 0·68 per cent. on sundry office work.

It will be seen that the sundry office and preliminary work for proposed votes, &c., and for which no money result can be shown, amounts to about one-third of the work completed and submitted for tenders to be invited. Some designs cost only 1 per cent., whilst others cost over 2 per cent.

The work designed during 1891 includes the following items:—

Type of work.	Timber in cubic feet.	Ironwork imported in tons.	Ironwork manufactured in Colony in tons
Plain Beam Bridges (Timber)	181,655	.....	110
Timber Lift Bridges	9,270	.....	19
Timber Truss Bridges	144,524	29	299
Composite Bridges	62,772	680	61
Iron Culverts and Bridges	4,592	188	131
Ferry Punts	5,220	.....	37
Totals	408,033	897	657

The amount of timber required for bridges and punts during 1891 was therefore 408,033 cubic feet, or equivalent to 77 miles of logs one foot square.

The imported ironwork amounts to 897 tons, and that manufactured in the Colony to 657 tons, or a total of ironwork of 1554 tons.

The weight of 408,033 cubic feet of timber would be about 13,662 tons, or nine times the weight of the whole of the ironwork used during the same year.

Of the above ironwork manufactured in the Colony, 85 tons is one year's supply under Messrs. Ritchie Brothers' 3 years' contract, and 299 tons is one year's supply under the City Ironworks 3 years' contract.

During the year 1891, 19 officers have been removed from my staff, some of whom had been directly under me for from 5 to 9 years. The total yearly salaries of these officers so removed amounted to £4,251.

JOHN A M'DONALD,
Engineer for Bridges.

Commissioner and Engineer-in-Chief for Roads and Bridges.

(XVIII.)

Public Works Department, Sewerage Construction Branch.
Report for the Year 1891.

This branch of the Department has been engaged in completing the City main drainage, carrying out surveys and works in connection with the schemes for the drainage of the western suburbs, Manly, and North Shore, preparing and carrying out storm-water drains in connection with the above, and reporting on the sewerage of various suburban and country towns.

The expenditure during the year was £211,696 6s. 9d., of which £161,685 10. 10d. was for the construction of works, the supervision of which cost £9,483 7s. 10d., or 5·85 per cent.

Tenders for eleven (11) contracts were accepted, with an aggregate value of £182,373 8s. 5d. and including:—

Sewers in tunnels	3 miles	6 chains.
Open storm-water channels	1 „	51 „
Covered „ „	1 „	55 „
	6 miles	72 chains.

Tenders were received for five (5) other contracts, covering a length of 5 miles 14 chains, with an aggregate value of £92,847 15s. 6d.

Five other works were got ready for the invitation of tenders. These cover a distance of 4 miles 23 chains, and are of an estimated value of £120,322 2s. 4d.

The draftsmen have been working at the designs for some 41 works, and the surveyors have had in hand the surveys of about 33 different contracts.

The Western Suburbs Drainage Scheme is now well started, and the principal works at the main outfall are either let or nearly ready for the invitation of tenders.

At North Shore one contract has been completed, and another for the main outfall, which is the key of the whole work, is awaiting the acceptance of a tender.

Sewerage schemes were prepared for the drainage of Parramatta, Bourke, Grafton, Cootamundra, Lismore, Casino, and Ballina.

The work of constructing storm-water channels would have been completed as promised before the beginning of the summer, only for difficulties with landowners along the courses of the proposed channels, and other circumstances over which the Branch had no control.

During the year some 414 plans, sections, and tracings were prepared, and 51,621 casks of cement were used, as against 9,587 casks in 1890.

There were some 8 miles 72 chains of work in progress at the end of the year.

(XIX.)

Report on Progress of Sewerage Works from 1879 to 1891.

The Sewerage Branch was established in the latter part of 1879, and the first contract, that for the Prince Alfred Hospital sewer, was let in August, 1880. Its length was 78·6 chains. In December, the first section, 148·6 chains in length, of the Main Southern Outfall Sewer along Bourke-street was let.

1881.—In 1881, one contract only was let—viz., the Rushcutter's Bay overflow—its length being 51½ chains.

1882.—In this year three contracts were commenced. One of these was for general ironwork; the two others were the first section of the Main Northern Outfall Sewer to Bondi, 80 chains in length, and the second section of the Main Southern Outfall Sewer to Botany, 206·6 chains in length.

1883.—In 1883 two more sections of the Main Northern Outfall Sewer were let, having a combined length of 256¼ chains. The Botany Sewerage Farm was also cleared and prepared for the reception of sewage.

1884.—In this year three contracts were commenced. The drainage of Victoria Barracks, 12·3 chains, and the Blackwattle Bay Sewer Extension, 15½ chains in length. The Botany Sewerage Farm was also fenced.

1885.—In 1885 ten contracts were let, the principal of which were, the syphon under Cook's River, in connection with the Main Southern Outfall Sewer; the Wentworth Park Outfall Storm-water Channel, and the Dowling-street Storm-water Channel. The total length of contracts let, was for sewers, 98·2 chains, and for storm-water channels, 89·35 chains, giving a combined length of 187·55 chains.

1886.—In this year five contracts were let, aggregating 169·78 chains in length. Of these 133·76 chains were sewers, and 36 02 storm-water channels. The principal contracts were the George-street west branch of the Main Northern Sewer and the Prince Alfred Hospital connecting sewer.

1887.—In 1887 ten contracts were let, the Kent-street branch of the Main Northern Outfall Sewer, and the first section through Hyde Park of the Bridge-street branch of the same sewer, being the largest. The length of sewers let was 236·75 chains, and of storm-water channels, 73·8 chains, giving a total for the year of 310·55 chains.

1888.—In 1888 the second section of the Bridge-street branch of the Main Northern Outfall Sewer, 50 chains in length was let. The other contracts, eight in number, were mainly for the reticulation of Redfern and Paddington. The total length tendered for was 639·3 chains.

1889.—In this year fourteen contracts were let, having a total length of 1882·4 chains, of which 36·1 chains were storm-water channels. The Harrington-street Sub-branch, and the Bourke and Riley streets branches of the Main Northern Outfall Sewers, were the only main ones tendered for, the other contracts being principally for the reticulation of Paddington, Woollahra, Waterloo, Redfern, and Alexandria. Some of the latter were handed over to and completed by the Sewerage Branch of the Metropolitan Board of Water Supply and Sewerage, which was inaugurated during the year.

1890.—The leading contracts let during 1890 were as follows:—The Waverley-Woollahra Branch Sewer, 73·89 chains; the extension of the Bourke-street Branch to the Western slopes of Potts Point, 47·13 chains; the Macdonaldtown and Alexandria Branch Sewer, 53·52 chains; a portion of the North Shore Sub-mains and Reticulating Sewers, 160·97 chains; the first section (tunnels) of the Main Western Outfall Sewer, 46·88 chains; the Camperdown Branch, which is an extension of the Prince Alfred Hospital Sewer, 94·59 chains; the first section of the Northern Main Sewer through the Glebe and Forest Lodge, 89·23 chains, and the Elizabeth Bay and Potts Point (Eastern slopes) Sewer, 85·37 chains. The length of sewer let was 651·56 chains, and of storm-water channel, 110·9 chains, or a total of 762·46 chains.

1891.—Eight contracts for storm-water channels, having a length of 337·59 chains, and two contracts for sewers, having a length of 188·14 chains, were let during 1891. The latter were the Glebe submains, 144·42 chains, and the second section (aqueducts) of the main western outfall sewer, 43·72 chains in length.

The storm-water channels were situated at Beattie-street to White's Bay, Balmain, Clay Cliff Creek, Parramatta, Phillip-street, Redfern, Alexandria, Macdonaldtown, the University, Iron Cove Creek, Ashfield, and Watson's Bay.

From the above statement it will be seen that during the twelve years from January, 1880, to December, 1891, the total length of sewer constructed or in progress was 4,627·81 chains, or 57 miles 67 chains 81 links, and of storm-water channels 699·26 chains, or 8 miles 59 chains 26 links. This gives an aggregate mileage of 66 miles 47 chains 7 links.

The following table will show the lengths of sewers, &c., tendered for each year and the lengths completed or in progress during the same periods.

TABLE of Lengths of Sewers, &c., completed or in progress.

Year.	Sewers.		Storm-water Channels.		Grand Total.
	Let during year.	Aggregate let at end of each year.	Let during year.	Aggregate let at end of each year.	
	Chains.	Chains.	Chains.	Chains.	Chains.
1880	227·20	227·20	....	.....	227·20
1881	51·45	278·65	.....	.....	278·65
1882	286·60	565·25	.....	.....	565 25
1883	256·24	821·49	.....	....	821·49
1884	12·30	833·79	15 50	15·50	849·29
1885	98·21	932·00	89·35	104·85	1,036·85
1886	133 76	1,065·76	36·02	140 87	1,206·63
1887	236·75	1,302·51	73·80	214·67	1,517·18
1888	639·30	1,941·81	.....	214·67	2,156·48
1889	1,846·30	3,788·11	36·10	250 77	4,038·88
1890	651·56	4,439·67	110·90	361·67	4,801·34
1891	188·14	4,627·81	337·59	699·26	5,327·07
	4,627·81 chains = 57 miles 67 chains 81 links.		699·26 chains = 8 miles 59 chains 26 links.		= 66 miles 47 chains 7 links.

The Northern Main Sewer from Bondi to Oxford-street was completed in November, 1887, and its extension to Newtown Road in December, 1888. Its branches were completed in the following order:—Kent-street branch in December, 1888; Bridge-street and Harrington-street branch in May, 1890; Bourke-street, Potts Point, branch in April, 1891; and the Waverley-Woollahra branch, the Elizabeth Bay and Potts Point branch, and the extension through the Glebe (western suburbs sewerage) in December, 1891.

The Main Southern Sewer was completed to Cook's River in February, 1885, and the syphon and carriers on the sewerage farm in February, 1887. The Macdonaldtown-Alexandria branch of the Main Southern Outfall Sewer was completed in April, 1891.

C. H. O. BAGGÉ,
Chief Assistant Engineer.

(XX.)

PUBLIC WORKS DEPARTMENT—SEWERAGE BRANCH.

RETURN of Work carried on by the Sewerage Branch to the Year 1891.

Work and where situated.	Whether constructing or under repair.	Fund from which expense is defrayed.	When commenced.	If finished, actual amount of expenditure.	If unfinished, amount of expenditure to 31st Dec., 1891.	Amount of expenditure in 1891.
				£ s. d.	£ s. d.	£ s. d.
Sewerage City of Sydney	constructing	Loans and consolidated Revenue.	1880		814.543 17 6	11,550 16 3
Alexandria Drainage	complete		1888	16,555 19 9		11,149 8 7
Bourke-street Sewer	,,		1889	11,914 0 0		1,750 5 11
Riley ,, ,,	,,		,,	4.840 2 6		1,861 17 11
Potts Point and Elizabeth Bay Drainage	constructing		,,		22,391 8 1	13,040 11 6
Woollahra Drainage	,,		,,		22,475 11 5	9,275 1 6
Waverley ,,	,,		1890		1,081 7 2	
Manly ,,	,,		1889		303 3 9	
North Shore ,,	,,		,,		10.502 1 8	3,968 11 8
Sutherland and Goodhope Streets Resumption.	complete		,,	1,913 0 0		1,595 11 7
Parramatta Drainage	constructing		1882		5,228 16 0	4,159 15 0
Western Suburbs Drainage	,,		1889		125.132 3 7	110,468 15 8
Pyrmont Bridge Road Stormwater Sewer	complete		1890	3,234 5 9		233 13 10
Darling Point Drainage	constructing		,,		413 18 2	235 2 0
Pyrmont ,,	,,		1891		147 8 9	147 8 9
Orphan School Creek Stormwater Channel	complete		,,	1,218 7 3		1,218 7 3
Ironcove Creek Stormwater Channel	constructing		,,		7.381 17 3	7.381 17 3
Long Cove ,, ,, ,,	,,		,,		523 9 10	523 9 10
Johnston's ,, ,, ,,	,,		,,		272 10 6	272 10 6
Macdonaldtown Park ,,	,,		,,		5 978 1 9	5.978 1 9
Eveleigh Railway Siding Stormwater Channel.	complete		,,	1,825 10 8		1,825 10 8
Alexandria Park Stormwater Channel	,,		,,	19 10 9		19 10 9
Beattie-street Balmain Stormwater Channel	constructing		,,		498 6 11	498 6 11
Rose Bay Side Drainage Stormwater Channel	,,		,,		13 0 0	13 0 0
Munni-street to Shea's Creek Stormwater Channel.	,,		,,		15.500 0 0	15.500 0 0
Buckland-street to Botany road Stormwater Channel.	,,		,,		111 8 0	111 8 0
					142 17 10	142 17 10
Homebush Creek Stormwater Channel	,,		,,		7,545 8 0	1,355 2 9
Country and Suburban Surveys	,,		1885		4 078 13 1	87 12 10
Opening new street, Paddington	,,		1886		3,897 10 9	1,897 10 9
Contingencies	,,		1889		200 0 0	200 0 0
Cost of Instruments, &c.	,,		1891			1,000 0 0
Queanbeyan Drainage	complete		,,	1.000 0 0		105 0 0
Reports on Sewage Purification	,,		,,	105 0 0		
Salaries, General Establishment, 1890 (Permanent Staff).	,,		1890	3,779 14 10		11 2 3
Salaries, General Establishment, 1891 (Permanent Staff).	,,		1891	4,118 15 0		4,118 15 0
Totals				50,524 6 6	1,048,363 0 0	211,697 4 6*

* Loans Expenditure £ 202,922 0 11
Revenue ,, 8,775 3 7
Total 211,697 4 6

PUBLIC WORKS DEPARTMENT—SEWERAGE BRANCH.

ANNUAL Expenditure from 1879 to 1891 Inclusive.

	£ s. d.
Expenditure for 1879	409 12 3
,, 1880	3,206 18 0
,, 1881	16,818 1 7
,, 1882	36,507 13 2
,, 1883	105,607 17 7
,, 1884	122,526 10 2
,, 1885	170,765 15 1
,, 1886	160,693 19 10
,, 1887	128,956 18 5
,, 1888	76,061 18 10
,, 1889	90,931 19 2
,, 1890	93,992 19 2
,, 1891	211,697 4 6
	£1,218,177 7 9

C. H. O. BAGGÉ,
Chief Assistant Engineer.

(XXI.)

(XXI.)

RETURN of Public Works carried on by the Roads and Bridges Branch in the year 1891.

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
ROADS AND BRIDGES				£ s d	£ s. d
Main North Road	Maintenance, repair, and construction	Consolidated Revenue	1857	467,791 15 0	9,877 5 1
„ South Road			„	656,624 13 11	12,045 3 9
„ Western Road			„	565,042 6 1	10,848 8 0
Grafton, *via* Glen Innes, to Inverell	„		1866	250,870 14 3	11,024 19 10
Grafton Punt Tolls	„		1888	9,628 19 3	3,165 17 6
Armidale to Maryland	„		1868	118,842 3 0	22 10 0
Skinner's Shoot to Jetty, Byron Bay	„		1891	150 0 0	150 0 0
Eureka, *via* 'Possum Shoot to Byron Bay	„		1889	360 14 2	60 14 2
Eureka to Clunes and Byron Bay Road	„		1891	11 15 5	11 15 5
'Possum Shoot to Cooper's Shoot	„		1887	4,092 17 7	1,359 9 6
'Possum Shoot and Cooper's Shoot, at Garian's, to Newrybar	„		1889	1,486 18 2	703 5 10
'Possum Brush to Forster Road	„		1891	209 1 0	209 1 0
Cowlong to Teven	„		„	128 13 6	128 13 6
Cowlong to Wardell Road, near Rous	„		1890	585 15 7	351 7 4
Cowlong and Rous Road, *via* Toohey's Mill, to Hogan's	„		1886	2,129 17 11	413 1 0
Cowlong Road through Hetheringtons' and Smith's	„		1890	88 15 6	38 15 6
Newrybar to 'Possum Shoot	„		1891	2 10 0	2 10 0
Newrybar and 'Possum Shoot Road to Friday Hut Road	„		„	88 0 0	88 0 0
Right Bank Teven Creek to Teven Junction	„		„	21 0 6	21 0 6
Bexhill to Williams'	„		1884	4,547 9 5	952 16 1
Bexhill and Williams Road towards Mullambimby	„		1891	38 8 10	38 8 10
Bexhill to Woodlawn	„		„	82 7 5	82 7 5
Bexhill to Tintenbar	„		1881	3,708 4 11	444 13 6
Bexhill to Numulgi	„		1890	148 7 0	130 13 6
McMillan's Farm, near Bexhill	„		1891	44 8 0	44 8 0
Byangum, *via* Tweed Junction, to Border	„		1879	12,550 3 10	1,500 11 1
Ballina and Byron Bay Road westward to 'Possum Shoot	„		1891	82 0 0	82 0 0
Ballina to Cape Byron	„		1883	12,648 2 2	1,635 5 5
Ballina and Cape Byron Road at Hayter's to 'Possum Shoot Road	„		1891	97 0 0	97 0 0
Ballina to Tenterfield	„		„	3,917 17 6	3,917 17 6
Ballina, *via* North Creek, to Byron Bay	„		1887	1,936 4 3	436 8 4
Old Ballina, Road	„		1889	175 1 7	93 13 10
Clunes to Duraby Grass	„		1887	725 11 9	110 16 0
Clunes, *via* Walmsley's, to Cowlong Road	„		1890	480 3 9	202 14 9
Clunes to Byron Bay	„		1887	3,487 3 5	1,187 8 7
Murwillumbah to Queensland Border	„		1891	373 17 2	373 17 2
Murwillumbah to Tumbulgum	„		1880	1,638 2 7	436 13 3
West Nimbin Road	„		1891	361 15 0	361 15 0
Lismore to Hanging Rock	„		1887	1,673 8 0	759 8 2
Lismore District Roads and Bridges	„		„	2,918 10 0	882 5 1
Lismore, *via* Nimbin, to Murwillumbah	„		1883	14,435 11 4	4,824 4 5
Lismore to Numulgi	„		1882	2,308 16 11	264 9 0
Lismore to Tuckl	„		1891	201 7 5	201 7 5
Lismore to Woodburn	„		1883	9,150 12 1	295 5 0
Lismore and Woodburn Road, near School, to Rous	„		1888	607 16 3	130 0 6
Lismore, *via* Nightcap, to Queensland Border	„		1875	45,829 8 3	1,040 15 5
Lismore and Brunswick Road, at Eureka, to Clunes and Byron Bay Road, west of Gay's	„		1891	16 0 0	16 0 0
Lismore to Brunswick	„		1880	20,115 8 4	2,565 12 7
Lismore and Ballina Road to Toohey's Mill, at Napier's	„		1883	1,196 8 3	66 2 6
Lismore and Woodburn Road at Portion 51, and thence to Portion 117 at McKinnon's, Coraki	„		1891	157 0 0	157 0 0
Lismore to Gundurimba	„		„	39 1 6	39 1 6
Lismore to Ballina	„		1888	4,525 15 2	602 11 1
Lismore to Alstonville	„		1891	338 11 6	338 11 6
South Lismore to Wyrallah	„		1887	1,344 15 7	257 6 11
Wyrallah to Chilcott's Wharf	„		1888	7,332 7 6	447 17 3
Wyrallah-Ballina Road to Wyrallah and Wardell Road	„		1891	50 0 0	50 0 0
Wyrallah and Rous Road, *via* Marone Creek, to Dutton's	„		1890	352 1 0	246 16 0
Goolamger Crossing to Tunstall's Crossing	„		1891	98 10 11	98 10 11
Head of North Creek to Three-mile Scrub	„		„	134 18 0	134 18 0
Blakebrook to Dunoon	„		1890	261 0 6	209 0 6
McDonald's River, at Webb's Creek, to Bullock Wharf	„		1891	22 19 0	22 19 0
Derumbah to Tweed River	„		1888	750 9 5	213 10 0
Two-mile Bridge to Newrybar	„		1889	74 1 0	2 10 0
Tumbulgum, *via* Chindera Village, to Teranora Creek	„		1886	1,111 17 6	17 15 0
Tumbulgum to Queensland Border	„		1889	1,300 0 0	400 0 0
North Tumbulgum to Dungay Creek	„		1891	551 1 3	551 1 3
Condong Mill, across Condong Plains, to Selections between Condong and Cudges	„		1890	97 1 6	45 7 6
Gibson's and McLean's, on Condong Road, to Lismore and Ballina Roads, east of Marone Creek	„		1891	100 0 0	100 0 0
Brunswick Road, *via* Whian, to Bexhill and Williams'	„		1888	433 17 4	223 0 1
Brunswick Road to Condong	„		1887	661 15 2	168 17 0
Brunswick Road, *via* Friday Hut, to Tintenbar	„		1889	1,268 9 1	348 1 1
Old Condong Road	„		1891	11 16 0	11 16 0
Road up Crabb's Creek	„		„	247 9 0	247 9 0
Road up Main Arm, Brunswick River	„		1890	103 13 0	31 1 0
Tweed River to Brunswick River	„		1883	10,811 1 1	1,598 17 10
Tweed River, at Dunoon, to McCarthy's Grass	„		1891	15 0 0	15 0 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
ROADS AND BRIDGES—*continued.*				£ s. d.	£ s. d.
Road up Burringbar Creek	Maintenance, repair, and construction	Consolidated Revenue.	1889	575 10 7	305 15 7
Wilson's Creek to Brunswick Road, north of Clune's Crossing, Reserve 646			1891	212 2 9	212 2 9
Road from Government Wharf up North Bank, Tweed River	,,		,,	34 3 4	34 3 4
Moball to Tweed and Brunswick	,,		1888	600 12 9	324 10 0
Goonengerry to Lismore and Brunswick Road	,,		,,	974 11 4	466 3 3
Kynumboon to Midgenqum	,,		1889	1,698 6 10	965 18 10
Cudgen, *via* Gulfoyles, to Tweed Junction	,,		1878	3,354 7 0	438 3 7
Cudgen to the Beach	,,		1890	188 6 9	145 17 9
Bilambil, *via* Sebastopol, to Tweed Heads	,,		1888	1,169 3 6	254 13 3
Road up Middle Arm	,,		,,	1,147 15 8	527 2 7
Pocket, Brunswick Road, to Tweed River	,,		,,	951 17 3	299 6 0
Caniaba to Lismore	,,		1891	155 6 6	155 6 6
Casino Wharf Approach	,,		,,	179 8 3	179 8 3
Casino to Mount Lindsay	,,		1876	10,372 3 9	670 1 4
Casino and Mount Lindsay Road, Reynolds	,,		1891	1 0 0	1 0 0
Casino to Tabulam	,,		1884	13,371 16 8	1,840 10 7
Casino Road to Solferino Road	,,		1891	51 18 0	51 18 0
Casino to Coraki	,,		1886	2,314 13 11	567 13 1
Casino to Wyrallah	,,		1889	1,242 7 2	580 4 2
Casino to Gundarimba	,,		1884	1,278 9 0	188 12 0
Casino to Busby's Flat	,,		1890	349 19 1	119 19 1
Casino District Roads	,,		1887	2,616 19 10	326 2 5
Casino to Sandy Creek	,,		1890	594 4 8	369 15 4
Casino to Woodburn	,,		1879	8,479 17 8	1,525 13 8
Casino to Lismore	,,		1890	1,253 15 9	545 16 0
Cross Roads to Casino	,,		1873	22,532 16 7	1,048 3 9
Tatham to Myrtle Creek	,,		1891	151 12 0	151 12 0
Swan Bay, *via* Italian Settlements, to Woodburn and Chatsworth Road	,,		1890	412 14 0	374 19 0
New Italy to Chatsworth and Woodburn Road	,,		1891	86 10 0	86 10 0
Mullimbimbi, *viâ* Possum Shoot, to Byron Bay	,,		1888	3,293 5 3	1,864 6 8
Mullumbimbi, *via* Possum Shoot, to Byron Bay, Metalling Belongil Swamps and Heath, towards Byron Bay	,,		1891	295 15 6	295 15 6
Mullimbimbi to the Tweed and Brunswick	,,		1890	691 14 7	650 3 1
Mullimbimbi to Brunswick Heads	,,		1889	1,023 4 1	119 16 7
Mullimbimbi up Mullimbimbi Creek	,,		1890	478 1 1	266 15 1
Mullumbimbi to Montacolm	,,		1891	98 3 4	98 3 4
M'Gettigan's, *via* Tyagarah, to Lower Mullimbimbi at Restall's C P	,,		1890	985 0 3	479 14 9
Coraki, *via* Bangawalbyan, to Myall Creek at Olive's	,,		1891	199 18 0	199 18 0
Coraki to Broadwater	,,		1889	584 15 11	286 5 11
Coraki Ferry to Pelican Tree	,,		1891	140 12 6	140 12 6
Coraki to Wyrallah	,,		1888	707 2 3	353 5 6
Coraki to Lismore and Woodburn Road, at River Bank	,,		1891	252 1 9	252 1 9
Coraki Streets	,,		1891	197 5 2	197 5 2
Gundarimba to Wardell Road	,,		1890	84 1 6	53 1 3
Gundarimba to Wyrallah	,,		1891	18 0 0	18 0 0
Jiswoolgan to Chilcott's Wharf	,,		1891	83 3 9	83 3 9
Thorburn to Nimbin Post Office	,,		1889	426 16 10	112 5 1
Thorburn to Kelly's	,,		1891	96 1 0	96 1 0
Rous, *via* Beeson's, to Wardell	,,		1890	552 4 3	365 4 3
Goonellabah and Wardell Road, *via* Cotter's, towards Tuckı	,,		1891	24 4 8	24 4 8
Goonellabah, *via* Rous, to Wardell	,,		1890	1,283 2 1	774 2 7
Goonellabah, *via* Rous and Wardell Road, to Chilcott's Wharf Road *via* Cotter's	,,		1891	69 0 0	69 0 0
Lower Richmond Roads	,,		1890	713 17 9	505 15 2
Tuckı to Rous	,,		1891	18 17 0	18 17 0
Richmond-street, Wardell	,,		,,	17 1 0	17 1 0
Richmond River Electorate Roads	,,		1889	1,990 10 0	0 10 0
Chilcott's Wharf to Alstonville	,,		1891	208 10 1	208 10 1
Wardell, *via* Tuckombil, to Lismore and Ballina	,,		1875	10,502 19 2	104 0 0
Wardell, *via* Tuckombil, to Alstonville	,,		1890	364 6 6	350 12 0
Wardell to Emigrant Bridge	,,		,,	319 8 3	234 12 2
Wardell to South Ballina	,,		,,	374 1 3	245 7 9
East Wardell to Beach	,,		1891	144 13 0	144 13 0
Pimlico Point to Wardell and Ballina Roads	,,		1889	218 7 6	60 0 0
Pimlico Point to Emigrant Creek Point	,,		1890	84 0 0	59 0 0
Tintenbar to Alstonville	,,		1883	3,924 12 10	788 19 6
Tintenbar to Toohey's Mill	,,		1884	1,822 2 7	513 1 8
Pearce's Creek to Alstonville	,,		1889	357 1 2	173 1 0
Pearce's Creek to Teven Junction	,,		1890	402 0 9	377 0 3
Woodburn to Boyne Creek	,,		1891	47 12 9	47 12 9
Woodburn to Wardell	,,		1881	6,065 17 5	838 13 0
Woodburn to Tuckı	,,		1891	424 4 8	424 4 8
Woodburn to Selman's	,,		1880	12,967 5 8	1,411 12 11
Woodburn, *via* Dungarubba Creek, to Broadwater	,,		1891	104 19 0	104 19 0
Chatsworth to Woodburn	,,		1890	1,032 4 2	1 003 2 4
Jiggi Creek Road	,,		1888	1,545 6 3	450 10 0
Barry's to Murphy's (Palmer's Island)	,,		1890	29 7 6	4 11 0
Palmer's Island Roads	,,		,,	347 13 10	156 17 6
Road up Palmer's Channel	,,		1891	1 13 0	1 13 0
Bluff Point to South Arm Ferry	,,		1884	1,616 7 7	211 19 6
Bluff Point Ferry to Tindal's	,,		1885	562 2 0	57 5 6
Brush Grove to Bluff Point Ferry	,,		1887	860 13 11	90 13 8
Brush Grove to Maclean	,,		1890	511 3 0	158 19 3
Maclean to Palmer's Channel	,,		,,	278 6 0	220 17 3
Maclean District Roads	,,		,,	1,511 18 0	421 15 5

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Unfinished, Amount of Expenditure to 31 December, 1891.	Amount expended in 189
				£ s. d.	£ s. d
ROADS AND BRIDGES—*continued.*					
Carr's Creek to Coval	Maintenance,		1891	13 4 10	13 4 10
Duck Pond Creek, Woodford Island	repair, and		,,	49 0 0	49 0 0
Roads and Punts, Lower Clarence	construction		1886	2,897 7 7	101 19 9
Copmanhurst to Coaldale	,,		1890	534 14 3	297 19 10
Copmanhurst Wharf Approach	,,		,,	100 0 0	50 0 0
Clarenza Road	,,		1891	145 4 0	145 4 0
South Grafton to Yamba	,,		1886	6,703 12 11	990 9 2
South Grafton to Rushforth	,,		1888	323 1 1	45 14 8
South Grafton to Corindi	,,		1885	5,365 0 5	1,144 8 5
North Grafton to Broadwater	,,		1883	6,772 10 9	816 12 9
Drain Market Reserve, North Grafton	,,		1891	87 6 8	87 6 8
Cowan Creek to Waterview	,,		,,	54 2 5	54 2 5
Grafton and Broadwater Road to Southgate Wharf	,,		1889	524 17 9	247 9 3
Grafton and Broadwater Road to Portions 90 and 169	,,		1891	42 19 6	42 19 6
Grafton District Roads	,,		1889	1,057 14 0	113 1 0
Grafton to Flying Horse	,,		1890	1,243 15 3	472 18 10
Grafton and Fernmount Road at Coff's Harbour Jetty Road	,,		1891	339 0 4	339 0 4
Grafton to Nymboida	,,		1890	3,577 10 7	1,844 13 7
Grafton and Moonbi Railway Station to Nundle Road	,,		1891	1 16 3	1 16 3
Grafton to Solferino	,,		1874	15,641 2 7	886 13 10
Grafton and Glen Innes Road, between Municipal Boundary of Glen Innes and Big Hill	,,		1891	952 14 11	952 14 11
Grebert's to Apple Tree Flat	,,		1886	3,823 19 3	1,379 11 1
Avenue Swamp, Grafton to Corindi	,,		1891	107 19 5	107 19 5
Gara River to Grafton Road and Old Hillgrove	,,		1890	91 16 6	11 5 0
Gara to Kunopia	,,		1891	74 5 4	74 5 4
Fern Glen Public School to Moleville	,,		1889	230 10 5	127 3 5
Waterview to Ramorine	,,		1891	58 18 8	58 18 8
Dalmorton to Little River Gold-fields	,,		1890	967 10 0	863 10 0
West Branch Orara River to Coff's Harbour	,,		1891	7 10 0	7 10 0
Coff's Harbour Jetty Road	,,		,,	110 0 0	110 0 0
Kelly's to Coff's Harboar	,,		1890	3 919 19 8	2,879 11 6
Bradley's Camp, Upper Orara Road, to Road Coff's Harbour to Grafton	,,		1891	407 17 9	407 17 9
Kangaroo Creek to Glen Righ	,,		1890	339 16 3	10 10 3
Preist's Mill to Kangaroo Creek	,,		1891	90 14 4	90 14 4
Stony Pinch to Smith's Creek	,,		1890	122 1 3	77 1 3
M'Intosh's to Nymboida	,,		,,	660 9 3	334 5 2
Glynn's to Nymboida	,,		,,	149 1 0	72 2 9
Nymboida to Perritt's	,,		1891	705 8 6	705 8 6
Harwood to North Arm Ferry	,,		1883	1,231 9 3	66 15 6
Harwood Island between Senior's and Sugar Co.	,,		1891	30 13 9	30 13 9
Harwood, *via* Serpentine Bridge, to Chatsworth	,,	Consolidated	1890	338 2 3	121 19 3
Harwood Island (Middle and on to Ryan Creek)	,,	Consolidated	1891	54 15 8	54 15 8
Carramana to Gerryberryn	,,	Revenue.	1890	72 8 8	... ...
Carramana to Eatonsville	,,		,,	139 0 0	135 18 0
Eatonsville Punt to Newton Boyd Road	,,		1891	112 4 9	112 4 9
Eatonsville Wharf Approach	,,		,,	79 16 10	79 16 10
Newton Boyd Road to Emmaville	,,		1875	4,809 19 2	613 19 10
Barney Downs to Millera	,,		1883	2,079 6 9	209 1 3
Ulmarra Washaway	,,		1890	837 6 5	778 3 5
Ulmarra to Corindi	,,		1887	849 3 6	308 8 9
Laurence to Tenterfield	,,		1864	134,074 14 3	4 323 15 3
Laurence and Southgate Road to Round Mountain	,,		1890	111 4 0	31 14 0
Laurence District Roads	,,		,,	179 14 6	134 14 6
Deepwater to Emmaville	,,		1891	1,358 15 9	1,358 15 9
Deepwater to Torrington	,,		1888	1,241 3 2	332 9 1
Deepwater to Coonamble	,,		1891	275 0 0	275 0 0
Coolati to Wallangra	,,		1884	439 17 7	102 0 0
Warialda to Toolonia (Kyga Crossing)	,,		1891	71 12 0	71 12 0
Warialda to Yetman	,,		1876	7,607 2 0	208 13 4
Warialda to Gunnywarialdi	,,		1879	3,996 7 0	283 17 9
Warialda to Ezzies	,,		1885	1,178 7 6	160 19 6
Warialda, *via* Gragin, to Reedy Creek	,,		1886	564 2 3	46 16 0
Warialda to Moree	,,		1876	12,252 15 11	1,356 1 11
Roads and Bridges near Shark's Creek	,,		1890	87 19 0	58 18 6
Bingera to Top Bingera	,,		1891	77 8 0	77 8 0
Bingera to Warialda	,,		1884	5,381 5 6	275 7 6
Bingera Roads	,,		1891	250 0 0	250 0 0
Bingera to Bundarra, *via* Kiera	,,		1878	4,309 1 2	266 4 0
Bingera to Barraba	,,		1891	1,134 19 0	1,134 19 0
Bingera to Moree	,,		1878	8,747 18 4	2 206 17 0
Bingera, *via* Pallal, to Eulowrie	,,		1888	613 8 0	91 8 0
Cobbedah to Rocky Creek	,,		1874	9,326 18 8	212 1 3
Bonshaw down Dumaresq towards Texas	,,		1890	49 6 0	18 17 0
Molesworth-street, Tenterfield	,,		1891	151 2 3	151 2 3
Tenterfield to Scrub, *via* Steinbrook	,,		1888	524 18 1	217 16 2
Tenterfield to Scrub	,,		1885	1,084 12 5	168 5 2
Tenterfield to Wallangra	,,		1888	1,210 3 5	272 7 1
Tenterfield to Bonshaw	,,		1878	8,883 12 1	1,115 8 0
Black Creek, *via* Pretty Gully, to Too'oom	,,		1891	459 2 3	459 2 3
Pye's Creek Mines to Bolivia Railway Station	,,		1889	1,237 5 3	367 11 9
Amosfield to Border	,,		1888	1,745 4 7	122 18 0
Amosfield to Acacia Creek	,,		1890	960 18 10	595 1 7
Wilson's Downfall to Rivertree	,,		1887	2,931 10 5	721 8 3
Acacia Creek, *via* Korelah, to White Swamp	,,		1888	786 15 7	419 14 4

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Acacia Creek to Cullendore Creek	Maintenance, repair, and construction	Consolidated Revenue	1891	39 16 3	39 16 3
Emmaville to Webb's Silver Lode			1885	1,032 9 9	93 2 10
Emmaville to Bonsbaw			1891	100 4 0	100 4 0
Emmaville to Tent Hill			1888	439 0 3	60 4 1
Emmaville Streets			1891	125 0 6	125 0 6
Yarrowford to Ranger's Valley			1881	2 955 7 0	164 16 1
North Kingsgate to Red Range			1890	179 7 7	176 9 7
Glen Innes, *via* Wellingrove, to King's Plains			1875	6,712 8 10	556 18 11
Glen Innes and Wellingrove Road to Glen Innes and Emmaville Road			1891	95 19 10	95 19 10
Glen Innes to Kookabookra			1889	1,780 14 8	874 8 10
Glen Innes to Red Range and Kingsgate			1882	3 725 8 5	652 18 0
Glen Innes to Shannon Vale			1891	60 6 0	60 6 0
Glen Innes to Mount Mitchell			1888	580 9 5	163 18 9
Glen Innes to Emmaville			1881	6 873 4 2	384 2 6
Silting of Beaufort Creek (Glen Innes to Emmaville)			1891	26 5 7	26 5 7
Bear Hill to Nuggety Gully			1890	372 14 9	368 10 9
Lane at the Gilgai, passing G. Thorne's residence			1891	74 0 3	74 0 3
Dangerous Gully, in Main Thoroughfare, Bear Hill			,,	9 1 3	9 1 3
Tent Hill, *via* Glen Creek, to Gulf			1890	268 0 9	177 3 9
Tent Hill to Table-land			1888	875 15 9	182 14 3
Tent Hill to Deepwater			1884	7,163 18 1	796 7 6
Wellingrove, *via* Strathbogie, to Ashford and Bonsbaw			1889	563 6 9	218 8 6
Wellingrove to Beaufort			1891	38 16 4	38 16 4
Road down side of Gulf, New England, to Hillgrove Mines			1890	315 11 10	293 10 8
Hillgrove Cemetery Road			1891	73 7 6	73 7 6
Clearmont to Main Northern Railway			,,	65 3 3	65 3 3
Armidale Road to Blaxland's Flat			,,	157 0 10	157 0 10
Armidale and Inverell Road, up Dumaresq Creek			1886	558 5 9	77 1 1
Armidale to Long Swamp			1887	331 3 3	87 14 3
Armidale, *via* Mihi Creek, to Walcha			1879	2,835 16 2	539 3 9
Armidale to Grafton, *via* Hillgrove, to Perrett's			1864	92,134 8 2	2,245 10 6
Armidale to Yarrowick			1884	1,862 8 5	190 6 0
Armidale District Roads			1890	307 1 7	255 7 4
Armidale and Kangaroo Hills to Chandler River			1886	743 9 0	169 6 11
Armidale to Kangaroo Hills			,,	2,654 12 3	389 2 0
Armidale and Kangaroo Hills to Herbert Park			,,	517 7 9	181 5 0
Armidale Road, at Stonehenge, to Graham's Valley			1889	404 3 9	134 13 1
Armidale to Eastern Plains			1888	1,488 5 2	399 16 1
Armidale to Gostwyck			1884	1,479 7 11	176 16 11
Armidale to Duval			1890	149 8 10	47 1 2
Armidale to Castle Doyle			1886	703 14 0	69 4 0
Watton's, between Lander's and Collins'			1891	49 18 6	49 18 6
Castle Doyle, *via* Kelly's Plains, to Armidale			,,	254 16 2	254 16 2
Eastern Plains to Tenterden			1890	99 18 6	49 18 6
Sumaresq Ponds to Mount Butler			1891	100 6 9	100 6 9
Wandsworth to Old Ben Lomond Inn			1888	597 5 2	332 4 2
Bendemere to Watson's Creek			1891	189 0 0	189 0 0
Cragan's, *via* Rosehill, to Rocky Point			1886	415 13 11	140 2 8
Brookstead to Gara			1891	50 12 6	50 12 6
Pearson's to Duval			1890	228 13 5	67 15 0
M'Intyre Flat to Puddledock			1880	323 9 8	90 13 6
Uralla, *via* Bundarra, to Inverell			1879	17,612 7 10	1,249 16 6
Uralla to Walcha			1877	4,405 6 0	268 4 10
Uralla, *via* Mihi Creek, to Melrose			1886	1,085 13 1	94 3 3
Uralla, *via* Balalla, to Bundarra			1881	2,217 17 2	195 17 0
Roads north of Uralla Crossing to Railway			1891	44 10 0	44 10 0
Cooney's Creek to Hillgrove West			1889	737 17 7	192 17 5
Rock Vale to Ward's Mistake			1890	125 3 6	111 3 6
Old Mail Station, *via* Llangothlin, to Red Farm			,,	170 10 10	134 10 10
Llangothlin Railway Station Approach			1891	153 11 5	153 11 5
Booralong towards Aberfoyle			1888	868 8 9	343 12 1
Salisbury Plains to Kentucky			1887	531 5 7	172 14 10
Kentucky Station to Green Valley			1889	161 9 8	... . .
Manilla, *via* Barraba, to Bingera			1874	55,738 3 9	685 14 0
Barraba to Orebah			1891	49 17 0	49 17 0
Barraba to Ironbarks (Crow Mountain Road)			1890	49 19 2	11 4 8
Barraba to Bundarra			1884	1,641 11 2	324 2 3
Balalla to Kingstown			1890	283 7 11	172 12 9
Inverell, *via* Myall Creek, to Bingera			1879	6,157 11 1	1,103 2 3
Inverell to Emmaville			1881	6,310 18 3	670 15 0
Inverell to Gum Flat			1889	736 2 9	268 18 8
Inverell, *via* Newstead, to Kangaroo Camp			1884	4,722 4 3	735 3 10
Inverell, *via* Dinton Vale, to Bukkulla			1885	1,236 17 1	115 16 9
Inverell to King's Plains			,,	1 843 17 0	188 3 6
Inverell to Wallangra			1878	13 165 2 9	2,255 8 8
Inverell to Reedy Creek			1880	1,414 8 10	101 12 3
Inverell to Warialda			1877	17,727 17 5	1,163 2 8
Inverell to Warialda, between Little Plains School and Hobdays			1890	319 3 10	280 3 10
Inverell to Queensland Border			1878	9 224 12 5	646 14 3
Big River, Brown's Crossing (road leading thereto)			1890	200 0 2	122 10 2
Gramen, *via* Reedy Creek and Big Plain, to Inverell and Bingera			1889	306 0 3	198 6 0
Gramen to Ashford			1890	115 6 7	48 19 10
Balmain to Gramen			,,	48 14 7	42 4 1
Glencoe Station to Mount Mitchell			,,	526 7 7	200 14 10

RETURN OF PUBLIC WORKS—*continued*

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891.
ROADS AND BRIDGES—*continued.*				£ s d	£ s d
Elsmore, *via* Karoola, to Newstead Mines	Maintenance		1891	19 18 6	19 18 6
Tingha, *via* Stannifer and Elsmore, to Main Road Glen Innes to Inverell	repair, and construction		1888	778 15 10	281 19 9
Guyra to Black Mountain	,,		1890	127 19 3	49 13 3
Guyra Railway Station to Mr Stephenson's	,,		1891	901 5 7	901 5 7
Guyra to Tingha and Inverell	,,		1887	12,456 12 6	3,457 0 10
Guyra to Sandy Creek	,,		1890	213 19 3	77 0 3
Guyra, *via* Shigley, to Bald Blan Road	,,		1891	157 0 0	157 0 0
Guyra to Oban and Kookabookra	,,		1889	1,350 18 4	486 8 1
Guyra Railway Station to Main North Road	,,		1891	100 0 0	100 0 0
Guyra Railway Station Approach	,,		1887	461 3 8	9 1 3
Gwydir River, Bundaria to Mr Ready's George's Creek	,,		1890	49 16 10	6 8 1
Reedy Creek, Jackson's Crossing, through Mansfield's and Taylor's properties	,,		,,	283 7 6	282 17 6
Bannockburn to Inverell	,,		,,	499 19 2	184 19 2
Goomoorah to Airlie Brake Road	,,		,,	79 16 '5	39 18 9
Rocky Creek to Moree	,,		1881	2,635 0 2	693 15 9
Moree, *via* Goonal, to Mogil Mogil	,,		1887	3 962 8 10	1,259 15 3
Moree to Goondiwindi	,,		,,	3 097 17 3	935 4 8
Commerce and Pultney Streets, Moree	,,		1891	100 0 0	100 0 0
Moylan to Reedy Creek	,,		1890	290 18 0	288 0 0
Millie to Meroe	,,		,,	515 7 0	348 6 3
Narrabri, *via* Moree, to Mungundi	,,		1876	20,474 6 2	2,227 7 4
Narrabri Municipal Boundary to Little Mountain	,,		1891	946 9 6	946 9 6
Narrabri, *via* Walgett, to Brenda	,,		1879	23 892 6 11	2 739 19 7
Narrabri to Eulah and Bullawa Creeks	,,		1888	1,647 19 4	506 6 9
Narrabri to Bingera	,,		1880	15,547 16 5	1,224 6 10
Narrabri to Boggabri	,,		1888	1 521 14 10	617 13 3
Narrabri to Terry-Hie Hie	,,		,,	1,114 10 1	395 15 4
Collarendabri to Graven Creek Bridge	,,		1891	368 0 6	368 0 6
Wallangra to Bukkulla, *via* Masons	,, ...		1890	211 4 0	26 2 0
Wallangra to Goondiwindi	,,		1889	1 154 6 6	215 12 6
Wallangra to Ashford	,,		1890	109 12 6	57 15 9
Walgett Streets	,,			1,105 17 6	701 17 6
Walgett, *via* Nugil, to Coonamble	,,		1881	5 727 13 11	482 15 6
Walgett to Mogil Mogil	,,		1889	660 17 4	235 4 0
Coonamble to Gilgandra	,,		1891	112 12 6	112 12 6
Coonamble, *via* Tenandra and Bidden, to Coonamble and Mundooran Road	,,		,,	17 8 6	17 8 6
Pilliga to Coonamble	,,		1890	1,205 18 6	885 17 0
Road across Spencer's Swamp	,,		1891	26 0 0	26 0 0
Road into shipping place at Walshe's	,,	Consolidated Revenue	,,	143 5 0	143 5 0
Kempsey to Trial Bay Road at Spencer's Creek to South West Rocks	,,		1890	149 10 3	148 5 9
Kempsey to Fernmount	,,		1881	17 235 7 3	
Kempsey to Armidale and Grafton	,,		1872	76 663 7 0	2,578 7 0
Kempsey and Armidale Road to Taylor's Arm, *via* Christmas, Collonbatti, and Baker's Creeks	,,		1891	285 19 0	285 19 0
Kempsey and Port Macquarie Road to Rolland's Plains	,,		1890	124 13 0	124 6 0
Kempsey and Fredericton Road to Macleay River at M'Mahon's Wharf	,,		1891	62 0 0	62 0 0
Kempsey to Trial Bay	,,		1882	10 234 13 11	755 3 10
Kempsey to Algomera Junction	,,		1890	579 13 6	366 15 11
Main Kempsey Road to Settlement on Upper Deep Creek	,,		1891	77 19 2	77 19 2
East Kempsey to Boggy Creek	,,		1877	3,959 10 5	473 15 10
East Kempsey, *via* Dungay Bridge, to Sherwood	,,		1880	2,376 9 1	264 9 6
East Kempsey to Coast at Crescent Heads	,,		1889	729 16 0	357 6 6
Belgrave, *via* Riska, to Yarraville	,,		1891	153 0 0	153 0 0
Trial Bay Harbour Works to Pelican Island Wharf, Macleay River	,,		1890	511 15 0	426 15 0
Outlet to Upper Dungay Creek	,,		1890	139 19 4	139 5 4
Abbot's Falls to Bungay Road	,,		1890	40 0 0	20 0 0
Dondingalong to North east Corner, portion 59	,,		1891	79 12 5	79 12 5
Owen's Wharf, up left bank Kinchela Creek	,,		1889	476 3 3	326 18 0
Fredericton Ferry to East Kempsey and Gladstone	,,		1890	41 9 6	35 10 0
Fredericton Road to M'Mahon's Wharf	,,		1891	55 0 0	55 0 0
Kinchela Creek to Spencer's Creek	,,		1885	989 4 11	93 16 0
Ferry to M'Guire's, Belmore Road	,,		1884	1,727 12 8	116 4 5
Road, Taylor's Arm, right bank Boat Harbour to Quilties	,,		1891	103 10 0	103 10 0
Congarini Ferry, to Boat Harbour, Taylor's Arm	,,		1885	1,055 1 8	271 0 3
Peterkin's Bridge, *via* right bank Warrel Creek, to Nambucca	,,		1889	603 12 0	116 5 0
Road up North Creek, from W Gaddis' Culvert, to crossing below Gaddis	,,		1891	19 1 3	19 1 3
Road, south bank North Arm Tweed River, Boat Harbour Crossing	,,		,,	176 3 9	176 3 9
Boat Harbour, *via* Spickett's, to Nambucca	,,		1882	5 220 2 9	520 11 0
Boat Harbour to Raleigh Mill	,,		1883	3,299 2 0	290 8 6
Boat Harbour to Little North Arm	,,		1886	622 2 7	97 5 1
Boat Harbour, North Arm, to Carr's Conditional Purchase	,,		1891	35 14 0	35 14 0
Boat Harbour to Cowalong	,,		1887	1,073 17 2	151 6 4
Old Boat Harbour Road	,,		1891	324 19 6	324 19 6
Approach to Ford Boat Harbour	,,		,,	48 17 7	48 17 7
North Arm Road at M'Kay's, up Buckra Bendimi Creek, to Smith's Selection	,,		,,	6 13 4	6 13 4
North bank Bellinger River, between portions 12 and 14	,,		,,	26 5 0	26 5 0
Bellinger District Roads	,,		1890	214 16 10	26 0 0
Darkwater Ferry, left bank, Belmore River	,,		1888	598 3 8	0 10 0
Long Reach to Rainbow Reach	,,		1891	90 0 0	90 0 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d	£ s. d.
ROADS AND BRIDGES—*continued.*					
Moonee to Orara River at Sharpe's	Maintenance, repair, and construction	Consolidated Revenue.	1890	351 9 6	280 5 0
Roads and Bridges, Upper Orara District			1891	313 14 5	313 14 5
Coast Road to Upper South Arm			1889	733 18 5	275 14 3
Fernmount to Grafton and Armidale Road	,,	Loans.	1878	16,593 14 8	3,122 2 4
Fernmount to Corindi	,,		1890	3,154 8 2	1,777 15 8
Fernmount to Grafton	,,		1881	18,018 18 8	27 3 9
Fernmount to Nambucca	,,		1890	1,885 5 5	914 11 0
Marx Hill to Campbell's Crossing	,,		1889	587 19 11	58 6 2
Missabotti to Nambucca Heads	,,		1878	5,089 13 3	385 7 6
Nambucca Ferry to Macleay Heads	,,		1885	942 11 5	148 2 0
Nambucca to Upper Warrell Creek	,,		1886	330 7 7	43 11 0
Road up Taylor's Arm	,,		1890	1,206 0 6	482 4 7
Neville's Gate to Rolland's Plains	,,		1885	818 8 9	228 8 9
Adda Creek to Nambucca Heads	,,		1891	122 15 9	122 15 9
Old Port Macquarie Road up right and left bank Lansdowne River	,,		1890	238 15 5	236 13 5
Port Macquarie to Kempsey	,,		1864	22,901 8 0	1,134 8 9
Port Macquarie and Cundle, *via* Hanging Rock, to Upper Lansdown	,,		1889	190 0 6	36 0 6
Port Macquarie to Tacking Point	,,		1886	486 3 0	95 0 0
Green's Lane to Marney's Creek	,,		1891	72 15 4	72 15 4
Green's Farm at Hartford Gully	,,		,,	58 6 0	58 6 0
Walcha to Great Northern Railway	,,		1881	7,037 1 3	356 0 7
Walcha to Niangla and Rywang Goldfields	,,		1891	371 16 11	371 16 11
Walcha to Port Macquarie	,,		1872	42,651 4 9	2,080 13 10
Walcha to Glen Morrison	,,		1881	1,767 16 0	225 1 5
Walcha to Bendemeer	,,		1887	323 1 5	
Walcha Railway Station to Glen Morrison	,,		1888	564 9 8	306 13 7
Walcha to Mulerindi	,,		1885	527 3 10	64 2 6
Ennis and Gowrie Road, *via* McLennan's to Carney's Land	,,		1891	30 0 0	30 0 0
Flannagan's Swamp to Ourundumby	,,		,,	127 8 4	127 8 4
Ennis Punt to Glen Esk, Upper Plains	,,		1884	2,284 9 3	329 15 0
Waterloo to Moona Plains	,,		1891	61 18 9	61 18 9
Morton's Creek to Ennis Ferry and Telegraph Road	,,		,,	83 10 0	83 10 0
Rolland's Plains to Ballengary Wharf	,,		1885	436 15 9	188 7 6
Rolland's Plains to Yarrowell Falls	,,		1880	2,304 6 6	138 10 4
Rolland's Plains to Brid Bril Creek	,,		1891	91 4 0	91 4 0
Rolland's Plains and Yarrowell Falls to A. Egan's Corner	,,		1890	24 18 10	6 7 6
Rolland's Plains and Yarrowell Falls to Upper Wilson's Road	,,		1891	49 19 10	49 19 10
Bowraville to Upper South Arm	,,		1830	127 12 0	60 6 0
Bowraville to Lumley	,,		1879	3,704 11 9	231 6 3
Bowraville to Congarini	,,		1882	3,144 10 0	148 13 9
Green Hills to Nelson's, Warneton	,,		1881	2,180 11 8	278 18 2
Thone Creek from New England Road to Killmurry's Falls	,,		1891	228 8 0	228 8 0
Coopernook to Harrington	,,		1884	1,120 16 7	375 4 8
Coopernook to Upper Lansdowne	,,	Consolidated Revenue.	1887	406 17 3	250 0 0
Big Swamp to Coopernook Opening Road	,,		1890	280 13 0	278 18 0
Myers' Selection to Never Never Plains	,,		1884	1,095 3 1	156 19 9
Rawden Island Roads	,,		1885	722 1 4	111 18 4
Wingham, up Cedar Party Creek	,,		1882	1,561 19 2	180 16 0
Wingham and Nowendoc to Karaak Flat	,,		1884	458 13 0	68 10 6
Wingham, *via* Brimbin, to Lansdowne	,,		1885	605 6 0	66 10 0
Wingham, on left bank of Manning River, *via* Black Flat, to Nowendoc	,,		1883	10,906 18 0	925 1 4
Wingham to Tinonee and Gloucester Road	,,		1887	228 4 6	33 19 6
Wingham, *via* Dingo Creek, to Kelvin Grove	,,		1876	2,463 8 7	280 1 3
Wingham to Upper Dingo Creek and Marlee	,,		1890	68 10 0	45 10 0
Wingham and Wherrol Flat, *via* Bobbin Flat, to Upper Dingo Creek	,,		1876	1,912 17 4	227 7 10
Deviation at Charity Creek Road, Wingham to Black Flat	,,		1891	363 16 6	363 16 6
Marlee Post Office Deviation	,,		1890	123 6 0	60 6 0
Pappenburra Creek to Cowal	,,		1888	1,033 0 0	228 18 0
Long Reach to Clybucca	,,		1890	153 9 10	32 11 10
Cedar Party Road to Main Road Taree to Wingham	,,		1891	298 14 0	298 14 0
Cedar Party Road to Diamonds	,,		,,	89 1 9	89 1 9
Extension Cedar Party Road to Ogden's Crossing	,,		1890	288 19 2	0 17 8
Holey Flat to Stewart's River	,,		1889	345 15 0	128 19 9
Burril Creek to Kimbriki	,,		1890	196 17 6	186 14 6
Oakes Plains to Macleay Heads and Barbour's Selection	,,		,,	199 12 6	165 5 0
Oakes Plains to Macleay Heads	,,		1887	6,329 6 11	522 10 3
Oakes Plains to Nambucca	,,		1890	2,098 3 5	1,358 4 6
Protection River Bank, Lower Macleay	,,		1891	127 10 0	127 10 0
Wilson's River, *via* Bar Scrub, to Walcha	,,		1877	2,666 5 9	363 7 0
Clarkson's Crossing to Coolangalook	,,		1891	497 4 3	497 4 3
Botowah to Tinonee	,,		,,	227 12 5	227 12 5
Tinonee to Port Macquarie	,,		1872	36,685 19 1	3,661 13 4
Tinonee Wharf Approach	,,		1890	159 10 6	95 10 6
Tinonee to Clarkson's Crossing	,,		1876	3,133 12 10	431 1 0
Tinonee to Farquhar's Inlet	,,		1883	1,079 5 6	156 18 0
Tinonee to Wingham Ferry	,,		1876	2,288 1 0	178 10 9
Tinonee and Cundle Road to Wingham	,,		,,	3,291 19 5	171 15 9
Tinonee to Camden Haven	,,		1891	35 15 7	35 15 7
Cundle *via* Lansdowne to Jones' Island	,,		1876	3,493 7 6	32 10 9
Mullen's Crossing, near Sandy Creek Bridge to North Boundary Budden's Selection	,,		1891	137 0 0	137 0 0
Extension of Road up Killabakh Creek (Killabakh Road)	,,		1890	236 10 0	236 0 0
Ellenborough Bridge to Kirkham Falls	,,		,,	100 0 0	6 6 0
Khatambahl Creek at Junction, Barnett River to Scott's Selection	,,		,,	135 0 0	35 0 0
Upper Camden Haven to Laurieton	,,		1883	1,646 0 9	311 12 9
Wauchope to Carrington Bridge	,,		1888	448 7 9	47 12 6

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount Expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Wauchope to Beechwood Road	Maintenance, repair, and construction	Consolidated Revenue.	1890	64 2 0	36 3 0
Wauchope, westerly, to Port Macquarie and Walcha			1891	163 2 0	163 2 0
Wauchope to Cameron's Falls			1890	266 1 0	57 1 0
Road through Wauchope	"		1891	50 0 0	50 0 0
Failford to Taree and Forster	"		"	72 14 6	72 14 6
Taree to North Forster	"		1883	2,345 17 9	618 16 9
Warren's Lane	"		1891	53 0 0	53 0 0
Chatham to Taree and Wingham Road	"		"	58 14 2	58 14 2
Bow Hill Road, from Junction with Nowendoc Road	"		"	40 0 0	40 0 0
John's River Wharf to Upper Stewart's River	"		1890	227 11 6	127 5 6
Crossingham's, up Right Bank Stewart's River	"		1891	725 18 6	725 18 6
Oxley Island Roads	"		1887	2,479 15 7	326 19 0
Gosford to Lostock	"		1891	60 0 0	60 0 0
Chalk Hills to Apple-tree Flat	"		1884	407 14 8	58 4 0
Little Dingo Creek Road	"		1891	134 2 6	134 2 6
Dumaresq Island Ferry to Main Road, through Cundle	"		1890	50 19 0	45 14 0
Dumaresq Island Road	"		1891	206 18 0	206 18 0
Stroud to Tinonee	"		1875	51,636 18 5	4,654 6 0
Stroud, at Booral, across Karuah River	"		1890	103 3 0	15 3 0
Stroud Road to New Wharf	"		1891	1 9 0	1 9 0
Cameron's Crossing to Morill's Creek	"		"	47 1 0	47 1 0
Bungwall Road, widening cutting	"		1890	606 15 0	374 15 0
Bungwall to Seal Rocks	"		"	73 19 0	37 14 0
Alicetown to Tea Gardens	"		1891	454 9 6	454 9 6
Little River Road Crossing	"		"	72 12 9	72 12 9
Mear's Flat, between Bungwall and Bulladelah	"		1891	763 4 5	763 4 5
Mitchell Island Roads	"		1887	917 10 6	274 12 0
Forster Road through Tailford	"		1891	318 8 9	318 8 9
Koree Island Roads	"		1890	95 8 6	39 15 6
Bulladelah to Flyer's Creek	"		1889	756 17 0	81 16 0
Bulladelah to Coolangalook	"		1890	268 7 9	178 7 9
Bulladelah down the Myall	"		1891	70 0 0	70 0 0
Bulladelah, *via* Bungwall, to Foster	"		1878	6,842 3 3	473 1 9
Bulladelah and Bungwall Road round corner at Duck River	"		1891	10 0 0	10 0 0
Booral to Bulladelah	"		1876	7,862 18 9	476 15 0
Booral Wharf to Stroud Road	"		1891	358 10 6	358 10 6
Old Inn to Booral Road	"		1889	1,235 19 4	173 14 0
Upper Myall to Bulladelah	"		1877	6,760 6 10	765 13 7
Upper Myall to Larry's Flat	"		"	2,965 10 2	459 7 6
Upper Myall to Helen's Crossing on Brown's Creek	"		1891	168 2 0	168 2 0
Myall Lake to Seal Rocks Lighthouse	"		"	5 12 6	5 12 6
Hooke's Gate to Myle's Grant	"		1890	99 0 6	93 15 6
Flyer's Creek to Dorney's	"		1884	1,525 16 3	495 12 3
Shaw's to Cobark	"		1890	515 8 0	474 0 0
Shaw's to Barrington (Cobark Road)	"		1891	66 0 0	66 0 0
Bendolba to Little River	"		1876	3,303 4 2	414 9 3
Dungog to Stroud	"		"	3,950 6 3	502 15 8
Dungog to Weismantle's	"		1883	14 561 10 4	976 18 6
Dungog to Underbank	"		1887	4,208 19 11	542 14 5
Dungog and Gloucester Road to west corner Myle's Grant	"		1891	13 0 0	13 0 0
Dungog to Fosterton	"		1877	1,842 12 8	90 0 10
Dungog to Thalaba	"		1891	125 0 0	125 0 0
Dungog, up Karuah River	"		1890	268 17 6	172 16 6
Dungog to Wangat	"		1891	84 0 0	84 0 0
Cox's Creek Road to Paterson and Dungog Road	"		1889	140 0 0	40 0 0
Underbank to Upper Chichester	"		1891	40 0 0	40 0 0
Williamstown to Stroud at 12 Mile	"		1890	185 13 4	107 13 4
Gostwyck to New Park	"		1882	6,089 6 11	683 10 8
Wyee Platform to Maitland Road at Hue Hue	"		1890	222 16 6	112 16 6
Wyee Station, *via* Catherine Hill Bay to Swansea	"		"	160 0 0	30 0 0
Wamberal Road to Terrigal Haven	"		1891	299 18 0	299 18 0
Railway at Wyong to Bumble Hill	"		1890	2,501 6 4	1,173 13 0
Wyong Station Approach	"		1891	226 5 3	226 5 3
Wyong Creek, Yarramalong Washaways	"		1890	205 6 6	48 0 0
Railway Station, Gosford, *vi*a Narara to Mangrove Road	"		1891	1,030 0 0	1,030 0 0
Warkworth to Putty	"		1879	7,180 14 9	525 13 9
Laguna, over Watagan Mountain, to East foot of Main Range	"		1888	1,474 0 9	200 0 0
Brake Road to Vere Public School	"		1890	49 17 7	1 1 6
Millfield to Wollombi	"		1891	268 12 0	268 12 0
Wollombi to Congewai	"		1890	220 0 0	110 0 0
D. Campbell's, near Cessnock, *via* Mount View to Millfield	"		"	213 2 10	135 2 1
Ourimbah Platform to Water Reserve	"		1891	191 1 9	191 1 9
Ourimbah Road to Morris Bridge	"		"	75 0 0	75 0 0
Mangrove Road to Parkinson's Corner (Gosford to Blood Tree)	"		1890	200 0 0	75 0 0
Gosford and Mangrove Road, from Parkinson's Corner to 6-mile post, near Blackett	"		1891	44 2 3	44 2 3
Gosford Railway Station, *via* Narara to Parkinson's Corner	"		"	9 2 0	9 2 0
Gosford Railway Station to State Nursery	"		"	75 0 0	75 0 0
Gosford and Maitland Road to Blcomfield Hill	"		"	225 0 0	225 0 0
Bullock Wharf to Larry's Flat	"		1883	2,815 17 6	465 11 8
Tuggerah Beach Lake to selections east of Matchman's	"		1891	80 0 0	80 0 0
Tuggerah Beach Lake Road to Ocean Parade, Womberal	"		"	50 0 0	50 0 0
Cessnock to Rothbury Public School	"		1887	370 8 0	21 15 0
Cessnock, *via* Mount View to Millfield	"		1891	120 11 9	120 11 9
Cessnock to South Boundary of Josephson's	"		1884	1,762 14 9	16 17 7
Cessnock to M'Donald's, at Pokolbin	"		1887	356 6 11	28 7 6

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Cessnock Road	Maintenance, repair, and construction	Consolidated Revenue.	1890	122 7 1	76 1 9
Cessnock Road from Greta Railway Station to Allandale			1889	446 17 3	153 3 0
Mandolong and Jililly Road through Opperman's to W. Morris, C P			1891	100 0 0	100 0 0
Mandolong and Jililly Jililly to Yarramalong Road	,,		,,	30 0 0	30 0 0
Glebe, *via* Adamstown to New Lambton	,,		1886	2,670 5 2	271 16 3
Morresett Station to Cooranbong	,,		1891	980 3 6	980 3 6
Morresett Station to Mandalong	,,		,,	30 0 0	30 0 0
Broken Back Gap to Cooranbong	,,		1890	230 0 0	192 0 0
Cooranbong and Mount Vincent Road to Awaba Railway Station	,,		1891	200 0 0	200 0 0
Cooranbong to Newport	,,		1887	307 19 11	95 9 10
Wallsend to Gosford Road at Cooranbong	,,		1878	9,229 17 10	678 15 6
Wallsend to Sandgate	,,		1884	1,058 9 7	49 19 7
Wallsend to Lake Macquarie	,,		,,	3,544 15 4	211 11 0
Adamstown to Charlestown	,,		1890	224 0 6	53 11 6
Adamstown to Lake Macquarie	,,		1885	3,444 12 7	669 2 0
Lambton to Charlestown	,,		1883	2,448 12 3	64 1 10
Charlestown to Red Head	,,		1889	1,131 11 8	412 1 7
Main North Road to Branxton Public School and Court-house	,,		1890	52 12 7	33 17 7
Banfield to Glen William	,,		,,	100 0 0	50 0 0
Main North Road at Branxton to Dalwood Ford	,,		,,	155 0 0	125 0 0
Westbourne and Kensington Road, Bolwarra Subdivision, near West Maitland	,,		1891	46 2 9	46 2 9
Louth Park Road	,,		1890	114 0 0	44 0 0
Scotch Creek Road	,,		1891	256 17 1	256 17 1
Ellalong to Wallaby Gully	,,		,,	62 0 0	62 0 0
Maitland Road to Tuggerah Lakes	,,		,,	193 2 0	193 2 0
Maitland and Gosford Road to Broken Back Public School	,,		1890	93 4 10	90 0 0
Maitland and Paterson Road to Luskintyre Bridge	,,		1887	1,121 19 3	195 2 9
Maitland and Dagworth Road to Wallis Creek	,,		,,	355 9 6	36 0 0
West Maitland to Wollombi	,,		1891	245 12 6	245 12 6
West Maitland to Black Water Hole	,,		1885	3,352 3 9	476 3 9
West Maitland to Dunmore	,,		1883	2,346 19 2	705 9 1
West Maitland, *via* Louth Park, to East Maitland and Brisbane Water Roads	,,		1891	275 0 0	275 0 0
East Maitland and Paterson Road to Largs and West Maitland	,,		1890	515 3 5	453 2 6
Black Water Hole to Dividing Range	,,		1891	77 14 0	77 14 0
Maitland District Roads Fencing	,,		1889	4,051 13 0	301 13 0
Thornton Railway Station to East Maitland and Raymond Terrace Road	,,		1891	79 3 4	79 3 4
East Maitland to Freeman's Waterholes	,,		,,	1,112 5 5	1,112 5 5
Pitnacree Bridge to Dunmore Bridge (Washaways at Macrae's), East Maitland to Largs	,,		1890	185 0 0	80 0 0
Sandy Creek to East Maitland and Broken Back Gap	,,		1887	16,917 0 0	509 6 11
Stockton and Raymond Terrace Road to Salt Ash	,,		1891	37 14 0	37 14 0
Waratah to Maitland	,,		1882	11,218 6 5	1,545 6 10
Martin's Wharf Road	,,		1890	300 0 0	43 3 10
Raymond Terrace and Morpeth Road to Martin's Wharf	,,		1891	219 16 1	219 16 1
Raymond Terrace to Hexham	,,		1884	2,541 18 9	191 7 9
Raymond Terrace to Parading Ground	,,		1887	504 2 6	175 5 6
Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road	,,		1890	47 17 6	33 0 0
Raymond Terrace and Stroud Road to Raymond Terrace and Clarence Town Road (Caswell's Road)	,,		1891	68 12 5	68 12 5
Raymond Terrace east side of Williams River to Seaham	,,		1884	1,692 13 10	102 8 0
Raymond Terrace to Morpeth	,,		1887	2,235 2 5	459 3 3
Raymond Terrace to Stockton	,,		1882	8,183 0 2	1,420 8 4
Raymond Terrace to Stroud	,,		1878	26,985 0 8	2,040 17 7
Raymond Terrace to Limeburner's Creek	,,		1891	223 16 9	223 16 9
Ironbarks to Shannahan's	,,		1888	997 17 9	327 11 9
Clarence Town to Dungog	,,		1877	17 310 0 4	884 2 9
Clarence Town to Limeburner's Creek	,,		1884	2,279 10 4	327 17 6
Clarence Town and Dungog to Wharf, Clarence Town	,,		1890	172 2 0	132 2 0
Brookfield to Pine Brush, and Thalaba Road to Dungog	,,		1891	25 0 0	25 0 0
Dunmore to Clarence Town	,,		1887	6,321 2 1	264 7 6
Dunmore and Clarence Town Road to Seaham Punt	,,		1891	73 10 11	73 10 11
Dunmore to Paterson Punt	,,		1880	2,188 6 7	355 17 2
Dunmore and Clarence Town to Seaham Post Office	,,		1891	48 3 0	48 3 0
Lochinvar to Railway Station	,,		1885	318 5 3	74 6 0
Main North Road near Lochinvar, *via* Windemere, to S. Boyce's	,,		1891	150 0 0	150 0 0
Mount Kanwary to Hinton	,,		1887	844 2 10	190 1 9
Morpeth, *via* Hinton Punt, to Dunmore and Seaham	,,		,,	731 18 8	93 10 6
Morpeth and Largs Road to Junction Paterson Road	,,		1891	38 6 8	38 6 8
Midlawn Road, Hunter River	,,		1890	130 0 0	30 0 0
"Union Inn," Rutherford, to Melville Ford	,,		1885	493 0 2	94 8 1
Blackman's Point to Ennis Ferry	,,		1888	345 4 3	60 0 0
Rothbury Public School to Deep Creek and Allandale Road, near Wilks'	,,		1891	150 0 0	150 0 0
Hexham to Fullerton Cove	,,		1884	1,509 19 6	181 6 3
Alnwick Road, between Miller's Forest and Tarroo Railway Station	,,		1890	497 14 0	137 8 0
Young Wallsend to Minmi	,,		,,	765 2 1	532 2 1
Young Wallsend to Maitland	,,		1891	4 16 0	4 16 0
Minmi to Woodford	,,		1878	3 520 7 6	205 4 0
Plattsburg to Minmi	,,		1884	3 767 14 7	489 14 10
Harper's Hill to Allandale Railway Station	,,		1879	556 6 8	92 4 7
Bell's Mountain Road	,,		1891	58 17 0	58 17 0
Muswellbrook Road through M'Mahon's C. P. to Grass Tree	,,		,,	106 0 0	106 0 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Muswellbrook to Denman and Cassilis	Maintenance,		1888	2,613 17 2	1,027 13 2
Muswellbrook to Nundle	repair, and		1890	260 0 0	60 0 0
Muswellbrook to Jerry's Plains, *via* Russell's	construction		,,	99 5 6	0 13 6
Muswellbrook to Denman	,,		1876	7,133 12 9	697 0 3
Muswellbrook to Denman Protection of River Bank, near Denman	,,		1891	10 11 6	10 11 6
Deviation of Road to Glendon Brook Bridge	,,		,,	79 0 0	79 0 0
Main North Road Rix's Creek, *via* Glennies, to Camberwell and Goorangoola Roads	,,		1890	235 17 8	157 6 8
Main North Road to Lincoln's Creek (Muscle Creek Road)	,,		1885	1,402 1 5	123 15 0
Glennies, *via* Chilcott's Flat, to Camberwell and Goorangoola Roads	,,		1891	49 2 5	49 2 5
Dulwich North Boundary at Chilcott's Flat, to Camberwell and Goorangoola Roads	,,		,,	12 6 0	12 6 0
Brandy Creek, *via* Goorangoola, to Dry Creek	,,		,,	167 6 8	167 6 8
Road to Upper Wybong	,,		,,	84 0 0	84 0 0
Coolah, *via* Riversdale, to Coonabarabran	,,		1890	1,153 1 9	451 18 3
Coolah to Malally	,,		1887	6,249 6 7	1,244 14 10
Coolah, *via* Birriwa, to Gulgong	,,		1885	8,110 4 2	2,078 18 2
Duffey's Lane, South Coolah	,,		1891	63 15 0	63 15 0
Road at Bellford, between Slattery's and Kirkton Road	,,		,,	48 13 6	48 13 6
Aarons' Pass to Pyrmell	,,		,,	29 5 6	29 5 6
Denman and Cassilis Road to Wollar	,,		1888	3,495 3 1	457 7 1
Denman to Merriwa	,,		1887	3,300 4 2	1,161 7 7
Wybong Drogheda Road	,,		1891	18 19 7	18 19 7
Merriwa Road to Upper Dartbrook and Sparks' Creek	,,		1888	513 11 9	305 0 9
Merriwa Streets	,,		1890	274 1 1	144 1 1
Merriwa to Cassilis	,,		1891	386 15 7	386 15 7
Stewart Brook to Belltrees	,,		1889	1 256 17 5	866 17 10
Stewart Brook and Merriwa Roads	,,		1891	75 0 0	75 0 0
Kyuga Road	,,		1889	364 3 4	126 14 0
Kyuga to Castle Rock	,,		1890	111 13 1	109 9 8
North Road, Munimba, to Jerry's Plains	,,		1882	2,056 2 4	80 0 5
Moonan to Kangaroo Flat	,,		1891	320 1 3	320 1 3
Scone to Denison Diggings, at Moonan	,,		1879	4,080 4 5	538 5 1
Scone to Merriwa	,,		1877	5,620 8 7	619 5 3
Aberdeen, up Rouchel Brook, to Scrumlow	,,		1882	2,342 2 1	288 2 9
Road to Public School, Aberdeen	,,		1891	114 0 0	114 0 0
Singleton, *via* Workworth, to Jerry's Plains	,,		1890	524 12 1	374 12 1
Singleton to Brandy Creek	,,		1891	1 142 10 0	1,142 10 0
Singleton, *via* Newbridge, to Cooper's Flat	,,		1884	3,343 3 8	506 1 4
Ford at Singleton to Darlington Road	,,		1891	149 3 4	149 3 4
Main North Road between Singleton and Whittingham Railway Platforms	,,	Consolidated Revenue	1890	443 6 10	283 13 1
Jerry's Plains to Denman	,,		1884	1,407 17 11	123 9 7
Castlereagh River, along Eastern Bank at M'Guires	,,		1891	29 14 6	29 14 6
Coonabarabran to Merregoen	,,		1880	8,888 9 8	635 5 4
Coonabarabran to Bomera	,,		1891	195 3 6	195 3 6
Coonabarabran to Wingadgeon	,,		1882	4,867 3 10	825 14 0
Coonabarabran along East Bank Castlereagh River	,,		1891	87 1 10	87 1 10
Coonabarabran to Mundooran	,,		1891	1,138 6 8	1,138 6 8
Coonabarabran to Uhamambri	,,		1888	376 18 4	28 17 10
Coonabarabran to Malally	,,		1887	2,187 15 6	485 15 7
Binnaway Flood Damages	,,		1891	30 11 6	30 11 6
Road to Quipolly Platform at Burdies	,,		,,	92 17 4	92 17 4
Kangaroo Flat to Quirindi	,,		,,	49 16 10	49 16 10
Quirindi, up Jacob and Joseph Creeks	,,		1879	866 19 0	48 12 0
Quirindi to Werris Creek	,,		1891	3 12 6	3 12 6
Quirindi Streets	,,		1890	82 10 9	20 0 8
Quirindi to Yarraman	,,		1887	1,740 13 11	689 13 7
Quirindi, *via* Yarraman, to Coonabarabran and Bundella	,,		1890	276 14 9	186 14 9
Quirindi, *via* Colly Blue, to Tambar	,,		1885	4,621 19 2	1,057 11 5
Yarraman, *via* Bundella, to Bomera	,,		1891	140 16 9	140 16 9
Yarraman to Coomoo Coomoo	,,		,,	263 0 0	263 0 0
Yarraman to Black Creek	,,		,,	16 8 4	16 8 4
Willow Tree to Gunnedah	,,		1868	35,864 12 2	395 9 3
Gunnedah to Narrabri	,,		1884	4,021 0 2	260 19 5
Gunnedah to Mandemar Range	,,		1891	17 0 4	17 0 4
Gunnedah to Barraba	,,		1882	3,389 3 5	164 10 0
Gunnedah to Malally	,,		1888	3,824 8 5	1,057 12 3
Gunnedah to Malally, and Malally to Plains	,,		1891	863 9 1	863 9 1
Gunnedah to Wandobah	,,		1889	97 1 0	10 10 3
Gunnedah to Carroll, north bank of Namoi	,,		1891	163 5 6	168 5 6
Gunnedah to Somerton	,,		1890	719 4 6	718 2 3
Borah Creek Road	,,		1891	40 15 8	40 15 8
Sandy Hill to Boorook	,,		1888	313 19 0	124 11 8
Box Tree Road to Sandy Creek	,,		1891	25 10 0	25 10 0
Wallabadah to Quirindi	,,		1878	4,016 1 1	426 18 8
Wallabadah to Nundle and Swamp Creek	,,		1882	5,026 0 7	504 7 9
Blandford to Isis River	,,		,,	1,875 6 0	229 3 3
Nowendoc to Walcha	,,		1879	3,930 18 5	208 16 3
Gloucester Electorate Roads	,,		1891	3 3 5	3 3 5
Gloucester to Copeland	,,		1880	3 504 5 2	419 15 9
Gloucester to Cobark	,,		1885	1 533 2 8	330 8 3
Gloucester to Nowendoc	,,		1879	6,741 4 9	582 18 6
Upper Gloucester to Copeland	,,		1891	69 1 3	69 1 3
Bowling Point to Dungowan	,,		1884	804 4 11	81 11 2
Farquharson's Siding to Swamp Oak Gold-fields	,,		1891	250 0 0	2 0 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 31 December, 189-			Amount expended in 1891		
ROADS AND BRIDGES—*continued.*				£	s.	d.	£	s.	d.
Dungowan Creek, *via* Cadell's, to head of Ogumbil Creek	Maintenance, repair, and construction.	Consolidated Revenue.	1879	2,133	9	11	194	8	7
Dungowan Creek, near Moore's, to Niangla and Rywang Gold-fields			1891	591	19	6	591	19	6
Dungowan Creek, north bank of river to Cadell's Station			1878	770	3	2	117	9	5
Railway to Niangla			1891	6	0	0	6	0	0
Cutting Burr's Werris Creek to Quipolly	,,		,,	29	8	6	29	8	6
Moonbi to Swamp Oak Diggings and Nulla Creek Farms	,,		1890	78	7	4	65	0	0
Gap Road from Moonbi Railway Station to Nundle Road	,,		1891	14	5	11	14	5	11
Carrabubula to Pillaway	,,		,,	136	15	5	136	15	5
Werris Creek, *via* Carrabubula, to Tamworth	,,		1880	7,050	9	7	315	7	4
Peel River Company's Gate to Duri Railway Platform	,,		1891	33	10	0	33	10	0
Tamworth to Bowling Alley Point and Nundle	,,		1878	18,718	8	3	1,947	15	10
Tamworth to the Forest	,,		1883	409	4	8	28	5	6
Tamworth to Gunnedah	,,		1874	25,088	13	9	281	14	7
Tamworth to Manilla	,,		1864	25,255	8	11	202	4	1
Tamworth to Barraba	,,		1891	3,073	0	9	3,073	0	9
Tamworth, *via* Moore Creek, to Attunga	,,		1878	1,047	0	5	174	0	8
Tamworth to Somerton	,,		1891	373	13	0	373	13	0
Hanging Rock to Glen Morrison	,,		1890	310	13	9	112	12	0
Hanging Rock to Isaackson's Mine	,,		1891	14	17	3	14	17	3
New England Road to Turner's Flat	,,		1885	458	14	3	52	7	0
New England Road to Antimony Mines	,,		1891	148	4	0	148	4	0
New England Road to Hickey's Creek	,,		1885	926	15	5	73	1	6
New England Road to Moombar	,,		1891	315	6	0	95	6	0
New England Road to Wabra	,,		1890	168	0	8	69	0	0
New England Tableland, down Gulf to Hillgrove Mines	,,		1891	494	17	3	494	17	3
Nemingha Flat Road to Bowling Alley Point	,,		1887	591	5	5	36	7	11
Attunga to Somerton	,,		,,	437	1	0	132	11	0
Somerton to Manilla	,,		1891	36	0	0	36	0	0
Bringelly Cross Roads to Cobbitty Road	,,		1881	462	13	6	19	10	0
Bringelly Cross Roads to Narellan	,,		1891	313	0	0	313	0	0
Helensburgh to Lilyvale	,,		,,	320	0	0	320	0	0
Road to Cemetery at Helensburgh	,,		,,	440	0	0	440	0	0
Campbelltown to Narellan	,,		1889	512	15	7	Nil.		
Campbelltown to National Park	,,		,,	1,020	0	0	260	0	0
Road to George's River at Campbelltown	,,		1891	20	0	0	20	0	0
Saltpan Creek Bridge to Georges' River	,,		,,	60	0	0	60	0	0
Entrance to National Park from Railway Gates	,,		,,	41	5	0	41	5	0
Leumeah to National Park	,,		,,	208	10	0	208	10	0
Russell Street, Village of Emu	,,		,,	9	0	0	9	0	0
Main South Road to Cobbitty	,,		,,	60	0	0	60	0	0
Main South Road, Camden, to Mulgoa Forest and Vaudeville	,,		1888	511	1	2	21	17	7
Main South Road, Picton, to Windmill Hill	,,	Loans.	1891	418	16	2	418	16	2
Main South Road, Bowral, to the Wombeyan Caves	,,		1890	1,193	10	7	588	15	8
Road leading from Main South Road to Farms on Razorback	,,		1891	23	8	0	23	8	0
Camden to the Oakes	,,		1890	957	3	2	730	10	8
Thirlmere to the Oakes	,,		1891	141	0	0	141	0	0
Thirlmere to Cedar Creek	,,		1890	170	0	0	25	0	0
Thirlmere to Main South Road at Ashcrofts	,,		1891	123	0	0	123	0	0
Picton, *via* Vauderville, to foot of Burrogorang Mountain	,,		1874	15,464	7	9	916	3	1
Deviation Burrogorang Road	,,		1891	950	14	6	950	14	6
Foot of Burrogorang Mountain to Cox's River	,,		1881	1,110	1	0	65	4	3
Foot of Burrogorang Mountain up Wollondilly River	,,		1882	1,022	17	4	77	16	7
Main South Coast Road	,,		1879	84,977	8	11	8,815	11	7
Main South Coast Road to North Huskisson	,,		1891	211	18	0	211	18	0
North Huskisson Wharf to Public School	,,		,,	90	0	0	90	0	0
Bottle Forest to Darke's Forest	,,		,,	230	0	0	230	0	0
Cross Roads, from Bowral and Kangaloon Road, at Mr. Lamb's	,,		1890	130	15	7	86	15	7
Old South Road, Bowral, to Burradoo Platform	,,		1889	873	8	2	235	13	2
Bowral to Robertson	,,		1874	14,144	7	6	1,252	16	1
Nowra to Yalwal	,,		1881	3,186	17	0	329	19	1
Nowra, *via* Nerriga, to Braidwood	,,		1882	7,028	15	4	1,129	8	2
Nowra Bridge and Illaroo Trust Road to Budgong	,,		1891	60	0	0	60	0	0
Numba Roads	,,		,,	100	0	0	100	0	0
Ulladulla to Bridge over Burril Creek	,,	Consolidated Revenue.	1890	392	16	10	128	17	5
Tomerong to Jervis Bay	,,		1886	585	4	5	112	15	1
Tomerong to South Huskisson	,,		1891	125	4	0	125	4	0
Burrier to Yalwal	,,		1890	100	0	0	50	0	0
Upper to Lower Yalwal	,,		1891	50	0	0	50	0	0
Cambewarra Mountain to Kangaroo Mountain	,,		1889	490	11	9	209	3	0
Kangaroo Valley to Nowra	,,		1890	908	1	9	608	8	6
Kangaroo Valley to Berry	,,		1888	1,567	6	2	549	15	5
Kangaroo Mountain to Kangaroo Valley	,,		1882	1,118	17	1	150	14	3
Bundanoon to Old South Road	,,		1888	817	7	11	312	8	6
Bundanoon to Exeter	,,		1891	70	0	0	70	0	0
Alcorn's Store to Macquarie Pass	,,		1880	650	4	0	80	0	0
Wollongong-Kiama Road, *via* Mt. Kiera, to Appin	,,		1891	116	0	0	116	0	0
Appin to Brook's Point	,,		1884	350	19	3	64	3	3
Appin, through Macquarie Dale, to Nepean River	,,		1890	121	0	0	71	0	0
Old South Road, Wollondilly, to Little Forest	,,		1875	15,660	2	11	1,144	11	0
Bulli, *via* Coal Cliff, to Blue gum Forest	,,		1882	9,713	5	0	516	3	5
Bulli Pass to Cataract River	,,		1880	861	7	5	10	1	7
Heathcote to Top of Bulli Pass	,,		1890	318	4	7	43	17	6
Heathcote Station to Brickyards	,,		1891	74	6	9	74	6	9
Mittagong, towards Diamond Fields	,,		1879	1,439	10	6	399	14	8
Mittagong to Joadja Creek	,,		1883	656	9	10	23	13	3
Mittagong to Old South Road	,,		1891	300	0	0	300	0	0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
ROADS AND BRIDGES—*continued.*				£ s. d.	£ s. d.
Kangaloon Road to Macquarie Pass	Maintenance,		1890	984 16 8	516 18 1
West Kangaloon to Macquarie Pass and Illawarra Road	repair, and		,,	162 12 6	68 12 6
East to West Kangaloon	construction.		1891	377 8 0	377 8 0
Robertson to Macquarie Pass	,,		1890	153 13 1	88 2 6
Burrawang to Robertson	,,		1884	847 18 3	239 4 0
Cutting, Tangye's Hill, Sutton Forest, to Main South Road	,,		1891	704 2 1.	704 2 1
Sutton Forest to Main South Road, near Cowley's	,,		1887	363 3 0	76 16 7
Sutton Forest to Bundanoon	,,		1882	1,598 18 10	324 13 7
Burradoo to Berrima	,,		1890	138 11 7	78 11 7
Berrima to Mandemar	,,		,,	187 12 6	27 0 0
Berrima to Moss Vale	,,		,,	619 11 0	278 15 0
Berrima to Bowral	,,		1882	1,769 2 9	75 10 3
Berrima, *via* Soapy Flat, to Joadja Creek	,,		1890	339 19 9	124 16 9
Main South Road, Bannaby towards Bullio	,,		,,	497 7 8	325 14 9
Fitzroy Falls, *via* Belmore Falls, to Rosgall Road	,,		,,	883 2 1	557 18 9
Woodhill to Berry	,,		1891	360 11 0	360 11 0
Blenkinsopp's to Wild's Meadow	,,		1890	256 10 6	118 12 0
Shoalhaven Road at Cunningham's to Wild's Meadow Road, *via* Yairunga P. S.	,,		1891	105 0 0	105 0 0
Wild's Meadow to Emu Butter Factory	,,		,,	50 0 0	50 0 0
Helensburg to Public School	,,		,,	49 8 2	49 8 2
Waterfall to Otford Hill, through Helensburgh	,,		1890	583 19 7	160 6 3
Otford to Bald Hill	,,		1891	141 17 9	141 17 9
Hoddle's Road	,,		,,	62 10 0	62 10 0
Approach to Kiama Railway Station	,,		,,	96 17 6	96 17 6
Approach to Albion Park Railway Station	,,		1890	374 8 6	24 14 0
Balmoral to Saddle Bridge	,,		1891	125 0 0	125 0 0
Protecting Bank, Mullet Creek Bow Bridge	,,		,,	69 11 0	69 11 0
Repairs, Brown Mountain Road	,,		,,	10 3 0	10 3 0
Twelve Mile to Sawyer's Point	,,		,,	56 10 5	56 10 5
Tait's Hotel to Lumsden's Corner	,,		1888	503 6 4	204 1 10
Main South Road to Barber's Creek Platform	,,		1891	42 0 0	42 0 0
Old South Road, Moss Vale	,,		1890	383 5 8	185 15 1
Meryla to Moss Vale	,,		1891	140 15 0	140 15 0
Moss Vale to Wallenderry (Meryla Road)	,,		1882	4,116 16 6	774 1 10
Moss Vale Road to Soper's Corner	,,		1891	91 12 0	91 12 0
Moss Vale towards Kiama	,,		1890	1,621 8 8	1,131 19 1
Moss Vale, *via* Robertson, to Jamberoo	,,		1878	19,023 0 8	366 6 4
Moss Vale to Kangaroo Valley	,,		1890	2,069 1 1	1,541 14 2
Moss Vale to Nowra	,,	Consolidated Revenue.	1880	16,989 0 3	150 0 0
Moss Vale to Shoalhaven	,,		1891	309 8 0	309 8 0
Sheepwash Road, between Moss Vale, Kiama Road, and Kangaloon	,,		,,	301 14 0	301 14 0
Goulburn to Cooma	,,		1874	119,309 1 8	2,085 3 11
Goulburn and Wheeo Road, at Hawthorne Tree, to Wheeo and Crookwell Road	,,		1882	392 2 5	37 14 9
Goulburn and Wheeo Road, west of Retreat Inn	,,		1891	30 0 0	30 0 0
Goulburn to Pomeroy	,,		1880	4,176 3 9	298 12 7
Goulburn to Upper Tarlo and Roslyn	,,		1878	6,244 3 10	425 0 1
Goulburn and Binda Road, at Carter's, to Goulburn and Wheeo Road, near Wollondilly (Middle Creek Road)	,,		1887	509 4 7	80 1 6
Goulburn and Binda Road, Mount Wayo to Abercrombie	,,		1881	27,868 1 6	2,798 17 11
Goulburn and Tuena, *via* Fullerton, to Sherwood	,,		1886	1,553 14 4	55 9 6
Goulburn and Taralga Road, to Taralga Show Grounds, and Carrington Park.	,,		1891	39 19 5	39 19 5
Goulburn to Bungonia	,,		1874	6,341 15 10	226 0 11
Goulburn to Taralga	,,		1888	4,462 8 0	614 9 6
Goulburn to Boxer's Creek	,,		1887	168 8 0	.. .. ..
Goulburn to Crookwell	,,		1876	29,768 1 8	1,359 9 6
Goulburn to Windellima	,,		,,	8,198 5 9	269 6 0
Goulburn and Collector Road to Thornford	,,		1891	59 6 0	59 6 0
Goulburn, *via* Gullen, to Wheeo	,,		1874	30,132 9 2	827 6 0
Boxer's Creek, from Sydney Road, up Boxer's Creek	,,		1891	60 14 6	60 14 6
Long Reach to Big Hill Post Office	,,		1888	173 3 2	1 10 0
Rossi's to Coggins (Old Pegar Road)	,,		1890	89 13 3	19 13 3
Woore Post Office to Goulburn and Wheeo	,,		1891	35 0 0	35 0 0
Kippelaw, *via* Gurrunda, to Bialla	,,		1888	915 2 6	186 0 11
Gurrunda Road near Kippelaw, *via* Parkesbourne, to Bredalbane Railway Station	,,		1887	382 5 3	51 0 6
Parkesbourne to Barker's Run of Water	,,		,,	254 7 1	27 15 11
Lake Bathurst to Currawang	,,		1891	19 19 0	19 19 0
South Road Towrang to Paddy's River	,,		1881	1,418 19 0	142 2 9
Richlands to Wearborough Creek	,,		1889	70 0 0	30 0 0
Richlands to Wombeyan Caves	,,		1887	846 11 3	198 5 0
Gundaroo towards Collector	,,		1890	281 6 6	227 4 3
Collector to Gunning	,,		1878	3,296 13 11	167 10 5
Collector to Lake George	,,		1891	8 18 0	8 18 0
Collector towards Goulburn	,,		1874	4,638 6 7	239 11 0
Collector, *via* Currawang, to Tiranna	,,		1882	4,156 8 7	185 5 6
Collector to Breadalbane	,,		1881	1,984 0 6	73 11 6
Campbell's Lane, Middle Arm, to Rhyanna	,,		1884	727 3 2	29 19 6
Marsden's Bridge, *via* Ravensworth, to Tarlo Road	,,		1890	63 12 0	28 12 0
Cotta Walla to Mount Mayo and Peelwood	,,		1881	1,383 4 10	109 2 8
Approach to Post Office, Crookwell	,,		1891	32 17 7	32 17 7
Crookwell to Cotta Walla	,,		1890	46 0 0	18 0 0
Crookwell, *via* Red Ground, to Laggan and Binda	,,		1883	658 0 6	136 16 6
Crookwell Road, *via* Limekilns, to Goulburn and Tarlo Road	,,		1890	66 0 0	....
Crookwell, *via* Grabben Gullen, to Gunning	,,		1882	2,322 18 6	474 17 10

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, Amount of Expenditure to 31 December, 1891	Amount expended in 1891.
				£ s. d	£ s. d.
ROADS AND BRIDGES—*continued.*					
Crookwell to Binda	Maintenance,		1890	866 10 1	425 1 0
Straithaird Road, between Crookwell Road and Road Gouldburn to Taralga	repair, and construction.		1891	59 19 0	59 19 0
Mummel to the Junction	"		1887	145 19 8	... .
Bungonia to Inverary Park	"		1885	438 1 5	66 3 9
Bungonia Road to Jaque's and Windellima	"		1891	54 11 6	54 11 6
Stonequarry to Leighwood	"		1887	303 9 6	41 17 6
Gullen, *via* Crookwell, to Laggan and Taralga	"		1874	7,435 8 11	922 15 11
Laggan to Leighwood	"		1887	387 1 3	91 9 0
Laggan to Binda	"		1875	2,511 5 10	69 10 6
Laggan to Taralga	"		1891	26 9 4	26 9 4
Yalbraith and Taralga Road to Cemetery	"		"	19 15 0	19 15 0
Golspie to Taralga and Rockwell	"		1881	955 2 2	56 9 6
Taralga, *via* Bannaby and Swallowtail, towards Marulan	"		1882	850 13 6	9 8 6
Taralga, *via* Bannaby, to Big Hill	"		1891	457 0 8	457 0 8
Taralga to Curraweela	"		1888	619 12 6	194 2 6
Taralga to Stonequarry	"		1887	794 0 1	202 11 7
Taralga, *via* Guinecor Creek, towards Wombeyan Caves	"		1891	88 6 3	88 6 3
Marulan to Limekilns	"		1882	2,717 2 0	78 17 6
Marulan to Windellima	"		1878	9,118 17 1	216 3 6
Marulan to Greenwich Park	"		1879	3,597 19 11	55 13 0
Greenwich Park to Towrang	"		1882	2,002 4 0	162 0 3
Dalton to Narrawa	"		1882	2,577 2 2	441 10 3
Dalton and Narrawa Road to Junction of Pudman Road	"		1885	718 4 1	69 15 3
Dalton, *via* Jerrawa, to Yass	"		1880	1,825 6 11	307 7 5
Dalton to Gunning	"		1884	2,110 10 4	457 3 8
Dalton to Burrowa	"		1885	3,844 5 9	443 2 6
Dalton and Burrowa Road to Yass	"		1890	226 17 0	204 10 0
Gunning to Berrybanglo	"		1891	85 14 6	85 14 6
Basin Creek Crossing	"		"	21 15 0	21 15 0
Binda to Peelwood	"		1879	945 2 0	109 10 6
Binda to Bigga	"		1885	1,416 16 0	284 2 4
Binda and Bigga Road, *via* Junction, to Tuena	"		1888	687 13 3	154 3 6
Bigga to Abercrombie	"		1879	1,174 10 3	126 14 9
Bigga to Hammonds	"		1891	200 0 0	200 0 0
Sandy Creek Crossing at Bigga	"		"	59 0 0	59 0 0
Wheeo to Crookwell	"		1884	3,818 16 5	257 6 6
Wheeo to Binda	"		1877	1,540 9 6	84 0 7
Wheeo and Crookwell Road, at Ryan's, *via* Native Dog Flat, to Crookwell and Gunning	"		1889	149 4 5	66 11 3
Wheeo Post Office to Gunning	"		1888	792 9 5	275 1 5
Wheeo to Burrowa	"	Consolidated Revenue.	1879	7,425 7 2	398 13 2
Sharpening-stone Creek to Burrowa	"		1872	8,177 13 0	413 7 0
Binalong to Pine Hill Creek	"		1891	34 19 6	34 19 6
Binalong to Burrowa	"		1877	11,849 18 7	679 17 3
Binalong to Cemetery Road	"		1891	6 7 6	6 7 6
Binalong to Murrumburrah	"		"	19 3 6	19 3 6
Crossing Uriarra Creek at Uriarra Homestead	"		"	15 1 0	15 1 0
Uriarra Ford on Murrumbidgee River, *via* Queanbeyan, to Mullion and Taemas Bridge	"		"	40 0 0	40 0 0
Queanbeyan, *via* Yaralumla, to Uriarra Post Office	"		1881	2,099 5 2	127 2 9
Queanbeyan and Gundaroo to Gunning	"		1874	24,414 8 6	1,326 10 3
Queanbeyan, *via* Lanyan Ford, to Naas	"		1891	129 13 11	129 13 11
Queanbeyan to Murrumbateman	"		1878	9,076 13 11	571 11 6
Queanbeyan and Uriarra Road to Queanbeyan and Lanyon Road	"		1891	99 10 0	99 10 0
Lanyan Road, Queanbeyan	"		"	100 0 0	100 0 0
Monaro-street, Queanbeyan, Drainage	"		"	28 8 7	28 8 7
Yass to Fairfield Bridge	"		1875	5,461 1 10	167 10 6
Yass to Woolgarlo	"		"	3,614 18 4	95 17 3
Yass to Black Range	"		1885	297 17 11	100 7 8
Yass to Toomarooma	"		1890	870 1 7	746 1 4
Yass to Bungendore	"		1882	8,259 13 4	524 6 8
Yass Road to Railway Crossing at Joppa Junction	"		1891	19 19 6	19 19 6
Kitty's Creek to Dog Trap Ford, Murrumbidgee	"		1888	473 16 9	229 0 0
Waroo, *via* Boambolo Ford, to Mullion	"		1891	106 18 6	106 18 6
Fencing Taemas Bridge to Brindabella, through D. Campbell's Land, portion 65	"		"	64 7 0	64 7 0
Causeway, Dalton's Creek, at Starr's Crossing	"		"	20 1 9	20 1 9
Canberra and Weetangra to Junction of Uriarra Road	"		1887	215 5 8	43 15 0
Gininderra to Weetangra	"		1884	399 16 3	97 10 0
Weetangra to Yarralumla and Coffin's Grant	"		1891	90 7 6	90 7 6
Bungendore Road, *via* Mac's Reef, towards Gininderra	"		1890	996 18 5	114 1 3
Bungendore to Captain's Flat	"		1889	4,322 6 0	1,532 8 6
Bungendore to Doughboy Hill	"		1882	3 440 19 8	258 11 1
Bungendore, *via* Molonglo, to Black Range	"		1881	728 4 9	168 6 11
Bungendore and Gininderra Road to Majura	"		1890	86 17 6	39 17 6
Intercepting Drain, Bungendore	"		1891	134 8 0	134 8 0
Molonglo to Findery Crossing	"		"	69 1 0	69 1 0
Bowning to Binalong	"		1878	3,199 13 9	22 17 10
Streets of Upper Town, Captain's Flat	"		1891	6 9 6	6 9 6
Bookham to Illalong	"		1884	514 13 11	31 15 0
Bookham to Chidowla	"		1885	540 3 9	98 0 0
South Road, Bookham to Cooradigbee Junction	"		1881	1,167 18 0	174 19 10
Gunning's Flat to Reid's Flat	"		1891	28 10 0	28 10 0
Graham's, *via* Frogmore, to Junction of Wheeo and Burrowa Road	"		1882	1,525 10 9	130 17 9
Green's to Yeumburrah	"		1891	7 16 2	7 16 2

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Burrowa to Young	Maintenance, repair, and construction.		1876	12,122 1 11	392 7 5
Burrowa to Galong Railway Station			1890	198 15 0	38 9 0
Burrowa to Kenya			1885	1,370 0 9	97 12 0
Burrowa Road, near Walls, to Bowning	,, ...		1890	108 15 9	72 5 0
Crossing Burrowa Road, Lower Brial	,, ...		1891	29 19 6	29 19 6
Murrumburrah to Harden	,, ...		1887	338 15 0	22 8 6
Murrumburrah, *via* Wombat, to Young	,, ...		1889	1,526 13 3	375 0 9
Kingsvale to Murrumburrah at Rock Hill	,, ...		1891	92 14 0	92 14 0
Jugiong to Murrumburrah	,, ...		1887	1,769 15 0	254 12 2
Wallendbeen to Murrumburrah	,, ...		1889	352 19 5	192 8 3
Cullinga to Wallendbeen	,, ...		1883	835 3 10	86 13 6
Church of England to S. Keiths, Cullinga	,, ...		1890	49 12 6	9 0 6
Young to Moppity	,, ...		1880	1,125 13 4	35 0 10
Young, *via* Bulla and Jerrybang, to Bumbaldery	,, ...		1888	741 9 4	200 13 8
Young to Douglas Gap	,, ...		1891	74 18 10	74 18 10
Young to Temora	,, ...		1883	7,577 4 6	723 16 4
Young and Temora Road to Upper Stony Creek	,, ...		1891	49 7 6	49 7 6
Young to Grenfell	,, ...		1888	5,260 17 7	761 15 8
Crossing Wollondilly Creek, Old Young and Temora Road	,, ...		1891	29 18 6	29 18 6
Back Creek District to Young	,, ...		,,	48 12 0	48 12 0
Morangorell to Young	,, ...		1887	4,634 1 9	764 2 6
Bimbi, *via* Thuddingra, to Burrangong	,, ...		1872	3,350 8 7	72 15 9
Monteagle Platform to Township	,, ...		1890	75 0 0	23 12 0
Douglas to Harden	,, ...		1888	666 10 1	129 13 5
Harden to Maringo	,, ...		1891	36 17 9	36 17 9
Elrington to Araluen	,, ...		1870	2,711 12 3	401 1 6
Elrington to Balallaba	,, ...		1875	1,471 5 3	12 17 9
Monga to Major's Creek and Elrington	,, ...		1871	6,011 8 5	232 0 11
Major's Creek to Fairfield	,, ...		1880	3,749 11 6	224 15 3
Nerriga to Timberlight	,, ...		1889	154 1 7	104 7 4
Charleyong to Tarago	,, ...		1891	130 10 0	130 10 0
Tarago to Braidwood	,, ...		1866	81,913 19 8	1,773 18 7
Bredbo Station to Braidwood	,, ...		1890	1,332 13 2	866 12 1
Braidwood to Elrington	,, ...		1872	4,125 7 1	340 19 3
Braidwood, *via* Molongo, to Queanbeyan	,, ...		1890	778 10 3	499 17 11
Braidwood and Tarago Road, *via* Larbert, to Lower Boro and Tarago	,, ...		1881	1,108 1 6	312 11 7
Braidwood and Tarago Road, *via* Colombo, towards Warri	,, ...		1891	31 12 4	31 12 4
Braidwood to Sergeant's Point	,, ...		1881	2,263 11 6	365 7 10
Braidwood, *via* Reidsdale, to Bell's Creek	,, ...		1872	2,401 17 4	294 3 9
Braidwood to Araluen	,, ...		1864	17,628 17 7	1,031 8 5
Braidwood and Cooma Road, at 12-Mile Post to Captain's Flat	,, ...		1891	207 7 0	207 7 0
Braidwood to Nelligen (Clyde Road)	,, ...		1863	34,836 11 7	1,320 15 6
Sergeant's Point to Clyde Road	,, ...	Consolidated Revenue.	1887	499 0 2	79 14 7
Sergeant's Point to Bob's Creek	,, ...		1891	85 15 6	85 15 6
Windellima, *via* Gegg's and Oalen, to Braidwood and Nerriga Road	,, ...		1888	420 10 2	90 14 2
Cropper's Lane, Windellima, to Boro	,, ...		1891	135 3 3	135 3 3
Termeil to Burril Bridge	,, ...		,,	201 2 3	201 2 3
Cowra Road, near Rosebrook, towards Bredbo	,, ...		,,	3 0 9	3 0 9
Bergalia Post Office to Bingie Bingie	,, ...		1889	116 17 0	76 17 0
Jerrabat Gully Road	,, ...		1891	68 9 6	68 9 6
Hoskington to Saw Mill and Harold's Cross	,, ...		1890	165 9 6	89 12 0
Foxlow, *via* Hoskington, to Seven-mile Post	,, ...		,,	199 8 9	46 12 11
Reidsdale to Warnumbucca (Tudor Valley Road)	,, ...		1889	66 5 6	6 5 6
Vulcan-street to Moruya Wharf	,, ...		1890	48 7 0	16 7 0
Road through Agricultural Show Grounds, Moruya	,, ...		1891	5 5 6	5 5 6
Congo to Moruya	,, ...		,,	27 12 0	27 12 0
Moruya to Gundary and Yarragee	,, ...		1887	173 6 10	43 1 2
Moruya to Silver Mines	,, ...		1891	38 1 0	38 1 0
Moruya to Wamban	,, ...		1890	24 2 3	4 18 0
Araluen to Moruya	,, ...		1865	28,244 12 2	1,093 15 0
Shea's Crossing, Clyde River	,, ...		1891	34 19 0	34 19 0
Nelligen to Bateman's Bay	,, ...		1884	670 13 9	190 0 11
Nelligen and Bateman's Bay and Milton Road, at McMillan's	,, ...		1874	1,536 7 4	41 13 0
Milton and Bateman's Bay Road, *via* Broman Ford, to Nelligen	,, ...		1885	2,791 12 11	493 11 5
Milton and Bateman's Bay to Moruya and Bodalla	,, ...		1874	35,716 12 5	3,799 17 5
Eurobodalla to Nerrigundah	,, ...		1889	840 16 10	308 3 6
Dignam's Creek to Bermagui	,, ...		1890	42 1 0	39 3 0
Dignam's Creek to Bodalla	,, ...		1891	136 8 0	136 8 0
Dry River to Bermagui	,, ...		1890	293 7 6	110 12 3
Trunkatabella Bridge to Reedy Creek	,, ...		1872	2,152 0 7	400 13 4
Pambula to Bald Hills	,, ...		1890	48 5 0	22 16 9
Pambula to Wolumla	,, ...		1867	3,681 12 2	174 14 4
Pambula to Merimbula	,, ...		1890	286 16 9	136 16 9
Pambula Road to Gold Mines	,, ...		1891	294 1 9	294 1 9
Bodalla to Dignan's Creek, *via* Cowderoy's and Hawden's	,, ...		1879	7,179 18 2	457 1 7
Cathcart to Pambula	,, ...		1875	24,676 3 1	1,049 7 11
Cathcart to Bibbenluke Junction	,, ...		1888	1,000 7 0	126 5 3
Upper Boggy Creek to Pambula and Wolumla Road	,, ...		1891	131 18 0	131 18 0
Eden to Sturt	,, ...		1879	4,376 15 0	380 0 3
Eden to Pambula	,, ...		1881	5,982 15 2	188 13 3
Eden and Pambula Road, to Back Creek	,, ...		1891	105 4 0	105 4 0
Wyndham, up Mattaganah Creek	,, ...		1890	183 16 9	9 1 3
Wapengue to Bunga	,, ...		,,	123 16 9	20 12 0
Bega to Numbugga and Bembooka	,, ...		1878	5,286 10 11	648 3 7
Bega, *via* Wapangui and Murrah, to Bermagui	,, ...		1877	7,092 11 9	538 9 1
Bega to Bodalla	,, ...		1872	22,430 7 10	988 15 3

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Bega and Bodalla Road, at Upper Brogo, to Cadgangarry	Maintenance,		1890	140 3 10	106 2 4
Bega to Wolumla	repair, and		1874	10,269 11 1	216 7 6
Bega to Brianderry	construction.		,,	1,134 12 0	91 9 3
Bega, *via* Jellat Jellat, to Tathra	,,		1873	10,081 3 10	660 9 11
Bega District Roads	,,		1891	291 1 9	291 1 9
Bega to Brogo Old Roads	,,		1890	430 7 0	429 5 3
Extension Upper Brogo Road to Otton's Slip Rails	,,		1891	70 0 3	70 0 3
Meringlo, *via* Numbugga, to Bega	,,		1889	127 17 0	15 7 0
Bell's Creek to Mount Kosiusko	,,		1891	30 0 0	30 0 0
Sam's Corner Road	,,		1890	91 15 0	34 0 0
Towamba to New Buildings	,,		1884	1,148 1 5	65 5 6
Towamba to Bondi	,,		1887	1,179 15 6	178 7 9
Old Towamba Road, round the Head of Mullica Inlet	,,		1890	202 18 6	155 18 6
Perico to Wog Wog	,,		1889	657 7 9	124 4 6
Wolumla to Chalk Hills	,,		1891	58 9 3	58 9 3
Wolumla Junction to Cross Roads	,,		1872	47,104 3 7	196 6 6
Wolumla to Cemetery	,,		1891	46 5 3	46 5 3
Wolumla, *via* Lithgow Flat, to Candelo and Wyndham	,,		1879	1,259 6 3	120 17 6
Mogo to Tomakin	,,		1887	3,9 17 4	31 4 6
Pittman's Bridge to Bodalla *via* Wagonga Heads	,,		1880	3,626 9 3	541 6 2
Pittmann's Bridge Hill to Crapp's Creek	,,		1891	283 10 6	283 10 6
Bombala to Delegate	,,		1871	10,293 3 1	301 17 10
Bombala, *via* Buckalong and Gunningrah, to M'Laughlin River	,,		1881	1,291 14 7	373 9 10
Bombala to Buckley's Springs	,,		1889	119 16 3	48 8 6
Bombala to Merimbula	,,		1864	82,683 19 9	2,647 17 11
Delegate to the Border, near Bendock	,,		1887	353 9 0	49 18 0
Delegate, *via* Currawang, to Wollondilly	,,		1891	105 0 0	105 0 0
Cragie to Delegate	,,		1890	85 12 0	. ...
Craigie to Bendock	,,		1891	77 8 0	77 8 0
Cobargo to Wadbilliga	,,		1883	2,506 12 3	249 6 6
Cobargo to Bermagui	,,		,,	2,974 8 0	570 1 0
Walluga Lake to Bermagui	,,		1887	195 7 9	25 0 3
Big Jack Mountain Road (Deviation)	,,		1888	3 608 6 10	760 3 3
Bobundarrah to Seymour	,,		1880	3,080 12 9	153 4 11
Bibbenluke to Bobundarrah	,,	Consolidated Revenue.	1887	1,506 9 4	164 4 3
Merimbula to Jellat Jellat	,,		1874	2,389 16 10	115 6 7
Burrogate to Honeysuckle	,,		1882	999 11 7	45 6 3
Candelo to Wyndham and Burrogate	,,		,,	3,420 4 1	398 13 9
Candelo to Kameruka	,,		1877	660 2 4	35 0 0
Candelo to Mogilla and Brown Mountain	,,		1882	5,036 6 9	488 1 9
Cross Roads, from Candelo and Colombo Road to Bombala, Merimbula Road, at Tantawanglo	,,		1891	76 0 0	76 0 0
Buckley's Crossing to Maffra	,,		1889	137 1 4	80 4 4
Buckley's Crossing to Jinenbuen	,,		,,	106 12 0	48 15 6
Buckley's Crossing, *via* Bolocco, to Jindabyne	,,		1883	1,566 14 3	209 14 9
Nimitybelle, *via* Kameruka, to Finger Post	,,		1888	6,956 18 6	2,650 10 3
Nimitybelle to Bobundarrah	,,		1887	691 0 2	103 14 2
Tharwa to Tidbinbilly	,,		1890	160 2 8	116 8 2
Old Burra Road, Michelago	,,		1886	916 6 7	259 1 4
Prahan, *via* Cowbed, to Snowy Plain	,,		1890	300 18 8	51 4 8
Berridale to Buckley's Crossing	,,		1891	19 11 6	19 11 6
Cooma to Braidwood (Old Road)	,,		1875	13,643 11 6	51 6 8
Cooma to Green Hills	,,		1887	534 14 5	131 17 10
Cooma to Bobundarrah	,,		1880	3,183 9 8	413 5 2
Cooma to Jindabyne	,,		1881	6,035 1 9	605 18 9
Cooma to Bombala	,,		1864	42,772 14 11	2,181 18 0
Cooma, *via* Mettagang, to Murrumbucca	,,		1889	131 2 11	59 6 5
Cooma and Jindabyne to Buckley's Crossing	,,		1878	3,843 16 6	286 2 1
Cooma, *via* Myalla, to Bobundarrah and Nimitybelle	,,		1884	952 12 5	133 9 4
Cooma, *via* Tracey's, to Kydra	,,		1889	286 15 10	167 4 3
Cooma, *via* Jindabyne, to Kiandra	,,		1879	13,473 7 0	1,070 9 5
Cooma, *via* Kiandra and Talbring, to Tumut	,,		1890	3 545 0 0	498 2 7
Cooma, *via* The Peak, to Bolaro	,,		1887	1,275 4 0	444 2 8
Cooma to Count-a-gunnea, *via* Big Badger	,,		1879	3,177 15 2	182 13 3
Cooma, *via* Rosebrook, to Cowra	,,		1889	323 17 4	143 16 8
24-Mile, Cooma Road, to Captain's Flat	,,		1891	22 15 0	22 15 0
Mettagang to Billyrumbuck	,,		,,	29 19 8	29 19 8
Jindabyne to Kalkite Road	,,		,,	100 0 0	100 0 0
Road to Mount Gladstone	,,		,,	25 0 0	25 0 0
Kiandra Road, near Six-mile Post, to Middling Bank	,,		1888	461 13 7	120 7 0
Kiandra Road to Yarrangobilly Caves	,,		1891	417 4 10	417 4 10
Kiandra Road	,,	Loans...	1890	5,870 1 3	3,817 6 2
Billylingra, *via* the Gap, to Adaminaby	,,		,,	724 11 6	521 7 6
Adaminaby to Eaglehawk	,,		1888	176 10 0	116 10 0
Holt's Flat to Railway Bridge	,,		1888	1,777 0 5	393 7 9
Thirteen-mile Post on Bombala and Delegate Road to Border	,,		1887	442 0 7	39 6 6
Brungle Bridge to Gobarralong Ford	,,		1888	1,024 3 8	180 2 0
Brungle to Wyangle	,,		1889	424 10 8	140 14 6
Approach to Town of Tumut	,,	Consolidated Revenue.	1890	1,000 0 0	229 4 9
Tumut to Bridge, *via* Punt Crossing	,,		,,	966 15 1	440 0 0
Tumut, *via* The Plains, to Punt Bridge	,,		1891	215 12 0	215 12 0
Tumut to Kiandra	,,		1870	8,602 5 1	2,380 17 0
Tumut and Kiandra Road at Jones' Bridge, *via* Quilty's and Dennies', to West Blowering	,,		1891	8 14 9	8 14 9
Tumut to Brungle	,,		1870	2,848 8 3	329 1 5
Tumut Plains from Naughton's, to East Boundary (Shelley's)	,,		1891	95 0 0	95 0 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
ROADS AND BRIDGES—*continued.*				£ s. d.	£ s. d.
Tumut to Adelong	Maintenance, repair, and construction.		1868	12,783 16 11	630 2 0
Tumut to Toomarooma			1891	131 13 9	131 13 9
Tumut to Lac-ma-lac			1877	2,145 0 11	105 15 0
Lac-ma-lac Hill Deviation	" ...		1891	56 15 0	56 15 0
Cootamundra to Stockinbingal Bridge	" ...		1885	1,147 17 3	223 6 0
Cootamundra to Jerilderie	" ...		1891	97 10 0	97 10 0
Cootamundra to Wombat	" ...		1890	530 16 7	327 18 2
Cootamundra to Temora	" ...		1882	14,047 11 5	1,405 16 7
Cootamundra, *via* Ironbong, to Bethungra	" ...		1891	270 12 7	36 8 9
Coolac to Cootamundra	" ...		1875	5,757 8 9	235 3 9
Coolac to Gobarralong	" ...		1887	922 2 0	132 2 0
Berthon Road, Cootamundra, to Berthon	" ...		1891	24 8 0	24 8 0
Berthon Road, Bundanyan, near Cootamundra	" ...		"	22 5 0	22 5 0
Temora to Barmedman	" ...		1887	1,817 19 6	411 4 9
Temora to Merool Creek	" ...		1891	95 0 0	95 0 0
Temora to Old Junee	" ...		1888	1,254 15 4	787 1 4
Temora-street Drainage	" ...		1891	27 5 0	27 5 0
Temora to Berry Jerry	" ...		"	212 15 10	212 15 10
Barmedman to Wollongough	" ...		"	135 0 0	135 0 0
Adelong to Main South Road, at Griffiths	" ...		1874	4,785 1 9	446 14 5
Adelong to Sharpe's Creek	" ...		1891	25 9 0	25 9 0
Main South Road to Middle Adelong	" ...		1864	21,026 13 9	923 19 2
Cemetery Road to Sharpe's Creek, Adelong	" ...		1891	10 2 5	10 2 5
Tarrabandra to Gocup	" ...		1890	187 13 9	.....
Gundagai to Bongongolong	" ...		1883	2,438 8 9	540 13 0
Gundagai to Wagga Wagga	" ...		1864	19,550 5 1	679 10 7
Gundagai to Brungle	" ...		1877	6,589 13 1	454 17 6
Gundagai to Tumut	" ...		1864	22,138 12 0	1,545 5 9
Bethungra, *via* White's, to Yammertree	" ...		1891	53 6 0	53 6 0
Bethungra to Ironbong	" ...		"	86 0 0	86 0 0
Killimicat Hill Deviation	" ...		"	18 12 0	18 12 0
Windowie, up East Bank, Gilmore Creek	" ...		"	37 1 3	37 1 3
Gilmore Creek to Riley's Crossing	" ...		1872	3,181 9 5	281 13 2
Riley's Crossing to Reedy Flat	" ...		1877	2,180 6 10	265 10 7
Reedy Flat to Tumberumba and Adelong Creek	" ...		1890	88 2 6	18 2 6
Main Street, Reedy Flat	" ...		1891	55 10 0	55 10 0
Deviation near Reilly's Crossing, Adelong to Tumberumba	" ...		1890	1,000 0 0	356 0 0
Welaregang to Tumberumba	" ...		1878	15,963 15 0	1,168 10 9
Welaregang, *via* Greg Greg, to Kancoban	" ...		1886	2,318 2 2	1,076 1 0
Bowna Station to Welaregang	" ...		1888	11,225 14 6	3,556 4 3
Wantabadgerie Station to Junee	" ...		1891	11 15 9	11 15 9
Old Junee Road from Old Junee to Junee Borough Boundary	" ...	Consolidated Revenue.	1891	29 0 0	29 0 0
Middle Adelong to Tumberumba	" ...		1875	9,195 0 0	563 8 7
Tumberumba to Bago	" ...		1890	604 13 6	314 2 3
Tumberumba to Upper Burra	" ...		"	158 15 0	68 15 0
Tumberumba to Jingellic	" ...		1882	12,299 19 11	1,265 15 11
Tumberumba Road to Yarrangobilly Caves	" ...		1891	5 0 0	5 0 0
Tumberumba and Billabong Road to Courabyra	" ...		1890	75 5 0	16 9 3
Bell's Gate, Tumberumba, and Jingellic Road to Ournie (Munderoo to Ournie)	" ...		1891	150 0 0	150 0 0
Main South Road, Little Billabong, to Tumbarumba	" ...		1876	20,719 7 11	2,116 13 0
Courabyra Road, at Scott's, into Tarago	" ...		1891	100 0 0	100 0 0
Glenroy to Munderoo	" ...		1890	482 10 0	180 2 0
Junction Inn to Overhead Bridge, Wagga, to Sandy Creek	" ...		1891	46 0 0	46 0 0
Wagga Wagga to Cowabbee	" ...		1877	2,988 12 8	486 3 6
Wagga Wagga to Gregadoo	" ...		1891	244 12 0	214 12 0
Wagga Wagga to Wombat	" ...		1890	805 16 4	433 9 5
Wagga Wagga Streets	" ...		1891	750 0 0	750 0 0
Wagga Wagga to Bullenbong	" ...		1883	3,689 5 10	556 12 7
Wagga Wagga to Sandy Creek	" ...		1891	27 10 0	27 10 0
Wagga Wagga to Lake Albert	" ...		1878	1,068 15 7	101 0 9
Wagga Wagga to Murrumburrah and Grenfell Road	" ...		1868	16,958 0 8	.....
Wagga Wagga to Narrandera	" ...		1864	15,117 17 7	976 19 4
Doodle Cooma to Munnyabla	" ...		1891	617 5 6	617 5 6
Coolamon to Berry Jerry	" ...		"	166 4 0	166 4 0
Coolamon to Memosa	" ...		"	37 2 0	37 2 0
Urangeline to Yerong Creek	" ...		1888	1,252 12 1	345 1 3
Eurongilly to Junee	" ...		1891	115 17 3	115 17 3
Rock Railway Station to Urana	" ...		1883	8,956 6 3	1,910 10 10
Rock Railway Station to Brookong Boundary, Green's Gunyah	" ...		1890	163 9 6	24 1 3
Main South Road, Tarcutta, to Alfred Town	" ...		1879	12,792 14 2	389 16 9
Main South Road, Kyamba, to Wagga	" ...		1881	8,707 18 9	851 14 9
Kyamba and Wagga Road to Main South Road, Upper Tarcutta	" ...		1891	88 8 8	88 8 8
Cranebob Creek to Tarcutta	" ...		1890	224 10 0	105 7 6
Carabost to Kyamba	" ...		1880	4,130 12 10	78 15 0
Humula, *via* Kyamba, to Rosewood	" ...		1891	244 5 2	244 5 2
Yerong Creek to Mangoplah	" ...		1890	60 13 4	18 13 4
Collen Gully, *via* Gullenbah, to Narrandera	" ...		1891	201 17 5	201 17 5
Narrandera Streets	" ...		"	250 0 0	250 0 0
Narrandera, *via* Cuddell, to Conargo	" ...		1880	5,745 2 0	462 1 10
Culcairn to Germanton	" ...		1882	10,271 3 1	861 13 3
Germanton to Jingellic	" ...		1886	2,965 0 8	422 10 0
Germanton to Cookardina	" ...		1883	1,584 5 1	8 10 3
Corowa to Piney Range	" ...		1885	2,692 1 5	267 1 8
Corowa to Jerilderie, *via* Sandy Ridges	" ...		1883	5,290 17 11	891 9 7
Corowa Streets	" ...		1891	13 10 0	13 10 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Improvements to Roads running through Township of Corowa	Maintenance, repair, and construction	Consolidated Revenue.	1891	48 15 0	48 15 0
Coreen to Jerilderie			,,	395 10 0	395 10 0
Jerilderie to Yanko			,,	132 0 0	132 0 0
Jerilderie to Tocumwal	,,		1884	2,954 17 6	42 12 0
Jerilderie to Berrigan	,,		1890	228 7 7	202 17 3
Tocumwal to Berrigan	,,		1889	430 11 9	115 0 0
Roads Township of Berrigan	,,		1890	211 1 0	151 1 0
Albury to Urana	,,		1872	23,282 8 8	863 15 5
Albury and Corowa Road to Urana	,,		1874	17,322 15 3	868 9 10
Albury to Boomanoomana	,,		1864	66,465 7 8	2 837 16 7
Albury to Wagga Wagga	,,		,,	46,582 11 10	749 2 3
Crossing Dead Horse Creek	,,		1891	19 16 0	19 16 0
Mulwala to Savernake	,,		1890	304 10 3	99 10 3
Farmer's Lane, Mulwala to Berrigan	,,		1891	84 12 6	84 12 6
Repairs, Bumgambrowatha Creek Cuttings	,,		,,	55 0 0	55 0 0
Coonong, towards Urana	,,		1885	3,009 10 6	539 16 10
The Tanks to Goolgumbla	,,		1887	1,329 10 11	160 10 6
Gerogery, *via* Bethel, to Howlong	,,		1881	10,175 16 6	523 14 0
Gerogery, *via* Jindera, to Bungowannah	,,		1876	5,430 15 10	265 4 9
Gerogery, *via* Bethel, to Howlong Road, to Gerogery, *via* Jindera, to Bungowannah.	,,		1891	35 10 0	35 10 0
Moorwatha to Albury	,,		,,	60 0 0	60 0 0
Howlong to Walbundry	,,		1883	3,380 9 5	309 16 6
Howlong to Goombargoona	,,		1890	145 8 6	100 8 6
Howlong Bridge, *via* Russell-street, to Albury	,,		1891	22 10 0	22 10 0
Jindera to Yambla	,,		,,	127 12 0	127 12 0
Walla Walla to Jindera	,,		1888	579 11 9	398 16 6
Walla Walla and Gerogery Road, through Walla Walla and Wincks' C. P.	,,		1890	179 1 9	47 1 9
Walla Walla to Gerogery	,,		1876	5,431 11 8	605 11 0
Walla Walla to Doodle Cooma	,,		1891	102 5 0	102 5 0
Hulong Station to Cudgellico	,,		1881	13,543 14 11	2,842 13 4
Canada-street, Lake Cudgellico	,,		1891	58 1 3	58 1 3
Deniliquin to Urana	,,		1874	18,648 17 5	918 9 4
Deniliquin to Hay	,,		1873	16,034 10 1	227 12 5
Deniliquin to Balranald	,,		1875	21,477 14 7	840 19 3
Deniliquin to Mathoura	,,		1888	374 9 11	113 12 4
Deniliquin to Moonee Swamp	,,		1891	109 6 3	109 6 3
Deniliquin to Moama (Old Road)	,,		,,	35 9 0	35 9 0
Yathong Railway Station Approaches	,,		1887	299 0 0	100 0 0
Mathoura to Bunaloo	,,		1888	1,229 7 11	10 15 0
Mathoura to Moama	,,		,,	899 18 6	66 18 6
Moulamein to Wangonilla	,,		1887	1,221 5 7	482 3 0
Moama to Moulamein	,,		1875	11,294 18 7	834 6 6
Moama to Caloola, Mars, and Wamboota	,,		1879	4,285 16 8	
Moama to Bama	,,		1888	304 3 2	112 15 0
Balranald to Hay	,,		1877	8,391 9 7	1,038 9 1
Balranald to Swan Hill Ferry	,,		1887	1,473 3 9	398 3 0
Balranald to Wentworth	,,		1886	2,843 9 5	424 0 3
Market-street, Balranald	,,		1891	25 0 0	25 0 0
Whealbah to Gunbar	,,		1882	2,427 18 2	641 8 6
Booligal to Wilcannia	,,		1880	14,791 10 2	892 5 5
Booligal to Hillston	,,		,,	3,184 9 7	176 16 0
Carathoul, *via* Gunbar, to Hillston	,,		1881	5,219 17 2	650 8 0
Hay to Booligal	,,		1879	9,806 0 1	679 13 11
Hay to Gunbar	,,		1881	5,764 11 3	570 3 1
Whitton, Main Street	,,		1890	655 15 0	311 17 0
Walbundry to Culcairn	,,		1882	2,558 8 8	232 12 6
Wentworth to South Australian Border	,,		1885	924 5 6	55 16 0
Main West Road, at Eastern Creek, to Rooty Hill Station	,,		1890	230 8 3	149 13 3
Main West Road, near Penrith, to Bringelly Cross Roads	,,		,,	1,000 0 0	500 0 0
Main West Road, St. Mary's, to Orphan School Road	,,		1878	2,688 6 9	347 0 0
Main West Road, *via* Bungarribee, to Blacktown (Freshcomb's Road)	,,		1891	120 0 0	120 0 0
Main West Road, St. Mary's, to Blacktown Road	,,		1878	1,093 7 7	112 13 3
Main West Road to Breakfast Creek, Blacktown Road	,,		1891	100 0 0	100 0 0
Main West Road, Rydal, to Meadow Flat	,,		,,	164 16 0	164 16 0
Main West Road, at Eastern Creek, to Perkins' (Wallgrove Road)	,,		1890	125 13 1	39 13 1
Main West Road to Old Bathurst Road, thence to Emu Plains Railway Station	,,		1891	18 4 0	18 4 0
Main West Road, Bungarribee, to F. Weston's	,,		,,	89 5 0	89 5 0
Main West Road, past Church of England, to Blacktown Road	,,		,,	25 0 0	25 0 0
Rooty Hill Station to Blacktown	,,		,,	100 0 0	100 0 0
Granville to Main South Road (Woodville Road)	,,		1889	1,103 2 9	332 8 2
Road, Railway Siding, North Side, Rooty Hill Railway Station	,,		1891	125 12 4	125 12 4
Baulkham Hills Road	,,		1890	1,000 0 0	807 12 0
Wallgrove Road to Mount Capricorn	,,		1891	10 11 0	10 11 0
Blacktown to Seven Hills Station	,,		1884	462 8 8	36 19 6
Blacktown, *via* Riverstone, to Box Hill	,,		1873	3,348 15 0	148 15 0
St. Mary's to Railway Station	,,		1891	189 0 0	189 0 0
Parramatta to Pennant Hills	,,		1885	619 12 1	10 15 9
Parramatta to Rouse Hill	,,		1889	1,690 6 4	664 6 4
Main Dural Road (Windsor Road), over Hammer's Bridge, at Toongabbee	,,		1891	28 19 9	28 19 9
Dural Road to Castle Hill Show Grounds	,,		,,	55 0 0	55 0 0
Rouse Hill to Schofield's Platform	,,		1888	467 12 7	66 8 0
Broken Back Bridge to Pennant Hills	,,		1889	233 6 6	133 3 6

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under repair	Fund from which the Expense is defrayed.	When Commenced.	If Unclaimed amount of Expenditure to 31 December, 1891. £ s. d.	Amount expended in 1891. £ s. d.
ROADS AND BRIDGES—*continued.*					
Clarendon to Cornwallis	Maintenance, repair, and construction	Consolidated Revenue.	1884	588 6 2	12 1 0
West Portland to Comleroy Road			1888	342 5 6	81 19 6
Churchill's Wharf to West Portland			1884	1,002 3 0	86 4 7
McGrath's Hill to Maroota			1890	1,262 0 7	665 15 10
Main Windsor Road to Rooty Hill Station	" "		"	350 0 0	200 0 0
Windsor Road to Castle Hill	" "		1889	204 7 6	164 7 6
Windsor Road, between Parramatta and Baulkham Hills	" "		1891	22 12 0	22 12 0
Windsor Road, *via* Model Farm, to Seven Hills Road	"		1889	307 13 6	26 2 6
Windsor Bridge to top of Gorrick's Hill	"		1890	64 0 0	24 0 0
Windsor Bridge Road, Windsor	" "		"	30 17 2	21 15 7
Windsor to Penrith	" "		1884	1,328 5 5	68 3 7
Windsor, *via* Sackville, to Wiseman's	" "		1883	7,692 13 7	556 8 3
Freeman's Reach, Hawkesbury River, Washaway Road, Windsor, to Freeman's Reach	" "		1891	149 12 3	149 12 3
Sackville P.S. to Gotts Hill	"		"	205 10 0	205 10 0
Sackville Road to East Portland	" "		1883	773 17 3	79 9 0
Bull Ridge Road, Cemetery to Sackville Reach	"		1891	303 6 0	303 6 0
Bell's Line to Putty	"		1871	9,928 19 6	397 8 11
Book's Ferry Approach	" "		1890	159 18 9	120 18 9
St. Alban's to Main North Road	" "		1891	67 12 0	67 12 0
Wiseman's Ferry to Singleton's Mill	"		1889	287 19 7	115 15 10
Wiseman's Ferry to Gundaman Creek	"		1891	70 0 0	70 0 0
E. McGuire's to Pitt Town Bottoms	" "		1890	162 19 0	90 0 0
Blaxland's Ridge to Upper Colo	"		1888	408 14 2	80 7 8
Approach Linden Station	"		1891	110 0 0	110 0 0
Sassafras Gully Road, Springwood	"		"	89 8 10	89 8 10
Single Ridge Road, Springwood	"		1890	130 0 0	30 0 0
Springwood to the Hawkesbury	"		1879	2,301 19 8	67 18 8
Richmond Bridge to King's Road	"		1888	4,373 13 10	773 9 5
Oakey Park to King's Road	"		1890	317 3 3	210 16 0
Darkey Creek Deviation	"		1889	3,904 12 0	3 253 10 0
Yarramundi, *via* Enfield, to Wilberforce and Pitt Town Punt	"		1883	1,485 6 10	310 19 6
Belmont Road Deviation, Yarramundi to Wilberforce	"		1891	45 0 0	45 0 0
High-street, Penrith	" "		"	500 0 0	500 0 0
Emu Flat Road, past Mr. Dibbs'	"		1890	236 11 0	186 11 0
Emu Plains to Wascoes	" "		1891	60 0 0	60 0 0
Bowenfells to Lidsdale	"		1890	206 17 2	176 17 2
Bowenfells to Hartley Road Junction	" "		"	352 15 8	153 0 3
Glenbrook Road	" "		1889	195 7 8	137 19 0
Falls Lane, Oberon	" "		1891	149 18 6	149 18 6
Oberon to Shooter's Hill	"		1883	921 7 9	124 10 6
Oberon to Jenolan	"		1877	3,956 14 8	331 5 5
Oberon to Swatchfield	"		"	3,609 9 6	143 11 3
Tarana to Oberon	"		1888	2,081 10 2	495 3 0
Fish River Creek and Duckmaloi, *via* Honeysuckle Falls, to Tarana	"		1891	99 18 4	99 18 4
Katoomba Streets	"		1887	1,060 2 0	250 0 0
Duggan's to the Caves	"		1888	1,942 1 4	483 9 3
Hermitage Road, Lithgow	" "		1891	182 12 0	182 12 0
Four-mile Tree to Campbell's River	" "		1890	344 16 11	89 7 5
Road up Mount Dromedary	"		1891	100 0 0	100 0 0
Mount Victoria to Bell Platform	"		1885	2,171 18 9	48 14 6
Mount Victoria to Jenolan Caves	"		1889	5,402 8 6	1,246 10 8
Mount York Road	"		1891	55 4 8	55 4 8
Completion Deviation, Kelly's to Grady's (Caves Road)	"		1890	2,708 12 6	846 13 10
Blackheath to Govett's Leap	"		1889	167 0 0	60 0 0
Rydal to Meadow Flat	"		1890	1,031 6 5	329 0 0
Rydal to Sunny Corner	"		"	2,922 1 5	1,150 15 8
Rydal to Upper Run	" "		"	599 7 3	398 11 1
Yetholm to Sunny Corner	"		1891	38 0 0	38 0 0
Hartley to Vale of Clwydd	"		1890	616 6 5	353 12 2
Hartley to Oberon	"		1887	5,289 1 6	302 13 0
Little Hartley to Hartley Vale Platform	"		1885	1,949 4 7	190 18 10
Little Hartley to Gambenang	"		1878	1,892 17 11	187 19 6
Lowther to Gambenang Creek	"		1890	162 13 11	59 19 10
Little River to Swatchfield	"		1879	1,914 5 0	183 5 7
Metalling Munghorn Sands, Mudgee to Wcolar	"		1889	2,500 0 0	457 3 10
Mutton's Falls to O'Connell	"		1890	125 0 8	76 0 8
O'Connell to Locksley	" "		1891	29 18 1	29 18 1
O'Connell to Swatchfield	"		1879	3,672 5 11	65 19 7
O'Connell to Eastman's	"		1891	19 7 6	19 7 6
O'Connell Plains, *via* Dirty Swamp, to Road from Mutton's Falls to O'Connell Plains	" "		1872	3,442 5 0	198 16 11
O'Connell Plains to Campbell's River Lagoon	" "		1885	675 10 8	91 2 0
O'Connell to Oberon	"		1879	6,520 3 6	174 14 6
Bloom Hill to Campbell's River, *via* Simmons	"		1891	111 18 11	111 18 11
Marangaroo to Meadow Flat	"		1890	425 3 6	240 18 2
Piper's Flat Station to Meadow Flat and Mitchell's	"		1886	1,814 16 8	296 3 2
Meadow Flat to Mitchell's	"		1891	229 16 3	229 16 3
Meadow Flat to Tarana	"		1885	855 1 9	155 12 7
Brown's River to Lidsdale	"		1890	122 19 11	12 8 11
Lidsdale to Wolgan Valley	"		1878	2,655 19 2	835 9 7
Kirconnell to Mitchell's Creek	"		1890	378 19 4	275 18 9
Martin's to Spring Hill Station	"		1882	976 1 2	57 13 7
Bathurst and Caloola to Trunkey	"		1866	27,898 11 11	1,208 6 7
Bathurst, *via* Gorman's Hill, to Campbell's River	"		1879	4,794 12 5	511 7 4
Bathurst to Campbell's River, Perth	" "		1878	1,548 10 11	180 9 10
Bathurst to O Connell Plains	" "		1876	8,925 5 11	215 3 10

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891
				£ s. d	£ s. d.
ROADS AND BRIDGES—*continued.*					
Bathurst and O'Connell Plains to Cooper's Bridge	Maintenance repair, and construction		1880	891 4 8	39 14 6
Bathurst, *via* Kelloshiel, to Monkey Hill			1877	10,683 10 5	748 14 8
Bathurst and Caloola to Rockley			1873	13,806 0 5	218 13 0
Bathurst and Caloola to Teapot Swamp	"		1878	1,815 9 1	123 15 6
Bathurst, *via* Swallow Creek, to Ophir	"		1864	12,116 19 1	329 1 11
Bathurst to Sofala	"		1871	27,750 19 0	725 1 10
Bathurst, *via* Blayney and Cowra, to Grenfell	"		1870	101,658 9 8	6,580 18 8
Bathurst and Trunkey, at Black Horse Square, towards Dennis Island	"		1891	8 14 0	8 14 0
Caloola Road, *via* Cow Flat, to Rockley	"		1878	5,241 2 8	333 9 6
Pages' Lane, or Razor Back	"		1891	29 5 0	29 5 0
Rockley to Charlton	"		1887	1,072 4 1	242 1 0
Rockley Road to Camping Reserve, Vale Creek	"		1883	216 13 7	1 8 4
Rockley to Caloola and Tuena	"		1874	4,582 19 10	124 16 3
Rockley to Isabella River	"		1883	3,245 3 10	444 9 10
Rockley, *via* Campbell's River, to Dog Rocks	"		1880	2,278 18 6	72 4 0
Rockley and Isabella River to Burraga	"		1891	148 8 0	148 8 0
Village of Apsley to Bathurst and Rockley Road	"		1890	953 2 10	165 10 2
Osborn's Lane	"		1888	313 5 1	88 11 9
Newbridge to Arthurtown and Abercrombie River	"		1887	14,007 18 7	1,680 2 8
Newbridge, *via* Reedy Creek, towards Bathurst and Blayney Road ("The Village")	"		1890	473 3 0	276 11 0
Newbridge to Evans Swamp	"		1885	1,412 2 11	177 6 10
Newbridge and Caloola Road to Rockley	"		1889	1 020 17 0	487 5 2
Newbridge Station to Caloola	"		1879	3,191 13 6	200 14 7
Glanmiere to Kelso and Limekilns Road at Yarras	"		1891	96 3 0	96 3 0
Kelso and Sofala Road to Upper Turon	"		1886	1,032 13 2	495 1 9
Kelso to White Rock	"		1879	1,480 0 6	18 9 9
Kelso to Kelloshiel	"		1888	115 19 7	29 8 8
Kelso, *via* Limekilns, to Peel and Sofala	"		1887	9,116 14 1	55 19 9
Church Lane and Steven-street, Kelso	"		1891	33 15 0	33 15 0
Kelloshiel, *via* White's Crossing, to Little Forest	"		1878	6,317 19 0	604 12 0
Mount Lawson, *via* Judge's Creek, to Burraga Copper Mines	"		1880	7,063 14 1	1,011 15 4
Mitchell's Creek to Palmer's Oakey	"		1879	3 392 0 3	82 5 9
Sidmouth Valley Road	"		1875	3,014 1 11	160 13 7
Teapot Swamp to No 1 Swamp	"		1879	5,841 17 7	365 13 6
Teapot Swamp, *via* Mallow Grove, to Carcoar	"		1890	217 8 9	73 2 3
Evans Plains to Trunkey Road	"		1883	1,053 2 11	110 18 5
Mallow Grove towards Trunkey	"		1890	197 13 9	22 7 9
Carcoar to Gosling's Grant	"		1891	55 0 0	55 0 0
Carcoar to Flyer's Creek	"	Consolidated Revenue.	1879	1,326 19 11	132 2 3
Norton to Carcoar and Blayney	"		1891	99 4 6	99 4 6
Peel to Duramana	"		1879	1,850 16 8	109 9 3
Peel to Junction Kelso and Sofala Road	"		1888	320 15 1	94 18 4
Perkins' Lane, Duramana	"		1891	51 6 11	51 6 11
Limekilns to Palmer's Oakey and Upper Turon	"		1878	4,640 18 8	273 1 3
Cheshire Creek to Upper Turon	"		1891	154 12 11	154 12 11
Wimbledon Station to Fitzgerald's Valley	"		1890	435 18 7	265 9 4
Milthorpe to Lucknow, *via* Spring Hill	"		1891	1,616 7 9	1,616 7 9
Milthorpe to Cadia	"		1878	7,142 1 4	304 19 1
Milthorpe to Lewis Ponds	"		1890	477 10 1	393 3 7
Milthorpe, *via* Guyong, to Byng	"		1882	2 504 19 1	121 9 2
Blayney, *via* Hood's, to Teapot Swamp	"		1880	2,527 18 6	269 6 4
Blayney, *via* Grahamstown, to Milthorpe	"		1883	2,257 2 10	275 11 2
Blayney, *via* Shaws, to No. 1 Swamp	"		1877	9,346 2 9	433 19 5
Blayney to Fore t Reefs	"		1880	3,700 14 4	171 11 11
Blayney to Guyong	"		1881	2,159 2 8	182 19 8
Blayney, *via* Parkes, to Five Islands	"		1883	1,032 4 2	171 15 0
Grahamstown, *via* Hills, to Fairfield Chapel	"		1889	207 14 0	61 13 4
Tabrabucca, *via* Crudine, to Monkey Hill			1888	538 1 2	12 0 0
Tabrabucca, on the Mudgee-Sydney Road to Hammond's, on the Hill End Road.	"		1891	100 0 0	100 0 0
Monkey Hill to Hill End	"		1876	11,715 6 1	512 13 2
Windeyer, *via* Campbell's Creek, to Raynor's	"		1883	1,223 18 3	250 5 3
Cudgegong to Reedy Creek	"		1873	16,062 4 9	200 7 9
Cudgegong to Wollar	"		1891	320 10 8	320 10 8
Cudgegong, *via* Cullenbone, to Gulgong	"		1880	7,008 12 3	287 9 5
Cudgegong to Hill End	"		1873	24,738 6 7	781 14 10
Cudgegong to Rylstone	"		1883	2,717 16 7	392 4 0
Cudgegong Village to Rylstone	"		1885	2,246 4 7	549 16 9
Cudgegong to Home Rule	"		1881	1,019 7 6	189 4 7
Old Cudgegong Road, Rylstone Bridge, to the Common	"		1891	73 19 11	73 19 11
Grattai, *via* Windeyer and Pyramul, to Sally's Flat	"		1886	1,736 5 11	496 16 11
Sofala to Rylstone	"		1878	7,514 4 0	483 13 3
Sofala, *via* Cockatoo Hill, to Monkey Hill	"		1873	1,051 19 8	521 11 0
Wollar at J. O'Brien's, McDonagha's, Curran's, to Giffen's	"		1891	17 14 2	17 14 2
Crossing, Turon River, at Wallaby Rocks	"		1890	53 18 9	45 13 9
Wallerawang to Rydal	"		1891	4 19 11	4 19 11
Wallerawang to Mudgee	"		1857	165,917 11 6	980 9 2
Hargreaves to Triamble	"		1891	124 7 0	124 7 0
Mudgee Roads to Post Office, Stony Creek	"		1890	77 0 2	46 12 2
Mudgee Inn to Bombira Hill	"		1891	139 19 0	139 19 0
Mudgee to Gulgong Three-Mile Road	"		"	200 0 0	200 0 0
Gulgong to Goodiman	"		"	12 0 0	12 0 0
Cooyal Creek Crossing at E. Donnelly's	"		"	20 0 0	20 0 0
Furby's Hollow to Pinches Road	"		"	180 8 0	180 8 0

RETURN OF PUBLIC WORKS—*continued*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
ROADS AND BRIDGES—*continued.*				£ s d	£ s. d
Cowra, *via* Meringlo and Cudgebong, towards Burrowa	Maintenance,		1886	1,109 19 10	211 10 3
Cowra to North Logan	repair and,		1890	100 0 0	Nil.
Cowra to Government Township	construction.		1891	3 0 0	3 0 0
Cowra to Young	,,		1875	6,512 4 2	218 7 8
Cowra to Hovell's Creek	,,		1883	1,740 5 6	172 7 5
Cowra to Milburn Creek	,,		1882	1,392 1 1	176 13 1
Cowra, *via* Goolagong, to Forbes	,,		1878	9,775 12 7	2,739 7 0
Cowra, *via* Benni Creek, to Walli	,,		1886	1,670 0 11	476 12 7
Cowra to Canowindra	,,		1880	2,408 1 6	283 0 0
Cowra, *via* Breakfast Creek, to Burrowa	,,		1888	1,542 5 8	373 12 6
Meringo and Cowra Road to Breakfast Creek	,,		1891	16 4 0	16 4 0
Bimbi to Caragabal	,,		1888	839 0 0	260 4 6
Grenfell to Forbes	,,		1887	2,245 18 6	734 5 9
Grenfell, *via* Weddin Gap, to Bimbi	,,		1890	371 9 0	204 9 0
Grenfell to Goolagong	,,		1885	2,609 18 6	433 0 2
Grenfell to Quondong	,,		1890	152 6 1	70 16 1
Grenfell to Morangerell	,,		1882	4,366 9 8	434 15 0
Hill End to Bathurst (Bridle Track Road)	,,		1890	480 15 7	158 1 10
Bogolong to Marsden	,,		1883	5,604 3 8	754 3 9
Mt. Macquarie to Local Cemetery	,,		1891	45 10 0	45 10 0
Macquarie to Dairy Creek	,,		1888	643 7 7	172 11 7
Errowanbang to Mandurama Station	,,		1891	240 0 0	240 0 0
Millpost Creek Road, near Mandurama	,,		,,	111 13 9	111 13 9
Mandurama to Galley Swamp	,,		1881	2,023 6 5	54 8 6
Mandurama to Burnt Yards	,,		1889	390 15 7	92 15 7
Mandurama to Canowindra	,,		1873	15,640 11 5	498 6 0
Leader's Lane to Eugowra	,,		1890	84 5 0	21 5 0
Walli to Woodstock	,,		1888	685 12 1	207 15 5
Wood Street to Mount M'Donald	,,		1891	50 0 0	50 0 0
Mount M'Donald to Grabine	,,		1889	602 17 5	404 0 5
Mt. M'Donald to Cemetery	,,		1891	40 0 0	40 0 0
Cargo to Coonangle Creek	,,		,,	205 0 0	205 0 0
Cargo to Canowindra	,,		1882	2,276 17 0	345 0 0
Cargo to Cudal	,,		1883	2,242 18 8	498 10 10
Paling Yards Creek Road, Coffee Hill, to Bowen P. S	,,		1891	50 0 0	50 0 0
Brendah towards Marengo	,,		1890	237 0 0	Nil.
Ling's Corner to Canowindra	,,		1891	25 18 6	25 18 6
Canowindra to Eugowra	,,		1876	5,599 12 10	196 3 1
Canowindra to Goolagong	,,		1890	210 0 0	90 0 0
Woodstock to Canowindra	,,		1891	252 4 7	252 4 7
Woodstock to Mount M'Donald	,,	Consolidated Revenue.	1883	3 541 1 8	400 7 6
Swallowtail Road, Approach, Cookbundoon River	,,		1890	802 0 0	710 0 0
Matthews to Brown's Creek Mine	,,		1885	1,318 4 4	62 15 10
Pickford's P. S. and Church to Yallundry	,,		1891	89 4 0	89 4 0
Oakey Creek Road	,,		,,	87 10 0	87 10 0
Orange to Pinnacle	,,		1884	1,043 2 9	88 12 10
Orange to Ophir	,,		1864	4 518 4 2	159 12 0
Orange to Mullion	,,		1880	1,197 2 4	151 17 4
Orange to Canoblas	,,		1881	3,007 9 7	317 10 5
Orange to Cadia	,,		1880	4,713 11 2	347 9 1
Orange and Cadia Road to Four-mile Creek	,,		1889	828 3 6	153 3 6
Orange to Forbes	,,		1886	86 393 16 4	4,240 10 4
Orange and Cargo Road to Cudal	,,		1891	114 15 6	114 15 6
Orange, *via* Emu Swamp, to Lewis Ponds	,,		1890	451 19 1	406 19 1
Orange to Icely	,,		1881	2,608 17 0	372 10 7
Orange to Carcoar	,,		1871	16,061 16 5	886 14 2
Orange to Cargo	,,		1888	2,059 8 9	393 15 0
Orange to Boree, *via* Cargo	,,		,,	433 14 1	235 17 1
Racecourse to Orange and Forbes	,,		1891	54 0 0	54 0 0
Drainage of Orange	,,		1889	2,313 0 0	442 0 0
Mullion Station to Ophir	,,		1890	159 14 9	30 14 9
Mullion Station to Belgravia	,,		1891	150 7 6	150 7 6
Lucknow to Orange and Carcoar	,,		1875	4,169 11 5	245 4 3
Wall's Junction to Botabolar	,,		1884	1,140 11 10	184 9 4
Botobolar Crossing Place	,,		1891	67 17 6	67 17 6
Burrendong to Springs Railway Station, Burrel Gap	,,		1890	90 13 9	5 1 6
Springs Railway Station to Newrea Bridge	,,		1880	859 3 8	214 11 8
Spring Terrace to Long Swamp	,,		1887	1,125 6 7	181 7 .7
Spring Hill to Long Swamp	,,		,,	647 18 11	148 6 8
Spring Hill Station to Orange and Cadia	,,		1879	2,099 2 11	183 7 11
Spring Hill Station to 4-Mile Creek and Cadia	,,		1891	46 19 2	46 19 2
Spring Terrace to Forest Reefs	,,		1883	1,187 7 3	135 2 4
Western Road, at Favell's, to Byng	,,		1884	1,092 13 8	191 8 10
Boree to Parkes	,,		1870	40,118 10 5	890 18 7
Warne to Stewart Town	,,		1891	39 18 1	39 18 1
Lyndhurst, *via* Abercombie, to Bigga	,,		1879	6,752 13 6	829 10 7
Greenmantle Road, near Woolbrook, to Lyndhurst and Bigga Road	,,		1891	240 0 0	240 0 0
Molong to Peak Hill	,,		1890	416 15 3	170 8 6
Molong to Obley	,,		1866	16,021 19 10	810 12 10
Molong to Norah Creek	,,		1890	170 8 6	100 0 0
Molong, *via* Boree and Big Flat, to Cargo	,,		1889	773 14 6	173 12 9
Molong to Warne Railway Station	,,		1882	2,978 3 5	123 16 3
Molong, *via* Toohey's Inn, to Toogong	,,		1880	8 471 18 11	1,231 1 4
Molong to Cudal	,,		1891	50 0 0	50 0 0
Cumnock to Balderogery	,,		1888	703 14 4	274 6 3
Stewart Town, towards Mookewawa	,,		1890	131 9 0	16 13 4

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, Amount of Expenditure to 31 December, 1891			Amount expended in 1891.		
				£	s.	d.	£	s.	d.
ROADS AND BRIDGES—*continued.*									
Borenore to Kite's Swamp	Maintenance, repair, and construction.	Consolidated Revenue.	1889	539	1	3	357	15	1
Borenore Creek to Orange and Forbes			1891	75	0	0	75	0	0
Eugowra to Parkes			,,	170	1	7	170	1	7
Parkes to Coradgery	,,		1888	1,011	11	9	332	15	0
Parkes to Balderogery	,,		1887	1,201	5	6	215	11	6
Parkes to Alecktown	,,		1890	267	4	6	102	4	0
Parkes to Condobolin	,,		1884	6,438	1	5	510	16	9
Trundle to Parkes	,,		1891	272	0	0	272	0	0
Gabondry Hill Road, Forbes to Dandaloo	,,		1891	100	0	0	100	0	0
Forbes to Parkes	,,		1878	5,463	17	3	190	3	3
Forbes to Gunningbland Junction	,,		1883	3,003	1	2	429	17	2
Forbes District Roads	,,		1890	500	0	0	200	0	0
Forbes to South Condobolin	,,		1882	7,091	8	1	2,173	13	3
Forbes to Condobolin	,,		1879	10,057	2	5	722	18	11
Forbes to Toogong	,,		1890	955	4	6	909	3	6
Forbes, *via* Parkes and Alecktown, to Peak Hill	,,		1891	380	9	0	380	9	0
Alecktown to Peak Hill	,,		1890	520	15	0	518	7	0
Causeway between Post-office and Bridge, Eugowra	,,		1891	30	0	0	30	0	0
Stone Crossing, Gunning Lagoon	,,		,,	49	19	0	49	19	0
Condobolin to Euabolong	,,		1889	567	1	0	352	7	2
Condobolin to Hillston	,,		1890	396	6	2	359	5	2
Condobolin Roads	,,		1891	150	0	0	150	0	0
Approach to Town of Condobolin	,,		1890	182	6	5	34	18	5
Drainage, William-street, Condobolin	,,		1891	141	10	0	141	10	0
Protection of River Bank, Macquarie River, at Warren	,,		,,	4	11	9	4	11	9
Trangie to Dandaloo	,,		1889	771	17	1	269	10	0
Crossing Gummin and Tenderbrine Creeks, on Road Dubbo and Munderoon to Tenandra.	,,		1891	24	9	6	24	9	6
Dubbo to Obley	,,		1878	5,532	3	6	347	8	9
Dubbo, *via* Tomingley, to Peak Hill	,,		1890	4,192	4	3	2,687	1	11
Dubbo to Coonamble	,,		1874	28,176	18	5	1,184	7	9
Dubbo to Cobborah	,,		1890	762	14	6	288	17	9
Dubbo to Bobberah	,,		1891	513	1	5	513	1	5
Dubbo to Wellington, Old Main West Road.	,,		,,	669	5	2	669	5	2
Baird's Lane, Dubbo	,,		,,	41	15	0	41	15	0
Bourke-street, Dubbo	,,		,,	300	0	0	300	0	0
Darling-street, Dubbo, past Carr's Soap Works	,,		,,	30	0	0	30	0	0
Neverture, towards Coonamble	,,		1889	2,001	10	8	384	16	1
Rylstone to Bylong	,,		1886	1,715	8	6	341	12	11
Budgee Budgee, Gap Road	,,		1890	370	6	6	43	7	0
Troy Gully, Bunninyong School and Whitewood Road	,,		,,	344	19	6	94	19	6
Cullenbone to Dubbo	,,		1868	20,013	15	2	38	7	3
Cullenbone to Faulkner	,,		1890	2 519	19	2	1,428	14	11
Faulkner's to Gilgandra	,,		1879	13,279	18	3	280	17	9
Camboon-lane deviation	,,		1890	215	6	4	182	0	5
Guntawang, *via* Wellington, to Goolma	,,		1878	8,442	18	5	1,137	19	9
Wellington, *via* Buckinbah, to Balderogery	,,		1880	8,523	4	7	897	12	3
Wellington to Lombah and Curra Creek	,,		1891	217	12	10	217	12	10
Wellington, *via* Curra Creek, to Yallundry	,,		1889	117	9	2	17	9	2
Wellington to Ponto	,,		1891	105	1	8	105	1	8
Wellington to Woolamon	,,		1890	626	14	5	455	14	9
Wellington to Cobborah	,,		1882	3,711	7	7	540	17	5
Wellington to Mumbil and Burrendong Road	,,		1880	3 275	8	7	217	19	8
Wellington to Arthurville	,,		,,	2 377	16	2	422	5	0
Mumbil Railway Station to Burrendong	,,		,,	454	8	8	126	0	10
Pipes, Cobar Reservoir to Town	,,		1890	2,912	9	11	519	10	11
Cobar Roads	,,		1891	292	8	0	292	8	0
Cobar to Nyngan	,,		1887	1,752	8	8	132	0	0
Cobar to Road Booligal to Wilcannia	,,		1866	3,849	4	0	477	5	0
Cobar towards Hillston	,,		1889	1,467	1	7	455	1	0
Nymagee to Nyngan	,,		1890	168	4	0	159	14	0
Lachlan, at Murrin, to Mount Hope	,,		1886	1,845	0	1	165	12	0
Gongolgan to Byerock	,,		1889	678	10	11	46	13	6
Gongolgan to Brewarrina	,,		1891	416	13	0	416	13	0
Main Street, Brewarrina	,,		1890	709	11	11	590	11	11
Brewarrina to Lednappa	,,		1891	9	15	0	9	15	0
Bourke to Barrengun	,,		1888	1,298	17	9	246	5	0
Bourke to Ford's Bridge, at Hungerford	,,		1885	3,923	3	7	211	6	0
Bourke to North Bourke	,,		1890	2,494	2	8	2,255	14	6
Bourke to Wanaaring and Milparinka	,,		1885	3,685	9	2	893	15	1
Bourke to Cobar	,,		,,	2,295	14	0	....	....	. .
Road through Louth Park (filling holes)	,,		1891	19	0	0	19	0	0
Wilcannia District Roads	,,		1890	350	0	0	50	0	0
Wilcannia to Tibbooburra	,,		1885	2,232	7	11	90	0	0
Wilcannia to Wentworth	,,		1888	1,468	7	7	400	15	7
Wilcannia to Cockburn	,,		1890	1,135	2	5	260	17	10
Wilcannia to Milparinka	,,		1891	79	4	0	79	4	0
Silverton to Cobham	,,		1887	1,688	14	0	132	0	0
Miller-street, *via* Abattoirs, to Iron Cove Bridge	,,		,,	2,061	19	2	200	5	0
Halfway House, *via* Abattoirs to "White Bay Hotel"	,,		1885	2,338	17	10	95	5	2
Gipps' Crescent, *via* Abattoirs and Weston St. to Iron Cove Bridge	,,		1891	476	14	1	476	14	1
Petersham to Abattoirs	,,		1886	3,277	15	1	389	12	9
General Post Office Approaches	,,		1891	2,794	16	11	2,794	16	11
University Retaining Wall, Parramatta Road	,,		1890	3,374	11	5	3,372	9	5
Pyrmont Bridge Road	,,		1884	12,168	0	6	270	14	0
Park Road, Bay-street to Pyrmont Bridge Road	,,		1891	922	5	6	922	5	6

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, Amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Balmain Road, past Callan Park Asylum	Maintenance, repair, and construction.	Consolidated Revenue.	1891	42 0 0	42 0 0
Missenden Road			„	90 0 0	90 0 0
Newtown Road, Kerbing and Guttering Reserve			„	47 0 0	47 0 0
Roslyn Gardens to Reserve Rushcutter's Bay (Waratah Street)	„		„	200 0 0	200 0 0
South Head Roads	„		1888	20,000 0 0	4,000 0 0
Oxford Street (Woodblocking)	„	Loans.	1891	1 1 0	1 1 0
Centennial Park Roads	„		1887	60,671 15 1	3,402 14 4
Coast Hospital Roads	„		1890	400 0 0	86 16 1
Military Road, from Forts at South Head to Forts, Bare Island, Bumborah, and Gardeners' Road	„		„	3,119 16 0	1,679 19 5
Bondi, *via* Coogee, to Long Bay	„		1879	13,030 15 4	....
Randwick Toll-gate to La Perouse	„		1886	4,401 6 11	139 6 0
Randwick Cemetery to La Perouse	„	Consolidated Revenue.	1889	353 15 9	158 7 7
Smithfield Road	„		1891	75 0 0	75 0 0
La Perouse to Little Bay, Sanitorium Road	„		1884	654 9 4	47 15 7
Botany Road, Sydney, to Banks Meadow	„		1890	2,440 0 0	1,240 0 0
Banks Meadow to Whisker's Road	„		„	89 0 0	39 0 0
Ricketty-street (Widening)	„		1889	7,790 18 6	7,578 5 4
Bunnerong Road	„		1891	486 10 9	486 10 9
Unwin's Bridge Road	„		„	185 0 0	185 0 0
Sydney and Cook's River Road	„		1876	72,098 18 7	5,307 6 1
Cook's River Road (Wood Paving)	„	Loans.	1890	19,801 10 10	18,731 11 10
Bankstown to Rookwood Railway Station	„		1886	2,408 5 3	215 11 10
Rookwood Railway Station to Cemetery	„		1891	69 6 9	69 6 9
Bond's Road, Canterbury	„		1890	150 0 0	50 0 0
Canterbury Electorate Roads	„		1890	2,774 1 8	1,707 15 2
Old Canterbury Road, Petersham to Ashfield	„		1889	730 0 4	213 12 11
Halfway House to Rocky Point	„		1891	18 18 0	18 18 0
Rocky Point Road to Sans Souci	„		1890	2,850 0 0	1,545 0 0
Old George's River Road	„		„	140 0 0	37 14 0
Undercliff Bridge to George's River	„		1891	75 0 0	75 0 0
Bettington Lane, Dundas	„		„	31 5 0	31 5 0
Black's Corner on Fagan's Road to Calybash Ridge	„		1891	100 0 0	100 0 0
Croydon Road	„		1891	50 0 0	50 0 0
Main West Road to Auburn Railway Station	„		1890	166 5 10	78 8 2
Auburn Railway Station to Kerr's Road	„		„	354 2 10	44 17 0
Road near Auburn, leading from Main Water Supply Pipes to Main South Road, continuation of Park Road, &c.	„		1891	75 0 0	75 0 0
Prospect District Roads	„		„	200 0 0	200 0 0
Port Jackson to Peat's Ferry	„		1875	43,820 0 6	2,621 6 6
Peat's Ferry to Berowra Creek	„		1885	438 17 2	19 7 0
Pearce's Corner to Peat's Ferry	„		„	2,763 1 3	296 16 5
Pearce's Corner to Pennant Hills	„		1884	2,499 14 9	456 15 1
Pennant Hills Road, near Smith's Corner, to Thorn's Grant	„		1891	60 0 0	60 0 0
Victoria Road, Pennant Hills	„		„	100 0 0	100 0 0
Victoria Road to Protestant Orphan School	„		„	377 19 8	377 19 8
Baker's Road, Pennant Hills	„		„	65 0 0	65 0 0
Broken-back Bridge to Pennant Hills	„		„	18 7 0	18 7 0
Road leading from Tibbet's Hotel, on Pearce's Corner, to Peat's Ferry Road to Pearce's Corner and Pennant Hills Road, near Pearce's Corner.	„	Consolidated Revenue.	„	25 0 0	25 0 0
Construction of Footpath from Berowra Creek Platform to Cowan Creek.	„		„	30 0 0	30 0 0
Road past Everingham's, at Brooklyn	„		1890	500 0 0	278 18 9
Brooklyn Railway Station to Old Peat's Ferry Road	„		1891	79 18 0	79 18 0
Fox Valley to Thornleigh Station	„		„	286 14 1	286 14 1
Eastern Road, Gordon	„		1889	510 12 2	9 2 2
Roads, Parish of Gordon	„		1890	318 12 10	192 0 6
Galston to Hornsby Road	„		1891	100 0 0	100 0 0
Ben Boyd Road	„		„	600 0 0	600 0 0
Burn's Bay Road, Lane Cove Road, to Lane Cove Bridge	„		„	150 0 0	150 0 0
Lane Cove, *via* Stony Creek, to Pittwater	„		1883	5,142 10 9	317 17 3
Lane Cove to Cowan Creek, at Bobbin Head			1884	505 16 10	99 11 0
Stony Creek Road to Wright's Hill approach to Pymble Railway Station.	„		1891	222 2 5	222 2 5
Kissing Point Road			1890	206 5 0	175 0 0
Field of Mars Common Roads			1881	14,597 15 0	821 12 4
Ryde Road			1891	800 0 0	800 0 0
Iron Cove, *via* Ryde, to Gladesville	„		1886	5,079 7 0	831 3 7
Gladesville, *via* Head of Navigation, Lane Cove River, to Gordon			1890	329 5 0	134 16 0
Murray's Road, Beecroft Road, Pennant Hills Road, to Beecroft Railway Station.	„		1891	140 0 0	140 0 0
Beecroft Road to Carlingford Road			1891	200 0 0	200 0 0
Carlingford Road			„	1,100 0 0	1,100 0 0
Balgowlah, *via* French's Forest, to Gordon			1890	238 1 8	50 2 8
French's Forest to Pittwater Road, at Greendale and D.Y.	„		„	486 8 9	400 3 9
Pittwater to Barrenjoey			1886	1,323 16 0	243 5 0
Old Pittwater Road			1891	202 0 0	202 0 0
Defence Road to Pittwater Road	„		1888	1,188 12 4	356 19 6
Road through Township of Newport			1891	75 0 0	75 0 0
Military Road, St. Leonards	„		1885	7,939 11 6	864 1 6
Spit Road, St. Leonards to Manly			1884	14,045 1 9	27 3 0
Manly Cove to Pittwater			1879	12,047 12 9	859 10 0
Manly to Quarantine	„		1889	941 15 7	131 9 9
Manly and Pittwater Road to McGarr's Creek			1884	1,339 16 1	458 12 2
Manly to Sydney (Red Hill)	„		1891	157 10 0	157 10 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, Amount of Expenditure to 31 December, 1891	Amount expended in 1891
ROADS AND BRIDGES—*continued.*				£ s. d	£ s. d
Roads, Parish of Manly Cove	Maintenance, repair, and construction.	Consolidated Revenue.	1890	275 19 2	134 10 0
Watson's Bay Drainage			1891	717 6 11	717 6 11
Repairs to Bridges			1891	27,526 2 9	27,526 2 9
Expenses of Punts	,,		,,	14,074 17 3	14,074 17 3
Incidental Expenses	,,		,,	57,333 18 2	57,333 18 2
Contingencies' Account	,,		,,	1,615 12 0	1,615 12 0
Advertising Account	,,		,,	1,744 5 6	1,744 5 6
Public Works Establishment, Road and Bridges, Professional (Salaries)	,,		,,	25,700 17 9	25,700 17 9
Superannuation Abatement, Retiring Officers	,,		,,	887 10 9	887 10 9
Unforseen Expenses	,,		,,	58 9 10	58 9 10
To meet Sundry Unpaid Railway Accounts	,,		,,	1,137 0 0	1,137 0 0
Broken Hill Water Supply	,,		,,	1,147 12 10	1,147 12 10
Cobar Water Supply	,,		,,	133 16 10	133 16 10
Tanks and Wells	,,		1887	13,431 18 9	1 10 4
Landing and Approaches Spit Ferry, Middle Harbour	,,		1889	2,724 16 11	35 16 2
Cottage for Engineers, Spit Ferry, Middle Harbour	,,		1890	433 5 0	353 5 0
AMOUNTS ISSUED TO MUNICIPALITIES FOR MAINTENANCE OF MINOR ROADS WITHIN THEIR LIMITS.					
Casino	,,		1891		400 0 0
Lismore	,,		,,		400 0 0
Inverell	,,		,,		600 0 0
Tenterfield	,,		,,		250 0 0
Grafton	,,		,,		125 0 0
Manly	,,		,,		50 0 0
Wingham	,,		,,		75 0 0
Wilcannia	,,		,,		50 0 0
Armidale	,,		,,		75 0 0
Parramatta	,,		,,		50 0 0
Granville	,,		,,		50 0 0
Prospect and Sherwood	,,		,,		50 0 0
St. Marys	,,		,,		100 0 0
Penrith	,,		,,		125 0 0
Tamworth	,,		,,		250 0 0
Narrabri	,,		,,		50 0 0
Gunnedah	,,		,,		100 0 0
Moree	,,		,,		100 0 0
Bingera	,,		,,		100 0 0
Kempsey	,,		,,		200 0 0
Coonamble	,,		,,		100 0 0
Walcha	,,		,,		100 0 0
Gulgong	,,		,,		150 0 0
Port Macquarie	,,		,,		100 0 0
Ballina	,,		,,		200 0 0
Young	,,		,,		100 0 0
Burrowa	,,		,,		75 0 0
Murrumburrah	,,		,,		50 0 0
Grenfell	,,		,,		100 0 0
Bourke	,,		,,		100 0 0
Cobar	,,		,,		50 0 0
Cowra	,,		,,		50 0 0
Dubbo	,,		,,		50 0 0
Wellington	,,		,,		50 0 0
Lithgow	,,		,,		50 0 0
Molong	,,		,,		100 0 0
Blayney	,,		,,		75 0 0
Bathurst	,,		,,		50 0 0
Cudgegong	,,		,,		400 0 0
Orange	,,		,,		50 0 0
Forbes	,,		,,		350 0 0
Parkes	,,		,,		100 0 0
Condobolin	,,		,,		125 0 0
Bega	,,		,,		100 0 0
Nowra	,,		,,		100 0 0
Berry	,,		,,		50 0 0
North Illawarra	,,		,,		50 0 0
Wollongong	,,		,,		50 0 0
Windsor	,,		,,		50 0 0
Richmond	,,		,,		50 0 0
Singleton	,,		,,		50 0 0
Muswellbrook	,,		,,		50 0 0
Scone	,,		,,		50 0 0
Greta	,,		,,		50 0 0
East Maitland	,,		,,		100 0 0
West Maitland	,,		,,		50 0 0
Morpeth	,,		,,		50 0 0
Cooma	,,		,,		175 0 0
Wickham	,,		,,		50 0 0
Hamilton	,,		,,		50 0 0
Plattsburg	,,		,,		75 0 0
Waratah	,,		,,		50 0 0

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, Amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—*continued.*					
Stockton	Maintenance repair, and construction.	Consolidated Revenue.	1891		75 0 0
Kiama			,,		300 0 0
Moss Vale			,,		200 0 0
Bowral	,,		,,		100 0 0
Mittagong	,,		,,		50 0 0
Milton	,,		,,		50 0 0
Braidwood	,,		,,		100 0 0
Moruya	,,		,,		150 0 0
Deniliquin	,,		,,		50 0 0
Jerilderie	,,		,,		100 0 0
Hay	,,		,,		75 0 0
Hillston	,,		,,		50 0 0
Cootamundra	,,		,,		50 0 0
Juree	,,		,,		50 0 0
Goulburn	,,		,,		75 0 0
Gundagai	,,		,,		50 0 0
Tumut	,,		,,		50 0 0
Albury	,,		,,		50 0 0
Glen Innes	,,		,,		150 0 0
Liverpool	,,		,,		50 0 0
Campbelltown	,,		,,		50 0 0
Camden	,,		,,		50 0 0
Raymond Terrace	,,		,,		50 0 0
Hill End	,,		,,		50 0 0
Ulmarra	,,		,,		200 0 0
Maclean	,,		,,		50 0 0
Yass	,,		,,		150 0 0
Queanbeyan	,,		,,		50 0 0
Broken Hill	,,		,,		100 0 0
Silverton	,,		,,		50 0 0
Bombala	,,		,,		50 0 0
Punt, Brushgrove	,,		1890	379 0 0	229 0 0
,, Burns' Point, Richmond River	,,		1891	130 0 0	130 0 0
,, Hawkesbury River	,,		,,	100 0 0	100 0 0
,, Louth	,,		,,	25 0 0	25 0 0
,, Maclean, Clarence River	,,		1890	301 17 2	40 3 4
,, Moulamein Ferry	,,		1891	9 0 0	9 0 0
,, Nymboida	,,		,,	335 17 0	335 17 0
,, Southampton	,,		,,	30 0 0	30 0 0
,, Wyong Creek Crossing	,,		,,	284 9 0	284 9 0
Flood Boat, Macleay River	,,		,,	5 0 0	5 0 0
Culvert, Ash Island	,,		,,	100 0 0	100 0 0
,, Clarencetown, *via* Glen William, to Brookfield	,,		,,	219 16 8	219 16 8
,, Chapel Creek, Road Berridale to Buckley's Crossing	,,		,,	97 0 0	97 0 0
,, Eather's Gully, Road Boat Harbour to Little North Arm	,,		,,	87 6 0	87 6 0
,, Egan's Creek	,,		,,	1 0 6	1 0 6
,, on Ghinni Ghinni Creek	,,		,,	28 4 0	28 4 0
,, Hallingworth Creek	,,		,,	75 0 0	75 0 0
,, Ivallo-street, Pambula	,,		,,	78 4 0	78 4 0
,, Jackson's Crossing, Gulgong	,,		1890	197 0 0	161 0 0
,, Kogarah Road	,,		1891	140 0 0	140 0 0
,, Manning Gully	,,		,,	40 0 0	40 0 0
,, Menah Junction	,,		1890	59 16 4	4 18 4
,, Maitland Road, between Narara P.O. and Gregg's Railway Gates	,,		1891	32 4 0	32 4 0
,, Niagara-street, Armidale	,,		,,	49 6 0	49 6 0
,, Nelson and Wyndham Streets, Greta	,,		,,	650 8 0	650 8 0
,, Possum Plain Creek, Humula to Umbargo	,,		,,	50 0 0	50 0 0
,, Pearce's Creek, Road Gundarimba to Wyrallah	,,		,,	9 13 9	9 13 9
,, Rockdale	,,		1890	111 17 4	59 15 6
,, on Road Maitland to Earl's C.P.	,,		1891	20 0 0	20 0 0
,, Rocky Point Road	,,		,,	156 3 0	156 3 0
,, Richmond River, at Sheeler's, to Lasscock's, on Deep Creek	,,		,,	26 16 9	26 16 9
,, Shepherd Creek to Warne Station	,,		,,	88 10 0	88 10 0
,, Souter's and Wilson's Creeks	,,		,,	69 9 0	69 9 0
,, Salter's Lane, Barraba	,,		,,	54 0 0	54 0 0
,, Snakey Creek Road, Nambucca to Upper Warrell Creek	,,		,,	49 17 11	49 17 11
,, South Grafton and Southgate Roads to Alumny Creek	,,		,,	72 11 0	72 11 0
,, Tambaroora Creek	,,		,,	19 0 0	19 0 0
,, near Unanderra Coke Works, Main South coast Road	,,		,,	83 14 6	83 14 6
,, Vaughan street, Rookwood	,,		,,	366 12 6	366 12 6
,, at White's Dalgarno-street, Coonabarabran	,,		,,	109 10 0	109 10 0
Footbridge, Allynbrook	,,		,,	95 4 0	95 4 0
,, over Salt Stream, or Machattie's Creek, Road Kelso to Kelloshiel.	,,		,,	50 14 3	50 14 3
REPAIRS TO BRIDGES.					
Albury District	Maintenance, repair, and construction.	Loans and Consolidated Revenue.	1891		165 0 2
Armidale ,,			,,		43 5 7
Bega ,,			,,		118 14 4
Braidwood ,,	,,		,,		54 19 0
Cowra ,,	,,		,,		39 19 10
Casino ,,	,,		,,		64 9 6
Cootamundra ,,	,,		,,		0 8 4

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891.
				£ s. d.	£ s. d.	£ s. d.
REPAIRS TO BRIDGES—*continued.*						
Crookwell District	Maintenance, repair, and construction	Loans and Consolidated Revenue.	1891			15 5 3
Dubbo „			„			0 18 8
Forbes „			„			33 1 6
Gundagai „			„			208 0 8
Goulburn „			„			162 11 3
Glen Innes „			„			53 14 0
Kiama „			„			3 2 0
Lismore „			„			14 13 10
Liverpool „			„			42 4 0
Moree „			„			8 7 10
Muswellbrook District			„			12 2 0
Maitland „			„			76 19 3
Maclean „			„			9 14 3
Narrabri „			„			127 14 0
Newcastle „			„			5 0 0
Orange „			„			57 10 3
Quirindi „			„			12 6 6
Stroud „			„			17 16 8
Tenterfield „			„			26 6 2
Tamworth „			„			163 9 6
Walgett „			„			69 18 9
Wagga „			„			55 2 9
Yass „			„			185 6 4
Bridge, Apsley River, Walcha and approaches			1890	1,679 16 2		899 17 8
„ Allen's Creek			1891	500 0 0		500 0 0
„ Arden-street, Randwick			1890	197 12 0		100 3 10
„ Bombala River, at Bibbenluke			1889	3,740 15 8		1,850 16 7
„ Billabong Creek, Maude to Deniliquin			1891	881 18 2		881 18 2
„ Box Creek			1889	999 6 4		711 1 4
„ Beckett's Creek			1890	3,530 7 7		356 9 4
„ Belah Creek, Nyngan to Cobar			1891	1,511 8 5		1,511 8 5
„ Byron Creek, Clunes, to Byron Bay			1890	1,126 12 1		570 12 1
„ Blakehurst, Kogarah Road and approaches			„	540 8 0		334 8 0
„ Bishop's and Shugg's Creek			„	720 12 0		34 4 6
„ Byng Street, Orange			1889	528 17 6		88 17 6
„ Buttsworth Creek			1890	585 5 9		235 5 9
„ Bumganbrowatha Creek and approaches			1891	207 15 0		207 15 0
„ Bennett Creek, St. Mary's			„	125 0 0		125 0 0
„ Belarengar Creek			„	872 17 3		872 17 3
„ Boggabri and approaches			„	878 18 11		878 18 11
„ Costigan's, Albury to Wagga			„	151 0 0		151 0 0
„ Curban Creek			1890	839 17 3		759 17 3
„ Copmanhurst Creek and approaches			1889	1,177 16 6		103 4 0
„ Cessnock			1891	206 14 4		206 14 4
„ Docker's Creek			„	490 12 0		490 12 0
„ Deep Creek, Casino, to Sandy Creek			1889	687 5 8		255 12 2
„ Egan Creek, Yerong to Mangoplah			1891	363 6 3		363 6 3
„ Fiddler's Creek (Approaches)			„	50 13 6		50 13 6
„ Fitzroy-street, Walcha			„	18 0 0		18 0 0
„ Gravin Creek, on Great North Road			1888	3,045 3 6		750 1 6
„ Gulgo and Deep Creek, Wagga to Condobolin			1890	725 17 4		437 6 4
„ Gundaman Creek			„	369 11 3		236 1 6
„ Gilmore Approach			1891	150 0 0		150 0 0
„ Hain's, Morpeth to Largs			1889	538 15 0		99 15 0
„ Hunter River, at Melville Ford (Hillsborough)			1890	1,532 5 2		1,254 13 2
„ Iron Cove, Footway			„	1,446 11 5		460 19 5
„ Kangaroo Creek Approach			1891	121 16 0		121 16 0
„ Kenyon's Approach			„	30 0 0		30 0 0
„ Long Bridge, West Maitland, repairs			1890	827 14 1		557 14 1
„ Laybury Creek and Approach			1891	61 6 8		61 6 8
„ Little Bridge Approach Road, Bobbin Head to Eastern Road.			„	119 14 8		119 14 8
„ Mullamuddy Creek			1890	635 10 2		304 12 10
„ Mann River, Glen Innes to Red Range			„	1,502 19 9		1,272 19 9
„ Mulbring Creek and approaches			„	448 0 0		375 0 0
„ Mol-sworth-street approaches			1891	135 0 0		135 0 0
„ Malabar Creek			1887	1,249 10 8		1,132 0 0
„ Mayfield Creek			1890	149 12 10		113 12 10
„ Martin's Gully near Armidale			1891	297 16 7		297 16 7
„ Murwillumbah Creek			„	354 2 10		354 2 10
„ Merriwa and Bulga			„	446 10 7		446 10 7
„ Myall Creek repairs			„	693 0 0		693 0 0
„ Nam i River, Terriaro or Wallah			1889	2,125 0 0		279 17 6
„ or Culvert, Moore's White Gully near Cobbedah			1891	694 9 9		694 9 9
„ on Road Wollombi to Milkman's Gully			„	50 0 0		50 0 0
„ over Two Dry Creeks, South Grafton			„	177 0 9		177 0 9
„ on Road Seven Hills Road to Vardy's Grant			„	15 0 0		15 0 0
„ on Road through Oldbury Estate			„	50 0 0		50 0 0
„ Parramatta River, at Asylum			1889	1,447 5 3		872 4 5
„ Prospect Creek, near Fairfield Railway Station and approach.			1890	1,012 13 5		576 19 4
„ Pyramid (Hand-rail)			1891	20 0 0		20 0 0
„ Richmond (Redecking)			1890	1,826 19 9		1,009 11 11
„ Rushcutter's Bay and approaches			„	4,809 7 3		2,519 7 4
„ Rushcutter's Bay, open Channel			1891	224 10 2		224 10 2
„ Rosedale, Burwood			1890	351 13 4		84 4 8

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual Amount of Expenditure. £ s. d.	If Unfinished, amount of Expenditure to 31 December, 1891. £ s. d.	Amount expended in 1891. £ s. d.
REPAIRS TO BRIDGES—*continued.*						
Bridge, Rocky Point Road	Maintenance, repair, and construction		1891	30 0 0		30 0 0
,, Strike-a light Creek			1890	676 7 8		181 7 8
,, Sugee Bag, and Dinner Creek			,,	593 1 8		122 7 2
,, Stony Creek, Raymond Terrace, to Stroud			1891	376 3 0		376 3 0
,, Skidmore, Rocky Point Road			,,	62 5 0		62 5 0
,, Shingle Hut			,,	348 15 10		348 15 10
,, 3 and 5-mile, Warnambool and approaches			1888	5,175 0 4		925 16 2
,, Throsby Creek, approach, fencing, &c.		Loans and Consolidated Revenue.	1891	70 4 0		70 4 0
,, Tallywalka Creek			,,	10 14 6		10 14 6
,, Unwin's, at Cook's River			1889	6,263 6 7		500 7 5
,, Woodville Creek, Granville			1890	254 7 10		6 0 0
,, Washpool, Stroud			,,	1,640 11 9		1,035 6 9
,, Waite's Creek, Moss Vale			,,	895 13 6		262 7 10
,, Wallamundra Creek			,,	400 0 0		44 11 6
,, Winding Creek			1891	255 13 6		255 13 6
,, Wilson's Creek, Clunes to Byron Bay			1888	1,457 6 10		1,111 9 4
,, Warrego River, at Gumbalie			1890	2,077 11 4		1,682 18 4
,, Yellow Creek			1891	388 7 2		388 7 2
,, Alumny Creek, Pound-street, Grafton		Loans.	1890		3,188 13 7	3,093 8 8
,, Alleyn River		Con. Revenue.	1891		5 0 0	5 0 0
,, Boomi, at Yarrawa			1888		3,105 2 9	201 11 5
,, Baw Baw, over Wollondilly		Loans.	1890		35 0 0	
,, Bokhira		Consolidated Revenue.	1891		592 15 0	592 15 0
,, Boomerang Creek			,,		300 0 0	300 0 0
,, Burringbar Creek, Tweed River			,,		682 6 5	682 6 5
,, Bell's Creek, Sofala, to Monkey Hill			,,		719 0 0	719 0 0
,, Burrowa River, on Young Road, at Burrowa			1890		110 16 10	2 5 4
,, Back Creek, Major's Creek to Fairfield			1891		297 0 0	297 0 0
,, Bembooka River, at Moran's Crossing			,,		0 3 0	0 3 0
,, Biree River, Biree to Culgoa			1889		373 1 0	253 1 0
,, Bullock Island		Loans.	1891		2 9 0	2 9 0
,, Bega River, at Tarragandra			1889		2,768 4 4	2,705 4 2
,, Bogan River, Narromine to Bogan			1891		300 0 0	300 0 0
,, Bogan River, Bourke to Brewarrina			,,		150 0 0	150 0 0
,, Brown's Creek, at Broughton Village			,,		295 19 0	295 19 0
,, Bean Tree Crossing		Consolidated Revenue.	,,		322 0 0	322 0 0
,, Backwater Creek, Wallerawang			,,		153 8 0	153 8 0
,, Camden Haven River, at Punt Crossing			1890		3,200 8 8	2,682 18 8
,, Cooper's Creek, Bexhill to Numulgi			,,		1,008 11 3	908 5 1
,, Cox's Creek, Bowenfells to Wallerawang			1891		1 16 0	1 16 0
,, Cowra			,,		16 13 4	16 13 4
,, Castlereagh River, at Mundooran		Loans.	,,		1,260 2 3	1,260 2 3
,, Culgoa River, at Luscombe's		Consolidated Revenue.	1889		639 6 9	522 13 8
,, Curreki Creek, Coolangalook			1891		281 0 0	281 0 0
,, Dungay and Duldingen Creeks, Tumbulgum to Dungay			,, 1888		281 4 0	281 4 0
,, Darling River, Wilcannia		Loans.	,,		4,808 3 3	4,179 8 3
,, Darling River, at Wentworth			,,		5,504 14 11	5,063 2 1
,, Darkwater Creek, Belmore River and approaches			1889		2,424 5 4	2,324 15 4
,, Duck River, near Clyde			,,		1,935 8 7	1,419 6 3
,, Eucumbene Creek, Cooma to Kiandra			1891		374 7 9	374 7 9
,, Emigrant Creek, at Tintenbar			1889		2,690 0 0	410 0 0
,, Evans Plains Creek, Dunkeld		Consolidated Revenue.	1890		1,263 9 0	1249 19 0
,, Ford's Bridge			1889		1,237 0 0	221 8 0
,, Farmer's Creek, Bowenfels			1891		0 13 0	0 13 0
,, Gasworks, Parramatta (approaches)			,,		90 0 0	90 0 0
,, Gratti Creek, Middle Crossing, Cudgegong to Hill End			,,		18 9 4	18 9 4
,, Gilargambone Creek			,,		751 3 10	751 3 10
,, George's River, Liverpool		Loans.	,,		9 1 0	9 1 0
,, Goulburn River			1889		421 19 0	258 12 11
,, Greenbah Creek		Consolidated Revenue.	1891		205 15 11	205 15 11
,, Gwydir Pioneer Crossing			,,		254 16 3	254 16 3
,, Gundagai			,,		91 18 2	91 18 2
,, Hay			,,		713 16 5	713 16 5
,, Hunter River, between Maitland and Branxton (Eldershie Bridge)		Loans.	1889		16,121 12 9	15,771 0 0
,, Hunter River, at Jerry's Plains and Roadwork			1891		27 4 5	27 4 5
,, Hunter River, between Aberdeen and Singleton (Aberdeen Bridge)			1889		8,853 14 10	8,787 10 10
,, Hunter River, between Aberdeen and Singleton (Redbournberry Bridge)			,,		16,247 6 1	11,199 18 3
,, Jock's Water Creek, Armidale to Hillgrove		Con. Revenue	1891		90 0 0	90 0 0
,, Koribakh Creek, Stroud to Tinonee			,,		179 14 0	179 14 0
,, Lane Cove River, head of Navigation		Loans.	1890		116 5 0	34 5 0
,, Lachlan River, at Euabolong		Con. Rev.	1891		7 1 3	7 1 3
,, Lachlan River, at Forbes		Loans.	1889		4,737 17 11	4,371 17 10
,, Lachlan River, on road Forbes to South Condobolin and Forbes to Marsden.		Consolidated Revenue.	1891		25 11 9	25 11 9
,, Myall River, Bulladelah			1890		2,784 5 11	1,663 12 0
,, Minnamurra			1891		1,250 3 0	1,250 3 0
,, Mulwala and approach		Loans.	1888		9,568 1 0	3,468 12 6
,, Mandurama Creek		Con. Revenue.	1891		260 2 4	260 2 4
,, Main Guy Fawkes Creek, Armidale to Hillgrove			,,		254 0 0	254 0 0
,, Murrumbidgee River at Narandera		Loans.	1888		7,452 15 6	2,847 11 4
,, Morton's Creek, Beechwood to Ennis			1891		57 7 6	57 7 6

RETURN OF PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Finished, actual Amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.
REPAIRS TO BRIDGES—*continued.*				£ s. d.	£ s. d.	£ t. d.
Bridge, Merriwa approach	Maintenance, repair, and construction	Con. Rev.	1891	.....	176 5 0	176 5 0
,, Murray River, at Wahgunyah		Loans.	1889	.....	5,124 6 8	5,017 3 6
,, Murray River, at Tocumwal			1890	.....	173 16 10	.....
,, Murray River, at Tintaldra			,,	.....	99 11 10	12 0 0
,, Murray River, at Jingellic			,,	.....	166 1 5	.....
,, Moronglo Creek, near Langfields	,, ...	Consolidated Revenue.	1891	.....	399 0 0	399 0 0
,, Menindie, at Billabong	,, ...		,,	.....	526 0 0	526 0 0
,, Molonglo, Queanbeyan	,, ...		,,	.....	223 2 11	223 2 11
,, Macleay River, Sherwood and approach	,, ...		,,	.....	141 0 0	141 0 0
,, Michie's Creek, Cobargo to Bermagui	,, ...		,,	.....	540 18 0	540 18 0
,, Morrison's Creek	,, ...		,,	.....	92 0 0	92 0 0
,, Moran's Creek	,, ...		,,	.....	131 10 6	131 10 6
,, Narara Creek, Gosford to Popran	,, ...		,,	.....	204 3 0	204 3 0
,, North Arm, Murwillumbah	,, ...		,,	.....	97 0 0	97 0 0
,, Nowra, repairs	,, ...		,,	.....	888 1 3	888 1 3
,, O'Connell-street, Parramatta	,, ...		1890	.....	4,683 1 4	2,807 9 6
,, Orphan School Creek	,, ...		1891	.....	83 7 1	83 7 1
,, Oakey Creek, Armidale to Hillgrove	,, ...		,,	.....	3 12 0	3 12 0
,, Over McIntyre, at Inverell	,, ...		,,	.....	3 10 0	3 10 0
,, Pulgamba Creek, near Gordon Brook, Copmanhurst to Solferino	,, ...		,,	.....	0 15 0	0 15 0
,, Parramatta and Iron Cove	,, ...		,,	.....	516 15 9	516 15 9
,, Polygonum Swamp	,, ...		,,	.....	221 14 6	221 14 6
,, Quirindi Creek, Quirindi to Wallabadah	,, ...		,,	.....	281 14 10	281 14 10
,, Serpentine Creek	,, ...		1889	.....	884 3 8	9 1 3
,, Swamp Oak Creek, Tenterfield to Laurence	,, ...		1891	.....	200 0 0	200 0 0
,, Stack's Creek, Kiandra Road	,, ...		,,	.....	98 0 0	98 0 0
,, Stonequarry Creek, Picton	,, ...	Loans.	,,	.....	1 1 0	1 1 0
,, Shea's Creek, Ricketty-street, Botany	,, ...	Consolidated Revenue.	,,	.....	1,441 8 11	1,441 8 11
,, Saltwater Creek, Eden to Pambula	,, ...		,,	.....	420 0 0	420 0 0
,, Tarago, on Lower Boro Road (Mulwarrie Creek)	,, ...		1890	.....	901 5 1	411 2 8
,, Tucker's Creek, near Wentworth	,, ...		1891	.....	2 17 0	2 17 0
,, Termeil Creek, Milton and Bateman's Bay Road, *via* Burril Creek at Maloney's	,, ...		,,	.....	477 5 6	477 5 6
,, Tulladunna Creek and approaches (Wee Waa)	,, ...		,,	.....	1,142 8 7	1,142 8 7
,, Taemas, repairs	,, ...		,,	.....	2 1 5	2 1 5
,, Uralla, on Main North Road	,, ...		1890	.....	3,303 12 6	1,321 15 0
,, Urana Creek, near Battewa, Urana to Corowa	,, ...		1891	.....	145 0 0	145 0 0
,, Vale Creek, near Railway Station, Perth	,, ...		1890	.....	2,096 17 4	2,090 15 7
,, Williams River, at Bandongrove	,, ...	Loans.	1891	.....	2,760 17 8	2,760 17 8
,, Weddin Creek	,, ...	Consolidated Revenue.	,,	.....	2 0 0	2 0 0
,, Wilbertree	,, ...		1888	.....	1,780 12 11	1,633 0 6
,, Wilson's River, Ballingarra	,, ...	Loans.	1891	.....	87 5 3	87 5 3
,, Wilson's River, Telegraph Point	,, ...		,,	.....	43 11 11	43 11 11
,, Warri, Braidwood to Tarago	,, ...	Consolidated Revenue.	1890	.....	1,779 11 5	1,705 7 8
,, Waroo Creek, at Yass	,, ...		1891	.....	912 19 3	912 19 3
,, Yurrunga Creek	,, ...		,,	.....	0 7 7	0 7 7
Compensation, M. J. Godfrey, Tyndall's Gully Bridge	,, ...		1890	.....	250 0 0	.....
,, to Widow of late M. Hawes, Severn River Ferry	,, ...		,,	.....	200 0 0	100 0 0
,, to Widow of the late John Brooks	,, ...		1891	.....	100 0 0	100 0 0
Minor Roads under Trustees as per schedule—						
Northern Roads	,, ...		,,	.....	.....	21,885 0 0
Southern Roads	,, ...		,,	.....	.....	4,790 0 0
Western Roads	,, ...		,,	.....	.....	5,315 0 0
Totals	.....	.....	...	71,273 5 0	7,811,475 2 7	997,677 14 11

ROADS AND BRIDGES EXPENDITURE.

Year.	Expenditure by Officers of Department.	Expenditure by Trustees.	Expenditure by Sewerage Department.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1857	100,000 0 0			100,000 0 0*
1858				
1859	46,621 16 10			46,621 16 10
1860	114,585 18 5			114,585 18 5
1861	199,208 6 10			199,208 6 10
1862	85 641 4 0	50,000 0 0		135,641 4 0
1863	154,497 7 4	70,000 0 0		224,497 7 4
1864	185,248 3 11	70,000 0 0		255,248 3 11
1865	123,867 4 0	30,822 0 0		154,689 4 0
1866	109,075 12 8	39,731 0 0		148,806 12 8
1867	147,750 14 6	38,667 0 0		186,417 14 6
1868	140,086 10 4	36 923 0 0		177,009 10 4
1869	152,323 5 0	40,802 0 0		193,125 5 0
1870	141,863 2 4	40,336 0 0		182,199 2 4
1871	182,726 11 0	40,501 0 0		223,227 11 0
1872	144,257 5 6	34,728 0 0		178,985 5 6
1873	247,858 9 0	36,098 0 0		283 956 9 0
1874	257.366 5 8	41,524 0 0		298,890 5 8
1875	356,002 10 0	45,564 0 0		401,566 10 0
1876	366,802 14 0	37,153 0 0		403,955 14 0
1877	413,625 4 8	51,550 0 0		465,175 4 8
1878	497,032 17 5	24,230 0 0		521,312 17 5
1879	649,773 11 5	25,428 0 0	409 12 3	675,611 3 8
1880	614,708 11 3	28,800 0 0	3,206 18 0	646,715 9 3
1881	484,567 2 8	23,186 0 0	16,818 1 7	524,571 4 3
1882	577,212 4 1	24 722 0 0	36,507 13 2	638,441 17 3
1883	613,847 1 6	24,938 0 0	105,607 17 7	744,392 19 1
1884	750 584 1 10	27,722 0 0	122,526 10 2	900,832 12 0
1885	800,962 5 11	24,404 0 0	170,765 15 1	996,132 1 0
1886	628,379 4 5	28,414 0 4	160,693 19 10	817,487 4 7
1887	721,993 16 6	45,433 1 3	128,956 18 5	896,383 16 2
1888	663,928 14 10	31 503 0 0	76,061 18 10	771,493 13 8
1889	632,397 10 11	31,361 0 0	90,931 19 2	754,690 10 1
1890	770,808 18 10	34,500 0 0	93,992 19 2	859,301 18 0
1891	965,687 14 11	31,990 0 0	211,697 4 6	1,209,374 19 5
	13,041,292 2 6	1,111,080 1 7	1,218,177 .7 9	15 370.549 11 10

* Approximate.

OWEN CARROLL,
Accountant.

(XXII.)

ROADS AND BRIDGES BRANCH.

STATISTICAL INFORMATION, 1891.

Classification.	Metalled, Gravelled, or Ballasted Road.		Formed Road		Cleared and Partly Drained Road.		Mountain Passes and Heavy Side or through cuttings.		Bush or Untouched Road.		Total Mileage (of all the preceding columns).	
	Miles.	Chains	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles	Chains.	Miles.	Chains.
ROADS UNDER RESIDENT ENGINEER.												
Scheduled Roads—												
Outside Municipalities	4,893	10¾	3,004	49¼	8,293	5¼	1,310	46½	6,629	60¾	24,131	12½
Within Municipalities	180	10	46	25	56	10	2	40	142	...	427	5
Unclassified and other Roads—												
Outside Municipalities	233	28¼	340	6½	1,132	62¼	83	75¼	5,403	49½	7,193	61¾
Within Municipalities	44	58	14	52	56	...	...	. .	11	10	126	40
	5,351	27	3,405	52¾	9.537	77½	1,397	1¼	12,186	40¼	31,878	39¼
ROADS UNDER MUNICIPAL COUNCILS.												
Within Municipalities and annually subsidised by the Department ...	258	67	96	33	94	42	6	...	13	72	469	54
ROADS UNDER TRUSTEES.												
Scheduled Roads	418	50	512	72	544	73	112	21	328	64	1,917	40
Unclassified and other Roads	4	50	24	40	34	20	8	60	18	30	90	40
Totals	6,033	34	4,039	37¾	10,211	52½	1,524	2¾	12,547	46¼	34 356	13¼

CAUSEWAYS.

Number.	Total Length in feet.
9,084	213,054
9,084	213,054

CULVERTS (Up to 15 feet Span).

Classification.	Number.	Total Length in feet.
Iron Decked	77	1,414
Stone, Brick, or Concrete	516	4,001
Timber Deck on Stone, Brick, or Concrete ...	172	2,271
Timber	13,918	129,645
Pipe	9,669	239.207
Totals	24,352	376,538

BRIDGES (Over 15 feet Span).

Classification.	Number	Number of Spans.	Total Length in Feet.
Iron or Steel, with Iron Deck	52	138	8,544
Iron or Steel with Timber Deck	30	103	8,580 3″
Timber Approaches to above	36	260	7,446 9″
Stone, Brick, or Concrete	160	204	5,719
Timber — Trusses or Arches . . .	239	522	34 390
Timber Approaches to ditto	105	528	16,394 10″
Timber—Beam ...	2,573	4,987	137,432 9″
Totals	3.195	6,742	218,507 7″

PUNTS, FERRIES, BOATS.

Classification.	How Worked. Oars only.	Wire Rope without Gearing.	Hand Gearing and Wire Rope.	Steam Gearing and Wire Rope	Total No.	Total Width between Mooring Posts in ft
	No.	No.	No.	No.	No.	No.
Iron Punts	...	..	3	5	8	7,549
Timber Punts ..	.	23	66	2	91	54,041
Steam Launches	...	..	. .	...	2	...
Horse Boats ...	...	2	...	..	2	1,650
Flood Boats, iron	17	...	.	...	17	...
Ditto timber.	58	...	...	...	58	...
Other Boats	107	. .	...	..	107	...
Totals	182	25	69	7	285	63,240

NUMBER OF MEN EMPLOYED.

Monthly average for 1891;—

By Department.....	1,757
By Contractor	5,438
Total	7,195

OFFICERS TRAVELLING FOR 1891.

	Miles by Road	Miles by Rail.	Total.
Resident Engineer ...	233,706	70,778	304,484
Assistants..... ..	115 964	24 766	140 730
Totals	349,670	95,544	445,214

[Where actual measurements are not to hand the most careful approximations are adopted.]

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(XXIII.)

Government Architect.

Department of Public Works, Government Architect's Branch,
Sydney, 4th August, 1892.

Minute Paper.

Annual Report of the Government Architect's Branch, 1891.

I HAVE the honor to present the following report of the work done and the money expended by this Branch in constructing, altering, repairing, and furnishing the various public buildings during the year 1891.

The expenditure amounted to £316,193 7s. 7d. on buildings and services, £18,059 19s. 11d. on furniture, and £16,882 0s. 6d. on salaries and contingencies of the professional staff, of which the sum of £172,034 15s. 0d. was paid out of Consolidated Revenue, and £179,100 13s. from Loan Funds. The whole of the money expended upon furniture was paid out of the Consolidated Revenue.

The expenditure before-mentioned has been spread over 712 different buildings and services, and in the majority of cases it has been necessary to prepare plans, specifications, and contracts.

I have the honor to report that no outstanding claims or disputes exist in connection therewith.

A list of the new buildings erected and finished during the year is hereunder set forth.

	Total Cost. £	s.	d.
Ashfield Post and Telegraph Office	2,334	0	11
Granville ,, ...	2,306	13	9
Hunter's Hill ,, ...	2,443	3	8
Marrickville ,, ...	2,500	0	0
Coraki ,, ...	1,058	0	0
Crookwell ,, ...	1,648	8	11
Eden ,, ...	1,517	19	0
Mittagong ,, ...	1,710	7	0
Berry Court-house	1,658	10	7
Brushgrove Lockup	1,283	10	0
Cassilis Police Barracks	1,338	14	3
Corowa Police Officers' Quarters	1,367	15	0
Crookwell Court-house	1,348	0	0
Cudgen Police Buildings	662	10	0
Emmaville Police Barracks	1,409	0	0
Jugiong Court and Watch House	1,735	3	7
Menindie Police Barracks	647	15	9
Obley Court-house	1,758	9	0
Tingha Police Buildings	995	17	10
Uralla Lockup	2,183	3	7
Wellington Police Station	894	0	7
Woolgoolga Police Station	773	1	0
Little Bay Leper Hospital	4,001	13	7
,, Quarters for Staff	2,898	2	9
N.S.S. Vernon—Baths	1,130	15	6

In addition to a large number of minor buildings, the following important ones have had considerable additions, alterations, &c., effected :—

Darlinghurst Gaol
Maitland Gaol
Bathurst Gaol
Government House
Hill View
Admiralty House
General Post Office
Government Printing Office
Various Benevolent Asylums
Supreme Court
The University and its various schools
The Centennial Park
Callan Park Hospital for Insane
Gladesville Hospital for Insane
Parramatta Hospital for Insane
Little Bay Hospital
Goat Island Magazine
Broken Hill Police Buildings, &c., &c.

During the year considerable progress was made with the following important buildings, still in course of erection :—

Central Police Court
Lands Office (additions)
Museum (new wing)
Public Works Office (additions)
New Stamp Office
Shaftesbury Reformatory (additions)
Bathurst Police Barracks
Bombala Lockup
Broken Hill Post and Telegraph Office
Broken Hill Gaol
Maclean Court-house
Moss Vale Post and Telegraph Office
Picton Post and Telegraph Office
St. Albans Court and Watch House
Temora Post and Telegraph Office
Wollongong Post and Telegraph Office
Wyong Post and Telegraph Office

The

The total number of buildings, sites, and properties belonging to the Government, for the safe keeping of which this Branch is responsible, amounts to 886.

During the year considerable advance was made in tabulating and ascertaining the present market value of these properties, but owing to their being scattered over the whole colony, and to some extent in inaccessible places, the publication of a complete list and valuation is postponed and proposed to be set forth in the Report of 1892.

Their value, however, may be approximately estimated at £8,239,916 10s., of which £981,265 was paid from loan votes. It should be stated that this sum is exclusive of £4,407,490, the estimated value of the Public Parks and Gardens of the Metropolis including the Centennial and Parramatta Parks but excluding the National Park, the latter not being associated with this Branch.

I would point out that although the greater number of the buildings are in a fair state of repair, yet there are many which, from one cause or another, have suffered much from neglect and absence of systematic repair, and in a few cases are absolutely ruinous.

I am of the opinion that the life of a building, subject to the climatic influences of New South Wales, is in many cases a comparatively short one, and unless frequent and periodical attention—particularly to outside repairs and protection from the ravages of the white ant—is systematically undertaken, a constant depreciation in the value of these buildings must ensue.

I therefore suggest for the consideration of the Minister for Public Works the advisability of greatly increasing the annual vote for "Repairs Public Buildings," even at the expense of projected new buildings, and the adoption of a system under which every building can be painted and repaired externally at least every fourth year.

During the year public competitive designs for Government buildings were, under the instructions of the then Minister for Works, the Hon. Bruce Smith, invited from architects in private practice for a new gaol at Grafton, and a Lunatic Asylum at Rossiville.

A confidential committee, comprising six of the leading architects of Sydney and myself, drew up and recommended a set of conditions to guide these competitions, which were adopted by the Minister.

An adequate response was made and the Grafton gaol designs were adjudicated upon, the plans of Mr. H. A. Wilshire, Architect, of Sydney, taking first position, and that gentleman was instructed to prepare plans and specification for the new building.

In the Rossiville asylum case the matter is still in progress, and it is at this stage too early to report as to the success or otherwise of this new departure.

It may be anticipated, however, that the professional expenses, consequent on public competition, will amount to about 7 per cent. on the outlay, or 2 per cent. in excess of the ordinary professional charges.

The Department of Mines, in the designs for the new Agricultural College at Ham Common, also adopted these conditions.

The office staff at the close of the year 1891 was comprised as follows :—

Professional.	*Clerical.*
The Government Architect	Chief Clerk
Principal Assistant Architect	Accountant
4 Assistant Architects	Correspondence and Record Clerk
1 Building Surveyor	7 Clerks
23 Draftsmen, &c.	1 Shorthand writer.
Senior Clerks of Works	
Clerk of Works.	

The total office expenses, including salaries, contingencies, travelling expenses, &c., amount to £20,627 (£2,815 of this amount is provided for in clerical division, Public Works Establishment).

The following shows the percentage cost of the various services based on the total expenditure of £334,253 7s. 6d. :—

Professional...	2·50	per centum.
Superintendence by clerks of works	1·96	,,
Clerical	0·94	,,
Contingencies, travelling expenses, library, &c....	0·75	,,
Total	6·15	,,

Some idea of the amount of work carried out by the clerical branch during the year may be gained from the following summary of papers dealt with :—

Vouchers	4,472
Letters, reports, &c., received and despatched ...	30,986
Telegrams despatched	806
Total	36,264

In addition to the works actually carried out by the professional staff a large amount of work in reports, abortive plans, and preliminary sketches for future works were undertaken, and are covered by the above percentage cost.

As outside professional commission is usually 5 per cent. and upwards for work actually done, the result—viz., 2·50 per cent.—in this office may be considered as satisfactory.

I have to report the death of Mr. J. S. Henry, formerly stationed at Uralla, who served many years faithfully and honestly as a district clerk of works.

The following is a detailed list of the hereinbefore referred to expenditure and particulars :—

RETURN of Public Works carried out by the Government Architect's Branch in the Year 1891.

Work, and where situated.	Whether Constructing or under Repair.	Estimated Expense.	Fund from which the Expense is defrayed.	When Commenced.	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.	Amount expended for Furniture in 1891.
		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
SYDNEY.									
Agriculture, Department of	Alterations, &c.		Consolidated Revenue	1891	Finished	277 13 2		277 13 2	314 17 6
Art Gallery	Repairs			"	"	100 15 2		100 15 2	
Attorney-General's Office	"			"	"	5 2 9		5 2 9	0 15 5
Audit Office	"			"	"	24 8 6		24 8 6	86 17 5
Belmore Barracks	"			"	"	104 17 11		104 17 11	100 9 3
Botanic Gardens	Alterations & repairs			"	"	474 10 9		474 10 9	
"Carrington" Launch	Furniture			"	"				0 9 0
Central Police Court	Erection	48,000	Loans	"	Unfinished		20,369 10 3	20,369 10 3	
"	Foundations			1890	Finished	9,041 14 3		1,551 14 3	0 12 6
"	Land			1891	"	1,800 0 0		1,800 0 0	
" (Temporary)	Repairs		Consolidated Revenue	"	"	21 18 7		21 18 7	12 3 0
Chancery Square	"			"	"	47 14 11		47 14 11	24 11 4
Circular Quay Morgue	"			"	"	12 6 0		12 6 0	1 16 7
City Improvement Board Office	"			"	"	12 9 8		12 9 8	
Civil Service Board Office	"			"	"	33 6 2		33 6 2	49 16 4
Clarence-street Lock-up	Erection	2,500	Loans	"	Unfinished		1,915 0 0	1,915 0 0	
Clerk of Peace Office	Furniture			"	Finished				40 17 9
Cook Park	Gas supply			"	"	8 5 0		8 5 0	
Comptroller-General of Prisons Office	Repairs			"	"	43 16 5		43 16 5	257 10 0
Coroner's Office	"			"	"	0 17 11		0 17 11	7 12 8
Crown Solicitor's Office	"			"	"	26 0 3		26 0 3	52 4 6
Custom House	"			"	"	25 18 2		25 18 2	7 17 2
Darlinghurst Gaol	Drainage, &c.	2,000		"	"	2,026 11 2		2,026 11 2	
" "	Asphalting, &c.	1,400	Consolidated Revenue	"	"	1,141 6 3		1,191 6 3	
" "	Additions, &c.			"	"	1,403 4 7		1,403 4 7	63 14 5
" Police Station	Alterations, &c.			"	"	119 18 3		119 18 3	
" Court-house				"	"	349 5 6		349 5 6	73 6 0
" Receiving House	Repairs			"	"	107 8 9		107 8 9	50 8 7
Dawes Battery	Furniture			"	"				0 17 6
" (Captain Hixon's)	Repairs			"	"	26 0 0		26 0 0	
District Court	Alterations & repairs			"	"	406 10 8		406 10 8	188 9 6
Domain	Lighting lamps			"	"	189 15 0		189 15 0	
Erskine-street Police Station	Repairs			"	"	54 16 6		54 16 6	
Fire Brigade Station, George-street North	Erection	11,000	Loans	"	Unfinished		1,080 0 0	1,080 0 0	
Fisheries Department	Repairs		Consolidated Revenue	"	Finished	14 11 4		14 11 4	1 12 4
Forest Department	"			"	"	28 18 9		28 18 9	43 17 4
Fort Phillip Signal Station	"			"	"	58 2 6		58 2 6	4 15 10
Fort Macquarie	Lighting lamps			"	"	11 18 6		11 18 6	
Flagstaff Hill Reserve	"			"	"	33 0 0		33 0 0	
Friendly Societies' Office	Repairs			"	"	2 15 3		2 15 3	
Free Public Library	Alterations and repairs			"	"	531 8 6		531 8 6	174 12 8
" " (Lending Branch)	Repairs			"	"	1 3 11		1 3 11	
Garden Palace Grounds	"			"	"	68 16 6		68 16 6	
General Post Office	Clock and bells		Loans	"	Unfinished		4,373 12 10	4,373 12 10	
" Post Office-street	Formation			"	"		194 18 7	194 18 7	
" "	Alterations, &c.		Consolidated Revenue	"	Finished	1,134 5 8		1,134 5 8	78 11 1
Government House	Chalet, &c.			"	"	3,965 8 4		3,965 8 4	2248 6 1
" "	Alterations & repairs			"	"	1,472 1 8		1,472 1 8	1480 1 11
" Printing Office	Repairs			"	"	5 6 3		5 6 3	
" " (Store)	Additions	800		1890	"	862 14 4		212 14 4	
" "	Alterations & repairs.			1891	"	1,248 6 3		1,248 6 3	78 19 9

Return of Public Works—*continued.*

Work, and where situated.	Whether Constructing or under Repair	Estimated Expense	Fund from which the Expense is defrayed	When Commenced	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d	£ s. d	£ s. d.	£ s. d.
Government House Stables	Alterations & repairs.			1891	Finished	409 15 8		409 15 8	185 1 8
„ Statists' Office	Repairs			„	„	44 10 0		44 10 0	23 3 4
„ Boatshed	Furniture			„	„				9 8 1
„ Interpreter's Office	„			„	„				0 15 6
Harbours and Rivers Office	Repairs			„	„	4 1 2		4 1 2	29 15 11
Haymarket Post and Telegraph Office	Furniture			„	„				18 13 8
Health Board Office	Repairs			„	„	7 5 8		7 5 8	12 7 5
Hyde Park	Lighting lamps		Consolidated Revenue.	„	„	323 17 5		323 17 5	
Imperial Pensions Office	Repairs			„	„	8 17 11		8 17 11	8 12 1
Insolvency Court	„			„	„	151 12 9		151 12 9	88 4 7
Inspector-General of Police Office	„			„	„	405 3 0		405 3 0	21 17 11
Justice Department of	„			„	„	90 5 9		90 5 9	11 6 6
Kent and Bathurst Streets Police Station	„			„	„	7 6		7 6	
King-street Post and Telegraph Office	Furniture			„	„				74 5 7
Lands Titles Office	„			„	„				5 6 6
Land Court	Repairs			„	„	1 17 2		1 17 2	16 0 7
„ Valuator's Office	„			„	„	3 18 5		3 18 5	2 9 9
License Inspectors' Office	Furniture			„	„				5 5 0
Lands Office	Completion	100,000	Loans	1888	Unfinished		85,738 3 5	20,916 8 5	
„	Repairs &c.		Consolidated Revenue.	1891	Finished	154 17 10		154 17 10	54 2 3
„	Working lift			„	„	301 0 0		301 0 0	
„	Lighting lamps			„	„	29 5 0		29 5 0	
Local Government Board Office	Repairs			„	„	126 0 5		126 0 5	136 6 2
Lunacy Department of	„			„	„	14 16 9		14 16 9	67 4 5
Marine Board Office	„			„	„	4 19 5		4 19 5	27 6 10
Master in Equity Office	„			„	„	1 13 0		1 13 0	14 1 11
Mint	„			„	„	365 1 1		365 1 1	52 1 1
Money Order Office	„			„	„	11 7 11		11 7 11	119 17 4
Mines Department	Repairs, &c.			„	„	195 17 1		195 17 1	325 2 0
Museum	Additions	12,000	Loans	1890	Unfinished		10,451 9 4	6,431 0 0	
„	Fittings		Consolidated Revenue.	1891	„		1,337 0 0	1,337 0 0	
„	Alterations & repairs			„	Finished	489 9 8		489 9 8	3 13 10
Naval Brigade Office	Furniture			„	„				17 4 0
Naval Depot	Alterations & repairs			„	„	598 2 4		598 2 4	358 16 0
New Zealand Exhibition Commission Office	Repairs			„	„	6 10 3		6 10 3	
Observatory	Additions & repairs			„	„	485 9 3		485 9 3	12 5 6
Ormonde House	Additions	2,500		„	Unfinished		2,934 7 0	2,934 7 0	7 7 4
Parliamentary Buildings	Additions & repairs			„	Finished	1,428 5 5		1,428 5 5	1027 9 9
„ „	Attending gas			„	„	100 0 0		100 0 0	
„ Works Committee	Furniture			„	„				0 15 0
Patents' Office	Repairs			„	„	2 5 4		2 5 4	20 19 5
Pharmacy Board Office	„			„	„	1 2 0		1 2 0	
Phillip Park	Lighting lamps			„	„	12 7 6		12 7 6	
Public Works Office	Additions	15,603	Loans	1890	Unfinished		14,869 0 0	12,706 0 0	
„	Land			1891	Finished	25,725 15 6		25,725 15 6	
„	Alterations & repairs		Consolidated Revenue.	„	„	1,066 12 11		1,066 12 11	523 6 10
„	Working lift			„	„	301 0 0		301 0 0	
„	Lighting lamps			„	„	39 0 0		39 0 0	
Public Wharves Office	Furniture			„	„				8 1 4
Public Instruction Department	Repairs			„	„	109 2 8		109 2 8	1 14 0
Queen's Statue	Lighting lamps			„	„	19 10 0		19 10 0	

Railway Department	Repairs		Consolidated Revenue.	1891	Finished	64 4 7		64 4 7	231 16 4
Registrar-General's Office	"		"	"	"	330 15 6		330 15 6	473 8 8
Roads, Streets, and Bridges	Lighting lamps		"	"	"	86 15 5		86 15 5	
Royal Commission on Strikes	Furniture		"	"	"				4 10 0
Rose Bay Police Station	Repairs		"	"	"	13 0 0		13 0 0	
Sheriff's Office	"		"	"	"	7 18 6		7 18 6	13 12 1
Shipping Office	"		"	"	"	9 9 4		9 9 4	12 13 6
Stores Department	Furniture		"	"	"				11 3 6
Stamp Office	Repairs		"	"	"	4 0 0		4 0 0	24 10 1
" New	Erection	5,367	Loans.	"	Unfinished		5,459 10 0	5,459 10 0	
South Sydney Morgue	Alterations & repairs		Con. Rev	"	Finished	119 6 0		119 6 0	
Supreme Court	"		"	"	"	1,159 18 5		1,159 18 5	320 16 10
Technological Museum	Repairs		"	"	"	27 10 11		27 10 11	
Treasury	Alterations & Repairs		"	"	"	397 2 5		397 2 5	274 15 10
University	Electric light		"	1890	"	650 0 0		550 0 0	
" Medical School	Fittings, &c.	15,000	Loans, &c.	1888	Unfinished		16,129 3 3	3,658 3 3	
" Chemical School	"		"	1891	Finished	3 245 9 9		3,245 9 9	
" "	Gas, &c.		"	"	"	763 19 9		763 19 9	
" Engineering School	Erection	3,328		"	Unfinished		3,246 7 6	3,246 7 6	
" Women's Room		300		"	Finished	309 11 5		309 11 5	
"	Alterations & Repairs			"	"	1,413 17 9		1,413 17 9	307 10 5
"	Lighting lamps			"	"	138 14 9		138 14 9	
Victoria Park	"		Consolidated Revenue.	"	"	41 5 0		41 5 0	
Vine Diseases Board	Furniture			"	"				0 9 0
Water Conservation Commission	Repairs			"	"	20 18 1		20 18 1	30 10 10
Water Police Court	"			"	"	275 1 7		275 1 7	28 5 8
Water and Sewerage Board	Furniture			"	"				4 3 6
Weights and Measures Office	"			"	"				2 11 10
William-street Post and Telegraph Office	Repairs			"	"	27 7 7		27 7 7	
Woolloomooloo Police Station	"			"	"	14 2 4		14 2 4	9 3 8
SUBURBS.									
ANNANDALE.									
Post and Telegraph Office	Site		Loans.	"	"	360 0 0		360 0 0	
ASHFIELD.									
Post and Telegraph Office	Erection	2,250		1890	"	2,334 0 11		205 18 4	156 18 4
"	Repairs			1891	"	5 12 5		5 12 5	
BALMAIN.									
Post and Telegraph Office	"		Consolidated Revenue	"	"	53 10 5		53 10 5	
BILOLLA.									
Gaol	Alterations, &c.			"	"	399 7 6		399 7 6	32 16 0
Sheriff's Residence	Repairs			"	"	4 11 8		4 11 8	
CALLAN PARK.									
Hospital for Insane	Alterations & Repairs			"	"	1,887 1 1		1,887 1 1	162 8 0
CAMPERDOWN.									
Lockup	Furniture			"	"				3 17 6
Post and Telegraph Office	Site			"	"	480 0 0		480 0 0	
CENTENNIAL PARK.									
Wall and railing	Construction		Loans	1888	Unfinished		21,788 8 10	8,717 16 5	
Gate lodge	Erection	1,500		1891	Finished	1,695 6 8		1,695 6 8	6 11 10
Iron railing	"			"		885 16 4		885 16 4	
Entrance gates	"			"	"	1,825 7 9		1,825 7 9	
Statuary, &c.	"			"		333 0 0		333 0 0	
Governor Phillip's statue	"			1890	Unfinished		750	250 0 0	
CROYDON.									
Post and Telegraph Office	Repairs		Consolidated Revenue.	1891	Finished	61 15 0		61 15 0	
GARDEN ISLAND.									
Furniture				"	"				0 12 5
GLADESVILLE.									
Hospital for Insane	Hall			"	"	868 12 0		868 12 0	
"	New wing	8,000	Loans.	1890	Unfinished		7,474	6,074 0 0	

Work, and where situate	Whether Constructing or under Repair	Estimated Expense	Fund from which the Expense is defrayed	When Commenced	Whether Finished or Unfinished	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891	Amount expended for Furniture in 1891
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d	£ s. d.	£ s. d.	£ s. d.
GLADESVILLE—*continued.*									
Hospital for Insane	Alterations and additions, &c.			1891	Finished	1,344 11 0		1,344 11	129 7 7
GOAT ISLAND.									
Magazine	Alterations & Repairs			"	"	667 8 4		667 8 4	
GLEBE.									
Police Station	Repairs			"	"	11 10 7		11 10 7	
Post and Telegraph Office	"			"	"	2 6 11		2 6 11	
Court House				"	"	51 7 0		51 7 0	2 9 0
Abattoir	Furniture		Consolidated Revenue	"	"				3 15 0
Bridge	Lighting Lamps			"	"	28 17 6		28 17 6	
GRANVILLE.									
Post and Telegraph Office	Erection	2,250		1890	Finished	2,306 13 9		278 3 6	160 0 6
HUNTER'S HILL.									
Post and Telegraph Office	"			1891	"	2,443 3 8		2 443 3 8	
KOGARAH.									
Post and Telegraph Office	"			"	Unfinished		430 0 0	430 0 0	
KIRRIBILLI POINT.									
Admiralty House	Additions	6 500		"	"		6,693 0 6	6,693 0 6	1070 17 0
LITTLE BAY.									
Leper Hospital	Erection	3,000	Loans and Consolidated Revenue.	1890	Finished	4,001 13 7		1,502 2 2	
" (Female)	"			1891	Unfinished		300 0 0	300 0 0	
Quarters for Staff	"			"	Finished	2,898 2 9		2 898 2 9	
Hospital	Painting and Repairs	700		1890	"	711 9 4		261 9 4	
"	Alterations			1891	"	1 742 3 7		1.742 3 7	477 11 9
LA PEROUSE.									
Monument	Repairs			"	"	40 5 0		40 5 0	
Cable Station	Additions			"	"	583 7 6		583 7 6	
LEICHHARDT.									
Post and Telegraph Office	Repairs			"	"	8 6 6		8 6 6	
MANLY.									
Police Station	"			"	"	2 8 6		2 8 6	
Post and Telegraph Office	"			"	"	3 18 10		3 18 10	
MARRICKVILLE.									
Post and Telegraph Office	Erection	2,500	Conso'idated Revenue.	1890	"	2,500 0 0		1,205 0 0	158 17 11
NEWINGTON.									
Benevolent Asylum	Repairs			1891	"	453 13 10		453 13 10	28 7 6
NEWTOWN									
Police Station	"			"	"	7 6 11		7 6 11	
Court-house	"			"	"	29 5 1		29 5 1	
PADDINGTON.									
Post and Telegraph Office	"			"	"	88 3 10		88 3 10	
Court-house	"			"	"	2 3 4		2 3 4	
REDFERN									
Post and Telegraph Office	"			"	"	17 10 0		17 10 0	
Police Station	"			"	"	2 12 0		2 12 0	
Court-house	"			"	"	2 8 6		2 8 6	
"	Land		Loans.	"	"	4,537 15 9		4,537 15 9	
RYDE									
Court-house	Furniture		Consolidated Revenue.	"	"				5 10 10
SOUTH HEAD.									
Macquarie Light-house	"			"	"				11 12 10
Light-ship "Bramble"	"			"	"				0 11 6

SOUTH HEAD—*continued.*									
Hornby Light-house	Furniture			1891	Finished				3 7 6
Lighting Lamps				,,	,,	24 15 0		24 15 0	
Signal Station	Furniture			,,	,,				2 16 0
Reformatory	Additions	4,000		,,	,,		1,560 16 8	1,560 16 8	
,,	Repairs			,,	,,	51 17 6		51 17 6	53 2 0
ST. LEONARDS.									
Court-house	,,			,,	,,	122 15 3		122 15 3	4 13 5
Post and Telegraph Office	,,			,,	,,	134 16 3		134 16 3	0 17 6
STANMORE.									
Police Station	,,				,,	2 3 0		2 3 0	
"VERNON."									
Baths	Construction	1,000		1890	,,	1,130 15 6		730 15 6	
Repairs to Vessel				1891	,,	48 3 3		48 3 3	10 19 0
WATSON'S BAY.									
Health Office	Repairs			,,	,,	33 16 0		33 16 0	
COUNTRY.									
ADELONG.									
Court-house	Furniture			,,	,,				4 7 0
ALBURY.									
Post Office	Repairs			,,	,,	27 0 11		27 0 11	
Telegraph Office	,,			,,	,,	12 15 0		12 15 0	
Clerk of Works Office	,,			,,	,,	1 18 0		1 18 0	
Court-house	,,			,,	,,	90 6 0		90 6 0	
Gaol	,,			,,	,,	173 1 5		173 1 5	1 11 6
Lands and S. Office	Alterations & repairs			,,	,,	459 11 5		459 11 5	
Police Station	Repairs			,,	,,	54 10 8		54 10 8	20 6 6
ALMA.									
Police Station	,,		Consolidated Revenue	,,	,,	13 3 6		13 3 6	4 9 5
ARMIDALE.									
Post and Telegraph Office	,,			,,	,,	85 10 0		85 10 0	
Gaol	Additions			,,	,,	200 16 10		200 16 10	
Court-house	,,			,,	,,	435 12 11		435 12 11	
Lands Office	Furniture			,,	,,				17 19 11
Lock-up	Repairs			,,	,,	73 12 2		73 12 2	
Police Station	,,			,,	,,	215 4 3		215 4 3	11 1 6
ARALUEN.									
Court-house	Furniture			,,	,,				8 18 0
BARADINE.									
Police Barracks	Repairs			,,	,,	4 15 0		4 15 0	
BARMEDMAN.									
Police Station	,,			,,	,,	45 5 0		45 5 0	
BARRABA.									
Court-house	Additions & repairs			1890	,,	374 0 0		224 0 0	
Post and Telegraph Office	Additions			1891	,,	215 0 0		215 0 0	
BARRINGUN.									
Post and Telegraph Office	Repairs			,,	,,	0 7 6		0 7 6	
BALRANALD.									
Gaol	,,			,,	,,	44 3 0		44 3 0	
Court-house	,,			,,	,,	3 0 0		3 0 0	
Police Station	,,			,,	,,	24 18 6		24 18 6	
BALLINA.									
Court-house	Furniture			,,	,,				3 14 6
Police Station	Repairs			,,	,,	46 15 0		46 15 0	
Post and Telegraph Office	Turret Clock			,,	Unfinished		316 0 0	316 0 0	
BELLINGEN.									
Police Station	Repairs			,,	Finished	8 17 6		8 17 6	
BEGA.									
Court-house	,,			,,	,,	6 10 0		6 0 0	21 13 6
Police Station	,,			,,	,,	3 16 10		3 16 10	8 19 3

Return of Public Works—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Estimated Expense.	Fund from which the Expense is defrayed.	When Commenced.	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
BERRIMA.									
Gaol	Additions	.....		1891 ...	Finished...	342 2 2	.....	342 2 2	15 8 11
Post and Telegraph Office	Repairs	.....		,, ...	,, ...	1 3 6	.....	1 3 6	.....
Public Buildings	,,	.....		,, ...	,, ...	6 15 6	.....	6 15 6	.....
BERRY.									
Court-house	Erection	.....		1890 ...	,, ...	1,658 10 7	.....	1,441 9 3	5 5 0
BINALONG.									
Court-house	Repairs	.....		1891 ...	,, ...	66 5 7	.....	66 5 7	1 2 6
BINGERA.									
Post and Telegraph Office	,,	.....		,, ...	,, ...	15 2 6	.....	5 2 6	.....
Court-house	,,	.....		,, ...	,, ...	365 3 6	.....	365 3 6	.....
Lock-up	,,	.....		,, ...	,, ...	19 2 8	.....	19 2 8	1 1 4
Police Station	,,	.....		,, ...	,, ...	5 0 0	.....	5 0 0	.....
BLACKVILLE.									
Court-house	Furniture	.....		,, ...	,, ...	.....	.....	.....	1 5 0
BLACKHEATH.									
Post and Telegraph Office	Repairs, &c.	.....		,, ...	,, ...	9 14 4	.....	9 14 4	.....
BLAYNEY.									
Post and Telegraph Office	,,	.....		,, ...	,, ...	6 0 0	.....	6 0 0	.....
Court-house	,,	.....		,, ...	,, ...	14 16 0	.....	14 16 0	.....
BOOLIGAL.									
Court-house	Furniture	.....		,, ...	,, ...	.....	.....	.....	16 5 0
BOGGABRI.									
Cou t-house	Repairs	.....		,, ...	,, ...	14 0 0	.....	14 0 0	13 13 0
BATHURST.									
Gaol	Additions, &c.	.....	Consolidated Revenue.	,, ...	,, ...	2,563 16 7	.....	2,563 16 7	41 5 7
Post and Telegraph Office	,,	820		1890 ...	,, ...	553 14 0	.....	219 4 0	.....
,, ,,	Repairs	.....		1891 ...	,, ...	65 10 0	.....	65 10 0	.....
Court-house	,,	750		1890 ...	,, ...	749 19 5	.....	459 6 2	12 10 0
Public Buildings	,,	.....		1891 ...	,, ...	68 10 0	.....	68 10 0	.....
Clerk of Works Office	,,	.....		,, ...	,, ...	8 9 1	.....	8 9 1	1 10 0
Police Barracks	,,	.....		,, ...	,, ...	8 0 0	.....	8 0 0	8 1 11
,, (new)	Erection	.....		,, ...	Unfinished	.....	2,900 0 0	2,900 0 0	.....
Lands Office	Furniture	.....		,, ...	Finished...	.....	.....	.....	3 7 6
BOWRAL.									
Police Station	Repairs	.....		,, ...	,, ...	83 10 0	.....	83 10 0	.....
Post and Telegraph Office	Additions	.....		,, ...	,, ...	199 1 0	.....	199 1 0	.....
Court-house	Furniture	.....		,, ...	,, ...	.....	.....	.....	3 16 0
BOAT HARBOR.									
Court-house	,,	.....		,, ...	,, ...	.....	.....	.....	7 8 8
BOWNA.									
Police Station	Repairs	.....		,, ...	,, ...	5 10 0	.....	5 10 0	.....
BOURKE.									
Gaol	Alterations, &c.	.....		,, ...	,, ...	334 15 6	.....	334 15 6	5 9 9
Clerk of Works Office	Furniture	.....		,,	,, ...	.....	.....	.....	0 3 8
Court-house	Repairs	.....		,, ...	,, ...	8 3 7	.....	8 3 7	.....
Survey Office	Furniture	.....		,, ...	,, ...	.....	.....	.....	6 11 0
Police Officers Quarters	Repairs	.....		,, ...	,, ...	7 16 0	.....	7 16 0	9 2 8
BOMBALA.									
Lock-up	Erection	.....		,, ...	Unfinished	.....	1,680 5 10	1,680 5 10	7 19 3
BROKEN BAY.									
Custom House	Repairs	.....		,, ...	Finished...	7 14 9	.....	7 14 9	.....

BREWARRINA.									
Post and Telegraph Office	Additions			1890	Finished	338 0 0		208 0 0	
Police Station	„			1891	„	97 0 0		97 0 0	
Court-house	Repairs			„	„	2 15 0		2 15 0	
Lands Office	Furniture			„	„				10 4 0
BRUSHGROVE.									
Lock-up	Erection		Consolidated Revenue.	1890	„	1,283 10 0		753 10 0	42 3 3
BRAIDWOOD.									
Court-house	Furniture			1891	„				71 12 7
Post and Telegraph Office	Additions			„	Unfinished		185 0 0	185 0 0	
Police Station	Repairs			„	Finished	9 5 0		9 5 0	
BROKEN HILL.									
Survey Office	Furniture			„	„				21 15 10
Lock-up	Additions			1890	„	870 9 1		265 9 1	
Post and Telegraph Office	Erection	5,500	Loans.	„	Unfinished		5,561 10 0	5,461 10 0	
Gaol	„	15,000		„	„		6,854 0 0	5,404 0 0	
Police Station	Repairs		Cons. Rev.	1891	Finished	51 15 2		51 15 2	
Clerk of Works Office	„			„	„	14 1 6		14 1 6	
Court and Watch House	Tanks, Fencing, &c.		Loans.	„	Unfinished		1,602 0 0	1,602 0 0	
„ „	Additions			„	Finished	1,925 2 0		1,925 2 0	50 13 1
BUCKLEY'S CROSSING.									
Police Station	Repairs			„	„	0 11 0		0 11 0	9 8 8
Court-house	Furniture			„	„				3 10 0
BURROWA.									
Post and Telegraph Office	Additions			„	„	275 0 0		275 0 0	
Lock-up, Gaol	„			„	„	297 6 1		297 6 1	
Court-house	Repairs			„	„	14 13 0		14 13 0	
BULLADELAH.									
Court-house	Furniture			„	„				48 11 5
BULLI.									
Court-house	„			„	„				3 10 0
BYEROCK.									
Court-house	„			„	„				0 12 5
CAMDEN									
Court-house	Repairs			„	„	96 12 3		96 12 3	7 17 6
Police Barracks	„			„	„	26 19 10		26 19 10	
Post and Telegraph Office	„			„	„	46 14 0		46 14 0	
CAMPBELLTOWN.									
Post and Telegraph Office	„			„	„	52 7 0		52 7 0	
Court-house	Furniture		Consolidated Revenue.	„	„				15 17 0
CANDELO.									
Court-house	„			„	„				24 2 1
CASSILIS.									
Lands Office	„			„	„				0 8 0
Police Barracks	Erection			„	„	1,338 14 3		1,338 14 3	
Court-house	Repairs			„	„	294 14 6		294 14 6	7 5 9
Lock-up	„			„	„	12 15 7		12 15 7	
CASINO.									
Police Station	„			„	„	1 1 8		1 1 8	
Public Buildings	„			„	„	98 12 0		98 12 0	
Gaol	„			„	„	14 10 0		14 10 0	0 16 5
Post and Telegraph Office	Additions	750		1890	„	756 15 5		276 15 5	
CARRATHOL.									
Police Station	Repairs			1891	„	3 17 6		3 17 6	
Court-house	Furniture			„	„				3 16 0
CARRINGTON,									
Police Station	„			„	„				9 17 9
CAPTAIN'S FLAT.									
Court-house	„			„	„				3 8 0
CESSNOCK.									
Police Station	Repairs			„	„	3 13 0		3 13 0	

Return of Public Works—*continued.*

Work and where situated	Whether Constructing or under Repair.	Estimated Expense.	Fund from which the Expense is defrayed.	When Commenced.	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891.	Amount expended for Furniture in 1891
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
CLARENCE TOWN.									
Police Station	Repairs		Consolidated Revenue.	1891	Finished	3 0 0		3 0 0	
CLARENCE RIVER.									
Lighthouse	Furniture			,,	,,				0 3 9
COBBORAH.									
Court-house	Repairs			,,	,,	3 0 0		3 0 0	
COBAR.									
Post and Telegraph Office	Additions			,,	Unfinished		190 0 0	190 0 0	
Lock-up	Furniture			,,	Finished				1 8 6
Court-house	Repairs			,,	,,	23 3 1		23 3 1	18 18 9
COBARGO									
Post and Telegraph Office	Furniture			,,	,,				0 8 6
Court-house	Repairs			,,	,,	2 17 0		2 17 0	
CORAKI.									
Post and Telegraph Office	Erection	1,000		1890	,,	1,058 0 0		258 0 0	
,, ,,	Tank, &c.			1891	Unfinished		225 0 0	225 0 0	
,, ,,	Repairs			,,	Finished	22 2 8		22 2 8	
Court-house	Furniture			,,	,,				8 19 6
COOLAH.									
Court-house	,,			,,	,,				6 8 6
COLLECTOR.									
Court-house	Fencing			,,	,,	42 10 0		42 10 0	3 8 0
COONAMBLE.									
Lock-up	Additions, &c.			,	,,	474 10 8		474 10 8	
Police Station	Repairs			,,	,,	4 16 0		4 16 0	
Court-house	,,			,,	,,	26 5 0		26 5 0	
COOMA.									
Court house	Stable, &c.			,,	,,	206 17 6		206 17 6	47 18 10
Lands Office	Furniture			,,	,,				7 9 6
Gaol	Repairs			,,	,,	6 3 1		6 3 1	2 10 7
COLLARENDABRI.									
Court-house	Furniture			,,	,,				9 6 0
COOLABAH.									
Police Station	Additions			,,	,,	309 12 6		309 12 0	
COOTAMUNDRA									
Post and Telegraph Office	Repairs			,,	,,	33 13 1		33 13 1	
Court-house	,,			,,	,,	51 10 0		51 10 0	55 9 10
Gaol	,,			,,	,,	62 7 6		62 7 6	15 12 8
COORANBONG.									
Post and Telegraph Office	,,			,,	,,	95 8 8		95 8 8	
Court-house	,,			,,	,,	55 0 0		55 0 0	18 16 1
COONABARABRAN.									
Court and Watch-house	Alterations, &c.			,,	,,	32 0 0		32 0 0	41 9 5
Police Station	Repairs			,	,,	28 0 0		28 0 0	
Lands Office	Furniture			,,	,,				2 2 0
CONDOBOLIN.									
Court-house	Repairs			,,	,,	272 1 0		272 1 0	
COLOMBO.									
Court house	Furniture			,,	,,				2 10 0
COWRA.									
Court-house	Repairs			,,	,,	10 4 4		10 4 4	
Police Station	,,			,,	,,	4 15 0		4 15 0	
Lock-up, Gaol	Additions			,,	,,	137 10 0		137 10 0	

COROWA.									
Police Officers' Quarters	Erection	2,000		1890	Finished	1,367 15 0		857 15 0	9 19 11
Court-house	Additions			,,	,,	283 0 0		185 0 0	29 19 0
Post and Telegraph Office	,,			,,	,,	332 8 0		180 8 0	
COPELAND.									
Court-house	Repairs			1891	,,	39 10 0		39 10 0	107 3 6
Police Station	Furniture			,,	,,				0 19 1
CROOKWELL.									
Court-house	Erection	2,000		1890	,,	1,348 0 0		1,118 0 0	78 19 3
Post and Telegraph Office	,,	2,000		,,	,,	1,648 8 11		148 8 11	
CROWDY HEAD.									
Light-house	Furniture			1891	,,				0 17 0
CUMNOCK.									
Lock-up	Additions			,,	,,	85 0 0		85 0 0	
CUDAL									
Post and Telegraph Office	Furniture			,,	,,				0 7 6
Court-house	,,			,,	,,				0 19 0
CULCAIRN.									
Police Station	Additions			,,	,,	93 8 7		93 8 7	
CUDGEN.									
Police Buildings	Erection			,,	,,	662 10 0		662 10 0	
CUNDLETOWN.									
Post and Telegraph Office	,,		Consolidated Revenue.	,,	Unfinished		1,180 0 0	1,180 0 0	
DALMORTON.									
Police Barracks	Additions			,,	Finished	66 10 0		66 10 0	
DARLINGTON POINT.									
Court-house	Furniture			,,	,,				2 5 6
DENILIQUIN.									
Police Station	Repairs			,,	,,	32 9 5		32 9 5	7 19 0
Gaol	Additions			,,	,,	185 1 8		185 1 8	
Court-house	,,			,,	,,	27 3 6		27 3 6	26 10 10
Lock-up	,,			,,	,,	97 6 6		97 6 6	
DELEGATE.									
Court-house	Repairs			,,	Unfinished		40 0 0	40 0 0	
DEEPWATER.									
Police Station	Additions			,,	Finished	313 12 0		313 12 0	8 3 9
Court-house	Furniture			,,	,,				20 0 0
DENISON TOWN.									
Court-house	,,			,,	,,				0 8 0
DON DORRIGO.									
Plantation	Buildings			,,	,,	18 11 0		18 11 0	
DUBBO.									
Gaol	Repairs			,,	,,	145 16 5		145 16 5	
Court-house	,,			,,	,,	193 8 5		193 8 5	4 14 3
Lock-up	,,			,,	,,	2 1 8		2 1 8	
Police Barracks	,,			,,	,,	5 16 5		5 16 5	
Public Buildings	,,	3,025	Loans.	1890	,,	3,448 11 4		848 11 4	
Clerk of Works' Office	Furniture		Consolidated Revenue.	1891	,,				0 2 8
Post and Telegraph Office	Repairs			,,	,,	9 15 2		9 15 2	
DUNGOG.									
Court-house	,,			,,	,,	2 5 0		2 5 0	36 1 11
EDEN.									
Post and Telegraph Office	Erection	1,200		1888	,,	1,517 19 0		217 19 0	
Police Station	Repairs			1891	,,	10 0 0		10 0 0	
EMMAVILLE.									
Police Barracks	Erection			,,	,,	1,409 0 0		1,409 0 0	
EUROBODALLA.									
Police Station	Repairs			,,	,,	9 0 0		9 0 0	
FORBES.									
Gaol	,,			,,	,,	18 11 0		18 11 0	
Post and Telegraph Office	,,			,,	,,	2 10 0		2 10 0	

Return of Public Works—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Estimated Expense.	Fund from which the Expense is defrayed.	When Commenced.	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
FORBES—*continued.*									
Court-house	Repairs	.....		1891	Finished	15 10 0	.....	15 10 0	.....
Police Station	„	.....		„	„	9 2 0	.....	9 2 0	.....
GERMANTON.									
Police Barracks	„	.....		„	„	1 5 0	.....	1 5 0	.....
Lock-up	Additions	.....		„	„	65 0 0	.....	65 0 0	.....
GRETA.									
Court-house	Repairs	.....		„	„	4 0 0	.....	4 0 0	3 3 3
GRESFORD.									
Police Station	„	.....		„	„	6 0 0	.....	6 0 0	.....
Court and Watch-house	„	.....		„	„	90 0 0	.....	90 0 0	.....
GLADSTONE.									
Police Buildings	Furniture	.....		„	„	.....	.....	.....	0 6 6
Court-house	Repairs	.....		„	„	2 0 0	.....	2 0 0	.....
GLOUCESTER.									
Police Station	„	.....		„	„	5 0 0	.....	5 0 0	.....
GLEN INNES.									
Post and Telegraph Office	„	.....	Consolidated Revenue.	„	„	8 0 0	.....	8 0 0	.....
Gaol	Furniture	.....		„	„	.....	.....	.....	11 10 0
Court-house	„	.....		„	„	.....	.....	.....	20 10 8
Police Station	Repairs	.....		„	„	3 16 6	.....	3 16 6	.....
GOSFORD.									
Post and Telegraph Office	Additions	.....		1890	„	459 15 3	.....	332 5 3	.....
Court-house	„	1,000		„	„	1,335 0 6	.....	485 0 6	31 7 0
State Nursery	Repairs, &c.	.....		1891	„	92 5 5	.....	92 5 5	.....
GOULBURN.									
Gaol	Additions, &c.	.....		„	„	532 7 9	.....	532 7 9	11 2 4
Rossiville Estate	Survey	.....		1890	„	254 6 1	.....	164 6 1	.....
Clerk of Works Office	Repairs	.....		1891	„	1 7 0	.....	1 7 0	4 12 9
Post and Telegraph Office	„	.....		„	„	76 18 6	.....	76 18 6	.....
Police Officers' Quarters	„	.....		„	„	46 12 7	.....	46 12 7	1 17 2
Lands Office	Furniture	.....		„	„	.....	.....	.....	1 11 0
Court-house	Repairs	.....		„	„	40 2 0	.....	40 2 0	19 18 4
GRENFELL.									
Court-house	Furniture	.....		„	„	.....	.....	.....	4 11 3
GRAFTON.									
Police Barracks (S.)	Repairs	.....		„	„	12 15 8	.....	12 15 8	.....
Gaol (new)	Towards erection	.....	Loans.	„	„	217 8 9	.....	217 8 9	.....
Police Barracks	Repairs	.....		„	„	59 14 1	.....	59 14 1	7 13 0
Gaol	„	.....		„	„	62 11 2	.....	62 11 2	10 5 0
Court-house	„	.....		„	„	19 18 6	.....	19 18 6	23 14 8
Lands Office	Furniture	.....		„	„	.....	.....	.....	4 2 3
Post and Telegraph Office	Repairs	.....		„	„	10 0 0	.....	10 0 0	.....
Clerk of Works' Office	„	.....	Consolidated Revenue.	„	„	26 9 6	.....	26 9 6	2 19 2
GULGONG.									
Police Station	„	.....		„	„	8 0 0	.....	8 0 0	.....
Post and Telegraph Office	„	.....		„	„	97 6 0	.....	97 6 0	.....
GUNDAGAI.									
Gaol	„	.....		„	„	13 14 0	.....	13 14 0	.....
Court-house	„	.....		„	„	3 15 0	.....	3 15 0	3 6 7
Police Station	Additions	.....		„	„	202 15 5	.....	202 15 5	74 18 11
Post and Telegraph Office	Furniture	.....		„	„	.....	.....	.....	8 4 0

GUNNEDAH.										
Post and Telegraph Office	Repairs		Consolidated Revenue.	1891	Finished	8 0 0		8 0 0		
Lands Office	Furniture			"	"					4 7 6
Court-house	"			"	"					6 19 1
GUNNING.										
Court-house	Repairs			"	"	4 17 6		4 17 6		
HARDEN.										
Police Station	"			"	"	4 3 6		4 3 6		
HARGRAVES.										
Police Station	"			"	"	23 17 0		23 17 0		
HAMILTON.										
Post and Telegraph Office	"			"	"	3 16 0		3 16 0		
HATFIELD.										
Police Station	"			"	"	7 0 0		7 0 0		
HAY.										
Gaol	"			"	"	11 19 5		11 19 5		
Police Barracks	Additions			1890	"	573 1 1		517 7 1		0 13 6
Court-house	Repairs			1891	"	10 0 0		10 0 0		18 5 4
Post and Telegraph Office	"			"	"	0 18 8		0 18 8		
Lands Office	Furniture			"	"					0 7 6
HILLGROVE.										
Court-house	"			"	"					1 15 6
Post and Telegraph Office	Erection			"	"	375 0 0		375 0 0		
HILLSTON.										
Police Station	Repairs			"	"	8 13 10		8 13 10		
Lock-up	"			"	"	248 6 6		248 6 6		
HILLVIEW.										
Governor's Residence	Additions, &c.			"	"	1,818 19 9		1,818 19 9		332 1 10
HOWLONG.										
Court-house	Repairs			"	Unfinished		80 0 0	80 0 0		7 0 5
INVERELL.										
Court-house	"			"	Finished	31 7 6		31 7 6		15 13 6
Mining Office	Furniture			"	"					4 6 3
Lock-up	Additions			"	Unfinished		740 0 0	740 0 0		0 10 9
Post and Telegraph Office	Repairs			"	Finished	13 2 0		13 2 0		
JAMBEROO.										
Lock-up	"			"	"	47 17 0		47 17 0		
JERILDERIE.										
Lock-up	"			"	"	47 3 0		47 3 0		
Court-house	Furniture			"	"					5 3 6
JERRY'S PLAINS.										
Police Station	Repairs			"	"	8 0 0		8 0 0		
JINDABYNE.										
Court-house	Furniture			"	"					42 10 4
JUGIONG.										
Court and Watch-house	Erection	1,200		1890	"	1,725 3 7		1,300 3 1		47 1 10
Police Station	Repairs			1891	"	9 12 3		9 12 3		
JUNEE.										
Court-house	"			"	"	184 4 6		184 4 6		197 10 5
Police Station	"			"	"	32 2 0		32 2 0		
KANGAROO VALLEY.										
Court-house	"			"	"	2 0 0		2 0 0		1 1 8
KATOOMBA.										
Court-house	Furniture			"	"					70 3 9
KEMPSEY.										
Police Station	Repairs			"	"	45 2 6		45 2 6		
Post and Telegraph Station	"			"	Unfinished		185 0 0	185 0 0		
"	Turret Clock			"	"		255 0 0	255 0 0		
Court-house	Repairs			"	Finished	10 16 0		10 16 0		20 17 7
KIANDRA.										
Court-house	Furniture			"	"	9 16 0		9 16 0		

Return of Public Works—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Estimated Expense.	Fund from which the Expense is defrayed.	When Commenced.	Whether Finished or Unfinished.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891.	Amount expended in 1891.	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
KERRAMINGBY.									
Police Station	Repairs			1891	Finished	31 10 0		31 10 0	
KIAMA.									
Post and Telegraph Office	"			"	"	87 0 0		87 0 0	
Court-house	Furniture			"	"				2 14 0
Lighthouse	"			"	"				0 11 8
LAMBTON.									
Police Barracks	Additions			"	"	243 6 6		243 6 6	
Court and Watch-house	Repairs			"	"	12 10 0		12 10 0	
LISMORE.									
Police Station	"			"	"	33 4 4		33 4 4	11 16 1
Court-house	"			"	"	1 18 8		1 18 8	9 15 7
LITHGOW.									
Court-house	Furniture			"	"				1 4 11
LIVERPOOL.									
Asylum	Additions			"	"	708 2 10		708 2 10	6 2 4
Court-house	Repairs			"	"	1 13 0		1 13 0	
LORD HOWE ISLAND	"			"	"	80 15 0		80 15 0	0 15 0
LAWRENCE.									
Police Station	"			"	"	22 0 0		22 0 0	
Court-house	Furniture			"	"				0 18 6
MACLEAN.									
Lock-up	"			"	"	10 10 0		10 10 0	
Court-house	Erection				Unfinished		1,937 7 10	1,937 7 10	9 14 10
MAITLAND.									
Gaol	Additions		Consolidated Revenue	"	Finished	1,581 7 7		1,581 7 7	12 7 6
Clerk of Works' Office	Furniture			"	"				1 10 0
Post and Telegraph Office	Repairs, &c.			"	"	151 14 3		151 14 3	
" (W.)	"			"	"	104 5 6		104 5 6	
Police Barracks	"			"	"	2 5 0		2 5 0	1 7 8
Court-house	"			"	"	8 8 3		8 8 3	
Lands Office	Furniture			"	"				4 4 5
MANILLA.									
Court-house	"			"	"				7 6 6
Lock-up	Additions			"	"	65 16 6		65 16 6	
MENINDIE.									
Police Barracks	Erection	640		1890	"	647 15 9		347 15 9	
MICHELAGO.									
Lock-up	Repairs			1891	"	3 3 0		3 3 0	
MILTON.									
Court-house	"			"	"	59 15 0		59 15 0	0 18 6
Police Station	"			"	"	1 0 0		1 0 0	
Post and Telegraph Office	"			"	"	8 0 0		8 0 0	
MILPARINKA.									
Police Station	"			"	"	7 10 0		7 10 0	
MARENGO.									
Court-house	Furniture			"	"				1 7 6
Post and Telegraph Office	Site			"	"	160 0 0		160 0 0	
Police Station	Repairs			"	"	3 0 0		3 0 0	
MITTAGONG.									
Post and Telegraph Office	Erection	1,750		1890	"	1,710 7 0		485 7 0	98 6 4
Court-house	Repairs			1891	"	14 3 6		14 3 6	

MERRIWA.									
Post and Telegraph Office	Repairs			1891	Finished	40 10 0		40 10 0	
Court and Watch-house	"			"	"	160 2 0		160 2 0	23 16 6
MARULAN.									
Watch-house	Additions			"	"	508 7 6		508 7 6	
Post and Telegraph Office	"			"	"	373 0 2		373 0 2	
MOAMA.									
Police Station	Repairs			"	"	4 5 0		4 5 0	
Court-house	"			"	"	269 15 0		269 15 0	5 17 6
Lock-up	"			"	"	2 0 0		2 0 0	
MOGIL MOGIL.									
Police Station	Additions			"	"	65 0 0		65 0 0	
Court-house	"			"	"	101 10 0		101 10 0	
MOREE.									
Court-house	Repairs, &c.		Consolidated Revenue.	"	"	68 1 1		68 1 1	
Police Barracks	"			"	"	159 10 3		159 10 3	1 15 1
Gaol	Furniture			"	"				0 6 6
MORPETH.									
Post and Telegraph Office	Repairs			"	"	14 5 0		14 5 0	
Lock up	"			"	"	2 2 0		2 2 0	
Court house	"			"	"	17 0 0		17 0 0	7 10 1
MOLONG.									
Post and Telegraph Office	Additions			"	"	83 10 0		83 10 0	
MORANGARELL.									
Police Quarters	Repairs			"	"	10 13 0		10 13 0	
MONGARLOWE.									
Lock-up	"			"	"	8 0 0		8 0 0	
MOULAMEIN.									
Police Station	"			"	"	93 0 0		93 0 0	
MOSSVALE.									
Post and Telegraph Office	Erection	2,500	Loans.	"	Unfinished		2,981 0 0	2,981 0 0	61 16 10
Court-house	Repairs			"	Finished	26 12 6		26 12 6	
Police Station	"			"	"	0 17 0		0 17 0	
MOONBIE.									
Police Station	"			"	"	13 10 0		13 10 0	
MOUNT MCDONALD.									
Mining Office	Furniture			"	"				3 1 9
MUDGEE.—Gaol	Repairs			"	"	16 12 3		16 12 3	2 11 2
Post and Telegraph Office	"			"	"	2 15 0		2 15 0	
Police Barracks	Additions			"	"	59 15 0		59 15 0	
Lock-up	Repairs			"	"	12 0 0		12 0 0	
Court-house	"			"	"	297 10 10		297 10 10	8 0 0
MUNDOORAN.									
Police Station	"			"	"	2 0 0		2 0 0	
MULWALA.			Consolidated Revenue.						
Police Station	Furniture			"	"				12 13 3
Court-house	Repairs			"	"	35 5 0		35 5 0	6 5 0
MUSWELLBROOK.									
Court-house	"			"	"	36 15 8		36 15 8	21 5 11
Post and Telegraph Office	"			"	"	20 17 8		20 17 8	1 4 0
Police Station	Furniture			"	"				0 15 0
MURWILLUMBAH.									
Court-house	"			"	"				0 9 2
MURRUNUNDI.									
Police Station	Additions			"	"	94 7 10		94 7 10	
Lands Office	Furniture			"	"				4 0 0
Court-house	Repairs			"	"	3 0 0		3 0 0	22 12 0
MURRUMBURRAH.									
Court-house	"			"	"	167 8 4		167 8 4	
Police Station	"			"	"	3 15 0		3 15 0	
Post and Telegraph Office	"			"	"	233 0 0		233 0 0	

Work, and where situated.	Whether Constructing or under Repair	Estimated Expense.	Fund from which the Expense is defrayed.	When Commenced	Whether Finished or Unfinished	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891.	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
NAMBUCCA.									
Pilot Station	Repairs			1891	Finished	38 12 6		38 12 6	
NARRABRI.									
Police Buildings	Additions			1890		270 19 6		270 19 6	1 18 0
Gaol	Repairs		Consolidated Revenue.	1891		5 5 6		5 5 6	
Court-house	Additions					126 19 2		126 19 2	35 5 0
NARRANDERA.									
Lock-up	Repairs					41 14 7		41 14 7	0 2 6
Court-house	Furniture								3 10 2
Lands Office	"								2 0 0
NEWCASTLE.									
Court-house (new)	Erection	12,000	Loans.	1890	Unfinished		11,375 2 6	9,275 2 6	50 18 10
Post and Telegraph Office	Repairs			1891	Finished	47 15 1		47 15 1	18 5 6
Court-house (old)	Additions & repairs	450		1890		435 16 3		229 3 3	32 8 3
Custom-house	Repairs			1891		123 6 2		123 6 2	0 9 5
"	Gas for clock					86 3 8		86 3 8	
Shelter-shed	Repairs					39 12 0		39 12 0	
Lock-up	"					55 9 9		55 9 9	
Hospital for Insane	Additions					1,644 2 1		1,644 2 1	75 8 3
Shipping Master's Office	Repairs					9 11 6		9 11 6	
Pilot Dagwell's Quarters	"					4 8 0		4 8 0	
Pilot Wood's Quarters	"					9 4 7		9 4 7	
Police Barracks	"					34 16 7		34 16 7	
" (Water)	"					0 13 6		0 13 6	
Light Keeper's Quarters	"					0 2 3		0 2 3	
Harbours and Rivers Office	"					14 10 0		14 10 0	3 3 8
Light-house	Furniture								1 5 0
Clerk of Works' Office	Repairs					71 16 2		71 16 2	10 3 5
NELLIGEN.									
Police Station	Additions					134 5 4		134 5 4	
NIMITYBELLE.									
Court-house	Repairs		Consolidated Revenue.			4 0 0		4 0 0	21 8 6
NOWRA.									
Court-house	"					13 17 0		13 17 0	
Police Station	"					0 18 0		0 18 0	
NUNDLE.									
Lock-up	"					110 18 9		110 18 9	
NYNGAN									
Court-house	"					4 17 0		4 17 0	
Lock-up	"					5 5 0		5 5 0	
OBERON.									
Court-house	Furniture								3 13 0
OBLEY.									
Court house	Erection	1,700				1,758 9 0		1,758 9 0	48 18 2
OXLEY.									
Court-house	Furniture								15 14 5
ORANGE.									
Court-house	Repairs					20 15 0		20 15 0	
Post and Telegraph Office	Additions					238 6 0		238 6 0	
Police Barracks	Repairs					2 5 0		2 5 0	
Gaol	"					123 7 7		123 7 7	
PALMER'S ISLAND.									
Police Station	"					7 0 0		7 0 0	

PARKES.										
Police Station	Repairs			1891	Finished	22 9 8		22 9 8		
Court-house	,,			,,	,,	77 16 0		77 16 0	33 13 5	
PATERSON.										
Court-house	,,			,,	,,	3 0 0		3 0 0	2 12 5	
Lock-up	,,			,,	,,	64 19 4		64 19 4		
Post and Telegraph Office	,,			,,	,,	0 15 0		0 15 0		
PEAK HILL.										
Police Station	Erection		Consolidated Revenue.	,,		614 0 0		614 0 0		
,,	Additions			,,	,,	125 12 0		125 12 0		
Court House	Furniture			,,	,,				54 14 7	
PENRITH.										
Court-house	Repairs			,,	,,	4 6 8		4 6 8		
PURNAMOOTA.										
Police Station	,,			,,	,,	4 15 0		4 15 0		
PARRAMATTA.										
Gaol	Additions, &c.			,,	,,	1,958 19 8		1,958 19 8	22 13 9	
,,	Land			,,	,,	20 5 9		20 5 9		
Industrial School	Repairs			,,	,,	163 19 11		163 19 11	21 4 4	
Hospital for Insane (Branch)	Cooking apparatus			1890	,,	829 3 9		279 3 9		
,, ,, ,,	Additions	13,000	Loans.	,,	,,	7,396 15 7		2,796 15 7	175 18 9	
,, ,, (Epileptic Ward)	Erections			1891	Unfinished		678 0 0	678 0 0		
,, ,, ,,	Repairs, &c.		Con. Rev.	,,	Finished	366 13 6		366 13 6		
,, ,, ,,	Additions	7,300	Loans.	1890	,,	9,951 18 10		3,334 18 10	535 11 9	
,, ,, ,,	Alterations & repairs		Con.	1891	,,	1,530 14 1		1,530 14 1		
Police Barracks	,, ,,		Rev.	1890	,,	805 1 11		605 1 11		
Benevolent Asylum, Macquarie-street	,, ,,			1891	,,	1,350 17 1		1,350 17 1	6 0 0	
,, ,, George-street	,, ,,		Loans	,,	,,	688 13 6		588 13 6	6 0 0	
Court-house	Repairs			,,	,,	8 1 0		8 1 0	5 0 1	
Cottage Homes	,,			,,	,,	2 14 0		2 14 0		
Post and Telegraph Office	,,			,,	,,	4 16 0		4 16 0		
PICTON.										
Police-station	,,			,,	,,	1 10 0		1 10 0		
Post and Telegraph Office	Site		Consolidated Revenue.	,,	,,	547 13 11		547 13 11		
,, ,,	Erection	2,400		,,	Unfinished		687 0 0	687 0 0		
Court-house	Repairs			,,	Finished	19 0 0		19 0 0		
PILLIGA.										
Post and Telegraph Office	Furniture			,,	,,				0 8 0	
PLAITSBURGH.										
Court and Watch-house	Repairs			,,	,,	9 0 0		9 0 0		
Post and Telegraph Office	,,			,,	,,	52 0 6		52 0 6		
PORT MACQUARIE.										
Police-station	Erection		Loans	,,	Unfinished		275 11 0	275 11 0		
Court-house	Repairs			,,	Finished	6 10 0		6 10 0	17 0 0	
PUDMAN'S CREEK.										
Police Station	,,			,,	,,	9 5 0		9 5 0		
QUEANBEYAN.										
Gaol	,,			,,	,,	3 4 0		3 4 0		
Court-house	,,			,,	,,	189 1 6		189 1 6	13 15 3	
QUIRINDI.										
Police Station	,,			,,	Unfinished		70 0 0	70 0 0	8 11 8	
Court-house	,,		Consolidated Revenue.	,,	Finished	82 2 6		82 2 6	2 14 6	
RAYMOND TERRACE.										
Police Buildings	,,			,,	,,	52 15 6		52 15 6		
Post and Telegraph Office	,,			,,	,,	10 11 9		10 11 9		
Court-house	Furniture			,,	,,				8 15 0	
RIVERSTONE.										
Police-station	Erection			,,	Unfinished		297 0 0	297 0 0		
RICHMOND.										
Agricultural College	Repairs			,,	Finished	6 17 4		6 17 4	532 3 11	
Court-house	Furniture			,,	,,				2 9 0	

Work, and where situated.	Whether Constructing or under Repair	Estimated Expense	Fund from which the Expense is defrayed.	When Commenced	Whether Finished or Unfinished	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 31 December, 1891	Amount expended in 1891	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROCKLEY.									
Court-house	Furniture		Consolidated Revenue.	1891	Finished				8 4 1
RYLSTONE.									
Court-house	Repairs			„	„	5 15 0		5 15 0	
ST. ALBANS									
Court and Watch-house	Erection	1,450	Loans.	„	Unfinished		750 0 0	750 0 0	
SILVERTON.									
Mining Warden's Quarters	Repairs		Consolidated Revenue	„	Finished	169 10 6		169 10 6	10 2 6
Police Station	Furniture			„	„				3 0 0
Court-house	„			„	„				11 9 3
Gaol	Additions		Loans	„	„	2,151 13 0		2,151 13 0	2 17 0
SINGLETON.									
Police Barracks	Repairs			„	„	6 5 0		6 5 0	0 4 2
Court-house	„			„	„	16 0 0		16 0 0	48 15 2
Lock-up Gaol	„			„	„	1 8 0		1 8 0	
SOFALA.									
Lock-up	„			„	„	106 0 0		106 0 0	
Post and Telegraph Office	„			„	„	2 0 0		2 0 0	
SCONE.									
Court-house	Furniture			„	„				1 10 0
Post and Telegraph Office	Repairs			„	„	0 10 6		0 10 6	
Police Barracks	Furniture			„	„				0 8 2
Lands Office	„			„	„				4 0 0
STROUD.									
Court-house	Repairs			„	„	1 2 6		1 2 6	78 17 1
STUARTOWN.									
Police Buildings	Fencing			„	„	84 14 8		84 14 8	
Post and Telegraph Office	Erection			„	„	241 2 0		241 2 0	
STUART'S BROOK.									
Police Station	Stable, &c.			„	Unfinished		54 15 0	54 15 0	
SUNNY CORNER.									
Court house	Furniture		Consolidated Revenue.	„	Finished				0 8 0
SWAMP OAK									
Mining Office	„			„	„				9 19 9
SWANSEA.									
Court house	„			„	„				16 0 6
TACKING POINT.									
Light-house	„			„	„				1 11 6
TARALGA.									
Police Buildings	Additions			„	„	234 13 4		234 13 4	
TARANA.									
Police Station	Repairs			„	„	2 15 0		2 15 0	
TAMWORTH.									
Police Buildings	„			„	„	56 14 6		56 14 6	4 19 2
Post and Telegraph Office	„			„	„	7 4 3		7 4 3	
Court-house	Additions	1,750		1890	„	1,705 2 10		204 14 2	
Lands Office	Furniture			1891	„				1 9 0
Gaol	Repairs			„	„	14 12 4		14 12 4	
TAREE									
Lock-up Gaol	Furniture			„	„				2 4 9
Court-house	Repairs			„	„	2 15 0		2 15 0	4 0 7
TENTERFIELD.									
Post and Telegraph Office	Clock			1890	„	377 8 5		347 8 5	

TENTERFIELD.—*continued.*									
Post and Telegraph Office	Repairs			1891	Finished	1 5 0		1 5 0	
Police Station	„			„	„	9 19 1		9 19 1	
Lock up	Furniture			„	„				3 19 6
Court-house	„			„	„				6 3 10
TEMORA.									
Post and Telegraph Office	Erection	1,750		„	Unfinished		1,433 3 0	1,433 3 0	
TIBOOBURRA.									
Police Station	Additions			„	Finished	190 0 0		190 0 0	
TIGHE'S HILL									
Police Station	Repairs			„	„	5 0 0		5 0 0	
TINGHA.									
Police Station	Erection	1,000		„	„	995 17 10		995 17 10	8 19 3
TINONEE.									
Post and Telegraph Office	Repairs			„	„	34 0 0		34 0 0	
TOOGONG									
Court-house	„			„	„	125 6 0		125 6 0	
TRIAL BAY.									
Prison	Furniture			„	„				33 6 10
TRUNKEY.									
Court-house	Repairs			„	„	5 3 6		5 3 6	3 8 6
Post and Telegraph Office	„			„	„	0 15 0		0 15 0	
TUMUT.									
Police Station	„			„	„	7 15 0		7 15 0	
Court-house	Furniture			„	„				6 0 0
TUMBERUMBAH.									
Court-house	Additions			„	Unfinished		150 0 0	150 0 0	
Post and Telegraph Office	Repairs			„	Finished	27 17 6		27 17 6	
TWEED RIVER.									
Lighthouse	Furniture		Consolidated Revenue.	„	„				0 11 6
ULLADULLA.									
Lighthouse	„			„	„				1 4 6
ULMARRA.									
Police Station	Repairs			„	„	12 13 8		12 13 8	
Court-house	Erection			„	„	710 18 6		710 18 6	
URALLA.									
Court-house	Repairs			„	„	87 5 0		87 5 0	
Lock-up	Erection	1,950		1890	„	2,183 3 7		1,963 3 7	
Clerk of Works' Office	Repairs			1891	„	17 4 2		17 4 2	
Post and Telegraph Office	„			„	„	18 0 0		18 0 0	
URANA.									
Police Buildings	Tanks, &c			1890	„	191 10 0		25 0 0	
WAGGA WAGGA.									
Court-house	Furniture			1891	„				71 15 8
Gaol	Repairs, &c			„	„	38 2 10		38 2 10	3 19 11
Post and Telegraph Office	„			„	„	104 15 10		104 15 10	
Police Buildings	„			„	„	54 0 0		54 0 0	
Police Station	„			„	„	6 10 0		6 10 0	2 4 1
Lands and Survey Office	Furniture			„	„				5 0 7
Lock-up	Repairs			„	„	90 15 0		90 15 0	
WARDELL.									
Court-house	Furniture			„	„				19 8 7
WARIALDA.									
Post and Telegraph Office	Repairs			1890	„	313 6 0		113 6 0	
Lock-up	„			1891	„	13 10 0		13 10 0	
WARREN.									
Court-house	„			„	„	12 10 0		12 10 0	6 0 0
WANAARING.									
Court-house	Furniture			„	„				1 17 6
WALLERAWANG,									
Court and Watch-house	Repairs			„	„	1 10 0		1 10 0	

Return of Public Works—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Estimated Expense.	Fund from which the Expense is defrayed	When Commenced.	Whether Finished or Unfinished.	If finished, actual Amount of Expenditure.	If Unfinished, Amount of Expenditure to 31 December, 1891	Amount expended in 1891.	Amount expended for Furniture in 1891.
PUBLIC BUILDINGS, &c.—*continued.*		£				£ s. d.	£ s. d.	£ s. d.	£ s. d.
WALGETT									
Post and Telegraph Office	Repairs			1890	Finished	369 9 8		243 8 6	
Gaol	"			1891	"	7 0 0		7 0 0	
Police Officers' Quarters	"			"	"	21 14 0		21 14 0	
Court-house	Furniture			"	"				17 1 3
WALLENBEEN.									
Police Station	Repairs			"	"	51 0 0		51 0 0	
WEE WAA.									
Court-house	"			"	"	178 0 0		178 0 0	2 12 5
Police Station	Additions			"	"	89 0 0		89 0 0	
WELLINGTON.									
Police Station	Erection	1,200		1890	"	891 0 7		284 0 7	
Post and Telegraph Office	Repairs			1891	"	11 15 6		11 15 6	
Gaol	Furniture			"	"				4 7 6
WENTWORTH									
Police Station	Repairs			"	"	6 0 0		6 0 0	
Court-house	"			"	"	2 10 0		2 10 0	10 14 6
Gaol	"			"	"	15 15 1		15 15 1	6 5 0
WICKHAM									
Police Station	"			"	"	3 9 5		3 9 5	
WINDSOR.									
Court-house	"			"	"	22 5 8		22 5 8	105 17 5
Lands Office	Furniture			"	"				47 11 3
Post and Telegraph Office	Alterations & Repairs			"	"	408 13 0		408 13 0	
Gaol	Repairs		Consolidated Revenue.	"	"	4 5 1		4 5 1	2 0 5
Police Barracks	"			"	"	76 15 6		76 15 6	
WINDEYER.									
Police Station	"			"	"	4 0 0		4 0 0	
WINGHAM									
Post and Telegraph Office	"			"	"	4 9 6		4 9 6	
WILCANNIA.									
Post and Telegraph Office	Additions	600		1890	"	945 17 3		619 17 5	
" "	Alterations, &c.			1891	"	52 8 10		52 8 10	
Gaol	Additions	2,100		1890	"	3,402 4 2		2,999 19 4	
Police Station	Repairs			1891	"	201 11 4		201 11 4	
Court-house	"			"	"	140 9 0		140 9 0	4 18 0
WOLLONGOUGH.									
Police Station	"			"	"	4 10 0		4 10 0	
WOODBURN.									
Court house	Repairs, &c.			"	"	118 10 0		118 10 0	0 14 0
WOLLONGONG									
Post and Telegraph Office	Erection	2,900		"	Unfinished		1,493 10 0	1,493 10 0	
Gaol	Additions			"	Finished	309 5 2		309 5 2	13 6 6
Court-house	Wall, &c.			1890	"	565 17 6		245 17 6	
"	Clock, &c.			1891	"	312 15 0		312 15 0	
"	Repairs			"	"	40 14 1		40 14 1	
Police Station	Furniture			"	"				10 6 6
WOOLGOOLGA.									
Police Buildings	Erection			1890	"	773 1 0		428 1 0	
WYONG.									
Post and Telegraph Office	"			1891	Unfinished		350 16 0	350 16 0	

WARATAH.									
Police Station	Repairs			1891	Finished	5 15 0		5 15 0	
Lock-up	,,			,,	,,	0 15 0		0 15 6	
Post and Telegraph Office	,,			,,	,,	69 0 0		69 0 0	19 0 2
WHITTON.									
Court House	Furniture			,,	,,				5 14 0
WALCHA.									
Police Station	Repairs			,,	,,	6 0 0		6 0 0	
Lock-up	,,			,,	,,	1 0 0		1 0 0	9 7 7
Court-house	Furniture			,,	,,				4 16 0
WILSON'S DOWNFALL.									
Mining Warden's Office	,,			,,	,,				36 0 11
Court-house	,,			,,	,,				13 16 5
Police Station	Repairs			,,	,,	9 19 10		9 19 10	
WOLLOMBI.									
Court-house	,,			,,	,,	38 10 0		38 10 0	
WOLLAR.									
Court-house	,,			,,	,,	7 0 0		7 0 0	
WOODENBONG.									
Police Station	,,			,,	,,	16 15 4		6 15 4	
WYNDHAM.									
Police Station	,,			,,	,,	4 5 0		4 5 0	
YERONG CREEK.			Consolidated Revenue.						
Post and Telegraph Office	,,			,,	,,	3 15 1		3 15 1	
YASS.									
Court-house	,,			,,	,,	73 15 0		73 15 0	
Gaol	,,			,,	,,	15 7 2		15 7 2	2 3 5
Lock-up	Additions			,,	,,	115 5 3		115 5 3	
Post and Telegraph Office	Repairs			,,	,,	11 5 0		11 5 0	
YETMAN.									
Court-house	,,			,,	,,	4 5 0		4 5 0	
YOUNG.									
Police station	,,			,,	,,	5 0 0		5 0 0	
Gaol	,,			,,	,,	221 13 2		221 13 2	0 8 3
Court-house	,,			,,	,,	11 9 6		11 9 6	
Post and Telegraph Office	Alterations & repairs			,,	,,	421 16 1		421 16 1	
Yowaka Goldfields	Repairs			,,	,,	17 5 0		17 5 0	
Public Buildings Generally	Alterations, repairs &c.					915 17 3		915 17 3	
Gaols and Court-houses, &c.	,, ,,					52 10 0		52 10 0	
Post and Telegraph Offices	,, ,,					9 10 6		9 10 6	
Police Stations and Officers' Quarters	,, ,,					10 13 0		10 13 0	
Furniture, Public Offices									54 15 0
Hard Labour, Gaols	Repairs, &c.					9 9 0		9 9 0	
Public Buildings Generally	Advertising					106 19 9		106 19 9	
Coffins for Paupers	Burials, &c.					221 8 3		221 8 3	
Ballot Boxes	Freight, &c.					188 12 10		188 12 10	
						213,179 15 10	251,621 9 4	316,193 7 7	18,059 19 11

Government Architect's Office,
Sydney, 4th August, 1892.

W. L. VERNON,
Government Architect.

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Land Valuation.

(XXV.)

Department of Public Works, Valuation Branch.
Sydney, 20 August, 1892.

Minute Paper.

Subject :—Annual Report for 1891, Valuation Branch.

In compliance with your circular instructions of 19/1/91, I have now the honor to furnish a return for the information of the Honorable the Minister for Public Works relating to services under this Branch for the year 1891.

In that year the following claims, valuations, and estimates were made :—

	£	s.	d.
1. Claims for land for—			
Railway and Tramway purposes	438,221	12	7
Other purposes	145,120	6	7
Total	£583,341	19	2
2. Valuations of Resumptions for—			
Railway and Tramway purposes	141,825	4	11
Other public purposes	192,515	18	11
Total	£334,341	3	10
3. Estimates of value of Proposed Resumptions	£1,555,840	10	0

I have the honor to explain with reference to No. 3, "Estimates of Proposed Resumptions," that it includes the probable cost of proposed City Railway Extension.

J. B. THOMPSON,
Land Valuer.

The Under Secretary for Public Works.

(XXVI.)

Herewith I beg to forward an estimate of the value of Crown lands taken for Railway purposes. I have computed the present value of these lands at the rate paid for alienated lands resumed some years ago, of course omitting from the latter all payments for buildings and other improvements and on account of damage by severance, and also costs of arbitrations, conveyances, &c. I have taken the greatest care to arrive at a fair estimate of value, but I beg to point out that it is only an approximation, as close, however, as I could possibly make out.—J.B.T., 27/8/91.

Approximate Value of Crown lands appropriated for Railway purposes :—

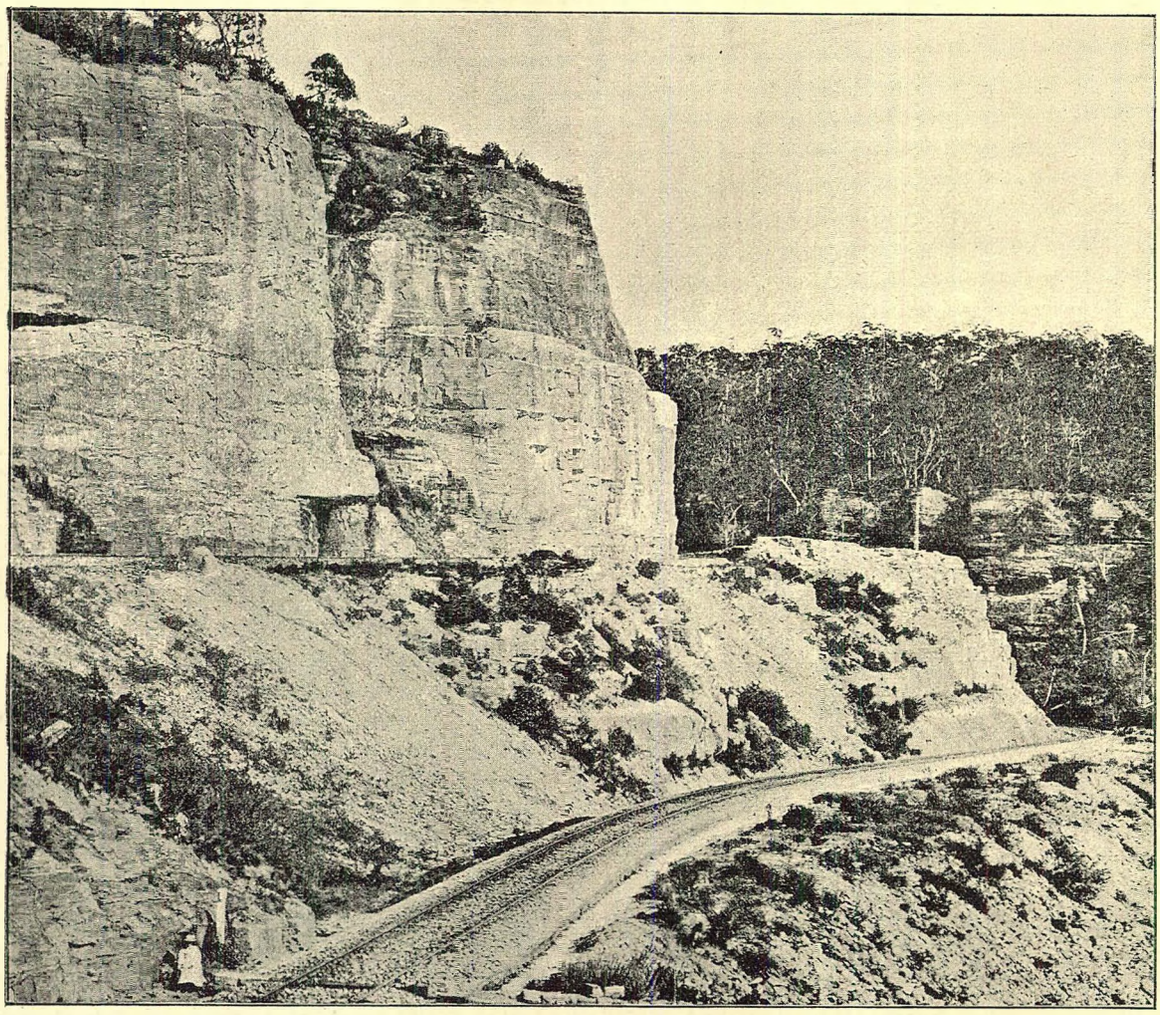
Railway Lines.	Area. a.	r.	p.	Value per Acre	Total Value £	s.	d.
Great Western	9,434	2	27¼	6 0 0	56,604	0	5
„ Northern	3,073	1	20	7 15 0	23,818	13	1
„ Southern	4,269	2	14	7 0 0	29,887	2	3
North-Western	1,786	2	7	4 0 0	7,146	3	6
South Coast	237	2	19	84 0 0	19,959	19	6
South-Western	2,684	0	21	7 0 0	18,788	18	4
Southern and Northern Junction	790	2	30	37 10 0	29,650	15	7
Pearce's Corner to St. Leonards	26	2	35	68 0 0	1,816	17	6
Newcastle	50	0	0	1,000 0 0	50,000	0	0
Total on all lines	22,353	1	13¾		237,672	10	2

J. B. THOMPSON.
27/8/91.

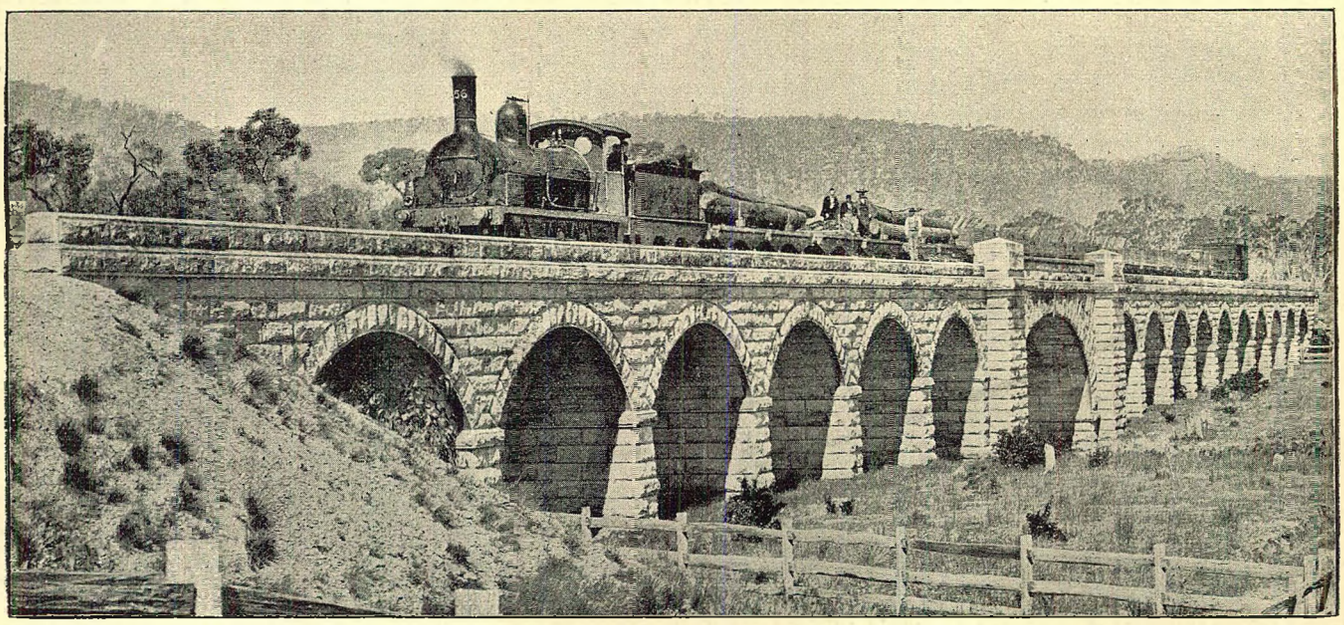
[74 Illustrations.]

Sydney Charles Potter, Government Printer—1892

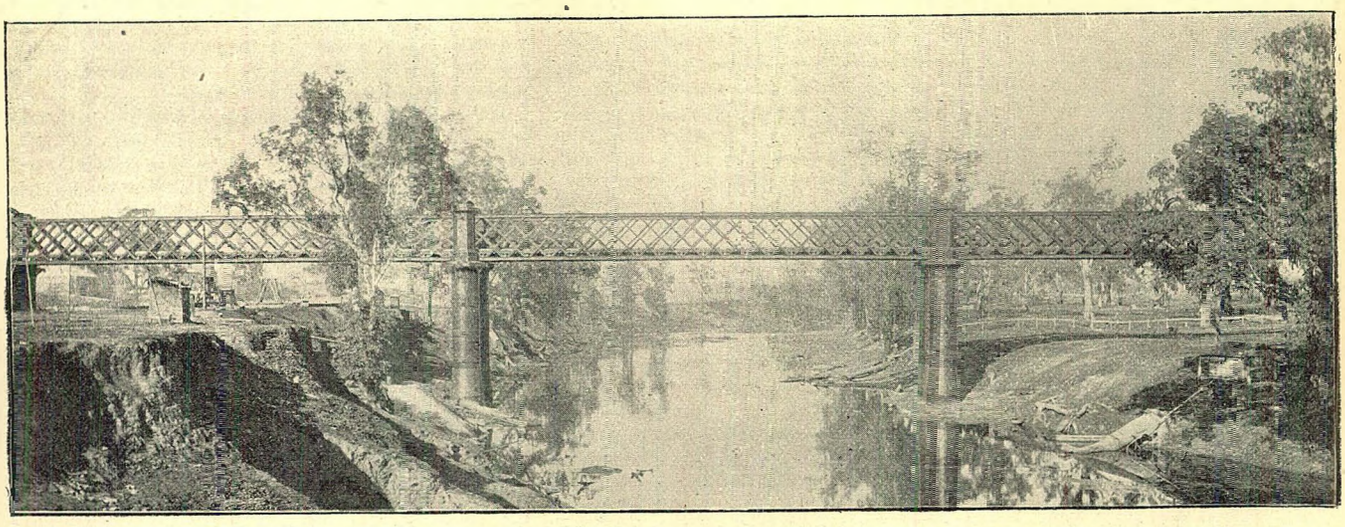
[7s 6d.]



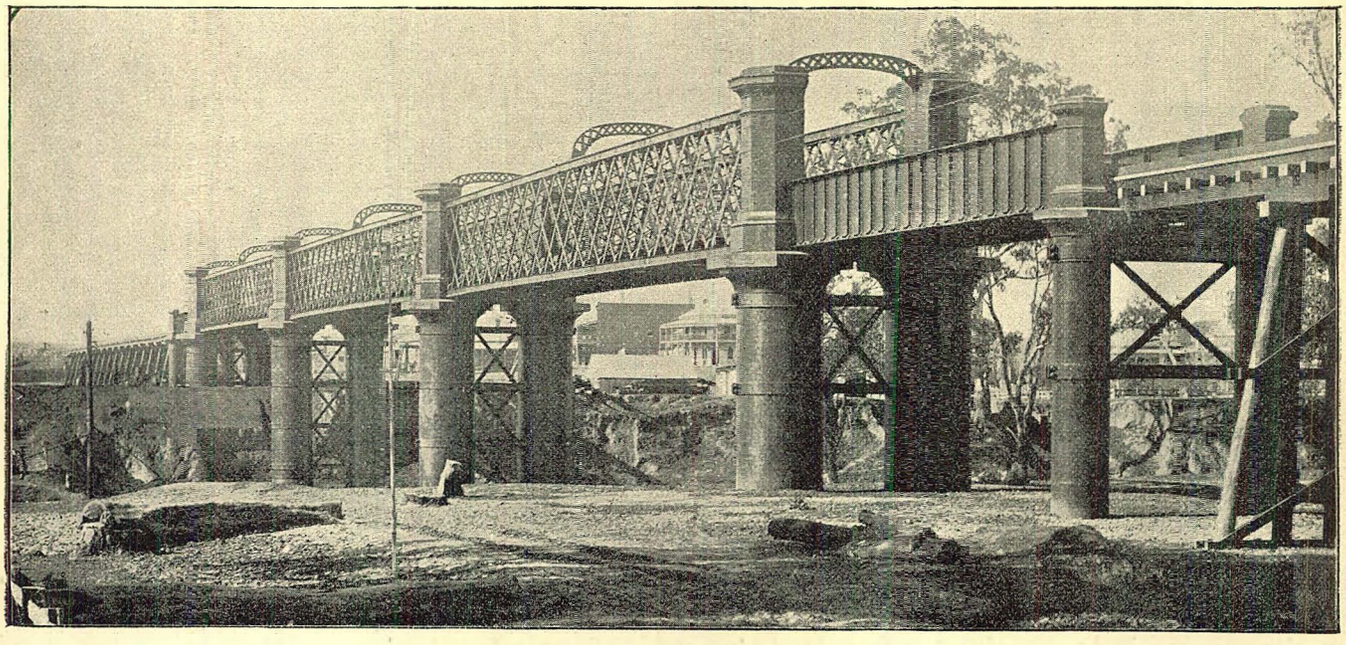
No. 1.—View of portion of Lithgow Zig Zag, Great Western Railway.



No. 2.—Brown's Creek Viaduct, Great Western Railway.



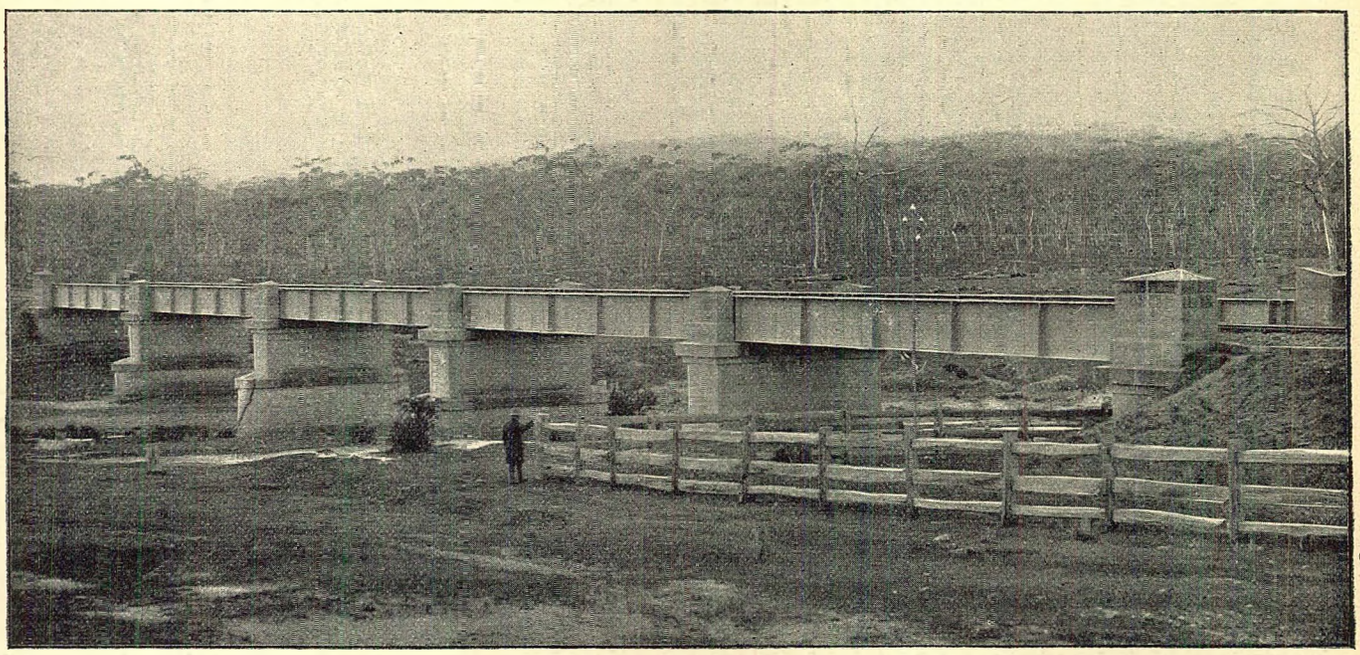
No. 3.—Viaduct, Wellington Great Western Railway.



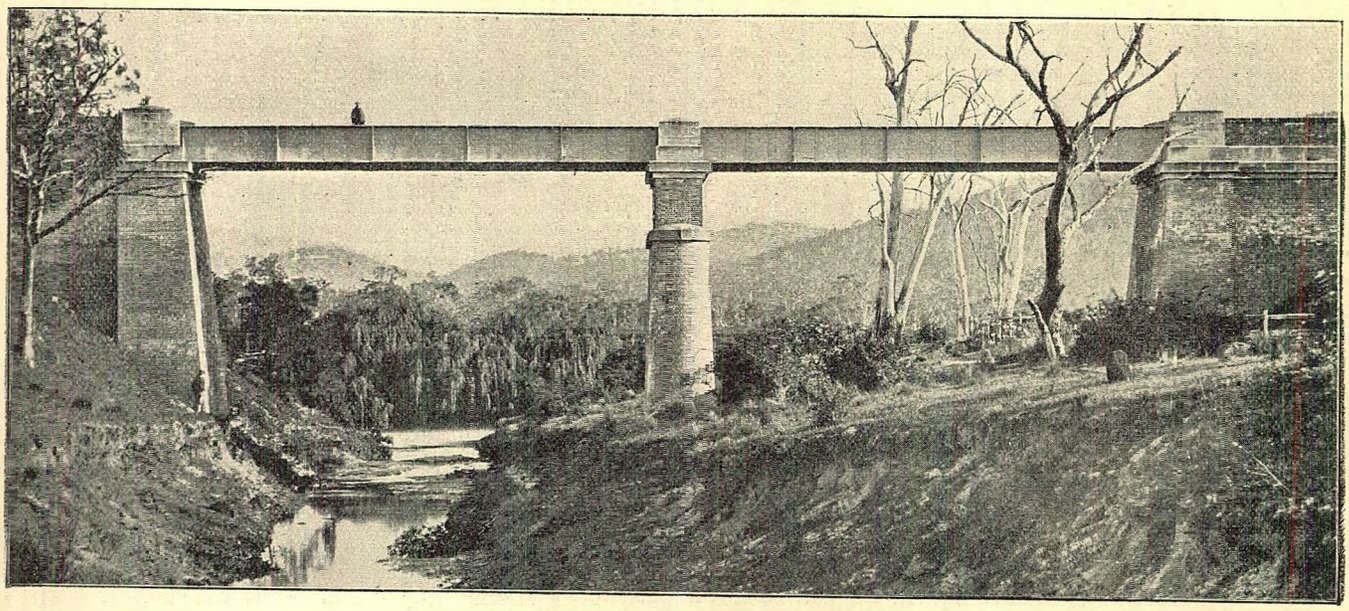
No. 4.—Viaduct, Dubbo Great Western Railway.



No. 5. Stone-quarry Creek Viaduct, Great Southern Railway.



No. 6. Wollondilly Viaduct Great Southern Railway.



No. 7.—Boxer's Creek Viaduct, Great Southern Railway.



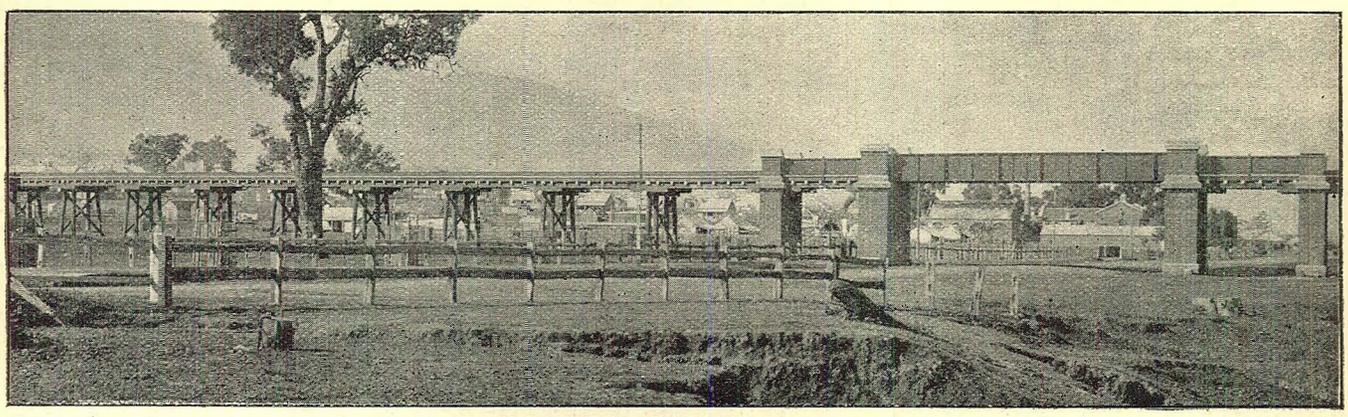
No. 8.—Wagga Wagga Station, Great Southern Railway.



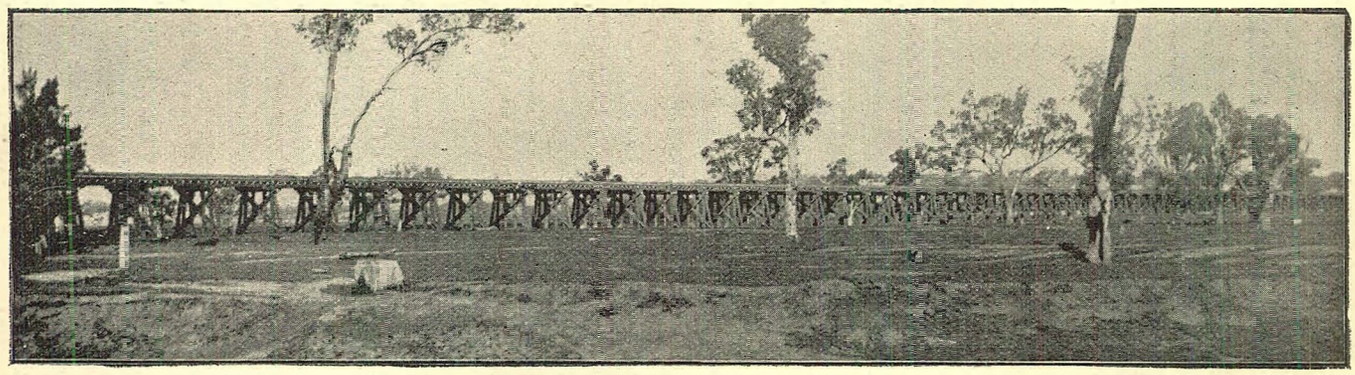
No. 9.—Albury Station Great Southern Railway.



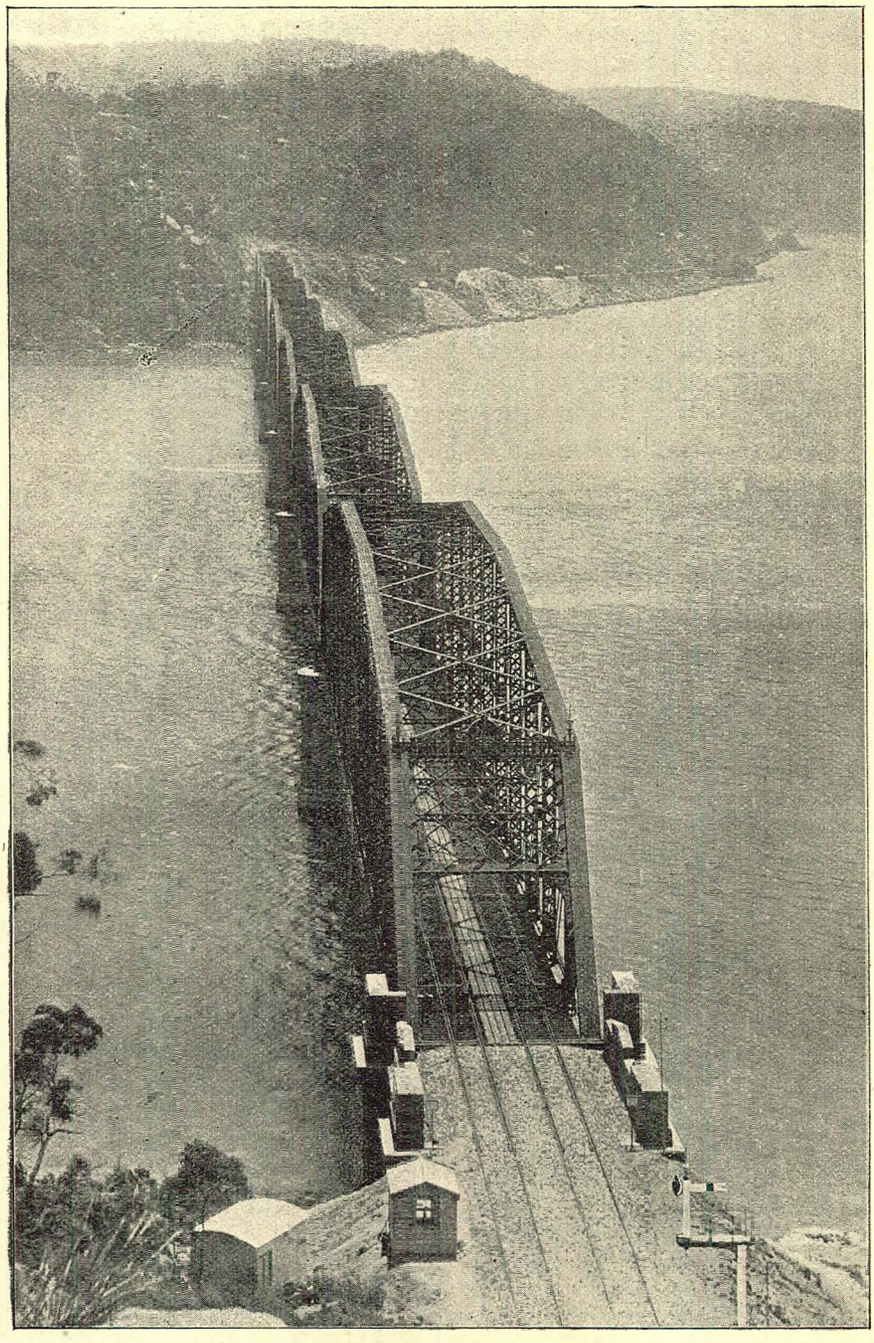
No. 10.—Viaduct at Tamworth, Great Northern Railway.



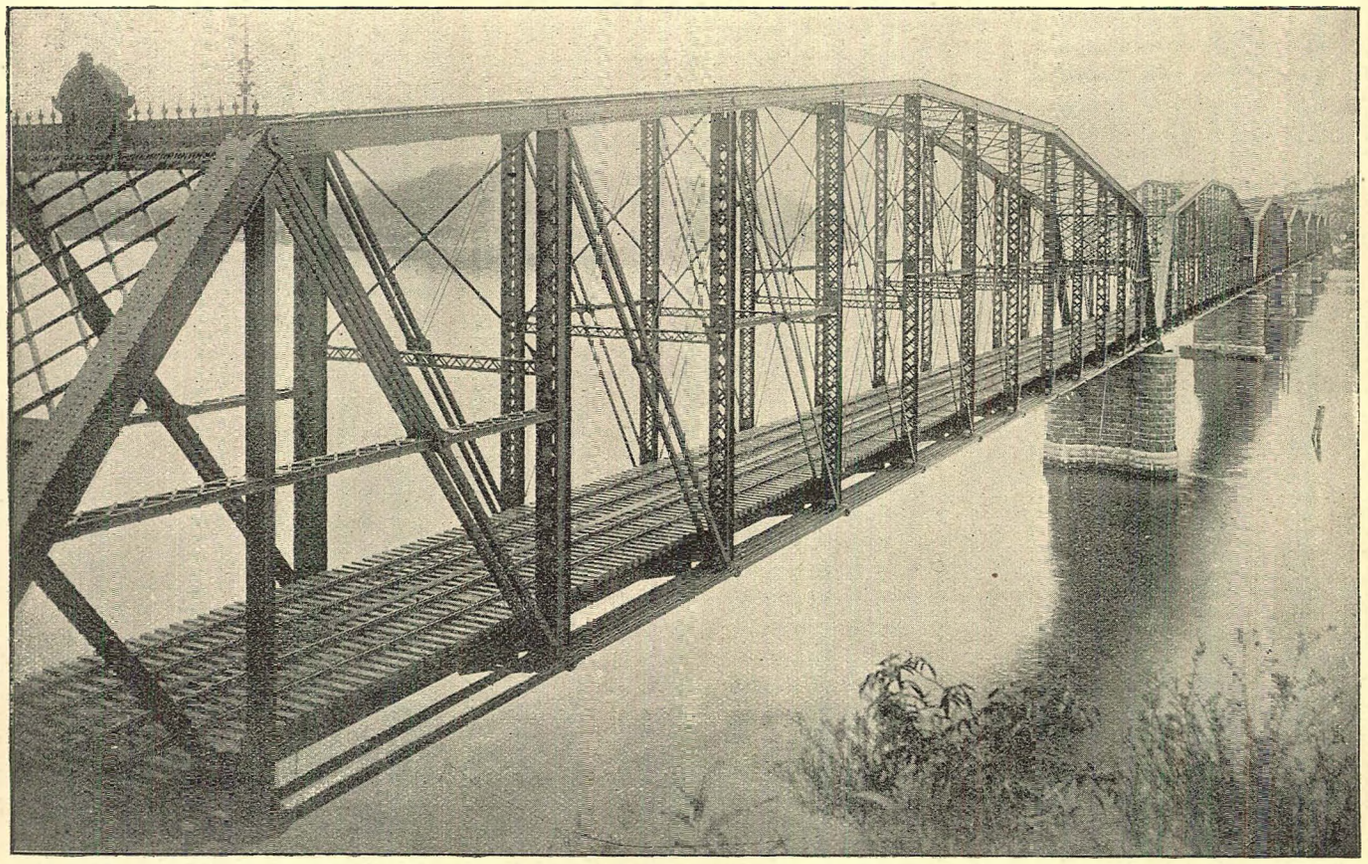
No. 11.—Viaduct at Tamworth, Great Northern Railway.



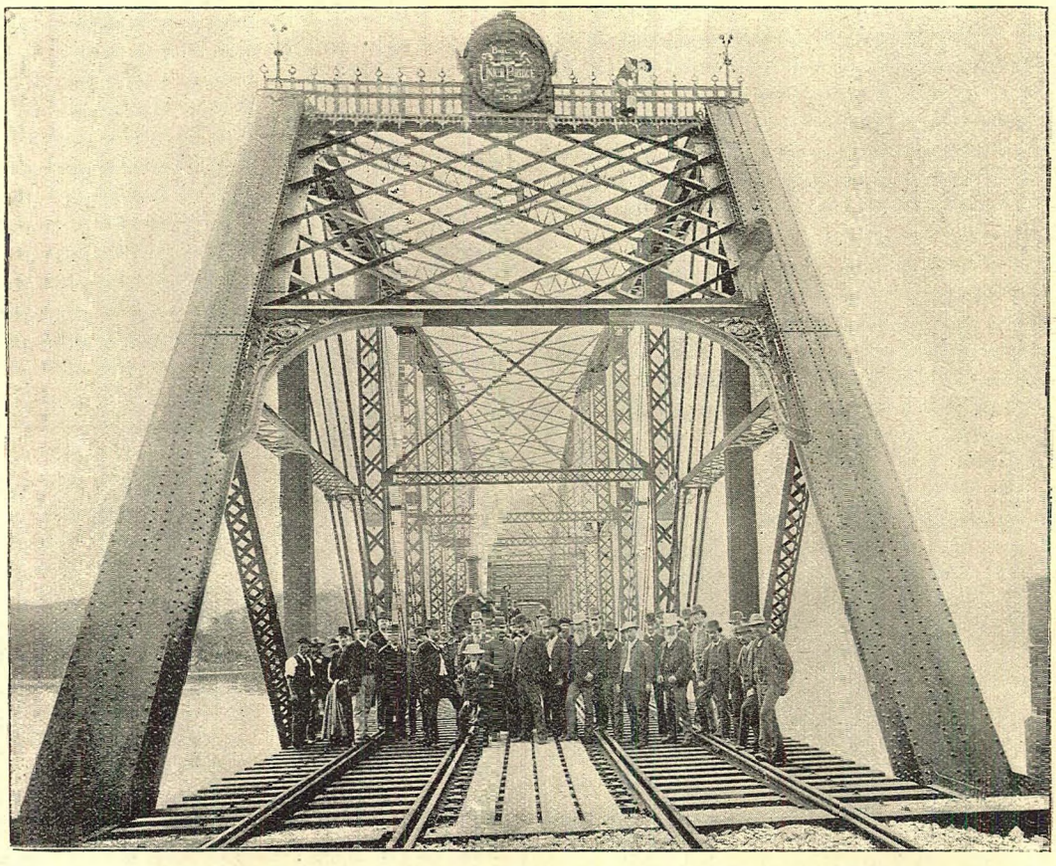
No. 12.—Viaduct at Tamworth Great Northern Railway.



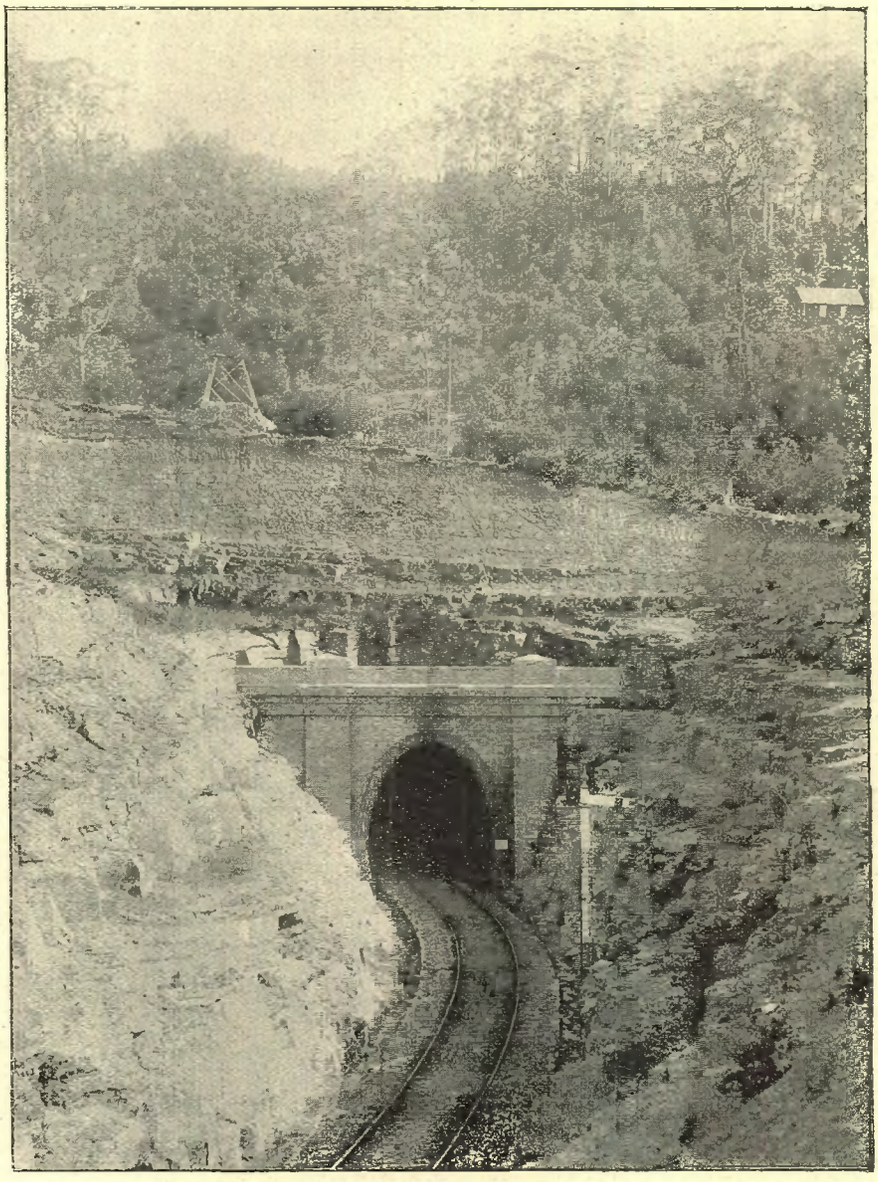
No. 13.—Hawkesbury Bridge, Southern and Northern Junction Railway.



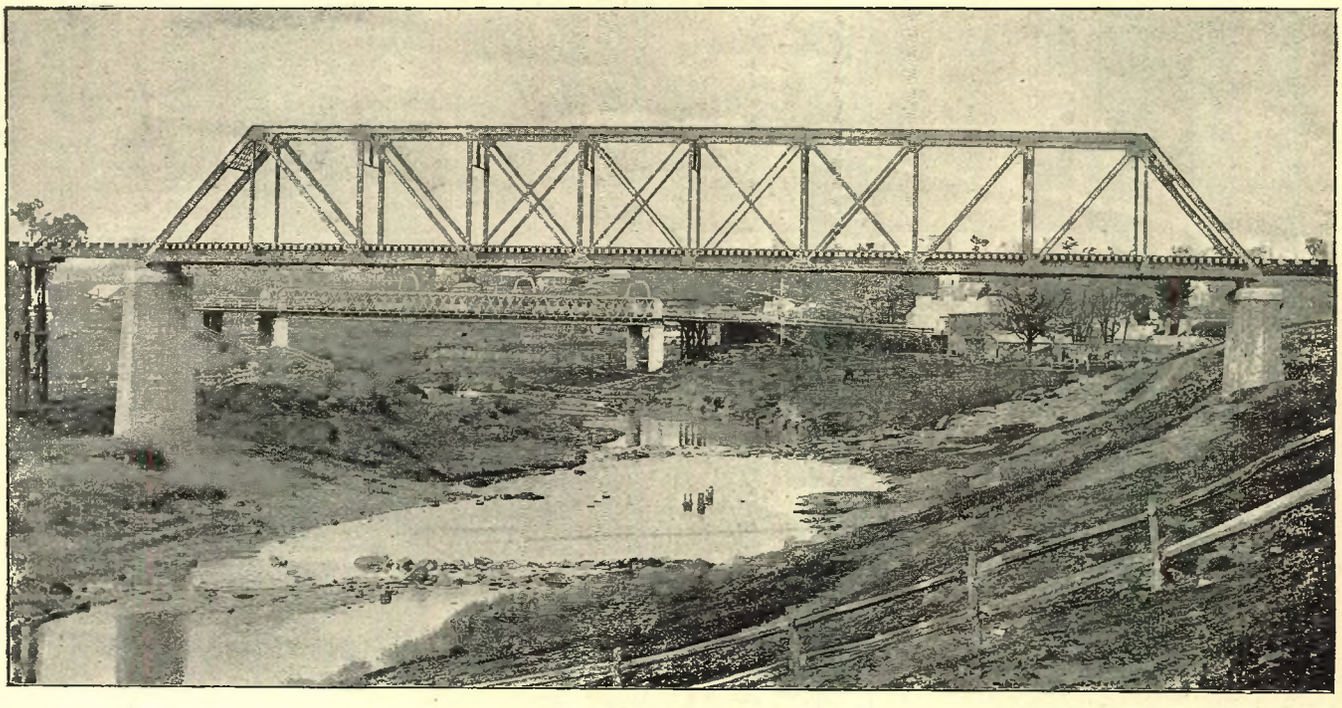
No. 14.—Spans of Hawkesbury Bridge, Southern and Northern Junction Railway.



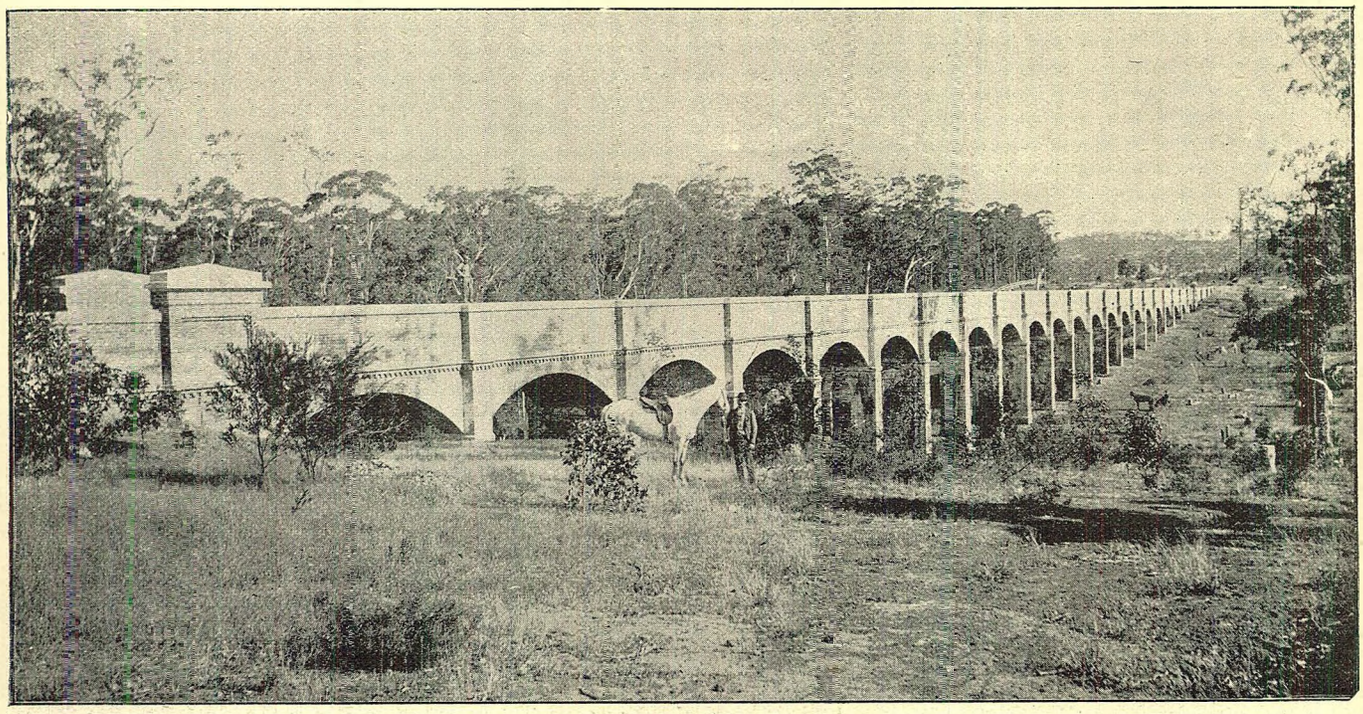
No. 15.—Testing the Hawkesbury Bridge, Southern and Northern Junction Railway.



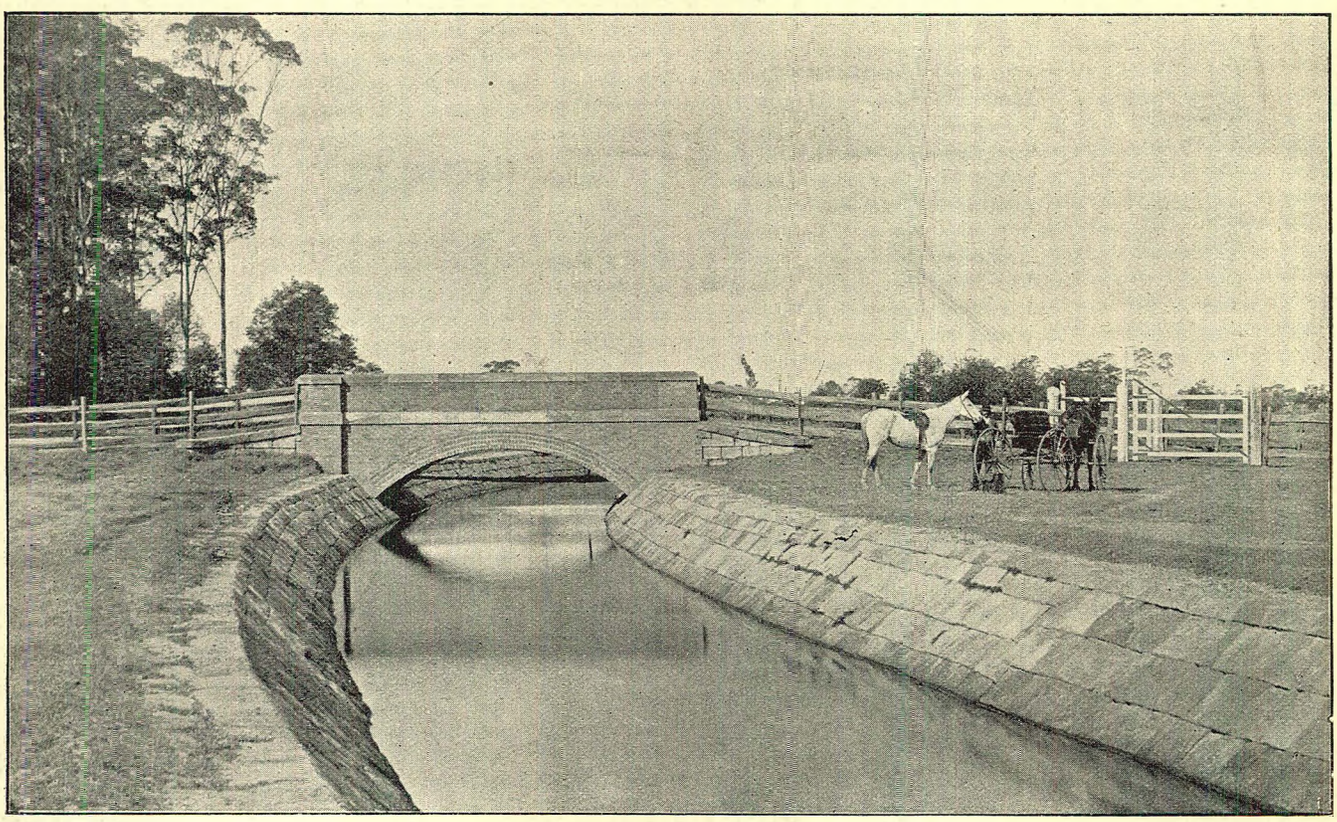
No. 16.—Otford Tunnel, Illawarra Railway.



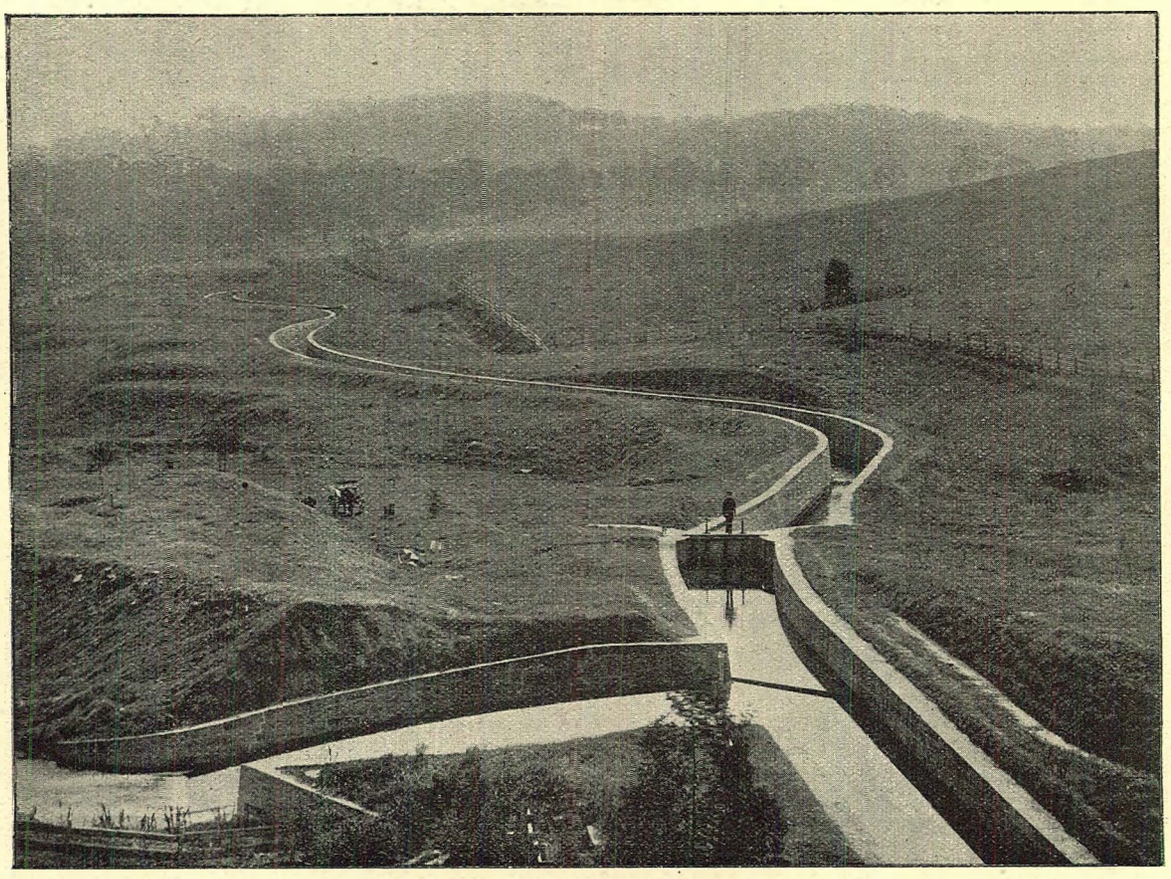
No. 17.—Yass Tramway Bridge.



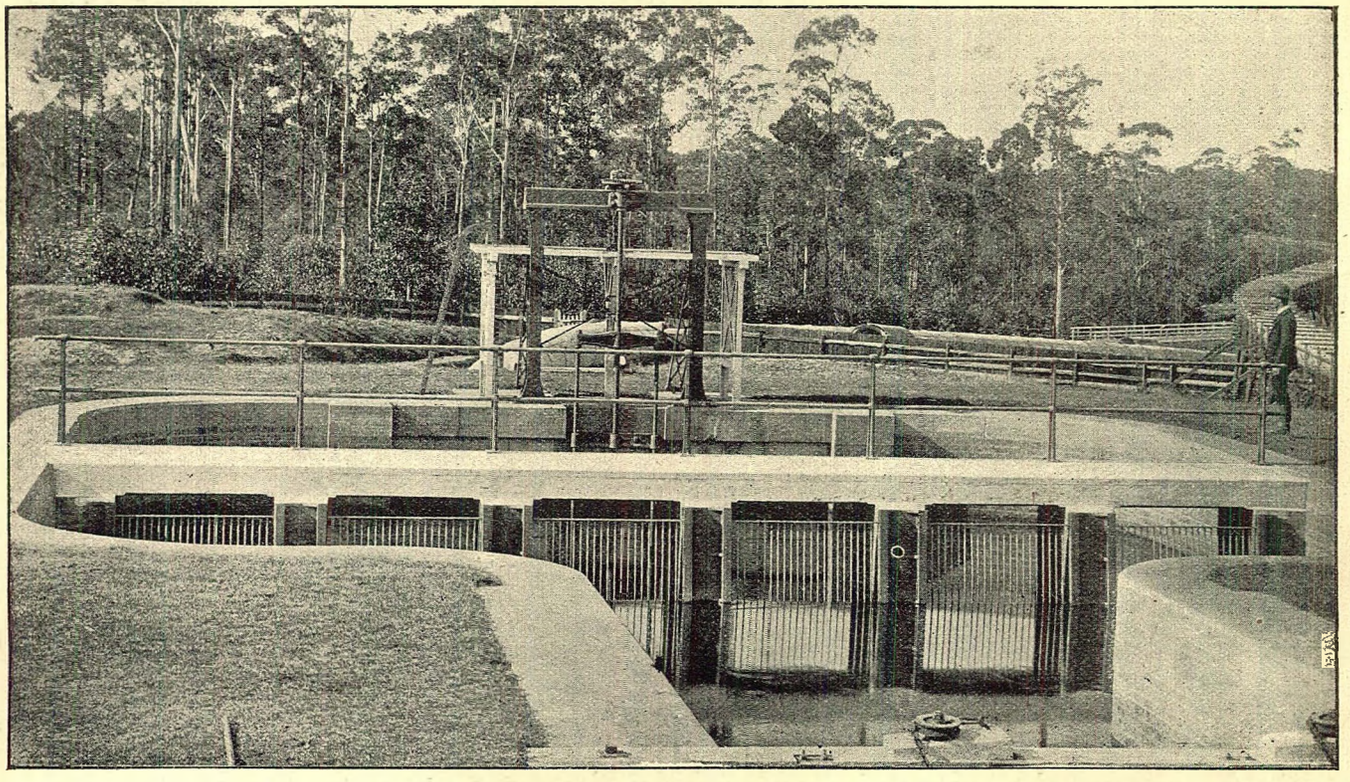
No. 18.—Aqueduct near Smithfield Sydney Water-works.



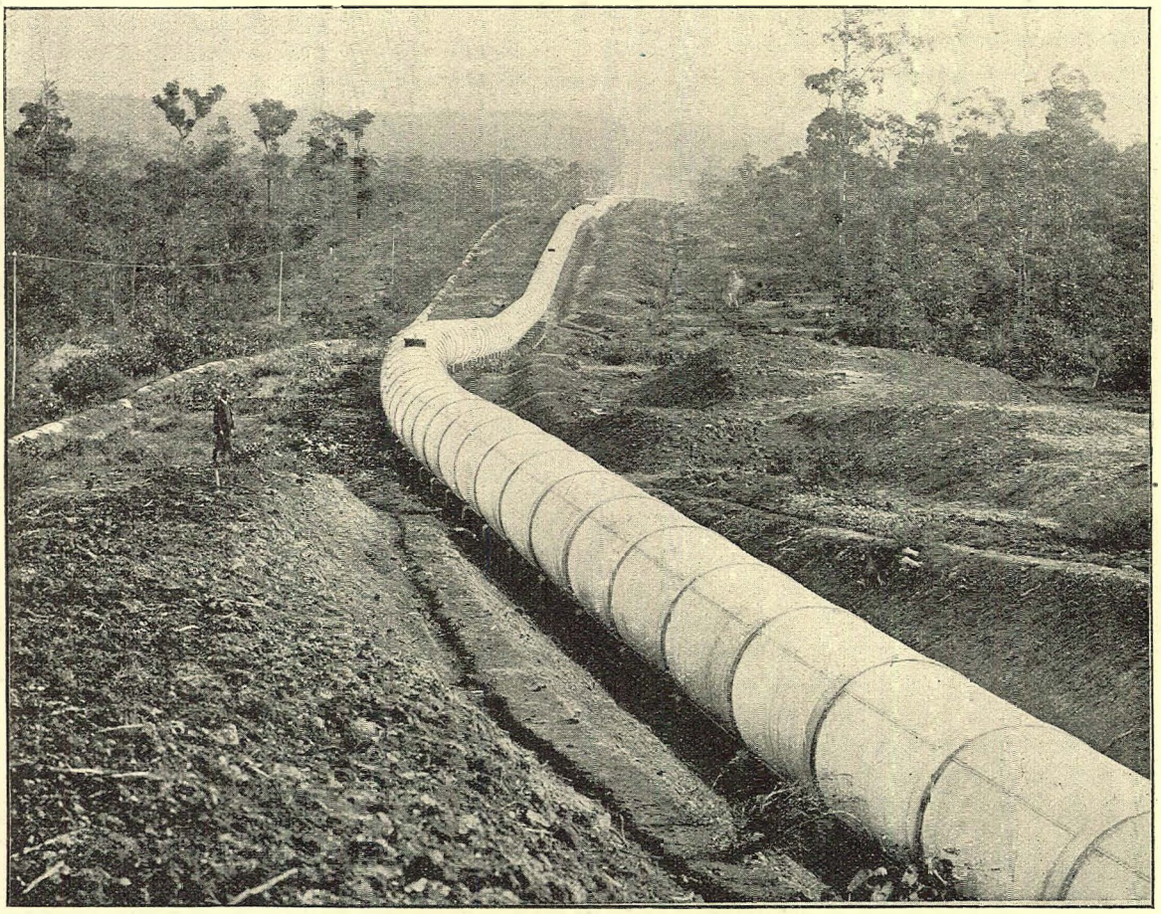
No. 19.—Open Canal Sydney Water-works.



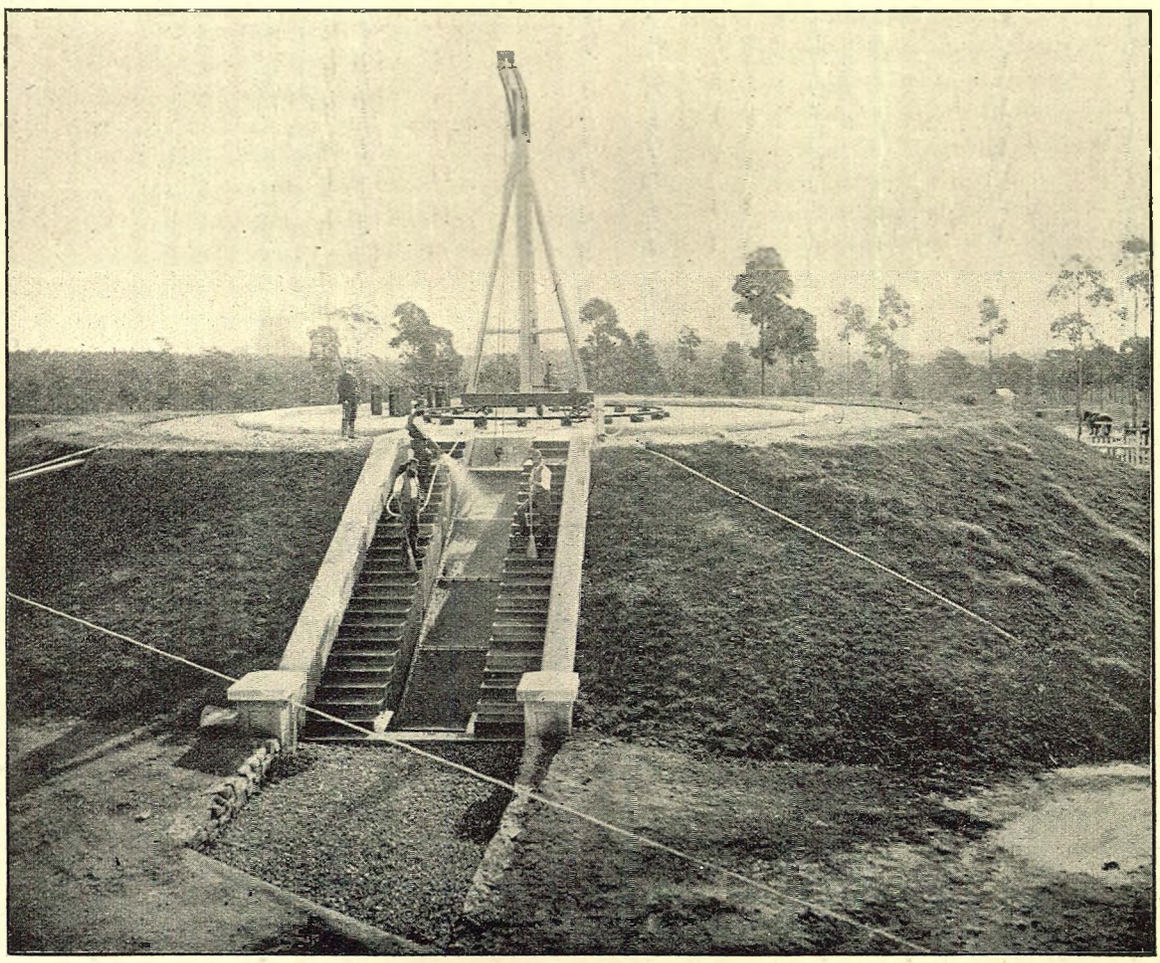
No. 20.—The 8-ft. Drop Outlet of Sugarloaf Tunnel at 15 miles, Sydney Water-works.



No. 21.—Pipe Head Basin and Screens near Guildford, Sydney Water-works.



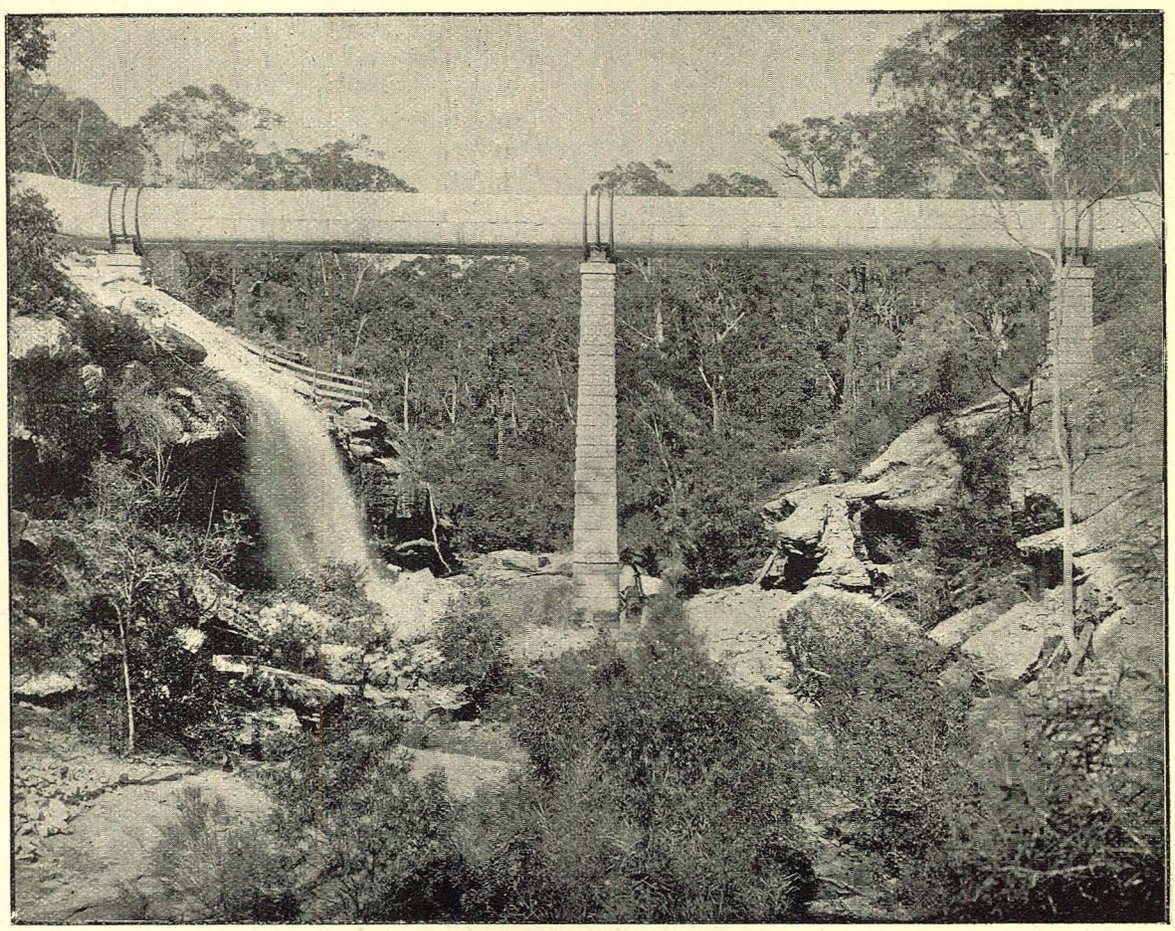
No. 22. 6-ft. wrought-iron Pipe Line, Sydney Water-works.



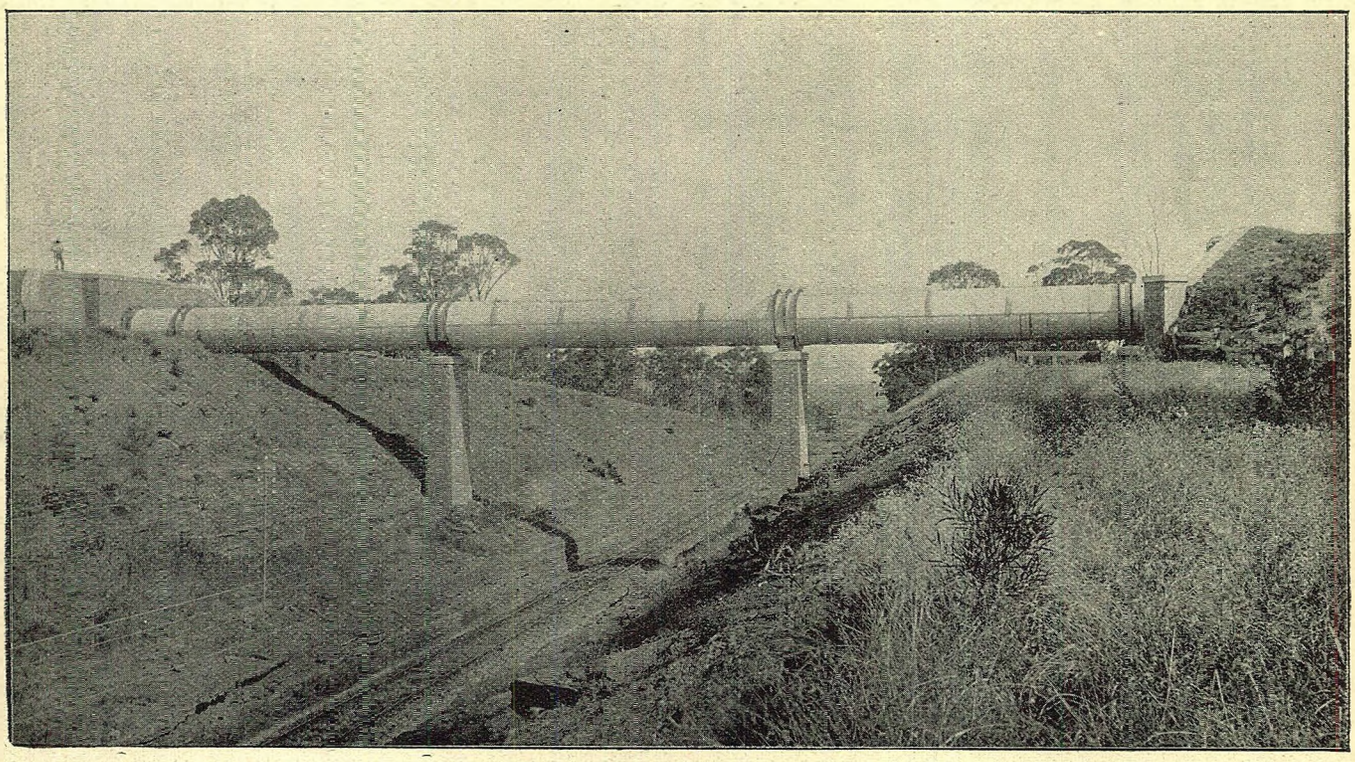
No. 23. Screen Tank, Potts' Hill, showing Process of Washing Screens, Sydney Water-works.



No. 24.—8-ft. pipe Aqueduct over Elladale Creek, Sydney Water-works.



No. 25.—8-ft. pipe Aqueduct over Leaf's Creek Sydney Water-works.



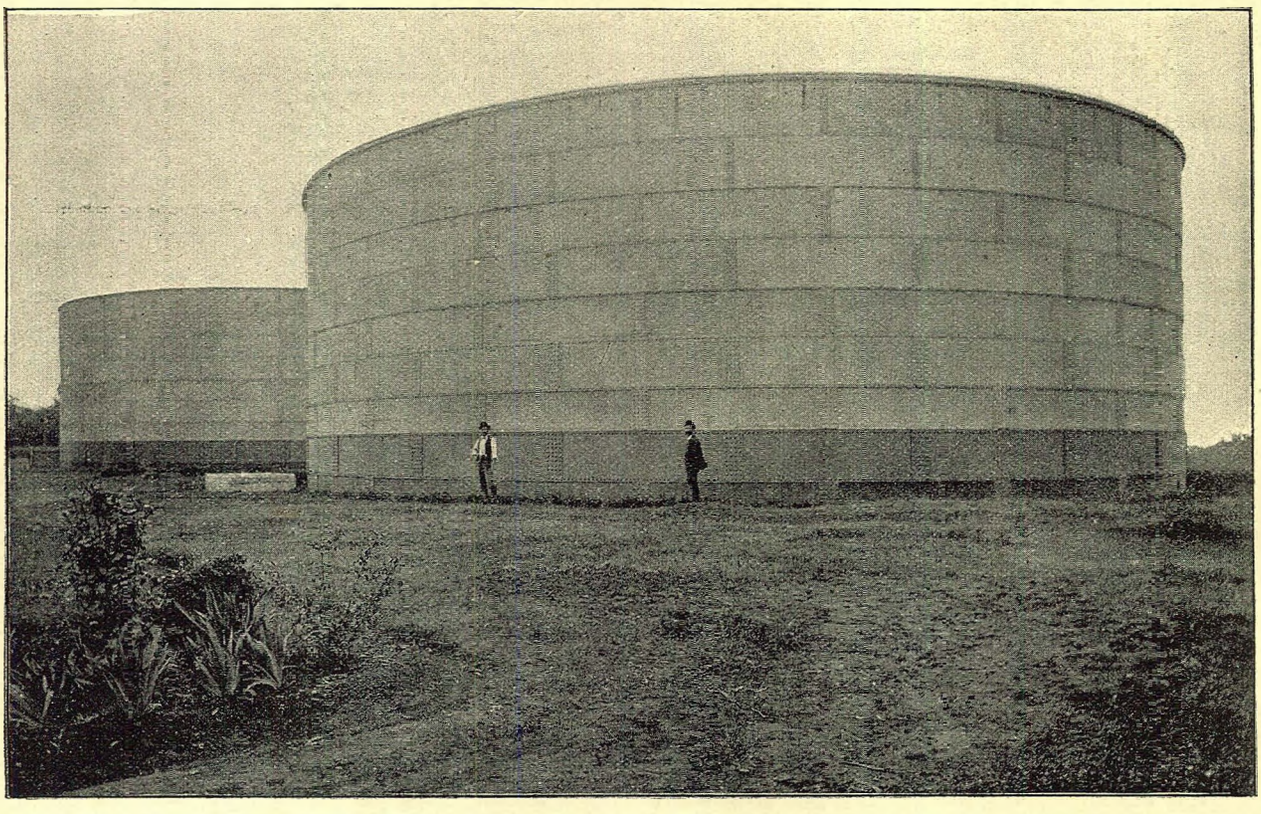
No. 26.—8-ft. pipe Aqueduct over Railway near Campbelltown, Sydney Water-works.



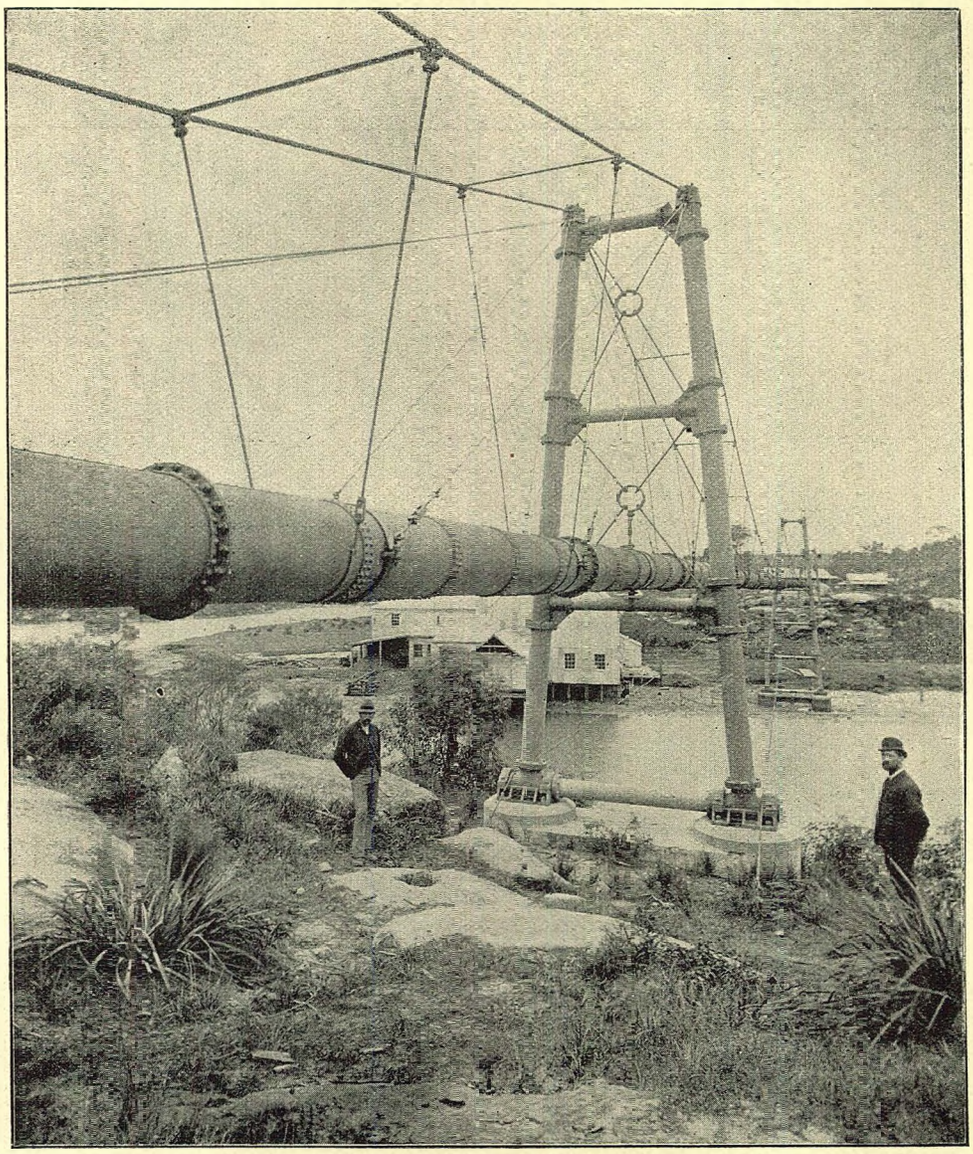
No. 27.—Inlet to Prospect Reservoir, Sydney Water-works.



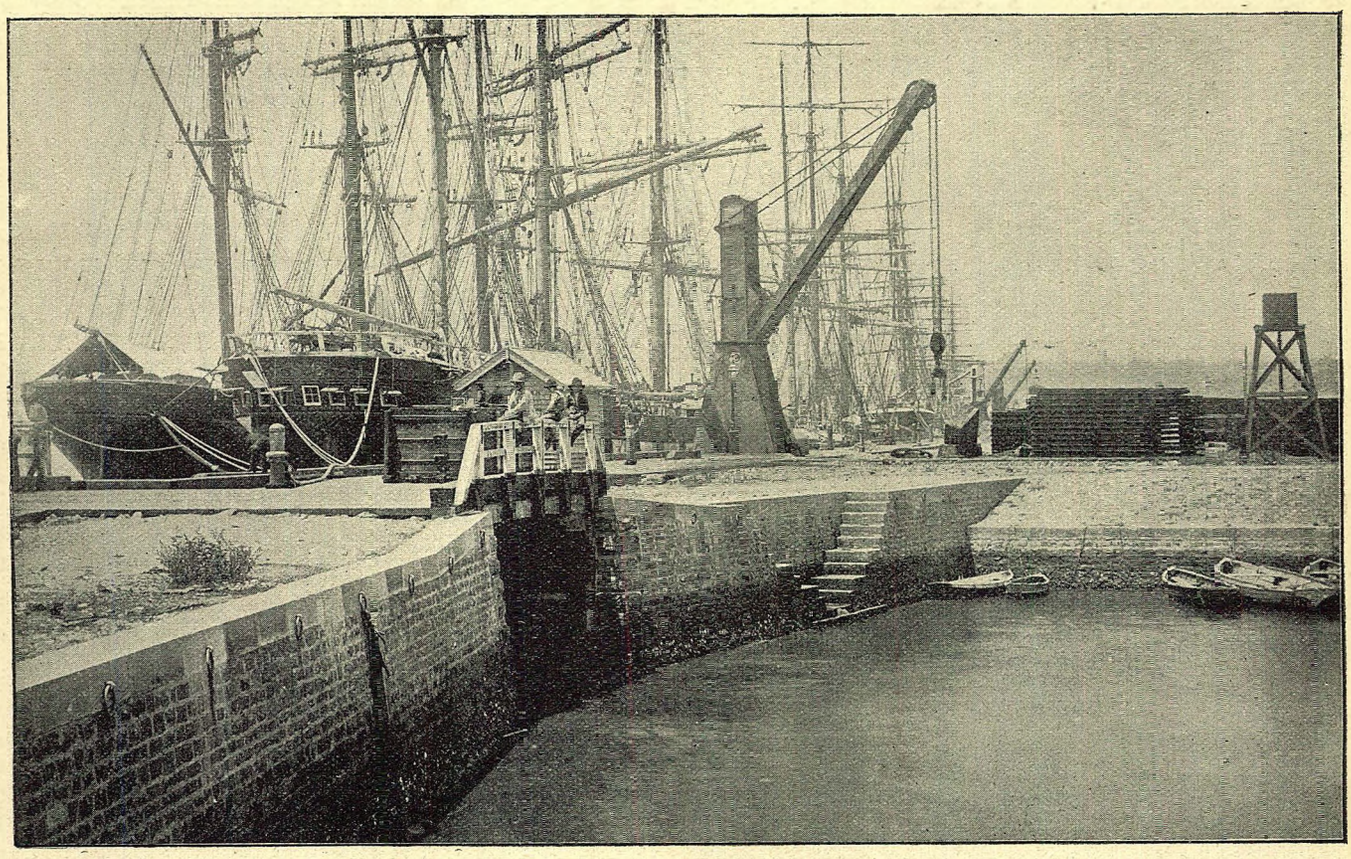
No. 28.—Engine House, Ryde.



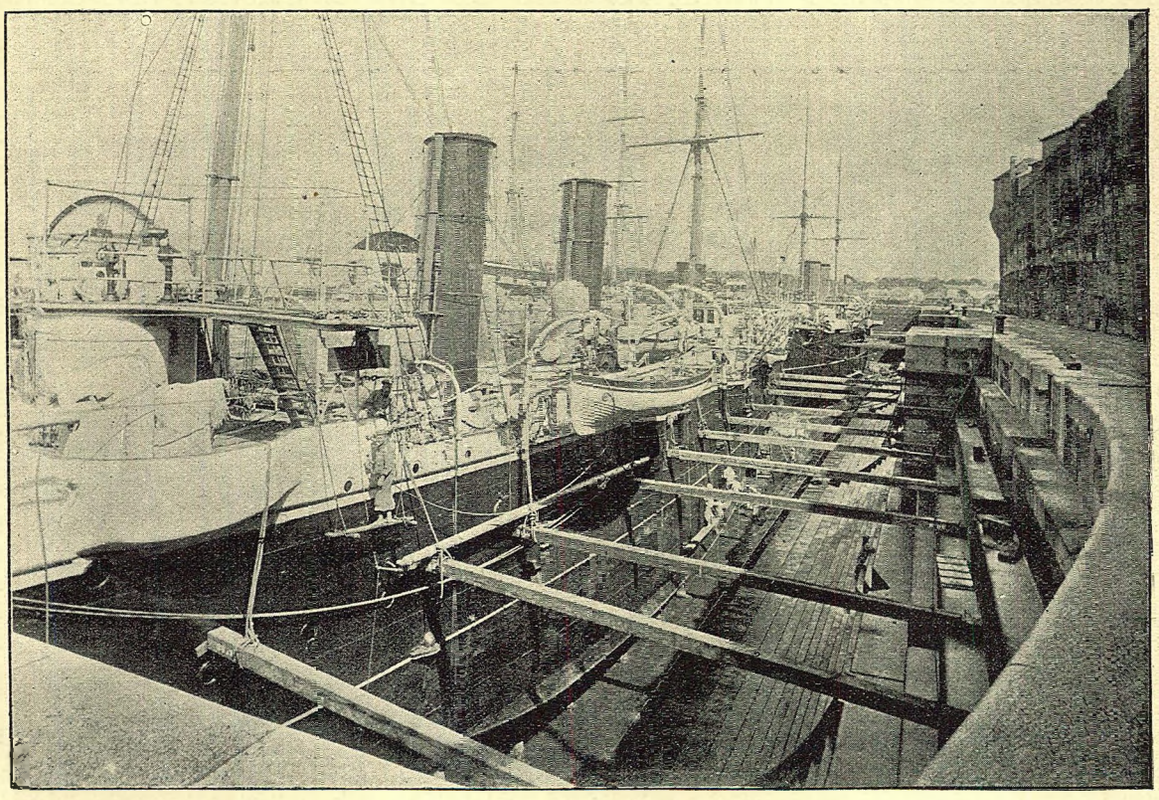
No. 29.—Steel Tanks, Chatswood.



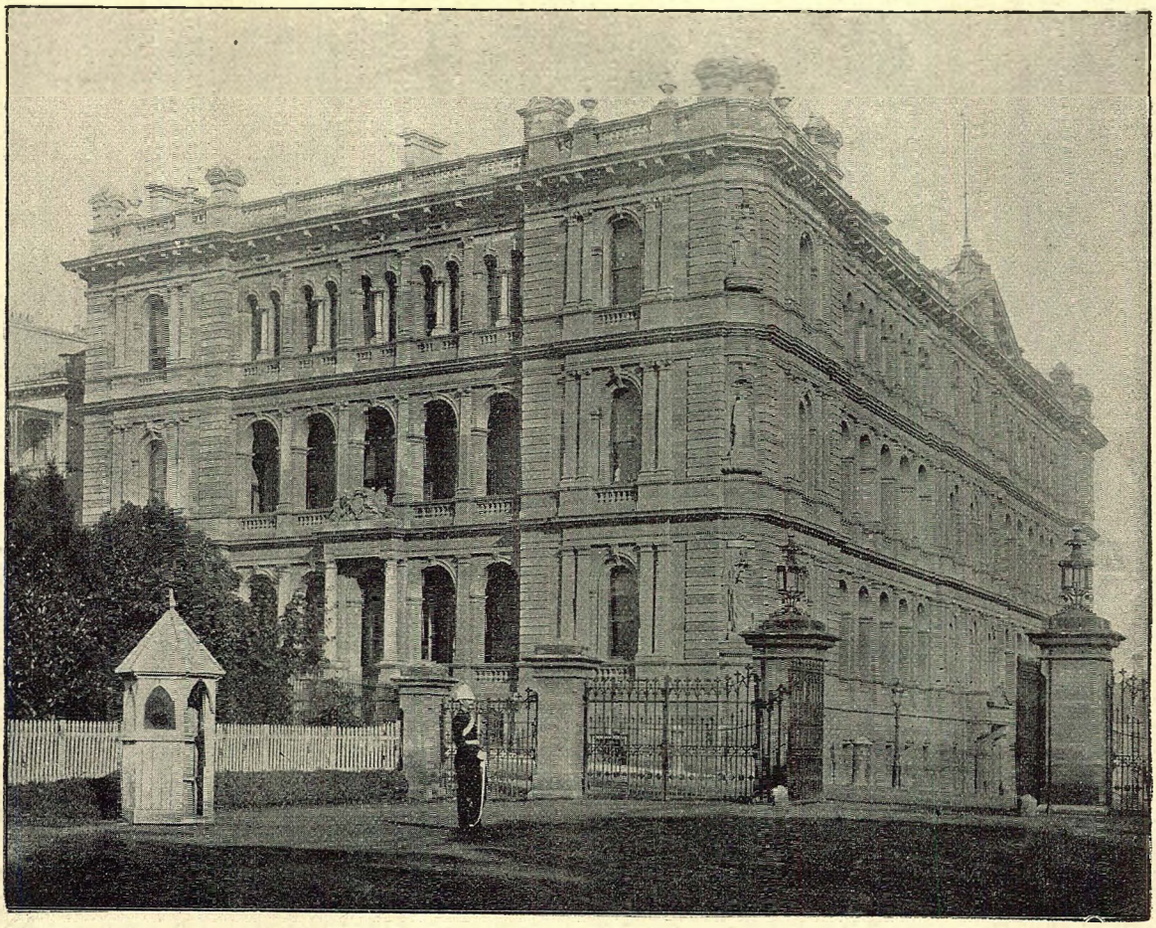
No. 30.—Suspension Bridge, carrying pipe across Lane Cove River.



No. 31.—Hydraulic Crane, Newcastle.



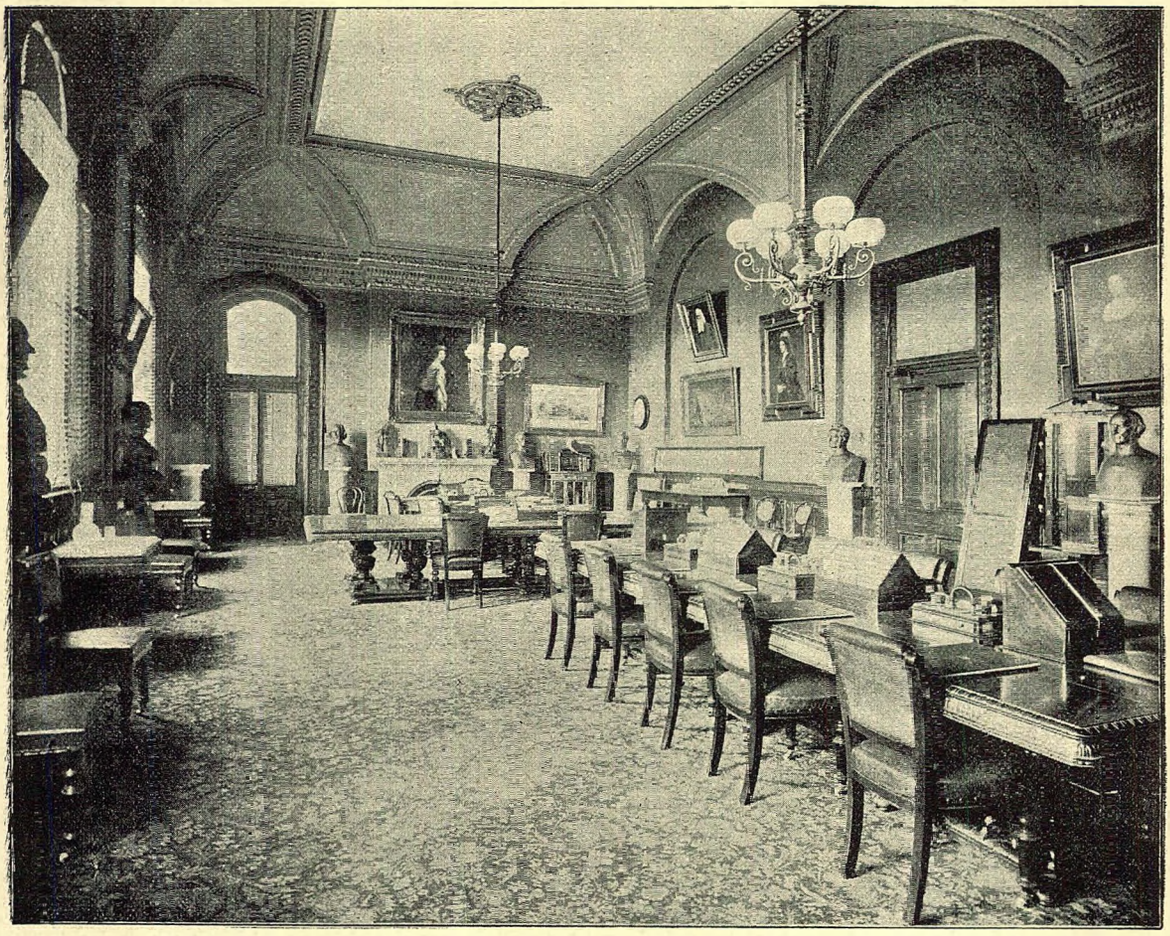
No. 32.—Sutherland Dock (with the cruisers "Karakatta" and "Mildura.")



No. 33.—Offices of the Colonial Secretary and Minister for Public Works, Sydney.



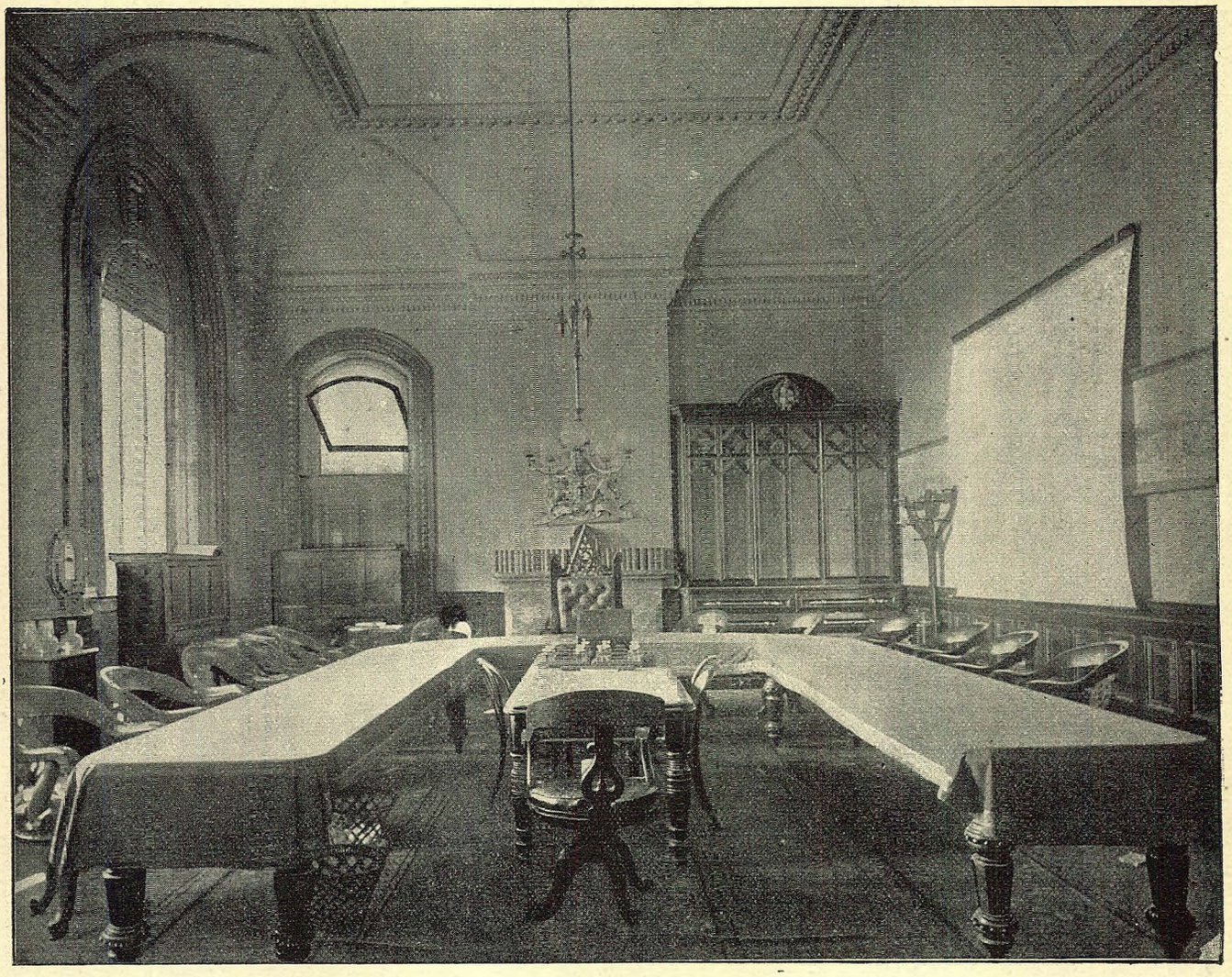
No. 34. Offices of the Minister for Public Works, Sydney. New Wing.



No. 35.—Executive Council Chamber.



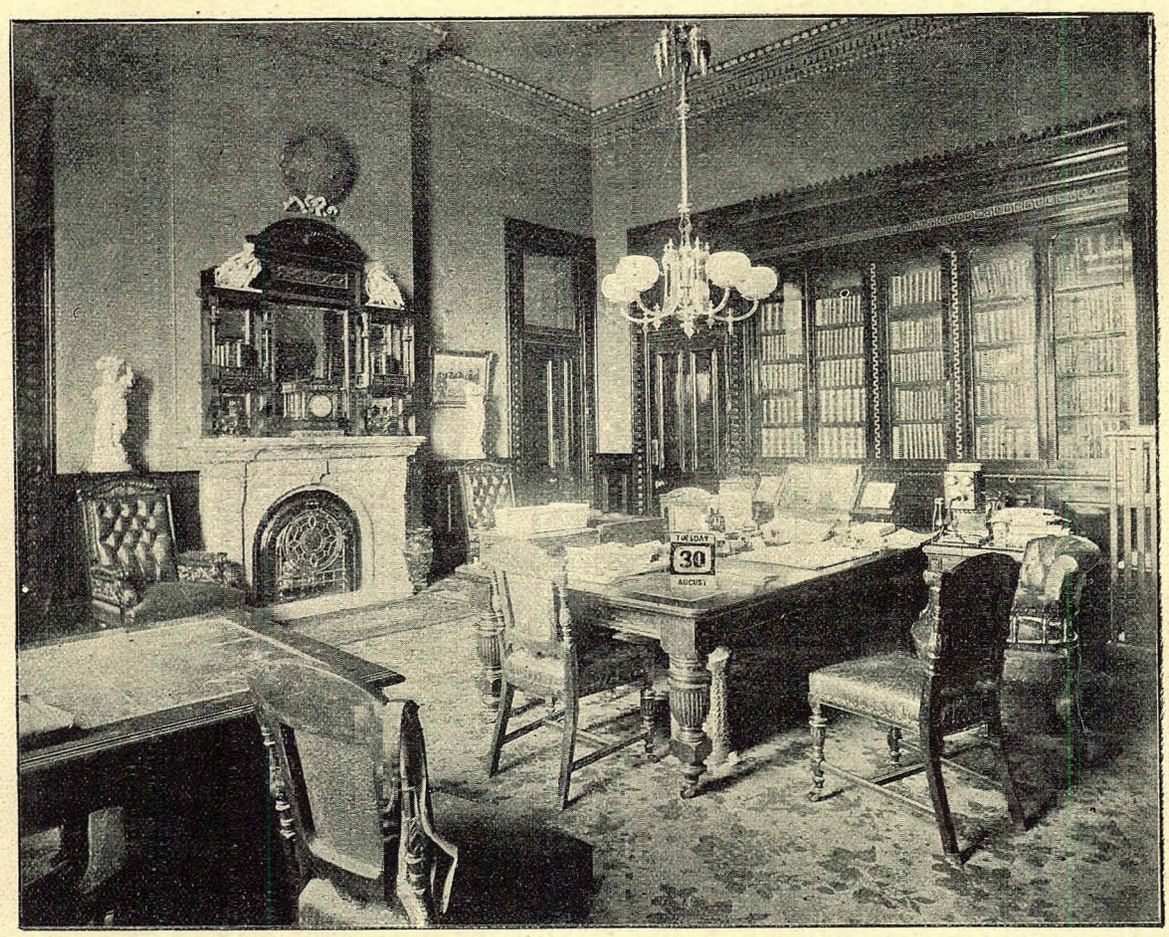
No. 36.—Executive Council Chamber



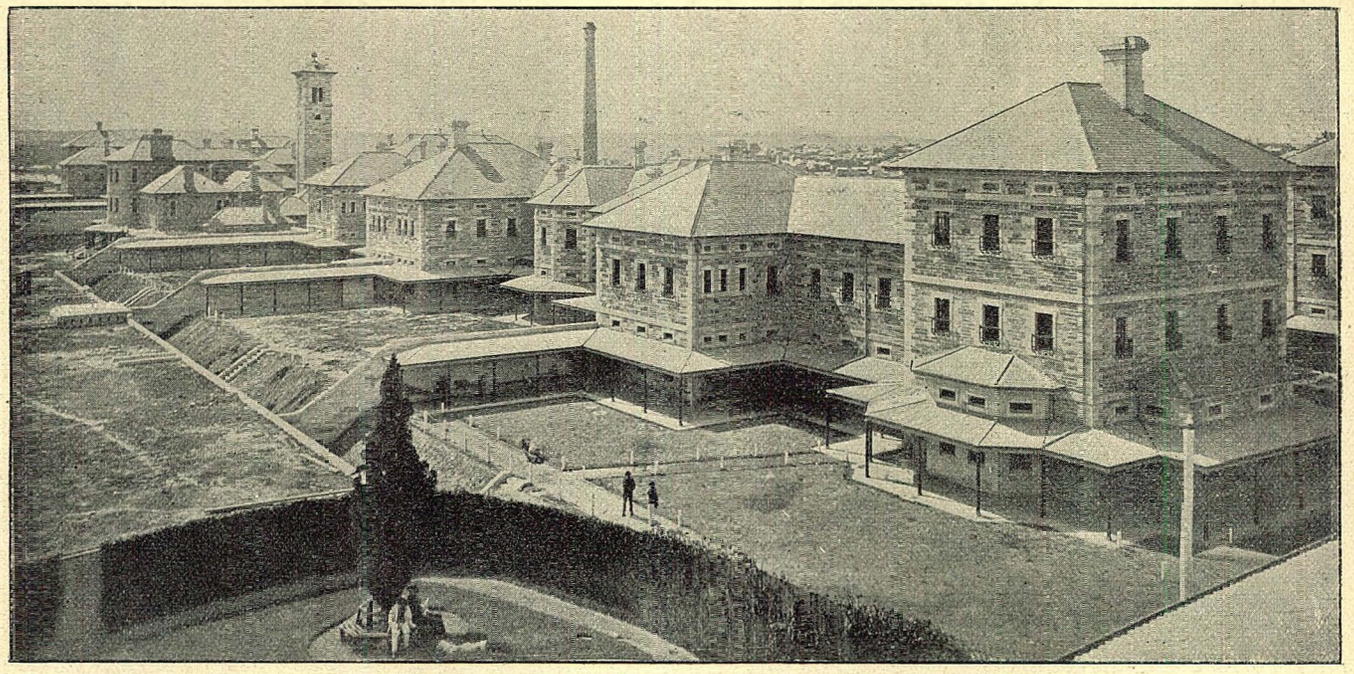
No. 37.—Board Room, Public Works Department.



No. 38.—Colonial Secretary's Room.



No. 39.—Minister for Works' Room.



No. 40.—Callan Park Lunatic Asylum.



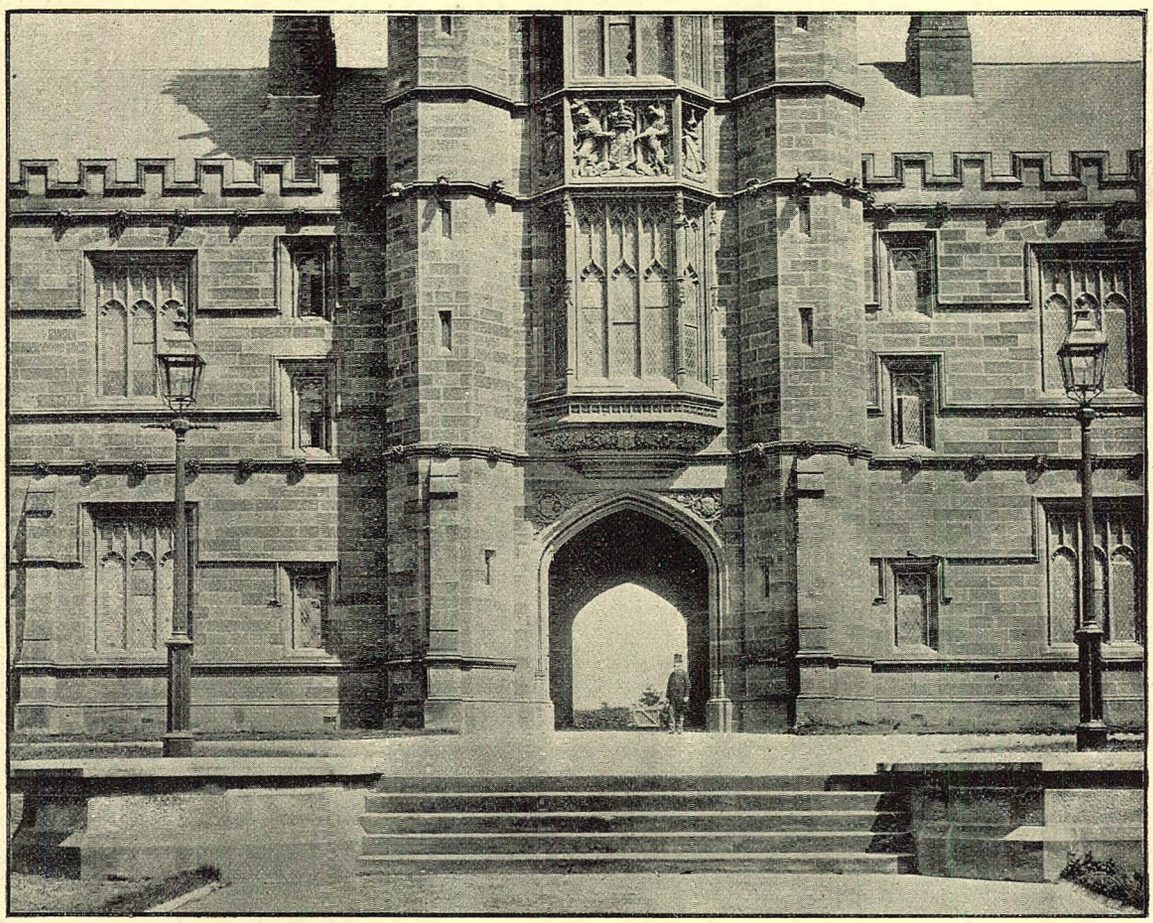
No. 41.—Department of Lands, Sydney.



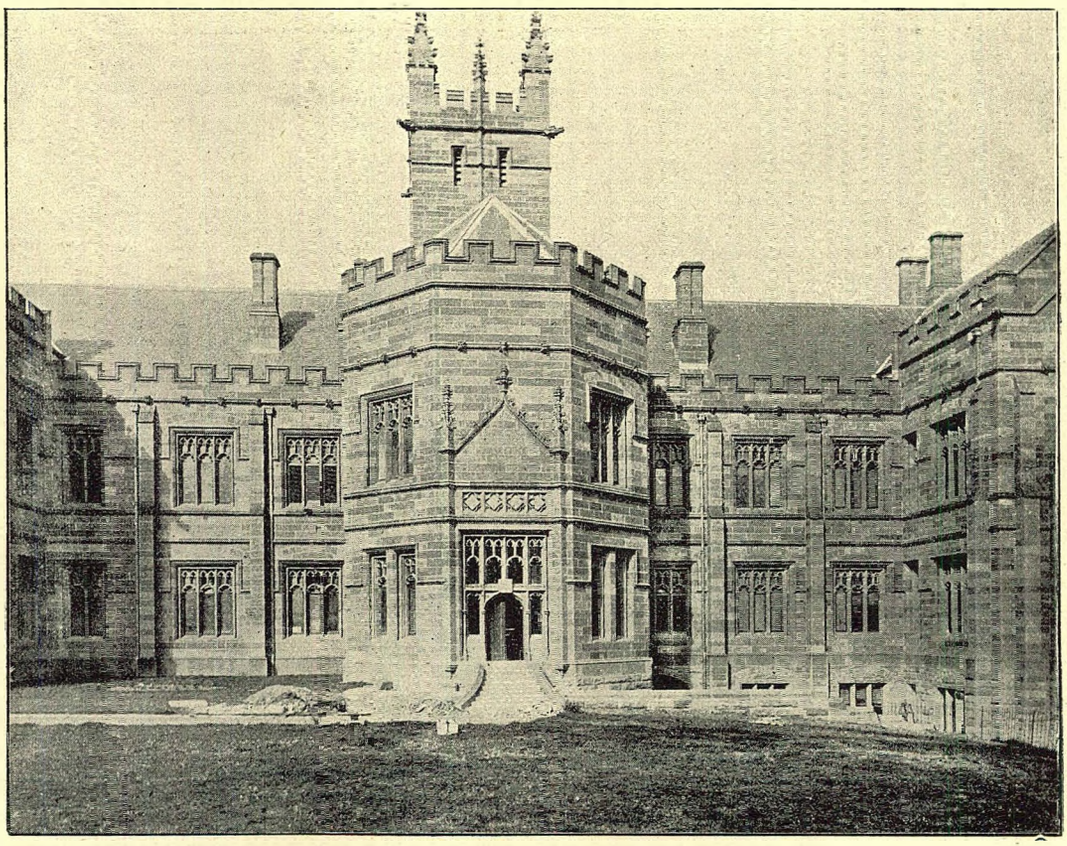
No. 42.—Entrance to Department of Lands.



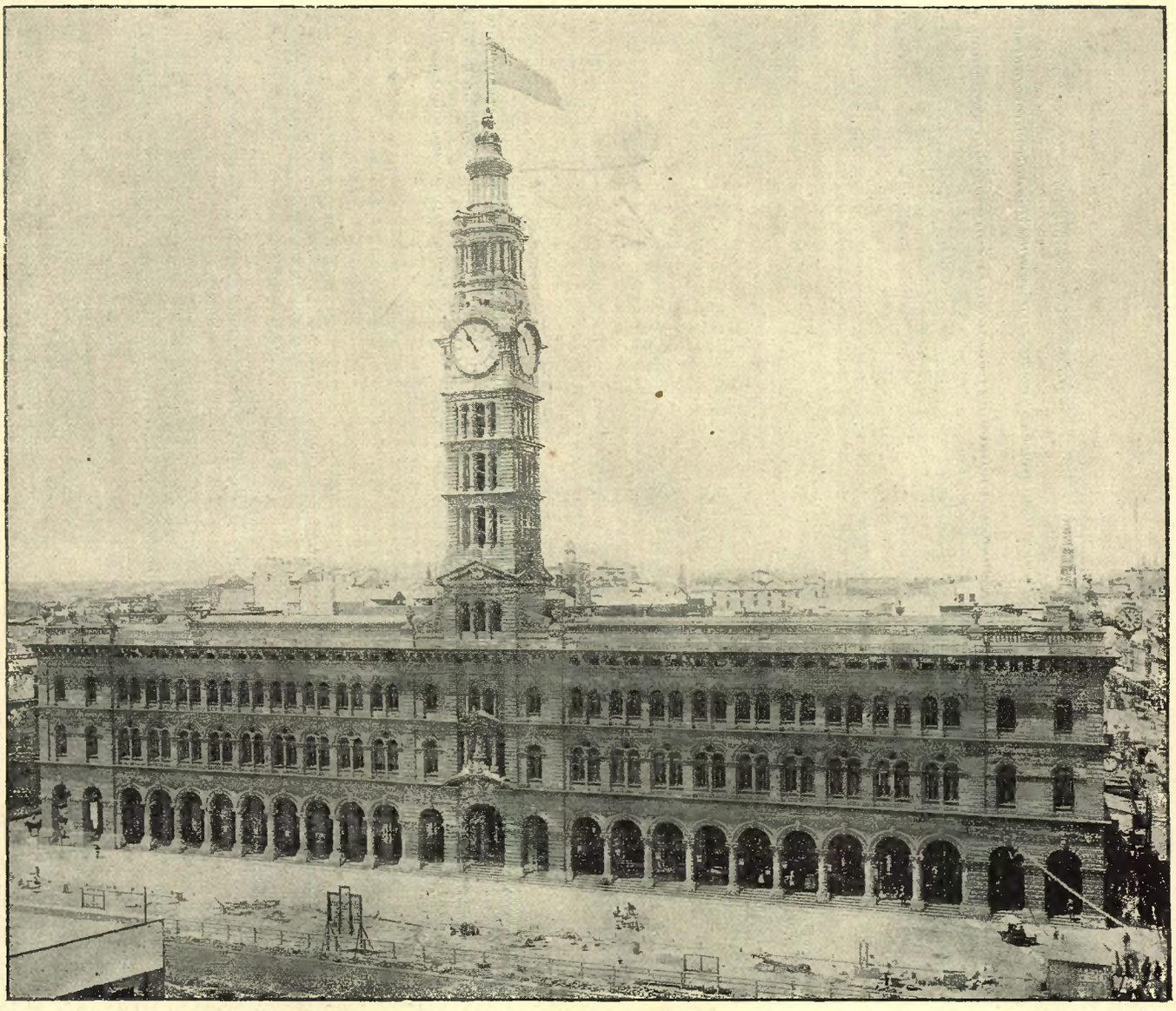
No. 43.—The University, Sydney.



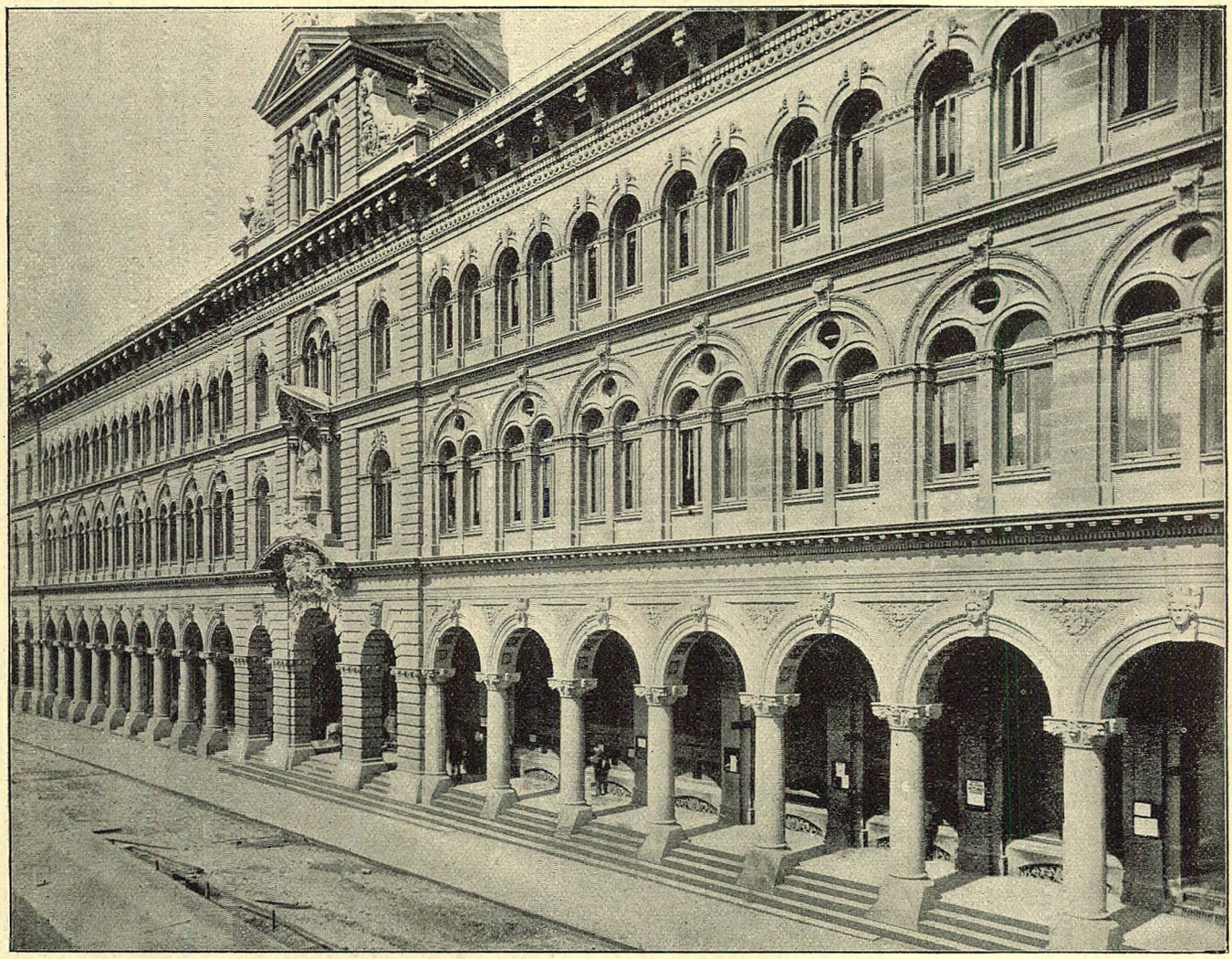
No. 44.—Principal Entrance, University, Sydney.



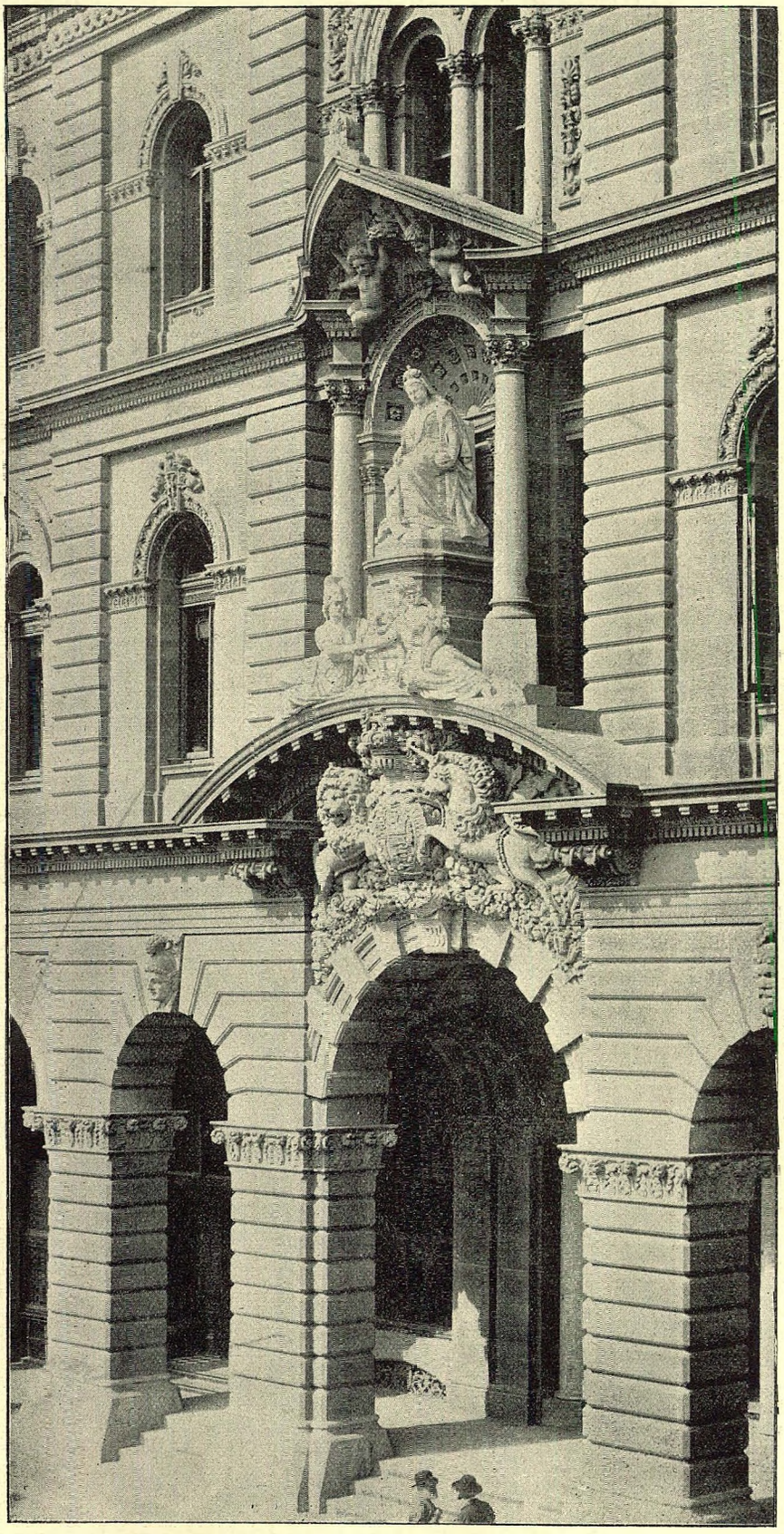
No. 45.—Medical School University, Sydney.



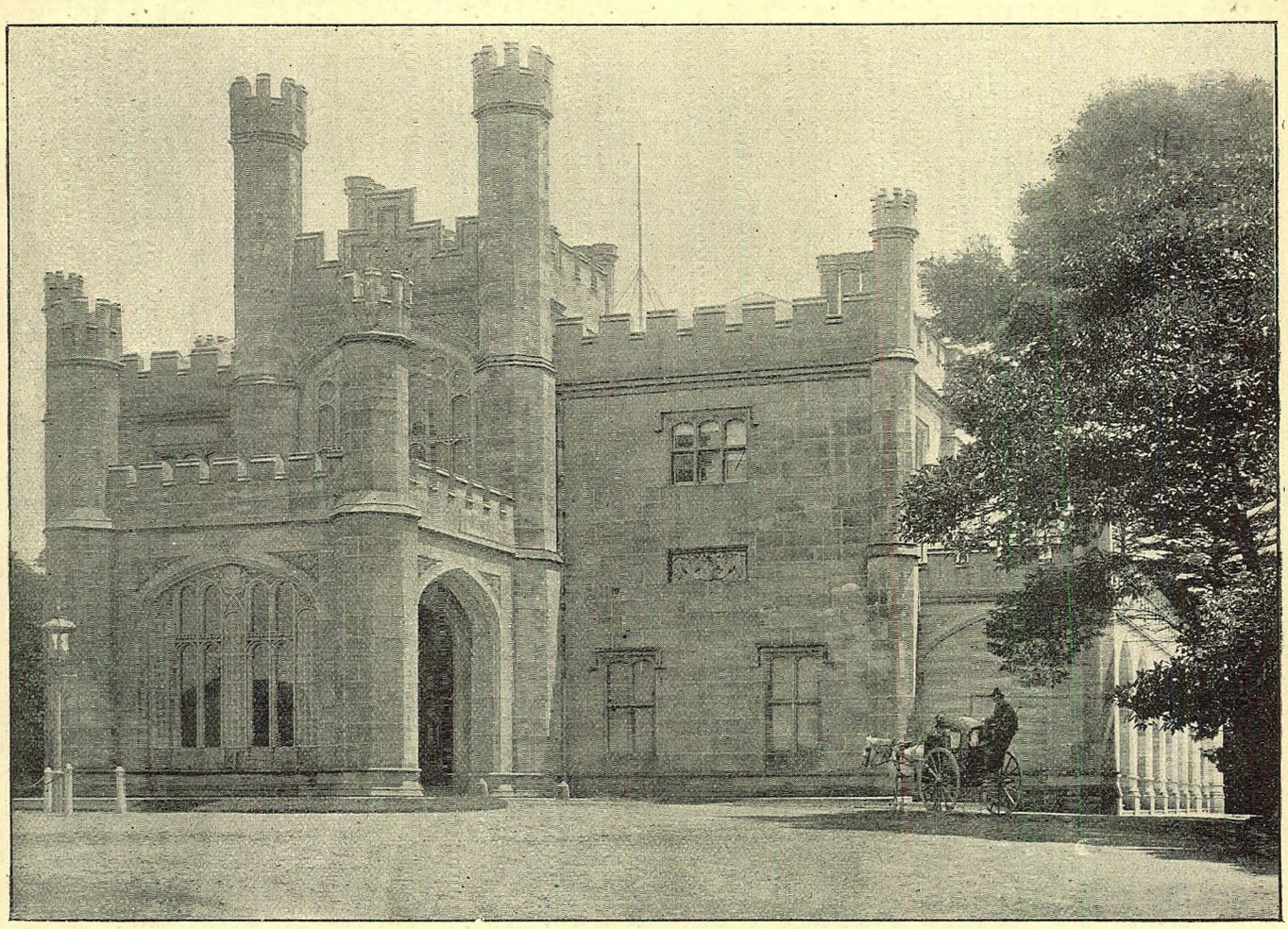
No. 46.—General Post Office, Sydney.



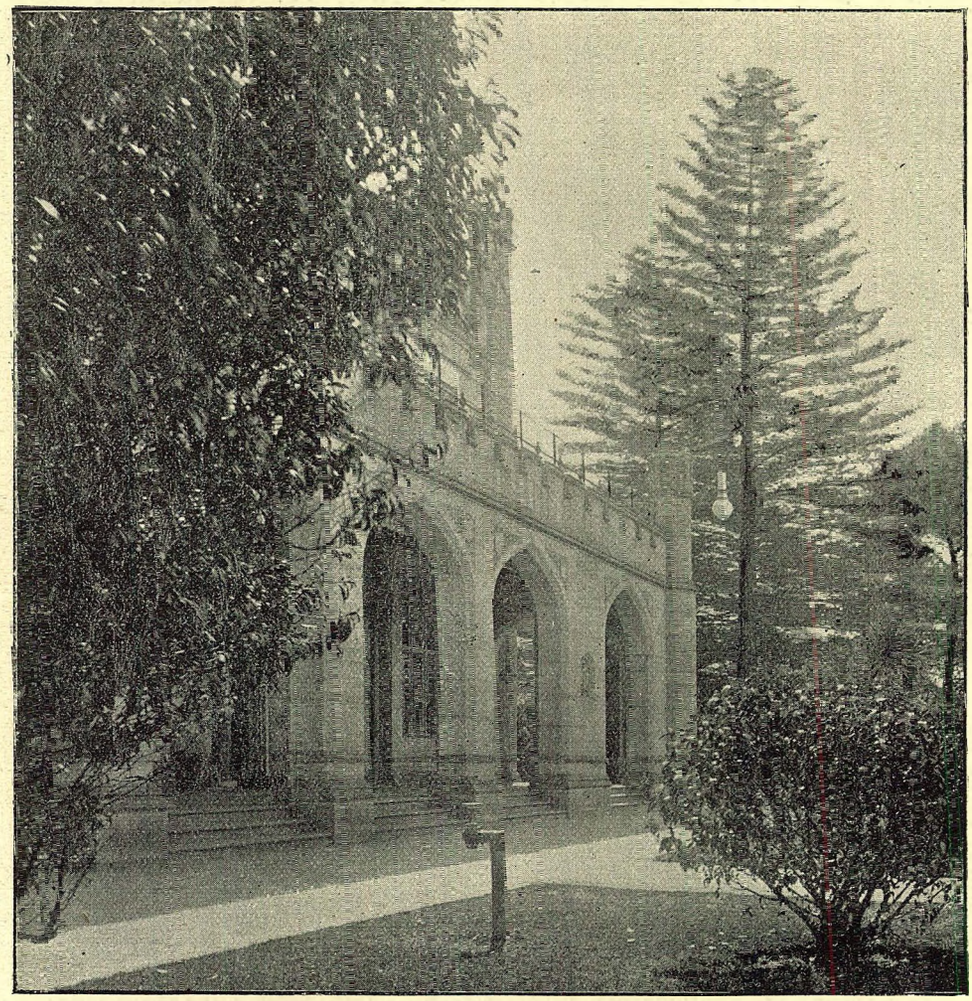
No. 47. General Post Office. Main Front.



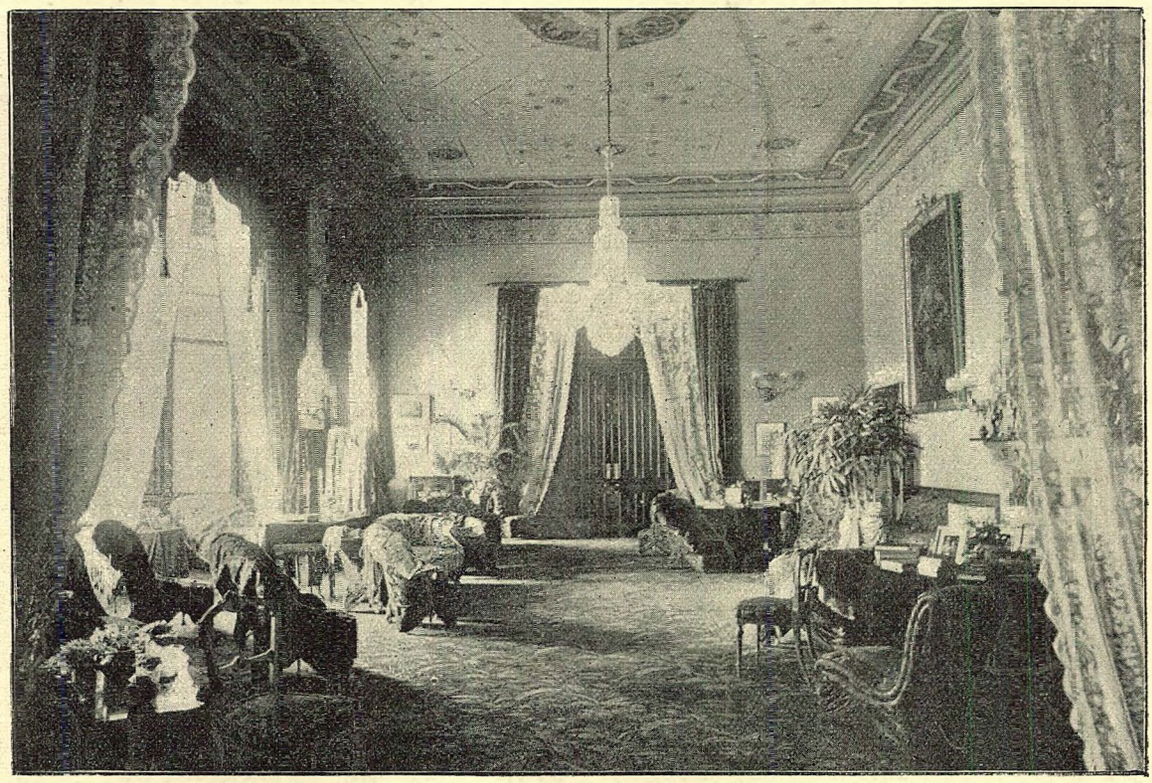
No. 48. General Post Office. Main Entrance.



No. 49.—Government House, Sydney.



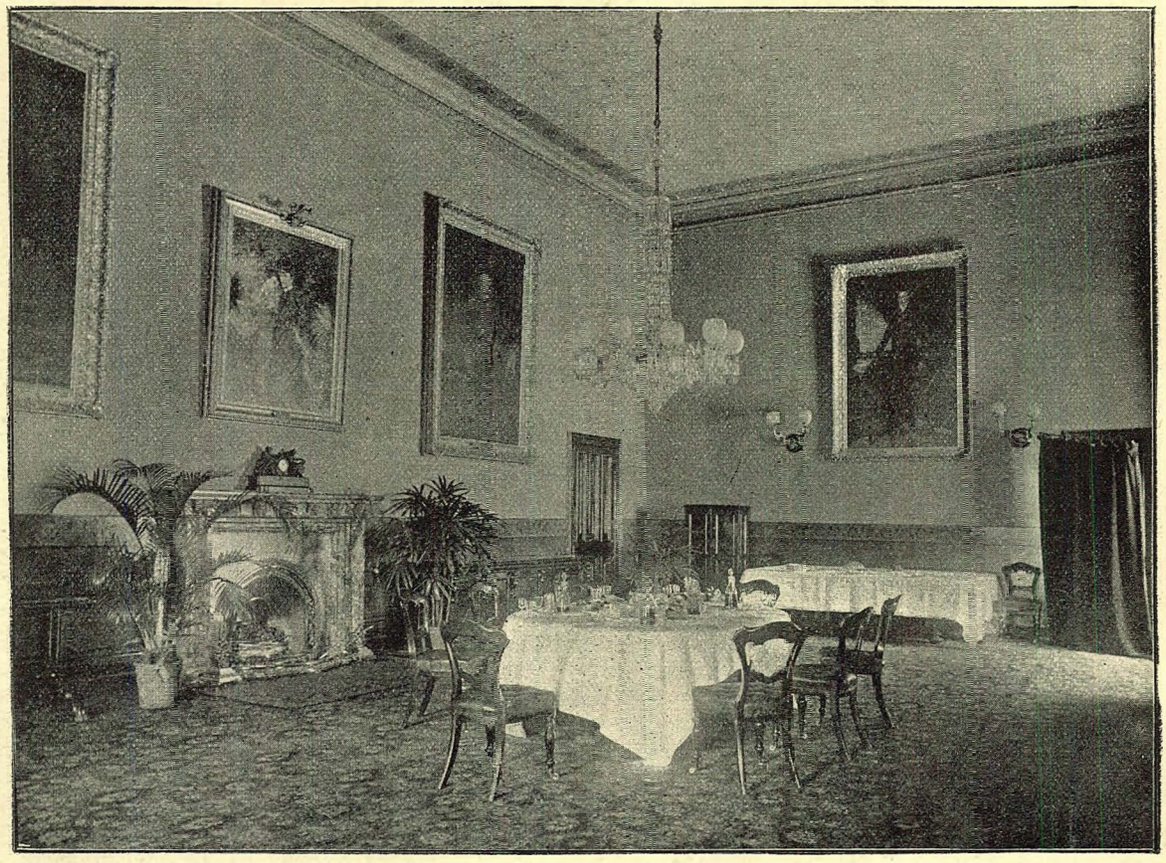
No. 50.—Government House Sydney.



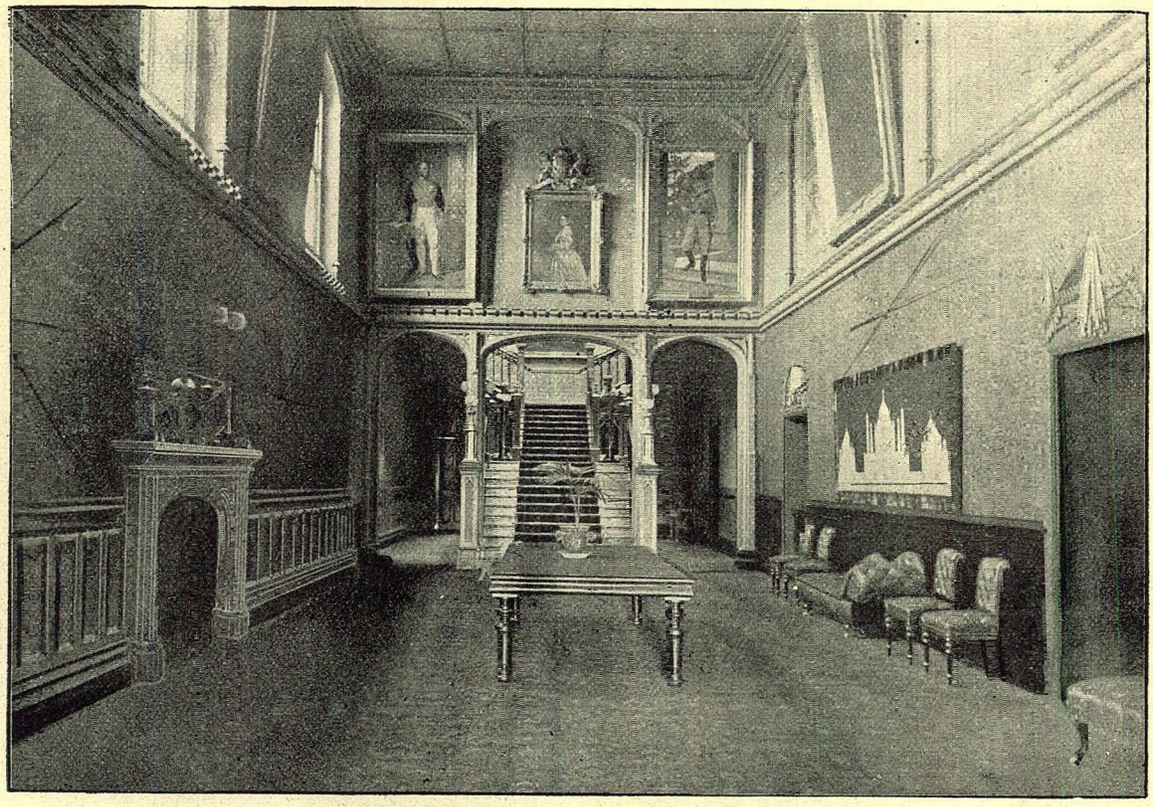
No. 51A.—Drawing-room, Government House.



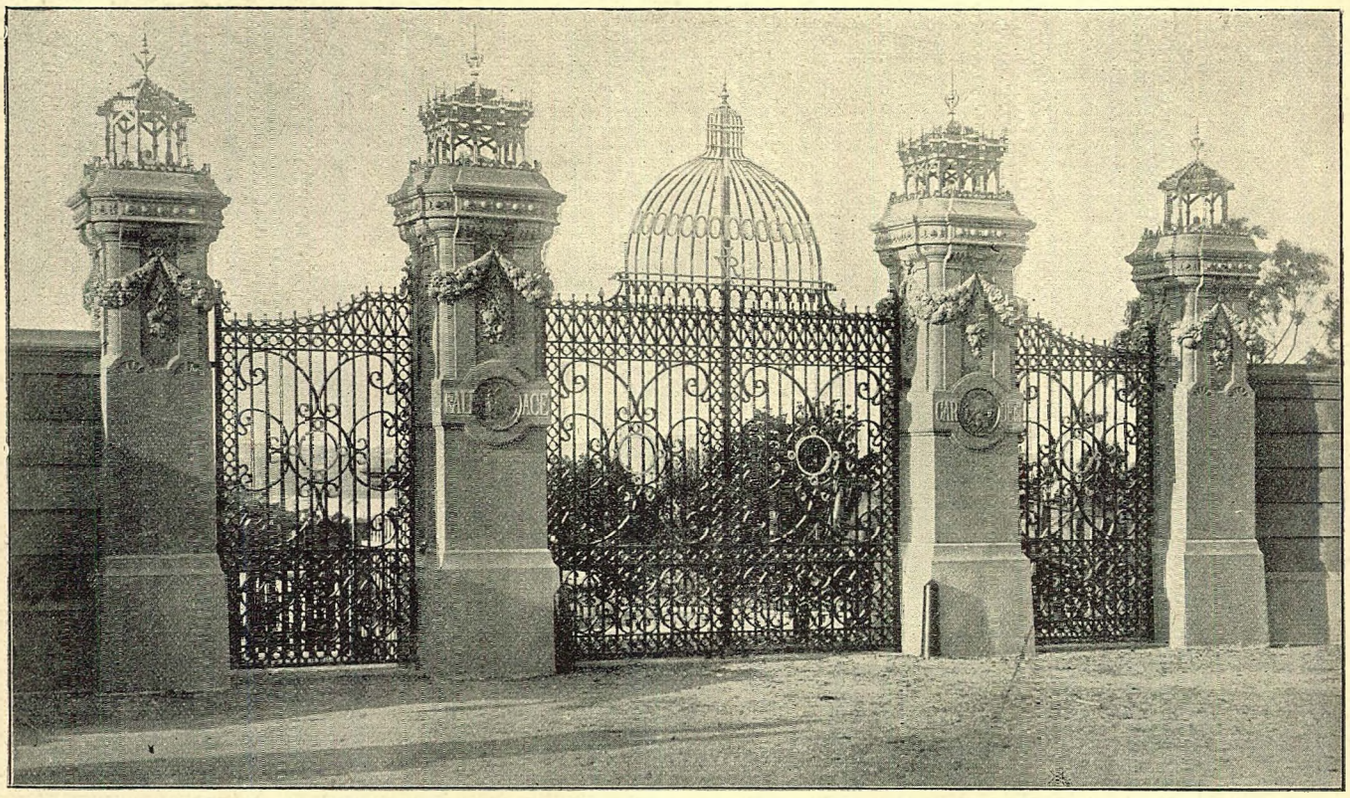
No. 51B.—Drawing-room, Government House.



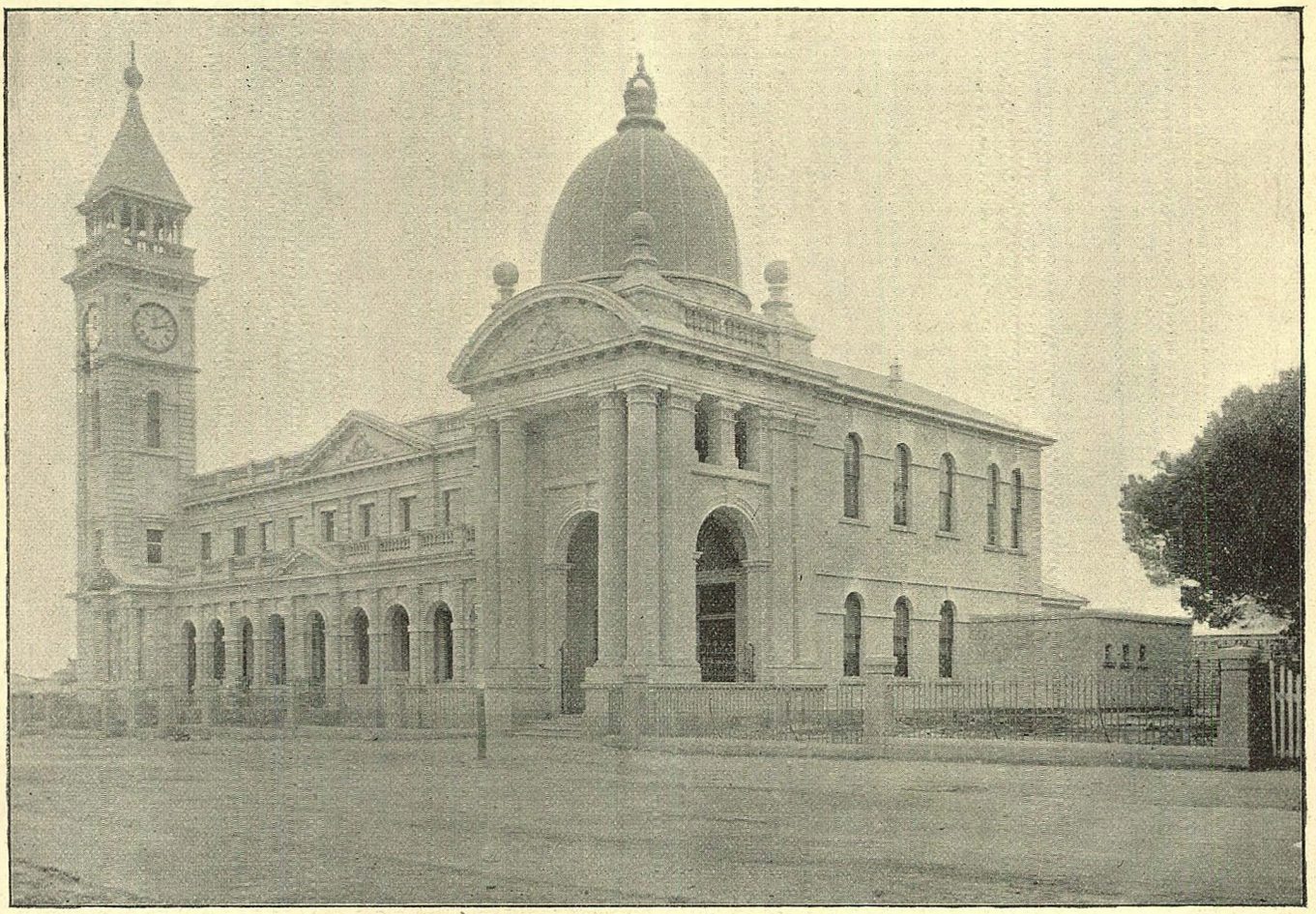
No. 52.—Dining-room, Government House.



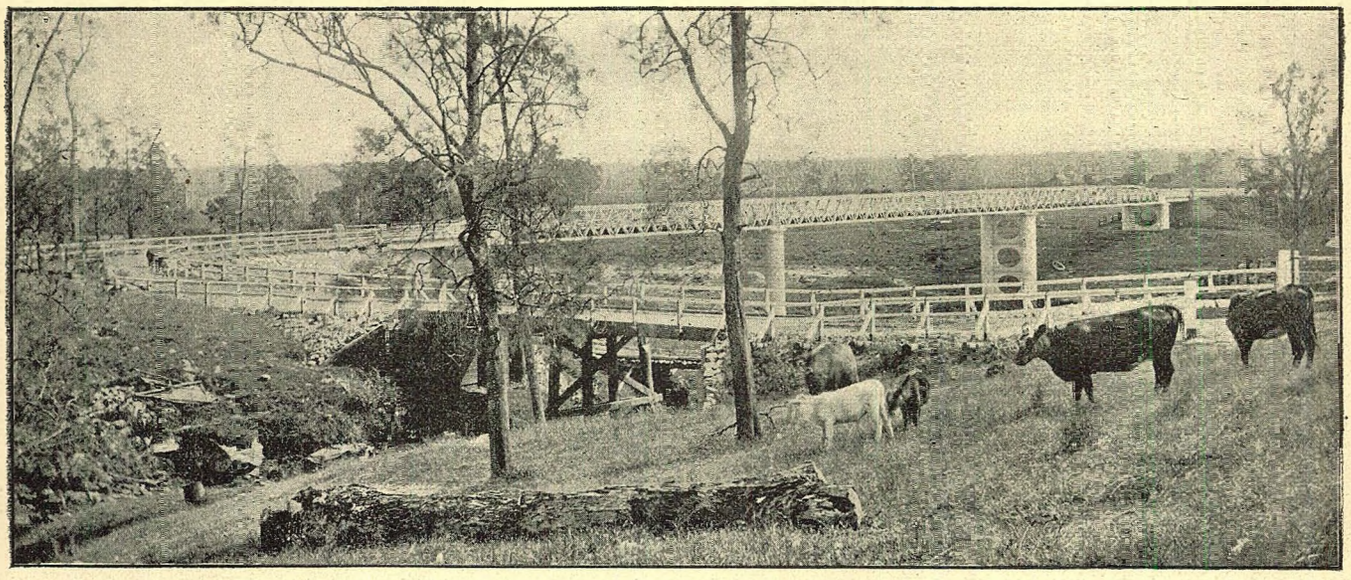
No. 53.—Hall, Government House.



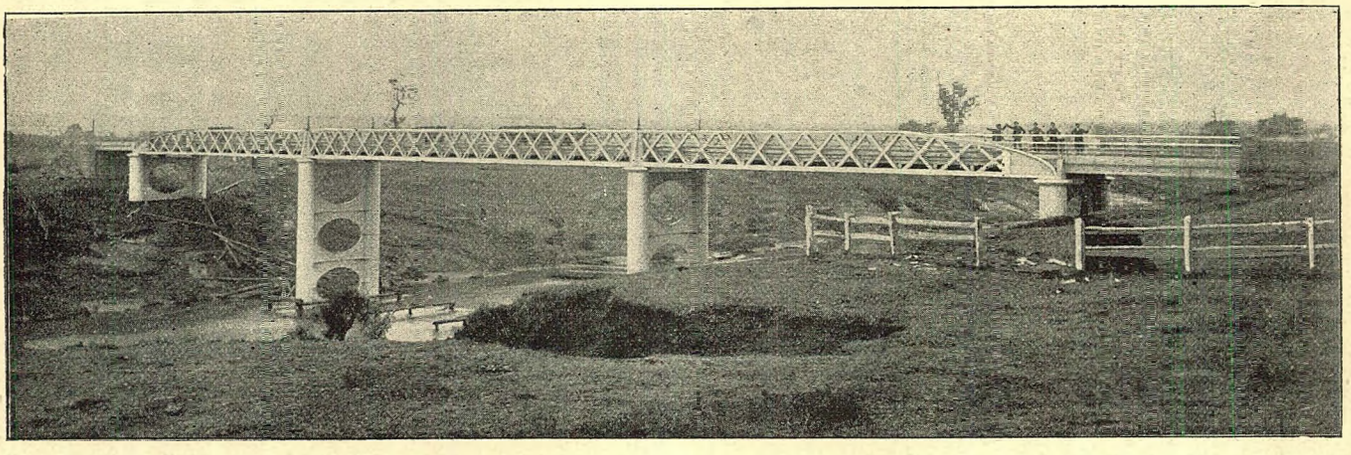
No. 54.—Gates, Garden Palace Gardens, Sydney.



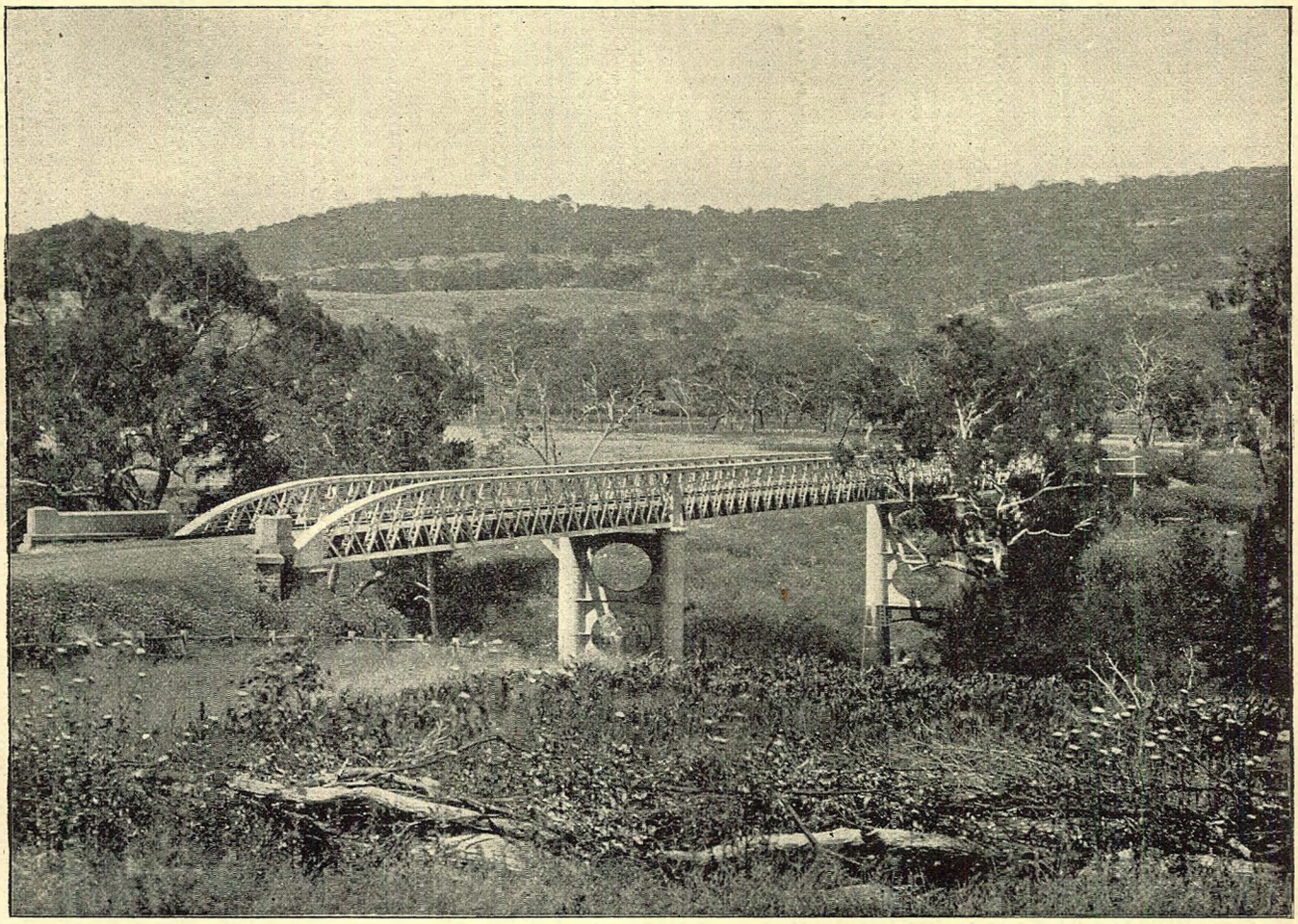
No. 55.—Post and Telegraph Office, Balmain.



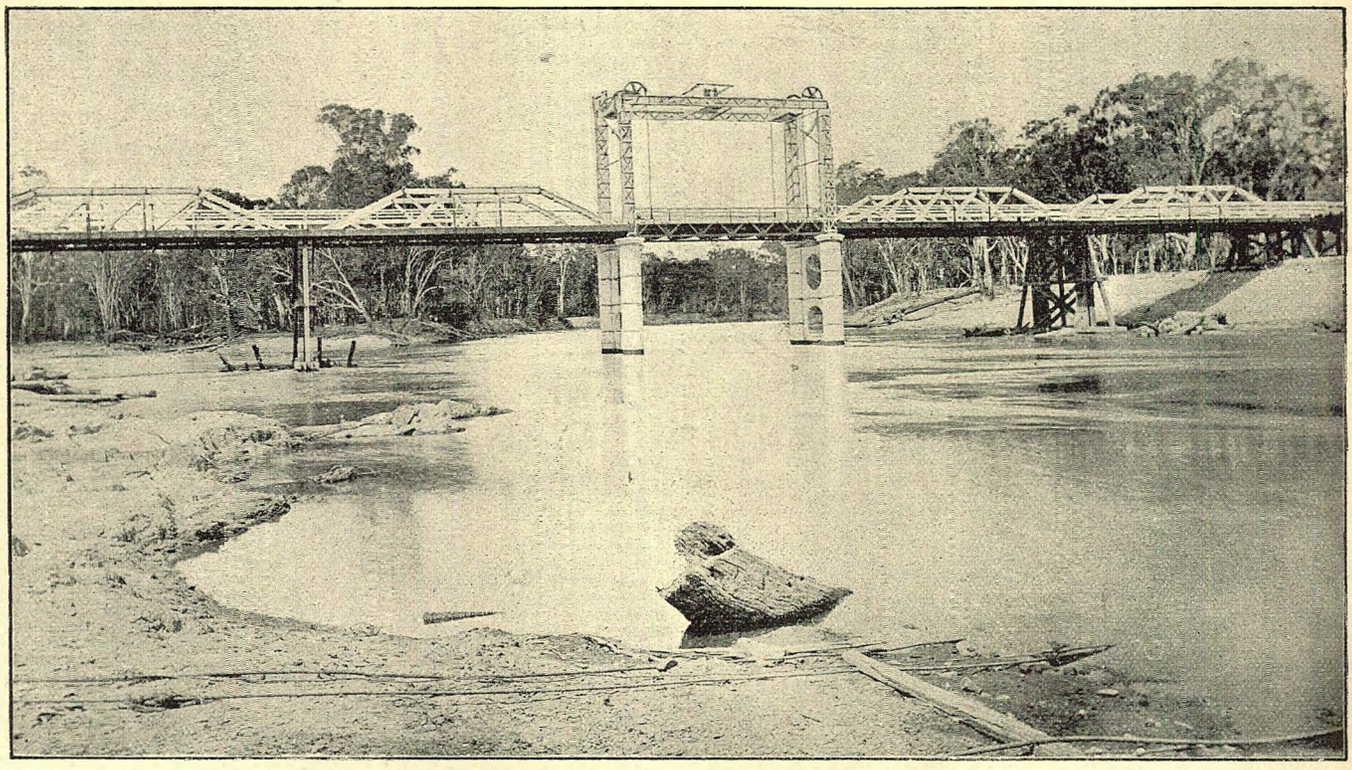
No. 56.—Elderslie Bridge.



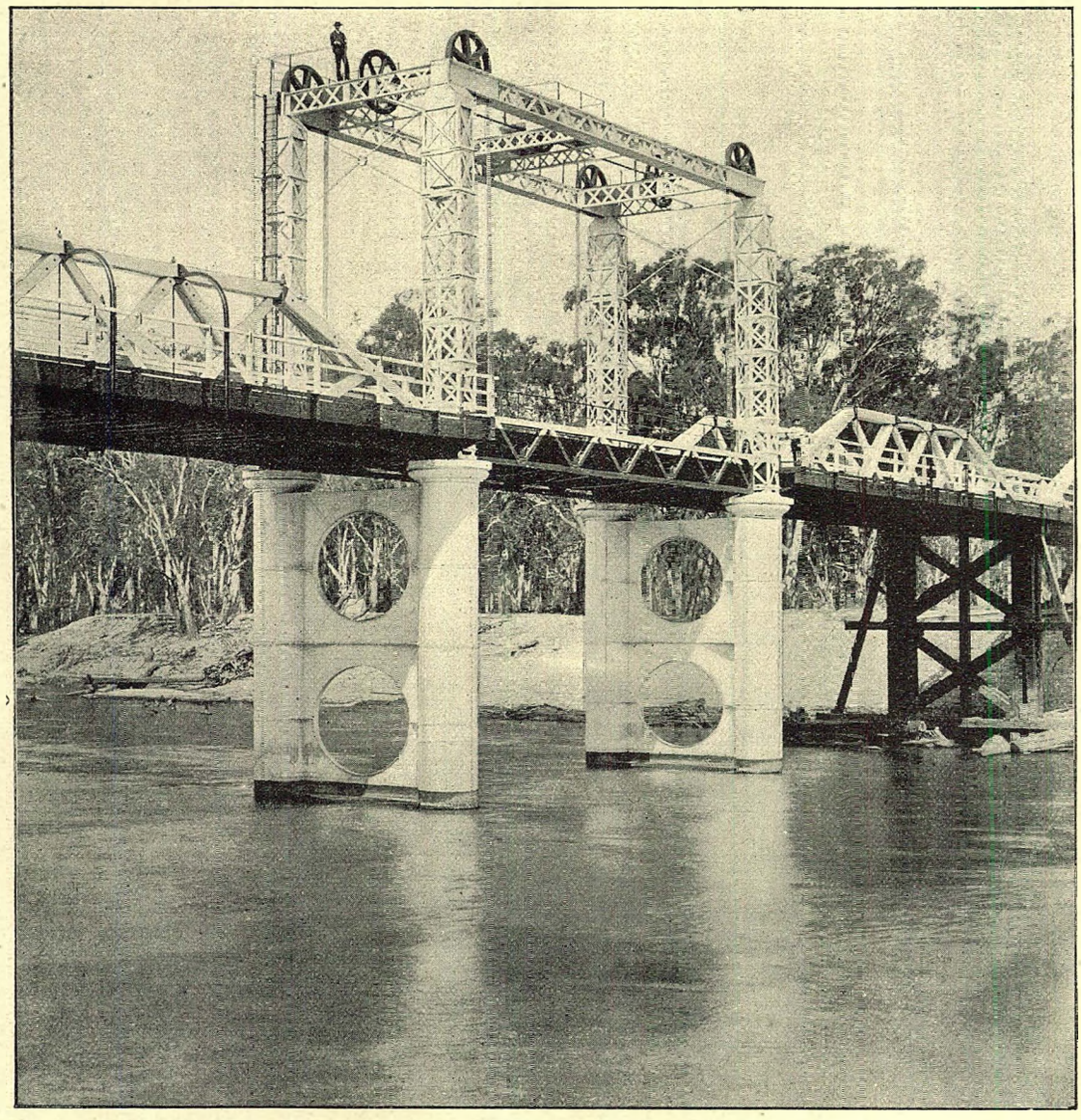
No. 57.—Redbourneberry Bridge, Hunter River.



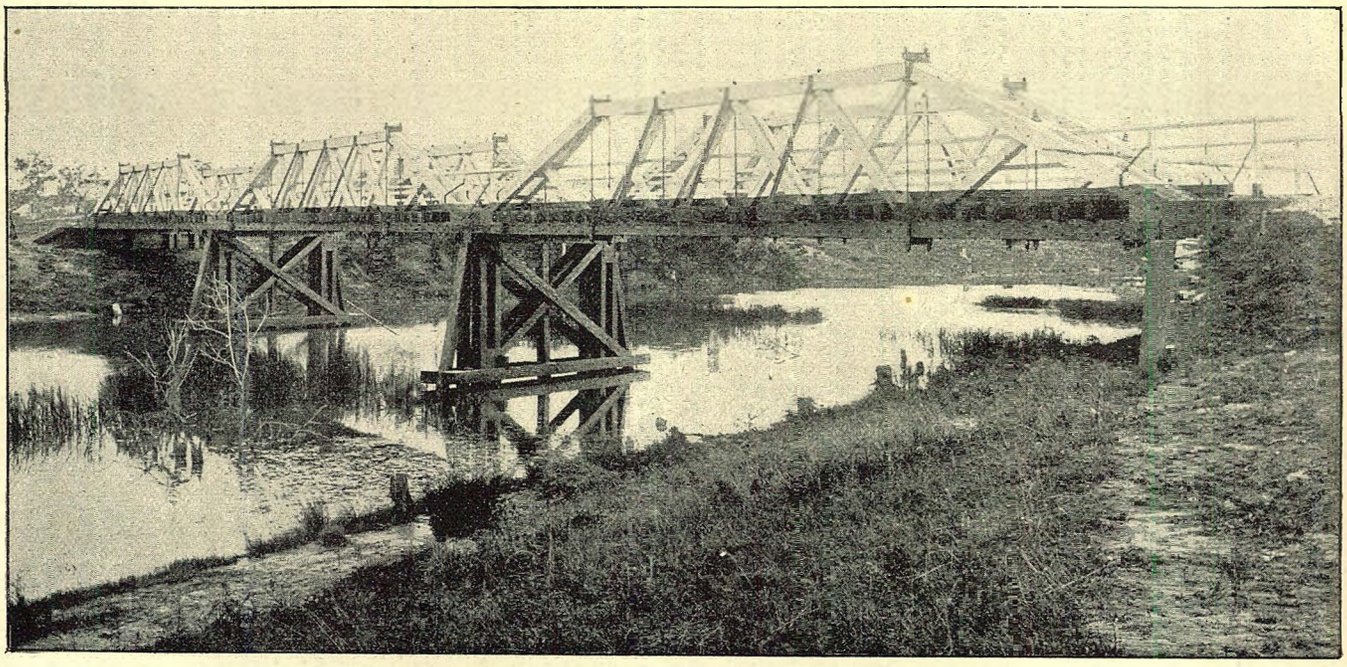
No. 58.—Taemas Bridge, Murrumbidgee River.



No. 59.—Mulwala Bridge, Murray River.



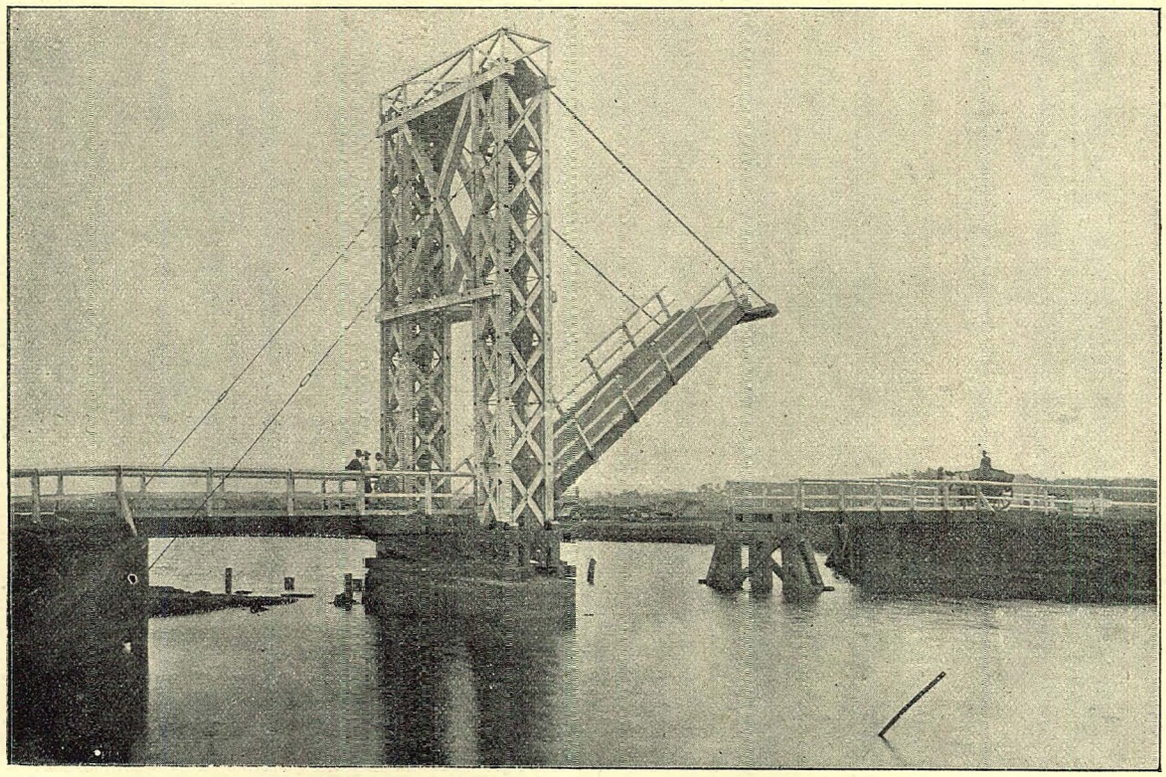
No. 60.—Mulwala Bridge, Murray River.



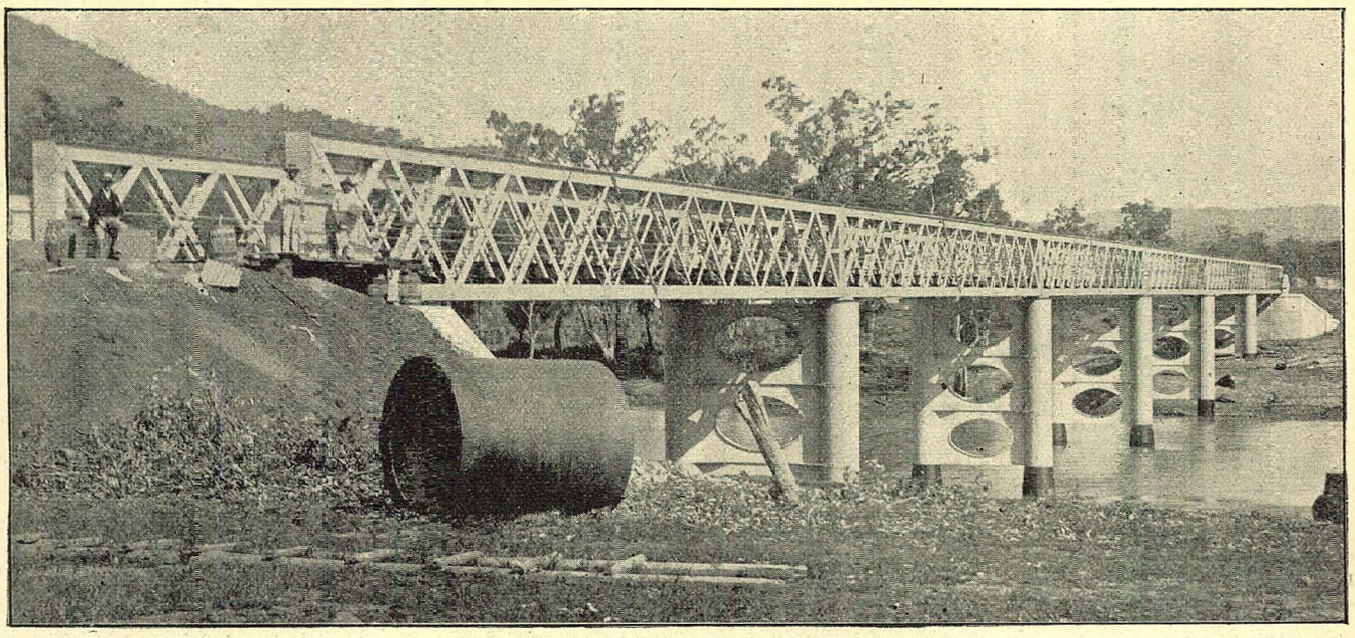
No. 61. Mona-street Bridge, Duck River, near Auburn.



No. 62.—O'Connell-street Bridge Parramatta.



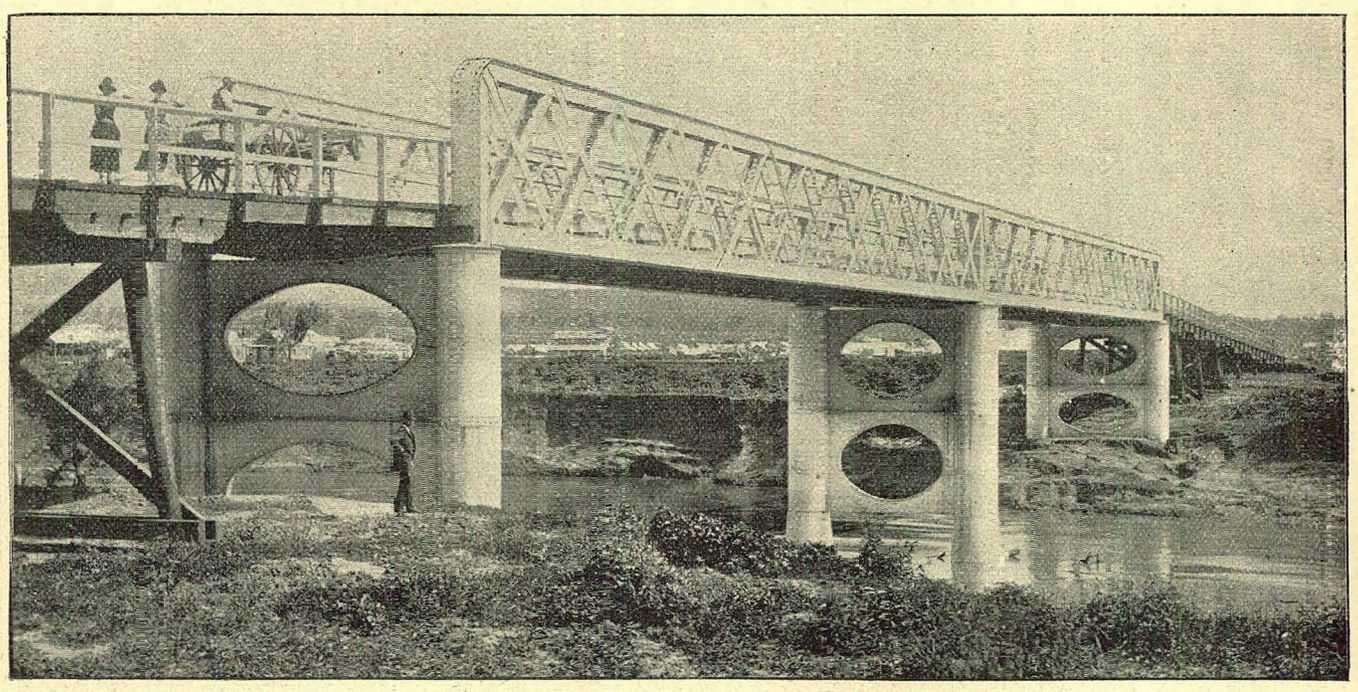
No. 63.—Shea's Creek Bridge.



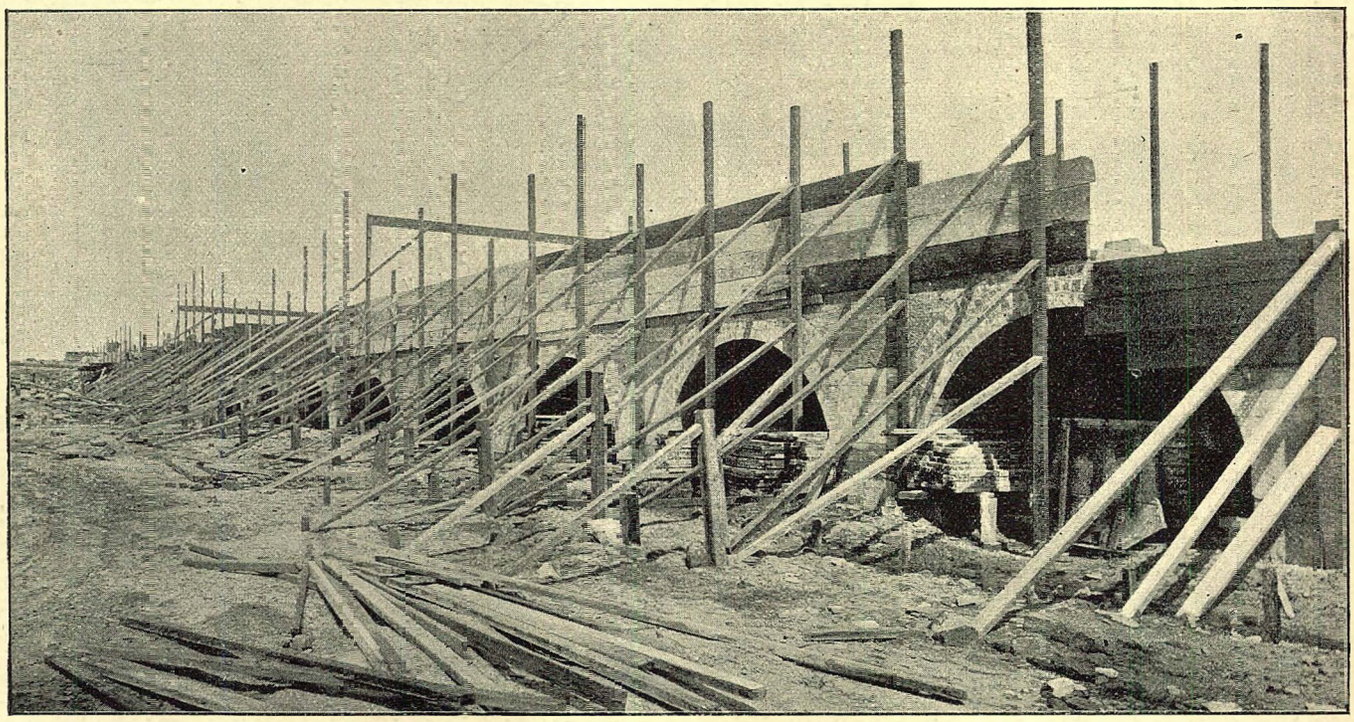
No. 64.—Bingera Bridge, Gwydir River.



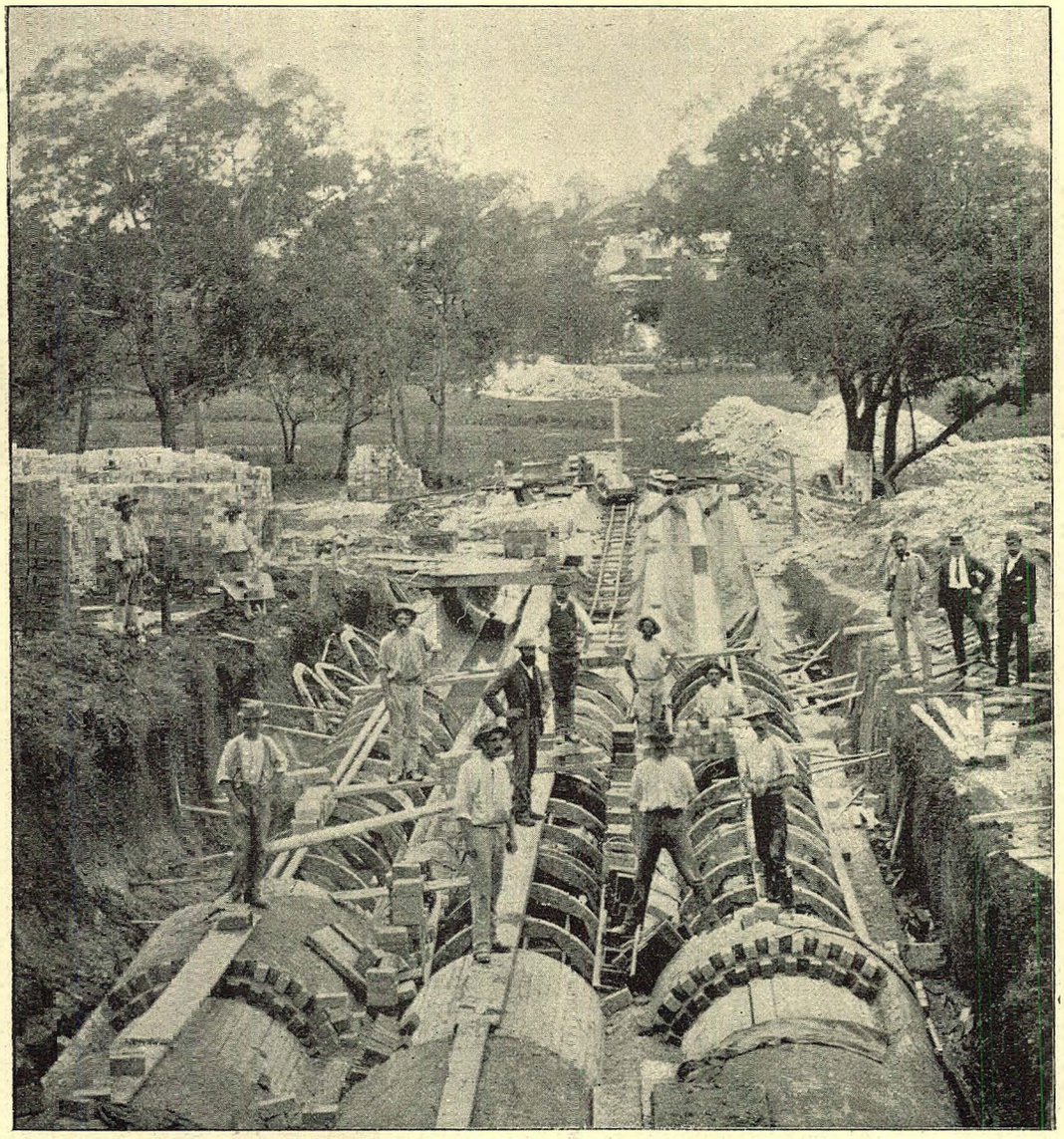
No. 65. Boggabri Bridge, Namoi River.



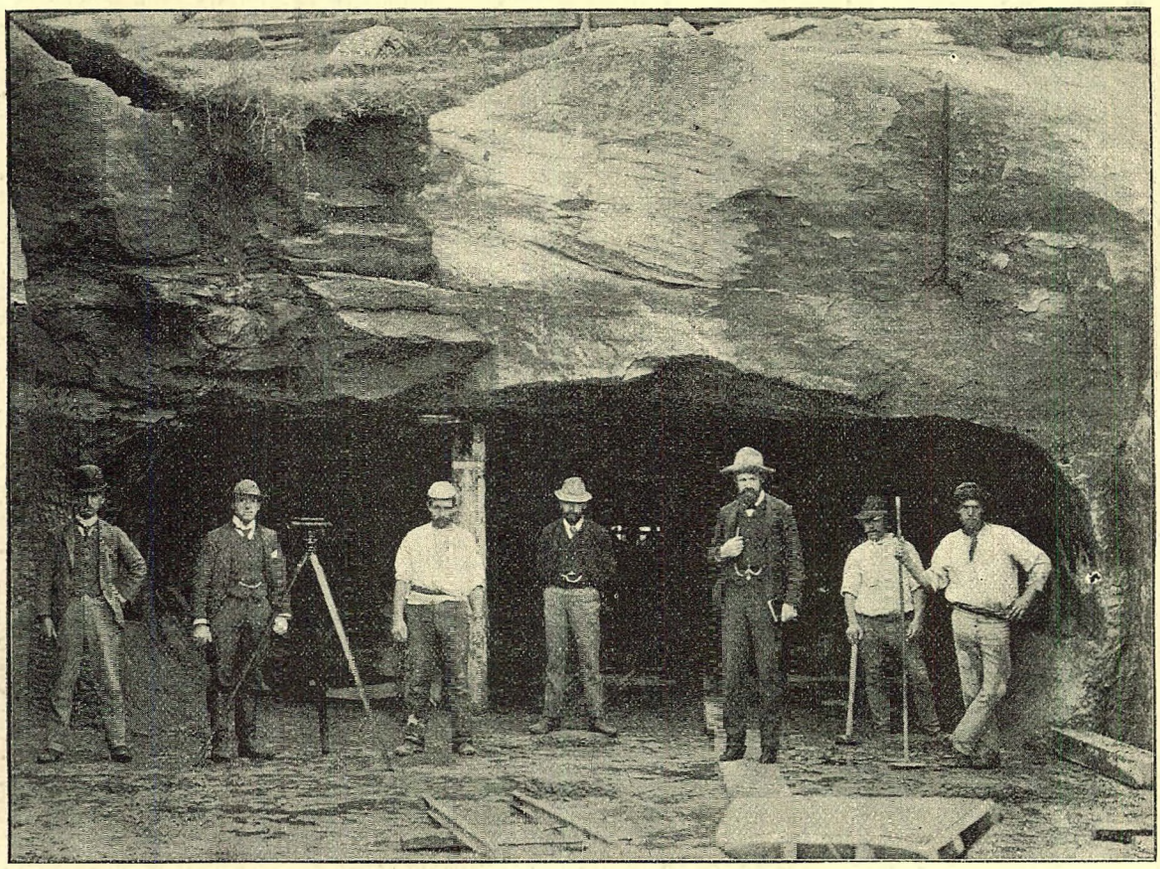
No. 66.—Gunnedah Bridge, Namoi River.



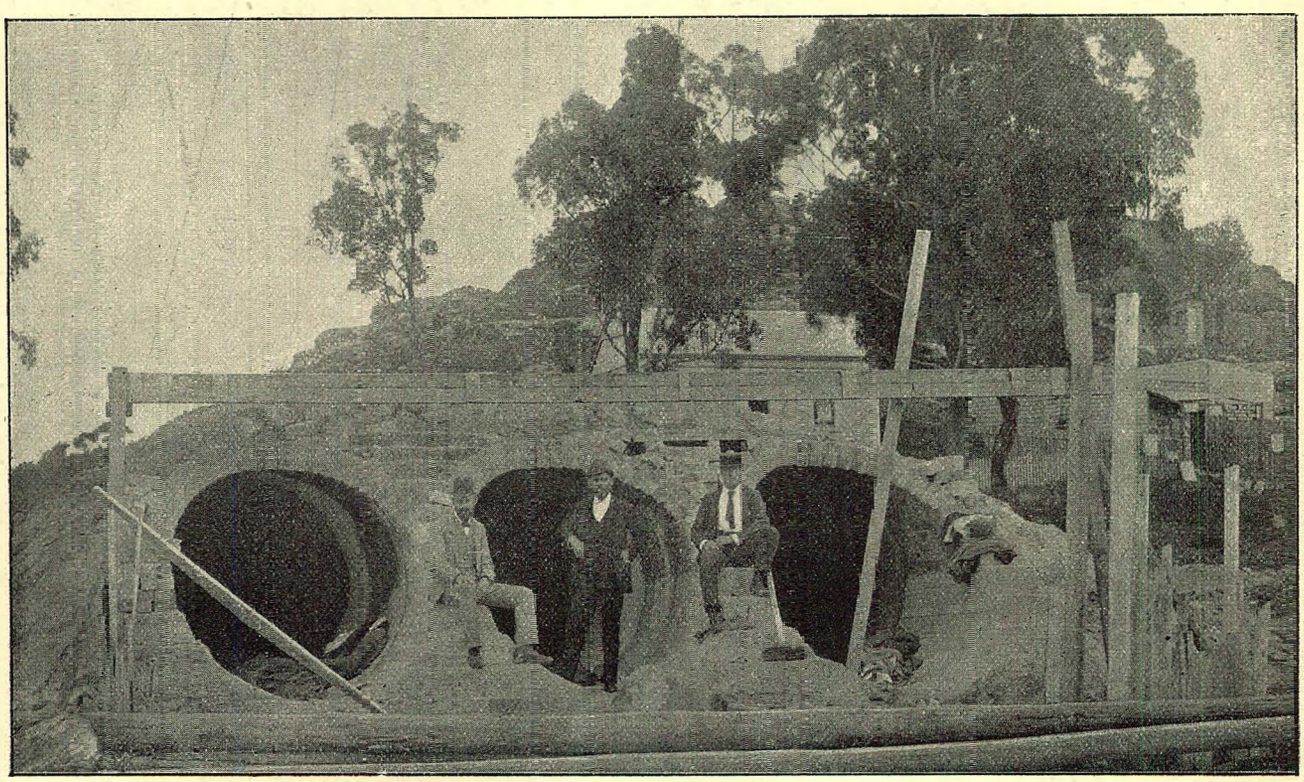
No. 67A. Western Suburbs, Triplicate Outfall Sewer at Arncliffe.



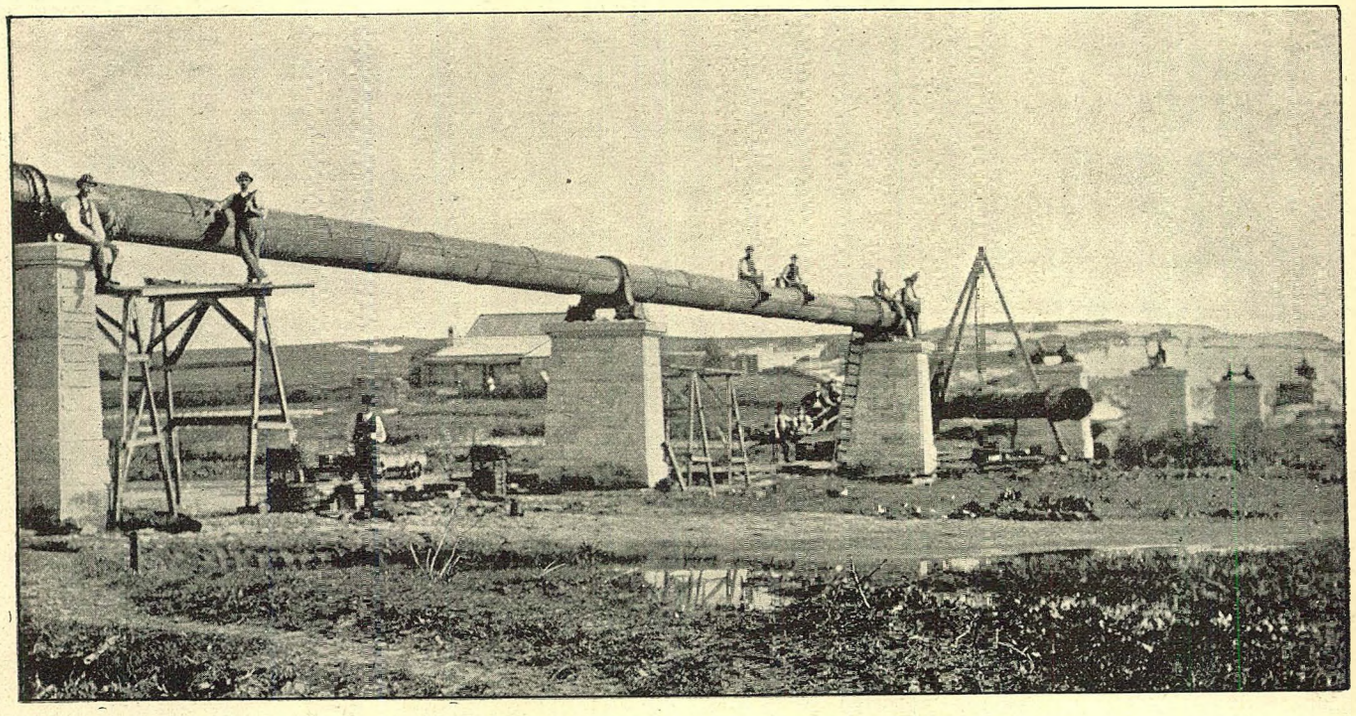
No. 67B.—Western Suburbs, Triplicate Outfall Sewer at Arncliffe.



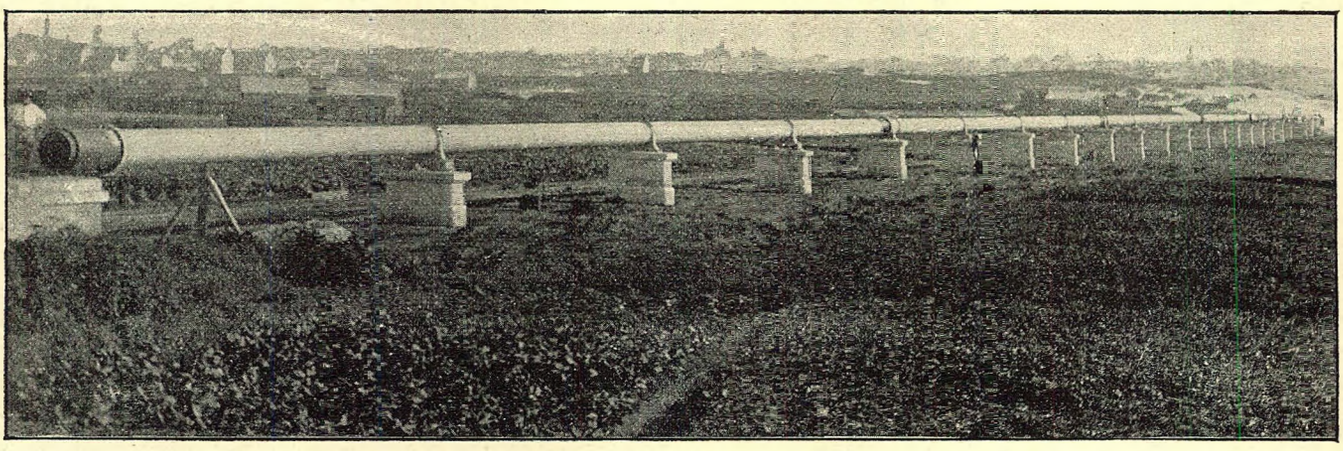
No. 67c. Western Suburbs, Triplicate Outfall Sewer at Arncliffe.



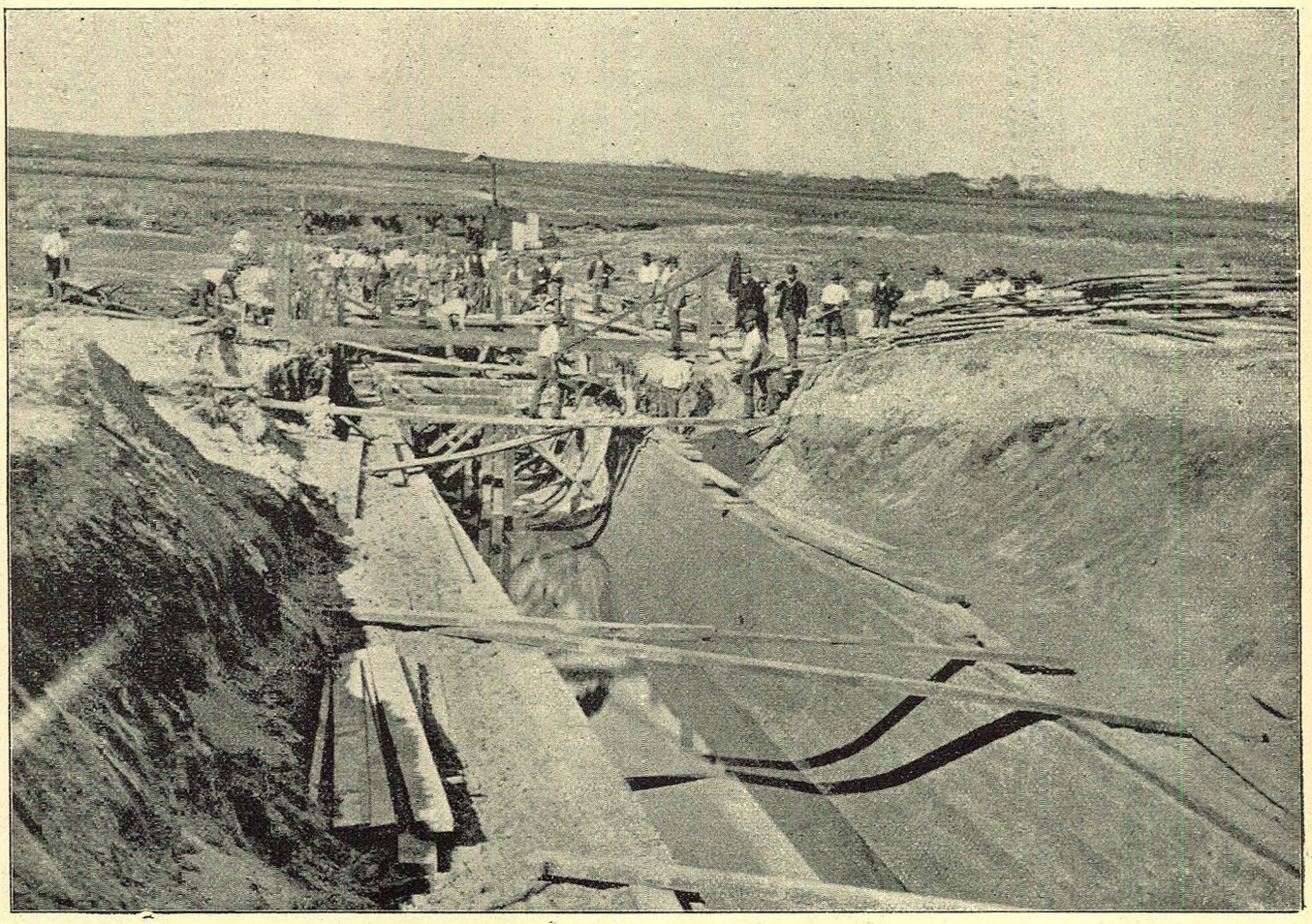
No. 67d.—Western Suburbs, Triplicate Outfall Sewer at Arncliffe.



No. 68A. Alexandria and Macdonaldtown, Intercepting Sewer across Shea's Creek.



No. 68B. Alexandria and Macdonaldtown, Intercepting Sewer across Shea's Creek.



No. 69.—Shea's Creek Storm-water Sewer.

1892.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SIXTH GENERAL REPORT

TOGETHER WITH

MINUTES OF PROCEEDINGS

AND A

RETURN GIVING A RECORD OF THE COMMITTEE'S INQUIRIES.

Presented to Parliament in accordance with the provisions of the Public Works Act, 51 Vic. No. 37.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

[2s.] 110—A 1892.

NAMES OF THE MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM HENRY SUTTOR, Vice-Chairman.
The Honorable JAMES HOSKINS.
The Honorable FREDERICK THOMAS HUMPHERY.
The Honorable ANDREW GARRAN, LL.D.
The Honorable JOHN DAVIES, C.M.G.

LEGISLATIVE ASSEMBLY.

JACOB GARRARD, Esquire, Chairman.
THOMAS THOMSON EWING, Esquire.
WILLIAM CHANDOS WALL, Esquire.
WILLIAM MCCOURT, Esquire.
JOHN CASH NEILD, Esquire.
EDWARD WILLIAM O'SULLIVAN, Esquire.
CHARLES COLLINS, Esquire.
HENRY DAWSON, Esquire.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SIXTH GENERAL REPORT.

To His Excellency the Right Honorable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The Parliamentary Standing Committee on Public Works, appointed during the last Session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, have the honor to submit the following General Report of their Proceedings :—

Appointment and sittings of the Committee.

1. The present Committee—the fourth since the passing of the Public Works Act of 1888—were appointed on 30th and 31st March, 1892, and have, therefore, been in office five months. During this period, in the consideration which they have given to the proposed works referred to them by the Legislative Assembly for inquiry, they have held 66 meetings, examined 174 witnesses, and in the case of each work made a visit of inspection. Sectional Committees have been appointed in three instances, and in the course of their proceedings they have held 42 sittings, and examined 237 witnesses. The number of witnesses who appear before a Sectional Committee is always large. In some of the country districts concerned in the construction of a proposed public work there are conflicting interests and side issues to which a certain amount of attention must be given, and it is unavoidable that the evidence should occasionally be burdened with testimony which contributes very little to the information that enables the Committee to arrive at a decision.

List of works before the Committee for inquiry.

2. The proposed works referred to the Committee for inquiry number fifteen, and are as follows :—

	Estimated Cost.
Improvements at Darling Island	£142,000
Water Supply for Tamworth	19,000
Storm-water Sewers discharging into Johnstone's Bay, Port Jackson	51,352
Reservoir at Centennial Park, for Sydney Water Supply	83,000
Water Supply for Wollongong and the surrounding districts	66,000
Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply	50,000
Sewerage Works at Cottage Creek	25,000
Water Supply for Lithgow	17,000*
Sewerage Works for Parramatta	75,926
Water Supply for Armidale	42,000
Railway from Eden to Bega	564,000
Railway from Grafton to Lismore	662,000
Railway from Glen Innes to Inverell...	427,400
Railway from Jerilderie to Deniliquin	148,000
Lunatic Asylum at Kenmore, near Goulburn ...	150,000
Total	£2,522,678

Nine

* This estimate may yet be revised.

Nine of the works in this list have been fully inquired into, and reports respecting them, with minutes of evidence and plans attached, will be laid before the Legislative Assembly immediately after the opening of Parliament. Inquiries are proceeding with reference to three other works, and three are on the business paper of the Committee not yet dealt with.

Inquiries concluded.

3. The nine works respecting which the Committee have concluded their inquiries are :—

Improvements at Darling Island.
Storm-water Sewers discharging into Johnstone's Bay, Port Jackson.
Reservoir at Centennial Park, for Sydney Water Supply.
Water Supply for Wollongong and the surrounding Districts.
Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.
Sewerage works at Cottage Creek.
Railway from Glen Innes to Inverell.
Railway from Jerilderie to Deniliquin.
Lunatic Asylum at Kenmore, near Goulburn.

Four of these are recommended by the Committee to be carried out as proposed so far as relates to the estimate of cost, and three of the four in accordance with the submitted designs; two have been passed in a modified form; and three the Committee, for reasons stated in their reports, have negatived.

Works recommended as proposed.

4. Those works which the Committee consider should be carried out as proposed are :—

Storm-water Sewers discharging into Johnstone's Bay, Port Jackson.
Reservoir at Centennial Park, for Sydney Water Supply.
Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.
Lunatic Asylum at Kenmore, near Goulburn.

These four works represent an estimated total expenditure of £334,352.

Works passed in a modified form.

5. The two works passed in a modified form are :—

Water Supply for Wollongong and the surrounding districts.
Sewerage Works at Cottage Creek.

These as referred to the Committee were estimated to cost £91,000. As passed by the Committee they represent an estimated cost of £43,000, a difference of £48,000. An examination of the evidence in relation to the Water Supply for Wollongong and the surrounding districts will show that the supply for the surrounding districts is not needed, and that thereby £23,000 can be saved, and that the works necessary for an adequate supply of water for Wollongong alone can be constructed for £30,000 instead of £43,000, as proposed in the original estimate. In the case of the Sewerage Works for Cottage Creek, £12,000 was included in the estimate of cost for the purpose of providing a cover to the proposed sewer. The Committee found that the cover was not at present necessary. By constructing an uncovered sewer the estimate of cost is reduced from £25,000 to £13,000.

Works not recommended.

6. The three works the construction of which the Committee do not recommend are :—

Improvements at Darling Island.
Railway from Glen Innes to Inverell.
Railway from Jerilderie to Deniliquin.

These represent an estimated expenditure of £717,406.

The proposed improvements at Darling Island the Committee consider should not be carried out because the question of utilising Darling Island has been put forward without sufficient consideration, and because the works as put before the Committee are, in the Committee's opinion, premature, and such as may be postponed. The report of the Committee on these proposed works points out that eventually the island must be properly utilised, but that it does not appear to be necessary to bring it into use at present. The postponement of the proposals that have been made for its utilisation will give opportunity for further consideration of the scheme which has been the subject of the Committee's inquiry,

inquiry, and for the adoption of a design for works of a character more suitable and comprehensive. With reference to the proposed Railway from Glen Innes to Inverell, the Committee are of opinion that the estimated cost of constructing the line, which is a branch line, is excessive, the interest, working expenses, and estimate of traffic such as indicate a serious annual loss, and the manner in which the proposal has been put before the Committee in regard to its association with the question of connecting Inverell with not only the Great Northern Railway but the coast incomplete. This inquiry was partly conducted by the Committee previous to the present. A Sectional Committee of the previous Committee visited the districts interested in the proposed work, and inspected the route for the line and other suggested routes, examined a large number of witnesses, and reported on the subject; and their report, and the evidence taken, were left for the present Committee and used by them. In the case of the railway from Jerilderie to Deniliquin the Committee are of opinion that its consideration should be postponed until it shall be determined by Parliament that, as a matter of public policy, the private railway between Deniliquin and Moama should be purchased.

Works respecting which the inquiries are proceeding.

7. The three works respecting which inquiries by the Committee are proceeding are :—

Sewerage Works for Parramatta.
Railway from Grafton to Lismore.
Railway from Eden to Bega.

These are estimated to cost £1,301,926.

The inquiry with reference to the Sewerage Works for Parramatta is unfinished for the reason that as the proposal involved the necessity for carefully considering the possible effects of a portion of the scheme upon the comfort and health of the residents in the neighbourhood, it was thought well by the Committee to engage the services of an expert to make an examination and furnish the Committee with a report. This service has been performed by Mr. G. H. Stayton, M. Inst. C.E., the author of the Sewerage Schemes now being carried out by the Government for the Western Suburbs, North Shore, and Manly. Mr. Stayton has made his report to the Committee, and has been examined upon it. A reply to this report has been received from the Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers. The Committee expect to conclude the inquiry at an early date. In the case of the Railway from Grafton to Lismore the evidence of officers of the Department of Public Works has been taken in Sydney, and a Sectional Committee has visited the districts interested in the railway, examined a large number of witnesses, and reported to the Committee. Further evidence has yet to be heard on this subject, in Sydney, from witnesses who have expressed a wish to be examined, and whom it is desirable to examine before the inquiry can be closed. The proposed railway from Eden to Bega has also been inquired into so far as obtaining the necessary evidence from the Departmental Officers, and examining local witnesses and inspecting the route of the railway by means of a Sectional Committee; but in this instance the Sectional Committee have not yet reported.

Works not yet inquired into.

8. The works not yet inquired into consist of the following :—

Water Supply for Tamworth.
Water Supply for Lithgow.
Water Supply for Armidale.

Their estimated cost is £78,000, but as the estimate for the Lithgow Water Supply will possibly be revised by the Department of Public Works the total sum given here may be considered approximate. The inquiries concerning these proposed works will be proceeded with expeditiously, but at the same time with a due regard to the circumstances of each case.

Incidents in the inquiries.

9. During the course of the inquiry with reference to the Reservoir at Centennial Park, it became apparent to the Committee that a reservoir on a site to the eastward of that proposed, and more suitable as interfering less with the general appearance of the park, would answer all purposes required; and after examination, directed by the Committee, had been made, it was decided that the new site should be recommended for adoption. If endorsed by Parliament this recommendation will

will leave the originally proposed site, which is the most conspicuous and the finest in the whole park area, free for public recreation or for any public building or other structure of a suitable kind which it may be desirable to erect there in the future. The proposed Lunatic Asylum at Kenmore, near Goulburn, was placed before the Committee in a manner which made it requisite for them to choose between two sites—one that mentioned in the reference to the Committee, and the other Rossiville, also near Goulburn, but in a different direction from the city. The Minister for Works had not arrived at any decision in the matter, and the Committee were left to choose upon the evidence and their personal inspection of the sites. Another difficulty in this inquiry was the absence of plans approved by the Minister as those of the buildings intended to be erected for the purposes of the proposed asylum. A number of competitive designs for asylum buildings upon the Rossiville site, and capable of being adapted to the site at Kenmore, were submitted to the Committee by the Department of Public Works for inspection, but they were informed that no decision had been come to as to what design should be adopted.

The betterment principle in railway construction.

10. In the course of their inquiries respecting proposed railways the Committee have been impressed with the importance of applying the betterment principle to railway construction more equitably, and over a more extended radius than that in which it is at present applied. The extent to which owners of land may now be called upon to contribute to the cost of the line is very limited. The Committee are of opinion that it might, without injustice to landowners, and with great advantage to railway construction, be applied to the area of all the land distinctly increased in value by the construction of the railway. Many owners of land, though benefited equally with those through whose lands the railways may be constructed, cannot, under the present system, be called upon to contribute anything. With power existing by which the Government would be able to obtain from all landowners a fair proportion of the additional value imparted by railways to their land, railway construction might proceed rapidly and profitably. Some of the most significant features in the Committee's inquiries concerning proposed country railways, are the large extent of private land through which the lines would run, the little return the land is likely to make to the railways, and the great increase to private wealth which is thus brought about in the interests of a few landholders at the expense of the general community.

Record of the Committee's inquiries.

11. Attached to this report is a return similar to what has been published with previous General Reports, and brought up to date, which contains a record of the work of the present and previous Committees that have been appointed under the "Public Works Act." It shows that works have been under consideration, the estimated cost of which, as proposed by the Government, amounts to £10,668,570, and that, as recommended by the Committees, they represent an estimated cost of £7,324,464, or a reduction of £3,379,044, which, with the exception of £231,156 mentioned in a footnote to the return, may be considered as proposed expenditure, partly premature and partly unnecessary.

J. GARRARD,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 29 August, 1892.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RECORD OF INQUIRIES.

LIST of Proposed Public Works inquired into by the four Committees, with the results of their inquiries, from 27 August, 1888, the date of the first sitting of the first Committee appointed under the Act, to 29 August, 1892.

Date of inquiry.	Proposed Work	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
1888.		£	£	£	£	
4 Sept. to 22 Oct.	Improvements to the Circular Quay.	120,000	125,000	5,000	.....	The Committee recommended an alteration in the plan of these improvements, by which the total estimated cost would be increased to £125,000.
26 Sept. to 22 Oct.	Storage reservoir at Potts' Hill, and second line of pipes to Crown-street.	120,000 165,000	285,000	.....	.....	
13 Sept. to 22 Oct.	New Central Police Court	48,000	48,000	.....	.....	
4 Oct. to 22 Oct.	Drainage works, Manly...	34,114	22,000	.....	12,114	The Committee recommended the adoption of a modified plan of these drainage works, by which the total estimated cost would not exceed £22,000.
10 Oct. to 22 Oct.	Drainage works, North Shore.	77,062	107,000	29,938	.....	The Committee recommended the adoption of the complete scheme proposed in relation to this work, and the estimated cost of which, as shown by the evidence, is £107,000.
31 Aug. to 22 Oct.	Harbour improvements at Newcastle.	112,000	112,000	.....	.....	
19 Sept. to 22 Oct.	Wharfage acccommodation, Woolloomooloo Bay.	42,000	.....	.....	42,000	The Committee were of opinion that the proposed expenditure was not justified either by the requirements in connection with the wharfage accommodation of the port, or by the nature of the proposal if regarded as a scheme for the improvement of a very valuable Government property.
16 Nov. to 1889. 11 Jan.	Bridge at the Spit, Middle Harbour.	62,000	.....	.....	62,000	The Committee decided that the proposed expenditure was not justified by the evidence, and that a steam-punt would meet the requirements of the district in the vicinity of the proposed work for some years to come.
1888. 7 Dec. to 1889. 27 Aug.	Drainage works for the Western Suburbs.	830,304	830,304	.....	.....	
26 June to 30 Sept.	Improvements to the entrance of the Richmond River.	326,000	326,000	.....	.....	The Committee recommend that the proposed works be carried out in a certain order, so that the results from the works first constructed may be ascertained before others are proceeded with.
9 Oct. to 11 Dec.	Railway to connect North Shore Railway with Port Jackson, at Milson's Point.	262,000	.....	.....	262,000	The Committee consider, for various reasons stated in their report on the subject, that the work as proposed should not be carried out.
29 Aug. to 12 Dec.	Railway from Culcairn to Corowa.	197,300 (or £4,184 per mile.)	164,500 (or £3,500 per mile.)	.....	32,800	The Committee are of opinion that this line should be constructed at a cost not exceeding £3,500 per mile.
22 Aug. to 19 Dec.	Railway from Goulburn to Crookwell.	198.300 (or £5,984 per mile.)	148,500 (or £4,500 per mile.)	.....	49,800	The Committee consider that the cost of this railway should not exceed £4,500 per mile, and that a saving should also be effected by utilizing a certain portion of the present main line instead of taking the proposed railway through a part of the city of Goulburn.
1890. 22 Jan. to 6 Feb.	Dredge and plant for Sydney Harbour.	30,000	.....	.....	30,000	The evidence shows that this class of dredge is not required.
1889. 25 Sept. to 1890. 18 Feb.	Railway from Nyngan to Cobar.	207,360	207,360	.....	.....	The Committee recommend the construction of this railway as part of a line which should be extended to Wilcannia and Broken Hill
14 Jan. to 11 Feb.	Offices for the Board of Water Supply and Sewerage.	50,000	50,000	.....	.....	
14 Jan. to 6 Feb.	Reticulation of the Western Suburbs Drainage Scheme.	713,592	713,592	.....	.....	
14 Jan. to 11 Feb.	Extension of Sydney Water Supply to Southern Suburbs — Hurstville and Rockdale.	66,000	.....	.....	66,000	This expenditure is rendered unnecessary by reason of a temporary water-supply scheme being sufficient to meet requirements for some years.
19 Nov. to 2 April.	Railway from Marrickville to the Burwood Road.	90,250	90,250	.....	.....	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed	Amount in reduction of that proposed.	Remarks.
1890.		£	£	£	£	
23 Oct. to 24 April.	Improvements to the entrance of the Clarence River.	580,900	211,900	.....	369,000	In this case the Committee recommend the construction of only a portion of the works proposed, as they are of opinion that when this portion has been constructed it may be found that the remainder will not be required.
31 Oct. to 15 April.	Breakwater at Byron Bay.	241,723	241,723	.....	.. ..	The original estimate for this work was £162,000; the increase is due to a difficulty in obtaining stone.
4 Dec. to 24 April.	Railway from Kiama to Nowra.	381,390	381,390	.....	.....	In this case there was an original estimate of £441,663. The reduction is due to an amended estimate made by the Acting Engineer-in-Chief for Railways since the railway was referred to the Committee.
12 Nov. to 24 April.	Railway from Grafton to the Tweed.	1,728,100	800,000	.....	928,100	The Committee recommend that this railway should be constructed from Lismore to Murwillumbah, instead of from Grafton to Murwillumbah, the Committee's recommendation involving a length of about 60½ miles as compared with 140 miles 76 chains, the length of the line as referred to them by the Legislative Assembly.
15 Jan. to 24 April.	Railway from Cootamundra to Temora.	138,000 (or £3,656 per mile.)	125,400 (or £3,300 per mile.)	.....	12,600	The Committee consider that the cost of constructing this railway should not exceed £3,300 per mile.
23 Jan. to 24 April	Railway from Moss Vale to Robertson.	84,900	.....	.....	84,900	The Committee negatived this proposal because they consider another route, described in their report, is preferable.
23 Jan. to 25 Mar.	Railway from Mudgee to Gulgong.	109,330	.....	.....	109,330	The Committee have decided against this work, on the ground that any extension of the Mudgee Railway should form part of a more comprehensive proposal, the consideration of which should be deferred until after the suggestion for the connection of the Northern and Western systems, by a line between Dubbo and Werris Creek, has been dealt with.
12 Feb. to 24 April.	Bridge over Tarban Creek, Parramatta River.	26,000	.....	.....	26,000	The Committee consider this bridge to be unnecessary.
20 Feb. to 15 April.	Bridge over the Hunter River, at Jerry's Plains.	20,000	.....	....	20,000	The Committee consider that a less expensive bridge would be sufficient to meet requirements.
25 Feb. to 24 April	Bridge to connect Bullock Island with the mainland at Newcastle.	33,000	.. ..	.....	33,000	The Committee consider that this proposed expenditure is premature, pending certain reclamation works.
12 Feb. to 21 May.	Iron Bridge at Cowra ...	26,537	26,537	.....	.....	The original proposal represented an expenditure of £69,971, which amount was afterwards reduced to £26,537, as the result of a revision of the system of bridge-building in the Colony.
22 Jan. to 21 May.	Railway from Molong to Parkes and Forbes.	433,000	433,000	.....	.....	
28 May to 8 July.	Hospital for the Insane upon the Kenmore Estate, near Goulburn.	120,000	.....	.....	120,000	This proposed work, after being partly considered, was withdrawn from the Committee by resolution of the Assembly.
28 May to 21 Aug.	Railway to connect the North Shore Railway with the deep waters of Port Jackson, at Milson's Point.	231,156	231,156	.....	.....	This proposal was before the Committee on a previous occasion (estimated cost, £262,000), when it was negatived; but having been referred to the Committee for further consideration, and circumstances appearing in the second inquiry which justified the construction of the railway, the Committee approved of the proposed work.
10 Dec. to 13 May, 1891.	Hospital Buildings, Macquarie-street.	140,000	56,000	.....	84,000	In this case, two sets of plans for the buildings were submitted to the Committee, one representing a design that was estimated to cost £140,000, and the other a design to cost £56,000, and the Committee approved of the latter.
1891.						
11 Feb. to 25 Mar.	College for the Training of Teachers of Public Schools.	37,500	37,500	.....	.....	
19 Feb. to 21 April.	Extension of the Kiama to Nowra Railway into the town of Nowra.	75,000	75,000	.....	.....	
24 Feb. to 14 May.	Railway from Cobar to Cockburn.	1,168,000	1,018,000	.....	150,000	The Committee recommend the construction of this railway as far as Broken Hill only, which will reduce the proposed expenditure by £150,000.
22 Jan., 1890, to 19 May, 1891.	Cable Tramway from King-st., *via* William-street, to Ocean-street.	80,000	80,000	.....	.....	
25 Nov., 1890, to 3 June, 1891.	Cable Tramway through George, Pitt, and Harris Streets, Sydney.	120,000	....	.....	120,000	The Committee consider that it is not expedient at present, for reasons stated in their report, that this tramway should be constructed.

List of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee	Amount in excess of that proposed.	Amount in reduction of that proposed	Remarks.
1892. 5 May, to 2 June.	Improvements at Darling Island.	142.000	.	. .	142,000	The Committee consider that the proposed works may be postponed for the present without inconvenience, and that a more suitable design might be submitted.
7 June, to 12 July.	Stormwater sewers discharging into Johnstone's Bay.	51,352	51,352		. .	
15 June, to 9 Aug.	Reservoir at Centennial Park for Sydney Water Supply.	83,000	83,000		.	
14 July, to 24 Aug.	Water Supply for Wollongong and the surrounding districts	66,000	30,000		36,000	The Committee find that the Water Supply proposed for the surrounding districts is not needed, and that the estimate of cost for supplying Wollongong may be reduced to £30,000.
23 July, to 24 Aug	Second pipe-line from Walka to Buttai, for Hunter River District Water Supply.	50,000	50,000			
26 July, to 9 Aug.	Sewerage works at Cottage Creek.	25,000	13,000	.	12,000	The amount of £25,000 provided for a covered sewer; but the Committee found that a cover was not necessary at present, and that by constructing an open sewer the cost could be reduced by £12,000.
21 April, 1891, to 27 May, 1892.	Railway from Glen Innes to Inverell.	427,400			427 400	The evidence in this case shows that the estimated cost of constructing the railway is excessive, and indicates the probability of a serious annual loss in the working of the line. In addition to this, the Committee were not as fully informed as desirable with regard to connecting Inverell not only with the Great Northern Railway but with the coast, a matter of considerable importance in the inquiry
31 May, to 18 Aug	Railway from Jerilderie to Deniliquin.	148.000			148 000	The Committee are of opinion that the consideration of this proposed work should be postponed until it shall be determined by Parliament as a matter of public policy to purchase the Deniliquin to Moama Railway
12 July, to 24 Aug.	Lunatic Asylum at Kenmore, near Goulburn.	150,000	150,000			
		10,668,570	7,324,464	34,938	3,379,044	

[Note.—The estimated cost of the railway to connect the North Shore Railway with Port Jackson at Milson's Point was on the first reference, when the proposal was negatived, £262,000, and on the second reference, when the proposal was approved, £231,156; so that the total amount in reduction of the expenditure proposed in connection with the whole of the works which have been considered by the four Committees up to the present date is actually £3,147,888, instead of £3,379,044, as shown in the above return.]

Works respecting which Inquiries are Proceeding.

Proposed Work.	Expenditure proposed by the Government	Remarks
	£	
Railway from Grafton to Lismore	662,000	The Departmental Officers have been examined, and Sectional Committee has reported.
Railway from Eden to Bega . .	564,000	The Departmental Officers have been examined, and a Sectional Committee has visited the district.
Sewerage Works for Parramatta	75,926	The evidence in this inquiry is nearly completed.

Works which have yet to be inquired into by the Committee.

Proposed Work	Expenditure proposed by the Government	Remarks.
	£	
Water Supply for Tamworth	19,000	
Water Supply for Lithgow	17,000	
Water Supply for Armidale	42,000	

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF PROCEEDINGS.

MONDAY, 4 *APRIL*, 1892.

THE Fourth Committee appointed under the Public Works Act of 1888, the Public Works Act Amendment Act of 1889, and the Public Works (Committees' Remuneration) Act of 1889, met in the Board Room of the Public Works Department at 2 p.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor,
The Hon. James Hoskins,
The Hon. Frederick Thomas Humphery,
The Hon. Andrew Garran, LL.D.,
The Hon. John Davies, C.M.G.,
Thomas Thomson Ewing, Esq.,
William Chandos Wall, Esq.,
William McCourt, Esq.,
Jacob Garrard, Esq.,
John Cash Neild, Esq.,
Edward William O'Sullivan, Esq.,
Charles Collins, Esq.,
Henry Dawson, Esq.

On the motion of Mr. O'Sullivan, seconded by Mr. Davies, it was resolved—"That Mr. Suttor take the Chair until a Chairman and a Vice-Chairman of the Committee be appointed."

The Secretary read from the *Government Gazette* of Friday, 1 April, the notification of the appointment of the Committee, and reported that he had received from all the Members of the Committee the declaration necessary, under the 6th clause of the Public Works Act of 1888, to be made by Members prior to their entering upon the duties of their office or sitting at any meeting of the Committee.

The Committee proceeded to elect a Chairman and a Vice-Chairman.

Mr. O'Sullivan moved,—"That Jacob Garrard, Esq., be appointed Chairman of the Committee."

The motion was seconded by Mr. McCourt, and passed.

Mr. Davies moved,—"That the Hon. William Henry Suttor be appointed Vice-Chairman of the Committee."

The motion was seconded by Mr. Neild, and passed.

Mr. Garrard then took the Chair.

The Secretary read the following correspondence:—

Letters from the Clerk of the Legislative Assembly, informing the Committee of the passing of resolutions by the Assembly referring to the Committee, for consideration and report, the following proposed public works:—

Improvements at Darling Island;
Water Supply for Tamworth;
Storm-water Sewers discharging into Johnstone's Bay;
Reservoir at Centennial Park for Sydney Water Supply;
Water Supply for Wollongong;
Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply;
Sewerage Works at Cottage Creek;
Water Supply for Lithgow;
Sewerage Works for Parramatta;
Water Supply for Armidale;
Railway from Eden to Bega;
Railway from Grafton to Lismore;
Railway from Inverell to Glen Innes;
Railway from Jerilderie to Deniliquin;
Lunatic Asylum at Kenmore, near Goulburn.

The Secretary laid before the Committee an opinion of the Attorney-General, forwarded for their information, with respect to a fresh reference by the Legislative Assembly to the Committee, of the proposed Railway from Glen Innes to Inverell, to the effect that, under clause 11 of the Public Works Act Amendment Act, a fresh reference of works partly inquired into, must be made to a new Committee appointed by a new Parliament.

The Committee proceeded to consider the order of their future proceedings.

Mr. Davies moved,—"That, unless otherwise ordered, the Committee shall meet for the transaction of business on Tuesdays, Wednesdays, and Thursdays at 2·15 p.m."

The motion was seconded by Mr. Neild, and passed.

At the request of the Committee, Mr. Joseph Barling, Under Secretary for Public Works, attended, and informed the Committee as to the state of preparedness of the Department, with regard to plans and other information relating to the various works before the Committee.

Mr. Dawson moved,—"That the proposed Railway from Inverell to Glen Innes stand as Order No. 1 on the business paper of the Committee."

The motion was seconded by Mr. O'Sullivan, and passed.

Dr. Garran moved,—"That the proposed Improvements at Darling Island stand as Order No. 2 on the business paper of the Committee."

The motion was seconded by Mr. Davies, and passed.

The Committee adjourned at 10 minutes to 3, until 15 minutes past 2 o'clock p.m. on Wednesday, the 6th instant.

WEDNESDAY,

WEDNESDAY, 6 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	William Chandos Wall, Esq,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.,
The Hon. Andrew Garran, LL.D.,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Railway from Inverell to Glen Innes (Glen Innes to Inverell).

Joseph Barling, Esq., Under Secretary for Public Works, was sworn, and further examined.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

Percy Scarr, Esq., Acting Examiner of Public Works, was sworn, and further examined.

The Committee adjourned at 22 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday the following day.

THURSDAY, 7 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.,
The Hon. Andrew Garran, LL.D.,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Mr. Alexander Hutchison, M.P., and Mr. Walter H. Rutter, expressing a desire to give evidence before the Committee with reference to the proposed Railway from Glen Innes to Inverell.

Letter from Mr. Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, with reference to the attendance before the Committee of Mr. C. McD. Stuart.

The correspondence was received.

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Percy Scarr, Esq., Acting Examiner of Public Works, was sworn, and further examined.

Edward Bellingham Price, Esq., Acting Examiner of Public Works, was sworn, and examined.

Mr. O'Sullivan gave notice that he would move at the meeting of the Committee on Tuesday, 12th instant,—"That, at its rising on Thursday next (14th instant), the Committee adjourn until Tuesday, 26th April."

The Committee adjourned at 31 minutes past 4, until 15 minutes past 2 o'clock p.m. on Tuesday, 12th April.

TUESDAY, 12 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Andrew Murray, of Bannockburn, Inverell, expressing a desire to give evidence before the Committee with reference to the proposed Railway from Glen Innes to Inverell.

Letter from Mr. Charles P. Turner, Secretary, Coff's Harbour Railway and Harbour League, with reference to the evidence given before the Committee by Mr. H. Deane, respecting the proposed Railway from Glen Innes to Inverell.

The correspondence was received.

Mr. O'Sullivan moved,—"That, at its rising on Thursday next (14th instant), the Committee adjourn until Tuesday, the 26th April."

The motion was seconded by Mr. Davies, and passed.

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Mr. Charles McDonald Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, and George Alexander Cruickshank, Esq., M.P., were sworn, and examined.

The Committee adjourned at 33 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 13 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. David Kirkcaldie, with reference to his attendance before the Committee to give evidence respecting the proposed Railway from Glen Innes to Inverell.

Letter from Messrs. Bradley and Son, solicitors, informing the Committee that Mr. Andrew Brown desired to give evidence before the Committee with reference to the proposed Lithgow Water Supply.

The correspondence was received.

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Alexander Hutchison, Esq., M.P., made an affirmation, and was examined.

Francis Augustus Wright, Esq., M.P., was sworn, and examined.

The Committee adjourned at 18 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 14 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. F. A. Wright, M.P., forwarding as an appendix to his evidence, respecting the proposed Railway from Glen Innes to Inverell, a report by Mr. George Martin, Police Magistrate and Warden, on the mineral resources of Glen Innes, and asking whether the evidence taken with reference to the railway, by the last Committee, would be adopted by the present Committee.

The letter was received, and it was decided that Mr. Wright should be requested to attend before the Committee and formally put in the document forwarded by him, as an appendix to his evidence.

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Charles P. Turner, Esq., Secretary, Coff's Harbour Railway and Harbour League, was sworn, and examined.

The Committee adjourned at 20 minutes to 4, until 15 minutes past 2 o'clock p.m. on Tuesday, 26th instant.

TUESDAY, 26 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, forwarding information bearing on the question of the proposed Railway from Glen Innes to Inverell.

Letter from Mr. G. A. Cruickshank, M.P., with reference to the wheat product of the district of Inverell.

Letter from Mr. F. Utz, expressing a desire to give evidence before the Committee with reference to the proposed Railway from Glen Innes to Inverell.

The correspondence was received.

The

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Francis Augustus Wright, Esq., M.P., was sworn, and further examined.

James Inglis, Esq., M.P., and John Jamieson, Esq., Railway Surveyor, were sworn, and examined.

Mr. O'Sullivan gave notice that he would move at the meeting of the Committee on Thursday, 28th instant,—"That the Committee proceed to consider the evidence on the proposed line of Railway from Glen Innes to Inverell, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 32 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 27 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Glen Innes to Inverell.

The Hon. Henry Copeland, M.P., Minister for Lands, was sworn, and examined.

The Committee adjourned at 23 minutes to 5, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 28 *APRIL*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from Mr. Andrew Murray, of Bannockburn, Inverell, with reference to the proposed Railway from Glen Innes to Inverell.

Letter from Mr. W. P. Carver, Railway Surveyor, offering to give evidence before the Committee, on the subject of the proposed Railway from Glen Innes to Inverell.

The correspondence was received.

Mr. O'Sullivan moved,—"That Mr. W. P. Carver be summoned to attend and give evidence before the Committee.

The motion was seconded by Dr. Garran, and negatived on the following division:—

Ayes, 4.	Noes, 7.
Mr. Suttor,	Mr. Garrard,
Mr. Humphery,	Mr. Hoskins,
Dr. Garran,	Mr. Davies,
Mr. O'Sullivan.	Mr. Ewing,
	Mr. Wall,
	Mr. Collins,
	Mr. Dawson.

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Mr. John Frederick Utz, General Merchant, Glen Innes; John Harper, Esq., Goods Superintendent, Department of Railways; and Thomas Henry Hassall, Esq., M.P., were sworn, and examined.

Mr. O'Sullivan's notice of motion for the Committee to consider the evidence on the proposed Railway from Glen Innes to Inverell, with a view to reporting on the subject to the Legislative Assembly, was postponed until Tuesday, 3 May.

Mr. Suttor gave notice that he would move, on Tuesday, 3 May, as an amendment on Mr. O'Sullivan's motion,—"That this Committee defer the consideration of the evidence, and in the meantime beg ta request the Minister for Works to procure a survey of a line from Guyra to Inverell, to discover, if possible, whether or not a line with a ruling grade of 1 in 60, as stated by Mr. Deane, the Engineer-in-Chief for Railways, can be secured between these two places."

Mr. McCourt gave notice that he would move, on Tuesday, 3 May,—"That, in the opinion of the Committee, it is not expedient the proposed Railway from Glen Innes to Inverell, as referred to the Committee by the Legislative Assembly, be carried out, the Committee being of opinion that a line from Guyra to Inverell would better serve the public interests."

Mr. O'Sullivan gave notice that he would move, on Tuesday, 3 May, as an amendment on Mr. McCourt's motion,—"That, in the opinion of the Committee, it is expedient that the proposed line of Railway from Glen Innes to Inverell, as referred to the Committee by the Legislative Assembly, be carried out, provided the land required for the construction of the same be donated to the State, and the residents served by the line express their willingness to pay such a railway charge (or tax) as will guarantee the line against loss."

The Committee adjourned at 31 minutes past 4, until 15 minutes past 2 o'clock p.m. on Tuesday, 3rd May.

TUESDAY,

TUESDAY, 3 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from William Stevenson, Guyra, to the Honorable Henry Copeland, Minister for Lands, forwarded to the Committee for their information, suggesting the examination of Mr. Engineer Simpson, with reference to the proposed Railway from Glen Innes to Inverell.

Letter from Thomas Jones, Tingha, to the Honorable Henry Copeland, Minister for Lands, forwarded to the Committee for their information, with reference to fruit grown in the Tingha district.

Letter from Mr. Eugene F. Rudder, Coramba, suggesting that the Committee should await information from public meetings, about to be held, with reference to a railway from Guyra to South Grafton, and offering to give evidence before the Committee, respecting the suggested route for a railway between Guyra and Inverell.

Telegram from T. K. B. Mayne, Mayor, Inverell, forwarding, for the information of the Committee, resolutions respecting the proposed Railway from Glen Innes to Inverell, passed at a public meeting held at Inverell, on the 2nd instant.

Letter from Mr. J. A. P. Selkirk, expressing a desire to give before the Committee, further evidence with reference to the proposed Railway from Glen Innes to Inverell.

The Committee discussed the question as to the desirableness or otherwise of receiving correspondence containing statements not substantiated before the Committee on oath.

Mr. Davies moved,—"That the correspondence be received."

The motion was seconded by Mr. Humphery, and passed on the following division:—

Ayes, 8.	Noes, 5.
Mr. Garrard,	Mr. Suttor,
Mr. Humphery,	Mr. Hoskins,
Mr. Davies,	Dr. Garran,
Mr. Ewing,	Mr. Neild,
Mr. Wall,	Mr. Dawson.
Mr. McCourt,	
Mr. O'Sullivan,	
Mr. Collins.	

The Committee further considered the proposed Railway from Glen Innes to Inverell.

Edmund Lonsdale, Esq., M.P., was sworn, and examined.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Mr. O'Sullivan moved,—"That the Committee proceed to consider the evidence on the proposed line of Railway from Glen Innes to Inverell, with a view to reporting on the subject to the Legislative Assembly."

Mr. Davies seconded the motion.

Mr. Neild moved,—"That the debate be adjourned until to-morrow."

The motion for the adjournment of the debate was seconded by Mr. Suttor, and negatived on the following division:—

Ayes, 2.	Noes, 9.
Mr. Suttor,	Mr. Garrard,
Mr. Neild.	Mr. Hoskins,
	Dr. Garran,
	Mr. Davies,
	Mr. Ewing,
	Mr. Wall,
	Mr. McCourt,
	Mr. O'Sullivan,
	Mr. Collins.

The original motion was then passed.

The Committee adjourned at 20 minutes to 5, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 4 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed. The

The Secretary read the following correspondence:—

Telegram from Mr. Edwin Grainger, Inverell, with reference to evidence concerning him, given before the Committee in their inquiry respecting the proposed Railway from Glen Innes to Inverell.

Letter from Mr. T. W. Duesbury, Haymarket Permanent Land, Building, and Investment Co. Limited, with reference to certain evidence given before the Committee in their inquiry respecting the proposed Railway from Glen Innes to Inverell, and offering to attend before the Committee to refute this evidence.

Telegram from Mr. W. Litchfield, J.P., Tingha, to Mr. Edmund Lonsdale, M.P., forwarded to the Committee for their information, with reference to the proposed Railway from Glen Innes to Inverell, and the suggested route to Inverell from Guyra.

The correspondence was received.

Mr. McCourt, having with the consent of the Committee amended his notice of motion, moved,—"That, in the opinion of the Committee, it is not expedient the proposed Railway from Glen Innes to Inverell, as referred to the Committee by the Legislative Assembly, be carried out."

Mr. Davies seconded the motion.

Mr. O'Sullivan, with the consent of the Committee, withdrew his notice of an amendment on Mr. McCourt's notice of motion, and moved as an amendment on Mr. McCourt's motion now before the Committee,—"That all the words after the word 'is' be omitted, with a view to insert the following words: 'expedient that the line of railway surveyed from Glen Innes to Inverell, *via* Maid's Valley, Swanbrook, and Brodie's Plains, be carried out.'"

Mr. Wall seconded the amendment.

The Committee divided on the question,—"That the words proposed to be omitted stand part of the question,"—with the following result:—

Ayes, 7.	Noes, 6.
Mr. Suttor,	Mr. Garrard,
Mr. Hoskins,	Mr. Ewing,
Mr. Humphery,	Mr. Wall,
Dr. Garran,	Mr. O'Sullivan,
Mr. Davies,	Mr. Collins,
Mr. McCourt,	Mr. Dawson.
Mr. Neild.	

The amendment was therefore negatived.

The motion was passed on the following division:—

Ayes, 7.	Noes, 6.
Mr. Suttor,	Mr. Garrard,
Mr. Hoskins,	Mr. Ewing,
Mr. Humphery,	Mr. Wall,
Dr. Garran,	Mr. O'Sullivan,
Mr. Davies,	Mr. Collins,
Mr. McCourt,	Mr. Dawson.
Mr. Neild.	

The Committee adjourned at 5 minutes to 5, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 5 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Improvements at Darling Island.

The Secretary read a *précis* of papers relating to the purchase of Darling Island, and the proposed extension of the Railway from Darling Harbour to the Island, supplied to the Committee for their information by Mr. Joseph Barling, Under Secretary for Public Works.

Joseph Barling, Esq., Under Secretary for Public Works, and Cecil West Darley, Esq., Engineer-in-Chief, Department of Harbours and Rivers, were sworn, and examined.

The Committee decided to make a visit of inspection to Darling Island on Tuesday, 10th May.

Mr. Neild gave notice that he would move at the meeting of the Committee on Tuesday, 10th May,—"That the Committee do, on Wednesday next, proceed to, and inspect the site of the proposed Railway Works at Darling Island."

The Committee adjourned at 28 minutes past 4, until 15 minutes past 2 o'clock p.m. on Tuesday, 10th May.

TUESDAY,

TUESDAY, 10 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	Thomas Thomson Ewing, Esq.
The Hon. James Hoskins,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.,
The Hon. Andrew Garran, LL.D.,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,

Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Messrs. A. L. and G. McCredie, Architects and Consulting Engineers, Sydney, offering to give evidence before the Committee with reference to the proposed Improvements at Darling Island.

Letter from Mr. J. M. Chanter, M.P., Moama, asking to be informed when the Committee would commence their inquiry respecting the proposed Railway from Jerilderie to Deniliquin.

The correspondence was received.

Mr. Neild's notice of motion, with reference to the Committee visiting Darling Island, was, in consequence of arrangements for the visit having already been made, not moved.

The Committee, accompanied by Mr. C. W. Darley, Engineer-in-Chief, Department of Harbours and Rivers; Mr. Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works; and Captain John Jackson, Manager of Public Wharfs, then proceeded to Darling Island, where, by personal inspection, they made themselves fully acquainted with the details of the proposed improvements at the island.

WEDNESDAY, 11 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. C. Rounding, offering to give evidence before the Committee with reference to the proposed Improvements at Darling Island.

The correspondence was received.

Mr. Humphery moved,—"That the offer of Mr. Rounding to give evidence be accepted."

The motion was seconded by Mr. McCourt, and passed on the following division:—

Ayes, 9.	Noes, 3.
Mr. Garrard,	Mr. Hoskins,
Mr. Suttor,	Mr. Wall,
Mr. Humphery,	Mr. Dawson.
Dr. Garran,	
Mr. Davies,	
Mr. Ewing,	
Mr. McCourt,	
Mr. O'Sullivan,	
Mr. Collins.	

The Committee further considered the proposed Improvements at Darling Island.

Cecil West Darley, Esq., Engineer-in-Chief, Department of Harbours and Rivers, was sworn, and further examined.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee decided to meet at Prince's Stairs, Circular Quay, at 2 o'clock p.m. on Thursday, the following day, and proceed by steam launch to Longnose Point, returning afterwards to the office of the Committee to resume the examination of witnesses.

The Committee adjourned at 25 minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 12 *MAY*, 1892.

The Committee met at the Prince's Stairs, Circular Quay, at 2 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The Committee proceeded by steam launch to Darling Harbour, where they inspected the Government Wharf accommodation, and further examined the foreshore of Darling Island, afterwards visiting Glebe Island and Longnose Point.

The

The Committee returned to their office at 3·45 p.m.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Report from the Railway Commissioners of New South Wales on the proposed Extension of the Darling Harbour Branch Railway to Darling Island, forwarded to the Committee by the Minister for Public Works.

Letter from Mr. Eugene F. Rudder, forwarding for the information of the Committee, a petition and a resolution adopted at a public meeting held at Glenreagh, Upper Orara River, with reference to the proposed Railway from Glen Innes to Inverell and the connection of Inverell with the coast.

The correspondence was received.

The Committee further considered the proposed Improvements at Darling Island.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 7 minutes to 5, until 15 minutes past 2 o'clock p.m. on Tuesday, 17th May.

TUESDAY, 17 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq ,
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Messrs. A. L. and G. McCredie, Sydney, stating that Mr. George McCredie would attend before the Committee, to give evidence with reference to the proposed Improvements at Darling Island.

The correspondence was received.

The Committee further considered the proposed Improvements at Darling Island.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined.

James Bearpark Dimelow, Esq., Draftsman, Department of Lands, was sworn, and examined.

The Committee adjourned at 25 minutes to 5, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 18 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William McCourt, Esq.,
The Hon. James Hoskins,	John Cash Neild, Esq ,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Improvements at Darling Island.

Frederick McKern, Esq., Officer in charge of the Deeds Branch, Department of Lands; Reginald Albert Barton, Esq., Clerk, Department of the Registrar-General; Ernest Augustus Smith, Esq., Crown Solicitor; Captain Matthew Burns, steam ferry proprietor; and John James Maxwell, Esq., timber merchant, were sworn, and examined.

Mr. Neild gave notice that he would move at the next meeting of the Committee,—"That the Committee do, at its rising, adjourn until the usual hour on Wednesday next, and that the Committee sit on Friday, the 27th instant."

The Committee adjourned at 10 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 19 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William McCourt, Esq.,
The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Improvements at Darling Island.

George

George McCredie, Esq., Architect and Consulting Engineer; Thomas Forster Knox, Esq., Chairman, Wharf Owners' Association; and John C. Rounding, Esq., were sworn, and examined.

Mr. Neild, having with the consent of the Committee amended his notice of motion, moved,—"That the Committee do, at its rising, adjourn until half-past 10 a.m. on Wednesday next, and that the Committee sit on Friday, the 27th instant."

The motion was seconded by Mr. Davies, and passed.

The Committee considered the order of their future proceedings.

Mr. Dawson moved,—"That the proposed Railway from Jerilderie to Deniliquin be the next work to be inquired into by the Committee."

Mr. O'Sullivan seconded the motion.

Mr. Neild moved, as an amendment, the omission of the words "Jerilderie to Deniliquin," with a view to insert "Grafton to Lismore."

The amendment was seconded by Mr. Humphery, and negatived on the following division:—

Ayes, 5.	Noes, 6.
Mr. Garrard,	Mr. Suttor,
Mr. Hoskins,	Mr. Davies,
Mr. Humphery,	Mr. Ewing,
Mr. McCourt,	Mr. O'Sullivan,
Mr. Neild.	Mr. Collins,
	Mr. Dawson.

The motion was then passed.

Mr. Neild moved,—"That the next work for inquiry to follow the proposed Railway from Jerilderie to Deniliquin be the proposed Railway from Grafton to Lismore."

The motion was seconded by Mr. Humphery, and passed.

The Committee adjourned at 20 minutes to 5, until half-past 10 o'clock a.m. on Wednesday, 25th May.

WEDNESDAY, 25 *MAY*, 1892.

The Committee met at 10·30 a.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Charles Collins, Esq.

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. M. Chanter, M.P., Moama, with reference to the inquiry to be held by the Committee respecting the proposed Railway from Jerilderie to Deniliquin.

Letter from Mr. T. F. Knox, forwarding a statement of wool and shale exports for the present season, promised by him when giving evidence before the Committee with reference to the proposed Improvements at Darling Island.

Letter from Mr. Charles G. Warburton, expressing a desire to give evidence before the Committee with reference to the proposed Improvements at Darling Island.

Letter from Captain John Jackson, Manager of Public Wharfs, forwarding returns relating to public wharfs for the years 1882 to 1891, with reference to the proposed Improvements at Darling Island.

The correspondence was received.

The Committee further considered the proposed Improvements at Darling Island.

William Hall, Esq., General Manager, New South Wales Shale and Oil Co.; Thomas Saywell, Esq., colliery proprietor; Charles George Warburton, Esq., wharf proprietor; Hon. Ebenezer Vickery, M.L.C.; and Hugh McLachlan, Esq., Secretary to the Railway Commissioners, were sworn, and examined.

Mr. Hoskins gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence on the proposed Improvements at Darling Island, with a view to reporting on the subject to the Legislative Assembly."

Mr. Humphery gave notice that he would move at the next meeting of the Committee,—"That the inquiry be closed, and that it is not expedient that the proposed work, as referred to the Committee by the Legislative Assembly, be carried out."

The Committee adjourned at 12 minutes to 1, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 26 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Charles Collins, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The following account was passed for payment:—

Barker and Ebsworth—Hire of vehicles in connection with the Committee's visit of inspection with reference to the proposed Improvements at Darling Island, £3 10s.

The Committee further considered the proposed Improvements at Darling Island.

Cecil West Darley, Esq., Engineer-in-Chief, Department of Harbours and Rivers, and Hugh McLachlan, Esq., Secretary to the Railway Commissioners, were sworn, and further examined.

Mr. Hoskins moved,—"That the Committee proceed to consider the evidence on the proposed Improvements at Darling Island, with a view to reporting on the subject to the Legislative Assembly."

The motion was seconded by Mr. Davis, and passed.

Mr. Humphery, having with the consent of the Committee amended his notice of motion, moved,—"That, in the opinion of the Committee, it is not expedient that the proposed Improvements at Darling Island, as referred to the Committee by the Legislative Assembly, be carried out."

Mr. Davies seconded the motion.

Mr. O'Sullivan moved,—"That the motion be amended by the addition of the following words: 'on the ground that a more complete and comprehensive scheme is required to meet the expected developments of our railway traffic.'"

Mr. McCourt seconded the amendment.

The Committee divided on the question,—"That the words proposed to be added be so added,"—with the following result:—

Ayes, 2.	Noes, 10.
Mr. McCourt,	Mr. Garrard,
Mr. O'Sullivan.	Mr. Suttor,
	Mr. Hoskins,
	Mr. Humphery,
	Mr. Davies,
	Mr. Ewing,
	Mr. Wall,
	Mr. Neild,
	Mr. Collins,
	Mr. Dawson.

The amendment was therefore negatived.

The motion was then passed.

The Committee adjourned at 15 minutes past 4, until 15 minutes past 2 o'clock p.m. on Friday, the following day.

FRIDAY, 27 MAY, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Glen Innes to Inverell.

The preamble and clauses 1 to 4 were passed.

Clause 5—Witnesses examined.

Mr. Neild moved,—"That the clause be amended by the omission of the following words on page 8:—'who were commissioned by the Minister for Public Works to make an exhaustive inquiry respecting railway extension in the northern districts of the Colony, and particularly in relation to the question of connecting Inverell with the Great Northern Railway.'"

The amendment was seconded by Mr. Dawson, and negatived on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 10.	Noes, 2.
Mr. Garrard,	Mr. Neild,
Mr. Suttor,	Mr. Dawson.
Mr. Hoskins,	
Dr. Garran,	
Mr. Davies,	
Mr. Ewing,	
Mr. Wall,	
Mr. McCourt,	
Mr. O'Sullivan,	
Mr. Collins.	

The clause was then passed.

Clauses 6 and 7 were passed.

Clause 8—Markets for Inverell produce.

Mr. Wall moved,—"That the clause be amended by the omission of the following words:—

"Mr. Scarr, examined on the question of a trade with Queensland, made the following statement:—

173. By your report you do not anticipate much traffic between the Inverell district and Queensland? Not under present conditions.

174. By that, do you mean tariff conditions? Yes.

175. You do not anticipate much traffic, because the same products are grown on the table-lands of Queensland as are grown at Inverell? Exactly.

176. Therefore you dismiss any weight attached to the project as affording a means for the interchange of goods? Yes; goods in the way of grain.

"Later on in his examination reference was again made to the prospect of a wheat trade with Queensland:—

572. Did you form any opinion whether the market for Inverell wheat is likely to be in Queensland? Yes; and under all the circumstances we could not say that there would be a market there, because of the cost of carriage. 573.

73. Do you think from what you have seen that the Inverell people could undersell the people of Warwick in supplying the people of Brisbane with wheat? No; I think not.

574. Is there a better rainfall in that district? The yield at Warwick and Toowoomba is about the same as the yield at Inverell, but those places are much nearer to Brisbane than Inverell, so that the Inverell people would be greatly handicapped in competing with them.

575. Then you do not attach much weight to the argument used so much in the evidence given before the Sectional Committee that one great reason for going to Glen Innes is the prospect of obtaining a market for wheat in Queensland? No, not under the present conditions of the railway charges and the tariff.

"'I consider,' he said, further, 'that they could probably import wheat to Toowoomba cheaper than the people could send it from Inverell.'

"'He also gave his opinion upon the 'real outlet' for the produce of Inverell:—

536. I judge, too, from your report that you consider it a very important matter to determine what is the real outlet for the produce of the Inverell district? Yes.

537. Which do you consider will be the best outlet? I think a very large portion of the traffic would come to Sydney.

538. Do you mean the larger proportion? I think so. I look upon it that Sydney must be to a great extent the market for this Colony, at all events.

"Sydney,' he further said, 'is the great market for all the wheat,' and would be better for Inverell than Queensland. He thought that if Inverell wheat were exported to Europe, and there were a suitable Northern port for the purpose, it would be better to take it to the coast than to send it to Sydney, but there would be very little saving in the railway freight:—'Assuming that there is a port at Byron Bay, about 200 miles from Inverell, the rate to that place would be about 12s. 4d. a ton, and the rate for 400 miles is only 16s 2d., so that there would only be about a saving of about 1d. a bushel.'"

The amendment was seconded by Mr. Humphery, and passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 2.	Noes, 11.
Mr. Suttor,	Mr. Garrard,
Mr. Davies.	Mr. Hoskins,
	Mr. Humphery,
	Dr. Garran,
	Mr. Ewing,
	Mr. Wall,
	Mr. McCourt,
	Mr. Neild,
	Mr. O'Sullivan,
	Mr. Collins,
	Mr. Dawson.

The clause was then passed.

Clause 9—Settlement in the district, present and prospective.

Mr. O'Sullivan moved,—"That the clause be amended by the omission of the following words: 'and there is nothing before the Committee to lead them to believe that if the railway were constructed this land would be subdivided, and sold.'"

The amendment was seconded by Mr. Wall, and negatived on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 6.	Noes, 5.
Mr. Hoskins,	Mr. Garrard,
Mr. Humphery,	Mr. Suttor,
Mr. Davies,	Mr. Ewing,
Mr. M'Court,	Mr. Wall,
Mr. Neild,	Mr. Dawson.
Mr. Collins.	

The clause was then passed.

Clauses 10 to 12 were passed.

Clause 13—Resolution of the Committee.

Mr. Wall moved the omission of the following sub-section:—"Increased settlement, and therefore increased production, in the districts served by the railway is uncertain and not likely to be material for many years."

The amendment was seconded by Mr. Dawson, and passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes. 2.	Noes, 8.
Mr. Garrard,	Mr. Suttor,
Mr. Davies.	Mr. Humphery,
	Mr. Ewing,
	Mr. Wall,
	Mr. McCourt,
	Mr. Neild,
	Mr. Collins,
	Mr. Dawson.

Mr. Neild moved,—"That the clause be further amended by the omission of the words 'a serious' before the words 'annual loss' in sub-section 3."

The amendment was seconded by Mr. McCourt, and passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 4.	Noes, 7.
Mr. Garrard,	Mr. Humphery,
Mr. Suttor,	Mr. Davies,
Mr. Hoskins,	Mr. McCourt,
Mr. Ewing.	Mr. Wall,
	Mr. Neild,
	Mr. Collins,
	Mr. Dawson.

Mr. Neild moved,—"That the clause be further amended, by inserting after the words 'annual loss' the following words: 'of about £14,000, calculating the interest on the cost of construction at 3½ per cent., or about £17,000, calculating such interest at 4 per cent.'"

The

The amendment was seconded by Mr. McCourt, and passed on the following division, upon the question,—"That the words proposed to be inserted be so inserted."

Ayes, 6.	Noes, 5.
Mr. Humphery,	Mr. Garrard,
Mr. Davies,	Mr. Suttor,
Mr. McCourt,	Mr. Hoskins,
Mr. Neild,	Mr. Ewing,
Mr. Wall,	Mr. Collins.
Mr. Dawson.	

The clause was further amended by the omission of the following words: "The information with regard to the question of route from Inverell to the Great Northern Railway is favourable to the route from Guyra as well as to that from Glen Innes."

The clause was then passed.

The Report as amended, was then adopted on the following division:—

Ayes, 6.	Noes, 5.
Mr. Suttor,	Mr. Garrard,
Mr. Hoskins,	Mr. Ewing,
Mr. Humphery,	Mr. Wall,
Mr. Davies,	Mr. Collins,
Mr. McCourt,	Mr. Dawson.
Mr. Neild.	

The Chairman was authorised to sign the Report for presentation to the Legislative Assembly.

The Chairman brought before the Committee an application from Hedley V. O'Meagher, Temporary Clerk on the staff of the Committee, for an increase of salary to £200 per annum, to take effect from 1st January of the present year, and that his position on the staff be made a permanent one.

Mr. Davies moved,—"That the Committee recommend to the Colonial Secretary that Mr. O'Meagher's salary be increased from the 1st June next to £200 per annum, and that he be placed on the permanent staff of the Committee."

Mr. McCourt moved,—"That the motion be amended by the omission of the words 'and that he be placed on the permanent staff of the Committee.'"

Mr. Collins seconded the amendment.

The amendment was negatived on the following division:—

Ayes, 3.	Noes, 6.
Mr. Humphery,	Mr. Garrard,
Mr. McCourt,	Mr. Suttor,
Mr. Collins.	Mr. Hoskins,
	Mr. Ewing,
	Mr. Wall,
	Mr. Neild.

The motion was passed on the following division:—

Ayes, 8	Noes, 2.
Mr. Garrard,	Mr. McCourt,
Mr. Suttor,	Mr. Dawson.
Mr. Hoskins,	
Mr. Davies,	
Mr. Ewing,	
Mr. Wall,	
Mr. Neild,	
Mr. Collins.	

The Committee adjourned at 5 minutes to 5, until 15 minutes past 2 o'clock p.m. on Tuesday, 31st May.

TUESDAY, 31 *MAY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Robert Barbour, M.P., expressing a desire to give evidence before the Committee with reference to the proposed Railway from Jerilderie to Deniliquin.

The correspondence was received.

The Committee proceeded to consider the proposed Railway from Jerilderie to Deniliquin.

Joseph Barling, Esq., Under Secretary for Public Works, and Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

Mr. O'Sullivan gave notice that he would move at the next meeting of the Committee,—"That Mr. Humphery, Mr. Ewing, Mr. Dawson, and Mr. Wall be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Deniliquin."

Mr.

Mr. Wall gave notice that he would move at the meeting of the Committee on Thursday, 2nd June, contingent on the motion for the adoption of the Committee's Report to the Legislative Assembly on the proposed Improvements at Darling Island,—"That this Committee is of opinion that a comprehensive report should be obtained from the Engineer for Harbours and Rivers as to the cost of deepening the harbour at Darling Island to make it available for ocean-going steamers, before any extensive works in connection therewith are undertaken."

The Committee adjourned at 27 minutes past 4, until 15 minutes past 2 o'clock p.m on Wednesday, the following day.

WEDNESDAY, 1 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Charles Collins, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Robert Barbour, M.P., with reference to his giving evidence before the Committee respecting the proposed Railway from Jerilderie to Deniliquin.

The correspondence was received.

The Committee further considered the proposed Railway from Jerilderie to Deniliquin.

Mr. O'Sullivan, having with the consent of the Committee amended his notice of motion, moved,—"That Mr. Suttor, Mr. Ewing, Mr. Dawson, Mr. McCourt, and Mr. Wall be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Deniliquin."

The motion was seconded by Mr. Humphery, and passed.

Charles James Saunders, Esq., Chief Draftsman, Department of Lands, and Stanley Alexander, Esq., Examiner of Public Works, were sworn, and examined.

Mr. Neild gave notice that he would move at the next meeting of the Committee,—"That the resolution of the Committee, adopted on the 19th May, fixing the proposed Railway from Grafton to Lismore as the next public work to be investigated, be, and is hereby rescinded, and in place thereof the next work to be considered by the Committee be the Sewerage Works for Parramatta, to be followed by the Grafton to Lismore Railway."

The Committee adjourned at 32 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 2 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Charles Collins, Esq.,
William Chandos Wall, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Minute from Mr. C. W. Darley, Engineer-in-Chief, Department of Harbours and Rivers, with reference to Newcastle wharfage, and the dredging of Darling Harbour.

The correspondence was received, and it was decided that the minute be published as an appendix to the evidence given by Mr. Darley before the Committee with reference to the proposed Improvements at Darling Island.

Mr. Neild drew attention to some remarks with reference to the Committee made by the Minister for Public Works, in a speech at Warren, the previous day.

Mr. Neild moved,—"That the resolution of the Committee, adopted on the 19th May, fixing the proposed Railway from Grafton to Lismore as the next public work to be investigated, be, and is hereby rescinded, and in place thereof the next work to be considered by the Committee be the Sewerage Works for Parramatta, to be followed by the Grafton to Lismore Railway."

Mr. Dawson seconded the motion.

Mr. Humphrey moved,—"That the motion be amended by the omission of all the words after the word 'rescinded.'"

The amendment was seconded by Mr. Davies, and passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the question."

Ayes, 4.	Noes, 7.
Mr. McCourt,	Mr. Garrard,
Mr. Neild,	Mr. Suttor,
Mr. Collins,	Mr. Humphery,
Mr. Dawson.	Mr. Davies,
	Mr. Ewing,
	Mr. Wall,
	Mr. O'Sullivan.

The motion as amended was then passed.

Mr.

Mr. Wall's notice of motion, with reference to obtaining from the Engineer-in-Chief for Harbours and Rivers a report as to the cost of deepening the harbour at Darling Island, was withdrawn.

The Committee further considered the proposed Railway from Jerilderie to Deniliquin.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, was sworn, and examined.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Improvements of Darling Island.

The preamble and clauses 1 to 6 were passed.

Clause 7—Schemes put forward without due consideration.

Mr. Neild moved,—"That the clause be amended by the insertion after the word 'inconvenience,' in the tenth line of the clause, of the words 'in relation to this traffic the Committee find from the evidence that all the wool which up to the present has passed over Darling Harbour wharf has been lightered.'"

The amendment was seconded by Mr. O'Sullivan, and passed on the following division, upon the question,—"That the words proposed to be inserted be so inserted."

Ayes, 5.	Noes, 4.
Mr. Humphery,	Mr. Garrard,
Mr. Neild,	Mr. Suttor,
Mr. O'Sullivan,	Mr. Davies,
Mr. Collins,	Mr. Wall.
Mr. Dawson.	

The clause as amended was passed, and then recommitted for further consideration.

Mr. Humphery moved the omission of the words, "In relation to this traffic the Committee find from the evidence that all the wool which up to the present has passed over Darling Harbour wharf, has been lightered."

The amendment was seconded by Mr. Davies, and passed on the following division:—

Ayes, 6.	Noes, 3.
Mr. Garrard,	Mr. Neild,
Mr. Suttor,	Mr. O'Sullivan,
Mr. Humphery,	Mr. Dawson.
Mr. Davies,	
Mr. Wall,	
Mr. Collins.	

The clause as further amended was then passed.

Clause 8—Evidence of the Engineer-in-Chief for Harbours and Rivers—was passed.

Clause 9—Unsuitableness of Darling Island for wool or coal shipment.

Mr. Neild moved,—"That the clause be amended by the insertion after the word 'lighters,' in the fifth line, of the words 'which has been the practice up to the present with all the wool passing over the Darling Harbour wharf.'"

The amendment was seconded by Mr. Humphery, and passed on the following division, upon the question,—"That the words proposed to be inserted be so inserted."

Ayes, 5.	Noes, 4.
Mr. Humphery,	Mr. Garrard,
Mr. Ewing,	Mr. Suttor,
Mr. Neild,	Mr. Davies,
Mr. Collins,	Mr. Wall.
Mr. Dawson.	

The clause as amended was then passed.

Clauses 10 and 11 were passed.

The Report as amended was agreed to as the Report of the Committee, and the Chairman was authorised to sign it and present it to the Legislative Assembly.

The Committee adjourned at 19 minutes to 5, until 15 minutes past 2 o'clock p.m. on Tuesday, 7th June.

TUESDAY, 7 JUNE, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Messrs. Sulman and Power, submitting the names of certain persons whom they desire should be examined before the Committee, in their inquiry respecting the proposed Lunatic Asylum at Kenmore, near Goulburn.

The correspondence was received.

The Committee proceeded to consider the proposed Storm-water Sewers discharging in Johnstone's Bay.

Joseph Barling, Esq., Under Secretary for Public Works; Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers; and C. N. Ohlfsen-Baggé, Esq., Principal Assistant Engineer, Sewerage Branch, Department of Roads and Bridges, were sworn, and examined.

The Committee adjourned at 25 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY

WEDNESDAY, 8 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard Esq., Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
	Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee, accompanied by Mr. Robert R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, then proceeded to the locality of the proposed Storm-water Sewers, and, following the route to be taken by them from the point of their commencement to that of their discharge into Johnstone's Bay, made themselves, by personal examination and the explanations of the Engineer-in-Chief, more fully acquainted with the details of the proposed work.

THURSDAY, 9 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Charles P. Dwyer, Annandale, submitting that he was competent to give evidence with reference to the proposed Storm-water Sewers discharging into Johnstone's Bay.

Telegram from the Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Deniliquin, stating the progress made by the Sectional Committee in their inquiry.

The correspondence was received.

The Committee further considered the proposed Storm-water Sewers discharging into Johnstone's Bay.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, was sworn, and further examined.

William Rigg, Esq., Mayor of Newtown; Llewellyn Charles Russell Jones, Esq., Mayor of Petersham; and Seaforth J. Proctor, Esq., Mayor of Camperdown, were sworn, and examined.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, was sworn, and further examined.

William Bullock Wragge, Esq., Mayor of Leichhardt; William George Yeates, Esq., Mayor of Glebe; and Joseph Davis, Esq., Assistant Engineer, Sewerage Branch, Department of Roads and Bridges, were sworn, and examined.

William Rigg, Esq., Mayor of Newtown, and Joseph Davis, Esq., Assistant Engineer, Sewerage Branch, Department of Roads and Bridges, were sworn, and further examined.

Mr. Humphery gave notice that he would move at the meeting of the Committee on Tuesday, the 14th instant:—"That, in the opinion of the Committee, the proposed Storm-water Sewers discharging into Johnstone's Bay, as referred to the Committee by the Legislative Assembly, be carried out."

The Committee adjourned at 26 minutes past 4, until 15 minutes past 2 o'clock p.m. on Tuesday, the 14th June.

TUESDAY, 14 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram and letter from the Chairman of the Sectional Committee, appointed to inspect, take evidence, and report upon the proposed Railway from Jerilderie to Deniliquin, reporting the progress of the Sectional Committee in their inquiry.

Memorandum from Mr. Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, with a copy of a report by Mr. John Whitton, late Engineer-in-Chief for Railways, dated 15 November, 1876, on the Deniliquin and Moama Railway, and a comparative statement of estimates of construction in relation to the proposed Railway from Jerilderie to Deniliquin, and the Railway from Nyngan to Cobar.

The correspondence was received.

The Committee proceeded to consider the proposed Railway from Grafton to Lismore.

Joseph Barling, Esq., Under Secretary for Public Works, and Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

Mr. Humphery's notice of motion with reference to the proposed Storm-water Sewers discharging into Johnstone's Bay was postponed until Tuesday, 21st June.

Mr.

Mr. Humphery gave notice that he would move at the next meeting of the Committee,—"That Mr. Davies, Mr. O'Sullivan, Mr. Collins, and Mr. Neild be appointed a Sectional Committee to inspect, take evidence, and report, with reference to the proposed Railway from Grafton to Lismore."

The Committee adjourned at 26 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 15 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Humphery moved,—"That Mr. Davies, Mr. O'Sullivan, Mr. Collins, and Mr. Neild be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Grafton to Lismore."

The motion was seconded by Mr. Hoskins, and passed.

The Committee proceeded to consider the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Joseph Barling Esq., Under Secretary for Public Works, and John Trevor Jones, Esq., Engineer for Water Supply, Metropolitan Board of Water Supply and Sewerage, were sworn, and examined.

The Committee adjourned at 12 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 16 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Cecil West Darley, Esq,, Engineer-in-Chief for Harbours and Rivers, and President of the Metropolitan Board of Water Supply and Sewerage, was sworn, and examined.

John Trevor Jones, Esq , Engineer for Water Supply, Metropolitan Board of Water Supply and Sewerage, was sworn, and further examined.

The Committee, accompanied by Mr .C. W. Darley, then proceeded to Centennial Park, and inspected the site of the proposed Reservoir.

TUESDAY, 21 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Charles Collins, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. W. A. Manning, Honorary Secretary, Clarence River Railway League, suggesting that the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Grafton to Lismore, should examine the Clarence River system before beginning to take evidence.

Letter from Mr. F. A. Franklin. M.I.C.E., expressing a desire to give evidence before the Committee respecting the proposed Reservoir at Centennial Park, for Sydney Water Supply.

The correspondence was received.

Mr. Suttor, as Chairman of the Sectional Committee appointed with reference to the proposed Railway from Jerilderie to Deniliquin, reported the return of the Sectional Committee to Sydney.

The Committee further considered the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, and President of the Metropolitan Board of Water Supply and Sewerage, was sworn, and further examined.

Charles Moore, Esq , F.L.S., Director of the Botanic Gardens, and Frederick Augustus Franklin, Esq., M.I.C.E., were sworn, and examined.

The Committee adjourned at 28 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 22 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Mr. J. C. Neild, M.P., and Dr. F. H. Quaife, Woollahra, expressing a desire to give evidence before the Committee respecting the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Letter from Mr. Peter Behrendt, C.E., expressing a desire to give evidence before the Committee with reference to the proposed Sewerage Works for Parramatta.

Letter from Mr. R. Barbour, M.P., suggesting certain gentlemen as witnesses for examination respecting the proposed Railway from Jerilderie to Deniliquin.

The Chairman referring to the letter from Mr. J. C. Neild, M.P., pointed out that it was undesirable a member of the Committee taking part in an inquiry, should be examined as a witness in that inquiry, and that the object of such member wishing to give evidence, might be attained by the examination of some other witnesses.

Mr. Neild thereupon withdrew his letter, and suggested the Council Clerk and the Mayor of the Borough of Woollahra, as witnesses for examination.

The remaining correspondence was received.

Mr. Davies moved,—"That the Mayor of Paddington be examined as a witness in the inquiry respecting the proposed Reservoir at Centennial Park, for Sydney Water Supply."

The motion was seconded by Mr. Neild, and negatived on the following division:—

Ayes, 4.	Noes, 7.
Mr. Davies,	Mr. Garrard,
Mr. Neild,	Mr. Hoskins,
Mr. O'Sullivan,	Mr. Humphery,
Mr. Dawson.	Dr. Garran,
	Mr. Ewing,
	Mr. McCourt,
	Mr. Collins.

Mr. McCourt moved,—"That Mr. Peter Behrendt, C.E., be examined as a witness respecting the proposed Sewerage Works for Parramatta."

The motion was seconded by Mr. Davies, and passed on the following division:—

Ayes, 8.	Noes, 3.
Mr. Garrard,	Mr. Hoskins,
Mr. Humphery,	Mr. Collins,
Dr. Garran,	Mr. Dawson.
Mr. Davies,	
Mr. Ewing,	
Mr. McCourt,	
Mr. Neild,	
Mr. O'Sullivan.	

The Committee further considered the proposed Storm-water Sewers discharging into Johnstone's Bay.

Mr. Humphery, having with the consent of the Committee amended his notice of motion by the insertion of the words "it is expedient," moved,—"That, in the opinion of the Committee, it is expedient the proposed Storm-water Sewers discharging into Johnstone's Bay, as referred to the Committee by the Legislative Assembly, be carried out."

The motion was seconded by Mr. Neild, and passed.

The Committee proceeded to consider the proposed Sewerage Works for Parramatta.

Joseph Barling, Esq., Under Secretary for Public Works, and Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, were sworn, and examined.

The Committee adjourned at 29 minutes past 4, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 23 *JUNE*, 1890.

The Committee met at 1 30 p.m. at the Railway Station, Redfern, and proceeded by train to Parramatta.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Suttor, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Deniliquin, brought up the Report of the Sectional Committee, and moved that it be received and printed with the evidence taken before the Sectional Committee.

The

The motion was seconded by Mr. Humphery, and passed.

Mr. Ewing, as a member of the Sectional Committee, submitted a Memorandum signed by himself and Mr. McCourt, dissenting from the Report brought up by Mr. Suttor as Chairman of the Sectional Committee.

On the motion of Mr. Suttor, seconded by Mr. Ewing, it was decided that the Memorandum should be printed, and attached to the Sectional Committee's Report.

The Committee, accompanied by Mr. R. R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, and Mr. Joseph Davis, Assistant Engineer, Sewerage Branch, Department of Roads and Bridges, then traversed the route of the intended sewers in connection with the proposed Sewerage Works at Parramatta, and visited the locality of the proposed Sewage Farm, the details of the whole scheme being, with the aid of plans, explained to the Committee by the Departmental officers.

Subsequently, the Committee visited Long Cove where, in operations now being carried on for the reclamation of an area of land adjoining the Cove, they witnessed a process and its results, similar to what will take place in the formation of the Sewage Farm at Parramatta.

TUESDAY, 28 *JUNE*, 1892.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

Dr. Garran gave notice that he would move at the next meeting of the Committee,—"That there be furnished to the Committee a return showing what loans have been advanced to Municipalities in the Colony (other than the Metropolis) for local public works, the terms upon which such loans have been advanced, and the extent to which the conditions have been fulfilled."

The Committee, accompanied by Mr. Robert R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, Mr. C. J. Byrnes, Mayor of Parramatta, and Mr. J. R. Palmer, Mayor of Granville, then, in pursuance of their inquiry respecting the proposed Sewerage Works for Parramatta, made a visit of inspection to the Sewage Farm, Webb's Grant, Botany, where they acquainted themselves with the details of the system carried on for the disposal of sewage from the Western Suburbs. Afterwards they visited and examined the Sewerage Works in course of construction at Arncliffe.

WEDNESDAY, 29 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Principal Under Secretary, with reference to the recommendation of the Committee for increasing the salary of Hedley V. O'Meagher, Temporary Clerk on the staff of the Committee.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
W. Drake, Shorthand Writer and Acting Secretary to the Sectional Committee on the proposed Railway from Jerilderie to Deniliquin	31	5	6
W. J. Herbert and Co.—Multigraph for office use	1	2	6
Barker and Ebsworth—Hire of vehicles by Committee on visit of inspection with reference to the proposed Storm-water Sewers discharging into Johnstone's Bay	2	10	0
Little & Co., *Cumberland Argus*—Advertising Committee's inquiry respecting the proposed Sewerage Works for Parramatta.	0	8	0

Dr. Garran moved,—"That there be furnished to the Committee a return showing what loans have been advanced to Municipalities in the Colony (other than the Metropolis) for local public works, the the terms upon which such loans have been advanced, and the extent to which the conditions have been fulfilled."

The motion was seconded by Mr. O'Sullivan, and passed.

The Committee further considered the proposed Sewerage Works for Parramatta.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, was sworn, and further examined.

C. H. Ohlfsen-Bagge, Esq., Principal Assistant Engineer, Joseph Davis, Esq., Assistant Engineer, Sewerage Branch, Department of Roads and Bridges, and Walter Liberty Vernon, Esq., Government Architect, were sworn, and examined.

The Committee adjourned at 5 minutes to 5 o'clock, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 30 *JUNE*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Memorandum from Mr. Robert R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, giving the details of an analysis of the effluent from the Sewage Farm, Botany.

Letter from Mr. W. J. M'Aughey, Tuckerimba, expressing his willingness to give evidence with reference to the proposed Railway from Grafton to Lismore.

Letter from Mr. Thomas M. Williamson, Mayor of Rydalmere, stating that he was desirous of giving evidence in the Committee's inquiry respecting the proposed Sewerage Works for Parramatta.

The correspondence was received.

The Committee further considered the proposed Sewerage Works for Parramatta.

John Richard Palmer, Esq, Mayor of Granville; Charles Joseph Byrnes, Esq, Mayor of Parramatta; and Peter Behrendt, Esq., Civil Engineer, were sworn, and examined.

Mr. Ewing gave notice that he would move at the next meeting of the Committee,—"That there be furnished to the Committee a return showing in the case of each of the Municipalities in New South Wales:

(1) The amount of present debt.
(2) How the debt has been created.
(3) The amount the Municipality is entitled to borrow.
(4) The total levy for rates and the various items which form that total."

The Committee adjourned at 15 minutes past 5, until 15 minutes past 2 o'clock p.m. on Tuesday, 5th July.

TUESDAY, 5 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Henry N. De Montemas, expressing a desire to give evidence respecting the proposed Sewerage Works for Parramatta.

Letter from Mr. Charles J. Byrnes, Mayor, Parramatta, forwarding information respecting revenue and loans connected with the Parramatta Borough Council, with reference to the proposed Sewerage Works for Parramatta.

Letter from Mr. F. A. Wright, M.P., enclosing a telegram from Mr. A. A. Veness, Secretary, Railway Committee, Glen Innes, stating that Mr. Utz desired to give evidence with reference to the proposed Railway from Grafton to Lismore.

The correspondence was received.

Mr. Ewing moved,—"That there be furnished to the Committee a return showing in the case of each of the Municipalities of New South Wales:

(1) The amount of present debt.
(2) How the debt has been created.
(3) The amount the Municipality is entitled to borrow.
(4) The total levy for rates and the various items which form that total."

The motion was seconded by Mr. Davies, and passed.

The Committee further considered the proposed Sewerage Works for Parramatta.

George Henry Stayton, Esq., M. Inst. C.E., and Thomas Michael Williamson, Esq., Mayor of Rydalmere, were sworn, and examined.

Mr. Suttor gave notice that he would move at the next meeting of the Committee,—"That the Chairman in his discretion be requested to arrange with Mr. G. H. Stayton, M.I.C.E., to furnish a report to this Committee on the proposed Sewerage Works for Parramatta."

The Committee adjourned at 20 minutes to 5, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 6 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Suttor moved,—"That the Chairman in his discretion be requested to arrange with Mr. G. H. Stayton, M.I.C.E., to furnish a report to this Committee on the proposed Sewerage Works for Parramatta."

The motion was seconded by Mr. Neild, and passed.

The Committee further considered the proposed Sewerage Works for Parramatta.

Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government; Henry M. De Montemas, Esq., Civil Engineer; and Sydney Maxted, Esq., Director of Government Asylums, were sworn, and examined.

The Committee further considered the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Thomas Magney, Esq., J.P., Mayor of Woollahra, and Charles Augustus Vivian, Esq., Council Clerk, Borough of Woollahra, were sworn, and examined.

Mr. Neild gave notice that he would move at the next meeting of the Committee,—"That, in the opinion of this Committee, it is expedient that a reservoir of the capacity proposed (as referred to the Committee by the Legislative Assembly) should be erected of a design and in a position that will interfere as little as possible with the integrity of the Centennial Park."

The Committee adjourned at 15 minutes to 5, until 15 minutes past 2 o'clock p.m. on Thursday the following day.

THURSDAY, 7 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. C. J. Byrnes, Mayor of Parramatta, informing the Committee of resolutions passed at a meeting of the Parramatta Borough Council, adopting the proposed Sewerage Works for Parramatta, and expressing the opinion that when completed they should be placed under the control of the Council.

Letter from Mr. E. Forsyth, Town Clerk, Goulburn, forwarding the names of certain gentlemen appointed by the Borough Council of Goulburn to give evidence before the Committee in their inquiry respecting the proposed Lunatic Asylum at Kenmore, near Goulburn.

The correspondence was received.

The Committee further considered the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Frederick Harrison Quaife, Esq., M.D., was sworn, and examined.

Frederick Augustus Franklin, Esq., and Cecil West Darley, Esq., were sworn, and further examined.

The Committee then proceeded on a second visit of inspection to the site of the proposed Reservoir, and also to an alternative site suggested by Mr. F. A. Franklin.

TUESDAY, 12 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. F. Utz, with reference to his giving evidence at Glen Innes before the Sectional Committee on the proposed Railway from Grafton to Lismore.

The correspondence was received.

The

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Storm-water Sewers discharging into Johnstone's Bay.

The preamble and clauses were passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee proceeded to consider the proposed Lunatic Asylum at Kenmore, near Goulburn.

Edward Wise McKenny, Esq., Assistant Under Secretary, Colonial Secretary's Department, and Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government, were sworn, and examined.

The Committee deliberated upon the desirableness of visiting the site of the proposed Lunatic Asylum at Kenmore, and also the Rossiville Estate, near Goulburn, and it was decided that those members of the Committee not forming the Sectional Committee on the proposed Railway from Grafton to Lismore, and who could make it convenient to do so, should visit and inspect the two sites, and take evidence from any local witnesses desirous of being examined.

The Committee adjourned at 17 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 13 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Reservoir at Centennial Park, for Sydney Water Supply.

Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, and President of the Metropolitan Board of Water Supply and Sewerage; John Trevor Jones, Esq., Engineer for Water Supply, Metropolitan Board of Water Supply and Sewerage; and Joseph Barling, Esq., Under Secretary for Public Works, were sworn, and further examined.

Mr. Neild moved,—"That, in the opinion of this Committee, it is expedient that a reservoir of the capacity proposed (as referred to the Committee by the Legislative Assembly) should be erected of a design and in a position that will interfere as little as possible with the integrity of the Centennial Park."

Mr. Davies seconded the motion *pro forma*.

Dr. Garran moved,—"That the motion be amended by omitting all the words after the word 'capacity,' and inserting in their place the words 'and elevation proposed, as referred to the Committee by the Legislative Assembly, should be constructed, but they recommend that the site chosen should be more to the eastward, near the Ocean-street entrance to the Park.'"

The amendment was seconded by Mr. O'Sullivan, and passed; and the resolution as amended was then adopted.

The Committee adjourned at 12 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 14 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Water Supply for Wollongong.

Joseph Barling, Esq., Under Secretary for Public Works, and Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, and President of the Metropolitan Board of Water Supply and Sewerage, were sworn, and examined.

The Committee adjourned at 15 minutes past 4, until half-past 9 o'clock a.m. on Friday, the following day, at Goulburn.

FRIDAY, 15 *JULY*, 1892.

The Committee met at Goulburn at 9·30 a.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government, was sworn, and further examined.

The Committee, accompanied by Dr. Manning, then visited the Kenmore Estate, and afterwards the Rossiville Estate, spending several hours in examining the position and nature of the land, and in judging the suitableness or otherwise of each estate as a site for the proposed Lunatic Asylum.

At half-past 2 o'clock p.m. the Committee continued their inquiry in the Court-house, Goulburn.

Edward Howard, Esq., Mayor of Goulburn; Joseph James Roberts, Esq., Alderman, Borough of Goulburn; Edward Woodhart, Esq., Mechanical Engineer in charge of the Waterworks, Goulburn; Mr. Edward George Woodhall, Water Inspector to the Borough Council, Goulburn; Ebenezer Forsyth, Esq., Town Clerk, Goulburn; Solomon Meyer, Esq., J.P.; and Andrew Gibson Finlay, Esq., Auctioneer, Goulburn, were sworn, and examined.

Edward Howard, Esq., Mayor of Goulburn, was sworn, and further examined.

Mr. Patrick Confoy, hotelkeeper, Kenmore, and Mr. James Oliver, draper, Goulburn, were sworn, and examined.

The Committee adjourned at 7 minutes past 5, until 15 minutes past 7 o'clock a.m. on Saturday, the following day.

SATURDAY, 16 *JULY*, 1892.

The Committee met at 7·15 a.m. at the "Commercial Hotel," Goulburn.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee adjourned at 20 minutes past 7, until 15 minutes past 2 o'clock p.m. on Tuesday, 19th July, at Sydney.

TUESDAY, 19 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	Thomas Thomson Ewing, Esq.,
The Hon. James Hoskins,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.
The Hon. Andrew Garran, LL.D.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegrams from Mr. O'Sullivan, Chairman of the Sectional Committee on the proposed Railway from Grafton to Lismore, reporting the progress made by the Sectional Committee in their inquiry.

Letter from Mr. Clement Van de Velde, C.E., Consul for Belgium, offering to give evidence before the Committee in any inquiry respecting branch railways or tramways.

The correspondence was received.

The following accounts were passed for payment:—	£	s.	d.
Barker and Ebsworth—Hire of vehicles for use of Committee on a visit of inspection to Botany and Arncliffe, in connection with the proposed Sewerage Works for Parramatta	5	10	0
George Mortimer—Hire of vehicles for the use of the Committee on a visit of inspection to the site of the proposed Sewerage Works for Parramatta	2	10	0
Turner and Henderson—Special stationery	2	10	0

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Joseph Porter Power, Esq., Architect; George David Payne, Esq., Architect; and Joshua Percy Josephson, Esq., Supervising Engineer, Department of Harbours and Rivers, were sworn, and examined.

Frederic Norton Manning, Esq., M.D., Medical Adviser to the Government, was sworn, and further examined.

The Committee adjourned at 28 minutes past 4, until half-past 9 o'clock a.m. on Wednesday, the following day, at the Railway Station, Redfern.

WEDNESDAY, 20 *JULY*, 1892.

The Committee met at 9.30 a.m. at the Redfern Railway Station, and proceeded by train to Bulli and Wollongong, in pursuance of their inquiry respecting the proposed Water Supply for Wollongong and the Surrounding Districts.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
Thomas Thomson Ewing, Esq.,	William McCourt, Esq.,

Henry Dawson, Esq.

On arrival at Bulli the Committee visited and examined the proposed site for a service reservoir for the supply of water to Bulli and its surroundings.

At 2 o'clock p.m. the Committee met in the Court-house, Bulli. The

The Committee further considered the proposed Water Supply for Wollongong and the Surrounding Districts.

Mr. Henry Strange Fry, storekeeper, Bulli; Mr. Frederick William Wilson, newspaper proprietor, Bulli; Clifton Sturt, Esq., Government Medical Officer for the District of Bulli; Mr. Alexander Spence Artis, resident of Bulli; Mr. John Evans, Manager of the Bulli Colliery; Mr. William George Dickson, hotelkeeper, Bulli; and Mr. George Simpson Turnbull, storekeeper, Bulli, were sworn, and examined.

Mr. Henry Strange Fry, storekeeper, Bulli, was sworn, and further examined.

THURSDAY, 21 *JULY*, 1892.

The Committee met at 9 a.m. at Wollongong.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor, | William Chandos Wall, Esq.,
Thomas Thomson Ewing, Esq., | William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee, accompanied by Mr. J. P. Josephson, Supervising Engineer, Department of Harbours and Rivers, then proceeded on a visit of inspection to the localities of the proposed works for the Water Supply of Wollongong and the surrounding districts, and spent the whole of the day in making themselves, with the aid of plans and by a careful examination of the ground, further acquainted with the details of the proposed works.

The Committee met again at 7.30 p.m.

The Secretary read the following correspondence:—

Telegram from Mr. O'Sullivan, Chairman of the Sectional Committee on the proposed Railway from Grafton to Lismore, reporting the progress made by the Sectional Committee in their inquiry, and stating that a request having been made to them by residents of Grafton, to go to the southward of Grafton to take evidence respecting the North Coast Railway, in its relation to the proposed Railway from Grafton to Lismore, the Sectional Committee desired to know if they were empowered to accede to the request.

Telegram from Mr. George H. Stayton, M.Inst. C.E., in reply to a telegram from the Secretary, in relation to the report authorised by the Committee to be made by Mr. Stayton on the proposed Sewerage Works for Parramatta, stating that he could arrange for levels, sections, and trial holes—information required by him for his report—for ten guineas.

The correspondence was received.

Mr. McCourt moved,—"That the Chairman of the Sectional Committee on the Grafton to Lismore Railway be informed that, in the opinion of the Committee, there is no warrant for their going further south than Grafton, for the purposes of the inquiry they have in hand."

The motion was seconded by Mr. Wall, and passed.

Mr. Dawson moved,—"That Mr. Stayton's offer, as represented in the telegram received from him, be accepted."

The motion was seconded by Mr. Ewing, and passed.

The Committee adjourned at 40 minutes past 7 p.m., until 10 o'clock a.m. on Friday, the following day.

FRIDAY, 22 *JULY*, 1892.

The Committee met at 10 a.m. in the Court-house, Wollongong.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor, | William Chandos Wall, Esq.,
Thomas Thomson Ewing, Esq., | William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Water Supply for Wollongong and the Surrounding Districts.

Mr. John Archibald Beatson, Mayor of Wollongong; Mr. John Payne, Mayor of North Illawarra; Mr. Edward Armstrong, Auctioneer, Wollongong; Mr. Henry Osborne MacCabe, Manager of the Mount Keira Coal-mining Company; Mr. Phillip Mackel, Post and Telegraph Master, Wollongong; Mr. George Cochrane, Alderman of the Borough of Wollongong; Mr. Patrick Lahiff, Manager of the Mount Pleasant Coal-mining Company; Mr. Andrew Thompson, Pilot and Harbour Master, Wollongong; Mr. William Wiseman, Alderman of Wollongong; Mr. Archibald Campbell, M.P.; Mr. Robert Baxter, hotelkeeper, Wollongong; Mr. Henry Stumbles, Council Clerk, Wollongong; Mr. John Henry, storekeeper, Wollongong; Mr. Archibald McLachlan, miner, Wollongong; Mr. William Davis, ironfounder, Wollongong; and Mr. Charles Frederick Smith, Auctioneer, Wollongong, were sworn, and examined.

The Committee adjourned at 2 minutes past 5, until half-past 8 o'clock a.m. on Saturday, the following day.

SATURDAY, 23 *JULY*, 1892.

The Committee met at 8·30 a.m., at the "Queen's Hotel," Wollongong.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor, | William Chandos Wall, Esq.,
Thomas Thomson Ewing, Esq., | William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee adjourned at 40 minutes past 8, until 15 minutes past 2 o'clock p.m. on Tuesday, 26th July, at Sydney.

TUESDAY,

TUESDAY, 26 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	Thomas Thomson Ewing, Esq.,
The Hon. James Hoskins,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.
The Hon. Andrew Garran, LL.D.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegrams from Mr. O'Sullivan, Chairman of the Sectional Committee on the proposed Railway from Grafton to Lismore, reporting the progress made by the Sectional Committee in their inquiry.

Letter from Mr. Charles Edwards, Mount Keira, Wollongong, with reference to the proposed Water Supply for Wollongong and the Surrounding Districts.

Letter from Mr. G. H. Stayton, and minute thereon by the Under Secretary for Public Works, with reference to the proposed Sewerage Works for Parramatta.

Letter from Mr. F. A. Franklin, with reference to evidence given before the Committee on the 14th instant, in relation to the proposed Reservoir at Centennial Park, for Sydney Water Supply.

The correspondence was received.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Walter Liberty Vernon, Esq., Government Architect; Robert R. P. Hickson. Esq., Commissioner and Engineer-in-Chief for Roads and Bridges, and Sewers; and William M. Hamlet, Esq., F.C.S., Government Analyst, were sworn and examined.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, was sworn, and further examined.

Joseph Barling, Esq , Under Secretary for Public Works, was sworn, and examined.

The Committee proceeded to consider the proposed Sewerage Works at Cottage Creek.

Joseph Barling, Esq., Under Secretary for Public Works, was sworn, and examined.

The Committee adjourned at 20 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 27 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	Thomas Thomson Ewing, Esq.,
The Hon. James Hoskins,	William Chandos Wall, Esq.,
The Hon. Frederick Thomas Humphery,	William McCourt, Esq.,
The Hon. Andrew Garran, LL.D.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from the Acting Secretary of the Board of Water Supply and Sewerage, Newcastle, with reference to the proposed Sewerage Works at Cottage Creek.

Letter from Mr. W. D. Drummond, Berrigan, with reference to the proposed Railway from Jerilderie to Deniliquin.

Letter from Messrs. Talbot and Ellis respecting a design for lighters to be used for the conveyance of nightsoil and sewage to sea.

The correspondence was received.

The Committee further considered the proposed Sewerage Works at Cottage Creek.

Joseph Barling, Esq., Under Secretary for Public Works, was sworn, and further examined.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, and C. H. Ohlfsen-Baggé, Esq., Principal Assistant Engineer, Sewerage Branch, Department of Roads and Bridges, were sworn, and examined.

The Committee adjourned at 28 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 28 *JULY*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	The Hon. John Davies, C.M.G.,
The Hon. James Hoskins,	Thomas Thomson Ewing, Esq.,
The Hon. Frederick Thomas Humphery,	William Chandos Wall, Esq.,
The Hon. Andrew Garran, LL.D.,	William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from the Acting Secretary of the Board of Water Supply and Sewerage, Newcastle, with reference to the proposed Sewerage Works at Cottage Creek.

Telegrams from Mr. O'Sullivan, Chairman of the Sectional Committee on the proposed Railway from Grafton to Lismore, reporting the progress of the Sectional Committee in their inquiry.

Letter from Mr. E. Howard, Goulburn, asking for a proof report of the evidence given at Goulburn with reference to the proposed Lunatic Asylum at Kenmore, near Goulburn.

Letter from Mr. Henry Strange Fry, Bulli, forwarding for the information of the Committee a copy of resolutions passed at a meeting of the inhabitants of Bulli and Woonona, with reference to the proposed Water Supply for Wollongong and the Surrounding Districts.

The correspondence was received.

The Committee proceeded to consider the proposed Second Pipe-line from Walka to Buttai, for the Hunter River District Water Supply.

Joseph Barling, Esq., Under Secretary for Public Works, and Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 9 o'clock a.m. on Friday, the following day, at Newcastle.

FRIDAY, 29 *JULY*, 1892.

The Committee met at 9 a.m. at Newcastle.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	Thomas Thomson Ewing, Esq.,
The Hon. Frederick Thomas Humphery,	William Chandos Wall, Esq,
The Hon. John Davies, C.M.G.,	William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee, in pursuance of their inquiry with reference to the proposed Sewerage Works at Cottage Creek, accompanied by Mr. Robert R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, and the President and members of the Hunter River District Board of Water Supply and Sewerage, then proceeded on a visit of inspection to Cottage Creek and the localities draining into the creek.

At 11·30 a.m. the Committee met in the Court-house, Newcastle.

The Committee further considered the proposed Sewerage Works at Cottage Creek.

The Hon. Alexander Brown, M.L.C., President of the Hunter River District Board of Water Supply and Sewerage; Mr. John Rodgers, Mayor of Newcastle; Mr. David Andrew Shedden, junior, Mayor of Wickham; Mr. Joseph Bowtell, Mayor of Merewether; Mr. Thomas Smith, Alderman of Newcastle; Mr. Archibald Gardiner, mining engineer, and member of the Hunter River District Board of Water Supply and Sewerage; Mr John Gilbert, Alderman, of Wickham; Mr. Joseph Henry Collier, ex-Alderman, Hamilton; Mr. Alfred Sharp, architect; and Mr. David A. Rogers, resident of Wickham, were sworn, and examined.

The Committee further considered the proposed Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.

The Hon. Alexander Brown, M.L.C., President of the Hunter River District Board of Water Supply and Sewerage, was sworn, and examined.

The Committee adjourned at 20 minutes to 5 o'clock, until 9 o'clock a.m. on Saturday, the following day, at Maitland.

SATURDAY, 30 *JULY*, 1892.

The Committee met at 9 a.m. at Maitland.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	Thomas Thomson Ewing, Esq.,
The Hon. Frederick Thomas Humphery,	William Chandos Wall, Esq.,
The Hon. John Davies, C.M.G.,	William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Chairman laid before the Committee the following correspondence:—

Telegram to the Chairman at Newcastle, from the Honorable John See, Colonial Treasurer, Sydney—"Consider Sectional Committee now up on Richmond should visit Orara and Don Dorrigo country in furtherance of North Coast Railway inquiry, with which the Lismore-Grafton portion is closely identified, and almost inseparable. The Committee themselves consider this visit should be made. Will you kindly give your consent. Mr. Lyne, the Minister for Works, concurs. Please reply to me, and also to O'Sullivan, at Coraki, Richmond River."

Telegram from the Chairman to the Honorable John See, Colonial Treasurer—"Public Works Committee do not consider the resolution of the Assembly referring the Grafton-Lismore Railway to them warrants inspection and inquiry south of Grafton. Sectional Committee instructed accordingly last week."

The correspondence was received.

The Committee then proceeded on a visit of inspection to the pumping-station at Walka, and thence along the route of the proposed Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.

At 12·30 p.m. the Committee met in the Court-house, West Maitland.

The Committee further considered the proposed Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.

Henry Deane Walsh, Esq., Supervising Engineer, Department of Harbours and Rivers, was sworn, and examined.

The Committee adjourned at 8 minutes past 1, until 15 minutes past 2 o'clock p m. on Tuesday, 2nd August, at Sydney.

TUESDAY,

TUESDAY, 2 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	The Hon. John Davies, C.M.G.,
The Hon. James Hoskins,	Thomas Thomson Ewing, Esq.,
The Hon. Frederick Thomas Humphery,	William Chandos Wall, Esq.,
The Hon. Andrew Garran, LL.D.,	William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Extract from a letter from the Honorable John See, to the Minister for Public Works, dated 12th July, 1892, with accompanying papers, on the question of snagging the Edward River, and clearing the flats, with reference to the proposed Railway from Jerilderie to Deniliquin, forwarded to the Committee for their information by the Under Secretary for Public Works.

Letter from Mr. F. A. Wright, M.P., enclosing a letter from Mr. A. A. Venèss, Honorary Secretary, Glen Innes Railway League, asking that before finally reporting to Parliament on the proposed Railway from Glen Innes to Inverell, the Committee should visit the districts of Glen Innes and Inverell to investigate the rival routes, and take further evidence.

Telegrams from Mr. O'Sullivan, Chairman of the Sectional Committee on the proposed Railway from Grafton to Lismore, respecting the progress made by the Sectional Committee in their inquiry.

The correspondence was received.

The Committee further considered the proposed Sewerage Works at Cottage Creek.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewers, was sworn, and further examined.

The Committee further considered the proposed Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.

Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, was sworn, and further examined.

Mr. Wall moved,—"That, in the opinion of this Committee, it is expedient the proposed Sewerage Works at Cottage Creek, as referred to the Committee by the Legislative Assembly, be carried out."

Mr. Humphery seconded the motion.

Mr. Dawson moved,—"That the motion be amended by the omission of the word 'as' and the addition of the following words, 'by means of an open sewer at an estimated cost of £13,000.'"

The amendment was seconded by Mr. Ewing.

The omission of the word "as" was agreed to.

On the question,—"That the words proposed to be added be so added,"—the Committee divided, with the following result:—

Ayes, 8.	Noes, 1.
Mr. Garrard,	Mr. Davies.
Mr. Hoskins,	
Mr. Humphery,	
Dr. Garran,	
Mr. Ewing,	
Mr. Wall,	
Mr. McCourt,	
Mr. Dawson.	

The amendment was therefore passed, and the motion, as amended, was then agreed to.

Mr. Davies moved,—"That, in the opinion of this Committee, it is expedient the proposed Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply, as referred to the Committee by the Legislative Assembly, be carried out."

The motion was seconded by Mr. Dawson, and passed.

The Committee adjourned at 4 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 3 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	The Hon. John Davies, C.M.G.,
The Hon. James Hoskins,	Thomas Thomson Ewing, Esq.,
The Hon. Frederick Thomas Humphery,	William Chandos Wall, Esq.,
The Hon. Andrew Garran, LL.D.,	William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from Mr. O'Sullivan, Chairman of the Sectional Committee on the proposed Railway from Grafton to Lismore, reporting the progress made by the Sectional Committee in their inquiry.

The correspondence was received.

The Committee further considered the proposed Railway from Jerilderie to Deniliquin.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, was sworn, and further examined.

John Ednie Brown, Esq., Director-General of Forests, was sworn, and examined.

The Committee adjourned at 20 minutes past 4, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 4 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	The Hon. John Davies, C.M.G.,
The Hon. James Hoskins,	Thomas Thomson Ewing, Esq.,
The Hon. Frederick Thomas Humphery,	William Chandos Wall, Esq.,
The Hon. Andrew Garran, LL.D.,	William McCourt, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. P. Josephson, Supervising Engineer, Department of Harbours and Rivers, to the Engineer-in-Chief for Harbours and Rivers, with reference to a modification of the proposed Water Supply for Wollongong and the Surrounding Districts, forwarded to the Committee for their information.

Letter from Mr. James McIlveen, Honorary Secretary, Inverell Railway League, with reference to the proposed Railway from Glen Innes to Inverell.

Letter from Mr. T. G. Watson, Parliament House, Melbourne, forwarding copies of the Railway Lands Acquisition Bill, now before the Legislative Assembly of Victoria.

The correspondence was received.

The Committee further considered the proposed Railway from Jerilderie to Deniliquin.

Stanley Alexander, Esq., Examiner of Public Works Proposals, was sworn, and further examined.

Mr. McCourt gave notice that he would move at the next meeting of the Committee,—"That the Committee do not consider it expedient to recommend the construction of the Railway from Jerilderie to Deniliquin, as referred to the Committee by the Legislative Assembly, because the Committee are of opinion a line to the farming centre at Berrigan would better serve the public interest."

The Committee adjourned at 20 minutes past 4, until 15 minutes past 2 o'clock p.m. on Tuesday, 9th August.

TUESDAY, 9 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. W. A. B. Greaves, expressing a desire to give evidence before the Committee with reference to the proposed Railway from Grafton to Lismore.

Letter from Mr. Hugh McLachlan, Secretary to the Railway Commissioners, stating the quantity of wool carried on the New South Railways from Jerilderie during the year ending 30th June, 1892.

Letter from Messrs. Cook and Donald, M's.P., with reference to the proposed Water Supply for Lithgow.

Letter from Mr. J. A. Beatson, Mayor of Wollongong, asking that Mr. William Wiley be examined as a witness before the Committee, respecting the proposed Water Supply for Wollongong and the Surrounding Districts.

The correspondence was received.

The Committee proceeded to considered their Report to the Legislative Assembly on the proposed Reservoir at Centennial Park, for Sydney Water Supply.

The preamble was passed.

Clause 1.—Description of the proposed Reservoir.

Mr. Neild moved,—"That the clause be amended by the omission after the word 'lawns' of the following words, 'by either the residents of the houses erected on the park should portions of the park be sold for that purpose or.'"

The amendment was negatived on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 7.	Noes, 6.
Mr. Garrard,	Mr. Suttor,
Mr. Hoskins,	Mr. Ewing,
Mr. Humphery,	Mr. Wall,
Dr. Garran,	Mr. McCourt,
Mr. Davies,	Mr. Neild,
Mr. O'Sullivan,	Mr. Dawson.
Mr. Collins,	

The clause was then passed.

Clauses 2 and 3 were passed.

Clause 4—The evidence regarding the proposed Reservoir.

Mr. Humphery moved,—"That the clause be amended by the omission of the word 'the,' and the insertion in its place of the words 'a suggested' before the word 'subdivision,' in the seventeenth line."

On

On the question—"That the word proposed to be omitted stand part of the clause,"—the Committee divided, with the following result:—

Ayes, 2.	Noes, 9.
Mr. Davies,	Mr. Garrard,
Mr. Collins.	Mr. Suttor,
	Mr. Hoskins,
	Mr. Humphery,
	Dr. Garran,
	Mr. Wall,
	Mr. McCourt,
	Mr. Neild,
	Mr. O'Sullivan.

On the question,—"That the words proposed to be inserted be so inserted,"—the Committee divided:—

Ayes, 9.	Noes, 2.
Mr. Garrard.	Mr. Davies,
Mr. Suttor,	Mr. Collins.
Mr. Hoskins,	
Mr. Humphery,	
Dr. Garran,	
Mr. Wall,	
Mr. McCourt,	
Mr. Neild,	
Mr. O'Sullivan.	

The amendment was therefore passed, and the clause, as amended, was agreed to.

The remaining clauses of the Report were passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Sewerage Works at Cottage Creek.

The preamble and the clauses of the Report were passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee further considered the proposed Water Supply for Wollongong and the surrounding districts.

Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, and President of the Metropolitan Board of Water Supply and Sewerage, was sworn, and further examined.

The Committee adjourned at 37 minutes past 4, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 10 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Andrew Garran, LL.D.,	John Cash Neild, Esq.,
The Hon. John Davies, C.M.G.,	Edward William O'Sullivan, Esq.,
Thomas Thomson Ewing, Esq.,	Charles Collins, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Thomas Fisher, expressing a desire to be examined before the Committee respecting proposed Railway from Grafton to Lismore.

The correspondence was received.

The Committee proceeded to consider the proposed Railway from Eden to Bega.

Joseph Barling, Esq., Under Secretary for Public Works; Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works; and James Banford Thompson, Esq., Land Valuer, Department of Public Works, were sworn, and examined.

Mr. Suttor, for Mr. Davies, gave notice that he would move at the next meeting of the Committee,—"That Mr. Garrard, Mr. Humphery, Mr. Ewing, and Mr. McCourt be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Eden to Bega."

Mr. Neild, for Mr. O'Sullivan, Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Grafton to Lismore, brought up the Report of the Sectional Committee, and moved that it be received and printed with the minutes of evidence taken before the Sectional Committee.

The motion was seconded by Mr. Collins, and passed.

The Committee adjourned at 5 minutes to 5, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 11 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Eden to Bega.

Angel Cooper Turner, Esq., Manager, Illawarra Steam Navigation Company; Hugh McLachlan, Esq., Secretary to the Railway Commissioners; Alexander Crawford, Esq., Railway Superintendent, Goulburn, Department of Railways; and Charles James Saunders, Esq., Chief Draftsman, Department of Lands, were sworn, and examined.

Mr. Davies' notice of motion for the appointment of a Sectional Committee with reference to the proposed Railway from Eden to Bega, having, with consent, been amended by the substitution of the name of Mr. Suttor for that of Mr. Humphery,—

Mr. Neild, for Mr. Davies, moved,—"That Mr. Garrard, Mr. Suttor, Mr. Ewing, and Mr. McCourt be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Eden to Bega."

The motion was seconded by Mr. Humphery, and passed.

The following accounts were passed for payment:—

	£	s.	d.
Charles Lyne, Secretary to the Committee—Travelling expenses accompanying the Committee to Goulburn, Bulli, Wollongong, Newcastle, and Maitland	12	0	0
Arthur Blenkin, shorthand writer—Travelling expenses accompanying the Committee to Goulburn, Bulli, Wollongong, Newcastle, and Maitland ...	8	0	0

The Committee adjourned at 37 minutes past 4, until 15 minutes past 2 o'clock p.m. on Tuesday, 16th August.

TUESDAY, 16 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. McCourt moved,—"That the Committee do not consider it expedient to recommend the construction of the Railway from Jerilderie to Deniliquin, as referred to the Committee by the Legislative Assembly, because the Committee are of opinion a line to the farming centre at Berrigan would better serve the public interest."

Mr. Ewing seconded the motion.

Mr. O'Sullivan moved,—"That the motion be amended by omitting all the words after the word 'Committee' in the first line, and inserting in their place the following words: 'consider it expedient that the Railway from Jerilderie to Deniliquin, as referred to the Committee by the Legislative Assembly, should be carried out, provided that the work can be constructed for £2,000 per mile, and the betterment principle be applied to all private lands served by the proposed railway.'"

The amendment was seconded by Mr. Dawson, and negatived on the following division, upon the question—"That the words proposed to be inserted be so inserted":—

Ayes, 5.	Noes, 8.
Mr. Suttor,	Mr. Garrard,
Mr. Wall,	Mr. Hoskins,
Mr. O'Sullivan,	Mr. Humphery,
Mr. Collins,	Dr. Garran,
Mr. Dawson.	Mr. Davies,
	Mr. Ewing,
	Mr. McCourt,
	Mr. Neild.

Mr. Davies moved,—"That the motion be amended by the omission of all the words after the word 'Assembly.'"

The amendment was passed.

Mr. Humphery moved,—"That the motion be further amended by the addition of the following words: 'but are of opinion that its consideration should be postponed until it shall be determined by Parliament that, as a matter of public policy, the private railway between Deniliquin and Moama should be purchased in terms of the Deniliquin to Moama Railway Act.'"

The

The amendment was passed, on the following division upon the question,—"That the words proposed to be added be so added":—

Ayes, 9.	Noes, 4.
Mr. Garrard,	Mr. Hoskins,
Mr. Suttor,	Dr. Garran,
Mr. Humphrey,	Mr. Davies,
Mr. Ewing,	Mr. McCourt.
Mr. Wall,	
Mr. Neild,	
Mr. O'Sullivan,	
Mr. Collins,	
Mr. Dawson.	

The resolution, as amended, was passed on the following division :—

Ayes, 10.	Noes, 3.
Mr. Garrard,	Mr. Hoskins,
Mr. Suttor,	Mr. Davies,
Mr. Humphery,	Mr. McCourt.
Dr. Garran,	
Mr. Ewing,	
Mr. Wall,	
Mr. Neild,	
Mr. O'Sullivan,	
Mr. Collins,	
Mr. Dawson.	

The Committee further considered the proposed Water Supply for Wollongong and the Surrounding Districts.

Joshua Percy Josephson, Esq., Supervising Engineer, Department of Harbours and Rivers, was sworn, and examined.

Mr. Ewing gave notice that he would move at the next meeting of the Committee,—"That, in the opinion of this Committee, it is not expedient to carry out the whole of the works for the supply of water for Wollongong and the Surrounding Districts, as referred to the Committee by the Legislative Assembly, as they are of opinion that the Surrounding Districts do not at present require such Water Supply, and that a modification of the scheme (at a cost not exceeding £30,000) would be sufficient for Wollongong alone."

The Committee adjourned at 25 minutes to 6, until 15 minutes past 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 17 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

Joseph Barling, Esq., Under Secretary for Public Works, was sworn, and further examined.

The Committee further considered the proposed Water Supply for Wollongong and the Surrounding Districts.

Frederick Augustus Franklin, Esq., M. Inst. C.E., was sworn, and examined.

The Committee further considered the proposed Sewerage Works for Parramatta.

George Henry Stayton, Esq., M. Inst. C.E., was sworn, and further examined.

Mr. Ewing, having with the consent of the Committee amended his notice of motion, moved,—"That, in the opinion of this Committee, it is not expedient to carry out the whole of the works for the supply of water for Wollongong and the Surrounding Districts, as referred to the Committee by the Legislative Assembly, as the people of the Surrounding Districts do not at present desire such Water Supply; the Committee therefore recommend a modification of the scheme (at a cost not exceeding £30,000) which would be sufficient for Wollongong alone."

The motion was seconded by Mr. McCourt, and passed.

Mr. Neild gave notice that he would move at the next meeting of the Committee,—"That for the remainder of the present month the Committee do meet upon Mondays at the usual hour."

Mr. O'Sullivan gave notice that he would move at the next meeting of the Committee,—"That, in the opinion of the Committee, it is expedient the proposed Lunatic Asylum at Kenmore, near Goulburn, as referred to the Committee by the Legislative Assembly, be carried out."

The Committee adjourned at 7 minutes past 5, until 15 minutes past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 18 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
The Hon. James Hoskins,	William McCourt, Esq.,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
Thomas Thomson Ewing, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed. The

The Secretary read the following correspondence:—

Letter from Mr. Joseph P. Power, of Sulman and Power, architects, with reference to the drainage question at Rossiville in relation to the proposed Lunatic Asylum at Kenmore, near Goulburn.

The correspondence was received.

The Committee further considered the proposed Lunatic Asylum at Kenmore, near Goulburn.

William M. Hamlet, Esq., Government Analyst, was sworn, and further examined.

Mr. Neild's notice of motion,—"That for the remainder of the present month the Committee do meet upon Mondays at the usual hour"—was withdrawn.

Mr. Neild moved,—"That the Committee, at its rising this day, do adjourn until Wednesday next."

The motion was seconded by Mr. Wall, and passed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Jerilderie to Deniliquin.

The preamble and clauses 1 to 7 were passed.

Clause 8,—Berrigan as the terminal point of the railway.

Dr. Garran moved,—"That the words 'the only' before the word 'part,' in the sixth line, be omitted with a view to insert 'a.'"

The amendment for the omission of the words, "the only," was passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause":—

Ayes, 5.	Noes, 8.
Mr. Garrard,	Mr. Hoskins,
Mr. Suttor,	Mr. Humphery,
Mr. Davies,	Dr. Garran,
Mr. McCourt,	Mr. Ewing,
Mr. Neild.	Mr. Wall,
	Mr. O'Sullivan,
	Mr. Collins,
	Mr. Dawson.

The word "a" was then inserted, and the clause, as amended, was passed.

Clause 9—The proposed Railway and the question of national policy.

Mr. Dawson moved,—"That the clause be amended by the omission of the word 'would' in the sixth line."

The amendment was negatived on the following division, upon the question,—"That the word proposed to be omitted stand part of the clause":—

Ayes, 9.	Noes, 4.
Mr. Garrard,	Mr. Ewing,
Mr. Suttor,	Mr. Wall,
Mr. Hoskins,	Mr. McCourt,
Mr. Humphery,	Mr. Dawson.
Dr. Garran,	
Mr. Davies,	
Mr. Neild,	
Mr. O'Sullivan,	
Mr. Collins.	

Mr. Wall moved,—"That the clause be amended by the omission of the following words: 'Something more profitable to the Colony should be looked for than increasing the traffic on the private line from Deniliquin to Moama, and the Victorian railways to Melbourne, or by the steamers on the Murray River.'"

The amendment was passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause":—

Ayes, 5.	Noes, 8.
Mr. Garrard,	Mr. Suttor,
Mr. Hoskins,	Mr. Humphery,
Mr. Davies,	Dr. Garran,
Mr. Ewing,	Mr. Wall,
Mr. McCourt.	Mr. Neild,
	Mr. O'Sullivan,
	Mr. Collins,
	Mr. Dawson.

Mr. Ewing moved,—"That the clause be further amended by the omission of the words 'nearly half a million' before the words 'of money,' and the insertion in their place of the words 'a large sum.'"

The amendment was passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause":—

Ayes, 4.	Noes, 9.
Mr. Garrard,	Mr. Suttor,
Mr. Davies,	Mr. Hoskins,
Mr. McCourt,	Mr. Humphery,
Mr. Collins.	Dr. Garran,
	Mr. Ewing,
	Mr. Wall,
	Mr. Neild,
	Mr. O'Sullivan,
	Mr. Dawson.

The clause was further amended without division, and then passed.

The remaining clauses of the Report were agreed to, the Report as amended was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

Mr. O'Sullivan moved,—"That, in the opinion of the Committee, it is expedient the proposed Lunatic Asylum at Kenmore, near Goulburn, as referred to the Committee by the Legislative Assembly, be carried out."

Mr. Wall seconded the motion.

Mr. Suttor moved,—"That the motion be amended by the omission of the word 'Kenmore' and the insertion, in its place, of the word 'Rossiville.'"

Mr. Neild seconded the amendment.

The amendment was negatived without division, and the motion was passed.

The following account was passed for payment:—

Edward Downey—Shorthand writer accompanying the Sectional Committee on the proposed Railway from Grafton to Lismore £41 9 6

Mr. McCourt gave notice that he would move at the next meeting of the Committee,—

(1.) "That, in the opinion of this Committee, the betterment principle should be applied to all lands benefited by the construction of future railways."

(2.) "That such resolution be forwarded to the Minister for Works."

The Committee adjourned at 8 minutes past 5, until 15 minutes past 2 o'clock p.m. on Wednesday, 24th August.

WEDNESDAY, 24 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

The Hon. Andrew Garran, LL.D., Temporary Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
William Chandos Wall, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read and confirmed.

The Secretary read the following correspondence:—

Telegrams from Mr. Garrard, Chairman of the Sectional Committee on the proposed Railway from Eden to Bega, reporting the progress made by the Sectional Committee in their inquiry.

Telegram from Mr. W. H. Braine, Editor, *Bega Gazette*, with reference to the visit of the Sectional Committee to the Bega district.

The correspondence was received.

Mr. O'Sullivan moved,—"That the Committee, at its rising this day, do adjourn until the usual hour on Friday next."

The motion was seconded by Mr. Hoskins, and passed.

The Committee proceeded to consider their report to the Legislative Assembly on the proposed Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Water Supply for Wollongong and the Surrounding Districts.

The preamble and clauses 1 to 8 were passed.

Clause 9.

Mr. Humphery moved,—"That the following stand as clause 9 of the report: 'As to the proposed mode of administration of the scheme, the Committee submit that it is not desirable that a Board similar to the Hunter River Water Supply and Sewerage Board should be appointed in this case, as the cost of administration would be excessive, and become a heavy burden on the ratepayers.'"

The motion was seconded by Mr. Collins.

Mr. Davies moved,—"That the motion be amended by adding to the proposed clause the following words: 'And are of opinion that the control of the scheme should be placed under the Metropolitan Water and Sewerage Board.'"

The amendment was seconded by Mr. Hoskins, and negatived on the following division, upon the question,—"That the words proposed to be added be so added."

Ayes, 3.	Noes, 6.
Mr. Hoskins,	Dr. Garran,
Mr. Davies,	Mr. Humphery,
Mr. O'Sullivan.	Mr. Wall,
	Mr. Neild,
	Mr. Collins,
	Mr. Dawson.

The motion was then passed.

The remaining clause of the Report was passed, the Report as amended was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Lunatic Asylum at Kenmore, near Goulburn.

The preamble and clauses 1 to 6 were passed.

Clause 7.—The Rossiville site.

Mr. Dawson moved,—"That the following words after the words 'building sites,' in the fifth line, be omitted, 'and at the same time all the necessary facilities of soil and position for garden or farm.'"

The amendment was seconded by Mr. Collins, and passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 1.	Noes, 7.
Mr. Davies.	Dr. Garran,
	Mr. Hoskins,
	Mr. Humphery,
	Mr. Wall,
	Mr. O'Sullivan,
	Mr. Collins,
	Mr. Dawson.

The remaining clauses of the Report were passed, the Report as amended was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned, at 23 minutes past 4, until 15 minutes past 2 o'clock p.m. on Friday, 26th August.

FRIDAY,

FRIDAY, 26 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

The Hon. Andrew Garran, LL.D., Temporary Chairman.

The Hon. James Hoskins,	John Cash Neild, Esq.,
The Hon. Frederick Thomas Humphery,	Edward William O'Sullivan, Esq ,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,
William Chandos Wall, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from Mr. Garrard, Chairman of the Sectional Committee on the proposed Railway from Eden to Bega, reporting the progress made by the Sectional Committee in their inquiry.

The Committee proceeded to consider their General Report to His Excellency the Governor.

The preamble was passed.

Clause 1—Appointment and sittings of the Committee—was postponed.

Clauses 2 to 6 were passed.

Clause 7—Works respecting which the inquiries are proceeding—was postponed.

Clause 8—Works not yet inquired into—was passed.

Clause 9—Incidents in the inquiries.

Mr. Humphery moved,—"That the clause be amended by omitting, after the words 'recommendation will,' the following words, 'reduce the eyesore, which the reservoir might prove to be, to a minimum, interefere less with any plan for residences in that part of the park, and.'"

The amendment was seconded by Mr. Neild, and passed on the following division, upon the question,—"That the words proposed to be omitted stand part of the clause."

Ayes, 4.	Noes, 5.
Mr. Hoskins,	Dr. Garran,
Mr. Davies,	Mr. Humphery,
Mr. Collins,	Mr. Wall,
Mr. Dawson.	Mr. Neild,
	Mr. O'Sullivan.

Mr. Humphery moved,—"That the clause be further amended by omitting, after the words 'Minister for Works,' the words 'was undecided,' and inserting in their place the words 'has arrived at no decision.'"

Mr. O'Sullivan seconded the amendment.

The words "was undecided" were omitted on the following division, upon the question,—"That the words proposed to be omitted stand part of the question."

Ayes, 2.	Noes, 7.
Mr. Davies,	Dr. Garran,
Mr. Collins.	Mr. Hoskins,
	Mr. Humphery,
	Mr. Wall,
	Mr. Neild,
	Mr. O'Sullivan,
	Mr. Dawson.

The words proposed to be inserted were then inserted.

The clause, as amended, was postponed.

Clause 10—The betterment principle in railway construction—was postponed.

Clause 11—Record of the Committee's inquiries—was passed.

Mr. McCourt's notice of motion, with reference to the betterment principle applied to the construction of railways, was postponed until Monday, 29th August.

The Committee adjourned at 5 minutes past 4, until 15 minutes past 2 o'clock p.m. on Monday, 29th August.

MONDAY, 29 *AUGUST*, 1892.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Jacob Garrard, Esq., Chairman.

The Hon. James Hoskins,	William Chandos Wall, Esq ,
The Hon. Frederick Thomas Humphery,	John Cash Neild, Esq.,
The Hon. Andrew Garran, LL.D.,	Edward William O'Sullivan, Esq.,
The Hon. John Davies, C.M.G.,	Charles Collins, Esq.,

Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from Mr. W. H. Suttor, Vice-Chairman, and a member of the Sectional Committee on the Eden to Bega Railway, reporting that he and other members of the Sectional Committee were leaving Eden for Sydney on Sunday, 28th August.

The correspondence was received.

The Committee further considered their General Report to His Excellency the Governor.

Clause 1, postponed clause—Appointment and sittings of the Committee—was passed.

Clause 7, postponed clause—Works respecting which the inquiries are proceeding—was passed.

Clause 9, postponed clause—Incidents in the inquiries—was passed.

Clause 10, postponed clause—The betterment principle in railway construction.

Dr. Garran moved,—"That the clause be amended by the insertion after the words 'more equitably and' of the words 'more extensively.'

the

The amendment was negatived on the following division upon the question,—"That the words proposed to be inserted be so inserted":—

Ayes, 2.	Noes, 7.
Dr. Garran,	Mr. Garrard,
Mr. Neild.	Mr. Hoskins,
	Mr. Humphery,
	Mr. Davies,
	Mr. Wall,
	Mr. O'Sullivan,
	Mr. Collins.

Mr. Wall moved,—"That the clause be further amended by the omission of the word 'The' at the commencement of the sentence after the word 'applied.'

The amendment was negatived on the following division upon the question, "That the words proposed to be omitted stand part of the clause."

Ayes, 6.	Noes, 2.
Mr. Garrard,	Mr. Wall,
Mr. Hoskins,	Mr. Neild.
Dr. Garran,	
Mr. Davies,	
Mr. O'Sullivan,	
Mr. Collins.	

The clause was then amended without division, and passed.

The return showing a "Record of inquiries," and attached to the report, was passed.

The report as amended was adopted, and the Chairman was authorised to sign it for presentation to His Excellency the Governor.

Mr. Davies moved,—"That for the future, unless otherwise ordered, the Committee meet at 2 o'clock p.m., and that at their rising this day do adjourn until Wednesday, 31st August."

The motion was seconded by Mr. Neild, and passed.

The Committee adjourned at 15 minutes past 4, until 2 o'clock p.m., on Wednesday, 31st August.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Jerilderie to Deniliquin.

MINUTES OF PROCEEDINGS.

THE Sectional Committee appointed on Thursday, 2nd June, 1892, "to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Deniliquin," met in the Tender Board Room, Department of Public Works, at 4·35 p.m. on

THURSDAY, 2 *JUNE*, 1892.

MEMBERS PRESENT:—

The Hon. William Henry Suttor,	William Chandos Wall, Esq.,
Thomas Thomson Ewing, Esq.,	William McCourt, Esq.,

Henry Dawson, Esq.

Mr. Dawson moved,—"That the Hon. William Henry Suttor be Chairman of the Sectional Committee."

The motion was seconded by Mr. McCourt, and passed unanimously.

The Committee adjourned at 5 o'clock p.m.

MONDAY, 6 *JUNE*, 1892.

The Sectional Committee met in the Court-house, Jerilderie, at 11 o'clock a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. Samuel Wilson, farmer and grazier; Mr. Michael Curtin, stock and station agent; Mr. Robert Gardiner, storekeeper; Mr. Joseph Mawson, railway station-master; Mr. William Raleigh, manager of Hartwood Station; Mr. David McCaughey, pastoralist; and Mr. Patrick Cahill, farmer and grazier.

The Committee adjourned at 4 o'clock p.m., until 11 o'clock a.m. on Tuesday, the following day, at the same place.

TUESDAY,

TUESDAY, 7 *JUNE*, 1892.

The Sectional Committee met in the Court-house, Jerilderie, at 11 o'clock a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. Donald Reid, manager of Puckawidgee Station; Mr. John Tomkins, farmer and grazier; Mr. Joseph Field, farmer and grazier; Mr. Thomas Wise, Mayor of Jerilderie; Mr. Robert Blackwood, grazier; Mr. John Kennedy, storekeeper; Mr. William Elliott, newspaper proprietor.

Mr. D. McCaughey was further examined.

Mr. Mawson, station-master, Jerilderie, furnished returns relating to railway traffic, promised in his evidence on the previous day.

WEDNESDAY, 8 *JUNE*, 1892.

The Sectional Committee met at the "Albion Hotel," Jerilderie, at 7·30 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Jerilderie by special coach for Deniliquin, *via* Conargo, calling at the Coree Station. At the boundary of the Hartwood Run, Messrs. Wall and Dawson left the coach, and proceeded by buggy to Deniliquin, *via* Doels, Uphills, and Tuppal, arriving at Deniliquin at 5·15 p.m.

The other members of the Committee continued their journey by coach, and reached Conargo at 1·30 p.m.

The following witnesses were sworn, and examined, at Cadman's "Conargo Hotel":—Mr. George Currie, grazier; Mr. Hubert Charles Parker, grazier; Mr. James McKees, farmer; Mr. John Howie, farmer; and Mr. C. Walker, farmer.

The Committee then proceeded to Deniliquin, where they arrived at 5·50 p.m.

THURSDAY, 9 *JUNE*, 1892.

The Sectional Committee met in the Court-house, Deniliquin, at 11 o'clock a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. W. R. Virgoe, grazier; Mr. Charles Uphill, farmer and grazier; Mr. William Doel, farmer; Mr. James Robertson, farmer; Mr. James V. Ingram, farmer; Mr. John Macaulay, grazier; Mr. Thomas Leetham, farmer and grazier; Mr. Colin C. McCulloch, grazier; Mr. Rupert Clarke, grazier; Mr. Frank S. Falkiner, grazier; Mr. David Tennant Secretary and Manager of the Deniliquin and Moama Railway Company.

The Committee adjourned at 4·20 p.m., until the following day at 10 o'clock a.m., at the same place.

FRIDAY, 10 *JUNE*, 1892.

The Sectional Committee met in the Court-house, Deniliquin, at 10 o'clock a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. Adolple Rosenfeld, merchant; Mr. Alfred Jameson, land and commission agent; Mr. O. Wilshire, Inspector of Forests; Mr. Alexander McCullough, Inspector of Stock; Mr. James Watson, storekeeper; Mr. H. J. Wooldridge, stock agent; Mr. William Tindall, manager of the Riverina Brewing and Milling Company; Mr. Henry Hawkins, coachbuilder; Mr. George Chandler, storekeeper; Mr. M. Stawell, Supervising Engineer, Railway Construction Branch; Mr. George Sayers, sawmill proprietor; Mr. G. S. Ridley, in charge of the Land Office.

Mr. David Tennant, Secretary and Manager of the Deniliquin and Moama Railway Company, was further examined.

The Committee left Deniliquin by special train for Moama at 2·15 p.m.

At Mathoura, 22 miles along the line, the Committee inspected a number of red-gum logs lying stored on the bank of the Gulpha Creek, 3 miles from the railway station.

Mr. C. B. Opitz, sawmill proprietor, was sworn, and examined.

The Committee then left for Moama, where they arrived at 5·30 p.m.

SATURDAY,

SATURDAY, 11 *JUNE*, 1892.

The Sectional Committee met in the Court-house, Moama, at 10 o'clock a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. John Tomlinson, farmer; Mr. E. Berryman, farmer and grazier; Mr. John Holschier, farmer; Mr. John Skelly, farmer; Mr. John Weir, Stock Inspector; Mr. Thomas Thompson, farmer; Mr. H. Holschier, farmer and grazier; Mr. Charles Mapperson, market gardener and fruit-grower.

The Committee left Moama at 2·30 p.m. in the Government steamer "Forester," being accompanied by Mr. J. Ednie Brown, Director-General of Forests, and Mr. J. A. Manton, Inspector of Forests, and proceeding down the Murray River, reached Perricoota, 40 miles from Moama, at 7 p.m.

SUNDAY, 12 *JUNE*, 1892.

The Sectional Committee left Perricoota at 7 a.m., and continued their journey down the river calling at the Moama Forest Reserve, 80 miles from Moama, and inspecting a red-gum forest a short distance from the bank of the river. At 5·30 p.m. the Committee arrived at Koondrook, where they landed, and proceeded by the Kerang Tramway to Kerang, arriving at the latter place at 6·20 p.m.

MONDAY, 13 *JUNE*, 1892.

The Sectional Committee met at "Cullen's Hotel," Kerang, at 9·30 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

After a personal inspection of the Kerang to Koondrook Tramway, for which purpose they were taken about 8 miles along the line, the Committee left Kerang by rail at 12·15 p.m., and proceeding *via* Bendigo, arrived at Moama at 11·15 p.m.

TUESDAY, 14 *JUNE*, 1892.

The Sectional Committee met in the Court-house, Moama, at 10 o'clock a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. John Lewis, general storekeeper; Mr. George Dorwood, grazier and farmer; Mr. D. M'Laren, Mayor of Moama; Mr. Henry Layfield, farmer and grazier; Mr. A. C. Palmer, flourmill owner; Mr. F. E. Callaway, coachbuilder; Mr. J. F. Robinson, farmer; Mr. W. B. Pollard, storekeeper; Mr. E. Berryman, storekeeper; Mr. C. C. Pope, Sub-Collector of Customs at Moama; Mr. J. M. Chanter, M.L.A., auctioneer and commission agent, and a director of the Murray River Stock Company; Mr. R. Barbour, M.L.A., commission and land agent; Mr. J. A. Manton, Inspector of Forests; Mr. George Brook, commission agent.

The Committee adjourned at 4·30 p.m.

WEDNESDAY, 15 *JUNE*, 1892.

The Sectional Committee left Moama at 4·30 a.m., and taking the 5 o'clock train at Echuca, proceeded *via* Tolumba to Yarraweyah, and thence by coach to Tocumwal, whence they arrived at 5 p.m.

The Committee met in "Tattersall's Hotel," Tocumwal, at 7·30 p.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. Murti Looney, farmer; Mr. P. A. Dunne, post and telegraph master; Mr. G. R. Jeffries, storekeeper.

The Committee adjourned at 9·50 p.m.

THURSDAY,

THURSDAY, 16 *JUNE*, 1892.

The Sectional Committee met at "Tattersall's Hotel," Tocumwal, at 9·15 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. John Forster, Sub-Collector of Customs, was sworn, and examined.

The Committee left Tocumwal by special coach at 10·30 a.m., and arrived at Berrigan at 2 p.m.

At the "Federal Hotel," Berrigan, the following witnesses were sworn, and examined:—Mr. E. J. Gorman, auctioneer and farmer; Mr. John Jones, farmer; Mr. C. Drummond, farmer; Mr. A. Hiddle, storekeeper; Mr. W. D. Drummond, farmer; Mr. J. W. Robertson, farmer; Mr. L. Harris, storekeeper.

The Committee adjourned at 5·5 p.m.

FRIDAY, 17 *JUNE*, 1892.

The Sectional Committee met at the "Federal Hotel," Berrigan, at 9·30 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Berrigan at 10 o'clock, by special coach, and arrived at Cobram at 2·45 p.m. Taking the train at Cobram at 3·17 p.m., they arrived in Melbourne at 10·30 p.m.

SATURDAY, 18 *JUNE*, 1892.

The Sectional Committee met at the "Grand Hotel," Melbourne, at 10·15 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the evidence in reference to the proposed Railway, with a a view to reporting on the subject to the General Committee.

Mr. Ewing moved,—"That the Committee do not consider it expedient that the proposed Railway from Jerilderie to Deniliquin, as referred to them by the General Committee, be carried out."

Mr. McCourt seconded the motion.

After discussion, the question was put, and the Committee divided as follows:—

Ayes, 2.	Noes, 2.
Mr. Ewing,	Mr. Wall,
Mr. McCourt.	Mr. Dawson.

The numbers being equal, the Chairman gave his casting vote with the noes, and the motion was consequently negatived.

Mr. Wall moved,—"That the Committee consider it expedient that the proposed Railway from Jerilderie to Deniliquin, as referred to them by the General Committee, be carried out."

The motion was seconded by Mr. Dawson, and passed.

The Committee adjourned at 11·30 a.m., until the following Monday at 10 a.m., at the same place.

MONDAY, 20 *JUNE*, 1892.

The Sectional Committee met at the "Grand Hotel," Melbourne, at 10 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William Chandos Wall, Esq.,
William McCourt, Esq.,	Henry Dawson, Esq.

The minutes of the previous meeting were read, and confirmed.

A discussion took place as to the preparation of the draft Report, which was partly considered.

Messrs. Ewing and McCourt stated that they would submit a minority Report.

The meeting was adjourned until Thursday, the 24th June, at 11 a.m., at the Board Room, Sydney.

The Committee left Melbourne by the express train at 4·55 p.m., arriving in Sydney at 11·45 a.m. on Tuesday.

THURSDAY, 23 *JUNE*, 1892.

The Sectional Committee met in the Board Room of the Public Works Department, Sydney, at 11 a.m.

MEMBERS PRESENT:—

The Hon. William Henry Suttor, Chairman.

Thomas Thomson Ewing, Esq.,	William McCourt, Esq.,

William Chandos Wall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee considered their Report, which was adopted, and signed by the Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Grafton to Lismore.

MINUTES OF PROCEEDINGS.

THE Sectional Committee appointed on Wednesday, 15th June, 1892, "to inspect, take evidence, and report with reference to the proposed Railway from Grafton to Lismore," met at the Court-house, Glen Innes, at 2·30 p.m. on

FRIDAY, 15 *JULY*, 1892.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The following witnesses were sworn, and examined:—Messrs. J. F. Utz and W. G. Cameron.

SATURDAY, 16 *JULY*, 1892.

The Sectional Committee met at the "Rosemount Hotel," Newton Boyd Road, at 7·30 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Glen Innes by special coach at 8·30 a.m., *en route* for Grafton. After descending the "Big Hill," by the Newton Boyd Road they arrived at the "Rosemount Hotel," 52 miles from Glen Innes, at 6 p.m.

The following witnesses were examined:—Messrs. A. Brown, A. Bowen, and C. Woods.

The Committee left the "Rosemount Hotel" on Sunday, at 7 a.m., passing through Springbrook, Dalmorton, Nymboida, and Orara, arriving in Grafton at 7·30 p.m.

MONDAY, 18 *JULY*, 1892.

The Sectional Committee met at the Court-house, Grafton, at 11 a.m., and rose at 1 p.m., resuming proceedings at 2·30 p.m., and sitting till 4·30 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Messrs. Walter C. Casey, P. R. Donaldson, J. Kempnich, O. Lloyd, T. Page.

[Adjourned meeting.]

The Committee met at the "Crown Hotel," Grafton, at 8 p.m.

Captain H. Creer, of the s.s. "Kallatina," was sworn, and examined.

TUESDAY, 19 *JULY*, 1892.

The Sectional Committee met at the Pilot Station, Clarence River Heads, at 2 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read and confirmed.

The Committee left Grafton at 8 a.m., proceeding by the steam launch "Ruby" to Yamba, Clarence Heads, calling *en route* at Lawrence and Harwood, and inspecting the Colonial Sugar Company's large mill.

After an inspection of the harbour works the Committee took the evidence of Pilot M'Auley, and Mr. M'Lean, engineer in charge of the harbour improvements. The Committee then had an opportunity of judging the condition of the bar by witnessing the entry of the s.s. "Fiona," 1,000 tons.

The Committee then left for Chatsworth, taking the evidence of the master of the launch on board. An inspection was made of Mr. Morrison's sugar plantation and mill at Goodwood Island. Arrived at Chatsworth at 6 p.m. The Committee sat at 7·45, and heard evidence until 9·30 p.m.

The following witnesses were sworn, and examined:—Messrs. A. Loban, J. Reid, W. Neill, J. Hackett.

WEDNESDAY,

WEDNESDAY, 20 *JULY*, 1892.

The Sectional Committee met at the Court-house, Maclean, at 10·30 a.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read and confirmed.

The Committee left Chatsworth in the steam launch "Ruby" at 9 a.m., proceeding to Maclean, where the following witnesses were examined at the Court-house:—Messrs. D. See, S. Macnaughtan, D. Shearer, J. Bale, J. McMillan, W. A. Folbigg.

The Committee left Maclean at 1·30 p.m., proceeding along the South Arm, and arrived at Lawrence at 3·30 p.m. The following witnesses were examined at the School of Arts:—Messrs. W. McPherson, G. Davison, T. T. Bawden, E. Bailey, J. Murphy, W. Pullen.

The Committee left for Grafton, arriving at 7 p.m.

THURSDAY, 21 *JULY*, 1892.

The Sectional Committee met at the Court-house, Grafton, at 10 a.m., and rose at 1 p.m., resuming proceedings at 2·30, and sitting till 4·50.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—The Hon. T. H. Smith, Messrs. F. W. Twine, S. See, J. H. Munro, P. R. Donaldson, W. Clark, W. A. Manning, W. Small.

FRIDAY, 22 *JULY*, 1892.

The Sectional Committee met at Ramornie, at 2 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Grafton at 8 a.m., in the steam launch "Ruby," proceeding up the river to Copmanhurst, where some of the excellent agricultural land in the vicinity was inspected. The Committee afterwards ascended the Orara River as far as Ramornie Station and Meat-preserving Works, which were inspected. The evidence of the manager, Mr. C. F. Tindal, was taken. The Committee returned to Grafton at 6 p.m.

SATURDAY, 23 *JULY*, 1892.

The Sectional Committee met at the Court-house, Grafton, at 9·30 a.m., and rose at 12 noon, resuming proceedings at 2 p.m., and sitting till 3·30 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Messrs. T. Bawden, S. See, W. H. Waterhouse, H. Maurice, W. A. Manning.

MONDAY, 25 *JULY*, 1892.

The Sectional Committee met at "Greenstreet's Hotel," Myrtle Creek, at 7·30 a.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Grafton by special coach on Sunday, 24th July, at 8·30 a.m., proceeding along the route of the proposed Railway from Lismore to Grafton, and arriving at Myrtle Creek at 6 p.m. The following witnesses were examined next morning at Myrtle Creek:—Messrs. W. Duff, W. Wells, J. Woolnough, G. Olive, F. Henderson.

The Committee left Myrtle Creek at 9.30 a.m. on Monday, 25th July, and arrived at Casino at 1 p.m. The Committee met at the Court-house, Casino, at 2.30 p.m., and rose at 5 p.m. The following witnesses were examined:—Messrs. F. G. Crouch, O. Lloyd, J. C. Irving, R. Page.

TUESDAY,

TUESDAY, 26 *JULY*, 1892.

The Sectional Committee met at the "Commercial Hotel," Casino, at 7 a.m., to confirm the minutes, and at the Court-house at 9 a.m. to take evidence.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.

The Hon. John Davies, C.M.G., | John Cash Neild, Esq.
Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were examined:—Messrs. E. G. Harrison, D. Campbell, S. Garran, F. B. Gully, J. Evans, C. Pennefather.

The Committee left at noon by steam launch to inspect the south arm of the Richmond River, and note the impediments to navigation. The Committee returned to Casino at 6 p.m.

The Hon. John Davies, C.M.G., left Casino for Sydney this day, owing to urgent family affairs.

WEDNESDAY, 27 *JULY*, 1892.

The Sectional Committee met at Runnymede Station, at 12 noon.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.

John Cash Neild, Esq., | Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Casino at 9 a.m., for the purpose of inspecting a portion of the Upper Richmond River district, and judging as to its suitableness for settlement. Arrived at Runnymede Station at noon, and the evidence of Messrs. C. Edwards and R. Walters was taken. The Committee returned to Casino at 5 p.m., with a view to proceeding to Lismore the same evening, but owing to the inclemency of the weather were compelled to remain at Casino for the night.

THURSDAY, 28 *JULY*, 1892.

The Sectional Committee met at the Court-house, Lismore, at noon.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.

John Cash Neild, Esq, | Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Casino at 8 a.m., and arrived at Lismore at 11 a.m. The following witnesses were examined:—Bishop Doyle and Mr. F. A. Ridley.

The Committee left Lismore at 2·30 p.m., by steam launch, and arrived at Coraki at 6 p.m. The Committee met at the "Palace Hotel" at 7·30 p.m., when the following witnesses were examined:—Messrs. W. Yabsley, C. J. McRae, and J. Rocks.

FRIDAY, 29 *JULY*, 1892.

The Sectional Committee met at the Court-house, Ballina, at 4·30 p.m, rose at 5·45 p.m., resuming at 7·30, and sitting until 8·30 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq, Chairman.

John Cash Neild, Esq., | Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Coraki, by steam launch, at 8·30 a.m., for Ballina. Called at Woodburn, where the following witnesses were sworn, and examined:—Messrs. W. Gollan and J. Betteridge. At Broadwater, inspected the Colonial Sugar Refining Company's mill; arrived at Ballina, *via* Wardell, at 3 p.m., and visited the harbour works in course of construction at the entrance to the Richmond River.

The following witnesses were examined at the Court-house, Ballina:—Messrs. T. W. Keele, R. A. Fraser, T. Fenwick, G. R. Easton, C. Ross, W. Jones, T. Temperley, R. B. Jones.

SATURDAY, 30 *JULY*, 1892.

The Committee met at Alstonville, at 11 a.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.

John Cash Neild, Esq., | Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Ballina at 9 a.m., and arrived at Alstonville at 10·30 a.m. The following witnesses were sworn, and examined:—Messrs. C. H. Staff and R. Gibson. The Committee left Alstonville at 2 p.m. for Lismore, calling *en route* at Rous settlement, where the sugar mill was inspected. Arrived at Lismore at 5 p.m.

MONDAY,

MONDAY, 1 *AUGUST*, 1892.

The Sectional Committee met at the Court-house, Lismore, at 9·30 a.m., rising at noon. Resumed at 2 p.m., and sat till 5 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
John Cash Neild, Esq., | Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Messrs. G. W. West, James Barrie, W. G. Walker, W. J. M'Caughey, W. Moses, A. Johnston, A. C. Alcorn, H. Strong, J. Ball, D. Carroll, R. Campbell, L. Bornstein, J. T. O'Flynn, K. MacPherson, J. MacLennan, J. Brown, S. T. Northcott.

TUESDAY, 2 *AUGUST*, 1892.

The Sectional Committee met at Lincoln Hall, Byron Bay, at 8 p.m., and sat until 10 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
John Cash Neild, Esq., | Charles Collins, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Lismore at 9 p.m., and proceeded to Byron Bay, *via* Eureka, arriving at 5·15 p.m. The Committee inspected the pier, and the proposed harbour works were explained by Mr. Keele.

At 8 p.m. the following witnesses were sworn, and examined:—Captain French, Messrs. J. Hocquard, D. Jarman, D. E. McDonald, G. M'Lean, J. B. Kelly, T. W. Keele, and C. H. Caswell.

WEDNESDAY, 10 *AUGUST*, 1892.

The Committee met at the Tender Board Room, Department of Public Works, Sydney, at 12·45 p.m.

MEMBERS PRESENT:—

Edward William O'Sullivan, Esq., Chairman.
The Hon. John Davies, C.M.G., | John Cash Neild, Esq.,
Charles Collins, Esq.

The minutes of the previous meeting were read and confirmed.

The Chairman submitted draft Report, which was considered in detail.

Moved by Mr. J. C. Neild, and seconded by Mr. C. Collins, that the following paragraph be added to the Report:—

"The Sectional Committee are unable to express any opinion upon the proposed line—Lismore to Grafton—as forming a portion of the Great North Coast Line, as submitted to the Committee by the Minister for Works, as per the Under Secretary's evidence, the Full Committee having directed that the Sectional Committee have no warrant to take evidence to the south of Grafton."

Carried—the Hon. J. Davies, C.M.G., dissenting.

Moved by Mr. J. C. Neild, seconded by Mr. C. Collins,—"That the Report be adopted." Carried—the Hon. John Davies, C.M.G., dissenting.

Sydney: Charles Potter, Government Printer.—1892.

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

(RETURN SHOWING COST OF)

Ordered by the Legislative Assembly to be printed, 15 *November*, 1892.

[*Laid upon the Table of the House in answer to Question No.* 3, *of November* 3, 1892.]

Question.

3. COST OF PUBLIC WORKS COMMITTEE TO DATE:—MR. SHARP (for MR. ROSE), *asked* THE SECRETARY FOR PUBLIC WORKS,—

(1.) What has been the total cost incurred by the Public Works Committee up to date?

(2.) When was the first appointment of the Public Works Committee made?

(3.) What has been the total cost incurred by the present Public Works Committee; the answer to include the cost of printing, clerical labour, &c.?

Answer.

(1.)

£19,776 7s. 3d.

(2.)

In June, 1888.

(3.)

£5,038 12s. 7d. (from March 31, 1892.)

[3*d*] 433—

1892-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

(RETURN RESPECTING WORKS SUBMITTED FOR REPORT OF.)

Ordered by the Legislative Assembly to be printed, 18 *May*, 1893.

[*Laid upon the Table of the House in answer to Question No.* 14, *of* 18 *May*, 1893.]

Question.

14. MR. HOUGHTON *asked* THE SECRETARY FOR PUBLIC WORKS,—

(1.) What works were referred to the Parliamentary Standing Committee on Public Works for consideration and report during last Session of Parliament?

(2.) What recommendation in respect of each of such works was made by such Committee?

(3.) Have any of such works been submitted for the approval of Parliament; if so, which?

(4.) Does he intend to submit any of such works for the approval of Parliament before the close of the present Session; if so, which?

Answer.

(1.)

Improvements at Darling Island; Stormwater Sewer discharging into Johnstone's Bay; Reservoir at Centennial Park for Sydney Water Supply; Water Supply for Wollongong and the surrounding Districts; Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply; Sewerage Works at Cottage Creek; Railway from Glen Innes to Inverell (first reference); Railway from Jerilderie to Deniliquin; Lunatic Asylum at Kenmore, near Goulburn (second reference); Railway from Grafton to Lismore; Railway from Eden to Bega; Sewerage Works for Parramatta; Water Supply for Tamworth; Water Supply for Lithgow; Water Supply for Armidale.

(2.)

Improvements at Darling Island.—The Committee considered that the proposed works might be postponed for the present without inconvenience, and that a more suitable design might be submitted.

Stormwater Sewers discharging into Johnstone's Bay.—Recommended as proposed.

Reservoir at Centennial Park for Sydney Water Supply.—Recommended with an alteration of site.

Water Supply for Wollongong and the surrounding Districts.—The Committee found that the Water Supply proposed for the surrounding districts was not needed, and that the estimate of cost for supplying Wollongong might be reduced to £30,000.

Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.—Recommended as proposed.

Sewerage Works at Cottage Creek.—The Committee considered that this work might be carried out at a cost of £13,000, or a reduction of £12,000 on the estimated total cost.

Railway from Glen Innes to Inverell (first reference).—The evidence in this case, the Committee represent in their report, showed that the estimated cost of constructing the railway was excessive, and indicated the probability of a serious annual loss in the working of the line. In addition to this, the Committee say they were not as fully informed as desirable with regard to connecting Inverell not only with the Great Northern Railway, but with the coast, a matter of considerable importance in the inquiry.

Railway from Jerilderie to Deniliquin.—The Committee were of opinion that the consideration of this proposed work should be postponed until it should be determined by Parliament as a matter of public policy to purchase the Deniliquin to Moama railway.

Lunatic Asylum at Kenmore, near Goulburn (second reference).—Recommended as proposed.

Railway from Grafton to Lismore.—The Committee decided that, for the present, only the Lismore to Casino section of the proposed railway should be constructed, that the cost should not exceed £6,000 per mile, and that the betterment principle be applied to the land to be served by the proposed line.

Railway from Eden to Bega.—The Committee considered that the present resources of the district did not warrant the construction of such an expensive line, but they were of opinion that a cheaply constructed railway might be favourably considered.

Sewerage Works for Parramatta.—The Committee reported against this proposed work, being of opinion that the sewage farm included in the scheme was too small for the purpose, and that the sewage should be dealt with by precipitation and filtration or other effective modern process.

Water Supply for Tamworth.—Recommended as proposed, with a provision as to the quantity of water obtainable, and the resumption of land surrounding the well in the drift forming the source of supply.

Water Supply for Lithgow.—Recommended as proposed.

Water Supply for Armidale.—Recommended as proposed.

(3.)

Yes; Stormwater Sewers discharging into Johnstone's Bay, and Water Supply for Lithgow. The money for the former was voted in the Estimates for 1891 and 1892. In the case of the Water Supply for Lithgow, a resolution that the works be carried out was passed by the Legislative Assembly on 2nd February, 1893.

(4.)

See reply to Question No. 14 in Votes and Proceedings of the 18th May, 1893.

Sydney: Charles Potter, Government Printer.—1893.

[3*d*.]

1892.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE

PROPOSED IMPROVEMENTS AT DARLING ISLAND.

Presented to Parliament in accordance with the provisions of the Public Works Act, 51 Vic. No. 37.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

10—*a* 1892.

[5*s*.]

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM HENRY SUTTOR, Vice-Chairman.

The Honorable JAMES HOSKINS.

The Honorable FREDERICK THOMAS HUMPHERY

The Honorable ANDREW GARRAN, LL.D.

The Honorable JOHN DAVIES, C.M.G.

LEGISLATIVE ASSEMBLY.

JACOB GARRARD, Esquire, Chairman.

THOMAS THOMSON EWING, Esquire.

WILLIAM CHANDOS WALL, Esquire.

WILLIAM McCOURT, Esquire.

JOHN CASH NEILD, Esquire

EDWARD WILLIAM O'SULLIVAN, Esquire.

CHARLES COLLINS, Esquire.

HENRY DAWSON, Esquire.

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

IMPROVEMENTS AT DARLING ISLAND.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the last Session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of extending the railway to Darling Island, the construction of wharfage accommodation at that place, the reclamation of certain foreshores around Darling Island, and the resumption of land in connection therewith," have, after due inquiry, resolved that it is not expedient the proposed works should be carried out, and in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly :—

Statement of the proposed work.

1. A statement of the circumstances which led to the proposed work being referred to the Committee will be found in a *précis* of the official papers relating to the matter handed to the Committee by the Under Secretary for Public Works, and published as an appendix to this Report, and in the evidence given by him before the Committee. From these it will be seen that, at the instance of the Railway Commissioners, Darling Island was purchased by the Government in April, 1889, for £135,000, and that the proposal referred to the Committee was one of three schemes "to extend the railway from Darling Harbour to the island, and to make the latter a depôt for traffic, thereby relieving the congestion at Darling Harbour." At the time the island was purchased it was represented by the Railway Commissioners to the Minister for Works that it was of urgent importance that they should be enabled to utilise the island as early as possible for an anticipated large coal-traffic from the southern collieries, and he appointed a Board to decide as to what steps should be taken for this purpose. The Board recommended that temporary arrangements should be made in connection with the recently completed jetties on the Pyrmont side of Darling Harbour, and this was done. Cranes and other necessary appliances for the shipment of coal were ordered from England by cable, and are now in use. Since then three schemes for the utilisation of the island have been prepared, partly with the object of relieving the railway-yards at Darling Harbour of some of their traffic, and also with the view of making the island a place for the shipment of wool or of wool and coal. These schemes are known respectively as No. 1, No. 2, and No. 3, and are represented on the plans published with this Report, the first being tinted in red, the second in blue, and the third in yellow. The last mentioned is that which was referred to the Committee.

No. 1 Scheme.

2. No. 1 Scheme is the most elaborate, and the most expensive, of the three. It is estimated that it would cost £382,195. It is the first scheme that was prepared, and is the work of the Engineer-in-Chief for Harbours and Rivers, under instruc-

 tions

tions from the Ministerial head of his Department to devise the best plan to utilise the island. To carry out this scheme it would be necessary to resume the whole of the land at Pyrmont lying between Murray-street on the east, Union-street on the south, Edward-street on the west, and the water line on the north; Alma-street, and a line in continuation of the eastern side of Alma-street to John-street northwards; John-street on the southern side; and the water frontage from John-street to Murray-street on the north-eastern side—an area in all, excluding roads and a reserved road, of 8 acres 1 rood 39½ perches. Murray-street from Union-street to the water's edge, Edward-street from Alma-street to the water's edge, Alma-street from Edward-street eastward, and John-street, from the south-west corner of the Government property on Darling Island, to the water's edge, would be closed; and a new street 50 feet wide would be opened in continuation of Alma-street, through to John-street, on resumed land. An overhead bridge would be constructed from John-street near its junction with the extension of Alma-street, forming a deviation of John-street to the wharf, where a special berth could be set apart for ferry traffic; the end of the bridge to be provided with a double set of steps for passengers, and a lift being supplied to raise goods, if necessary, from the wharf to the bridge or John-street level. The railway approach to the island would be through a tunnel, the line passing in front of the meat market, and entering a tunnel under the Public School, and thence going through to the northern side of Union-street, a distance of about 1,030 feet. On emerging from the tunnel, the line would branch out, curving round each side of Darling Island, with a series of sidings suitable for the expected traffic between the two branch lines. Around the island a wharf would be constructed of timber, on piles, with a deck surface of about 35 feet,—the construction of the wharf generally to be similar to the wharf on the eastern side of the Circular Quay. On the north-west side of the island the wharf would be 900 feet long; on the north, 300 feet; on the east, 1,250 feet to the ferry-wharf, which, according to the scheme, it is proposed to make 130 feet long, with an echelon projection, so that the ferry-boats would easily approach the wharf clear of any vessels at the main wharf. At the head of Pyrmont Bay there would be constructed a wharf, extending from the ferry-wharf to the inner end of the western jetty now existing, a distance of 810 feet, in front of which there would be run out two jetties, each 200 by 65 feet, for general cargo purposes. The total length of wharf-frontage under this scheme would be 4,240 feet. The whole of the area between the back of the wharf and the present water-frontage would be reclaimed with sound material up to the wharf line, the additional area of land thus obtained amounting to 3 acres 2 roods 39¾ perches. This would make a total area capable of being utilised of 26 acres 3 roods 33½ perches.

No. 2 Scheme.

3. Scheme No. 2 is a modification of No. 1, the principal difference being a proposal to resume less land after emerging from the tunnel at Union-street. In most respects it is similar to No. 1 Scheme. It does not propose the resumption of the parcel of land lying between Murray, Union, and Edward streets and the water, with the exception of a small portion necessary for the railway. Further, it omits that portion of the wharf at the head of Pyrmont Bay, lying between Edward and Murray streets, and the proposed two jetties from that wharf. The total area of land available for utilisation under this scheme would be 19 acres 14¼ perches, and the total wharf frontage about 2,900 feet. The total estimated cost under this scheme is £282,770.

No. 3 Scheme, —that referred to the Committee.

4. No. 3 Scheme, tinted yellow on the plan, recommends the extension of the railway by means of a double line curving from the present railway terminus, across Murray-street, and along a reserved road to Darling Island, where it branches; one line to serve the west side of the island, and the other the east. The foreshore of the island would be to a certain extent reclaimed by filling in, and from one end to the other would be constructed a substantial wooden wharf, upon which fixed light cranes would be erected. At the south end of the island an overhead bridge would afford access over the railway from John-street to the portion of the island wharf-frontage set apart for ferry purposes. Access to the water-frontage at the head of Pyrmont Bay would be obtained by level crossings over the railway along the reserved road. The principal difference between this scheme and the others is

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in dispensing with the tunnel, the extensive resumptions of land, and the wharfage at the head of Pyrmont Bay. The area of land proposed to be resumed under No. 3 Scheme is that shown on the plan in yellow colour, costing, as estimated, £27,500. The cost of the wharfage-work under this scheme would be £74,100, and of the railway construction-work £25,000. In addition to this, there is an amount of £15,000 set down in the estimate of total cost for disturbance to business; and this makes the estimated total cost of the proposed work under the scheme £142,000. The estimate of cost of each of the three schemes is exclusive of the cost of the dredging that would be necessary to deepen the water in the vicinity of the new wharfs.

The Committee's inquiry.

5. The Committee in their inquiry examined a large number of witnesses, and made two visits of inspection to Darling Harbour and Darling Island. The witnesses were Mr. Joseph Barling, Under Secretary for Public Works; Mr. C. W. Darley, Engineer-in-Chief for Harbours and Rivers; Mr. Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works; Captain John Jackson, Manager of Public Wharfs; Mr. James Bearpark Dimelow, Draftsman, Department of Lands; Mr. Frederick M'Kern, Officer-in-Charge of the Deeds Branch, Department of Lands; Mr. R. A. Barton, Clerk in the Department of the Registrar-General; Mr. E. A. Smith, Crown Solicitor; Captain Matthew Burns, Steam Ferry Proprietor; Mr. J. J. Maxwell, Timber Merchant, Pyrmont; Mr. G. McCredie, Architect and Consulting Engineer; Mr. Thomas Forster Knox, Chairman of the Wharf Owners' Association; Mr. Thomas Brentnall, Manager, Metropolitan Coal Company; Mr. J. C. Rounding; Mr. William Hall, General Manager, New South Wales Shale and Oil Company; Mr. Thomas Saywell, Colliery Proprietor; Mr. C. G. Warburton, Wharf Proprietor, Pyrmont; Hon. Ebenezer Vickery, M.L.C.; and Mr. Hugh McLachlan, Secretary to the Railway Commissioners. Upon every point on which the Committee considered it desirable to obtain evidence the witnesses called before them were examined, and in order that no person interested in the inquiry, and having evidence to give relevant and important to the subject, should be excluded from examination, advertisements were inserted in the daily newspapers of Sydney inviting all such persons to communicate with the secretary of the Committee.

Conclusions from the evidence.

6. The evidence given by the witnesses examined before the Committee indicates:—

That the question of utilising Darling Island in the public interest has not been fully and properly considered.

That the Engineer-in-Chief for Harbours and Rivers, who is the principal Government officer in relation to the schemes for the utilisation of the island, though instructed to devise a scheme for the purpose, has not been sufficiently informed of what is requisite and desired.

That provision for the shipment of wool or of wool and coal from Darling Island, the main purpose for which the proposed improvements at the island appear to have been recommended, is not at present necessary.

That the proposed improvements at the island are premature, and may be postponed.

Schemes put forward without sufficient consideration.

7. The tenor of most of the official evidence in the Committee's inquiry is to the effect that the question of utilising Darling Island has been put forward without sufficient consideration. Having recommended the purchase of the island, the Railway Commissioners urged the necessity for utilising it to meet the requirements of the next wool season. This was found to be impracticable in the short time offering, and attention was then turned to the coal-traffic. The cranes and other appliances ordered from England by cable were placed on the two jetties at the southernmost point of Pyrmont Bay, and the shipment of coal carried on from there, whilst the railway wool-traffic was disposed of, apparently without inconvenience. Following upon this the Commissioners appear to have given their attention to the advisableness of having Darling Island improved, so that not only wool and coal might be shipped but a general goods-traffic carried on. The island was regarded as a desirable addition to the Darling Harbour railway property,

by

by the use of which the railway operations of the Darling Harbour yard might be conducted with much greater facility; and in addition to this, produce received by the railway shipped from the island direct into ocean-going vesssels. Now, the Commissioners admit that the proposed works, which at the time of the purchase of Darling Island they urged as indispensable, may very well be postponed, while witnesses closely associated with wharfs and shipping say they are not at present necessary. As bearing in an important manner on the position taken by the Railway Commissioners in relation to these works at Darling Island, it is of interest to note that while the Railway Department would receive all or most of the benefit derivable from the works, if carried out, it would contribute nothing to meet their cost. It has been the same at Newcastle. Wharfs, cranes, and rails are provided for the use of the Commissioners, and the Railway Department pays for them neither principal nor interest.

Evidence of the Engineer-in-Chief for Harbours and Rivers.

8. The Engineer-in-Chief for Harbours and Rivers (Mr. C. W. Darley) informed the Committee that he received instructions from the Minister for Works to "devise a scheme for utilising Darling Island." At first he understood that the Railway Commissioners required the improvements at the island for the shipment of wool—to meet the demands of the then approaching wool season; and later on he was given to understand that provision was necessary for coal as well as wool shipment, and for a general goods traffic. The Commissioners appear to have anticipated a large coal shipment. Mr. Darley says a large coal shipping trade could not be carried on at the island with the works proposed in the scheme before the Committee; if such a trade were contemplated, the proposal before the Committee for utilising the island would have to be remodelled. Moreover, he says that mineral and ordinary traffic cannot be mixed with advantage, and that if there is likely to be a large coal trade at Darling Harbour he does not think Darling Island the most suitable place for it. For a moderate shipment of coal one side of the island might be used, and the other set apart for the shipment of wool; but generally he is unfavorable to the scheme referred to the Committee. If the island is to be utilised in a manner such as he considers will meet the requirements not only of the present but of the future, he considers No. 1 scheme should be adopted.

Unsuitableness of Darling Island for wool or coal shipment.

9. The evidence as to the immediate necessity of Darling Island as a place for the shipment of wool or coal is strongly in the negative. It shows, in relation to the wool traffic, that the island is not and cannot easily be associated in any way with the greater number of the wool stores of Sydney; that at most the wool would only be shipped into lighters, which has been the practice up to the present with all the wool passing over the Darling Harbour wharf, and that it is very unlikely arrangements for the dumping and shipment of wool would be made at Darling Island to the detriment of the existing wool-stores and numerous dumping establishments in Sydney. Wool is carted to the wool-stores around the Circular Quay from Darling Harbour at the cost of the Railway Department. It is not probable that while this is done the wool-brokers would go to the expense of new wool-stores and dumping appliances at Darling Island for the sake of shipping from there instead of from Circular Quay. Competent witnesses say not only that it is unlikely, but that it is certain it would not be done. Mr. T. F. Knox explained this to the Committee. Private firms, he said, would not erect warehouses at Darling Island, because they already had warehouses elsewhere, and it would be a serious matter for them to remove, it being the practice to dump all catalogued wool after it has been offered for sale, which necessitates its removal from the auctioneers' stores as buyers may direct for the purposes of dumping and shipment. He is also of opinion that the island would not be used by the merchants of Sydney as a place for the storage of general merchandise. Inward ships would remain on the Sydney side of the harbour. Consignors of goods would not like to cart their goods from Darling Island to the bonded warehouses in Sydney. The existing wharfs in Sydney Harbour had never been fully occupied, and additional wharfage, such as that proposed at Darling Island, was not needed. He did not think it would, if constructed, pay interest. "In my opinion," he states, "the accommodation provided by the wharfs at present in existence is very largely in excess of the requirements of the port; in fact, I think that the present wharfs are nearly four times in excess of requirements." Captain Jackson, Manager of

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Public Wharfs, is equally emphatic against the idea that the proposed additional wharfage is necessary. As far as relates to wool traffic there is, he says, not only no necessity to take it to the island, but by taking it there you would only be removing it from one public wharf and putting it on another; "it would ruin business at Woolloomooloo and Circular Quay to open up another Government wharf where there is no need for it." The shipment of coal at Darling Harbour he considers is amply provided for so far as wharfage space is concerned, and further shipping appliances might be obtained by the erection of additional cranes. As for general merchandise there is, in his opinion, no necessity whatever for constructing new wharfs. Mr. T. Brentnall, manager of the Metropolitan Coal Company, expressed to the Committee the opinion that the coal shipping facilities at Darling Island were not what they ought to be and should be improved, but on the other hand Mr. Thomas Saywell and Hon. Ebenezer Vickery, M.L.C., both proprietors of southern collieries, stated distinctly that more wharfage accommodation in connection with the coal trade of the south is not required. Mr. Saywell thinks there is ample accommodation for the next ten years; Mr. Vickery is of opinion that the proposed wharfage is wholly unnecessary.

Proposed works may be postponed.

10. Captain Jackson informed the Committee that he did not see any necessity for the proposed additional wharfage for at least the next five years, and as the inquiry proceeded this statement was supported by an important intimation from the Railway Commissioners. Though they hold to the opinion that the proposed utilisation of Darling Island is necessary for the proper carrying on of the railway traffic at Darling Harbour, and for extending and opening up a shipping trade in connection with the railways, they now consider that the proposed works may be postponed for a couple of years. They regard the works as of a kind that should be provided, though they are more favourable to those represented in scheme No. 1, and as "absolutely necessary sooner or later because of the increased traffic," but they think that under the circumstances they may very well stand over for two years.

Decision of the Committee.

11. The evidence being so unfavourable to the proposed work, the Committee had no difficulty in arriving at a decision that it was not expedient it should be carried out. This decision, if endorsed by the Legislative Assembly, will leave Darling Island in its present condition for some time. Being the property of the Government, and of considerable value for railway and wharfage purposes, it must eventually be properly utilised. It does not appear to be necessary that it should be brought into use at present, and the postponement of the proposals for its improvement will give opportunity for further consideration of the scheme which has been the subject of this inquiry, and for the adoption of a design for works of a character more suitable and comprehensive. The postponement of the work which has been before the Committee will also allow of trade increasing and the best mode of utilisation determined upon before any large expenditure is added to that already incurred in the purchase of Darling Island.

The evidence in the inquiry was considered by the Committee, with a view to reporting on the subject to the Legislative Assembly, on Thursday, 26th May, and the following extract from the Committee's Minutes of Proceedings will show the resolution that was passed:—

> "Mr. Humphery, having with the consent of the Committee amended his notice of motion, moved,—
>
> 'That in the opinion of the Committee it is not expedient that the proposed improvements at Darling Island, as referred to the Committee by the Legislative Assembly, be carried out.'
>
> "Mr. Davies seconded the motion.
>
> "Mr. O'Sullivan moved,—
>
> 'That the motion be amended by the addition of the following words: 'on the ground that a more complete and comprehensive scheme is required to meet the expected developments of our railway traffic.'
>
> "Mr. McCourt seconded the amendment.

"The

"The Committee divided on the question 'That the words proposed to be added be so added' with the following result:—

Ayes, 2.	Noes, 10.
Mr. McCourt,	Mr. Garrard,
Mr. O'Sullivan.	Mr. Suttor,
	Mr. Hoskins,
	Mr. Humphery,
	Mr. Davies,
	Mr. Ewing,
	Mr. Wall,
	Mr. Neild,
	Mr. Collins,
	Mr. Dawson.

"The amendment was therefore negatived.

"The motion was then passed."

J. GARRARD,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 2 June, 1892.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

IMPROVEMENTS AT DARLING ISLAND.

THURSDAY, 5 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee proceeded to consider the proposed Improvements at Darling Island.

Joseph Barling, Esq., Under Secretary for Public Works, sworn, and examined:—

J. Barling, Esq. 5 May, 1892.

1. *Chairman.*] You have a statement to make in connection with this proposal? Yes.
2. First, let me ask if the paper which has been read by the Secretary is an official document, which you yourself desire to put in; I see that it bears your signature? I consider it an Appendix to my evidence. [*Vide Appendix.*]
3. Your name being appended to it, we may take it for granted that the particulars it contains are correct? Yes. As the Committee are no doubt aware, the following resolution was, in May, 1889, submitted to the Legislative Assembly by the then Minister for Works, Mr. Bruce Smith:—"That, in the opinion of this House, it is desirable, in order to afford the necessary facilities for the shipment of coal from the southern mines, and for general shipping purposes, that the Government should purchase the land known as Darling Island, the price not to exceed £135,000." After a protracted debate it was carried by a majority of 48 to 14. The report from the Railway Commissioners on the subject was as follows:—"The Commissioners recommend the purchase of this property, as it can now be obtained on favourable terms, and in consequence of its convenient position for the shipping trade of Sydney. The Commissioners feel that this property is most conveniently situated, both for dealing with goods and coal traffic; whereas the Longnose Point scheme, which has been under consideration, although admirably suited for coal, would be too far up the harbour for dealing with goods traffic. We are considering a plan for purchasing the property at a very much less cost than would be entailed by the Longnose Point scheme. The owners of the land, when we declined to recommend the purchase for £250,000, proposed that railway access should be afforded them, but as the scheme put before us would have materially curtailed the accommodation possessed by the Department in the Darling Harbour yard, we could not see our way to fall in with the proposal, as it would simply have had the effect of materially enhancing the value of private property, to the inconvenience of the State. If, however, the land becomes the property of the State, and avoids the necessity for making the Longnose Point scheme, we recommend independent access being given to it, and our proposal for this shall be put forward at an early date." The resumption of land accordingly took place, and in September, 1889, the whole matter was completed by the payment of the compensation money. The particulars are as follow:—Paid Robert Smith, by his attorneys, J. Norton and J. C. Westgarth—Principal, £115,000; interest, £955 6s. 8d.; total, £115,955 6s. 8d. Paid Mrs. E. Onslow, by P. G. King and J. K. Chisholm—Principal, £20,000; interest, £975 7s.; total, £20,975 7s. Grand total, £136,930 13s. 8d. From that time to the present, various schemes have been considered with a view to the utilisation of this property. They are shown on the plans I now hand in, and are denominated respectively, No. 1, or the red scheme; No. 2, or the blue scheme; and No. 3, or the yellow scheme; which is that now before this Committee. The first and second schemes I will briefly describe before dealing with the one before you. As to No. 1 scheme, which is tinted red, the gross estimate of the value of the land required to be resumed is £259,000; but there is a possible deduction, amounting to £63,450. The net sum would therefore be £195,550. I do not think the Committee will ask me to give the details. The area proposed to be resumed under this scheme would be 10 acres 1 rood 32½ perches. Exclusive of the reserved road, the total would be 8 acres 1 rood 39½ perches. The cost of the wharfage work would be £114,850, and of the railway construction work, £71,795, the total being £382,195. No. 2 scheme, the blue scheme, involved the resumption of land with an area of 5 acres 1 rood 28 perches. The total cost of the land is put down at £144,550. The gross cost would be £158,000; but there is a possible deduction on account of the tunnel, which would make the net amount that which I have named. The cost of the wharfage work would be £88,300,

J. Barling, Esq. 5 May, 1892.

and of the railway construction works, including the tunnel, £49,920, giving a total of £282,770. The third, or yellow scheme, may be briefly described as follows:—The proposal consists of an extension of the Darling Harbour railway branch to Darling Island, and the construction of wharfage at Darling Island. The railway commences near the present meat store, passing on the western side of the goods store, and crossing under Union-street, which will be spanned by a steel and iron bridge. There will be a cutting there. From this, branches will lead to connect with the jetties in Pyrmont Bay. The main line crosses Murray-street, then diagonally across the properties of the Cox family and Mr. C. G. Warburton, then along the reserved road to Darling Island, the two lines separating and connecting with the proposed wharfs on both sides of the Island. The proposed wharfage accommodation at Darling Island will consist of a ferry landing, at the foot of a diversion of John-street, and a timber wharf, extending along the eastern, northern, and western sides of the Island—1,080 feet on the eastern, 300 feet on the northern, and 900 feet on the western side—in all a length of 2,280 feet. The space between the back of the timber wharf and the present shore line will be filled in with ballast, and other filling, to the level of the depth of the wharf. The estimated cost of the scheme is £142,000, including land. The details of this estimate are as follows:—Railway works, £25,000; wharfage, £74,100; land, £42,500; total, £141,600, or (say), £142,000. The minute upon which the decision of the Cabinet was arrived, reads as follows:—"Mr. Deane has just seen Mr. Eddy, who says that by adopting sharp curves and running at a very slow pace we can keep to the road and use it as a tram-line, as is done in the London docks, and elsewhere. The land resumptions would then come to a mere trifle. This would leave not much more than the cost of the works to be provided for, thus:—Railways, £25,000; wharfage, £93,500; total, £118,500, or (say), £120,000." It will be observed that the estimate here given is different from that which I previously gave, viz., £142,000, but I ought to explain that it has since been corrected, as it was found to be necessary to take more land than the estimate alluded to contemplated, and now stands at £142,000. "The completion of the scheme by the construction of the tunnel can then be relegated to the future, but, of course, in this case the probable greatly increased cost of the land in the future must be taken into account." That is signed by myself. The approval of the Cabinet is expressed in these words, "Cabinet approve of route herein suggested—the more economical one.—Signed, EDMUND BARTON, 26/3/92." I will now proceed to read the Railway Commissioners' minutes on the subject. On the 17th February last, I was instructed to forward the following minute to the Railway Commissioners:—"The Cabinet having decided to submit to Parliament, with a view to its being referred to the Public Works Committee, the question of the extension of the Darling Harbour railway to Darling Island, the construction of the necessary wharfage around Darling Island, including the reclamation of certain land, and the resumption of any land which may be required in connection with the above scheme, I am directed to request that the Railway Commissioners will be so good as to furnish the necessary report, as prescribed by the 13th section of the Public Works Act of 1888. The Engineer-in-Chief for Railway Construction has been instructed to put himself into communication with the Commissioners, with the view of affording them all the necessary information on the subject." On the 23rd of the same month, I received the following reply:—"Sir, in reply to your minute of the 17th ultimo, relative to railway extension to Darling Island, I beg to refer you to reports of the Railway Commissioners of the 28th December, 1889, 23rd January, 1891, and 29th January, 1891, and probably these reports will fully meet all your requirements. The reports are with papers herewith." This is signed by the Secretary, Mr. McLachlan. The reports referred to in that letter read as follows:—"The minute of the 28th December, 1889, was made upon a report, dated 24th December, 1889, by Messrs. Darley, Deane, and Angus, who were appointed a Board to deal with the question of the utilisation of Darling Island, and reads as follows:—'The Commissioners quite concur in this proposal, *i.e.*, the proposal made by the Board in their minute. No time should, in their opinion, be lost in giving effect to the same.—E.M.G.E., W.M.F., 28/12/89.'" The following is the report of the Railway Commissioners to myself, referred to in their minute of the 23rd February, 1892:—"Utilisation of Darling Island for shipping purposes in connection with Government Railways:—Sir,—I have the honor, by direction of the Railway Commissioners, to state that they have carefully considered the question of communicating with Darling Island, and they think that the accompanying plan, prepared by the Engineer-in-Chief for Harbours and Rivers, represents the most convenient arrangement for obtaining access to the Darling Island property. The acquisition of the land enclosed within the red lines is very necessary, in order to enable the maximum amount of use to be made of existing properties at Darling Harbour and Darling Island. The Commissioners would be glad, therefore, if the Hon. the Minister would give directions for the resumption of the land in question. They understand that the wharfage on the east side of Darling Island can be carried out for a sum of £20,000, and would be glad if that work could be put in hand without delay, as it is most urgent that the accommodation for dealing with the rapidly growing trade of Sydney should be increased before the next wool season. The Railway Commissioners will have put in hand at once the necessary works for approaching the Island from the existing line." This is dated the 23rd January, 1891. Another report, referred to in the Railway Commissioners' minute of the 23rd February, 1892, is dated 29th January, 1891, and is addressed to me, in these terms:—"Sir, the Railway Commissioners desire me to forward another communication for the information of the Hon. the Minister for Public Works in regard to the proposal for the extension of the existing lines to the Darling Island property, and also as to the resumptions in connection therewith, and to state that although it is estimated by Mr. Thompson, the Land Valuer, that the cost of the resumptions will probably amount to more than £150,000, yet the rapidly growing traffic of the railways, and the difficulties experienced in dealing with the volume of traffic during the past wool season, are such as to demand an immediate extension of the facilities for carrying on the business during the forthcoming season, which, in all probability, will be very largely in excess of what had to be dealt with during the season we have just passed through. The Railway Commissioners are most anxious that the Government should come to an immediate decision on the question, as there is not a moment to lose in putting the works in hand, so as to ensure some part of the accommodation being available by the 1st of August next. The block of land tinted red, immediately between the existing property and the proposed new line, giving access to Darling Island, would be brought into use as a yard for local coal, wood, and other traffic for the city of Sydney, immediately access could be obtained to it, and would form one of the most important means of giving relief to the existing yard at Darling Harbour." The schemes referred to by the Commissioners in these minutes are shown on the plans I have handed in, namely, schemes Nos. 1 and 2. But as it was found they involved such a large sum of money, they were abandoned

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abandoned on the decision of the Cabinet to adopt the less expensive scheme submitted to the Committee. The area of the land now proposed to be resumed is 1 acre 2 roods 31 perches. The area of Darling Island is 8 acres 2 roods 37 perches; but it is proposed to reclaim a further area of 3 acres 0 roods 18¼ perches in connection with the wharfage, which will make the area of this Island 11 acres 3 roods 15¼ perches. By a reference to the plan, it will be seen that a depth of 26 feet of water at low tide can be obtained all round the Island by dredging, with the exception of a small part where the late A.S.N. Co.'s slip was situated; but by the removal of a small quantity of rock, a depth of 28 feet at low water can be obtained.

4. *Mr. Neild.*] Will that be a mud or a rock bottom? That will be going down to the rock.

5. Will not that depth be insufficient? If necessary, it could be still further deepened by blasting.

6. *Mr. Ewing.*] Does the estimate you have given include the cost of the dredging? I think the dredging is not included. Before I proceed further, I may say that the Minister desired me to explain to the Committee that it is at once admitted that either the No. 1 or the No. 2 scheme would be preferable, on engineering and other grounds, to the one submitted to the Committee, but the Government did not consider itself justified at the present time in involving the country in the large expense which either of these schemes would entail, especially in view of the fact that in all probability the scheme now proposed will answer all the requirements of the Colony for many years to come. If, under the existing law, there is any difficulty in the way of carrying this proposal out, namely, as to running the rails along the road, the Minister desires me to say that it can be overcome by the introduction of a clause in the Construction Act to meet it, as the Minister intends to form the road in such a way as to give free passage for other traffic, both along and across the reserved road.

7. *Mr Neild.*] That is the reserved road, marked green on the plan? Yes. It may, perhaps, be of use if I give you the opinion of the Crown Solicitor as to this road.

8. Do you refer to the present Crown Solicitor? Yes. It is dated the 29th April, 1892, and is as follows:—"As to the road coloured green on annexed plan, showing Darling Island, I think that there is no doubt that the rights of the Crown, the public, and the owners of the land from which this road was excepted, are the same as in ordinary cases. The road has been expressly defined and excepted in each Crown grant, and can therefore be formed at any time. The Crown grantees have no rights, except as members of the public, and the public have the usual rights of user of the road." I do not know that I need go into further details. These will be better given by the engineers who will appear before you, and by the Secretary for Railways, who will, no doubt, place before you the economic reasons which have led the Commissioners to recommend the carrying out of this work. A *précis* of the whole of the papers relating to the matter, which I have handed in, has, I understand, been read to you. I will also hand in certain returns respecting the coal traffic and other matters, which, perhaps, will be of assistance to the Committee in coming to a determination on the question. These returns consist principally of the statistics of the coal traffic for 1891 on the Illawarra, Southern, and Western Lines, which have been supplied to me by the Department of Mines, and statistics of the trade of Darling Harbour supplied to me by Captain Jackson. [*Vide Appendix.*] My idea in handing in these papers at the present time is to afford members of the Committee an opportunity of looking through them before Captain Jackson and other witnesses are examined. I may also mention that I have received letters from the Metropolitan Coal Company and the South Clifton Company, dealing with the development of the trade anticipated to take place in connection with Darling Island, which I also hand in [*Vide Appendix*], as they may be useful to the Committee in the investigation they are making. They refer, among other things, to the desirableness of having movable hydraulic cranes, and Mr. Darley has shown, in a minute, that that would involve doubling the cost of the wharfage, and as in all probability there will be only these two companies to be accommodated, the Minister does not feel justified in incurring so large an expense, especially as there are other outlets for coal.

9. *Chairman.*] That, so far as your Department is concerned, is the complete history of this project? Yes.

10. You have no engineering knowledge, and can give us no information as to details? No. Mr. Darley will give you information as to the wharfage, and Mr. Deane as to the railways.

11. Has your Department, or has the Crown Solicitor, had any communication with the Department of Lands as to the reserved road? Yes; in this way; I sent one of our land valuers to interview both the Crown Solicitor and an officer of the Under Secretary for Lands. I told the Valuer what I wanted to be advised upon, and the Crown Solicitor, upon his verbal representation, wrote me the communication I have read.

12. I suppose you are aware that if these persons have a right to use the road, the Crown could not take the railway down the road without special legislation? I have already explained that if there be any difficulty in the way it can be overcome by a special clause in the Construction Act.

13. Your Department, as well as the Department of Lands, is consulted when reclamation rights are given? Yes.

14. I presume that your Department is consulted only so far as the rights affect the harbour? Only so far as they affect the harbour.

15. The actual dealing with the land remains with the Lands Department? Undoubtedly. We are merely advisers as to the effect upon the navigation of the harbour.

16. I presume the Railway Commissioners could give us an idea of the trade which is now being done at the Pyrmont Bay jetties? Yes; but I think you will find all the information you require in the return furnished by Captain Jackson.

17. These wharfs are under his jurisdiction now? Yes.

18. Not under the Railway Commissioners? They are under the two authorities. I believe the Railways credit the Wharfage Account with a certain proportion. The terminal charges, including craneage and so forth, would be included in the haulage charges; but a proportion is credited, I believe, to the Wharfage Account.

19. That is a different arrangement from that existing at Newcastle? Undoubtedly it is, because our Newcastle wharfs are all under the complete charge of the Railway Commissioners.

20. So far as your Department is concerned, you have nothing to do with them? No, so far as management is concerned.

21. Having constructed these wharfs at Pyrmont Bay, you hand them over to this dual control? Yes. We are simply constructors, we are not managers in any sense.

22. *Mr. Wall.*] Has the Department considered any other scheme for shipping coal from the southern lines? I suppose you refer to the Longnose scheme. I had a conversation with the Minister with regard to that matter, anticipating some such question as that which you have now put to me, and he desired

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me to say, if such a question were asked, that the present Cabinet had not considered the matter at all. Darling Island being left to them they had simply to utilise it, and they have not, up to the present time, given their attention to any other scheme.

23. Then it is a question of utilising Darling Island, as well as providing accommodation? Quite so.

24. Have the different schemes never been considered apart from the fact that the Government own Darling Island? Of course, the Longnose scheme did enter into the question before Darling Island was purchased. If you look at *Hansard*, you will see that the question was fully debated in Parliament. You will see that there was a long debate as to the various facilities afforded by the Darling Island and the Longnose schemes, respectively.

25. What I want to know is, whether the Department have ever considered the merits of the rival scheme? Yes.

26. Did they arrive at any final decision? No final decision, except that the late Government decided to purchase Darling Island. In view of all the facts of the case, and in view of the recommendation of the Railway Commissioners, the scheme before the Committee has been adopted.

27. Could you furnish the Committee with reports as to the Longnose scheme? I could furnish the Committee with all the papers with reference to the Longnose scheme. I believe, however, that they have already been printed.

28. You do not know the conclusion at which the Department arrived as to the merits of the scheme before the purchase of Darling Island? The conclusion is found in the Commissioners' minute, which I have read. There are papers with reference to the Longnose scheme, and papers with reference to the Darling Island scheme. The late Government decided to purchase Darling Island; and you will find a complete history of the reasons which led to it in the long debate which took place in Parliament upon the whole subject.

29. Have you any knowledge of the value of Darling Island now? I could not say what it is.

30. You think that if any other scheme should prove to be better than that before the Committee the Government would have no difficulty in getting their money back, so far as Darling Island is concerned? I should think not; but that is more a question for the opinion of a land valuer.

31. Has there been no examination in connection with the increase of facilities for shipping at Pyrmont Bay? That was proposed in No. 1 scheme.

32. There is a considerable quantity of coal and shale shipped at the present time at Pyrmont Bay? Quite so. You will find the particulars in the returns I have handed in. The whole of the shipping returns for 1891 are given.

33. Has the Department any information as to the extent to which shipping facilities could be increased at Pyrmont Bay, irrespective of Darling Island? I do not know that that has been considered apart from the Darling Island scheme.

34. If, in the portion of Pyrmont Bay between Darling Island and the present railway terminus, facilities for shipping could be so increased as to meet the present demand, there would be no necessity to carry the railway on to Darling Island? It would mean cutting off the water frontage of a number of properties, and would incur an enormous expenditure.

35. Could the railway not be brought close to the jetty? It runs there now, but the Railway Commissioners say they want Darling Island also. Facilities could be given by the means you indicate only by a very large expenditure.

36. I suppose the papers you have handed in will show the depth of the water at the Island? That is marked on the plan. Twenty-six feet can be got all round, with the exception of a little spot where the A.S.N. Co.'s slip used to be.

37. You are not prepared to give evidence as to whether that would meet the requirements of the shipping trade? I would rather you examined Captain Jackson upon that point.

38. *Mr. Neild.*] You spoke just now about two coal companies requiring to use these proposed wharfage works—I understood you to say there were only two? I did not say definitely; but I think there would be only two. I believe I said that in all probability there would be only that number.

39. *Mr. Wall.*] Supposing the scheme for connecting the railway with the waters of Port Jackson were adopted, would there still be a need for carrying the railway to Darling Island? I should think so, most decidedly.

40. As a separate system? Yes.

41. *Mr. Neild.*] What reasons have you for mentioning only two companies as being likely to use the accommodation? The reason I mentioned the two companies I did was this, that the distance from Darling Harbour to the Metropolitan Company's Mine is about 28 miles, the distance to the South Clifton Mine being about 36 miles. I mentioned the two nearest companies. You will see, from the returns I have handed in, that the North Illawarra Company's Mine is 39 miles distant; the Bulli Mine, 42; Bellambi, 42; South Bulli, 44; Corrimal, 45; Mount Pleasant, 48; Osborne Wallsend, 48; Mount Kembla, 51; Coal Cliff, 36.

42. All the other companies have wharfs of their own? Yes.

43. Are we to understand that these proposed works are designed in the interests of these two coal-mines? No; certainly not. They are designed in the interests of trade generally, but we shall be able to deal with these two companies. They are the two companies who are most likely to be the constituents of the Government in the matter of coal export.

44. Can you state for what other trade these works are required? I should think for the wool trade.

45. There is only one wool warehouse at Darling Harbour? At the present time.

46. All the rest are at Circular Quay, or Miller's Point? Yes.

47. It is not likely that wool, after being pressed at Circular Quay, or Miller's Point, would be sent down to Darling Harbour? We may have other wool stores erected there. The point, however, is one upon which the Railway Commissioners would be best able to advise you.

48. You have no personal knowledge as to the purposes for which this wharfage accommodation is likely to be used? No; beyond the general ones I have already given. The trade can be easily ascertained from the shipping details I have handed in.

49. You spoke just now about the depth of the water, how many berths would there be for large mail steamers? Those are details which I should prefer to leave to Mr. Darley. I have already given you particulars as to the number of feet which will be available on the different sides of the Island.

50. Have the Commissioners approved of what is known as the yellow scheme? They certainly do not think it is the best scheme.

51.

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51. Have they reported upon it? I have no report from them upon this last scheme.*
52. In the *précis* you have handed in there is a statement that you made a minute to the effect that "Mr. Deane had just seen Mr. Eddy, and the latter was of opinion that by adopting sharp curves, and running at a low speed, the line could, as a tramway, be kept to the road, as was done at the London docks." That is the proposal now before the Committee? Yes.
53. To run the line along the streets? Yes.
54. The minute to which I have just referred is the only record in your Department of anything approaching approval of the scheme on the part of the Railway Commissioners? Yes.
55. And that is a very indefinite statement? Yes. I have not the slightest doubt but that the Commissioners would prefer No. 1 scheme, and if they could not get No. 1, then No. 2; but the Government have decided that they would not be justified in going to the expense. They have decided to take the less expensive scheme, which Mr. Eddy says can be utilised. It was a question of relative cost, as I have already explained.
56. It appears from the papers that, on the 26th August of last year, the Acting Crown Solicitor again addressed the Under-Secretary, and in that communication he appears to have done three things—to have given a legal opinion, to have given an engineering opinion that the works would cost £500,000, and ——? Allow me to explain. I do not think he intended that as an engineering opinion. His idea was that the resumption of the land would cost so much more.
57. You think he believed that £500,000 would be within the cost of the work? I presume he had before him the estimated cost of the work. He saw what our estimate of the cost of the resumption of the land would be, and I suppose he increased our estimate of the cost of the land.
58. In the paper you have handed in you say, "from his knowledge of the value of property in this locality he believed the cost of the resumptions, with the damage to property and the disturbance of business, would be over £500,000, and that altogether apart from the great cost of constructing the line, diverting the streets, erecting wharfs, and making further reclamations of land." You will see, from the way in which the opinion is worded, that the £500,000 previously mentioned must be an engineering opinion? I do not think that that is what is meant, although it would appear to be so from the wording of the opinion.
59. It would appear, then, that the Acting Crown Solicitor recommended a scheme costing upwards of £1,000,000, and that this was the scheme approved by the Railway Commissioners, who have given no approval to the scheme now before the Committee? I think I am correct in saying that when the Railway Commissioners recommended the scheme they had no idea that the cost would be so great, in the matter of the value of the land and the disturbance of business. That is simply the opinion of the Acting Crown Solicitor. When the Commissioners approved of the scheme that information was not before them.
60. Then it amounts to this—that the Commissioners approved of the red scheme upon insufficient data, and that they have given no approval to any other scheme? I do not think that what you state can be fairly borne out. We have the data from our own valuer. The Acting Crown Solicitor, Mr. Robert Smith, was not the valuer of the land, but he addressed a confidential communication to me in which he expressed the opinion that the resumptions would amount to the sum named. What I wish to make clear to you is, that the Railway Commissioners had not that opinion before them when they recommended the red scheme.
61. When they recommended the red scheme, what knowledge had they as to the cost? Mr. Thompson had given the value of the land.
62. Have you his report? I have not handed it in.
63. I should like to see it;—can you produce it? I could easily produce it. I think the amount he reported was something like £150,000, but I do not think he had reckoned for the disturbance of business.
64. Even in that case then, the approval of the Commissioners would have been based upon insufficient data? You will see that it is hardly possible to get anything like the exact cost in such a case as this, unless the Valuer has access to the books of the various business people, and goes into a very accurate calculation. That we could not do until we resumed the land.
65. Will you produce Mr. Thompson's report? Perhaps I may be allowed to ask the Committee not to request me to put in such reports. I am, of course, entirely in the hands of the Committee, but I have previously said that it is not desirable to make public the reports of our valuers. If we eventually take the land our hand is completely exposed, and the Government are placed at a great disadvantage.
66. *Chairman.*] Have you not mentioned the amount in the *précis*? Yes, but not the details.
67. *Mr. Neild.*] All that I want is a total? There is no objection to give that. It is given in the *précis*.
68. I see from that paper, that the Valuer valued the property at £165,000, while the Acting Crown Solicitor, who professes to have a knowledge of land in the vicinity, valued it at over £500,000? The Land Valuer's opinion was given in January, the opinion of the Acting Crown Solicitor was given in June following.
69. But land has not been increasing in value to that extent, surely? No. What I desired to point out was that there was a difference of opinion between Mr. Thompson and Mr. Robert Smith. Mr. Thompson was the valuer, and he is the official to whom we look to give us the value of the land.
70. I believe the Acting Crown Solicitor was one of the syndicate who sold Darling Island to the Government? I observe that his name appears in connection with the matter.
71. In the *précis* you have handed in you say, under date of the 23rd February, 1892, "The Railway Commissioners were thereupon asked to report upon the proposed work in manner prescribed by section 13 of the Public Works Act of 1888; but they replied that they had nothing to add to their reports of 28th December, 1889, 23rd January, 1891, and 29th January, 1891." So that, as a matter of fact, the Railway Commissioners have not, to your knowledge, reported upon the proposal now before the Committee, in accordance with the section of the Public Works Act which you cite? As a matter of fact, I have not received any further communications than those which I have already read. I have since written to them asking for their report, but I have not yet received their answer.†
72. When did you last write to them? About three weeks ago.
73. But up to date practically they have not complied with the provisions of the Public Works Act? I saw the Secretary with reference to the matter myself, and I understand that the time of the Commissioners has been so completely taken up, and that they have had such a great pressure of business of one kind and another, that they have not yet had time to comply.

74.

* NOTE (*on revision*):—Since handed in. [*Vide Appendix.*] † NOTE (*on revision*):—Since handed in. [*Vide Appendix.*]

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74. But the fact remains that they have not complied with the provisions of the Public Works Act;—they have not, to your knowledge, reported? Not to my knowledge.
75. You make reference in your *précis* to the Assistant Land Valuer—who is he? Mr. Sievers.
76. Are you aware whether it is a fact that, in reply to a question asked in Parliament, the appointment of such an official as an Assistant Land Valuer was distinctly denied? I certainly do not remember it.
77. Do you know the date of Mr. Sievers' appointment? I think he was appointed about June of last year.
78. Is he appointed by your Department or by the Commissioners? By the Department of Public Works.
79. Was Mr. Sievers appointed by your Department at the request of the Railway Commissioners? Certainly not.
80. *Mr. Dawson.*] With reference to this resumption, at a cost of £135,000, the money, I see, was paid to a Mr. Robert Smith. Is that the same gentleman who expressed the opinion that £500,000 was the proper value of the land required? He was not giving his opinion then with reference to Darling Island, but with reference to the property required for one of the schemes.
81. But he is the same person? I believe he is.
82. And he is the Solicitor to the Commissioners? Yes.
83. When this Island was bought for £135,000, do you know whether it was a Government estimate, or the estimate of Mr. Robert Smith? I am unable to answer that question. I think you will find that the papers laid before Parliament give the fullest details of the transaction.*
84. What is the present value of Darling Island? I could not answer that question. It is a question for a land valuer.
85. If the land could be sold at the price we paid for it, would it not be better to have these works carried out at Longnose Point? I should not like to answer that question without further consideration.
86. Have you not certain proposals with reference to Longnose Point? We have; but I have not gone into that question, knowing that it was not before the Committee.
87. *Mr. O'Sullivan.*] In scheme No. 1 it was proposed to take the railway all round the Island, was it not? The Island would be treated, so far as the railway is concerned, pretty much as it is treated in scheme No. 3, but the details will be given to you by Mr. Deane.
88. Where is it proposed, in No. 3 scheme, that the railway should stop? Mr. Deane will be able to inform you upon that point. A lump sum has been put down in the estimate to include what is necessary in the way of sidings, and so forth. The plans I have laid before you do not, of course, give every detail of that kind.
89. Has it come within your knowledge, as Under Secretary for Public Works, that the proposed railway extension in this direction will stop at Darling Island, or that it will go further on? I cannot answer that question. I do not think anyone could answer it at the present moment.
90. Was there not at one time a doubt about the title to Darling Island? I think there was, if I remember rightly. I believe the A.S.N. Co. reclaimed a quantity of land, but in any case the question was satisfactorily settled.
91. And a clear title can be given to the Government? That has been given, undoubtedly.
92. Do you know how this Island originally left the possession of the Government? I cannot answer that question. I have not the original papers. Moreover, the matter is not in my Department. It would be in the Department of Lands. I believe the A.S.N. Co. reclaimed a quantity of land by the deposition of ashes from their steamers.
93. Are you aware that the Island was granted by the Crown to a soldier named Jones? I cannot answer the question. I presume you will get all the information you require from the printed papers before Parliament.
94. You cannot say how the Island came into the possession of the Macarthur family? I cannot.
95. *Mr. Davies.*] Darling Island was purchased on the recommendation of the Railway Commissioners? Yes.
96. After a sworn valuation by your own valuers? I do not think the question was referred to our valuers. I believe the Government, in conference with the Railway Commissioners, thought the price asked was a fair one, and concluded the bargain.
97. There was no valuation by your own valuers? I do not think there was.
98. Do you know who made the valuation? I think it was arrived at in conference between the Railway Commissioners and the Government of the day. I do not think our valuers were consulted upon the point. If you desire to press the point I can make quite certain about it.†
99. You do not know how the valuation of £135,000 was arrived at? I do not.
100. Who could inform the Committee? I am not sure. It may be that Mr. Eddy could inform the Committee how it was arrived at.
101. *Mr. Humphery.*] The purchase was approved of by Parliament about three years ago? Yes, by 48 votes to 14.

Cecil West Darley, Esq., Engineer-in-Chief, Department of Harbours and Rivers, sworn, and examined:—

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102. *Chairman.*] The plans for the improvement of Darling Island have been got out by your branch of the Works Department? Yes; No. 1 scheme.
103. Who had to do with the portion of the work running between the present Government property and Goodlet and Smith's old place? Mr. Deane laid down the line of railway.
104. Coming to the Island proper;—what is the nature of the improvements you propose? I propose to construct a timber wharf, in places 35 feet wide on the top, backed up with stone, and filling behind.
105. Are we to understand that the outline of the Island, shown green on the plan, is at present a good retaining-wall? Oh, no; it is only good at places.
106. We understand that you propose to drive piles close together upon the red line shown upon the plan? Yes; they will be piles 10 feet apart, as at the Circular Quay.
107. What is the backing? There will be four rows of piles transversely backed up with blocks of stone. I propose to bring up a slope of $\frac{3}{4}$ to 1 under the wharf.
108. Between the top of the wharf and your piles there will be woodwork? Timber decking.
109. How many feet will there be available for berths? On the east side 1,080 feet, exclusive of 170 feet which would have to be deducted for ferry passenger business; on the north side 300 feet; and on the west side 900 feet. 110.

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* Note (*on revision*):—A reference to the papers shows that Messrs. Richardson and Wrench made the valuation at £150,000.

† Note (*on revision*):—They have since. [*Vide Appendix.*]

C. W. Darley, Esq. 5 May, 1892.

110. Do you anticipate that the wharfs will be used exclusively for the shipment of minerals? I was under the impression, from the last conversation I had with one of the Commissioners, that their idea was to use the accommodation chiefly for general goods and wool traffic.
111. What is the length of the largest Orient or Messageries boats coming here now? About 495 feet—say, 500.
112. So that there would be only two berths on the eastern side for vessels of that size? Yes.
113. And for only one, really, on the western side? No; for two, really, because the bows would overlap the end of the wharf.
114. Do you propose, then, to have the wharfs, as at Circular Quay, upon the echelon principle? No; but if necessary the bows could project a little.
115. But would not that do away with the value of the 300 feet at the end? I think you are imagining a case which is not at all likely to arise. I do not think you are at all likely to have two ships each over 450 feet in length lying on one side.
116. Is it not a fact that the point already picks up the traffic very awkwardly, and would not the projection of vessels beyond it be not only awkward but dangerous? I do not think there would be very much projection. I do not think you are at all likely to see two Orient boats there. Assuming that a wool trade will be done there, also a general merchandise trade, you will have to deal with an altogether smaller class of vessels; besides the Orient Company have their own wharfs.
117. What is the depth of the water alongside the wharfs? You can make nearly any depth of water. We contemplate having about 28 feet, but it would be necessary to remove some rocks to get to that depth.
118. What would be the depth by removing the silt only? About 26 feet, in places, perhaps, 28. There is one place on the eastern side where the A.S.N. Co.'s old slip used to be where there are rocks, and these it would be necessary to remove.
119. But it would not be very expensive to remove a few feet of that rotten rock? Oh, no. We have had to do it at the Circular Quay. Wherever we have put wharfs there we have had to remove rock.
120. What traffic do you anticipate at Darling Island—general traffic, mineral traffic, or what? That is a matter for the Commissioners. The accommodation was first of all spoken of as for the coal trade, but I have an impression from my last conversation with the Commissioners, that they have in view wool and general merchandise.
121. If the accommodation were to be used for coal or mineral traffic, and it were therefore necessary to provide means for the hoisting of the trucks from the line over the ships' holds, would your timber work be sufficiently strong to carry the cranes? I propose putting in foundations for the cranes. We have 1½ mile or nearly 2 miles at Newcastle all timber, and there are 15 and 25-ton cranes, but they are fixed, and they have their own foundations.
122. Is it not a fact that travelling hydraulic cranes are coming into use for this purpose? To some extent, but you could not put them on a timber wharf.
123. You could not use travelling cranes for the shipment of coal on the proposed timber wharf at this place? No.
124. Is it not found that hydraulic cranes which can be moved are much more convenient than fixed cranes? Yes; where the space is limited.
125. Where you have fixed cranes, it is a question of moving ships to fit the cranes, but where you have movable cranes, they can be moved to suit the ships? Yes; where your space is limited it is better to have movable cranes, although at Liverpool that is not the case.
126. Is not that owing to the fixed cranes being already in existence there? No. When I was in Liverpool three years ago, they were putting up cranes close together in various positions so as to suit the ships. Although they were crowded for space they found it more desirable. If you were dealing with general merchandise, and your hydraulic cranes were only 2 tons, they could travel along the wharf, but if they were for coal and were, say, 15 tons, they would weigh about 80 tons, and they would be very costly. It would be preferable, I should think, to put up a number of cranes rather than go to the expense of such costly tools.
127. Supposing it were proposed to use Darling Island for the shipment of coal, would you favour fixed cranes or travelling hydraulic cranes? If you had a very large trade there to warrant it, you might have a concrete or stone wharf with travelling hydraulic cranes.
128. So that if the Island were to be used for a coal trade, you would have to re-model your proposals in regard to the wharf? Yes.
129. Your later conversation with the Commissioners, however, led you to believe that the Island would be used as a general merchandise, or wool depôt, and your proposed wharf would be amply strong for that? Yes; I may say that I referred to these points when I reported to the Minister upon the whole scheme.
130. Can you give the Committee any idea as to the extra cost that would be entailed if you erected wharfs sufficiently strong for hydraulic mineral cranes? Dealing with No. 3 scheme, the wharfage work generally, including the ferry landing, would cost £74,100, in timber; in concrete, with filling in at the back, it would cost £167,400, or more than double the amount. It would come to two and a quarter times the cost.
131. Does your estimate of the cost of the proposed works now before us include any provision for the foundations of fixed cranes? No; in that estimate there is nothing at all for cranes, because it had not been determined what would be done.
132. Assuming that the accommodation would be used for general merchandise and wool, and having regard to the strength of the cranes required for that kind of traffic, what would be the extra cost? If you had 1½-ton travelling hydraulic cranes you would require no foundations.
133. But supposing there were a coal traffic to be dealt with, and it were determined to work with fixed cranes—how many would be required on the wharf frontage? There really would not be accommodation for more than five cranes at the most.
134. How much would it cost to put in the foundations for those five cranes? It would cost about £1,800 for each foundation.
135. What is the cost of the travelling hydraulic cranes suitable for mineral shipment? I could not say at this moment. They are a special tool, and we have no quotations for them.
136. How many travelling cranes would you require for mineral shipment? The same number, at least.
137. What was the cost of the wharfs and jetties running out from Goodlet and Smith's old property? I could not give you the amount from memory.* 138.

* Note (*on revision*):—The cost was as follows:—For the two jetties and wharf north of Pyrmont Bridge, total cost, £21,226 8s. 9d.; wharf and projecting portion south of the bridge, £12,157 16s. 11d. Total, £33,384 5s. 8d.

C. W. Darley, Esq. 5 May, 1892.

138. They are being used at the present time for coal shipment, are they not? Yes.
139. And for shale? Yes. Goods are also landed there.
140. What are the cranes you have on these jetties capable of lifting? Fifteen tons.
141. They are fixed cranes? Fixed derrick cranes.
142. With concrete foundations? No.
143. They are on the jetty itself? Yes; but derrick cranes are of a peculiar design, and are not suitable for placing upon a continuous line of wharf. They have legs running out behind them, and these are very inconvenient at times. They were only put upon these jetties as a quick and temporary method. I could not recommend them for a line of wharf. They were a somewhat cheap crane.
144. Has the jetty suffered from sinking or racking from the use of the cranes? No, not at all.
145. And you say that they are capable of lifting 15 tons? Yes.
146. Is that the ordinary weight? The large Government trucks now used carry about 10 tons of coal. There would be about 11½ tons to lift.
147. The difference is a margin of safety? Yes.
148. Can you say how many private wharfs or jetties there are between your western jetty at Goodlet and Smith's and your proposed ferry wharf at John-street? I could not say how many separate properties there are.
149. How many jetties, giving accommodation for large ships, are there running out from what is known as Ellis' timber-yard? There is no accommodation for very large ships. There are some four or five little jetties running out.
150. As a matter of fact, are there not jetties running out of Ellis' timber-yard, giving accommodation for vessels of from 1,500 to 2,000 tons? I do not think so.
151. I want to get at the present accommodation afforded by private persons in that bight? I have not often been there; but I do not think any loaded ship much over 800 tons could get in.
152. Where applications are made by the public for permission to reclaim, I presume they are dealt with jointly by the Lands Department and by the Harbours and Rivers Branch? Yes.
153. They come on to your Department merely as affecting the water-way? Yes.
154. You have nothing at all to do with the actual land, except that you agree with the Lands Department as to the limit-line for reclamation? Yes.
155. You cannot give us any information about a reserved road or street running through the reclamation between Murray-street and John-street? That matter was settled some years ago—before I came to Sydney, I believe. There is a reserved road running at the back of the reclamation.
156. It is a matter for the Lands Department? Yes. I believe the matter was settled by Mr. Moriarty, my predecessor, and by Mr. Adams, the late Surveyor-General.
157. It would be for the Lands Department to make the necessary exemptions? Yes.
158. So that reliable information would be better obtained from that department than from yours? Yes.
159. We are informed that there have been three different schemes under consideration—which of the three do you favour most? What is known as No. 1 scheme was the original scheme I proposed. It struck me as about the best.
160. It involved the resumption of a large area of land? Yes; but in looking forward to a large and increasing business, I thought that it would be the best scheme. It is costly, of course.
161. It would have necessitated the resumption of the whole of the water frontage between Murray-street and John-street? Yes.
162. Under the present scheme, the only water frontage resumed between those two points is that which, on the plan, is coloured yellow? Yes.
163. This scheme utilises the road, or the supposed road, to the reclamation, to a very large extent? Yes.
164. Then we are to understand that, having regard to the probable developments of traffic, you thought that No. 1 scheme would be the most preferable? That was the original scheme which I proposed. It moved the railway away out of the goods yard and away from the goods shed. It passed under a tunnel to Union-street, and there was a large block of land, tinted red on the plan, between Edward-street, Murray-street, and Union-street, which I thought would be available for a general produce yard.
165. But was not that portion of the scheme a little outside of your particular province, as dealing more with water frontages? No, for of course, I had to work in the two things. I had to look forward not only to the Island but to its general approaches.
166. The scheme would have necessitated the resumption of a large amount of valuable property, would it not? Yes.
167. The scheme now before the Committee will involve the resumption of the smallest amount of property compatible with giving access to the Island? Yes. I regard our railway traffic, so far, as being in its infancy, and if we require so much accommodation for it now, what are we likely to require in fifteen or twenty years' time?
168. You were stationed at Newcastle for some time? Yes.
169. Is it a fact that the mixing up of mineral and ordinary traffic was found so objectionable that the mineral traffic had to be removed from the ordinary traffic? Yes. You cannot mix the two kinds of traffic with advantage.
170. You are aware that Darling Harbour is used for general traffic? Yes.
171. And yet any mineral shipments at Darling Island would have to come with the ordinary produce traffic? There would be no objection to its passing through. The objection consists in attempting to ship minerals and ordinary goods at the same wharf. At Queen's Wharf, Newcastle, an attempt was made to load ordinary cargo ships, as well as ships carrying coal, but it was found most inconvenient. The mineral and the other traffic had to be brought through the same yard on the same line. There is no objection to the setting apart of a portion of the wharfage accommodation for the shipment of general produce, and another portion for the shipment of minerals. But if you attempted to ship both coal and wool from one side of Darling Island the thing would fail.
172. Do you think Darling Island a suitable place for the shipment of minerals? It greatly depends upon the extent to which the trade is likely to grow. If there is likely to be a large coal trade I do not think it is a suitable place.

173. You think that if there is to be a large trade there ought to be a separate shipping place? Yes. A large coal trade would require more space. There is not sufficient space at the Island for it. C. W. Darley, Esq. 5 May, 1892.
174. Can you give the Committee any idea as to what portion of the water frontage between Murray-street and John-street is actually alienated. Is it all alienated, or is only a portion of it alienated? I do not think it is all alienated, but the Lands Department can give you that information. I think that only about half the frontage between the two streets is alienated.
175. Has there been any complaint by navigators of the harbour against the two jetties running out from Goodlet and Smith's old property? None have reached me.
176. Do you not think that it is likely that the utilisation of Darling Island will have a tendency to congest the traffic there and make it absolutely dangerous? I do not think so.
177. Is it not a fact that Pyrmont Bay is also used by the coasters of the Colony very largely? Yes.
178. Would they not have to find another place to moor if Darling Island were used as you suggest? I think they ought to find another place to moor. It is much too valuable a place for a lying-up dock.
179. Would not the kind of projection such as you have at Circular Quay give greater accommodation than a straight line of wharf at Darling Island? No, you could not get the sidings along to the cranes.
180. Where you have a railway wharf it is desirable to have one straight line? Yes.
181. Otherwise you favour the echelon principle? Yes.

WEDNESDAY, 11 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman.)

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

Cecil West Darley, Esq., Engineer-in-Chief, Department of Harbours and Rivers, sworn, and further examined:—

182. *Mr. Hoskins.*] The plans we have before us were prepared by the Harbours and Rivers Branch? Yes. C. W. Darley, Esq. 11 May, 1892.
183. Was the Branch instructed, or were representations made to it, with reference to the preparation of the plans? Yes; we were instructed to prepare plans of the whole scheme as I proposed it originally. The blue curved line I have put in from information received from Mr. Deane.
184. Who instructed the Harbours and Rivers Department to prepare plans for this work? A memo. came down in the usual way asking us to get everything ready for the Public Works Committee, and this was a part of the work.
185. Did the Public Works Committee of the late Parliament inquire into this matter? No, but the present Committee would require the plans to be got ready.
186. They were prepared in consequence of representations made to the Department by the Railway Commissioners to the effect that they required Darling Island for additional accommodation? No; some time ago, the Railway Commissioners were urging the matter very much indeed, and made an effort to get a portion of the work carried out at once, to give them relief for the wool traffic for the season now on. They asked that some relief might be given, and that some preparation might be made, in anticipation of a busy season with wool.
187. Did they represent to you that they required Darling Island for the shipping of wool and produce only, or for the shipping of coal as well as wool? At the time of which I am speaking, and when they were urging the matter so much, it was only for wool. They required the accommodation, I understood, for the coming wool season.
188. That was early in 1891, was it not? Yes.
189. In consequence of their expecting a large increase in the quantity of wool brought down? Yes.
190. They disposed of the wool traffic last year very effectually, and more expeditiously than in the year before—I suppose you have heard that? No, I have not.
191. Can you tell me, from any information which you have received as the head of the Harbours and Rivers Department, to what use it is intended by the Railway Department to put Darling Island? I cannot say definitely. At one time it was spoken of for coal traffic. I have prepared a report in which I pointed out that if the accommodation were required for coal traffic, I would recommend the making of a concrete wharf round the Island,—that is, a solid stone wall, so that there might be travelling cranes upon it; but I afterwards heard that it was anticipated that it would be used for wool, and I said that in that case a timber wharf should be sufficient, as only a light class of crane would be required.
192. You do not, of your own knowledge, know anything as to the dimensions of the wool traffic? No, I do not.
193. Do you not think there would be sufficient room at Darling Island, not only for any anticipated increase in the wool traffic—and many people say that that traffic cannot be increased further than it was this year—but for mineral traffic as well? Well, from my experience I know that it is not a wise thing to attempt to mix the two kinds of traffic. Any place you give up for mineral traffic should be devoted exclusively to it, that is, if you are going to have a steadily-growing business.
194. But if there were sufficient room on Darling Island to carry on the traffic in the export of produce and of coal, do you not think that it would be advisable to carry on both kinds of traffic there? To commence with, I should say so. One side might be given up to coal, and the other side to produce.
195. I presume you are aware that the greater portion of the wool traffic lasts not more than four months in the year? I believe it is about that time.

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196. If the Island were devoted entirely to wool traffic, when the busy season is over it would be lying idle, as it is now, would it not? Yes; I should think so. But at the same time I would point out that Circular Quay, while very busy in the wool season, is almost quite as busy at nearly all times of the year. Goods are constantly coming in. Railway plant—rails for instance—are landed there, and goods of various descriptions may be seen in process of shipment all the year round. Then there is the shipment of shale to be considered,

197. But that is at Pyrmont? Yes.

198. What I want to ascertain is this, whether if Darling Island were to be devoted exclusively to wool traffic it would not be used for only about four months in the year? For wool only, no doubt.

199. Have you heard that it is intended by several of the coal companies on the Illawarra line, if the Railway Department will carry their coal cheaply to Sydney, to use the railway mainly for the conveyance of coal from their mines instead of continuing to ship at the jetties? I have not heard it, but I should think that that information might be obtained from the Traffic Manager. It is a point I have not looked into, and it has not come under my notice.

200. Supposing it were deemed advisable to use Darling Island for the exportation, if necessary, of wool as well as coal, do you think the cranes you have erected on the two jetties at Pyrmont would suffice for the coal traffic—that is to say, similar cranes? No; I could not recommend that type of crane for permanent work.

201. Are you of opinion that cranes less expensive than travelling hydraulic cranes could be efficiently and economically used at Darling Island for the unloading of coal into vessels? Fixed hydraulic cranes would not be so expensive as the travelling hydraulic cranes.

202. What would be the difference, roughly, between the cost of using steam cranes on the wharf you propose to erect—that is, a timber wharf—and using fixed hydraulic cranes? The steam cranes could be put up at from £800 to £1,000 each cheaper.

203. Would the hydraulic cranes be worked more cheaply than the steam cranes when erected? If there were a number you could work them more cheaply.

204. I suppose you are aware that in recent times travelling hydraulic cranes have been more generally used for the shipment of coal than have fixed hydraulic cranes? No.

205. Is not that the case in Europe? No.

206. I gathered from a minute of yours which I had read, that if travelling hydraulic cranes were to be used at Darling Island the expense of erecting a concrete wharf suitable for the purpose would be about twice as much as the expense of an ordinary timber wharf? About two and a quarter times as much. That is for No. 3 scheme.

207. Still if you had a timber wharf as you suggest, fixed hydraulic cranes as well as steam cranes could be used? Oh, yes.

208. There would be no difficulty in the way of using hydraulic cranes on your timber wharf? No; we have them on our wharfs at Newcastle now. The cranes there do not touch the wharfs at all, they have their own foundations.

209. You can see no great difficulties in the way of utilising Darling Island for the export of coal as well as for the export of wool? No; I think it might be done by dividing the traffic, using one side for one traffic, and the other side for the other.

210. *Mr. Davies.*] I understand that you have prepared three different schemes for dealing with Darling Island? I prepared, really, scheme No. 1, but two others have been suggested as modifications.

211. You had to do with the modifications, had you not? Yes; but the railway portion was designed by the Engineer-in-Chief for Railways.

212. Practically, No. 3 scheme is yours? No; the railway portion of No. 3 scheme was laid down by the Engineer-in-Chief for Railways; that is the heavy blue line, as shown upon the plan. I simply had it transferred from his plans on to the plan now before you.

213. Under your first scheme what was the cost of the land to be resumed? I believe it is valued at £195,550.

214. What would the area be? Ten and a quarter acres.

215. Do you consider that area necessary to carry out the scheme proposed by yourself? I do; but perhaps I might qualify that answer by saying that there is a portion which is not, perhaps, absolutely necessary. I refer to the large square block lying between Edward-street, Murray-street, and Union-street; but I think that it would be desirable to secure that block, and to connect it with the existing Government property. It would be very desirable that the Railway Department should have it for general produce works, that is, for a wood yard, and so forth.

216. Would you make the connection with the general line of railway and the wharf by a tunnel or by a surface line? There would be a surface line, but the main connection would be by tunnel.

217. Then a portion of the land would be available for re-sale? Yes, a portion of it might be re-sold.

218. What is the total cost of the resumption, the construction of the line, and the carrying out of your wharfage proposals under scheme No. 1? About £382,000.

219. And as to the second scheme? The cost would be about £100,000 less in the gross.

220. And the resumption of land would amount to only about 5 acres, that is about half the resumption required for the first proposal? Yes, about half the area.

221. As to No. 3 scheme now before the Committee, the railway would go along the road reserved by the Crown, but do you think that would give sufficient access to the Island, and to the wharf accommodation when completed, without further resumptions than those shown upon the plan? It would give access for slow traffic.

222. But in your opinion would it be sufficient to give proper access, supposing a good shipping trade developed at the new wharf? I do not consider it would be sufficient to carry on a large trade.

223. Do you know the width of the road reserved? It is a chain road.

224. And you are strongly of opinion that this connection would not be sufficient for any great traffic? I do not think it would be sufficient for a very large traffic.

225. And you are of opinion that eventually resumptions will have to be made to give more free and better access to the Island? If the trade develops I certainly think it would be necessary.

226. You have been questioned by Mr. Hoskins with reference to the cost of a concrete wharf as compared with a pile wharf;—what is the difference between the cost of a pile wharf, such as you proposed to construct under scheme No. 3, and the cost of a proper concrete wharf, a wharf with stone facings, filled

in

in at the back with other kinds of material? The last-named wharf would be just about two and a quarter times as expensive as the former.

227. To which do you give your preference, as the head of the Harbours and Rivers Department? Where the traffic would warrant it, I would certainly favour a concrete wharf, because it is only a question of first cost. A timber wharf really has a life of about twenty-five years, and there are considerable expenses for maintenance during that period. There are re-decking and repairing works from time to time. A good wooden wharf would cost about £40 per lineal yard, and you might estimate for the corresponding length in concrete about £90.

228. The repairs in the case of a timber wharf are greater than those in a stone or concrete wharf? Yes.

229. What is the probable life of a stone wharf? A well built and good concrete wharf you may look upon as permanent.

230. Then, in the end, it would be the cheaper kind of structure? Yes.

231. It is simply a question of first cost? Yes.

232. There are many advantages, so far as the erection of the work is concerned, and also so far as the carrying on of traffic is concerned, in a concrete as against a timber wharf? Yes; you can put heavy movable cranes on to a concrete wharf.

233. Do you favour hydraulic cranes or steam cranes? With a concrete wharf I should favour movable hydraulic cranes.

234. As being the more convenient in every way? Yes.

235. *Dr. Garran.*] You were stationed for many years at Newcastle? Yes.

236. And you are familiar with the wharfage works there? Yes.

237. Was the Bullock Island wharf made exclusively at the cost of the Harbours and Rivers Department? Yes.

238. The cranes as well? Yes.

239. And the hydraulic machinery? Yes.

240. Do you know whether the Railway Department is paying the Works Department anything for the use of the wharf and machinery? No; I think not.

241. Do they get the receipts from the craneage of coal? The whole receipts, I believe.

242. In other words, they get the benefit of the whole of the expenditure upon the rails, upon the cranes, and on the wharfs without paying either interest or principle? Nothing is paid to the Department; but the money is paid into the railway receipts, and in that way, I suppose, the country gets the benefit of it.

243. But your Department gets nothing? No.

244. Then the Railway Department get the use of your capital for nothing? They get the use of the capital—that is, it is not debited to them.

245. If a private company were making the railway, they would have to find their own wharfs? Yes.

246. So that the Government Railway Account is really making use of capital not shown in its own capital account? I believe that is so. I am not sure whether any charge is made to them in making up their capital account, but I do not think it is.

247. The wharf at Bullock Island is exclusively a railway wharf? Wholly so.

248. It is wholly for railway purposes, yet the Railways contribute nothing towards its cost, or towards the cranes, or the necessary machinery, and take credit for the whole of the receipts? That is practically what is done.

249. Does the Harbours and Rivers Department get any shipping dues or wharfage rates? The Customs collect the shipping or pilotage dues.

250. And they are taken into the general revenue? Yes.

251. That is all that is got from the wharfs, so far as the general revenue is concerned? Yes.

252. Do you know whether those receipts are sufficient to pay the cost of annual maintenance and repair? I do not think so.

253. Then, so far as the general revenue is concerned, the wharf is a losing business? Yes.

254. When you were asked to construct the Bullock Island wharf, were you distinctly told that it was wanted for a coal wharf? Yes.

255. Then you knew exactly what you had to do? Yes.

256. You were not told to make a wharf and adapt it for something? No.

257. You knew it was to be for coal-shipping ultimately? We knew that it was proposed to concentrate the coal-shipping there, and that has now been done.

258. Before a single pile was driven you knew what the work was to be used for? Yes.

259. Do you know as much about the proposed works at Darling Island? I cannot say that I do.

260. As far as you are at present aware, your order is simply to make a wharf? To make a wharf for the use of the Commissioners.

261. You do not know the use to which they intend to put it? I could not say definitely.

262. You are not in possession of the same definite information with regard to this wharf which you possessed with regard to the Bullock Island wharf? I am not.

263. Have you no definite written authority to proceed with this structure based upon any written authority from the Commissioners? Only that to which I referred just now—that is to say, that about a year or eighteen months ago the Commissioners were urging very strongly indeed that immediate steps should be taken to construct a wharf at the Island, and to enable them to get access to it.

264. That is some time ago;—it was represented, I believe, that the wharf was required for last year's wool? Yes; then I got out a design for the wharf.

265. But you say that the wool traffic of last year was disposed of without this wharf? Yes.

266. Then where is the necessity of having a wharf for next year if last year's traffic did not require it? These are points which you had better obtain from the Traffic Department.

267. You cannot form any opinion as to the question of policy? I think it is better that I should not enter into the question of policy.

268. You deal solely with the engineering part of the question? Yes.

269. As to construction, is it desirable that a wharf should be constructed without the engineer knowing the use to which the wharf is to be put? Well, it is really not altogether necessary. Of course, if the wharf were required for coal-shipping, I should recommend a concrete wharf.

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270. But supposing you were told definitely that one side of Darling Island was wanted for coal traffic, and the other side for wool traffic and general merchandise, would you make any modification of your plan to provide for the foundation of cranes, and so forth? I should make no departure from the plan; but in carrying out the details, in order to get it done quickly, I should provide timber for the one side and concrete for the other.

271. But supposing that you knew that one part was required for the shipment of coal, and the other part for the shipment of wool and general merchandise, would you not make provision for the foundations of the cranes at the very start? It would not be necessary. In the case of a concrete wharf there would be no need for special foundations. In the case of a timber wharf, and the shipment of wool, you would not require foundations. You would not require more than 30 cwt. cranes, for instance.

272. But supposing that one side of the Island were to be given for the shipment of coal, would you not have made provision for foundations for cranes which you have not made up to the present time? That might follow afterwards—it would not necessitate any alteration of the plans.

273. Not in outline, perhaps, but would it not effect the contracts? No.

274. But if the works were finished, and you had afterwards to adapt them to movable hydraulic cranes, would you not have to make alterations, and would not the work be more expensive than if you had had the information in the first instance? No. At Newcastle, for instance, we completed the work so far as the wharf was concerned, and put in the crane foundations afterwards—we found it better to do so.

275. But is it not desirable that you should know in the first instance whether the wharf is to be for movable or fixed cranes, and secondly, whether there are to be any solid concrete foundations at all. Is it expedient that you should know these things, or does it not matter? If you are not limited to expense, and if you are putting up a concrete wharf, there is no necessity to know.

276. But supposing you are putting up a wooden wharf? Then we are tied to fixed cranes.

277. And you can put in the foundations just as well after you have made the wharf as before? Better.

278. Then it does not matter, so far as you are concerned, whether the Commissioners are going to use the wharf for the shipment of coal or of wool? No. At Newcastle, we found it an advantage to construct the wharf, and put in the foundations afterwards, because we had a good substantial wharf through which to sink the foundation cylinders.

279. Then so far as you are concerned, it does not matter whether the Commissioners themselves do or do not know whether they want the wharf for wool or coal? No; except so far as this is concerned, that if they wanted to use the accommodation to the best advantage for coal purposes, I would strongly recommend a concrete wharf with movable cranes, because you would get accommodation for three ships, with movable cranes, on the eastern side, whereas with fixed cranes I do not think you could count upon accommodation for more than two.

280. But excepting upon that point, that is, as to the relative value of concrete or wood, the purpose does not matter to you? No.

281. In other words, the uncertainty which you are in at the present moment as to the use of the work does not affect you as an engineer? No.

282. If it be necessary to get the question determined beforehand as to what the wharf is to be used for, that is a matter which affects the Railway Commissioners, perhaps, but which does not affect your Department? Exactly so.

283. You are familiar with Newcastle, and you know that a large amount of shunting ground is wanted where a great coal trade is done? Yes.

284. Is there the necessary convenience at Darling Island? There is sufficient ground for the number of cranes which can be put there.

285. But if you were to take up the area of land necessary for the shunting you have no room for any warehouses on the Island? If you are going to use the Island for coal on both sides you will have no need for warehouses.

286. But supposing you were going to use it for coal only on one side, would one-half be sufficient for shunting purposes? Yes.

287. Supposing the other side were to be used for merchandise, would the proximity of the coal trade be any disadvantage? There is a certain amount of objection to it, but it is, after all, very small. If you go to Liverpool you will see coal being shipped on one side of a wharf, and on the other side soft goods for India and Australia.

288. You were with us yesterday, when we were on one of the jetties of Pyrmont Bay, and you saw coal being shipped on board a vessel on one side of the jetty, and on the other side, within a few yards, you saw frozen sheep being put into another vessel. Is that a desirable arrangement? It is not, perhaps, the most desirable arrangement, but I do not see any serious objection to it. On certain days, with the wind blowing in a given direction, you would get a little dust, perhaps, but that would only be now and again.

289. Do you not think Darling Island too valuable a site to be occupied by shunting lines for the coal traffic? Wherever you provide for the coal traffic the land will be valuable, because it must be adjacent to the wharf.

290. You do not think the use of one side of Darling Island for the shipment of coal would disqualify the other side for other purposes? No; I think half of the Island would be enough for the one wharf.

291. If the two descriptions of traffic are mixed, you say they should be mixed under no conditions other than those which would give one wharf exclusively for coal, and the other exclusively for merchandise? Yes.

292. You have seen the statement which has been laid before us as to the anticipated coal trade. Do you think the wharf on one side of the Island devoted to that purpose would be sufficient for the anticipated trade? I have not seen any statement as to the anticipated trade, and I really do not know to what extent it is likely to grow. A year ago I did not expect to see as much trade in that direction as is done now. I had very grave doubts in my mind as to whether the amount of shipping in Sydney would grow into a large trade.

293. It does not fall within your province to form an opinion as to the probable traffic? No.

294. Supposing we commenced with the Island by giving one-half to coal traffic and the other half to merchandise, and it were afterwards found desirable to shift the coal traffic to Longnose Point, would the cost of removing the cranes from the Island and putting them up at Longnose Point, or in some other locality, be very great? No.

295. It would only mean the cost of the foundations? Yes.

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296. The machinery would still be good? Yes.
297. Do you think that it would be a good policy to begin at the Island with coal on one side and with merchandise on the other, and in the event of the coal trade developing to move that branch of the traffic elsewhere? Yes, I think so.
298. So that the wharfage of Darling Island may be available for other purposes? Yes. We have done that at Newcastle, to some extent. Formerly all the coal shipping was done at Queen's Wharf, and it is now wholly confined to Bullock Island. There were originally eight steam cranes at Queen's Wharf—five of them were old and have been discarded, but three of the number have been re-erected on the lower end of Bullock Island at a small cost.
299. The transfer was not very expensive? No.
300. So that you think that until we know how the trade is going to turn out it would be well to make an experiment with the mixed traffic at Darling Island? I think you will be quite justified in doing so.
301. Have you watched the shipping business at the two jetties you have put up at Pyrmont Bay? Yes.
302. Have you seen much wool shipped there? I have not seen any wool shipped there.
303. With regard to the demand made by the Railway Department for wharfs, if the Department pay nothing and your Department make the wharfs for them, do you not think that there is a temptation on the part of the Railway Department to open its mouth too wide? I think so, but, on the other hand, I think there is a limit to the extent to which that should be carried on. I have always thought so.
304. If the Railway Commissioners had to debit their capital account with every penny spent upon wharfage, they would consider carefully whether they would get 3 or 4 per cent. upon their outlay? Undoubtedly.
305. Then if you provide them with all they ask for, is there not a temptation on their part to ask for a good deal? Yes; and I do not blame them for it.
306. If you had one side of the Island for coal purposes, how many cranes could you erect there, judging from your Newcastle experience? There would be room on the eastern side for two fixed cranes, or three movable cranes.
307. And on the western side? For two cranes only.
308. Then for coal exclusively on one side, you would want only two cranes? On the eastern side there would be room for only two ships to load conveniently.
309. Therefore, you would only put up two cranes? Yes.
310. The cranes you would require for the merchandise traffic are of a different character? Yes; they would be lighter cranes.
311. Have you formed any opinion as to which side would be best for the general merchandise, and which side would be best for the coal traffic? I think the western side would be the better side for the general merchandise. There is more room on the eastern side for coal. There would be room for two fixed, or three movable cranes. There would be three good berths.
312. Is your reason for choosing that side for coal merely because of the increased length? Yes.
313. It has nothing to do with the prevailing winds? No; I did not give the winds any consideration.
314. And would it be as easy to get the big ships into one side as into the other? Quite as easy. We should have to dredge wherever they went, and there would be equal water on both sides.
315. You do not think the works will be in the way of the big ships on the Pyrmont Bay side? No.
316. Have not the jetties at Pyrmont Bay been in the way of the traffic since they have been built? I do not think so.
317. You have heard no complaint? The only complaint I have heard has been made on behalf of a little ferry boat, which, I am told, has to go a little further round than she was in the habit of doing.
318. You have not heard any complaints made from the owners of private wharfs at Pyrmont Bay? I have not heard any.
319. You think they can manage their little ships as easily as before? Yes.
320. Is there as much room for anchorage as before? I do not think they should be allowed to anchor in that water.
321. Have you heard any complaints about the coal-dust blowing over a part of Pyrmont? I do not know of any.
322. Do you not think that if coal shipment were being carried on at Darling Island, with a north-east wind blowing, there might be some complaints in that direction? No; I do not think so. Coal shipment has been carried on in the middle of Newcastle, and we have never heard any complaints. Coal-dust does not blow very far. If you were on the wharf you might get a little dusty, but that is all.
323. *Mr. McCourt.*] What was the first estimate you made of the cost of the wharfs; in the statement laid before us by Mr. Barling it is stated that in January, 1891, you estimated the cost at £98,900? At that time I thought of making the wharfs something like the Newcastle wharfs, only 25 feet wide; and I thought about the same depth of water at Newcastle—about 22 feet—would suffice; but from the experience I have since gained of the class of shipping which would use the accommodation, I can see that 28 feet of water would be required. The wharf has consequently to be made wider. The report from which you quote was a preliminary report. About a year ago I made out the contract plans, and I have found it necessary to widen the wharf to 35 feet. The estimate to which you refer was made before the contract plans were got out, and I was reporting upon the scheme generally before we had gone into details.
324. Your first estimate embraced the wharf at Pyrmont Bay? It embraced the whole scheme. The whole of the wharfage, I believe, came to something like £98,900; but this was for a narrow wharf.
325. *Chairman.*] I take it that your estimate of £98,900, mentioned in Mr. Barling's statement, was a mere preliminary estimate, and that when you went more fully into the matter you increased your estimate, as will also be seen from Mr. Barling's statement. I presume that the estimate subsequently given included the whole of the wharfage under No. 1 scheme? Yes.
326. *Mr. McCourt.*] What is your total estimate in connection with your No. 3 scheme now before the Committee? £74,100.
327. Therefore, you have reduced your estimate considerably? Yes, because the jetties in Pyrmont Bay have been cut out.
328. Have you cut out all the works in Pyrmont Bay? Yes.
329. Which do you consider the best scheme, and the cheapest scheme for the country—the £98,900 or the £74,000? It depends upon what the country wants.

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330. Have you cut down at all as regards material? No; the £74,000 is really dearer than the £98,000 scheme, because the £98,000 embraces more work.
331. It would give more accommodation? Yes; the £74,000 scheme is built up upon a portion of the No. 1 scheme. I practically withdrew the £98,000 estimate when I went into the extra depth required for the wharf.
332. Will the £74,000 include dredging to a good depth of water? No.
333. What is your estimate of the cost of the dredging, to get a depth of 28 feet? I have not been in the habit of putting in dredging, because it comes from the revenue vote.
334. But could you not give us some idea of what it is likely to cost? Not off-hand, but I could prepare an estimate.
335. You could supply the Committee with the cost of it? I could have it done. I will get some more soundings taken in the bay.
336. *Mr. Wall.*] The two irregular blue lines shown upon the plan leave a certain space, and I should like to know whether that represents the deeper part of Pyrmont Bay? The two lines represent respectively the contour of the 24 feet soundings, and the contour of the 18 feet soundings. The line nearer the Island represents the 18 feet soundings; but a good deal of dredging has been done on the eastern side of the Island since those soundings were taken.
337. Then the figures on the plan indicate depths which are not now correct? Which are not now correct.
338. Is there a uniform depth between the two irregular blue lines? No; perhaps I had better explain that after soundings are taken contour lines are run. In this case one is run showing a depth of 24 feet, and the other of 18 feet.
339. Could you give the Committee any idea of the depth inside the line? It varies, rising steadily from 24 feet to 18 feet.
340. What is the distance from the blue lines to the water's edge? It goes from nothing to 600 feet.
341. The whole of the space between the irregular blue lines must be deepened to accommodate large steamers? Yes.
342. You cannot say exactly what dredging would be required? No; it would vary so much at different places.
343. In reply to Dr. Garran, you said that no harbour dues were charged at Newcastle? No; I said that the Customs collect the dues. They are derived from pilotage and light rates.
344. But there are no wharfage rates? No.
345. Are you aware that the reason for not charging them was, in the first instance, because a private company held a wharf there, and had offered facilities to the public to ship at their wharf? I do not think that would be a sufficient reason, because they could only accommodate one or two ships; but I do not know the real history of the matter.
346. But was it not in consequence of the A. A. Co. having a wharf there that the present arrangement was made. Was it not entered into to induce shipping at the Government wharfs? I do not think it is the whole reason.
347. You do not know that such circumstances occurred in connection with the wharfs? No; and I think it would be an insufficient reason, because there are plenty of private wharfs in Sydney, yet the Government charge.
348. Do you know the quantity of shale which is shipped at Darling Harbour? No.
349. Do you know of any company, besides the Metropolitan Coal Company, shipping coal there? I could not say for certain. I have heard of other companies shipping.
350. When you were asked to submit a scheme for the utilisation of Darling Island, were you asked to consider the best means of providing facilities for the shipment of coal, or were you merely asked to submit a scheme for the provision of wharfage accommodation? The Island was originally spoken of as a place for shipping coal.
351. Had you been left to your own judgment, would you have selected Darling Island as the place for the shipment of coal from the southern line? I do not think so.
352. Would you have selected it in preference to Longnose Point, had the matter been entirely in your own hands? Not for a large trade—certainly not.
353. Then, when you were asked to submit a scheme for wharfage accommodation at Darling Island you were confined to the Island, and you were not permitted to exercise your own judgment and to submit the best scheme for the shipment of coal? I was instructed to devise a scheme for utilising Darling Island.
354. *Mr. Neild.*] I understood you to say that the life of a timber wharf was about 25 years? That is all you can count upon.
355. And that the repairs during that period amount to a sum about equal to the original cost? I do not think I said that. What I said was that they would amount to a considerable sum.
356. Could you give some approximate estimate of the proportion of the cost of repairs to the prime cost? During the first 25 years, I should say that it would be about one quarter of the prime cost. I daresay 25 per cent. of the original cost would be spent in the first 25 years.
357. And then an entire renewal would be necessary? Almost so.
358. You say that a square of timber wharfage comes to about £40? Yes, a good timber wharf. That was the cost of the Circular Quay wharfage.
359. So that if you add the cost of maintenance to the prime cost it would come to about £50 a square? Yes, without interest.
360. And that would be quite equal to one-half of the cost of a wharf which, in your opinion, would be a permanent structure? Yes.
361. And one of the advantages of concrete, besides durability, would be the facility with which movable cranes could be used—a movable crane being an impossibility upon a timber wharf? Yes.
362. If you had the fixed cranes you speak of on the eastern side, I suppose you could erect a greater number on the western side? No.
363. And not more than one at the northern end? That would be the most at the northern end.
364. So that if you have a timber wharf the maximum number of cranes that could be erected would be five? Yes.
365. Could you give the Committee now, or at some other time, a statement of the cost per crane for the Newcastle wharfage, that is, the cost of the wharf, crane, and all? Yes; I could give you that. 366.

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366. You could give us the amount of outlay for five cranes at Newcastle? Yes; I quite see the point. I might point this out, that at Newcastle we have a less depth of water, and we were therefore able to do with a narrower wharf than would be possible in Sydney, where a greater depth of water is required.
367. You said just now that you had made provision for a depth of 28 feet? Yes; that is what we are looking forward to.
368. The depths that are given on the plan are, I understand, the depths that are to be obtained down to the rock? Yes.
369. I suppose you are aware that on the eastern and western sides of Darling Island there are only five spots where a depth of over 28 feet exists down to the rock? That would be close to the wharf.
370. So that if you remove the whole of the silt you would still only get 28 feet of water above the rock in five places on both frontages? At five of those particular soundings.
371. In order to get a uniform depth of 28 feet, rock would have to be removed in all cases except where five of the soundings have been taken? Yes; from 1 to 2 feet of rock.
372. In some cases more, because in some places the soundings down to the rock are given as 23 feet; that would mean the removal of 5 feet:—in two cases I see the soundings are only 13 and 14 feet? That is on the site of the A.S.N. Co.'s old slip. It is composed of boulders—loose stuff. The boulders were laid down by the Company for the foundation of the slip. Immediately outside those soundings you will find 32 feet, and immediately inside 28 feet. The shallow soundings are upon the block foundations of the old slip. The surveyor, in taking the soundings, naturally came on to the blocks.
373. You contemplate the loading at these wharfs of the largest type of steamer? Not the largest type of steamer—the largest coal-carrying steamer.
374. You do not anticipate mail steamers going there? Certainly not; because they can take in co cheaper from steam colliers by basket. Their coal is not put into the hold—it is put through bunkers.
375. Therefore 28 feet, even with a rock bottom, would be sufficient to meet the requirements of the largest cargo steamers? It is sufficient for the largest steamers in the port, because there is only 28 feet at the P. and O. Co. and at the Orient Co.'s berths.
376. Is that on a rock bottom? On a rock bottom. No ship would require deeper water than that.
377. Do not those large steamers, when they are loaded, draw 30 feet? No; the large steamers of the Orient and the P. and O. Companies, when loaded, do not draw more than 26 feet. I think 26 feet would be the maximum draught at which any of those steamers have either entered or left the port.
378. What is the maximum depth of water in the eastern channel, near the Heads? It is about 26 feet now, but it was dredged to 28 feet.
379. If that is the depth there, evidently 28 feet at the wharf would be sufficient? Yes; but bear in mind we are speaking of low water. Supposing you had a ship loaded to 30 feet, she could easily get out at high water.
380. What do you allow for the tide? There are from 4 to 6 feet of tide, but you could not take a ship within 2 feet of the bottom, of course.
381. You propose to prepare an estimate of the cost of dredging? Yes.
382. Do you propose to include in it the cost of the removal of the rock where necessary? Yes; I could show that separately.
383. Do you know whether any pressing representations have been made to your Department from the Railway Commissioners, except those for an increase of wharfage in this locality? I cannot say that there have been. Captain Jackson has often spoken to me about the matter, and has said that he could do more work if he had more space, but there has been nothing said to my Department, and it would not come to me directly.
384. Is Captain Jackson under the Treasury Department, or under your Department? Under the Treasury.
385. *Mr. Dawson.*] In the event of the Public Works Department carrying out this scheme, do you not think that it is fair for the Railway Department to contribute part of the cost, seeing that they will obtain such an enormous revenue, or do you think that matters should be as they are at Newcastle? I think that the work should be done either independently of revenue, and that the Treasury should collect the revenue, or that the capital should be debited to the Railway Department. It should be done in one way or the other. Assuming that the work were carried out by a Harbour Trust, the Trust would take all the revenue from it.
386. From your answers to Dr. Garran's questions, I take it that the cost of the Bullock Island works were not debited to the Railway Department? I believe not.
387. You said, in answer to Mr. Neild just now, that Captain Jackson was the only person, excepting the Railway Commissioners, who had urged this work? What I said was that Captain Jackson had spoken to me on the subject.
388. Did not Mr. Robert Smith move in the matter? Not that I am aware of. A request of that kind would not come to me.
389. *Mr Suttor.*] The estimate of £114,000 in connection with No. 1 plan is for a timber wharf? Yes.
390. Would the cost of a concrete wharf be two and a quarter times greater? The cost of concrete would be £229,194. I would like it to be understood that the estimate of £114,000 includes the bridgeway and the ferry wharf at the foot of John-street, also all the reclamations and filling behind the wharf.
391. *Chairman.*] Is the ferry accommodation not included in your estimate in No. 3 scheme? It is; but although in No. 3 scheme the figures come down to £74,100, they include the John-street bridge. The estimate of £114,000 includes the two jetties and the wharf accommodation at Pyrmont Bay.
392. *Mr. O'Sullivan.*] Do you remember when it was first proposed to construct the expensive iron wharfs at the head of Darling Harbour? I think I remember about the time.
393. It was then anticipated, was it not, that there would be a large traffic done there? I believe so. I was at Newcastle then, so I do not know much about it.
394. As a matter of fact, these wharfs have been failures? They have never done much trade.
395. Is it a fact that these wharfs have not realised the anticipation formed of them? It is.
396. What is the reason? There are various reasons. One reason is that a great deal of space is required behind these wharfs for shunting and other work. The Railway Department could not afford to give up this space for shipping purposes, therefore the wharfs are not utilised as they might be if there were more space.
397. Is the shunting actually done on the wharfs? Immediately at the back of the wharfs. 398.

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398. Have the cranes anything to do with the failure of the wharfs? Not that I am aware of.
399. Do the cranes serve the purpose for which they were intended? I believe not. They were put up to ship coal, and no one has ever sent coal there to be shipped.
400. So that although it was anticipated there would be a coal traffic to these wharfs the traffic has not resulted? It has not since developed. I suppose a certain amount of pressure was brought to bear in connection with their erection.
401. Do you think the existence of a low-level bridge connecting Pyrmont with Market-street has had anything to do with the failure of these wharfs? It may have had a little to do with it but not much, because vessels can always get through.
402. Although we are told that large ships can go through, it is somewhat inconvenient to get them through, is it not? Not a serious inconvenience. There is no great difficulty in getting through.
403. You know that it is proposed at some time to construct a high-level bridge from near King-street to Pyrmont? It has been suggested that that should be done.
404. Should that work ever be carried out;—do you think it would result in a better utilisation of the wharfs at Darling Harbour? No, I do not think so.
405. Do you know whether it is a fact that the Department has abandoned the idea of a high-level bridge, and decided to have one on the present site? It has been recommended that a bridge should be erected close to the present bridge, just a little higher, so that it would not have to be opened so often, and so that tug boats and punts could go through.
406. There would be a swing-bridge, as there is at present? Yes.
407. I understand from your evidence that you propose to erect only two cranes on each side of Darling Island? I have not, in my estimate, provided for any cranes whatever.
408. But you said that two cranes would be provided? If it were for coal shipment, and fixed cranes were to be used, there would be space for only two on each side.
409. Are we to infer that there would be room for only two ships on each side? Yes, if you had fixed cranes; because you must allow for moving the ships under the cranes from hatch to hatch.
410. But at the very most, if you had travelling cranes, there would be accommodation at the Island for only six coal vessels? That would be the most.
411. If two long wharfs were erected on the side of Pyrmont Bay, near to the present wharfs, could you not give pretty well the same accommodation as would be given by constructing these expensive works at Darling Island? Yes.
412. I mean in Pyrmont Bay, where you propose to construct two wharfs under No. 1 scheme? You could not get on to the wharfs there with a railway. The railway runs past them at right angles.
413. Would it be advantageous to have the wharfs there as shipping places for coal? No, I do not think so.
414. If coal is to be shipped in that neighbourhood you would prefer to have it shipped at Darling Island? I think so, if it is to be shipped there at all.
415. You stated in your evidence that you did not think that a coal shipment should take place near to a meat and wool shipment? What I say is, that you cannot, from the same wharf, carry on two businesses of coal shipment and merchandise shipment—one must give way to the other, but you could take one side of the Island for merchandise and the other side for coal.
416. Having regard for the future then, and making a due estimate of the probable large development of trade in Sydney, would it not be better to have general cargo shipped at Darling Island and in the vicinity of Pyrmont Bay, and coal at Longnose Point? Yes, or elsewhere. If the coal trade is to be large it would be better to select a site where a large scheme could be designed and enlarged upon.
417. Say at Longnose Point, or Cremorne, or any other suitable position? Yes.
418. The shipment of coal at Longnose Point, or at Cremorne, would have this advantage, that it would accommodate the northern as well as the southern, and western coal trade? Yes.
419. I gather from your evidence that if Darling Island should be adopted as a shipping place for coal, you would prefer to see a concrete wharf erected there? I should.
420. If that idea should be carried out, the stone at present lying on the Island, which is Government property, could be utilised in the back work of the wharfs? Yes.
421. *Mr. Humphery.*] Reference has been made to Longnose Point;—have you been called upon at any time to prepare an estimate of the cost of providing wharfage accommodation there? I have not.
422. What is the present berth accommodation at Pyrmont Wharf? On the northern side of the bridge there is good accommodation for about six ships.
423. Of about what tonnage? Most of the largest colliers can go there.
424. Ocean-going vessels? Yes, vessels up to 3,000 or 4,000 tons.
425. What berthing accommodation have you to the south of the bridge? It is not very deep water. It is not all dredged yet; but there is room for about three ships there.
426. At the present time? Yes.
427. Could you dredge to a depth sufficient to accommodate a larger number than three? Of course, it could be dredged. There would be room for three ships, but not all of a great depth.
428. Then at present you have berthing accommodation for about nine ocean-going vessels? Yes.
429. With reference to the bridge, does the bridge admit of the passing of very large steamships? Some large steamers have been through; but it is proposed to put up a new bridge.
430. Has not the swing been enlarged recently? Yes.
431. What is the present space? It is 45 feet clear, now.
432. Will that admit of the passage of vessels of 4,000 tons? Oh, yes. I may say that there are only 20 feet of water inside Darling Harbour.
433. If the south side of Darling Harbour were fully used for merchandise, the jetties to the north of the bridge would provide sufficient accommodation for coal export at the present time? I think I have partly explained before that the wharfs inside Darling Harbour are not very suitable for general merchandise. There is not room for the putting out and sorting of the cargo, owing to the shunting of traffic at the back of the wharf. The Department cannot allow trucks to stand at the back of the wharf to any extent.
434. Is there any means of improving the accommodation? If this scheme were carried out there would be more room for general cargo and merchandise business.

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435. Assuming this scheme will not be carried out, could the wharfage accommodation to the south of the bridge be utilised by the resumption of land? No. The Government own all the land, and it is all used.
436. No more land can be resumed? No; the Government own all the frontage there.
437. In providing the accommodation to the south of the bridge, was it considered that it might not be possible to use the wharfs when provided? Well, the trade has grown so immensely since then that a great deal of space has had to be given up for shunting and general purposes.
438. So that, at the present time, the wharfage accommodation could not be used in connection with the railway? Only to a limited extent. They do land goods at the wharfs sometimes, but they could not handle a large mixed cargo there.
439. In connection with the railway, you are confined wholly for wharfage accommodation to the jetties to the north of the bridge, recently constructed, and to any berths or wharfage accommodation which may be provided at Darling Island under this or some other scheme? Yes.
440. What I mean is, that, in considering this proposal, this Committee must keep in view this fact—that the only wharfage accommodation in connection with the railways at present provided are those jetties to the north of the bridge, and that that accommodation is not sufficient for general merchandise as well as for coal? Not in connection with the railways.
441. *Mr. Ewing.*] You say that to the south of the bridge there is a depth of 20 feet? That is the ruling depth.
442. Is that rock bottom? No; mud.
443. I suppose that portion of the harbour could be as easily dredged as Pyrmont Bay? There is rock there, but a great part of the harbour could be dredged.
444. As easily as Pyrmont Bay? Yes.
445. What I desire to point out is this, that if a 4,000-ton ship can get through the bridge, there is no reason why you should not have 30 feet of water up to the wharfs? There is no reason why you should not have it.
446. There is no reason, except the fact that the Railway Department has taken more land than it is entitled to? The Railway Department owns all the property there, and their traffic is so great behind the iron part of the wharfs that it would be impossible for a ship's cargo to be handled there. Shunting is constantly going on.
447. Supposing you extended the wharfs out 20 feet? There is not sufficient land to work the wharfs properly.
448. But supposing you widen the wharfs, could you not meet the difficulty in that way? There are various reasons why the wharfs could not be made much use of. The chief point is, that there is not sufficient space for working at the back of the wharfs.
449. Is there no land to be resumed there? No; that is not possible. In fact, the Railway Department are already cramped in that corner, and want to get away in the other direction.
450. *Chairman.*] How do you propose to give the travelling public ferry-steamer accommodation from John-street;—what is the width of the roadway and overbridge you propose to put up there? I calculate to put up a bridge about 40 feet wide.
451. What will be the height over the water at the water-side? About 18 feet over the rails, and 23 feet over high water.
452. How do you propose to get the passengers up and down to the ferry-steamers? I have designed a set of stairs.
453. At the end of the diversion of John-street you propose to have steps down northward on to the ferry-wharf? Yes.
454. Do you not think it is likely to ruin the ferry traffic if the passengers have to negotiate 20 feet in steps? I do not think so. It is just as easy to go up the steps as to go up the hill. I have shown in a detailed plan a lift which would take up any goods from the wharf.
455. But supposing anyone had to carry 18 or 20 stone of flesh and bone, would not all these steps be a difficulty? I do not think they would be any worse than climbing up the hill.
456. Has the ferry proprietor seen these plans, or does he know anything of them? Not that I know of.
457. Is it not very wearisome work getting up the steps at Lavender Bay? But they are more than 20 feet.
458. You are proposing to deprive the travelling public by the ferry of an easy grade down to the water's level, and to give them in place of it a number of steps to go up and down;—do you not think that it will interfere materially with the comfort of the passengers? Not in my opinion.
459. Referring to the congested state of the traffic inside of the wharfs on the south side of the bridge, now that the lines have been extended across Union-street on to what was Goodlett and Smith's property, will not the sidings at the back of the wharfs be considerably relieved? Not to a great extent, because the trade seems to be growing fast.
460. Do you not think there will be sufficient relief to allow you to utilise your timber wharf to its full extent? The traffic seems to be growing so fast that it is squeezing the Railway Department out of their present yard.
461. I am speaking of the wharf between the timber bridge and the iron wharf? That is only just completed.
462. And yet it will virtually be of no use? I do not say that.
463. But you said that it could not be used because there was shunting going on behind it? I was referring to the iron wharfs then. What I said was that these wharfs could not be used for large cargoes, such as are landed at Circular Quay and elsewhere; because it takes a certain amount of space to land and sort the goods. There would not be room on the wharf to do that, and it could, therefore, be used only for a small class of goods, that is, so far as shipping purposes are concerned.
464. I understood you to say that the wharfs from the bridge downward could not be utilised? I was referring to the iron wharfs.
465. Do I understand that the timber wharf just finished cannot be utilised now? It could be utilised now excepting that the berths have not yet been deepened. There is some rock in front of it.
466. That wharfage accommodation, if you only increase the depth, can be used by large ships? Yes; but it is hardly taken out of the contractor's hands yet.

C. W. Darley, Esq. 11 May, 1892.

467. In that case, having such a large frontage of wharfs ready for use, does it not seem to infer that there is no necessity for making the wharfage at Darling Island? No; because we could not carry on the coal shipping.
468. But if you took the inside of the harbour for your produce, and the jetties for your coal work, would not that be enough for some time to come? I do not think so. The accommodation inside is more suited for jobbing work.
469. Have you given any attention to the development of the coal trade since your Pyrmont Bay jetties were erected? Personally, I have given no attention to it.
470. You cannot tell us whether in the near future it will assume any magnitude? No; I have not given any attention to it.
471. Do you not think it would be advisable to wait a little while, and see to what extent the mineral trade develops at these jetties before making this accommodation at Darling Island? Personally, I was under the impression that there would not be much coal shipped at Pyrmont. I had grave doubts in my own mind. I have known a great deal of influence brought to bear to secure the erection of shipping places. It may be within the knowledge of members of the Committee that pressure was brought to bear to secure the erection of coal staiths, at great expense, at Morpeth. One small vessel loaded there, and that is all the trade that ever was done.
472. You think that you should move slowly in providing increased facilities for the shipment of coal? I was under that impression as regards Pyrmont. Up till last year I had doubts as to whether it was the honest intention of proprietors to ship coal in Sydney at all. I thought it could be shipped at Wollongong, and other places, more cheaply. I had not paid much attention to what the companies were doing, and although we had purchased the cranes I only put up one at first, thinking that it might prove sufficient. It was no sooner up than a second was demanded. That seemed to be enough, and I sent a third to Cockatoo Island, but we very soon had to put that one up also, and the three have been kept busy ever since. I have been very much surprised, because last year I did not think the trade was going to develop in the way in which it has done.
473. Do you think our experience of the growth of trade at these jetties is sufficient to justify us in providing for a much larger shipment at Darling Island? To the extent of providing for a somewhat larger shipment I think you would be justified.
474. You have now three cranes on the Pyrmont jetties? Yes.
475. And you can erect others if required? Yes.
476. *Mr. Dawson.*] Was there any particular reason for the larger output of coal from the southern mines last year? I took it to be simply new trade developing.
477. Is it not a fact that the strike at Newcastle caused a large development of the southern mines? I daresay that had a great deal to do with it, but, as far as I can judge, I think it is likely to be a permanent trade now.
478. Do you think that in the event of a large order for coal being given it would pay better to bring it to Darling Harbour than to ship it at Bulli, or Wollongong? You could not get large ships to go to Bulli or Wollongong. Little shallow vessels might go there to load, but that is all.
479. Could not a steamer go there? A large steamer, which could slip away at once if necessary, might go, but seeing that she could not load there in bad weather, and that there is a certainty of her being able to load here in all kinds of weather, there would be no great inducement held out to her.
480. *Chairman.*] Have you given any thought to the practicability or desirableness of filling up Darling Harbour, say from the foot of Bathurst-street across to a point, say, at the end of the iron wharfs, and so getting land space there? I have turned it over in my mind, but the cost of the resumption of the frontages would be a very heavy item.
481. But the only frontages would be the frontages on the eastern side—Russell's and Wearne's? Yes.
482. In view of the many projects which have been started for bringing the railway into the city, do you not think that the scheme would work in with the line coming along the frontages on the eastern side? I do not know that you would gain very much by it. You would get more land, but it would be a very expensive way of acquiring it.
483. The circumstance of the iron wharfs being of little use, excepting for small vessels, is owing to their being in a bight, is it not? Yes.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

H. Deane, Esq. 11 May, 1892.

484. *Chairman.*] You have, in conjunction with Mr. Darley, put forth certain plans for the purpose of utilising Darling Island? Yes.
485. The plan immediately below the jetty plan shows the land you propose to resume under the original scheme? Yes.
486. In connection with No. 1 scheme all land marked red would be resumed, or already belongs to the Crown? Yes.
487. The scheme which is actually put before the Committee is a modification of the original scheme, doing away with the tunnel, is it not? I should call it a different scheme altogether.
488. Instead of tunneling through from the school to the foot of Edward-street you come round through what is known as the reserved road in the reclamation? Yes; principally along that road.
489. Which of the schemes do you favour most, that known as No. 1, or that which has been put before the Committee for its more immediate consideration? I consider that No. 1 is the best scheme. Of course, it is more expensive than No. 3.
490. Do you think that the present and future requirements of the railway justify the larger scheme, known as No. 1 scheme? I think I am scarcely in a position to give a definite answer to that question.
491. You assume that the railway authorities will require a larger area of land for their future operations? Yes.
492. And, looking at the matter in that light, you think that No. 1 scheme is best suited to their purposes? Yes.

THURSDAY,

THURSDAY, 12 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thompson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane, Esq. 12 May, 1892.

493. *Mr. Davies.*] You prepared, I understand, two or three different plans of connection with Darling Island? Yes.

494. In the first scheme you proposed to resume a large portion of private property? Yes.

495. Do you remember what area of private property would be resumed? The area proposed to be resumed under that scheme is shown upon the small plans furnished to the Committee.

496. Something like 10 acres? Yes; including the reserved road.

497. And in that project there is a tunnel crossing from the school down towards the harbour? Yes.

498. What was the estimate for the railway work, apart from the wharf accommodation that would be provided? The estimate for the railway work of the scheme was £71,795.

499. Does that include the tunnel and all the earthworks? Yes.

500. And the sleepers and rails? Yes; everything.

501. Then you have also prepared a scheme with a slight deviation, called No. 2 scheme? Yes. No. 2 scheme takes up less land, and there is less work in it, in so far as the area of land not taken has no work upon it.

502. Does it also include the tunnel? Yes.

503. What would be the cost of your railway works in No. 2 scheme? £49,920.

504. Then you have still made a further deviation in scheme No. 3—the scheme now before the Committee? Yes.

505. You propose in that scheme, I understand, to occupy the reserved road for railway purposes? Yes.

506. Are you of opinion that a road 66 feet wide would give sufficient railway communication with the Island, having regard to the traffic you anticipate? Yes; I think it would give sufficient railway communication.

507. And if it would give sufficient railway communication where was the necessity, under schemes Nos. 1 and 2, for the resumption of so much private property? It is not such a good scheme as scheme No. 1. To a certain extent the traffic on the road would interfere, and it is a more curved line, and, therefore, not so convenient for working. In running round the S curve it would, of course, be necessary to run very slowly.

508. You think there would be ample room in the 66 feet road to provide for all the traffic which is likely to be developed by the new wharfs? Yes; I believe it could be worked.

509. And worked as satisfactorily as it could be worked under scheme No. 1? No; I prefer schemes No. 1 or 2.

510. You state that the object of the resumption of so large a block of private property was to provide room for goods? Yes; further room for sidings for goods traffic.

511. Has any statement been made to you as to the necessity for additional accommodation in that direction, that is, by the Commissioners? Not directly to me. I was in communication with the Commissioners as to the method of carrying out their intentions, but, of course, my instructions came from the Secretary for Public Works.

512. And how did you form an opinion as to the necessity for the resumption of so much private property for the purposes of goods traffic without any intimation from the Commissioners? That was scarcely my business. I was told the requirements, and I worked out a scheme accordingly.

513. But you just now stated that the object of the resumptions was to provide for increased goods traffic? Yes; I was told the area that was necessary and the accommodation to be provided, and I worked out the scheme accordingly.

514. Do you know the estimated cost of the land which would be resumed under the first scheme? Yes; I have seen the Land Valuer's estimate.

515. Do you remember what it was? The net estimate is £195,550.

516. After deduction for subsequent sales? Yes.

517. Does it not seem to you a very large sum of money to spend upon resumption of private property when the accommodation could be obtained by simply taking the reserved road? You have room for very great development in the future, and much greater facilities for handling traffic under scheme No. 1.

518. I understand that no representations have come to you from the Commissioners warranting you in recommending a scheme involving the expenditure of £200,000 for the resumption of property? I am making a comparison, not on the basis of any traffic I have estimated myself, but upon the facilities which I see are possible for working the traffic.

519. Do you think, from what you have seen, that any necessity exists for this large expenditure upon the resumption of land and the extension of the railway as proposed by you in No. 1 and No. 2 schemes? I have not studied that question sufficiently to be able to give you a trustworthy opinion. I have confined myself to the engineering part of the question.

520. But there must be some basis for the opinion you have formed as to the necessity for the resumption of so much private property to give room for shunting and goods traffic? It was proposed by scheme No. 1 to utilise the whole of the area between Edward, Union, and Murray Streets for goods sidings. These being abolished, scheme No. 2 became possible.

521. By the resumption of a smaller portion? Yes.

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522. And did you propose siding accommodation in No. 2 scheme? Not upon that area.
523. Where did you propose to give it? There would be no siding accommodation at all in that part.
524. *Dr. Garran.*] It would be quite possible to run the line through the tunnel without resuming any more land than the railway line itself would actually require? Yes.
525. What I mean is, that it is not necessary in No. 1 scheme that you should resume the whole of the pink-tinted land? No; you could get to Darling Island by that line without resuming all the area coloured pink.
526. What is the difference in the mere cost of the lines—that is, between the tunnelled access to Darling Island and the S. curve line—I mean the railway line, apart from the land? I reckoned, under No. 2 scheme, the railway would cost £49,920.
527. And under the third scheme £25,000? Yes.
528. So that the railway line in that case is just about double the cost of the line under scheme No. 3? Yes. I may mention that in the first scheme the tunnel and the bridge over Union-street cost about £35,000.
529. Supposing No. 3 scheme were adopted, and that the S curve were put in, and supposing that hereafter the Government should decide to resume all the frontages at the head of Pyrmont Bay for the purpose of making wharfs there, could you get on to such Government wharfs comfortably with the S curve? You could probably get on to a third jetty parallel with the others, but I doubt if you will be able to get on to a fourth.
530. Practically a part of the water frontage would not be very accessible from the S curve? Yes; but it could not be utilised in that way.
531. Of course, you could make a straight wharf frontage? Yes.
532. And you could get on to that from the railway? Yes.
533. But you could not have jetties? No; only the one I have mentioned.
534. With a tunnelled line you would be enabled to get on to jetties at the head of the bay to any extent, would you not? Yes.
535. So that, from that point of view, the access by means of the tunnelled line is better than that by means of the S curve line.
536. As an engineer, you prefer the tunnelled access to Darling Island? Yes.
537. Why do you prefer that way of getting to Darling Island to the other way? I have explained that if No. 1 scheme had been adopted in its entirety, the traffic could be worked entirely unimpeded by road traffic. The curves are also of a much more favourable description than they are under scheme No. 3.
538. Those are your two reasons? Those are two reasons.
539. And as an engineer, you think they are worth the expenditure of £25,000 extra? Yes; I do.
540. *Mr. McCourt.*] Under your No. 3 scheme, how did you arrive at the recommendation with reference to the area of land to be resumed? It was worked out in the Department partly by myself, and partly in conjunction with Mr. Darley and the Commissioners. It was the result of a consultation.
541. Had the Commissioners anything to do with the amount of land required? Yes.
542. Practically they recommended a certain resumption? They showed what they considered were the requirements of the traffic.
543. They showed the area of land they would require? It amounts to that.
544. What would be the length of the railway from the starting point, under No. 3 scheme? I cannot be quite certain about the length, without measuring it.
545. What would be about the length? There would be about 1,350 feet from Union-street to the commencement of Darling Island.
546. But the railway will run right round the Island? Yes. Just now I was merely speaking of the connection.
547. What is the total length of railway to be constructed for £25,000? The length of permanent-way, including the sidings, that would be necessary I have taken to be about 5,000 lineal yards.
548. Then I take it that, assuming there would be a double line, the length will be about 3,000 lineal yards—with 2,000 yards for sidings? Yes. I have taken about 5,000 lineal yards.
549. Of course, you will have a double line of road? A double line.
550. And does your estimate include rails? Yes; it includes rails, sleepers, and ballast; also a bridge over the railway at Union-street.
551. *Mr. Neild.*] Would not the running of the traffic along the reserved road at the speed you mention interfere in an almost prohibitory manner with the street traffic? I could not say that it would interfere with it in a prohibitory manner, but of course there would be some interference.
552. The amount of interference would depend upon the amount of traffic at Darling Island? Yes.
553. But if Darling Island were put to very large use it would imply a large railway traffic along the reserved road, and consequently a large interference with ordinary traffic therein? Yes.
554. So that the larger the traffic the greater the interruption? Yes. I have no doubt that if the traffic became very large it would show itself to be necessary to make resumption with a view to get rid of the difficulty.
555. Do you know whether, in the estimates before the Committee, compensation for interruption to business by the occupancy of the street by the proposed railway is included? That I cannot say exactly; but I presume that all the circumstances have been taken into consideration by the Land Valuer. The interference, I believe, is taken into account, but I could not say so from my own knowledge.
556. In your opinion, would the occupancy of this road for railway purposes interfere materially with the value of the property fronting the road? I would rather not give an opinion on that matter.
557. Would not that question come within the scope of your official position and duties? I believe that it would, still an opinion on that subject might be better given by those who have taken it up as a specialty.
558. If it be possible to usefully serve the proposed traffic at Darling Island with No. 2 scheme, which involves the resumption of very little ground, is there any need whatever for any large resumptions for the carrying out of No. 1, or the tunnel scheme? No. 3 scheme would probably answer the purpose, but the traffic would not be conducted so easily. It would probably be more costly to work it, and under No. 1 scheme, although a large resumption is involved, you would get a very large asset.

559.

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559. Is there any possible necessity for the very large area of resumption shown in connection with No. 1 scheme? Of course, No. 2 scheme is quite sufficient for the purpose of giving connection with Darling Island.
560. Then you would give preference to No. 2 over No. 3? Yes.
561. And preference to No. 1 over No. 2, as giving greater facilities? No. 1 and No. 2 schemes give equal facilities for getting to Darling Island.
562. But No. 2 scheme is not so expensive? No; it does not provide the same area, and no doubt in the future it would be very convenient to have all the Government land connected, and not in isolated patches.
563. At about what rate of speed would it be possible for the traffic to be conducted along the reserved road? I do not think it would be right to travel at more than 6 or 7 miles an hour.
564. I suppose there would be a double line? Yes.
565. With a double line in a 66-foot street would not trains travelling both ways wholly monopolise the street; for instance, would it be possible to cart timber along it and to get a proper access to adjacent wharfs for the landing of timber, which, as you know, occupies a good deal of space in handling? The trains would not take up the lines the whole of the day, they would be run only occasionally, I presume.
566. In working No. 3 scheme you think that the lines would only be occupied at stated hours? No; I do not say stated hours—what I say is, that they would not be in use continuously.
567. But there ought to be a large amount of traffic to warrant the proposed works at Darling Island, surely? Yes, it is expected that there will be.
568. And if those expectations are fulfilled, would it not of necessity cause the thoroughfare to be occupied during the greater portion of the time? Scarcely the greater portion of the time, perhaps for some considerable portion of it.
569. What would become of a dray loaded with timber, if it were caught in that street, with trains coming each way at the rate of 6 miles an hour? It would have to look out for itself.
570. Do you reckon that the street would contain footpaths of the usual width, say (12) feet; or are you considering a street without side-walks. Have you considered the question of side-walks at all? Yes, I have. Under the peculiar circumstances of the case I think I should dispense with side-walks, because you want to make the road accessible, that is crossable from all parts of the land on both sides.
571. If you do away with side-walks would you not greatly increase the danger to passengers? Perhaps so. The road having been formed for the purposes mentioned, it might be possible to concentrate the crossings into a few places, so as to make distinct level-crossings at particular spots, and then you could lay out side-walks.
572. But would not the plan you are suggesting materially interfere with access to properties fronting the street, and with the safety of persons having to go to and from such properties? There might be a good many persons crossing at times from the properties inside the reserved road down to the wharfs, but I do not see that there would be any danger on that account.
573. What would be the average width occupied by each individual train—what would be the overlap on each side beyond the line of rails? You would have to allow 9 feet 6 inches to clear everything.
574. That would be 19 feet for two trains? Yes.
575. What space would there be between them? Six feet would be left between the rails.
576. I want to know how much of the street would be occupied? If the trains were running continually, you might reckon that 25 feet would be taken up.
577. Twenty-five feet out of 66 feet? Yes. But as the trains would not always be running, that space would not always be taken up.
578. The outside space that would be available for both vehicular and passenger traffic would not be more than 20 feet on each side of the line? About that.
579. Do you think, from your knowledge as an engineer, that it would be at all safe for the traffic of the street to be congested in that manner. Do you think that it would be at all possible for foot passengers to make use of a street so occupied? If the traffic, like the tram traffic, is worked at a low speed, I do not see that there is any danger involved, and if the reserved road was thrown open to the public it would not be like the main street of a city where there is a lot of traffic passing to and fro. I doubt very much whether there would be many vehicles passing along the street, but there may be a good deal of traffic across it from the store grounds to the north of the line.
580. If access were cut off from the water would not access be required from the reserved road to the properties in the block bounded by Edward, Union, and Murray Streets? I do not think there would be much traffic along the direction of the road.
581. But would not access be required from the reserved road to the properties on the south side? Yes.
582. If drays and other vehicles had to get access to these properties they would have to enter the road at right angles? Yes.
583. And would not the railway traffic greatly interfere with the vehicular traffic under those circumstances? It would have to wait if there were any trains in the way—it might be interrupted occasionally, perhaps frequently.
584. Do you think it would be at all safe for trains to be run at 6 miles an hour. Under all the circumstances would not that be an excessive rate of speed? No; I do not think it would be an excessive rate; I think it would be about a fair rate.
585. Do you know the railway that runs through the principal streets of Port Adelaide? No.
586. Have you seen the trains running through some of the principal streets in Rockhampton? No; I have not been there.
587. You are not aware then, that the rate of speed of the trains to which I refer would not be more than 1½ or 2 miles an hour? No; I am not aware of that.
588. *Mr. Collins.*] In recommending the resumption of land in No. 1 scheme you said it was for the utilisation of goods traffic? Yes.
589. What goods did you mean—what sort of goods? General goods, I believe.
590. Coming from the country? It would be used for general purposes, for goods inwards and outwards; I could not tell exactly. The Commissioners simply asked that these sidings might be arranged for.
591. Do you know whether any ships unload goods for the country districts at Darling Harbour? I could not give you information on that point.
592. Are you aware that the produce shed at Darling Harbour is now used for goods other than produce? I have no exact information about it.

593.

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593. *Mr. Ewing.*] Following upon Mr. Neild's examination, I suppose that in a short distance like that between Edward-street and Murray-street you could so arrange matters that the trains would not pass one another in the street, could you not, that is to say, it would not be a very difficult matter if the traffic in the street were found to be heavy? I fancy it would be rather difficult to so arrange the traffic that the trains would not cross. They would have to wait for one another, and that would mean the engagement of a number of men to control the traffic.
594. Would it be a difficult thing to do? I do not know that there would be any particular difficulty about it, but I think it would be a considerable hindrance to the railway traffic.
595. *Mr. Dawson.*] Would there be any more difficulty in connection with the traffic there, than there is in connection with the traffic in Elizabeth-street, at the present time? You are referring to tram traffic, but in this case you would have to deal with long trains.
596. But there would be nothing like 20 feet on each side of the lines up to the footway in Elizabeth-street? No; there would not be so much space as 20 feet.
597. *Mr. Humphery.*] I think you said that No. 2 scheme would afford facilities equal to those of No. 1 scheme with this exception, that there would not be so much land resumed? There would not be so much land resumed, and there would not be the same siding accommodation; but the facilities for getting to Darling Island, that is for mere connections, are the same.
598. You told Dr. Garran that under No. 2 scheme the railway works would cost £25,000 more than the works under No. 3 scheme? Yes, approximately.
599. By No. 3 scheme would you not have half an acre of land more available than under No. 2? I see that in connection with No. 2 scheme the area of Darling Island is mentioned as the area already resumed, 8 acres 2 roods 37 perches. Under No. 3 scheme the area of the land resumed is put down at 12 acres 3 roods 8 perches. That includes the area between Union-street and the jetty.
600. If you look at the plans you will see that under one scheme the area capable of utilisation is stated to be 19 acres 14 perches, whereas under the other scheme it is stated to be 19 acres 2 roods and ¼ perch? The areas given in connection with No. 3 scheme include an area of 4 acres not included in No. 2; to make the comparison, the real area capable of utilisation under No. 2 scheme should be stated as 23½ acres.
601. Then, as a matter of fact, instead of stating that the area capable of utilisation in connection with No. 2 scheme is 19 acres, it should be stated to be 23 acres? To make a proper comparison of areas, yes. The reason why the area between Union-street and the jetties has been left out of No. 2 scheme is that it is not touched at all.
602. In addition to £25,000 less for railway construction, there is also a difference in connection with No. 3 scheme, of about £100,000 for land resumption? Yes.
603. So that the actual difference in cost between the two schemes would be about £140,000? Yes; about that.
604. The other difference would be that you would have a tunnel in No. 2 scheme with a straighter line than the surface line of No. 3 scheme? Of course, you would have the land.
605. I mean as a matter of convenience? Well, you would have the tunnel, and freer access.
606. You would have land available besides the tunnel in No. 2 scheme? Yes.
607. With regard to the wharfs on the south side of the bridge, the railway has been constructed nearly as far as Union-street? Yes.
608. Cannot those wharfs be utilised for railway purposes—that is, in connection with the shipping of merchandise? I see no reason why they should not be used, except that they are above the bridge.
609. What was the object of constructing the railway alongside the wharfs, if they were not to be utilised for the shipment of merchandise? I cannot give any information about that—I have nothing to do with it. I think Mr. Darley might be able to give you some information. The works lay between his Department and the Existing Lines Branch.
610. Would the Commissioners be better able to explain the matter than you are? Yes.
611. *Mr. Hoskins.*] With respect to Mr. Neild's examination as to the possible inconvenience to residents in the street through which the railway will run if the Government adopt No. 3 scheme;—I should like to ask you whether you have been in America? I have not.
612. Are you aware that trains, fully laden with passengers and freight, are taken through the streets of the large towns in America? I have heard so.
613. Are you not also aware that in Liverpool and London trains are taken across streets, and skirt round streets in the neighbourhood of the docks, and that no inconvenience is occasioned to any persons thereby? Yes, I know that it is done, to a limited extent.
614. To a large extent, is it not? Of course, railways are carried across streets in numberless cases, and they skirt streets in some cases, but generally speaking, I believe they are carried through the dock companies' property.
615. Mr Neild endeavoured to show that persons residing in this street would be greatly inconvenienced in obtaining access to their properties if the railway were taken down it. You have shown that there would be a width of 20 feet on each side of the proposed railway for their convenience. Is it not a fact that in Oxford-street, where there is a large amount of traffic, all the shops are supplied from vehicles which unload in front of them? Yes.
616. Would not that lead you to form the opinion that if the Government did resume a portion of this street for a railway the residents would not be more inconvenienced than are persons residing in streets through which the trams run, in Oxford-street, for instance? The circumstances are very different. In Oxford-street you have a tram traffic with small trains which can be brought to a stand very readily, in a few feet almost; here you would have long trains which cannot be brought to a stand quite so readily. On the other hand, of course, you have in Oxford-street houses on each side, whereas in this street you would not.
617. Do you believe there would be any great inconvenience to the persons residing in the street, and the persons seeking to travel in it, and to vehicular traffic generally, seeing that there would be 20 feet on each side of the lines of railway if, for the sake of convenience and to save expense, the Government determined to take the line by that route down to Darling Island? As I said before, I do not think there would be much traffic longitudinally, I think most of the traffic would be across the street. There might be some longitudinally, but not much.

618.

618. *Mr. Wall.*] Is it not a fact that the street is at the present time closed up? Yes. H. Deane, Esq.
619. Do you not think there will be greater facilities to the public, even with the train running along the street, than are afforded at the present time, when the street is blocked up by buildings? Yes.
620. The construction of this railway instead of closing up the street, would actually have the effect of opening it? Yes. 12 May, 1892.

TUESDAY, 17 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. Andrew Garran, LL.D.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined:—

620½. *Dr. Garran.*] How long have you held your present position? For about eight years. Captain J. Jackson.
621. Is the iron wharf at the head of Darling Harbour under your jurisdiction? Yes.
622. Is the new wooden wharf between the iron wharf and the bridge road also under you? Yes. 17 May, 1892.
623. And the two new jetties at Pyrmont Bay? Yes.
624. Then although the Railway Department use all these jetties that Department has not the management of them? No.
625. You get the revenue from them? Yes.
626. And the Public Works Department paid the expense? Yes.
627. The Railway Department gets the use of them gratis? Yes.
628. Have you paid any attention to this question of carrying wharfs round Darling Island? I have, a little.
629. What I want particularly to get from you is some evidence as to the necessity for this increased length of wharf. How long have the two jetties at Pyrmont Bay been erected? About two years.
630. Is the traffic which comes to them new traffic, or has it been taken from other wharfs? It is new.
631. Altogether new? Yes.
632. And is it exclusively railway traffic? Not exclusively.
633. Do you unload into drays from these jetties? No.
634. Do you load up from drays? Sometimes; not very much.
635. What is the nature of the traffic? General cargo ships put in there; but the place is unsuitable for them on account of the rails.
636. Why do the ships go there, then? It was necessary in their case. For instance, a ship from New York brought locomotives, and her general cargo was landed there as well.
637. The ships went to the wharfs because they had a certain quantity of railway material on board? Yes.
638. Have any ships with general cargo, having no connection with railway business at all, gone to these wharfs? No.
639. It is a railway wharf? Yes.
640. Not a general merchandise wharf? No.
641. And while the rails are there it will not be so suitable for general merchandise as other wharfs? No.
642. Do you consider that the accommodation you have at present at the wooden wharfs above the bridge, and at the wooden wharfs below it, is equal to the present railway traffic? Yes, they are very much more than equal to it.
643. Then you have really more railway wharfs at your command than the Railway Commissioners immediately want? We can do about three times as much work at Pyrmont wharfs as is at present done.
644. You mean at the wooden wharfs below the bridge? Yes.
645. What have the wooden wharfs above the bridge been used for? They have not been used yet.
646. What is their length? I am not positive, but I think it is about 1,500 feet.
647. Only a second class of ships can get through the bridge to reach those wharfs? Oh, no; very large ships can get through.
648. Not the very largest? Well, ships over 2,000 tons could get to the Government wharfs. The large Union boats go through.
649. Then there is that space of wharfage available for traffic now? Yes.
650. And is there a sufficient area of ground at the back of the rails for all purposes? I do not know about that. I know very little about the railway, and I would rather not give my opinion on that point.
651. We are told that the iron wharfs are not available for railway purposes because there is no room for vehicles to move there? I know there is very little room.
652. What I want to know is, whether there is room for vehicles to manœuvre in connection with the wooden wharfs above the bridge? There is certainly a large area of ground there, but I do not know whether it would be sufficient for railway purposes.
653. At any rate they are more commodious than the iron wharfs? Yes, but there are no rails on the new wharf yet.
654. It would appear, from the plan, that they were already there? They are not there yet.
655. When they are put there they will be in the way of drays? Yes.
656. But I suppose they could be sunk into a paved road if it were necessary? I do not think that would be necessary, because general cargo ships would not go there to discharge.
657. According to your account, we have a wharf below the bridge which is only about one quarter utilised, and a wharf above the bridge which is not yet utilised at all? Yes. 658.

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658. If that is the case, where is the absolute necessity of spending another £120,000 for making further wharfs? I do not think there is any necessity for it.
659. You think the present trade does not require it? No. I really cannot see any necessity for it for the next five years. I think there is ample accommodation for that time.
660. The Commissioners say that it is very nice for them to have plenty of wharfage, and that at our railway terminus we should have railway access to wharfs;—do you think at the present time they have as much access to wharfs as they can make good use of? I think so.
661. We are told that we must make provision quickly for a large export of southern and possibly western coal;—do you think the two jetties at Pyrmont Bay would be equal to the coal traffic? I do.
662. With their present cranes? I do not say that. I do not say with three cranes; but if additional cranes were put up, I am sure that they would give sufficient accommodation.
663. You know the cranes at Newcastle? Yes.
664. How much inferior in shipping power are these cranes to those at Newcastle? I do not think they are much inferior.
665. Can they lift as great a weight? They can lift 15 tons.
666. And load as quickly? They can load 110 tons an hour.
667. Is it intended to put up cranes on the wharfs above the bridge? I do not think it is. I may explain that at present we ship a large quantity of shale from the jetties—in fact, during the last three and a half months no less than 11,000 tons of shale have been shipped there. If that traffic were diverted above the bridge it would give us so much more space for coal.
668. Do you think coal could be shipped above the bridge? Oh, yes; it could be shipped there.
669. But it would not be desirable? I do not think it would be desirable. There is ample room at the Pyrmont jetties.
670. When the shale comes down, is it shipped exactly like coal from the trucks? No; it is taken out by basket.
671. Then you do not want any cranes for it? No.
672. It is not customary to lift the shale trucks? No. The shale has to be stored in the ship's hold just like any other cargo.
673. You mean lump by lump? Yes.
674. It is all hand labour? Yes.
675. And the work is practically done as quickly in that as in any other way? Yes.
676. These shale ships could all be dealt with above the bridge? Yes.
677. And there would be no need to provide special accommodation for them? No.
678. About how much wool has been shipped from the Pyrmont Bay jetties since they have been up? Last year was the first year—about 11,000 bales were shipped, but I ought to explain that all the wool shipped was put into lighters and taken to private wharfs—it was simply transported.
679. Then the wool ships do not come alongside these wharfs? No.
680. You do not think the wool went to any wharehouse? Some of it may have done so and have come out again. They might have taken it from the warehouse into the trucks.
681. It was not pressed? No, unpressed wool.
682. It was loaded up in the bush? Yes; I should think so. All that wool is taken to private wharfs.
683. You are aware that a good deal of wool goes straight to England without passing through commission agents or warehouses, that is to say, that it is purchased by English houses? It passes through stevedores hands for dumping.
684. Are there any stevedores at these wharfs for dumping? None.
685. Then practically they are not available as perfect wool wharfs at the present time? No.
686. The wool taken there is dependent upon other appliances elsewhere? Yes.
687. How many coal ships could put alongside these two jetties? We could accommodate six, but at the present time, there being only three cranes, we have facilities for only three.
688. By putting up new cranes you could accommodate six? Yes.
689. Six of the kind of ships which take away the southern coal? Yes. We have had six vessels there, but some of them have been loading shale.
690. So far as trade exists at present there is no need for more accommodation, supposing you had room for six ships? No, I really do not think there is.
691. You have not had six ships loading southern coal at one time? No. In three and a half months the Metropolitan Coal Company has loaded 18,000 tons, and the South Clifton Company 5,000 tons.
692. What increase is that upon the previous three months? There was very little done last year.
693. But it is an increase in trade? Yes.
694. Supposing that it increased rapidly, could you meet its requirements? I do not think it is possible for it to increase to such an extent that we could not cope with it at these two jetties, even if other mines were opened up.
695. Do you know the production of the mines using the wharfs? No; but I think that the jetties could do what the railway could do.
696. But you do not know the output of the mines? No.
697. Supposing the demand for coal represented the full extent of the possible output, do you think you would be likely to be obstructed from the want of wharf room? No, I do not think so. Supposing the Metropolitan Coal Company put out 100,000 tons a year, one crane could cope with it if it did full work.
698. And two cranes could do it easily? If they were fully supplied with coal.
699. The Committee, on visiting the wharfs recently, saw coal being loaded on the one side and frozen meat on the other, do you think there is any objection to dealing with two classes of commodities in that way at the same wharf? No.
700. You do not think the meat would get injured? No; I do not think there would be any objection to the arrangement on that ground.
701. You think that the carcases being frozen and covered, they are sufficiently protected from the dust? Yes.
702. Mr. Darley's evidence is that we ought not to mix the two kinds of traffic at the same wharf? I do not see any objection to it.
703. You do not think it would give rise to any trouble? No; I may state that, from inquiries I have made, I know there would be no objection.

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704. If it were determined to make a wharf round Darling Island it would not be necessary to take one side exclusively for general merchandise, and the other side exclusively for coal? No.
705. You would make the wharf take whatever kind of traffic might come along, and load anything? Yes.
706. You see no need for separating the traffic? No.
707. You see no need for the proposed expenditure? No. So far as a wool traffic is concerned, there is no need to take it up there; you would only be taking it from one public wharf and putting it on to another. It would ruin business at Woolloomooloo, and Circular Quay, to open up another Government wharf when there is no need for it.
708. Wool has gone to Circular Quay from circumstances connected with the past. Do you think there is any probability of that trade being taken to Darling Harbour, and of wool dumping going on there? In the future it might be done, but I do not think it will be done for many years.
709. You know there are two large wool warehouses down there? Yes.
710. Does any wool go on board ships there from Goldsborough's warehouse? No; not direct.
711. Then there is no special convenience in having the warehouse close to the jetty? No.
712. They are no better off there than if they were at Circular Quay? No; not as well off.
713. Then Goldsborough's wharf at Circular Quay you think more convenient than that at Pyrmont? Yes; much more so, I think, because there is an objection to going up there.
714. And persons have not overcome that unwillingness yet? No.
715. Still, if it were found that there were a saving they would have to go there? Yes, I suppose so, if that were the case.
716. But at the present time they do not go? No.
717. And there is really no wool business done at these wharfs? No; absolutely none. It must be taken into consideration that a large quantity of wool is shipped at private wharfs, and private wharf-owners would not be likely to give up their wool business in order to put it on to a Government wharf. That is very certain.
718. *Mr. Wall.*] I see, from a return, that somewhere about 20,000 tons of coal were shipped at Darling Harbour wharfs last year? Yes.
719. Of the coal in that quantity the greater portion came from the Metropolitan Coal Company? Nearly all.
720. How long is it since you commenced shipping coal at Darling Harbour? About eighteen months.
721. What were the average wharfage rates paid there when shipping commenced? A penny half-penny per ton.
722. Is that the usual wharfage rate? No; the schedule rate is 3d.
723. Was the reduction made in order to assist the Metropolitan Coal Company? No; it was done at my recommendation, in order to bring business to the wharf.
724. Who was the Colonial Treasurer at the time this reduction was made? Mr. McMillan.
725. Do you know what income has been derived from coal, so far as the wharfage rates are concerned? No; I have not separated the coal wharfage from the total wharfage. I suppose the wharfage on coal last year would amount to about £1,500.
726. When you made this recommendation, did you anticipate that any mines beyond that you have already named would ship coal at these jetties? No.
727. Yet you say that the output of that mine, if it were developed to its fullest extent, would not exceed 100,000 tons a year? I do not think it would, but it is only guesswork on my part.
728. Do you think you were justified in advising that the rates should be reduced 50 per cent. to develop a trade which could not exceed 100,000 tons? Under the circumstances I think I was, because the Railway Commissioners at the time asked for a reduction on the wool shipped there, and they got a reduction of 2d. per bale. Having dealt with wool in that way, I thought we were justified in taking a similar step with regard to other commodities.
729. These special reductions do not apply to any other portion of the Government wharfs? No.
730. And they apply only to coal and wool? Yes.
731. If a railway were constructed to Circular Quay, do you not think it would tend to reduce the shipping at Darling Harbour considerably? No; I do not think it would, because Circular Quay is always full of shipping, that is, with the exception of a month or two during the slack season of the year.
732. I understand that the facilities offered to this particular mine to ship coal at Darling Harbour are so great that the Company have stated that they can undersell Newcastle? I do not know anything about that.
733. If this were to become a coaling port for large vessels, do you not think some steps would have to be taken to meet the increased trade? I do not know where the mines would be.
734. Supposing the port were to become a coaling port, in consequence of the development of the southern mines, would it not be necessary to give some further facilities for the shipment of coal? Of course, it is difficult to say what the output of the mines would be.
735. Assuming that the Metropolitan Coal Company were capable of putting out 1,500 tons a day? Of course, if the output were as great as that further facilities would have to be afforded.
736. Putting aside for the moment the possibility of the development of these mines, and supposing that Sydney became a coaling port in consequence of its being able to compete with Newcastle, do you think your present facilities for shipping coal would be sufficient? No; I do not suppose they would.
737. You have a thorough knowledge of the shipping facilities of the harbour? Yes.
738. In the event of it being desirable to afford special facilities for the shipment of southern coal, would you select Darling Island as the place best suited for the shipment of that coal? Yes; I think I would.
739. You are aware that the soundings within a radius of (say) 300 feet of Darling Island show about 15 feet of water? Yes.
740. Have you any idea of the expense which would have to be incurred to enable large ships to go through the bridge to take in coal at Darling Harbour? I do not know the exact amount, but I presume that it would be very large.
741. Do you know whether it is a rock or a mud bottom? That I do not know.
742. Have you any knowledge of Longnose Point? I have not.

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743. Then having no knowledge of Longnose Point, you do not know whether it would be a better place for the shipment of coal than Darling Island? I have never given a thought to Longnose Point.
744. Supposing there were a branch line from the southern line connecting with Five Dock? I know nothing at all about railway matters, but from what I know of the facilities of the harbour and wharfage accommodation, I should say that Darling Harbour would be the better place, although, as I have said, I know nothing about Longnose Point.
745. Have you any difficulty in connection with the imposition of these wharfage rates? No.
746. Have you any knowledge of the expenditure necessary to keep the main channels of our harbour clear? I know it is very great.
747. Do you think the private wharfs contribute a fair quota towards the expense incurred in keeping the channels clear? No; I do not.
748. There are a number of private wharfs at Darling Harbour? Yes.
749. In the event of a railway being constructed to Circular Quay, and extended round to Woolloomooloo Bay, coming down in the first place from the vicinity of Darling Harbour, do you not think that there would be ample provision for the total shipment at Woolloomooloo Bay and Circular Quay? Yes; for the wool shipment.
750. But for the total shipment—wool and coal. I suppose coal could be shipped at Woolloomooloo Bay? I do not think that could be done.
751. What is the principal shipment at Darling Harbour now? A great portion of it is railway material. There is very little output.
752. There are not a great many of the large ocean-going steamers which take in cargo there? No.
753. I take it that coal, for instance, might be put into small vessels and conveyed to larger ones, and so with regard to other produce? I am afraid you have not been making a distinction between Darling Harbour and Darling Island, and the lower portion—I make a distinction between Darling Harbour and Pyrmont. Darling Harbour I take to be the portion above the bridge. I do not think that any coal has been shipped at Darling Harbour.
754. But as a matter of fact, a number of the vessels loading at Darling Harbour are lighters, loading to convey to other vessels? Yes. Some of the wool is loaded to be taken to private wharfs, and some at Circular Quay to be dumped.
755. But if a railway were taken to Circular Quay the wool could be taken there to be dumped and put into ships? Yes.
756. And the expense of shipping at Darling Harbour would be avoided? Yes.
757. Under those circumstances, do you not think it is more than probable that wool would be sent down to Circular Quay at once? Yes.
758. And that would tend, in a great measure, to reduce the shipping trade at Darling Harbour? Yes.
759. Does it pay to ship coal at the rate you charge? Well, it has left a good revenue. The two wharfs at Pyrmont, including about 1,500 feet above the bridge, cost £31,067 8s. 1d.; and that gives about £4,300.
760. But what would be the revenue from coal alone? I could not say exactly.
761. The 1½d. per ton, would be the total revenue you would get from the coal? Not the total, because the ships would pay ½d. per ton, gross, per day in addition. That charge would amount to as much as the revenue from the coal.
762. The revenue, then, would be about £1,000? Fully that.
763. To afford facilities for the shipment of coal at Darling Island, quite irrespective of the cost of construction of these works, it would be necessary to dredge around the wharf to a depth of about 26 feet? Yes.
764. Then, after expending the whole of that money, taking last year as the basis, the wharfage rates for coal would be about £1,000 per annum? You would get more than that, because during last year there was comparatively little coal shipped. There were only 20,000 tons odd shipped from the mine to which I referred. One hundred thousand tons a year would be the probable shipment.
765. Then, at 100,000 tons a year, taking into consideration the tonnage of the ships and the wharfage of the coal, the amount would be about £1,200 a year? Yes.
766. That would be the total revenue, after we had created facilities for the shipment of coal there? Yes.
767. And you do not think there is any necessity for the construction of wharfs to meet any demand in respect of the shipment of general merchandise? No; that is quite certain, none whatever.
768. *Mr Neild.*] Will you kindly explain the matter with reference to the three wharfs referred to in the papers you have sent in. There are the Darling Harbour wharf, the Pyrmont wharf, and the new jetties, are they all distinct one from the other? No, the jetties and Pyrmont wharf are the same.
769. What is the limit of the Pyrmont wharf? The bridge.
770. Then all to the south of the bridge you call Darling Harbour? Yes. And north, Pyrmont wharf.
771. And you make no distinction between Pyrmont wharf and the jetties? No.
772. You have a general knowledge of the wharfage, public and private, of Port Jackson? Yes.
773. Is the private wharfage accommodation of the harbour anything like wholly utilised? No.
774. Is the public wharfage anything like wholly utilised? No.
775. So that you are not in a position to explain the urgency of the recommendation of the Railway Commissioners for the creation of this large extension of wharfage at Darling Island? I am not.
776. Is there any wool dumping done at Goldsborough's warehouse at Darling Harbour? No.
777. So that the wool which is brought there by the railway has eventually to be taken to Circular Quay, and Millers' Point, to be dumped? Yes.
778. With reference to the returns you have handed in as to the traffic over these Darling Harbour and Pyrmont wharfs, the wool in them is merely wool that passes over the wharfs for the purpose of being lightered? Yes; wool in transit.
779. It is not a question of shipment but simply of transfer? Yes.
780. Is it requisite to provide cranes, and so forth, for the placing of wool on board lighters to be sent elsewhere to be dumped? No.
781. You spoke just now of your being able to ship 100 tons of coal per hour at the jetties? Yes.
782. Are you referring to one or to all the cranes? To each crane.
783. How many cranes have you accommodation for? There are three.
784. But how many more could be put up? Three.
785. Making six cranes altogether? Yes.

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786. The six cranes could each put on board (say) 100 tons per hour? Yes.
787. How many hours a day would they work;—do they work overtime in the shipment of coal? About 8 hours a day. At Newcastle they work all night, if necessary.
788. Would ten hours a day be a fair thing, taking all the year round? I think so.
789. To meet a case of extra pressure? Yes.
790. At that rate you would ship 6,000 tons a day? Yes.
791. And, taking the year of 300 days, you could ship 1,800,000 tons from the jetties at Pyrmont wharf? Yes.
792. Do you think there is the remotest prospect for many years to come of 1,000,000, to say nothing of 1,800,000 tons, seeking shipment at Darling Harbour in the course of a year? No.
793. Speaking as an expert, you think there is not the remotest prospect of that? No; I do not think so.
794. You have heard it alleged that the possible output of the Metropolitan Coal Company would be 1,500 tons a day? Yes; I have heard so.
795. That would be less than 500,000 tons per annum, would it not? Yes.
796. Is there any other coal-mine in the vicinity of the metropolis that is at all likely to put out an equal quantity? I do not know of any.
797. Have you any idea as to the amount of coal that the railway could handle between the Metropolitan Mine and Darling Harbour? I have not.
798. It is not a matter within your knowledge? No.
799. I see that last year the South Clifton Mine sent a small quantity? Yes.
800. Are they sending more this year? Yes.
801. Did you notice a statement in yesterday's papers to the effect that the mines were working short time now? I did not. During the last four months the South Clifton Mine has sent for shipment 5,000 tons.
802. Nearly as much as was sent during the whole of last year? Yes.
803. Was the South Clifton Mine working the whole of last year? No; it is only lately they have put up new machinery.
804. They have only been working under their new machinery for quite a short period? Yes; not more than three or four months.
805. Do you anticipate a shipment of any western coal? No; I do not think any western coal would be shipped.
806. Is it a favourite coal for export? No; I have never known any to be exported.
807. Therefore, it is not reasonable to expect that there will be any large demand for wharfage at Darling Harbour to facilitate the output of western coal? No; I do not think so.
808. In the return you have handed in, you mentioned the coal raised in the western, south-western, and southern mines during last year—after mentioning the Metropolitan Coal Company, and the Coalcliff Company, you mention the North Illawarra Company;—does that Company ship here? No.
809. It is not shipping at all at present;—is it? That I do not know.
810. Then you mentioned the Bulli and Bellambi mines;—they have wharfs of their own? Yes; I may mention that 500 tons of Bellambi coal were sent up, but it was by mistake. That was sent from the Pyrmont wharf.
811. The other coal-mines mentioned have mostly their own jetties and shipping appliances? Yes.
812. Have you learned anything which would lead you to believe that these mines propose abandoning their own shipping facilities, and making use of Port Jackson? I have never heard that.
813. Supposing these wharfs were constructed at Darling Island, what would be done with them;—would they be utilised? They would be utilised for a little coal, perhaps, but nothing else.
814. If they were utilised for coal, what would become of the jetties at Pyrmont? They would have to stand idle.
815. If the proposed Darling Island wharfs were utilised for shipping coal, the present coal shipping appliances on the jetties at Pyrmont would have to stand idle? Undoubtedly.
816. There would not be work enough for both? No; except there were a very large output of coal—more than we could anticipate.
817. Have any representations been made to you that the Metropolitan Coal Company, or any other Company, are proposing to send down more coal? No; except that a gentleman representing the manager of the South Clifton Company told me that they would be able to ship about 50,000 tons during the present year.
818. The return of the vessels discharged at the Darling Harbour wharfs, dated 26th April last, which you have handed in, represents the whole of the traffic that has passed over the wharfs and everything—chiefly from coasters, I suppose? Yes.
819. As to the return of goods inwards at Pyrmont wharf, at page 8 the total value of the goods is set down at £307,542? Yes.
820. Is it not a fact that more than two-thirds of that value is represented by sixty-four locomotives? Yes.
821. In addition to which £55,520 is for railway iron? Yes.
822. So that of the total value of the goods passing over the wharfs during the year, £260,000 odd out of the £307,000 consisted of locomotives and railway iron? That is so.
823. And represents no possible wharfage earnings, only a wharfage convenience? The wharfs would earn it, because the Railway Commissioners have to pay wharfage just the same as private individuals.
824. *Mr. Hoskins.*] Do they pay wharfage to the Harbours and Rivers Department? No; to me.
825. *Mr. Neild.*] Since when? They have always done so since I have been there. We treat them exactly as private individuals.
826. Is that the case with Government matters generally? Every Government department has to pay wharfage in just the same way as it would be paid by any private individual.
827. Then do all the Government stores and supplies pay wharfage? Everything.
828. Is not Government property exempt from wharfage, under the Act? It is exempt on private wharfs.
829. If Government property is landed at a private wharf it pays no wharfage;—if it is landed at a public wharf it has to pay wharfage? Because we must keep one department separate from another. One department has no right to build up upon the foundations of another.

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830. If 100 tons of railway material be landed upon a private wharf it pays no wharfage? Quite so.
831. But if it be landed on a public wharf, wharfage is charged? There is a departmental charge.
832. The sum and substance of your evidence is, that you do not anticipate the occurrence of a coal trade necessitating the construction of additional shipping appliances? No.
833. And that at present there is no prospect of wool being shipped in the locality we have been speaking of, further than that which is being simply lightered to dumping stores? That is all.
834. *Mr. Dawson.*] You say that there is no likelihood of any western coal being sent to the wharf? I think there is no likelihood of it.
835. The western coal is not steam coal at all, is it? No.
836. You say it was on your recommendation that the rates were reduced to one-half? Yes.
837. Was that to foster trade? Yes. The wharfs were built and I saw no likelihood of getting any business, and I was very anxious to get it.
838. Do you think a good business would be done at 100,000 tons a year? I think so—it would pay the interest on the outlay.
839. You do not think that the rates should now be increased? I see no necessity for it just yet, considering that in Newcastle nothing at all is paid.
840. The reduction applies to nothing but coal and wool? No.
841. *Mr. Suttor.*] What was the revenue derived from the Government wharfs in 1891? £53,701 8s. 5d.
842. How much of that was derived from the Pyrmont wharfs? £4,300, and £4,300 from Darling Harbour.
843. Have you any idea what revenue is likely to be derived during the present year? About £6,000 from the Pyrmont wharfs.
844. But from all the wharfs? About £65,000, including Woolloomooloo, Circular Quay, and all the wharfs.
845. How much from Darling Harbour and Pyrmont? About £10,000 from Darling Harbour and Pyrmont.
846. *Mr. Collins.*] Are you aware of any arrangement being made with the Railway Commissioners to bring wool from the northern districts to North Shore? I am not aware of any.
847. If any such arrangement were made with the Railway Commissioners it would take away a lot of traffic from Darling Harbour? Of course it would take away some traffic. It would not injure the wharfs on this side in any way.
848. But you say it would take away some traffic? Yes; a considerable quantity.
849. *Mr. Ewing.*] You have already said that by putting up three more cranes at Pyrmont you could ship 1,800,000 tons of coal a year? Yes.
850. You could, therefore, ship all the coal from the southern, the south-western, and the western districts? Yes; if the railway supplied the coal.
851. What controls the coming of coal to these jetties—the coal coming to the port of Sydney. It will come, I suppose, by lighter, by boat, or by railway? Yes.
852. Do you know what the cost from Wollongong to Sydney by boat is? I suppose about 3s. 6d.
853. Therefore, it amounts to this, that any coal that can get there at 3s. 6d., or under 3s. 6d, will come there? Yes.
854. I see that for the first 26 miles the Commissioners make a charge of 2s., and after that 1d. per ton. It follows, I suppose, that any coal within 36 miles of Sydney would ship there, and that any coal more than 36 miles from Sydney, would ship elsewhere? Yes.
855. Therefore, you must look to coal within 36 miles of Sydney to come to the Pyrmont jetties? Yes.
856. No Newcastle coal, no south-western coal, no western coal, and no coal further down the south coast than South Clifton, can come? Quite so. I do not know the distance of the western coal, but it is not shipped.
857. You do not think that 1,000,000 tons of coal per annum will be got within the next few years within 36 miles of Sydney? No, I do not think so.
858. *Mr. O'Sullivan.*] I see from your report that the last year's revenue from Darling Harbour and the Pyrmont wharfs was £8,766? Yes.
859. What was the expense of working the wharfs? About £500. That does not include the expense of craneage. I have nothing to do with that.
860. Does that include a portion of your salary? No; there is a wharfinger, and an assistant on each wharf.
861. You state that 856 vessels berthed at the Darling Harbour wharfs, and at the Pyrmont wharfs, last year, and that of these thirty-one carried coal? Yes.
862. Did the whole of those carry coal from Darling Harbour;—did none carry to Darling Harbour? Some to the Harbour.
863. Then the return would include vessels arriving from other coaling places? Yes; but there would not be many vessels bringing coal to Darling Harbour. A few colliers might bring coal from Newcastle for domestic purposes, but they would do nothing more.
864. I presume the greater number of the thirty-one vessels loaded coal there? Yes.
865. Do you think Darling Island could be utilised as a place for the shipment of frozen meat, and also for the shipment of wool into lighters;—do you think that the expenditure would be a useful outlay for those purposes? I do not think it would pay. I do not think it would give the interest on the outlay.
866. I gather from your evidence that you think that the two new jetties would be enough to supply the demand for the shipment of coal? Yes.
867. Therefore, if we carry out the Darling Island railway proposal, it will not be necessary to do so on the ground that the Island will serve as a shipping place for coal? No.
868. If we do not ship coal, for what other purpose can the works be used so as to render them a profitable shipping place to the Government? For no purpose which could make them profitable.
869. Do you think we should be justified in expending this amount of money upon the wharfs at Darling Island, with a prospect that they would only be used for the shipment of wool in lighters, and for the shipment of frozen meat? I do not think it would be advisable to do anything with Darling Island for some years to come.
870. Having an eye to the future, and with the prospect of a large frozen meat trade, you think that Darling Island could be utilised largely as a place for the shipment of frozen meat? I think there is no doubt about that.

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871. Do you think it would be much used for the shipment of wool in lighters, to be transferred to the Circular Quay, and other wharfs at this end of the city? A small quantity of wool might be shipped there in that way, but not much.
872. Then if we construct these works we shall have to look largely to the frozen meat trade as a means of utilising them? Yes; they might be of use for the coal trade in ten or fifteen years' time.
873. I gather from your evidence that you think it is premature to construct works at Darling Island for the shipment of coal? Yes.
874. *Mr. Humphery.*] I think you said that the existing wharfage accommodation already greatly exceeded requirements? Yes.
875. Did you refer only to the Pyrmont wharf? No; I referred to the whole of the wharfs. There is not a single ship at Woolloomooloo at the present time.
876. Besides the Pyrmont wharfs, what other wharfs have you? Woolloomooloo, Circular Quay, the Stockton wharf at Newcastle, the Blackwattle wharf, and others.
877. What were the returns from the Woolloomooloo wharf last year? £4,442.
878. How much of that is credited upon Government property? No Government property was landed there.
879. It was the net receipt? Yes.
880. And at Circular Quay? A very trifling quantity of Government goods was landed there. I do not suppose it would come to more than £20.
881. What was the revenue from Circular Quay? £40,659.
882. Would that include the ferry wharfs? Everything.
883. Are the ferry wharfs under your management? Yes.
884. Do you include the rentals of the various jetties in the £40,000? The amount I have given represents the total earnings of the Circular Quay.
885. Is the accommodation at Circular Quay in excess of requirements? Yes. During a certain period of the year, of course, nearly all the wharfs are crowded.
886. At all the private wharfs there is, at the present time, an abundance of wharfage accommodation for all the requirements of the port? Yes.
887. In answer to Mr. Neild, you said that the Government property landed on private wharfs was not subject to any charge? Yes.
888. Is that by arrangement with the proprietors? It is under the Act.
889. Then the Government enjoy a privilege which private persons do not enjoy? Yes; to that extent.
890. That being the case, is it desirable for the Government to provide for its own use such expensive wharfage accommodation? Well, it would not be fair to land thousands of tons upon a private wharf. When a ship comes in with only a few packages of goods they are landed at one of these wharfs.
891. It is only when vessels arrive with a general cargo that Government goods are landed free of charge at these wharfs? Yes. You would not think of blocking up the whole of the man's wharf.
892. What is the charge at Woolloomooloo and Circular Quay? The schedule rate.
893. What is the schedule rate at Woolloomooloo? One shilling and eight pence per ton inwards, and half rates outwards.
894. And at Circular Quay? It is the same for all public wharfs.
895. What do you charge at Pyrmont wharfs? Only half rates inwards for coal and wool.
896. And for other merchandise? The same rates as elsewhere.
897. What profit can you make out of the coal if you charge only 1½d. per ton? We have nothing to do with the coal, except allowing it to run on the wharf.
898. What expenditure was there in connection with the 20,000 tons of coal which passed over the Pyrmont wharfs last year? It cost us nothing but the salary of the wharfinger.
899. That would be £200 a year? Yes.
900. How much revenue would you get from the 20,000 tons, at 1½d. per ton? I have not taken out the coal wharfage.
901. At all events, the return from coal would not cover the salary of the officer? No; not quite, but you must take the earnings of the whole of the wharf. If you take the salary out of the £4,300, it leaves you with £4,100 net.
902. How much money was actually received which was not the subject of book entry between the departments? I could not say from memory, but I think about £600 out of the £4,300 was charged against the Railway Department.
903. The balance was actually received? Yes.
904. So that the return from Pyrmont wharfs at the present time is about from £3,500 to £4,000 a year? Yes.
905. What was the cost of the Pyrmont wharfs? I cannot give it to you separately from the Darling Harbour wharfage. The cost of the whole, up to the iron wharfs, was £31,000.
906. You said that the total cost of management is about £500? Yes; of the two wharfs.
907. Is that the only charge? Yes.
908. What would be the net return for the two? If you allow £500 for the salaries of the wharfingers you will get the sum. The gross earnings of the two wharfs would amount to about £9,000.
909. What is the revenue of the whole of the wharfs there? The one above the bridge has not been used yet.
910. Then the present returns for the expenditure of £31,000 would be about £3,500? Yes.
911. What is the return from the iron wharfs? About £4,300.
912. And the cost of the management of those wharfs is included in the £500 you have named? Yes.
913. *Mr. Hoskins.*] Why do you not use the timber wharf to the south of the Pyrmont Bridge? It is just completed. There has been a large quantity of railway material stacked upon it, but it has now been removed, and the rails are being laid. The contractor has only just got it out of hand.
914. It is taken over from the contractor? Yes.
915. What is the depth of water at that wharf? There is an average of about 20 feet.
916. Will it require to be dredged before you load vessels there? Yes; before we load large vessels.
917. How long do you expect it will be before the dredging is done, and the wharf is fit for use? We can use it at any time.

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918. But supposing you have only 20 feet of water? It would take a good-sized vessel to draw 20 feet of water when loaded.
919. What would be the cost of dredging in front of the timber wharf there? It depends very much upon whether the bottom is rock or mud.
920. Has it not been tested? I think it is mud. There is a rock ledge over which the wharf extends.
921. A vessel drawing 20 feet can load there now, you say—I presume, therefore, that vessels loading shale could load there? Yes.
922. That is, if the railway were brought down as it is at the Pyrmont jetties? Yes.
923. You have no doubt whatever about that? No doubt whatever.
924. Therefore, if trade increased largely at the Pyrmont jetties you could transfer the shale trade from those jetties to the timber wharf at the south of Pyrmont Bridge? Yes.
925. I gather that you could make room, then, for six large vessels to be loading at the Pyrmont jetties and wharfs? Yes.
926. And three more cranes could be utilised, if erected? Yes.
927. The trade of the Pyrmont jetties is increasing? Yes, it has increased upon last year.
928. Do you think from what you have heard that there is a probability of its still further increasing? I think so.
929. Have you heard that, in addition to the Metropolitan and South Clifton Companies, it is the intention of other coal-mining companies in the south to send their coal to Pyrmont jetties? I have not heard so.
930. Although the cost of bringing coal by lighter from some of the wharfs down south is 3s. 6d. a ton, would it not be beneficial to the shippers of coal if it could be brought from the mines which now despatch it by collier, by railway to Pyrmont, and unloaded by cranes from 10-ton trucks, instead of being handled three or four times in baskets. Does not that process tend to break the coal? It does, but I do not know whether it would be beneficial to the coal proprietors to do what you suggest, seeing that in the case of nearly all the southern mines they have gone to great expense in putting up jetties.
931. I suppose you know that the keeping up of the jetties is very expensive? Yes.
932. Do you know whether vessels coming to this port laden with merchandise have to lie out in the stream sometimes, because they cannot find any room at the wharfs to unload? That may have been the case some years ago, but it is not so now. I should be only too glad to berth half-a-dozen any day if they would come to me.
933. You think the accommodation at the public and private wharfs in Sydney at the present time is ample for all the requirements of trade for some years to come? For many years to come.
934. There was a vote in the last Session of Parliament for increasing wharf accommodation at the A.U.S.N. Co.'s wharf, at the bottom of George-street? Yes.
935. If the wharfage accommodation at present is enough for the requirements, what do you propose to do with that expenditure? There is a wharf there, but it is in a rather dilapidated condition; in fact it is not safe, and the expenditure is to renew the wharf. It has been built for over forty years.
936. Is it not a fact that a number of persons, believed to be the owners or occupiers of land to the north of Cowper's Wharf, at Woolloomooloo, reaching towards M'Quade's Point, have been served with notices of resumption by the Government, with the intention of making wharfs? Yes.
937. Did you recommend the resumption? I recommended the resumption of the Challis Estate, and I will give my reasons for it. There has been an increase of shipment at Woolloomooloo. It has been so great that it has been impossible to find sufficient accommodation for it, especially for the timber trade. It is now going to be utilised as a large timber depôt. At Woolloomooloo, at the present time, the timber has to be stacked out in the road. I suppose there are 2,500,000 feet of timber stacked in the road there now.
938. Do you consider it safe to stack such large quantities of timber close to wharfs where general merchandise is landed? Perfectly safe; there is very little merchandise there.
939. Not where the California steamers come in? They come to a wharf enclosed with iron railings.
940. From the knowledge you have acquired in this port, do you consider that the mercantile and shipping interests of the Colony would be benefited by the proposed extensive improvements at Darling Island, or do you consider that it is an expenditure which could stand over, without any ill effects upon the country? I am sure there is sufficient wharfage accommodation provided for some years to come, and that it would be safe to leave Darling Island for some years yet.
941. Talking of the shipment of wool, supposing that by an alteration of the course of trade, wool were shipped from Darling Harbour, could not a number of large vessels be loaded at the new timber wharfs to the south of the Pyrmont Bridge? They could. Presses and large sheds would have to be put up there, of course.
942. But I suppose you are aware that a good deal of wool comes down already pressed, and that it is put into the ships at once? Yes.
943. Therefore, if it were necessary to get additional facilities for the loading of wool at this port, it would be quite possible for a number of vessels suitable for the carrying of wool to load at the new timber wharfs to the south of Pyrmont Bridge? Yes.
944. *Mr. Davies.*] You have just told Mr. Hoskins that you do not think it necessary, in the interests of commerce and the shipping interests, that this large expenditure should be entailed at the present time? That is so.
945. Has trade greatly increased at the Pyrmont wharfs during the last eighteen months? Yes.
946. Have you, during these eighteen months, had applications for berths for vessels, and been unable to find room? I have always been able to find room. If applications were made to-morrow I could find plenty of accommodation.
947. Have you found any inconvenience during the last eighteen months? Not the slighest.
948. Assuming that the proposed works at Darling Island would cost something over £500,000, do you think that in the shipping interests, or in the interests of the coal and wool trade, it is necessary to incur that large expenditure at the present time? I do not.
949. You are satisfied that there is at present ample accommodation without our going to this additional expense? I am sure of it.
950. The rails are already taken across Union-street on to the jetties? Yes.
951. Although you have taken over the timber wharfs on the southern side of the bridge, you have not used them? No.

952.

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952. How many vessels could you accommodate there? Three large vessels.
953. Of 2,000 tons each? Oh, yes.
954. You do not anticipate any difficulty in doing so? No; I do not.
955. Do you think it would be possible for any trade to be developed in the near future which would pay the interest on the cost of the proposed improvements at Darling Island? No; not for the next ten years to come.
956. *Mr. Neild.*] You speak of the Darling Harbour and Pyrmont wharfs costing £31,000; that does not include the cost of the resumptions? No.
957. You were speaking of the actual structures? Of the structures with which I have to do.
958. As to vessels seeking berths, I suppose it frequently happens that vessels remain in the stream for a few days, until they can obtain a berth at some special wharf? Yes; where they can get a rebate, perhaps.
959. Where some special concessions are made by the proprietors? Yes.
960. And in some cases vessels come consigned to a firm which owns the wharf? Yes.
961. Therefore they would necessarily berth there? Yes.
962. If you had 20 miles of wharfage at Darling Harbour such vessels would lay in the stream until they could get the particular berths or jetties they wanted? Yes.
963. *Chairman.*] Has there been any correspondence between your Department and the railway authorities as to the remission of the 1½d. per ton? I am not sure of it, but I think there was.
964. And in connection with the remission of any wharfage charges? On wool—yes. I opposed it.
965. What was their reason for asking that concession? I am not quite clear, but I know the request was made by the Commissioners. The papers will show the reason.
966. Did they ever ask for a remission of the wharfage charges on the landing of locomotives? Yes; they also asked for that remission, but the Treasury would not grant it.
967. Are you now charging the same rates for landing railway engines and railway material at Pyrmont jetties that you charged at Circular Quay? Just the same.

James Bearpark Dimelow, Esq., Draftsman, Department of Lands, sworn, and examined:—

J.B. Dimelow, Esq. 17 May, 1892.

968. *Chairman.*] You are an officer of the Lands Department? Yes.
969. Having charge of all applications dealing with water frontages? Yes.
970. How long have you been in charge of that branch? I have had control of that class of work, under the District Surveyor, for the last five or six years; but I have been doing the work for the last twelve years.
971. You deal with all applications to reclaim and purchase, and also with the policy of the Department from time to time with reference thereto? Yes; I investigate and prepare reports.
972. Do you know the bight called Pyrmont Bay? Yes.
973. The limit for reclamation has been fixed? Yes.
974. Applications to reclaim and purchase have been made by a number of property owners bordering upon that bay? Yes.
975. Starting from Murray-street, will you state what the areas have been;—what is the first property? Mr. Robert Cox's.
976. He made application to reclaim and purchase—has it been granted? No; it was refused.
977. Why? As a matter of policy.
978. How long since did Mr. Cox apply? In 1884.
979. It was the policy of the Department not to alienate any more foreshores at that particular place? The application was approved of in the first instance, but it was subsequently refused on the recommendation, I think, of the Railway Commissioners.
980. Who is the next property owner, going westward? Charles Warburton.
981. Has he applied? Yes, in 1885.
982. Was that his first application? Yes, I think so.
983. Is it not a fact that he applied many years before, and that the application was unfortunately destroyed, with other documents, in the Garden Palace fire? It may be so.
984. Was his application granted and subsequently refused? It was approved to be granted, and subsequently refused in the same terms as Cox's.
985. Who is the next applicant? William Alison. The application was made in 1876, prior to the Act of 1884. It was granted, and the purchase money paid. The deed issued in 1877.
986. About one-half of his application is between Edward-street and Murray-street? Not quite half.
987. The reclamation rights were granted subject to the reserved road going through? Reserving a road 100 links wide, and 50 feet from the reclamation line.
988. So that Alison is in deed possession of the land on both sides of the reserved street? Yes.
989. Following on the other side of Edward-street, Alison has a small piece there? Yes; a triangular piece.
990. And is in possession of his deed? Yes.
991. Who is the next owner? William Webb is the applicant and the owner at that time.
992. When did he apply? In 1880.
993. Was his application granted? Yes.
994. Under a different policy? Under the Act of 1861.
995. Is he in possession of his deed? Yes; from the end of 1882.
996. Before the deed is issued a report is furnished by the Harbours and Rivers Department that the reclamation is complete and satisfactory? Yes.
997. So that when the deed is issued we may take it for granted that the reclamation is completed? Yes.
998. Who is next to Webb? Meeks and Low.
999. Have they also their reclamation rights? Yes.
1000. Applied for, when? In 1878.
1001. Are they in possession of their deed? The papers are missing, but I have the record of the purchase, so I presume they have their deed.
1002. Then you are not quite sure whether the reclamation has been completed in that case? I could not say positively, but I am pretty well sure it has been completed.
1003. Do not the records of the office include some memorandum from the Harbours and Rivers Department? It may be so. I had only half a day to obtain all the information, and I had not time to make a thorough search.

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1004. Who is next to Meeks and Low? Morgan Mainwaring.
1005. Was the application granted? Yes, in 1886.
1006. Has the deed issued? Yes.
1007. When was the application made? In 1883. I might inform you that several of these applicants are lessees under the Macarthur Estate. With the exception of Alison and Webb, the others are, I think, all in that position.
1008. Who is next to Mainwaring? John Morrison.
1009. When did he apply? In 1874. The application was approved of by the Minister and appraised, but through neglect to prove the title the application lapsed.
1010. Is there anyone else? The next is a vacant allotment. The reclamation has been made, but there has been no application.
1011. It is an illegal occupation of Crown lands? Yes; the land is reclaimed, but it is unalienated, it has never been applied for.
1012. That brings you to John-street? Yes.
1013. Will you give us the frontages of each applicant or owner, starting from Murray-street? Yes; Cox's would be about 200 feet; Warburton's, 70 feet; Alison's, 180 feet; Webb's, 400 feet; Meeks and Low's, 80; Mainwaring's, 80; and the two portions between Mainwaring's and John-street are about 160 feet. That is approximate.
1014. So that three-quarters of the total frontage has been alienated? Yes; the area is 4 acres 2 roods 24 perches.
1015. What remains unalienated? About 2 acres.
1016. In reference to the reserved road shown on the reclamation, can you tell us what was the object of the reservation? It was simply a reservation out of an area applied for reserving a road 100 links wide. The words are "exclusively of a road 100 links wide, &c."
1017. Of course, the reservation gave a right to the use of the road, or how could the owners get to and fro? If the road were put into use I presume it would be fenced on both sides, and then the owners or occupiers would have a gate giving access to the road.
1018. Do you know, as a matter of fact, whether the road is in existence, and whether it has been used by the persons who have reclaimed, either lawfully or unlawfully? I believe it has, in some instances, been used, but not for road purposes.
1019. Do you know of any other case around the harbour where a road has been left through a reclamation in this way? Yes; around White Bay, and through King and Sullivan's reclamation.
1020. Do you know of any case where, the reclamations being complete, the road has been opened up and used by the general public? No; unless it is the road at White Bay.
1021. You cannot produce a copy of the deed showing the right of reservation? Well, in Mainwaring's case, the description is as follows:—"One rood, 26¾ perches, county of Cumberland, parish of St. Andrews, commencing on the original high-water mark of Pyrmont Bay, at the northern corner of Morgan Mainwaring's allotment 27, Pyrmont Estate; and bounded thence on the north-west by a south-eastern boundary of one rood, 18¾ perches, applied for under 9th clause of the Crown Lands Alienation Act of 1861 by the Trustees of the Macarthur Estate, bearing north 54° 17′ east 5 chains 20¼ links; on the east by a line bearing south 1° 43′ west 1 chain 26¼ links; on the south-east by the north-western boundary of 1 rood 29 perches, purchased under the 9th clause of the Crown Lands Alienation Act of 1861 by the Trustees of the Macarthur Estate, bearing south 54° 17′ west 5 chains 71 links to aforesaid high-water mark; again, on the north-west and on the west by that high-water mark north-easterly; and thence northerly to the point of commencement, exclusively of a road, 1 chain wide, passing through this land in a northerly direction, the area of which has been deducted from the total area."
1022. Your reading of that is, that it is an ordinary road of access, perhaps, between Murray-street and John-street? That was the purpose of it, I believe, for which it was reserved.
1023. Have you any case where a road like this has been reserved, and afterwards passed over by the Government to the municipal authorities within whose jurisdiction it was situated? Do you mean vested in the municipal council?
1024. Yes? I cannot call any case to memory.
1025. Is it the practice of the Department to inform the local governing bodies that a certain new road has been opened up in their district? It may not have been reclaimed, and may not have been fit for traffic for years afterwards. In some cases, prior to the Act of 1884, it was not customary to insist on the reclamation being completed before it was purchased.
1026. But do you, before granting an application, give notice to the adjoining owners that an application has been made? No; it would be gazetted in the *Government Gazette* for one month.
1027. Has it not been your practice to send to the local governing body under whose jurisdiction the application would come, notifying them that an application has been made? Not that I know of.
1028. Would a notification like that emanate from your branch? I do not think it would emanate from anyone. It would be advertised in the daily paper, and the *Government Gazette*, that an application has been made by such and such a person, giving description and locality.
1029. Then the corporation officials would have to keep their eyes open to see what was being done? Yes.
1030. Supposing the proposed street were used for railway purposes, do you think it would be outside the intention of the Department in granting it? I expect that at the time of the reservation the object was to give access from Murray-street to John-street. It did not stipulate what sort of access.
1031. *Mr. Neild.*] According to the practice of your Department, would a reserved road of that kind be regarded as giving a right of access, that is an ordinary right of access to the properties fronting the road? Of course, if it were reserved as a road, and taken over by the council.
1032. But supposing it were not taken over by the council? We take no further action beyond reserving.
1033. But in your professional position, I suppose you have some knowledge of the law relating to reserved roads? I have very little experience in practice.
1034. Let me put the case in this form. If a piece of land is sold with a right of access to, or a frontage to a reserved road, does not the holder of the freehold become possessed of legal rights of access? I am not in a position to say.
1035. *Mr. Ewing.*] Do you consider that the public have the same right over that road as over any other road or street in that municipality? If it were taken over by the council they would.
1036. What is the effect of the taking over of the road by the council? Vesting it in the council, and aligning it, and confirming it as a road.

1037.

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1037. If you aligned that road to-morrow, the public would have the same rights over it as they have over Murray-street? Yes, I should think so; but I may say that I have had no experience of road matters.
1038. But it appears to you that it would be so? Yes.
1039. *Mr. Hoskins.*] Have you heard, or do you know, whether any portion of this road has been blocked up? I believe it has been occupied by Henry Hudson, in connection with some establishment; but I have no personal knowledge of the matter.
1040. Can you say whether a good number of persons who are the owners or occupiers of the land abutting on to the reserved road are actually freeholders or lessees of the land? I know two of them to be freeholders. They were originally lessees under the Trustees of the Macarthur Estate, I believe.
1041. Therefore, in the case of two of the persons whose land abuts on this road, who are freeholders, the Crown, if it utilises the road in the way the Chairman has suggested, would have to deal with the grants of the Crown? With the owners in fee of the property.
1042. Not with the existing lessees? I could not say positively.
1043. There are copies of all deeds of grant issued by the Department kept in it? I think so.
1044. Have you ever seen a copy of a deed of grant of a portion of the land alienated and abutting on to this road, having the right of reservation embodied in it? No; I have not seen that.
1045. Only a limited portion of the land is alienated? Yes.
1046. Could we not see copies of the deed of grant, showing the portion of land embraced in the road reserved out of the grant? You could see the copy, but you would have to apply to the head of the Deeds Branch.
1047. *Mr. Davies.*] With regard to Alison's reclamation rights, on whose recommendation was the permit granted? I think it was upon the recommendation of the late Engineer-in-Chief for Harbours and Rivers (Mr. Moriarty), and the late Surveyor-General (Mr. Adams).
1048. Who was the Minister approving? The papers were not found. I think they were burnt in the Garden Palace fire.
1049. On whose recommendation was Webb's permit granted? On the recommendation of the same officers, and approved of by the late Mr. Farnell.
1050. And as to Meeks and Low's application? The papers are missing. I have not had time to make a thorough search for them, but the records show that it is purchased.
1051. You do not know whether the conditions have been complied with? I think they have.
1052. What was the date of the last application issue of the last deed? That would be Mr. Mainwaring's, in 1889. He was a lessee from the Macarthur Estate.
1053. Upon whose recommendation was it granted? It was approved by Mr. Farnell, on the recommendation of the officers I have already named.
1054. Do not the papers show an approval by Mr. Lyne? Yes, I find there is an approval by Mr. Lyne on the 20th February, 1889. The minute is "Submitted in view of the above report that the preparation of the deed of grant be now proceeded with." That referred to the report from the Harbours and Rivers Department that the reclamation had been completed.
1055. *Dr. Garran.*] The original grants, I understand, were down to the waters of Port Jackson? Yes.
1056. Where the Government has granted the right of reclamation it has made this reservation? Yes.
1057. But it has not contemplated the right of reclamation with a reserve which does not exist? No.
1058. You cannot make a reserve out of a reclamation under those circumstances? No. But in this case I understand a limit line was first laid down by Mr. Moriarty, in 1879, from Murray-street to John-street, and I think that when he laid it down he made a design of a road from Murray-street to John-street.
1059. But the original grantees had the right to the water frontage? Yes.
1060. And if the harbour silts up by the action of nature, or from sewage in the harbour, would that destroy the right of frontage? That is a legal question.
1061. Where these people have not been allowed reclamation they stand upon their original grants, whatever they were worth? Yes.
1062. If the Government now propose a 60-feet reserve in front of their water frontage, over a since reclaimed piece of land, it cuts them off from the water frontage originally granted? They cut themselves off.
1063. But the Government make the road? Supposing the occupiers make the reclamation.
1064. You are assuming that it is a made reclamation, but if it is not, and the Government make a road along it, it cuts these people off from their water frontage? Yes, if the reclamation is due to gradual accretion.
1065. And that would give rise to a question? Yes.
1066. Then it is not so perfectly clear that these people have not rights to a frontage? But in this case it is an artificial reclamation.
1067. If it is an artificial reclamation they have done it at their own risk? Yes.
1068. In that case the Government say, "You have made a reclamation, now we will make a street"? It is generally recognised in such cases that the persons cut themselves off by their own act.
1069. Is there any decision of the Supreme Court bearing upon the point? In the case of a gradual accretion, but not in the case of an artificial reclamation that I am aware of.
1070. Supposing a man had a frontage, and reclaimed 100 feet without authority? A case of that kind would be referred to the Crown Solicitor.
1071. There is nothing in your Department to guide you in such a case? No.
1072. Some of these applicants have been tenants, and have reclaimed and got freehold? In most cases they made applications before they did reclaim. They made application with the consent of the owners in fee.
1073. The owner in fee is the owner of all this reclaimed land? Yes, if it has been purchased.
1074. He has not lost his rights? No.
1075. In regard to the two persons near to Murray-street who have been refused their reclamation rights, have they a right to the water frontage? I believe the reclamation has been artificially made.
1076. And if so the Government has the right? Yes, I should think so.
1077. And if so we could make a third jetty, parallel to the two which now exist, without trenching upon private property? It has never been done yet. 1078.

J.B. Dimelow, Esq. 17 May, 1892.

1078. But we could do it legally? If, by making a reclamation, they cut themselves off from their frontage, and if a decision to that effect were given, you could do so.
1079. I understand you to say that an unauthorised reclamation creates no title? It gives no title.
1080. Really the Government own the land, although the persons have been to the trouble of reclaiming it? In that case the persons would be reclaiming unimproved Crown land.
1081. Then the legal freehold of the land would belong to the Government? It rests upon the question as to whether, in reclaiming, the person cuts himself off from his frontage.
1082. There is nothing you know of in the practice of the Department to settle that question? No.
1083. *Mr. Ewing.*] Do you know anything about the old survey of Darling Island? Yes.
1084–5. Was it an Island? The question was first raised by the Department when the A.S.N. Company made application to reclaim on the frontage in 1881. They were requested to produce their title, and their application was considered. They brought forward certain evidence.
1086–7. Did they prove their title? To the satisfaction of the Minister at that time.
1088. Who was he? Mr. Farnell.
1089. Did you consider it satisfactory? It was a question which could not be proved conclusively. They showed 90 years' possession. Their communications included declarations from very old residents there, and under the circumstances, the Minister decided that it was not advisable to disturb their possession, and that their application should be dealt with on its merits.
1090. That is what their title rests upon? Yes.

WEDNESDAY, 18 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William McCourt, Esq.
The Hon. James Hoskins.	John Cash Neild, Esq.
The Hon. Frederick Thomas Humphery.	Edward William O'Sullivan, Esq.
The Hon. John Davies, C.M.G.	Charles Collins, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

Frederick M'Kern, Esq., Officer in charge of the Deeds Branch, Department of Lands, sworn, and examined:—

F. M'Kern, Esq. 18 May, 1892.

1091. *Chairman.*] You are in charge of the Deeds Branch in connection with the Lands Department? Yes.
1092. You produce a copy of the original form of grant for reclamations? Yes. (*Vide* Appendix.)
1093. That is a grant under the 1861 Act? Yes, under the 9th section.
1094. Has there been any alteration in subsequent grants? Only in accordance with the Acts of 1884 and 1889.
1095. What is the difference? All minerals are reserved.
1096. Is that the only difference? Yes.
1097. I presume we could get from the Lands Titles Office an exact copy of the grants issued to the persons in Pyrmont Bay? Yes; I presume you refer to the deeds of grant to Webb and Alison.
1098. *Mr. Hoskins.*] Nothing is said in the copy of the deed you have handed in, in reference to the reservation of roads? No.

Reginald Albert Barton, Esq., Clerk, Department of the Registrar-General, sworn, and examined:—

R. A. Barton, Esq. 18 May, 1892.

1099. *Chairman.*] You are one of the staff of the Registrar-General? Yes.
1100. You produce the deeds of grant and certificates of title of certain land granted to Alison and Webb in Pyrmont Bay? Yes. The description in Webb's deed is in these terms:—

Commencing on the high water mark of Pyrmont Bay at the southern corner of 1 rood 29 perches, purchased under the 9th Clause of the Crown Lands Alienation Act of 1861, by Meeks and Low, Trustees of Sir William Macarthur; and bounded thence on the north-west by the south-eastern boundary of that land bearing north 54° 17′; east, 5 chains 33 links, and one-fourth of a link to the limit-line for reclamations; on the east and north-east by that limit-line, being lines bearing south 1 degree 43 minutes; west, 1 chain 48 links; and thence south, 41 degrees 12 minutes; east, 4 chains 83 links; on the south-east by lines bearing south, 19 minutes; west, 5 links; and thence south 54 degrees 17 minutes; west, 4 chains 41 links to the aforesaid high-water mark; and on the south-west by that high-water mark, north-westerly to the point of commencement. Exclusively of a road 1 chain wide, passing through this land in a southerly and thence in a south-easterly direction, the area of which has been deducted from the total area as shewn on plan catalogued S134–855 Roll in the Surveyor-General's office, Sydney.

1101. Is the area delineated? Of the road, no.
1102. Is there no reference to the delineation in the certificate itself, or is there only a reference to the map in the Registrar-General's office? Only to the map in the office of the Surveyor-General.
1103. But there is a diagram showing the road? Yes.
1104. Will you turn up the grant in Alison's case, and see whether there is any difference in that and the one you have just read? The description in Alison's case is as follows:—

Commencing on the high-water mark of Darling Harbour at the eastern corner of William Webb's property, and bounded thence on the north-west by a line bearing north 54 degrees 30 minutes; east 4 chains 5 links to the limit-line for reclamations; on the north by that limit-line bearing south 87 degrees 58 minutes, east 3 chains 76 links; on the east by a line bearing south 32 minutes east about 3 chains 68 links to the aforesaid high-water mark; and on the south-east and south-west by that high-water mark south-westerly, and thence north-westerly to the point of commencement. Exclusively of a street 1 chain wide passing through this land in a south-easterly and thence in an easterly direction; and of another street 1 chain wide in a southerly direction, the areas of which have been deducted from the total area.

1105. There is no difference so far as the reservation of the road is concerned? No.
1106. You have no reference to another piece of land of Alison's? No.

Ernest

Ernest Augustus Smith, Esq., Crown Solicitor, sworn, and examined:—

E. A. Smith, Esq. 18 May, 1892.

1107. *Mr. McCourt.*] Can you give the Committee any information as to the right of the Crown to use the reserved road at Pyrmont Bay? I cannot give you any information in regard to the right of the Crown to use it, until I know exactly how the road exists. I understand from some papers which came before me a week or so ago from the Works Department, that the road you refer to is a road which was created by a reservation in certain Crown grants—that is to say, the area of the road was excepted out of the grants of the land which abuts on the road. I have not seen the grants yet, and I should like to know exactly if that is the correct view of the matter.

1108. Having seen the deeds, are you prepared to give an opinion as to the right of the Crown to the use of the road? In the two deeds I have just seen there is a clear exception and reservation of the area of the road to the Crown for a road.

1109. And could this reserved road be legally used for the running of a tramway? I think it might be used for a tramway under the authority of the Tramways Extension Act.

1110. Could it be used for a railway? Not without the authority of an Act of Parliament, I think. I know of no authority, short of an Act, which would enable that to be done.

1111. The road could be used if the work were called a tramway? If it were a tramway, and could be brought within the meaning of the Tramways Extension Act.

1112. What is the difference between a tramway and a railway, so far as the definition is concerned? I do not know of any legal definition of a tramway to distinguish it from a railway.

1113. Supposing the present railway were extended along the road and were called a tramway, do you think that could be done? I do not think you could call it a tramway if it were clearly an extension of an existing railway line. From the papers which were sent up to me the other day, I understood that what was really intended was to extend the railway beyond the terminus, and to make a new terminus down at the Island. If that were to be done I do not think you could call it a tramway within the meaning of the Tramways Extension Act.

1114. Therefore you do not think the road could be used for that purpose without the authority of a special Act? For the purpose of a railway, certainly not.

1115. *Mr. Neild.*] In the absence of a definition of the words "tramway" and "railway," would not the law courts construe a tramway as something closely analogous to the tramways already established under the Tramways Extension Act? I think they would hold that there is a great difference between a railway and a tramway. As you are aware, under the Railway Act there are all sorts of provisions for fencing off railway lines and for means of approach. There are also provisions for crossing above, or going underneath, the line, or for level crossings, and there are all sorts of rules about gates and so forth; so that there is no doubt a clear distinction between a railway and a tramway, but what it exactly is I am not prepared to say.

1116. But would not the existing tramways be taken, roughly, as a standard as to what constituted a tramway? I suppose they would.

1117. And it being the custom under the Tramways Extension Act to use the tramway only for passengers, surely to run a railway along a street and to travel at a low rate of speed, using the line wholly for the carriage of goods, would not be to establish a tramway? No; I should say not. I have not the Act before me, but I think, if I remember aright, you might get a certain amount of light upon the question from the first words of the preamble.

1118. Perhaps it would be better to inform you at once that the proposal is to call this a tramway, but to use it for the conveyance of goods wholly in railway trucks, drawn by railway engines, and not for passenger purposes at all. Would such a proceeding be at all under the scope of the Tramways Extension Act, in your estimation? I should say certainly not.

1119. It would be as you said just now, merely an extension of an existing railway. Merely an extension of an existing railway.

1120. Having looked at the deeds in which the reserved road is set out, would, or would not, the persons whose land fronts the said reserved road be entitled to free access to their premises from the reserved road? I think so. I think it is a highway, although it has not been formally dedicated.

1121. Can you tell the Committee whether there is any statute which requires a certain area out of a public thoroughfare to be set aside for footways, or whether the establishment of footways is merely a custom which has grown up? I cannot say how it is, but I should say that it is more a matter for the municipality.

1122. You will understand my question when I explain that it is proposed to lay down in this reserved road a double line of rails, and to complete the thoroughfare without footways;—do you know of any case where a thoroughfare has been constructed without pavements for foot passengers? You mean without a kerb to keep vehicles off the footpath. I think that is really a matter for the municipality. When they begin to kerb and gutter, the footpath is aligned, and, of course, it would be a breach of the by-laws for vehicles to encroach upon it.

1123. *Mr. Ewing.*] Is not the matter controlled by the Alignment Act? I am not sure about that.

1124. *Mr. Neild.*] I see from the Tramways Extension Act of 1880, that the 2nd clause sets out that "Tramways for conveying passengers and their luggage and other goods and merchandise shall be constructed," and so on. Then the 3rd section alludes to tramways described in the second schedule hereto, and the 4th section says that tramways for the purposes mentioned in the second section shall be constructed—that is, for the conveyance of passengers and their luggage and other goods and merchandise, but the practice being to use tramways also for passengers, would it not be deemed a breach of the provisions of the Act to construct tramways for the conveyance of merchandise solely? I do not think such a work would be a tramway within the meaning of the Act.

1125. You do not think such a proposal would be within the scope of the Tramways Extension Act? No.

1126. *Mr. O'Sullivan.*] You have heard of tramways carrying freight, have you not? I believe they do.

1127. You have heard of the Camden tramway, for instance—that carries freight? No, I have not.

1128. But a tramway can carry produce? It could be done.

1129. It is not essential that tramways should be confined to the carriage of passengers? I do not think it is.

1130. In Great Britain, in the United States, and in South America, for instance, they carry not only passengers but cattle and large quantities of produce? I daresay; I do not know of any in Great Britain, but I have no doubt they are to be found in other countries.

E. A. Smith, Esq. 18 May, 1892.

1131. Seeing that the Camden tramway is mentioned in the schedule to the Tramways Extension Act, and that the Government desire to construct a tramway along this reserved road, they could carry upon it freight as well as passengers? I should think so, under the Tramways Act.

1132. *Mr. Humphery.*] Has the Crown any right to close that road, should it desire to do so, and should it be deemed desirable in the public interest to do so? I think you would have to pay compensation for doing it.

1133. *Mr. Hoskins.*] Judging from the printed papers before us, I presume you have had copies of the deeds of grant of the land alienated at Pyrmont Bay laid before you, and that you examined them before you gave the opinion which we find in the correspondence? I think the opinion to which you refer was that of Mr. Robert Smith. I did not see all the papers, but the other day I wrote a very short opinion upon certain facts stated to me, and which I assumed to be correct.

1134. In reference to this matter? Yes.

1135. Have you any objection to say whether it was with reference to the right of the Crown to resume this road or to use a portion of the reserved road? Yes; it did refer to that. I think I stated merely that I thought it amounted to a highway, and that if a tramway were to be laid down it might be done under the Tramways Extension Act, by getting the route approved as an approved route within the meaning of the Act, but that if it were for the purpose of a railway, a special Act would be wanted to enable the work to be carried out.

1136. Have you seen copies of the deeds of grant of the alienated land fronting Pyrmont Bay, where it is alleged the Crown has a right of road? I have seen the two deeds produced here this afternoon. Those are the only ones I have seen, and they contain an express reservation of the road.

1137. Would you have any objection to express an opinion as to whether the Crown absolutely, as against all comers, would be entitled to take the road as delineated upon the plan and as indicated by the grants, and to open it and use it, even although a portion of it might be enclosed at the present time? Certainly. The area of the road has been reserved and excepted from the grants, and if anyone has fenced it in in any way they could be turned out by a writ of intrusion.

1138. You are quite clear that the Crown has an absolute right by reservation? Yes.

1139. *Mr. Davies.*] As this road has not been dedicated and proclaimed, has it ever passed from the Crown? As I understand the position of matters, the soil is vested in the Crown—it is reserved as a road.

1140. As the Crown, in granting the right to reclaim, has reserved the road, in every deed it has the right to the road, as against all comers? I think so, as a road.

1141. But it could not apply it to any other purpose? I think not, but I do not think the point is altogether free from doubt, and if you will allow me I will explain why. In a case decided some years ago, when Sir Alfred Stephen was Chief Justice, he held that the mere reservation of an area of road in a Crown grant amounted to a dedication of a road. That was before the passing of the Act of 1884. There is a certain amount of doubt as to whether that law could be applied to a grant issued since the passing of the Act of 1884, and for this reason: That that Act, in one of its earlier sections, says that Crown lands are to be alienated in a particular way, and in a particular way only. Then we have a particular section—section 104, I think—by which the mode in which a road is to be proclaimed is expressly laid down, and it is the only way in which it can be done, that is to say, there is to be a notification in the *Gazette*, and so on; so that it is doubtful whether the land law, as laid down by the late Chief Justice, would apply to any grant issued under the Act of 1884.

1142. All these reservations are prior to the Act of 1884? I was not sure about that. In that case I think that, on the authority of the decision to which I have referred, the reservation would amount to a dedication of the road.

1143. That is the interpretation put upon the Act by the late Chief Justice? Yes; of course, in the case to which I refer, the action was between subject and subject, the Crown was not involved in it in any way. It was an action brought by one individual against another for trespass, and it was held that the defendant had a right to go upon the land because it was a dedicated highway.

1144. You do not regard the land as simply Crown land? No, because it was reserved for a purpose; the soil has never been alienated from the Crown.

1145. But it has never been used for the purpose, and it has never been dedicated? It has never been dedicated in a certain sense by any overt act, beyond the reservation in the grants.

1146. You are clearly of opinion that it is not Crown land in the sense of ordinary unalienated Crown land? Yes, I am clearly of that opinion.

1147. *Mr. O'Sullivan.*] Would a long occupancy of this reserved road give any rights to those who own land there to the land occupied by the road? I think not.

1148. That is the case in regard to Crown land, is it not? That is a question which I hope to get decided before very long.

1149. *Chairman.*] It is proposed to cut off the end of John-street, and to make an overhead bridge. Could the Crown close up an existing street for such a purpose without a special Act of Parliament? I do not think it could be done without an Act.*

1150. Power would have to be taken in an Act to authorise the railway, and in the second place, to authorise the cutting off of a piece of John-street? Yes.

1151. Could that be incorporated in the Act dealing with the project generally? Yes.

1152. *Mr. Humphery.*] In reply to my question just now, you said that the Crown would have the right to close the reserved road—did you mean without an Act of Parliament; you say now that an Act of Parliament would be necessary to close John-street? John-street is already vested in a municipality, and I do not think that you can interfere with the control of it if it has gone away from the Crown.

1153. It will not be necessary to make provision by Act of Parliament for closing the reserved road? I am not so sure about that. I am not sure that you would not require in the Act to make provision for it.

1154. In the event of the proposed railway being recommended by the Committee, it would be better to provide for the closing of the reserved road, as well as for the closing of a portion of John-street? I think the whole thing ought to be provided for in a special Act.

1155. *Mr. Neild.*] You quoted a decision of Sir Alfred Stephen, when Chief Justice. I suppose that decision is to be regarded as the law until it is reversed by the Full Court? Certainly. 1156.

* NOTE (*on revision*):—With reference to question 1149, I did not understand that it was contemplated to put up an overhead bridge. As I understood the question, it was merely whether the end of John-street would be cut off altogether, and no other means of access substituted. Question and answer No. 1150 seem to confirm this view. It may be that under the Public Works Act sufficient power exists to *divert* roads, &c., which is quite another thing to absorbing them altogether.—E.A.S.

E. A. Smith, Esq. 18 May, 1892.

1156. I understand that in the case to which you refer the decision was not that of the Full Court? Oh, yes; it was a decision by the Full Court. It was a point reserved from the trial, and argued before the Full Court.
1157. That decision is practically the law of the Colony at the present time? Yes. I have never heard of its being touched.
1158. It appears that the whole of the water frontages in this locality have not been alienated, and that therefore this so-called road does not extend the entire length as reported on the plan. Now, suppose that in the case of some of the persons who have not purchased their reclamation rights, their land stands as bounded by high water in the first instance—would, or would they not, be entitled to follow the water as their boundary, provided that the water-line has altered through natural causes; for instance, the water-line may have gone further to the northward than it was at the time of purchase? High-water mark, you say, was the boundary when the grants were issued?
1159. Yes. Would these persons be entitled to claim to the existing high-water mark, supposing that mark had changed through natural causes, and not from any definite action on the part of the holders? I think so. If the change has taken place little by little, and if the boundary in the grant were high-water mark. Under those circumstances, I think they would still be bounded by it wherever it might be.
1160. *Chairman.*] But take a case in which there is a grant to the Crown, giving a certain specific area, would the grantee be entitled to increase his area by hundreds of acres? If the grant were described as bounded by high-water mark, and there were a gradual receding of the water, I think his boundary would be increased to that extent.
1161. Independently of any specific area which may have been mentioned in the grant? Yes.
1162. Another point arises. In the case of those persons who have not acquired their rights of reclamation, would the Crown be entitled to come in in front of them, and, by making a road, intercept their water without compensation? I think not. If they were bounded by high-water mark they would have a right of frontage to the water, and you could not interfere with that right without making a just compensation.

Captain Matthew Burns, Steam Ferry Proprietor, sworn, and examined:—

Captain M. Burns. 18 May, 1892.

1163. *Chairman.*] You are a resident of Pyrmont, and also a proprietor of a ferry service running to that place? Yes.
1164. *Mr. Neild.*] To what point of Pyrmont do your boats run? To John-street.
1165. Do you think the construction of the wharfs, as indicated on the plan, would interfere with your present ferry traffic? Well, as far as I understand the proposal there are a number of steps, and some persons might feel those to be an inconvenience. It might involve some loss to me, but not much.
1166. You think the proposed flight of steps would not be so great a convenience to the customers of your ferry as the existing slope? No, not for residents; but so far as working people are concerned, I do not think it will make much difference.
1167. You know the new jetties at Pyrmont Bay? Yes.
1168. Do they interfere with your ferry arrangements? No, they did; but we are getting used to them. I complained a good deal about them at one time; but having seen them do good work, I am quite prepared to manage as best I can. I have seen some of the biggest ships coming to this port loading at the jetties, and, with other accommodation of that kind, I think they help to make the port very much superior to Newcastle.
1169. Would the construction of a third jetty to the westward interfere with your jetties? No. Of course we have got used to the jetties now, and so long as you allowed me something like 60 feet to get outside I think it would be enough.
1170. Supposing the proposed flight of steps were not so convenient for passengers as existing arrangements, would not the traffic likely to arise in connection with a lot of shipping at Darling Island be a fair set-off to you as far as your ferry is concerned? Of course. I believe the proposed works would do me good. In fact, I think they would benefit the whole of West Sydney.
1171. Then, as the proprietor of a ferry running to Pyrmont, you have no objection to the proposed works? Certainly not.
1172. You are in favour of them? Yes. All that I would ask is that you would allow me a little place, where, by paying rent, I could store my coal. I could not continue to run my ferry, unless I had a place for my coal.
1173. Whatever arrangement may be made in that vicinity you want privileges similar to those which you now enjoy? Yes.
1174. *Mr. Dawson.*] You know Captain Jackson? Yes; and I was very much surprised to hear that he had said that we did not want this additional accommodation. You have to bear in mind that this is, and always will be, the port of the Colony. It is of no use to talk to me about Newcastle.
1175. Do you mean that ships prefer to come to this port to load coal? Well, I can get coal at 6s. 6d. for which I paid 14s. at Newcastle. I burn the Mount Kembla coal.
1176. Do you get your Mount Kembla coal by railway? Yes; during the strike I had to pay only 8s. for it.
1177. Western coal is not a steam coal? I know very little about it, but I am told that it has been used for steam with success.
1178. You think that we can do with more accommodation at Darling Harbour? Certainly. What is the use of allowing wool one way and railway iron the other to be taken to other parts of the harbour, cutting up the streets in transit. It is much better to go direct to Darling Harbour, and put the wool straight into the vessels.
1179. *Mr. Ewing.*] Do you think that the proposed works will benefit the Colony generally? Yes; I think there can be no doubt of it. Newcastle is only a boat harbour, but at the Pyrmont jetties we can load 5,000 and 6,000-ton ships.
1180. Could they not load at Newcastle? I question whether they could, and if a south-easterly came up they would have to go out to anchorage. Then you hear of them dragging their anchors, and all sorts of accidents happen.
1181. *Mr. Humphery.*] You have not used western coal yourself for steam purposes? No.
1182. Do you know the price of western coal in Sydney? No; I do not. I fancy you can get small coal at 7s.
1183. Do you really think that it is as suitable as southern coal for steam purposes? I intend to make a trial of it. I hear that it is alright. I went to Hudson Brothers' the other day, and saw it being used there.

Captain M. Burns. 18 May, 1892.

1184. At what price can you buy southern small coal delivered in Sydney? Six shillings and sixpence.
1185. Can you get it by rail at 6s. 6d.? No; I have to pay 1s. more by rail.
1186. You can get it cheaper by water? Yes.
1187. *Mr. Davies.*] How many boats are you running? I continually run four, but I have a few laid up.
1188. Is that the largest number you ever run? No; I run eight sometimes.
1189. Has the passenger traffic at Pyrmont developed during the last few years? The traffic recently has been so small that I have had a great mind to give up the ferry.
1190. Then it is falling off? Yes, during the last three years; and I attribute it to Darling Island laying idle.
1191. The shipping traffic has not increased your trade? No.
1192. Yet you do not think the present wharfage accommodation is sufficient for the trade that has been developed? Certainly not.
1193. You regard Darling Island as a wise purchase? I think it was the cheapest thing ever bought. I regard it as one of the best frontages in the world for wharfage purposes.
1194. You think the Government showed wisdom in the purchase? I think the Government got the land very cheaply.
1195. And you know what it cost? £135,000. Then it must be remembered that the Government got the stone out of it.
1196. Do you know the depth of water round Darling Island? I was with a water bailiff sounding at Jones' Bay, on the west side of the Island, and we got 46 feet of water in the deepest place, and 20 feet to the eastward of that you would get 39 and 40 feet of water. You could berth any vessel there. The "Orlando" took in 1,000 tons of coal lying alongside the wharf at Pyrmont, in 39 feet of water.
1197. Do you think a large coal trade would be developed at the proposed new wharfs? Yes; and you would have a wool trade as well.
1198. Have you seen any wool shipped at Pyrmont? No.
1199. You said just now that you were acquainted with Captain Jackson? Yes; and I was very much surprised at his letter in this morning's *Telegraph*, in which he said that the proposed works would not be required for five or ten years.
1200. Do you not think that Captain Jackson is in a good position to form an opinion in the matter? Well, I do not think he can be, because he said that there would not be shipping enough to go to the wharfs, but he seems to forget that we are only beginning to load coal there. I have seen ships going away from here in ballast, and they would have been only too glad to take coal.
1201. If the proposed works were carried out, you do not think that they would interfere with your business very much? I do not think that they would materially affect it.
1202. You are in favour of the proposal? Yes; and there is not a man or woman in Pyrmont who is not in favour of it.

John James Maxwell, Esq., Timber Merchant, sworn, and examined:—

J. J. Maxwell, Esq. 18 May, 1892.

1203. *Chairman.*] What is your occupation? I am a timber merchant.
1204. Carrying on business at Pyrmont? Yes.
1205. Adjoining the present Pyrmont ferry proprietors' place? Yes, next door.
1206. How do you get access to your place? From Pyrmont-street, down a right-of-way.
1207. How much of this particular property have you under lease? I have about 200 feet, down to the water at Darling Harbour.
1208. You chose that spot because it gave you a water frontage? Yes.
1209. And you get your bulk stuff by water? Yes, we float the logs in there.
1210. You have a lease, I believe, for twenty years? Yes.
1211. Who is your landlord? Mr. Morrison.
1212. Does he own the land in fee-simple? No; he is a lessee from the Macarthur Estate.
1213. Do you know whether the reclamation rights have been secured? No, but steps have been taken to get them secured.
1214. In your lease was there any stipulation as to disturbance by the taking of a road through it? I could not say for certain, but if my memory serves me right, I believe there is a certain area there allotted for a road. I believe Mr. Morrison told me, when I was taking the place from him, that a chain wide was taken off from John-street right round to Edward-street. I believe he also told me that each holder of property round the bight was agreeable to it, and gave their sanction to the Government making the road.
1215. Your lease is subject to your having a road taken through it at any time during its currency? Yes, certainly.
1216. But you believe the owner of the land has not yet acquired reclamation rights? Not yet.
1217. If this proposal is carried out, nearly the whole of the area you have under lease will be resumed by the Crown? I think the resumption will just cut out up to my office.
1218. It being explained that there might, in the future, be a road run through your lease into Edward-street, the explanation had no influence upon you, because you thought you would have a better get-away from your place? I understood that the Government could take a portion of the land at any time for a road, and I was willing to submit to it. Of course, if the road is opened there it will do everyone injury, to a certain extent.
1219. But although it will diminish your area it will give you a better access to Edward-street? It might.
1220. Have you not a steep incline from your water frontage? Yes.
1221. And would there not be a level street into Edward-street if the road were formed? If I could get out there it would, of course, be better.
1222. Then, although you lose part of your area, you get increased facilities for getting to Edward-street? As far as I understand your question, I think I should. Of course, I do not know how I may be affected in other ways.
1223. Have you had much experience of the shipping accommodation of this harbour? Yes; I have been in my present line of business for many years. I did manage the Darling Harbour saw-mills, and used Russell's Wharf, and others.

J. J. Maxwell, Esq. 18 May, 1892.

1224. You know something of the increase which has taken place in the railway traffic? Yes; both by water and by railway.
1225. You have had under your eye the traffic now conducted at the Pyrmont jetties? Yes.
1226. Has there been a large increase in trade of late? The traffic at the wharfs has been very great, and is still increasing. I do not know what the reason is, but personally I have been put to a great deal of inconvenience in getting coal from the South Clifton and the Metropolitan Mines.
1227. Where do you take delivery? At Darling Harbour.
1228. Above the bridge? Yes.
1229. Are you put to inconvenience in waiting for it? Yes.
1230. Has not that been brought about by the demand for the Pyrmont jetties, and the insufficient means of getting it to your drays? Well, it has arisen in this way, the trucks have been in Darling Harbour, but we have not been able to get them shunted, so as to get the drays to them to unload.
1231. Do I understand that you attribute the delay in delivery to the want of room in the railway works at Darling Harbour? I cannot say definitely that that is the cause, but there has been something wrong.
1232. You do not know the cause? No.
1233. Do you think the trade of Port Jackson is increasing to such an extent as to warrant this large expenditure in improving Darling Island? Well, the Government have purchased the Island with a view to making wharf accommodation there, and I think the business done is bound to be increased if the railway is run on to the Island. No matter from what point you look at it the works must ultimately do good.
1234. But if we are told that the present wharf accommodation is used only to the extent of one-half of its capabilities, do you think there is still a necessity for improving Darling Island? At the present time I do not see that there is any very urgent need for the work. It might be wise to wait a year or two.
1235. You think that, although the Government are in possession of Darling Island, it might be better to allow it to remain as it is until trade develops? Yes.
1236. The proposed works will not interfere with your business? Yes, I can see that I shall lose, to a certain extent, whichever way the matter goes.
1237. *Mr. O'Sullivan.*] Pyrmont Bay appears to be the site of a large timber trade? Yes.
1238. Is it a trade which is likely to be extended in that direction? That is a difficult question to answer.
1239. What reasons are there for taking timber up to Pyrmont Bay;—what special facilities are there? It is a bay with very great conveniences. Supposing your vessel is loaded with hardwood, and you have no wharf of your own, you can hire a wharf and discharge your cargo at it.
1240. Do you think that if wharfs were constructed at Darling Island they would be utilised for the unloading of timber? They might be for heavy timber.
1241. There is not much room for the extension of the timber trade round Jones' Bay, on the west side of Darling Island? That I cannot say.
1242. *Mr. Neild.*] The Chairman asked you whether if this reserved road were opened up, giving you access to Edward-street, you would not have a better get-away for your timber? I believe so, from the Chairman's remarks.
1243. But would your means of communication be improved by the reserved road if, when opened, it were occupied by a double line of railway, with goods trains passing along it fairly frequently during the day;—timber occupies a good deal of space in transit, and I should think the trains would interfere with the cartage of it, would they not? Yes; to a very great extent; because timber waggons and drays, as you say, require plenty of room. A road 60 feet wide, with two railway lines in it, would leave very little room for cartage.
1244. Would you consider it safe to attempt to cart your timber through a 60 foot street, through which a double line of railway cars were travelling;—it is suggested that there should be no footpaths, but there would not be more than 20 feet on each side of the rails? There would be none too much room.
1245. If a horse were scared by one of the trains, and were to swerve, there would certainly be an accident? Yes; you could not help it.
1246. It would be impossible to avoid accidents unless your horses were absolutely quiet? Yes.
1247. You will observe that at two points the railway line passes very close to the edge of the street;—would it not be exceedingly dangerous to cart timber in such a thoroughfare? Yes; as a rule.
1248. You would prefer to send your timber almost any other way than to risk an accident? Yes.

THURSDAY, 19 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	Charles Collins, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. John Davies, C.M.G.	Edward William O'Sullivan, Esq.
Thomas Thomson Ewing, Esq.	Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

George McCredie, Esq., Architect and Consulting Engineer, sworn, and examined:—

G. McCredie, Esq. 19 May, 1892.

1249. *Chairman.*] You are a member of the firm of A. L. and G. McCredie? Yes.
1250. *Mr. Suttor.*] What is your profession? I am an architect and consulting engineer.
1251. Were you consulted by the syndicate who formerly held Darling Island as to the improvements there? Yes.
1252. You have a plan of some improvements which were designed? Yes, a plan and a model.
1253. How did the syndicate propose to utilise the Island? They proposed to utilise it as a shipping property for the purpose of receiving, dumping, and shipping wool; also for receiving sheep. They also expected

G. McCredie, Esq. 19 May, 1892.

expected to do a large frozen meat trade with the old country. We had in our scheme a very large building fitted up with all the necessary machinery for freezing and export.

1254–5. What was the nature of the buildings you proposed to erect? We had one large building in our scheme which was to cost £100,000. Most of the stone was masoned ready for building. It was to be used for freezing rooms, and as a wool-warehouse, also for dumping purposes. Another building was to be used as a warehouse for general merchandise.

1256. Did you propose to erect wharfs round the Island? Yes; we had all our plans ready for building wharfs, and we were on the point of accepting tenders when the Government purchased the property.

1257. What class of vessels would your wharfs have accommodated? The largest vessels coming to the port—steamers 500 feet long. The Orient boats, and all that class of steamers.

1258. Do you know anything at all of the proposal of the Works Department? I know nothing further of it than I have seen here.

1259. You have observed the plans? Yes; I see they embrace some of our arrangements for dealing with this property. Our idea, in the first place, was to get a connection with the railway along the reserved road, shown upon your plan, and to go through under John-street. We did not consider any arrangements for resuming much private property near the Island. The syndicate thought that if they could get the Government to give them a railway connection along the reserved road, it would cost very little money for resumptions, and that the whole cost of the line would be very small indeed. We estimated the cost in connection with the work, which would be only 1,500 feet in length, at £5,000, and we were willing at that time to put it in at that price. To prevent disturbing John-street, and interfering with traffic at the end of it, we proposed to put a bridge across it, and to go underneath. We should have had sufficient height to take the railway underneath. One of our large buildings would be put up at a point near the end of John-street. Our lines would run under the building, and be distributed over the property. In all, we intended to lay about 2 miles of railway. It was proposed to run some of the lines along the western side of the property, and to have hydraulic cranes there to load and discharge cargo, either into receiving sheds or direct into the ships. We did not intend to go out into the water, as is indicated by your plan, on the north-western side, because we had difficulty in obtaining permission from the Government to encroach. We had sufficient trouble as it was to obtain permission to go out as far as we proposed to do. We had sufficient water to accommodate the largest steamers under our arrangements, and a portion of the works were constructed ready for their accommodation. We had the "Mariposa" there loading coal, and another, a large sailing-ship, I forget her name. At all events there was sufficient water to carry a very large tonnage. We intended, on the eastern side, to construct similar works, and to have receiving stores and crane accommodation. At the root of the Island, near Jones' Bay, it was the intention of the syndicate to have accommodation for colliers, and if accommodation were wanted for the loading of coal into a large ship, it was proposed to take the first berth for that purpose. It would be a very long berth. In the middle of the Island, we had a very large building; it was to cost £100,000, and would be built of solid stone, quarried from the property. In it we had freezing stores, and all the necessary appliances for wool-dumping; also machinery for the lifting up of wool for the purpose of dumping it, and we had shoots arranged so as to load the wool right into the ships lying alongside. Arrangements were also made for running the frozen meat direct out of the freezing-rooms into the ship's hold, doing away with the handling, and consequent inconvenience that there is at the present time. The building at the entrance, near John-street, was to cost £80,000. It was also a large stone building, and was to be used partly as a wool store, and partly as a bond. The bottom portion was to be used in conjunction with the railway, which would go through from the street. I might say that we went so far as getting the property levelled, to carry out the scheme. The first contract included the levelling, and the dressing of the stone which we were quarrying for the erection of the building. We paid for the first portion £29,977.

1260. *Chairman.*] That would be for the levelling and for the dressing of the stone? Yes; and we also put in a retaining-wall, which, I daresay you saw the other day; it goes along the western side, and there is some on the northern side, and a little on the eastern side. This brought us to the limit of our freehold. This work being completed, it was decided to go on immediately with the wharfs all round the Island, as far as we could get permission to extend them. All the plans had been prepared, and I think we had the prices for them. If my memory serves me right, the lowest tender to complete the wharfage works was £35,000. It was just about that time that the trouble arose with the Government as to the connection with the railway, and everything was stopped. It seemed to me that the connection of the railway—that is the difficulty with regard to it—prevented the whole plan from being completed, because instructions were issued to proceed with everything, and we had everything in first-class order to get the work done in a short space of time. The first contract was completed inside of twelve months, and we intended to go on shipping when a portion of the wharfage was finished, and to have the western side dredged. We could get plenty of water there by dredging, although there was a good deal of trouble in taking out the old propellers and boilers which had been deposited in the water in the early days of the A.S.N. Co.'s occupation. But there was plenty of depth there. We paid the Government £1,000 for dredging the berth at which the "Mariposa" was loaded.

1261. *Mr. Suttor.*] In the end the proposal was not carried out, and the land was sold to the Government? The syndicate thought the proposal of no use unless they had connection with the railway, and it seemed to me very evident that such a property would require railway communication to complete it. When they first bought the property, their idea was to cut it up into allotments and to sell it. We were called in to advise, and we advised a wharfage scheme. I think we were the first persons who advised them of the reserved road going round the Bay. We thought we might get the Government to run a railway along it, and the syndicate were willing to pay £5,000 for the work. If that connection had been secured, the whole plan would have been carried out in its entirety, I believe.

1262. Did you propose to make any connection with Sydney, otherwise than by this railway? We were confined to this connection, and we thought that one of the advantages would be that we would get traffic direct from the interior, and that we should be enabled to deal with it and tranship it without handling.

1263. You know nothing about the proposal of the Railway Department in utilising the Island? No.

1264. *Mr. Dawson.*] Were you one of the syndicate, or were you simply an architect employed by them? I was simply a professional man engaged by them. I had nothing at all to do with the syndicate. I was in no way interested in it.

G. McCredie, Esq.

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1265. Have you any knowledge as to the commerce they would have been likely to get in the shape of wool and coal for shipment? I could not tell you now. I know that at that time we went into the matter with the syndicate, and they considered the thing good enough.
1266. Are you positive that, after making inquiries, the syndicate did not find there would not be enough commerce to permit of their carrying out their idea, and that they thereupon became anxious to sell the property to the Government? I do not know anything at all about that.
1267. You do not know whether that is a fact or not? No; but I should think it was not, judging from the way in which we were working.
1268. Have you any idea what coal would have been shipped there had your scheme been carried out? No; I have no idea.
1269. Have you any idea what wool would be shipped there? I know that at the time we went fully into the matter and obtained particulars from statistics and tonnage.
1270. *Mr. Ewing.*] You say that the whole scheme hinged upon the connection of the present terminus and Darling Island;—do you consider that the blue line shown upon the plan is a good connection from an engineering standpoint? I do.
1271. You see that it runs from Murray-street almost through to John-street, along what is known as a reserved road? Yes.
1272. Would the line monopolise the whole of the road, or would there be room for street traffic also? There would have been room for street traffic also, although it would not have been a wise arrangement.
1273. You think you would require the road altogether for railway purposes? I do.
1274. In other words you say, then, that you could not consider it as a street at all if the connection, as shown upon the plan before us, were made? Yes.
1275. It would be purely for railway connection? Yes.
1276. You say that you think it would be a good connection—would not the whole of the traffic have to go through the present railway-yard to the south of the bridge, and would it not, therefore, have been better to adopt the tunnel scheme and to keep out of the railway-yard? You would be going to great expense.
1277. But as an engineer, and having a regard to the future, you regard the tunnel as the better scheme? Yes; when you are not studying the expense of the thing.
1278. It is undoubtedly the better connection? Yes, because it frees all the other traffic.
1279. How far is it, roughly, from Murray-street to the Pyrmont Bridge? Roughly, I think it is about 400 feet.
1280. Supposing Pyrmont Bridge were raised 20 feet, how would it affect the connection there. We will say that you carry the approach as far as Murray-street—would not that make another complication? I think it would be an improvement, so far as the railway traffic is concerned, and also as regards the street traffic, because there is a level crossing there, and you would do away with that.
1281. What would you make instead? I imagine that the railway would go underneath.
1282. Do you think it could? I imagine that it would, although I have not taken the levels.
1283. You do not think it would complicate matters? I do not think so. I may say that we had another idea in dealing with this property, and that was to run a line across from Blackwattle Bay coming out at Petersham.
1284. Regarding Darling Island as a shipping place, and as the future terminus of the railway in years to come, you think the tunnel scheme is a better scheme than that before us? Yes, because it relieves the other traffic.
1285. *Mr. O'Sullivan.*] What induced your syndicate to contemplate the buildings they proposed to erect as shipping places for wool and frozen meat? I cannot tell you anything further than that they asked our advice in the matter after they had bought the property. It was proposed at one time to cut the property up into allotments. We thought it would be a shame to do that, and advised that a large wharfage scheme should be considered, avoiding the cartage of wool and heavy material through the streets of the city to Circular Quay, and thus cutting them up a great deal. It seemed to us that it would be a great advantage to have a railway right alongside a property like that, where you could deliver goods right into the wool stores, or send them away in ships direct.
1286. Had you any information with reference to the traffic to justify your belief that you would secure that description of trade for Darling Island? I think we had at the time.
1287. Is that information available now? Yes; but I should have to look it up. I daresay the figures are with the papers, although it might take me some time to look them up.
1288. Who collected the information? It was collected pretty well among ourselves and the syndicate.
1289. Did you think it reliable enough to justify the expenditure of such a large amount upon the proposed improvement of the Island? We thought so.
1290. Before you decided upon making that large expenditure, and getting out the contracts, did you have good reasons for believing you would secure a certain amount of the wool and frozen meat trade? Yes.
1291. Did you contemplate shipping any coal? We had the idea of shipping coal into colliers, and we intended to have one coal berth for large steamers.
1292. But were you going to mix the three different kinds of traffic together—wool, frozen meat, and coal? No; there would be one corner for the coal traffic. Other portions would be used for the wool business, and the eastern side was to be used entirely for sheep and general merchandise in connection with the steamers carrying the mutton home.
1293. Do you think Darling Island a likely place for the shipment of general merchandise? I think it only wanted a start.
1294. But what about its distance from the city? When you come to consider it, it is not far from the centre of the city.
1295. Do you think it likely that merchants would land general merchandise at Darling Island, with the prospect of having to cart it over to Sydney to their stores? I see no very great objection to it. If you measure the distance from the Post Office to the Island you will find that it is not very great.
1296. But would it not require a second handling, and would there not, therefore, be a second expense? I do not see that there would be any more expense than in taking the goods from Circular Quay or Woolloomooloo Bay.
1297. Would it not be much more expensive to bring goods from Darling Island into the heart of the city than to bring them there from Circular Quay? No; not if they are once put on to the dray.

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Besides that, it must be remembered that goods going from Circular Quay sometimes go a good distance up George-street. I think it is about six of one and half a dozen of the other.

1298. Do you think much general merchandise would be taken off the wharf at Darling Island and put into the railway to be taken direct into the interior? Some proportion of the goods would be dealt with in that way. Of course, once the merchants knew that they could send goods direct into the country in that way, they would not think twice about it.

1299. In some respects, therefore, it would be advantageous to land general merchandise there? Yes.

1300. *Mr. Humphery.*] Did your wharfage scheme propose as much berth accommodation as the proposal now under consideration? Not quite. This proposal goes right across John-street. Our proposal finished at the northern side of John-street, consequently we lost about 300 feet of frontage. I may say that our scheme embraced 2,145 feet of water frontage.

1301. Then, as a wharfage scheme, you would regard the wharfage scheme before us as superior, inasmuch as it provides greater accommodation? I would regard it as superior, if you do not consider cost in conjunction with it. The more water frontage you have the better. We should have given equal frontage if we had the power to go out into the water as the Government have done, but we had to keep within a certain limit.

1302. What was the total expenditure of the syndicate upon the improvements they actually effected? £29,977 for contract work done on the Island, and £1,000 for dredging, besides our commission.

1303. *Mr. Hoskins.*] Did not the syndicate remove a large quantity of stone from the Island after they had sold it to the Government? No stone was taken from it after it was sold.

1304. Then, was not stone removed from it immediately before? Stone was removed while the contract was going on. A quantity of stone was sold then, but not after the property itself was sold.

1305. You mean the contract referred to in your previous evidence? Yes.

1306. How many members were there in the syndicate? I could not tell you the whole of them. We dealt principally with Mr. Batt. He was one of the members, and then there was Mr. Robert Smith; but I believe he was out of the syndicate some time before the land was sold.

1307. You do not know all the names? No.

1308. What did they propose to expend altogether? £272,000.

1309. Did they give you any idea as to how they were going to raise the money? No. All I know is that we got the money as we wanted it.

1310. Did you hear it said that the syndicate intended to improve the property so as to sell it to the Government? No; their idea seemed to be quite contrary to that all along—they never mentioned such a thing.

1311. You said, in reply to a question from Mr. O'Sullivan, that the syndicate had reason to believe that if they erected these immense stores you speak of, and constructed wharfs, they would get a good portion of the wool traffic of this port. What were the reasons which led them to believe that; from whom did they obtain the information justifying them in forming such an opinion? The question was discussed pretty exhaustively, and the syndicate were under the impression that they would do business, because it would be better and cheaper to take wool direct from the country down to the ship's side, and thus save handling.

1312. Did they put themselves into communication with any wool-brokers, or persons in receipt of wool, to ascertain whether those persons would be disposed to alter their usual course of business, and to ship wool at Darling Island, instead of shipping it where it is shipped at the present time? I believe they did.

1313. You, yourself, think it probable that if these improvements were made at Darling Island, and if facilities were offered by the erection of wharfs, and wool-stores there, wool would be shipped? Yes.

1314. What reason can you give for forming that opinion? It is so much handier, and it could be done cheaper.

1315. Through what? Through the wool coming direct down on the railways from the interior to the ships.

1316. Do you know that there are already at Darling Harbour two large wool stores, much more handy to the railway terminus than your stores would be—I mean Goldsbrough's, which is, perhaps, one of the largest stores in the world, and another large store? Yes.

1317. Do you know whether they ship wool from those stores at Darling Harbour to England? I know nothing about that.

1318. Do you know whether wool has been shipped from those stores to any part of the world? As regards Goldsbrough's store, it is not in a handy place for shipping, on account of the railway. It is not like the stores which we proposed to erect just alongside the water. I suppose it would be just as cheap for them to send their wool to Circular Quay. The bridge at Pyrmont, and everything, is against them.

1319. If you had carried out your improvements at Darling Island, I suppose you would not have required your wool stores close to the edge of the wharf? Close enough to run the wool on to the ships by shoots.

1320. Do you not think that wool could be loaded by shoots from Goldsbrough's store into Darling Harbour? It could be done, but not so readily as from stores built especially for the purpose.

1321. As a matter of fact, I suppose you know that no wool has ever been shipped direct from Goldsbrough's store at Darling Harbour? I have never heard of it.

1322. Do you know whether the syndicate made any inquiries in that direction? I do not know whether they made inquiries at that time or not. Besides, Goldsbrough's store is conveniently situated for the loading of wool right into it.

1323. Do you not know that there is a railway-siding close to the store, and that trucks loaded with wool can be brought there? Yes, that may be; but you would not get any ship to come up to the head of Darling Harbour to load with wool. They would not come to it nearly so readily as they would go to Darling Island, where there is no risk attaching to it.

1324. *Mr. Davies.*] You were simply a member of a professional firm giving professional advice to the syndicate? Yes.

1325. It was no part of your business to inquire what were the prospects of the syndicate project? We had nothing to do with that.

1326. You would not go about making inquiries as to whether wool would be likely to go to Darling Harbour, or to Circular Quay to be dumped and loaded? No.

1327. If Goldsbrough's had erected their great store at Darling Island, do you think that it would have been an advantage to them? I think it would. G. McCredie, Esq.
1328. You think wool would have been shipped from the store had it been erected there? Yes; I think it would. They would have had such great facilities that they would have been able to compete against other persons, and I think they would have got a good trade there. 19 May, 1892.
1329. The plans and models which your firm prepared for the syndicate were of a perfect character? They were pretty complete.
1330. They provided for all the necessary appliances for ready shipment, and for the saving of labour? Yes.
1331. I understood you to say that the only cause of the failure of the syndicate to carry out the scheme lay in the want of a railway connection? That was what we understood to be the case.
1332. As far as you know, the syndicate never made any offer to the Government for the sale of the property? We knew nothing at all about that.
1333. At all events, so far as you know, the syndicate showed no anxiety to sell the property? No.
1334. Supposing the scheme before the Committee were carried out—do you think the accommodation would be in excess of the requirements? I do not think it would, especially when you come to consider the increase in tonnage which has come into the port during the last ten years. It would not be very long before we should require the whole of this accommodation.
1335. You know the neighbourhood very well? Yes.
1336. Has there not been a large trade developed in it within the last few years? Yes.
1337. Are you of opinion that it is a growing trade? I think it is.
1338. Not only so far as a coal trade, but also so far as general merchandise is concerned? Yes.
1339. If wharfage accommodation were carried out at Darling Island, and there were railway communication with it, you think that a large quantity of wool would find its way there for shipment? Yes.
1340. Do you not think that butter, fruit, and farm produce of all kinds would find its way to Darling Harbour? Yes. When once the works were started I think they would very soon come into use. You must remember that that part of the city is daily becoming more central. It seems to me that persons are beginning to find out that it is not, after all, such a great distance from Darling Harbour to the different warehouses, and at Darling Island they would get such great facilities, and would save such a lot of handling, in the case of goods coming down from the country, that I think the place would soon make itself felt as a good wharfage property.
1341. You are of opinion that if the proposal as shown upon the plan before us were carried out, a better trade in that part of the harbour than exists at present would develop? I think so.
1342. *Mr. Collins.*] Are you aware that the Government stores at Darling Harbour are now closed for produce? No.
1343. You do not know that produce is now sent to Redfern? No.
1344. You know that the railway is to be taken from Hornsby right down to the North Shore? Yes.
1345. Do you not think that wool from the northern districts would go on to that line? That is questionable.
1346. But if it can be brought cheaper from Hornsby to North Shore, would not wool-growers send wool that way? They would go on to the cheapest line, undoubtedly.
1347. Consequently, it would take a lot of traffic away from Darling Harbour? Yes; so far as the north is concerned.
1348. Where most of the wool comes from? A lot comes the other way.
1349. *Chairman.*] In the project before the Committee it is proposed to stop up John-street, and to take an overhead bridge over it, with steps down to the ferry wharf; do you think that the facilities for ferry passengers there would be as great under that arrangement as they are at the present time? There is an objection to going up and down steps, of course, although, by taking the wharfage out into the water, as proposed in the plan, you would, of course, get better berths.
1350. But do you think the passengers would be as well served as they are at present? No.
1351. Could you suggest any way by which the difficulties of this scheme, so far as that particular traffic is concerned, could be obviated? The only other way would be to go under the street, as we proposed to do.
1352. But then you decrease the wharfage accommodation? You do that, but I suppose you could run further out at the other end.
1353. Do you think the convenience of the passengers travelling by that ferry would be worth an alteration of the plan, and running further out into the harbour; would they not soon become accustomed to going up and down the steps? There are not such a great number of persons travelling there as to render it worth your while to alter the plan. There is another thing to be considered. By taking the wharfage out you do away with a very nasty corner. If the corner remained, although the ferry-boats could get in and out, there might sometimes be a little trouble.
1354. You think the plan before us is, on the whole, the best so far as the passenger traffic is concerned? Yes.
1355. *Mr. Neild.*] Do I understand from you that the Government put obstacles in the way of the syndicate carrying out the railway communication? I believe they did. They were inclined to favour it at first, but it was afterwards referred to the Railway Commissioners.
1356. You did not see the papers on the subject? No; that was outside my business.
1357. And, in consequence of the alleged objection of the Railway Commissioners, the proposal of the syndicate fell through? That is what we were given to understand.

Thomas Forster Knox, Esq., Chairman of the Wharf Association, sworn, and examined:—

1358. *Mr. Dawson.*] You are Chairman of the Wharf Association? Yes. T. F. Knox, Esq.
1359. And in your position as Chairman you have become acquainted with the commerce of the port? Yes.
1360. I suppose you have a general knowledge of the extent of the commerce done at the various wharfs? I have. 19 May, 1892.
1361. You are acquainted with them personally? Yes, I know them all.
1362. Can you tell us the chief wharfs at which the produce of the country, such as wool, frozen meat, and coal, are shipped at present? In regard to coal, the only wharf I know of from which it is at present shipped

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shipped is at Darling Harbour, that is one of the new Darling Harbour wharfs. Wool is shipped from Circular Quay, Dalgetty's Wharf, the Central Wharf, Moore's Wharf, and Woolloomooloo Bay; and there is some shipped from the other side of the harbour, from Messrs. Geddes and Co's. As to frozen meat, I think some has been shipped at Parbury's Wharf, and some from the Central Wharf. Some has been shipped from Circular Quay, perhaps, but it is not a large business yet. It is a business which we hope will grow.

1363. You are aware that it is proposed to construct a railway from the present railway terminus at Union-street to Darling Island? Yes.

1364. Do you think there would be sufficient trade done there in wool, frozen meat, and coal from the Southern collieries to warrant the Government in proceeding with the works? In my opinion, the accommodation provided by the wharfs at present in existence is very largely in excess of the requirements of the port; in fact, I think that the present wharfs are nearly four times in excess of requirements.

1365. You mean to say that if you had four times as much stuff to send away, there is sufficient wharfage accommodation at the present to do it? I was speaking more of oversea ships which come inwards. For inward ships the accommodation is fully four times as much as is necessary.

1366. What about outgoing ships? For outgoing ships the present accommodation—of course, I cannot speak as to the future,—is considerably in excess of requirements.

1367. I believe you are connected with a firm which ship wool? Yes, with Dalgetty's, one of the largest shippers.

1368. Are you ever put to any inconvenience in shipping your wool? Certainly not last year. The year before we were put to a little inconvenience, but that was on account of the strike.

1368½. I mean with reference to the wharfage accommodation, not labour? Not in the least.

1369. I believe the wool clip last year was equal to the quantity shipped in any other year? It was larger.

1370. And you had no difficulty whatever? Not the slightest.

1371. If you had to ship twice as much wool would you have any difficulty? Not the least.

1372. If the contemplated improvements were made at Darling Island, would you use them at all? It would depend very much upon whether the whole of the wool and produce business of Sydney were taken to the west side of the city or not. I do not think there would be any chance of our moving.

1373. You know the locality to which I refer? Yes.

1374. As to the wharfs at present there, have you had occasion in the course of your business to notice them? Several times.

1375. Do you think that for the present traffic at Darling Harbour in coal, shale, frozen meat, and wool, the wharfage accommodation is sufficient? As far as I know, no wool goes from there. The only ships I am aware of being loaded there are loaded with coal and shale.

1376. Any frozen meat? That I could not say. It might be loaded into lighters from there.

1377. You have seen the plan before us;—from your knowledge of the present wharfage accommodation, do you think it would be advisable for the Government to carry out these improvements at the present time? I think not at present.

1378. *Mr. Suttor.*] Could you give us any information as to the actual quantity of goods shipped from private wharfs? I have not the information with me at the present moment, but I may say that all the wool is shipped from private wharfs, and at Circular Quay and Woolloomooloo. The dumping-sheds are on those wharfs.

1379. How much is shipped from the wharf in which you are interested—Dalgetty's? I could not say at this moment, but I could get the information for you.

1380. Could you obtain similar information as to the other wharfs? Yes.

1381. *Mr. Collins.*] Most of the wool consigned to your firm from the northern districts is sent to Newcastle? Yes, so far as shipment is concerned.

1382. Do you know if much wool from the northern district would be sent over the line to North Shore? I do not see that the growers would have any advantage, because they could get the same rate of freight from Newcastle as from Sydney to London. The wool the squatter wanted to offer for sale would naturally come to Sydney, and, failing sale, would be shipped from Sydney. If he wanted to ship to London, the probability is that he would send it from Newcastle.

1383. But if the wool were wanted to come to the Sydney market, would it be likely to come over the North Shore line when extended, or would it come to Redfern? It would come to Redfern, because it would be easier to convey it from Redfern to the various selling firms in town than from North Shore. Of course, any wool consigned to Geddes and Co. would go to North Shore.

1384. You do not know whether any arrangements have been made between Dangar, Gedye, and Co., and Geddes and Co., and the Government? I am not aware of any.

1385. *Mr. Ewing.*] You have said that you have a full knowledge of the trade of the port? A full knowledge of the wharfs.

1386. And of the trade that is possible to be done from the wharfs? Yes.

1387. And, with that full knowledge, you assure us that pretty well four times the trade now done could be done? No. I said that the present wharfs were four times in excess of the requirements of the port, and I will give you my reasons. The Wharf Association have twenty-nine berths. The Circular Quay is capable of berthing six vessels, outside of the leased berths used by the mail lines.

1388. *Chairman.*] What is your definition of a berth? A place that would carry an ordinary ocean-going ship or steamer. I would allow for a sailing vessel from 1,500 to 1,600 tons. Then I estimate that Cowper and Russell's, M'Ilwraith's, the Union Company's, the Clarence and Richmond River Company's, and the Grafton and Lime-street Wharfs are capable of accommodating eighteen. That would be fifty-three berths outside of Pyrmont. These berths are capable of doing quite seventeen vessels a year. I allow three weeks to every vessel, because a sailing vessel can be comfortably put out in three weeks, and a steamer in as many days if necessary. That would make a total of 901. We have 220 oversea vessels and steamers, exclusive of the Messageries, the Peninsular and Oriental, the German, and the Orient lines coming to this port. I estimate, therefore, that these 220 ships could be berthed four times over; that is, exclusive of Darling Harbour as it is at present. I estimate that there is berthing capacity for seven or eight ships below Darling Harbour Bridge, the wharf frontage of which is at present used for storing iron rails. There is also berthing capacity for eight vessels at the two large jetties recently erected at Darling Harbour.

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1389. Captain Jackson said that there was room for only six berths there? Then I disagree with him. I make out room for fully eight, that would be sixteen at Darling Harbour. At the present moment there are two vessels loading shale, and there would never be more than three loading shale. I know that from my connection with a shale company. There is also one loading coal. I cannot speak as to what number might be loading coal. I make out that there is four times the necessary accommodation, without taking into consideration the present wharfage on the west side of Darling Harbour. I may be wrong about the number of berths below Darling Harbour Bridge, but I have estimated that the accommodation is 2,400 feet long. I had no means of getting at the exact length. If you allow from 250 to 300 feet for each vessel you would have the accommodation I have named. I cannot speak as to the depth of the harbour there.
1390. *Mr. Ewing.*] With a full knowledge of the wharfs and trade of the city you see no justification for increasing the wharfage accommodation by the proposed improvements at Darling Harbour at present? At present I do not see the slightest justification.
1391. *Mr. O'Sullivan.*] I presume, in making the estimate you have made, you have had due regard to the future commerce of the port? I have made my estimate with regard to to-day—I have not gone into the question of what the commerce might be some years hence.
1392. But you know that there has been an extraordinary development of commerce during the last twenty years? I know that.
1393. Is it not likely that there will be a very great development within the next twenty years? I should be very much disappointed if there were not.
1394. And have we not a right to regard future developments in constructing works of this character? I think it is looking so far ahead that it would be premature to commence these wharfs just now.
1395. You think there is wharfage accommodation which will provide for the trade of the next twenty years? I could not say that, because I do not know what developments there might be in coal. So far as the side of the harbour to which you are now referring is concerned, I think that the development of the traffic there will depend more upon the coal trade than anything else.
1396. You think that it is likely to be used as a place for the shipment of coal? Yes, more than for any other produce.
1397. Is it at all likely that Darling Island will be ever used for the shipment of wool? That depends upon the inducements offered.
1398. Supposing the railway were run down to the Island, and that large warehouses for dumping were erected there by the Government or by private firms, is it likely under those circumstances that there would be much shipment of wool from the Island? I do not think that private firms would erect warehouses at Darling Island because they already have warehouses, and it would be a serious matter for them to move. You could not have dumping warehouses there unless the wool-sale rooms were also there.
1399. Is not the item of cartage a serious one for the wool warehouses in Sydney? They pay nothing for that. The Railway Commissioners deliver the wool at the doors of the warehouses; the charge is included in the railway freight,
1400. You pay it, indirectly, in the railway freight? The grower does.
1401. Then it is taken into account? There is one charge made for railage, and the Commissioners deliver the wool at the warehouses.
1402. Then the abolition of the item of cartage would only affect the growers? Yes.
1403. The merchants are pretty well insured against the cost? The wool-brokers have nothing to do with that charge.
1404. Under these circumstances, the mere fact of a railway being brought down to Darling Island, alongside dumping-places and wharfs, would not be an inducement to the wool merchants to establish stores there? The saving, at the outside, would be 3d. a bale. I think that is what it costs the Commissioners at the present time to deliver in town.
1405. You think that the inducements would not be good enough to induce the wool merchants to ship from Darling Island? I think not.
1406. From your experience as the head of a large shipping firm, do you think it likely that the merchants of Sydney would utilise Darling Island as a place for the storage of general merchandise? I think not.
1407. Would it be an inducement to do so if they found warehouses established there into which the railway would run, and from which they could send their goods direct into the country without the cost of cartage? Perhaps the bonded storekeepers could give you better information than I could upon that point. From what I know of the bonded warehouse business, my impression is that goods do not go to the country exactly as they come into bond.
1408. They mostly go out in broken packages? Well, the whole consignment out of the ship, if it came to a large firm, would not be likely to go up country. As a rule, the goods are distributed.
1409. You do not think it likely that warehouses would be established at the Island for the storage of goods, from which they could be sent up country without the cost of cartage to the railway station? I think not, because we are well supplied with bonds at present. The number of bonded stores in Sydney at present is very large, and I do not think there would be room for more.
1410. Not at the present, perhaps, but having regard to the future? That would depend upon whether you had free-trade or protection.
1411. Do you think that influences these matters? It influences the bonds, because goods do not go into bond so much if you have free-trade.
1412. Does protection affect the trade of New York, Baltimore, or New Orleans? What I was pointing out was that bonded stores are not used to the same extent if goods are brought in free. If there is a duty upon all goods they have to go into bond.
1413. Do you think Darling Island would ever be used as a place for the storage of general merchandise for distribution throughout the city? At present I should say not.
1414. Do you think it would ever be used as a place for the shipment of frozen meat? I do not know enough about that trade to give you an opinion.
1415. *Mr. Humphery.*] At the present time all the vessels arriving oversea are consigned to particular wharfs? To particular houses, and many are fixed to particular wharfs.
1416. And once the ship is alongside a particular wharf the wool would be sent to that wharf? Well, a ship might come out to an inward agent, and she might be handed over to someone else as an outward shipping

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shipping agent. In our own case, if we were loading a ship for London, we should put it at Dalgetty's wharf. Another company might put a ship at Woolloomooloo, and another at Circular Quay.

1417. You would not be likely to send a vessel to Darling Island if there were this wharfage accommodation there? No; besides, there are a great many other things to go in a ship besides wool.

1418. And if you were sending wool by a particular vessel you would send it from Dalgetty's Wharf? If we were loading the vessel.

1419. Do you think the proposed accommodation at Darling Island would divert the wool trade from its present channels? I do not think so, because it would have to be carted back to the Island, or lightered back to it.

1420. You spoke of your connection with shale companies;—what is the present export of shale? I am connected with only one company. I could give you figures, but I do not remember them at this moment.

1421. From your knowledge of the export of shale at the present time, do you think it at all probable that there will be any great increase? There will not be any increase.

1422. So that there will be no necessity to make additional provision for a growing trade in the export of shale? No. Three ships, at the outside, are what you can calculate upon as loading the shale at one and the same time.

1423. Has there been a large increase in the export of shale during the past year;—have there not been shipments to Liverpool? Our Company has not shipped any to Liverpool,—that would be the other company. I think the export of shale will remain about the same,—about 50,000 or 60,000 tons would be the outside limit.

1424. *Mr. Davies.*] What proportion of the wool is sold in our own market? I cannot say that. In some seasons a great deal more is sold than in others, because prices may be good, and a squatter will accept them. In other seasons very much less is sold.

1425. But I presume the major portion of the export is sold in our own market? I would not like to say that now.

1426. Well, offered for sale? Yes, offered; but a great quantity is withdrawn.

1427. But the same applies to the home market? Then it is sold at the next sale.

1428. Supposing wool were sent by a producer direct to Darling Island, and that it were dumped at the station, it would then have to be sent on to the various wool sales, and sampled and offered for sale? It is never offered for sale dumped—it is always offered undumped, because the buyers prefer to go through the wool in its undumped state, and take out their samples. They are at liberty to sample every bale they buy.

1429. Then it would be of no advantage to the producer if stores were erected at Darling Island? No.

1430. I suppose none of the private wharf-owners would be favourable to this scheme? I do not think it would make very much difference to them. Many of them are merchants, and they naturally prefer to see the ships consigned to them go to the wharfs in which they are interested, and which are near to their offices. The inward ships will remain on the Sydney side. You must remember that the consignors of goods have to be consulted. They would not like to cart their goods from Darling Island to the bonds on this side.

1431. *Mr. McCourt.*] All the wool is now carted through the main streets of the city to Circulay Quay? Every bale.

1432. You are aware that that is found to be a great inconvenience in the crowded streets of Sydney? I am of opinion that it could be improved upon.

1433. Have you any knowledge of the power of the City Council, or the Transit Commissioners, to divert the traffic? I am not aware of it.

1434. Supposing they had power to prevent heavy goods passing through the main streets of the city, such as George-street and Pitt-street;—would not that cause wool to be shipped at some wharf other than Circular Quay? I am pretty sure they have not the power to prevent the wool coming through the city. I do not know that they have not the power to say that it should go through other streets. They might say, "We wish you to go through streets in which there is not so much traffic." For instance, they might ask us to go along Kent-street, instead of along George-street.

1435. In other words, they could direct you to an inconvenient route? The Commissioners have to deliver the wool; we have nothing to do with delivery. They contract with the carriers, and make no charge for it.

1436. But if an impediment were put in the way of carriage, might not the Commissioners vary their contract, and deliver only at a railway station? They can deliver where they like. At the present time they deliver at the doors of the warehouses.

1437. At all events, you know that there is a serious inconvenience arising out of the present practice? Yes. I think the wool should be taken through streets which are less used.

1438. It would not interfere with the shipping at Circular Quay? No; because for Circular Quay it should be brought by Macquarie-street.

1439. *Chairman.*] Have you anything to add to the statement you have already made? Well, I would add this, that the Associated Wharfs have not, to my knowledge, been fully occupied; certainly not at Circular Quay.

1440. *Mr. Hoskins.*] Not in the wool season? Not even in the wool season, inwards and outwards. The only time I can remember them being pinched at all was in January, when a fleet came in consigned to merchants in Sydney connected with the Wharf Association. They all berthed at the wharfs of the Association.

1441. *Chairman.*] I suppose that other companies could have given berths if required? Yes; without any difficulty.

1442. You are clearly of opinion that, although the Government is in possession of Darling Island, it would be unwise to expend any money in improving it at the present time? I am.

1443. *Mr. Humphery.*] Supposing the Railway Commissioners deemed it necessary in connection with the railway to make the improvements now under consideration, is it probable that the earnings from the wharfs would be considerable or not? I do not think they would pay interest; in fact, I am sure they would not. I would also add that in the estimates I have given I have not taken into consideration intercolonial traders—they have their own accommodation. The estimates I gave referred to oversea ships and steamers.

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1444. *Chairman.*] You mention the Clarence and Richmond River Company's Wharf as available? They occasionally use an oversea berth in competition with other wharfs, and take a London ship.
1445. Their berthing accommodation being above their own requirements? What I wanted to explain is that there is plenty of room for the intercolonial trade, in addition to the other trade.

Thomas Brentnall, Esq., Manager of the Metropolitan Coal Company, sworn, and examined:—

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1446. *Mr. Collins.*] You are the manager of the Metropolitan Coal Company? Yes.
1447. How long have you been in that position? Eighteen months.
1448. Do you forward coal from the Company's mine to Darling Harbour? Yes.
1449. What is the present quantity of coal you send there? Well, it is difficult to say—a large quantity goes by dray from Darling Harbour.
1450. I am speaking of both shipping and shore trade? The shipping trade, from 1st January to the end of March, amounted to about 16,000 tons, the shore trade I could not give you without turning over the books.
1451. What would be the output of your coal-mine if you had further accommodation? We have appliances and machinery equal to an output of 150,000 tons per annum.
1452. How is it that you have sent such a small amount for shipment during these three months? It is at the rate of 50,000 tons per annum. I may mention that the first crane at the jetties was not opened until May last year. Then it took a considerable time to convince ship-owners at other places that we had the facilities we professed to have. Between May, 1891, and the end of December we shipped from the cranes about 14,000 tons only.
1453. Why? Simply because we could not persuade people that the thing was in existence; besides, there was only one crane then at work; now we have three.
1454. Would the three cranes fully accommodate you if you were working with your full output? No; not as the cranes are.
1455. What is the matter with them? They are not high enough, and they are stationary. They are not in a position to compete with modern steamers.
1456. If you had travelling cranes erected would the number be sufficient? Unquestionably, that is what it will have to come to.
1457. You said you would have an output of 150,000 tons per annum? Yes; I put that as a minimum.
1458. You could send that quantity away every year if there were three travelling cranes at Darling Harbour? Well, we certainly could not send anything like the quantity with the present cranes.
1459. What do you pay per ton? 2s. 3d., and 6d. royalty. We pay a minimum rental of £1,800 per annum.
1460. You think that if you had your full output the present accommodation at Darling Harbour would be insufficient? I do.
1461. But there would be ample accommodation if the proposed scheme were carried out, and if there were travelling cranes? I think so. I would go further, and say that Darling Island must eventually be the only place for the shipment of coal in this harbour. There is no comparison between it and the present wharf at Darling Harbour, even if there were the appliances.
1462. *Mr. Ewing.*] The evidence you have to give is only as to coal? That is all.
1463. Although you are connected with the Metropolitan Coal Company, you have a general knowledge of the coal trade of the south coast? Yes.
1464. How far down are we justified in believing that coal would be shipped at Darling Harbour;—what controls the bringing of coal up by railway? With the Metropolitan Coal Company, and with the South Clifton Company it is a matter of necessity, because we have no seaboard. South Bulli and other mines can ship at Mount Kembla. It is a question of traction *versus* the cost of steam.
1465. Then, if the coal from the south coast district can be brought up cheaper by the ordinary collier, it would not be brought by rail to Darling Harbour? No.
1466. We may take the limit within which coal will come to Darling Harbour at about 40 miles south? I think you could calculate upon 50 miles. The companies use the railway at the present time to suit their own convenience, and if the rates of traction were reduced I suppose it would suit them better still.
1467. Do you think there is any reasonable hope of the rate of traction being reduced? I cannot tell.
1468. From a distance of 50 miles the cost of traction delivered at Darling Island would be 4s.? Yes.
1469. At what price would a collier bring it up from Wollongong? At from 3s. to 3s. 6d.
1470. Then I do not see how the railways are going to get control of the coal-trade for a distance of 50 miles? It might suit in many ways. For instance, persons buying coal know that if they get it from the truck direct, as it leaves the mine, they not only get the weight assured, but at the same time there is no breakage. They would rather load from the crane than take the coal out of screw colliers in baskets, even although it might cost them 6d. or 1s. more.
1471. But, in point of fact, they are not doing it? That I could not say.
1472. You know that the southern colliers are still in existence? Yes.
1473. Your output would be 150,000 tons per annum, you say? Yes; that is the rate at which we are now putting it out. I am confining myself to absolute fact.
1474. Since when have you been putting it out at that rate? From about the middle of March.
1475. Is that as much as you could put out? No.
1476. How much could you put out? Say, 300,000 tons a year.
1477. That is controlled by the possibility of selling it? Absolutely.
1478. Have you any reason to believe that the coal trade will increase very rapidly for the whole Colony? I have.
1479. Is that your experience on the south coast and at Newcastle? Yes; the export from both places has increased yearly.
1480. Supposing we were informed by an expert that if the present jetties at Darling Harbour were properly utilised 1,800,000 tons of coal could be shipped there yearly. That would take all that the Metropolitan Company and the southern mines would be likely to send? It would.

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1481. Do you believe it could be done? I do not believe it could be done unless the cranes were travelling cranes, and did nothing but ship coal. At the present time they are available for anything, that is to say, they take vessels with locomotives and all sorts of heavy machinery. Naturally enough if a contractor were sending out a bridge for some place in the interior, the ship would prefer to go to a wharf where the heavy ironwork could be taken straight out of the hold and put into a truck, so that it might go straight away to its destination.
1482. Have you suffered any inconvenience in shipping coal? Yes; great inconvenience.
1483. From what cause? From the inability of the cranes to do their work and to compete with the Newcastle people.
1484. Can they not do their present work when you are shipping only a few thousand tons a month? No.
1485. Do you know that for a fact? Yes.
1486. Then you do not believe the statement that the cranes are capable of shipping over 1,000,000 tons a year; you think that that is a mistake? Yes. It could not be done unless boats were built in order to suit the cranes.
1487. *Mr. O'Sullivan.*] The Metropolitan Mine is situated at Helensburg? Yes.
1488. How many miles from Sydney? Twenty-eight miles, according to the railway freight.
1489. Is the land there likely to be taken up by other coal companies? Yes.
1490. Are there indications that such will be the case? There are.
1491. Do you know the country towards the National Park? Yes.
1492. Have applications been made for coal-mining leases there? I understand so.
1493. Do you think we are likely to have three or four mines like the Metropolitan Mine? I do not see why you should not.
1494. If that is so, the probability is that there will be a large increase in the output of coal from that region? Unquestionably.
1495. If that should be the case, would these wharfs at Pyrmont, known as the new jetties, be sufficient for the shipment of all the coal? No; they certainly would not.
1496. *Mr. Humphery.*] Why do you say that they would not be sufficient; how many berths are there at the present time for ocean-going vessels? The wharfage accommodation is of no use for coal unless the cranes can touch it, and the cranes at these jetties only touch one side, the other side is taken up for general cargo. In one or two cases the cranes will not touch the other side.
1497. Cannot the cranes be adjusted to suit the vessels? I could not say—I am not an expert upon the question.
1498. The only difficulty, as I understand it, is in connection with the cranes? That is a very great objection.
1499. Is the berth accommodation sufficient for the coal export trade? If it were confined entirely to it it might possibly be sufficient at the present time; but having regard to the future, and having regard also to the fact that the wharfs are used for general cargo purposes, I say distinctly that it is not sufficient.
1500. Assuming that the proposal before the Committee were carried out, there would be at Darling Island a wharf similar to the jetties at Pyrmont? Yes.
1501. It may be assumed, then, that similar cranes would have to be used there? Yes.
1502. Then what greater facilities would you have at Darling Island than you have now at Pyrmont jetties, so far as the shipment of coal is concerned? None whatever, if the cranes are to be put up in the same way as at Pyrmont; that would be simply driving the trade to Newcastle instead of keeping it in Sydney.
1503. Your evidence is that the whole difficulty in connection with the export of coal is in connection with the cranes? Yes, and the insufficiency of the accommodation at Darling Harbour, for even present requirements, to say nothing of the future.
1504. What do you mean by insufficient accommodation? I will explain what I mean. Perhaps there may be three vessels waiting to load coal; possibly two of them might have to wait, because underneath two of the cranes there would be vessels discharging heavy general cargo which is being sent away in trucks. Now, at Newcastle those vessels, instead of waiting, could take in the coal and go away at once.
1505. Without making a comparison between Newcastle and Darling Harbour, will you tell me why the present accommodation is insufficient for the export of coal? Because it is used for purposes other than coal.
1506. How many tons of coal a week have you shipped from the jetty? Sixteen thousand in ten weeks.
1507. Sixteen hundred in a week? Yes.
1508. And is your evidence that there is not sufficient accommodation for the shipment of 1,600 tons a week? Yes.
1509. Then you do not believe the statement of Captain Jackson, that 1,800,000 tons could be shipped there in a year? No; because the wharfs are taken up with the shipment of general cargo. All sorts of vessels, little steamers, and little boats among them go alongside the wharfs. They are used as general wharfs. If they were confined entirely to coal it would be another matter.
1510. Turn your attention to the Darling Island proposal—it is proposed to construct timber wharfs. Are you of opinion that if cranes similar to those now in use at Pyrmont were placed upon Darling Island they would be wholly unsuitable? For the coal trade, yes; upon the same principle as at Pyrmont.
1511. Therefore, it would be useless to construct wharfage accommodation of the character proposed? I do not know that.
1512. But it is to be a timber wharf? Even so, I suppose you can get foundations solid enough for anything.
1513. But solid foundations would be necessary for cranes similar to those used at Newcastle? Yes.
1514. Your objection is to having fixed hydraulic cranes? Yes.
1515. Or any kind of fixed crane? Any kind of fixed crane would be unsuitable for modern steamers.
1516. Would it not necessitate the construction of all wharfage accommodation in masonry or concrete? Concrete, I should think.
1517. It should be constructed of concrete, and not of timber? I believe so.

T. Brentnall, Esq. 19 May, 1892.

1518. *Mr. Hoskins.*] You say that the cranes at present erected on the new wharfs at Pyrmont are very unsuitable for the loading of coal into steamers? Into large steamers.
1519. Is it not a fact that the Metropolitan Coal Company has loaded large steamers with cargoes of coal at these jetties? Yes.
1520. How many? I could not tell the exact number, but it would perhaps be eight or nine. We had the "Orlando" alongside. That is the number since the cranes started.
1521. You have loaded eight or nine large steamers at these jetties with the existing cranes? Yes.
1522. Is it not a fact that you recently shipped at one of these cranes 4,800 tons of coal and cargo into the "Gulf of Bothnia," besides the bunkers? That is not the case.
1523. How much did you ship? Four thousand five hundred tons, with the bunkers.
1524. Are you aware that it has been said upon authority, and we know it is correct, that, judging from the quantity of coal shipped at the Pyrmont jetties with the existing cranes, one crane could ship 100 tons of coal per hour? Yes.
1525. Working ten hours a day, they would thus load 6,000 tons a week, or 18,000 tons for the three cranes, therefore, the existing cranes could ship as much coal in one week, and, indeed, more than you have sent from the Metropolitan Mine during the present year? That is not correct.
1526. How is it incorrect? They can ship coal from the cranes, when they are constantly at work, at the rate of about ten trucks per hour as a maximum, but about 80 tons per hour is a fair estimate. When one hold capable of holding 300 tons only is filled, the vessel loses two or three hours hauling down, so as to allow the jib of the crane to make use of the next hatch, then there is the hauling down from No. 2 to No. 3 hatch. Then the cranes are not high enough to give despatch when high vessels go alongside, that is to say, they cannot put the coal into the bunkers. In the calculation you have made, you have not allowed for even meal hours.
1527. I have simply allowed from the figures given us in evidence? It cannot be done.
1528. Is it not a fact that some of the cranes at Newcastle necessitate the shifting of vessels when one portion is filled? The same difficulty does not exist in Newcastle, because the cranes there are raised some 6 feet higher than they are at Pyrmont, giving them a greater sway and angle. They can move right round. There is no woodwork to prevent the jib of the crane from moving, whereas at Pyrmont the jibs are limited in their movement.
1529. Is it not the fact that there are no travelling hydraulic cranes at Newcastle? That I could not say.
1530. Are you not aware that the last crane erected on the wharf at Pyrmont is higher than the others and gives greater facilities for the shipment of coal? It is 4 feet higher.
1531. Is that not sufficient, seeing that your Company has already loaded eight or nine large steamers? The "Gulf of Mexico" is now lying under the present new crane, and it could not put a hopper into her bunkers the other day when she was empty.
1532. But could they not put the coal into her bunkers after she had been filled? It cannot be done in all cases, but generally speaking it can.
1533. Do you remember loading the "Orlando"? Yes, with 900 tons. The hoppers were put within a few feet of her deck, and then the coal was carried in baskets from where it was dropped by the crane, and put into her bunkers.
1534. That would apply to all vessels of the build of the "Orlando"? Yes; but I was merely explaining how it was done in her case.
1535. If your Company could ensure the working of three cranes at Pyrmont it would meet their demand for facilities for shipping coal;—your complaint is that some of the cranes are used for general merchandise? Yes.
1536. But you must be aware that a number of locomotive engines are landed there? I daresay; I never inquire into other persons' business.
1537. We have it stated in evidence that if all the cranes erected on these wharfs were in use, and it was stated that there was plenty of room for more, six vessels could be loaded at the same time if the coal was there to be despatched;—are you aware of that? I am not.
1538. If three more cranes were erected there would not be room to load six vessels at Pyrmont, taking into consideration the wharf running up to the jetty? I have not considered that.
1539. Perhaps you have not looked carefully into the matter? I think I have.
1540. Mr. Knox said there was room for eight vessels to load, if there were cranes for them—are you also aware that there are new wharfs not yet in use to the south of the Pyrmont Bridge, and that there is room for eight vessels to load there if necessary? There might be room for eighteen, but you surely do not expect vessels to go through that bridge.
1541. We have it in evidence that vessels of 2,000 tons go through? With timber on board, and when they are compelled to do so.
1542. You say you believe there would be a large increase in the production of coal? Yes.
1543. But the increase in your mine is limited to 150,000 tons a year? No. What I said was, that at the present time we were putting out at the rate of 150,000 tons, but that we had appliances and machinery equal to 300,000 tons, and that there would be a gradually increasing output.
1544. Do you anticipate that with a large increase in the production of coal, such as you have spoken of, there would be customers to purchase it? By sea there would be, I think, and we look to our export.

John C. Rounding, Esq., sworn, and examined:—

J. C. Rounding, Esq. 19 May, 1892.

1545. *Chairman.*] You are a master of the mercantile marine? No; I am the representative here of Westgarth & Co., of London. I used to be in command in the Royal Mail service at one time, but I am now in the financial world.
1546. You preferred a request to be examined upon the question now before the Committee. How long have you been resident in Sydney? Nine years.
1547. Continuously? Yes.
1548. You know the growth of the trade of the port very well, do you? Yes.
1549. And you know the facilities for dealing with that trade? Yes.
1550. Do you think there is any dearth of facilities for dealing with the trade of the port? I think so.

J. C. Rounding, Esq.

19 May, 1892.

1551. Can you give any instance? Well, take the private wharfs round Darling Harbour. I have known Sydney for the last twenty-seven years, and looking down Darling Harbour at some of the old ram-shackled wharfs I cannot help thinking that vessels of any class would not go near them, that is, supposing that the Government would establish really first-class wharfage accommodation.
1552. But what I want to know is, where any difficulty has arisen in providing wharfage accommodation for our trade? I believe vessels have been out in the stream awaiting wharfage accommodation.
1553. You state, in the first instance, that there are difficulties in connection with our trade, but when you are asked for a definite statement you cannot give it to me? Well, I am not in the shipping line now, but I can give evidence with reference to the financial position of the question, and I certainly think that a large block of land like that at Darling Island, being in the hands of the Government, should be utilised.
1554. That is not the question. I want to test your knowledge as to the present facilities of the port for the trade done. I want you to state, definitely, instances in which you have known that the facilities have not been enough for the trade? The question presents itself to me in this way. There has been an increase of 30 per cent. in the shipping entered and cleared at the port within a comparatively small number of years.
1555. But have not the wharfage facilities kept pace with that shipping? Do you include the wharfs at Darling Harbour?
1556. I refer to wharfage generally? There has certainly been an improvement at Woolloomooloo. When I gave evidence upon that question it was said that the accommodation would not be required for five years. I know for a fact that the money laid out upon the improvements at Woolloomooloo has yielded a return of more than 20 per cent.
1557. There may be reason for that. What I want to get at is, whether there is a deficiency of facilities for the existing trade of the port? I think so.
1558. Can you give us any evidence of it;—have ships been lying out in the stream for a number of weeks unable to get a berth? I have been told several vessels have been lying in the stream, but, as I have said, I am not now in the shipping line.
1559. Then how could you be in a position to give us the information that more accommodation is required? I was only taking the increase of shipping to the extent of 30 per cent. in five years.
1560. But you cannot tell us that the facilities have not increased in proportion to that? The only increase I can think of at this moment consists of the improvements at Woolloomooloo.
1561. Are you aware that within the nine years you have been resident here, increased facilities have also been given at Circular Quay? Yes.
1562. Are you aware that a number of wharfs have been run out between Dawes' Point and Miller's Point? Yes.
1563. Are you aware that a number of wharfs to accommodate the larger ships have been run out from the Grafton Wharf? Yes; there are some very narrow little bits of wharfs there.
1564. Are you aware that, further along, the New Zealand Company have made wharfs? Yes.
1565. You also know that there are a large number of new wharfs both above and below Pyrmont Bridge? Yes; I have seen them all.
1566. Then how do you arrive at the conclusion that there has been no increased accommodation for the increased number of ships? The Union Steamship Company have to provide their own wharfs, and the A. U. S. N. Co. also do so.
1567. But you included in the increase of tonnage the ships of the A. U. S. N. Co., and of the Union Co.? I suppose so. I took the figures from your records.
1568. That includes the companies referred to. Do you know anything about the export of coal trade? A little, as to the financial part of it.
1569. We wanted to know whether, in your opinion, the facilities for shipping were not sufficient for ships coaling here? I cannot speak as to coal particularly.
1570. Do you know anything about wharfage works generally, that is, about the construction of them? Well, I have seen a good many wharfs in different parts of the world.
1571. You know Darling Island? Yes; I made an inspection there, under instructions from Messrs. Batt, Rodd, and Purves, before the land was purchased by them. I had to report upon its capabilities and so forth.
1572. Do you think the scheme before us is the best way of utilising it? I think so.
1573. Do you think it is desirable to connect it with the existing railway terminus? I certainly think the railway should be connected with the Island.
1574. Have you visited the Pyrmont jetties? I have.
1575. Have you formed any idea as to the number of vessels that could be berthed there? From six to eight, I suppose.
1576. Do you think they are suitable for general traffic? I do.
1577. Then if it were desirable to utilise Darling Island, the proposed wharfs would suit very well? I think so.
1578. *Mr. Neild.*] You say you have seen a good deal of wharfage in other parts of the world. What is the material mostly used for permanent wharfs for coal shipping? I have generally seen nothing more nor less than pile or timber wharfs, with hydraulic cranes, some movable, and some stationary. The stationary cranes have long jibs, so that they can plumb the hatches of steamers and the bunkers.
1579. You have seen timber used in preference to iron and stone? Yes; the wharfs of Calcutta have been made since I first went to sea—they are constructed with light iron screw piles. The piles look so slight, that it seems difficult to suppose that they can carry the enormous cargoes which the mail steamers discharge upon them.
1580. Are they entirely iron structures? No; all the decking and beams are wood.
1581. Is it customary to use wooden piles in other parts of the world? There are a good many in use in London, in the old docks.
1582. In later works? It is nine years since I was there, but I have seen considerable improvements carried out in the London Docks. In later works, the new docks are built with solid stone facings—such as the Royal Albert and Victoria Docks.

WEDNESDAY

WEDNESDAY, 25 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. John Davies, C.M.G.	Edward William O'Sullivan, Esq.
Thomas Thomson Ewing, Esq.	Charles Collins, Esq.

Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

William Hall, Esq., General Manager, New South Wales Shale and Oil Company, sworn, and examined:—

W. Hall, Esq. 25 May, 1892.

1583. *Chairman.*] I believe you are general manager of the New South Wales Shale and Oil Company? Yes.

1584. Your mine is situated at Hartley Vale? Yes; on the western line.

1585. How long have you occupied that position? Altogether I have been connected with the Company, as secretary and general manager, for twelve years.

1586. And, consequently, you are very intimate with the present and future prospects of the Company? Yes.

1587. *Mr. O'Sullivan.*] Do you ship much of your shale away to other countries? Nine-tenths of our shale that is mined is exported.

1588. Where is it exported to? Europe and the United Kingdom.

1589. Have you been in the habit of using the wharfs at Pyrmont for this purpose? Yes.

1590. What is about the quantity shipped per year? The maximum is about 20,000 tons, and the minimum about 15,000 tons.

1591. Is the trade a growing one? Well, I do not think it is. It is not a trade that is likely to increase. There is a limited demand for the article. Our export, I suppose, will not exceed about 20,000 or 25,000 tons at the outside, and the other company ships about the same quantity as we do.

1592. Do they ship from the same wharfs? Yes.

1593. And the probability is that the trade will not increase very largely? No.

1594. Have you every convenience at these wharfs for the shipment of your shale? No; we have not.

1595. In what are they deficient? We used to ship above the bridge until the new wharf was opened, and when the first vessel loaded at the new wharfs I had to call the attention of the wharfinger, Mr. Brown, to the manner in which the rails were laid on the wharfs. We could not get close to the vessel, and we had to do all our shunting by hand labour. I then applied for a horse to be placed on the wharf to assist our shunting operations, and the Railway Commissioners took the matter up and laid the rails, bringing them closer to the wharf. This has somewhat facilitated the work, but in any case the wharf is not adapted to shipping shale. We cannot load our shale the same as you would load coal. We have to do it slowly, so as to enable the vessel to carry her full capacity. If we rush it into her like coal she will not carry her register. The consequence is, we have to pay an enormous freight for the stuff.

1596. Then the shale has to be placed on board by hand? Yes.

1597. And carefully stowed? Yes, and carefully stowed.

1598. Then you do not require much machinery there? No; we do not require machinery. All that we require is that we shall get the empty trucks removed quickly. That is the only thing we care much about. We do not want such quick despatch as in the case of coal.

1599. Are the conveniences there now suitable? If we had the shunting operations a little bit freer we would be all right, except that there are not sufficient berths. If we had three ships loading at one time we should be cramped.

1600. Have you ever had three ships loading at one time? Oh, yes; four.

1601. Then the accommodation is not sufficient? Not quite. We generally occupy the berth on the eastern side of the eastern jetty. Sometimes they put us on the western side of the western jetty, but that is no use to us, because there is a coal crane at one end, and if they bring a coal vessel at the end we are blocked.

1602. *Mr. Hoskins.*] What is to prevent you from loading on the other side? The same thing applies. There is a coal crane at the end of each jetty.

1603. *Mr. O'Sullivan.*] Is the new wharf on the south side of the bridge of any use to you? I can get more expedition on this side than I can on that, although we have to cross the wharf when running the stuff in.

1604. And a large portion of the new wharf has not yet been used? No.

1605. But when it is ready for use it will be useful for the shipment of shale? If the water is deep enough—if we can have about 23 or 24 feet of water.

1606. Can you obtain that there? I do not know. We could load there right enough if we could get the water.

1607. I think I heard you say that one portion of the Pyrmont Wharf is a dead letter? The rails do not extend right down to the bridge. At least they do, but there is no method of getting the empty trucks out by the road, and therefore we cannot use it.

1608. That is the only obstacle then; there is plenty of water? No.

1609. What is the depth there? I could not tell you, but I know they had a dredge there the other day.

1610. In that case the new wharf is not likely to be available for you? We must have at the very least 23 feet of water, clear. I do not think that exists there.

1611. What you really want in the shipment of shale is a wharf clear of all obstructions; the rails laid down and well fitted for shunting purposes? Exactly.

1612. And that you think could be obtained best on the wharf south of the bridge? I would prefer, if possible, to load vessels on the north side, because the bridge is always a source of trouble to us. If we get a vessel of extra beam we cannot get her through the bridge.

1613. Have you any knowledge of the proposed improvements at Darling Island? Not the slightest, beyond what I have read.

1614.

W. Hall, Esq. 25 May, 1892.

1614. Have you ever had a vessel so wide that she has been unable to go through the bridge? We have had one, but not since the bridge was widened.
1615. What vessel? That was some years ago—the bridge has been widened since then. We had one vessel that was stuck there for half a day.
1616. But now the bridge is wide enough to allow any ship to go through? Not any ship. The candid truth is, that the pilots will not take vessels through the bridge. They object to take a vessel through the bridge if they can possibly drop her on this side. We have had a vessel with as great a beam as 48 feet go through the bridge, but that was some time ago.
1617. Do you think it necessary that the Government should fit up a wharf that would accommodate your shale? I think they should do so, for the reason that we are simply bandied about from one jetty to another. We have no certainty where to go, and are entirely in the hands of the wharfinger at Pyrmont. Sometimes he puts us on this side, and sometimes on the far jetty, and if a coal vessel comes in we are blocked. Therefore, I think we ought to have a jetty to ourselves, where we could load at least four vessels. Our own Company and the other shale company could send away two vessels a month each.
1618. Do you know the depth of water round Darling Island? I do not.
1619. Unless there is a depth of about 24 feet of water the wharfs round Darling Island would not be suitable for loading shale ships? Well, we must have over 23 feet.
1620. *Chairman.*] If it were proposed to give a depth of 26 feet at the wharf on the south side of the bridge that would give you plenty of depth? Plenty.
1621. You have not had a ship coming to your Company to load since the bridge was widened that could not get through the bridge? No.
1622. You say that pilots have an objection to take vessels through? As a rule they have.
1623. Pilots are Government servants, and must take ships where they are ordered to take them, if they can get through a place? If we order a vessel through the bridge to load—of course, we have not done so since the new jetties were opened—but prior to that pilots, as a rule, preferred to drop them in Johnstone's Bay, thus putting us to the expense of lightering out stuff to the vessels.
1624. But if you want a vessel taken to a particular berth the pilot is supposed to take her there? The pilots have the matter entirely in their own hands. They tell the captain he will not be able to get through the bridge, and the captain says, "The pilot tells me that I shall not be able to get through the bridge, and I cannot go through."
1625. Have you had a case of that kind since the bridge was widened? No; because the bridge was widened only shortly before the jetties were opened. The last vessel that went through the bridge was the "H. Bischoff." She was about the widest that went through, having a beam of 48 feet.
1626. Very few ships of that beam come to the port now? Very few taking shale.
1627. So that if the water were deepened, and siding accommodation were given on that wharf, it would be about the most convenient place to load? It would be the place we should prefer.
1628. And that would leave the jetties on the Pyrmont Wharf for other traffic? Yes. The reason I prefer this is that we are closer to the railway, and to the shunting operations. At present we have to wait until the railway people send a locomotive down to the wharf specially to do the shunting.
1629. Your reason is because of the facilities for shunting not being interfered with by other traffic? Exactly.
1630. You do not require any mechanical means to load your shale? Not at all.
1631. So that if the wharf south of the bridge is kept for your purposes there will be no necessity to put cranes of any kind upon it? None at all; so long as the railway runs close to the combings of the wharf, so that we can put the shale direct into the hold of the ship.
1632. Are you aware whether rails have been laid on the wharf south of the bridge? They have not been laid there yet.
1633. Any shipment you have done over there, you have had to do by handling the shale by taking it across the wharf? Yes.
1634. *Mr. Hoskins.*] As a matter of fact, have you loaded any vessels with shale south of the Pyrmont Bridge during the last three months? No.
1635. Or during the last six months? No.
1636. Is it not a fact that on an average the vessels which take shale from here do not draw more than 20 feet of water? The last vessel we cleared from here, the "Semiramis," drew 21 feet 6 inches.
1637. Is it not a fact that the average of vessels that load there do not draw more than 20 feet of water? No; it is not a fact.
1638. How many vessels have you had within the last six months drawing more than 20 feet of water? Nearly every vessel we have draws 21 feet 6 inches.
1639. Have you vessels loading there at present? No, we have not; but the other companies have.
1640. Are they drawing 20 feet of water? I could not say.
1641. With respect to the second jetty, you say that you have experienced great inconvenience in loading shale there because of vessels taking in coal;—is it not a fact that there is only one crane on that jetty? There are two cranes.
1642. On which jetty? On the eastern side.
1643. I am speaking of the western jetty—the one of which you complain? I do not think there is sufficient water on that side. Vessels that are put there are only vessels of very small tonnage.
1644. Have not vessels been loading shale on the outside of that jetty? No; not to my knowledge. Vessels have been loaded on the inside, but not on the outside. Only a vessel of exceptionally small tonnage would be placed at the outside berth; but then, no coal has been loaded on the wharf where those vessels were loading. A vessel, called the "Elizabeth," took 900 tons, and she took fourteen days to load, simply on account of the coal.
1645. Do you despatch vessels in fourteen days? We can give them 150 tons a day.
1646. Do you do so as a matter of fact? Yes; except in the case of railway delays. We can do so if we get fair despatch.
1647. How do you know there is any obstacle in the way of vessels lying at the jetty up to the Pyrmont Bridge? For the simple reason that captains refuse to bring their vessels astern when we ask them to do so to expedite the loading.
1648. In consequence of insufficient water? From their soundings, taken at the stern of the vessels. I saw it done myself in the case of the "Semiramis," not later than a month ago. 1649.

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1649. *Mr. Wall.*] About 150 tons a day you can give? Yes.
1650. Is your trade likely to develop to that extent? It is not constant; it is only while the vessels are on the berth.
1651. The wharfage you would pay on 150 tons would be less than £1? Five-pence a ton is what we pay the Department of Harbours and Rivers. The ship pays her own wharfage. We have nothing to do with that; that is ½d. per registered ton.
1652. Do you know what the 5d. is paid for? For the shale passing across the wharf.
1653. You say that at the present time the rails are not sufficiently close to the wharf of which you speak to enable the trucks to be run close to the ship? The rails are now close up on the eastern side, but this has only been done after application to the Railway Commissioners to put them in that position. They were previously 15 feet away from the wharf.
1654. You load from the trucks? Yes; we now ship from the trucks right into the vessel's hold.

Thomas Saywell, Esq., Colliery Proprietor, sworn, and examined:—

T. Saywell, Esq.
25 May, 1892

1655. *Chairman.*] You are proprietor of the South Clifton Mine? I am.
1656. And your coal comes to the Pyrmont jetties, as a rule? Yes.
1657. *Mr. Ewing.*] You have a knowledge of the coal trade on the south coast? Yes.
1658. And some knowledge, I think, of South Bulli? Yes.
1659. Do you know the present railway rates for coal between the south coast and Sydney? Yes.
1660. How far will those rates bring coal to Darling Island—from South Clifton? Yes.
1661. From any further south? Not at present. I do not know of any such shipments.
1662. Could you tell us what is your output at South Clifton? I have only opened up the mine just lately.
1663. What do you expect to put out? I expect to put out a good deal, if I can sell it. My output at present is about 1,000 tons a week.
1664. What could you do? About 2,500 tons.
1665. Have you thought of this project in connection with Darling Island? I have.
1666. What is your opinion of it;—do you think the additional accommodation is required? I think there is ample accommodation for the present, and perhaps for the next ten years.
1667. You do not think that the trade in coal from the south coast will be more than they can ship at present? I do not think the output from the south coast will exceed that from Newcastle at any time.
1668. I am asking you with regard to Darling Island. Do you know the project we are now discussing? Yes.
1669. You do not think there is any need for it for a considerable time? I do not think so.
1670. Will you tell us, briefly, why you do not think so? I think that the two wharfs you have got now are ample, if properly worked, to ship 5,000 tons a day. That would mean an output of 1,500,000 tons for the year, which is half the quantity shipped at the present time at Newcastle. A good output for any mine would be 150,000 tons for the year, and it would take from six to ten mines down south to put out the quantity that you are able to ship at Darling Harbour at the present time with the two wharfs—that is, if you had crane accommodation and standage for the trucks as they came down. The great difficulty in regard to shipping at Darling Harbour at the present time is in regard to the cranes. You want movable cranes there. You want cranes properly attended to. You want men with some responsibility to attend to them. You want the work done by contract, and not by Government employees. At present there is no master there. They ship when they like; they put the fires out when they like; in fact, they do as they like.
1671. Then you think that if the present jetties at Pyrmont were properly manned and managed there would be sufficient accommodation for a considerable number of years? You are capable of shipping there 1,000 tons a day with one crane. That means one truck every five minutes, of 10 tons.
1672. You say this with a full knowledge of the coal trade of the Colony, and of the south coast especially? Yes.
1673. *Mr. Humphery.*] At the present time how many mines on the south coast are exporting coal, land borne, from Darling Harbour? Two.
1674. What mines are they? The South Clifton and the Metropolitan.
1675. Do you know of any other mines likely to send coal by rail? Not at present.
1676. In the near future? There may be one or two open, but it will be a considerable time—perhaps two or three years.
1677. Is it probable that many of the mines now working would send coal by rail in preference to sea carriage? The Metropolitan could not send it by sea.
1678. I am speaking of those that are now working on the coast; is it probable that they would send their coal by rail instead of as at present, by colliers? No.
1679. Why? Most of these collieries have jetties of their own to start with, and most of the large vessels that come to this country and discharge at the Circular Quay take in the coal while they are discharging. Therefore, it is more convenient for the colliers to go alongside the vessels than for the vessels to go alongside the coal wharf.
1680. Can you tell us the average cost of conveying coal from the mines to Sydney by water, and also by rail? They charge by water about 3s. 6d. per ton. From the South Bulli mine, for instance, the charge would be 3s. 6d. a ton to bring coal alongside any vessel in the harbour.
1681. Would that be delivered? If you chartered a boat you would have to pay 3s. 6d.
1682. Would that be the freight of the coal, delivered? That would be the charge for the coal delivered alongside the ship.
1683. What would be the cost of conveying coal for a distance of (say) 36 miles by rail, including wharfage? 2s. 10d.
1684. Would that include the shipping? Yes.
1685. Then would it not cost less to send the coal by land than by water? Yes; but it is not every mine that has got a jetty.
1686. You think that those mines with jetties would continue to send by water in preference to sending by land? Yes; they have their own boats. They get a profit out of their own boats.

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1687. During the winter is not the weather sometimes most unfavourable for shipping at the jetties? Yes; for perhaps ten or twenty days in the year, that is all.
1688. Not more? No.
1689. With the exception of those ten or twenty days, you think that the mines that send coal by colliers would continue to do so? Yes; I believe so, and for a long period of time.
1690. *Mr. Davies.*] Is there likely to be any great developments in the coal trade in connection with Darling Harbour? I do not think so.
1691. I understand that you could increase your output very much if you had orders for the coal? Yes.
1692. To what extent could you increase it? To about 150,000 tons a year.
1693. Do you find ready sale for your coal? Yes; fairly good sale.
1694. But you are not very hopeful, I understand, about any great future development? No.
1695. Do you think the Metropolitan Coal Company would be likely to have a very large development of trade? Yes; I think so. The coal there is very good, and I think they will have a very large trade.
1696. Is it a better quality of coal than yours? I cannot say it is—it is about the same.
1697. Then why have you not the same expectation of a good trade developing? The Metropolitan is an older mine.
1698. And the coal improves as you get into the seam? No; but they have been longer at work. I expect, in time, to have a large trade myself.
1699. *Mr. Humphery.*] The Metropolitan is 8 miles nearer Sydney? Yes; and has an advantage of 10d. over me in freight.
1700. *Mr. Davies.*] You have never found any difficulty in finding berths for your vessels when you have been sending coal away? They keep a vessel alongside the wharf too long. You have to move the ship instead of the crane.
1701. But you have had no difficulty in finding a berth? Yes; there are always difficulties down there.
1702. How does that arise—from want of space on the wharf? From the want of shunting ground.
1703. Not for the want of wharf accommodation? From the want of a shunting ground. I get an order to load a vessel with 1,000 tons, and I order the coal from the mine. Some coal I ordered last week is not down yet. It is somewhere about Darling Harbour, but we cannot find it.
1704. That is owing to the action of the railway authorities, and not to insufficient wharfage accommodation? Exactly.
1705. You think that at the present time there is abundance of wharfage accommodation? Plenty.
1706. And for a long period of time? There is ample for the next ten years.
1707. *Mr. McCourt.*] Have you shipped any coal from your mine at Wollongong? I have.
1708. What distance is your mine from Wollongong? About 10 miles.
1709. Does the new by-law of the Railway Commissioners apply to taking coal to Wollongong? No.
1710. The new by-law says that coal carried in trucks for a distance of 26 miles and beyond, for shipment by sea, would be charged at certain rates? That only applies to shipment at Sydney.
1711. If you sent coal to Wollongong for shipment to California, you would have to pay the ordinary rates for railway carriage? Yes.
1712. *Mr. Wall.*] Is the delay at Darling Harbour in the shipment of coal in any great measure attributable to the increased traffic in other produce, and to the limited room available for railway shunting? I think so.
1713. Have you ever known trucks containing coal to be lost there? There is not sufficient shunting ground. They want storage for at least 400 or 500 trucks.
1714. But without that shunting ground do you think they are likely to have satisfactory arrangements for shipping coal at Darling Harbour? The shipment of coal there will never be a success unless you can bring a train of coal down from the coal mine, and take it direct to the ship.
1715. Have you ever had brought under your notice the desirableness of opening up any other place for the shipment of coal—for instance, there is some talk of Longnose Point? I do not think it is wanted at the present time. There is a limited shunting ground at Darling Harbour.
1716. You do not think it is likely ever to be a success for the shipment of coal? Not unless they provide more shunting ground.
1717. The ground there is very valuable? There is plenty of ground.
1718. Do you know whether the Railway Department have not adopted on the western line a system of the classification of goods for shipment? I have a mine on the western line. I am afraid we shall never be able to ship coal from the west.
1719. But on the western line they classify the goods, and run them into Darling Harbour unmixed with other goods; do you know anything about that? No.
1720. But they do not come into Sydney as mixed trains from the western mines? I am not aware.
1721. Have you ever heard of any coal trucks being mixed up at Darling Harbour, and the railway authorities not being able to account for them, though they were there all the time? We often lose a truck of coal. It gets mixed up with the other trucks. That often occurs, owing to want of space.
1722. *Mr. Humphery.*] What do you pay for carriage to Wollongong? The price is 15d., and other charges bring it up to about 1s. 9d. or 1s. 10d.
1723. What is the railway freight? 1s. 3d.
1724. How many miles? About 10 miles from South Clifton.
1725. *Mr. Ewing.*] What are the other charges at Wollongong? There is a charge for the weigh-bridge, which, I think, is 2d., and then there is a charge for a piece of shunting ground we have to cross. These charges bring the total railway charge up to about 1s. 10d.
1726. What do you pay for the carriage of coal to Sydney by ship? I do not ship. I have no wharf at South Clifton.
1727. *Chairman.*] I understand you to say that you are interested in some western colliery? I own the Zig-Zag Colliery.
1728. You do not anticipate any export shipment from the western field? No; not while the southern field is in existence.
1729. Then all the coal that is brought to Sydney from the western field is for household purposes? Yes; it is very good household coal.

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1730. You are not aware of any coal ever having been shipped from the western field? I have been connected with those mines for twenty years, and I do not remember any. The freight is against shipment. The distance is 95 miles from Sydney, as against 35 miles in the case of the South Clifton Colliery.
1731. And the western coal is not considered equal to the Newcastle or southern coal for steam purposes? No.
1732. *Mr. Neild.*] Do you pay any wharfage at Wollongong? I have no vessels. I do not know anything about wharfage at Wollongong, but I think it is 3d.
1733. And 3½d. at Darling Harbour? I do not know anything about the wharfage.
1734. *Mr. Humphery.*] You say there would be plenty of room at Darling Harbour for shunting operations if the land were utilised. Will you look at the plan, and point out the ground that might be rendered available for shunting purposes in connection with the existing jetties? There is plenty of shunting ground where they have been quarrying lately.
1735. Is that land owned by the Government? I think so.
1736. *Mr. Ewing.*] I notice that the Commissioners carry coal at certain rates. They charge 2s. for 26 miles for shipment by sea. Is that the same rate as if coal is not shipped by sea, or is it a special rate? It is a special rate.
1737. Therefore the coal going out of the Colony is charged less for carriage than the coal used in the Colony? Yes.
1738. Do you know why that is so? I think it is to encourage the shipping of coal.
1739. I suppose it encourages the people who ship on the south coast? It encourages the mines that are nearer to Sydney.
1740. But it also encourages those that are not near enough to come to Sydney by rail. It gives them a keener competition, does it not? Yes.

Charles George Warburton, Esq., Wharf Proprietor, sworn, and examined:—

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1741. *Chairman.*] You are a wharf proprietor at Pyrmont? Yes.
1742 How long have you been possessed of the property which you hold there? About forty-five years.
1743. You sent in a request to be examined before the Committee. What is the point upon which you desire to give evidence? In evidence given before this Committee last week, it was reported that Warburton and Hudson were trespassers, that they were in illegal possession of the frontage they at present hold. I wanted to set that right. The facts are these. In 1854 we applied to the Government for permission to extend.
1744. Do you mean to reclaim and purchase? Yes, to reclaim. In February, 1855, we got a notification granting that application on condition that we extended in accordance with some proposed diverging lines which were then under consideration. We acted on that. In 1856 we filled up and reclaimed, in conformity with a notice published in the *Government Gazette* of the 24th June, 1856. There was at that time an agitation between the residents in the neighbourhood, and the City Corporation, about reclaiming the mud flat from which an effluvia arose at times, which was detrimental to the public health. Those diverging lines were under consideration for a considerable time. The majority of the owners fronting the bay were opposed to the proposal, as it would take away part of their frontage. That matter was settled by Mr. Alison purchasing Mr. Smith's right, the latter being the moving spirit in trying to get those diverging lines. He wanted to take away so many feet from each proprietor's frontage, and get it himself. That was settled, and then there was a notice from the Lands Office, about 1873, furnishing a tracing showing the line to which property-owners were empowered to fill out. The plan was, that the Government were to build a circular wharf from Murray-street to John-street. The property-owners were to reclaim up to this wharf, and the Government offered them the use of the frontage in lieu of the frontage taken away. There was a caveat lodged against this, and it came to nothing. About 1875 there was a further plan from the Harbours and Rivers Department, giving the present alignment, and giving authority to extend and reclaim to the present alignment, which was immediately acted upon.
1745. You say that the present alignment was fixed then, and that an intimation was given to the property-owners that they could go out to that particular line? Yes.
1746. Did you get such intimation? Yes.
1747. Was it in the form of a letter? Yes.
1748. You say that the permission to reclaim which was given to you originally, was extended out to the new line? Yes, to the present line.
1749. Have you got that letter? I have not, for the reason that it was sent in as evidence with my application to the Lands Office to purchase, and it has never come back—it has never been seen since.
1750. You do not make it quite clear. You received this letter informing you that you could go out to this new reclamation line. Then you tell us that you made another application. What was the necessity for making another application if your application had already been granted? I did not make another application to reclaim; I made a subsequent application to purchase and reclaim.
1751. The original application was for permission to reclaim only? To reclaim. I understood the right to reclaim, if granted, included the right to purchase.
1752. And that was followed by an application to purchase out to this particular line? Yes.
1753. And it was in making that application to purchase that you sent in the letter which gave you permission to go out to the new line? It was after having got permission to go out to the present line that the last application to purchase was made. The application to purchase could not be made until the land was reclaimed in accordance with plans, and ready to be purchased. The application was then made to purchase.
1754. Were you not aware that you could get permission to reclaim and purchase before you commenced operations? I was under the impression that it was necessary to get permission to reclaim and purchase; but the necessary steps for completing the purchase were taken when the completion of the reclamation was made.
1755. When was that? In 1875 notice was given, and it was immediately afterwards that reclamation was made by Mr. Alison, Mr. Webb, Mr. Johnstone, Mr. Cox, and myself.
1756. In 1875 you applied for permission to purchase? Yes, about 1875. In 1854 we got permission to extend the reclamation to a certain point.

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1757. What was the result of your application in 1875? It is *in statu quo*. We can never get any satisfaction about it. I heard that the papers were all destroyed in the Garden Palace fire.
1758. Had you a refusal to the application of 1875? No. I understand that it was kept back on account of pressure of work in the Lands Office. That was the excuse made to me. In 1854 we got permission to extend, and we acted upon that to a certain extent. Subsequently a petition was presented by Mr. Smith for an alteration of the line. This was considered by a Select Committee of the Legislative Assemby in 1867, before whom the then Surveyor-General, Mr. Davidson, gave the following evidence:—"In November, 1854, Messrs. Warburton, proprietors of an allotment close to Mr. Smith's, applied for permission to run out a wharf in the manner and to the extent indicated in the rough sketch accompanying their letter. These gentlemen had already a wharf extending a distance of 100 feet, half the breadth of their frontage. The Surveyor-General and Portmaster thought the extent asked for too much, but they saw no objection to Messrs. Warburton building out in the same direction apparently—that is, in the direction of their own side lines to the imaginary line of convergence before alluded to. They seemed to have mistaken the low water-mark on Messrs. Warburtons' sketch for the curved line intended by Captain Perry to bound the whole of the extension. At the same time, in answer to some inquiry from the Surveyor-General, Messrs. Warburton wrote a letter to that officer (February 1, 1855), expressive of their willingness to abide by the general arrangement already sanctioned. According to this notice they (Messrs. Warburton) were restricted to the length of their existing wharf, but they were allowed to build to the breadth of their entire frontage."
1759. At that time it was proved by Mr. Davidson that there was some doubt as to your right to go out to those particular lines? Yes; but there was no doubt about being allowed to extend square with where the original wharf was. But subsequently to that the diverging lines were all settled by Mr. Alison purchasing Mr. Smith's right, and we agreed amongst ourselves as to the extension of the line.
1760. Did you go out to those lines to which you refer? Yes.
1761. And you have reclaimed out to those lines? Yes.
1762. And that is the reclamation line now, so far as you are concerned? Yes.
1763. Then you hold that you are not in illegal possession of these lands—that you got permission, and subsequently made application to pay the purchase money for the land, which has never been accepted? It has never been accepted, the excuse being that it was under consideration from time to time, and then that the papers were burnt in the Garden Palace fire. Other papers I had connected with this matter were sent into the Lands Office to facilitate matters at the time I made application to purchase.
1764. *Mr. Neild.*] Were they burnt, too? I believe so. I respectfully submit that I am not in illegal occupation of any land.
1765. *Mr. Wall.*] Did you possess any rights under your original title to this reclamation, or was it an act of grace on the part of the Department to grant you the right? It was the established custom, from the commencement of the settlement until this time. The Government were bound, as in other instances, to fulfill the promise made when responsible Government was established.
1766. Was that conveyed in your original deed? The allotments were sold showing a frontage to the water at right angles.
1767. Did your original deed give you any right of reclamation, or was it acquired under a subsequent application? The original deed could not give any right, but the custom was to give a right.
1768. *Chairman.*] You have some knowledge of the trade of Port Jackson, and particularly at Darling Harbour; do you think there is any necessity for the improvement of Darling Island at the present time? I do not—not the slightest.
1769. Do you arrive at that conclusion independently of any consideration as to whether you would be ousted from your property if the improvements were carried out? Leaving that out of the question altogether, for years to come there are sufficient appliances, if properly used, to fulfil all requirements.
1770. At Darling Harbour and Pyrmont jetties you think there is sufficient to cope with all trade for some years to come without utilising Darling Island? I do. A good many of the jetties have never been utilised from the time they were built, and they are not half utilised now. So far as western coal is concerned, there is not the slightest probability of their being used for the shipment of this coal.
1771. Do you deal in coal? I do.
1772. Do you ship coal? Yes, sometimes.
1773. Where to? I ship it to Newcastle, sometimes, and to the coastal harbours—Ulladulla, Bega, and round there. I have shipped southern coal to Newcastle lately.
1774. Why was that? It was required in connection with an experiment for making Newcastle coke heavier and harder. There is something in the Wollongong coal that supplements the Newcastle coal.
1775. Did you ship that coal direct from the south to Newcastle, or from Darling Harbour? Direct from Wollongong to Newcastle, by water. I have not used these jetties for coal shipment, except at the time of the strike, when we used them largely in connection with Government coal.
1776. It is only under such extraordinary circumstances that you would use them? Yes; because it is easier to bring the coal by water.
1777. *Mr. Davies.*] When your father bought the property you now hold, had you a water frontage? Yes.
1778. Your property is bounded by Murray-street and Union-street? By Union-street on one side, and by Mr. Russell's property, and Hudson Bros., and Mr. Alison's property on the other side.
1779. But your father had a water frontage? Yes; there always was a small point of water frontage at low water. There was a little reef running out, according to the natural formation; and at high-water there was a depth of 3 or 4 feet.
1780. That applied to all the property surrounding that locality—they all had a water frontage, pretty well? At high water we always had water frontage on our property to the extent and in the way that I have just explained.
1781. *Mr. Neild.*] Have you had any communication from the Government, or been consulted by them with reference to a reserved road running behind your water frontage? Yes; we had notice with reference to that.
1782. Informing you that this was proposed to be reserved, or had been reserved? Proposed to be reserved. The first notice, to which I referred a few minutes ago, and against which I said a caveat was lodged, was followed by a notice from the Government giving authority to reclaim certain lines, but reserving a road of 66 feet. We thought then that that was only fair, because the reservation of the road would give us as much as it would take away.

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1783. Have you received any notice from the Government informing you that you are trespassing? No.
1784. Nor any instructions to go back, or remove any wharf? No.
1785. Though you have not received any deed, you have been practically recognised as the owner of the ground, except as regards the reserved road? Exactly.
1786. Are you aware that, according to the project before the Committee, it is proposed to lay down a double line of railway rails through this proposed road? Yes, I heard so.
1787. Would a double line of rails through that reserved road interfere materially with the conduct of your business? It would destroy the business altogether, it would shut us out from the water. It would be such an obstruction in getting at the water that it would practically destroy our business.
1788. That is to say, you would not be able to use the road as a means of communication, and so on, to reach the wharf and conduct your business? We would not be able to use it as a railway, and we would not be able to use it as a street.
1789. But supposing the rails were laid low enough for drays to pass over, would the passage of trains up and down the street interfere with the cartage? I do not think so, unless they were continuous.
1790. If they were continuous you hold that it would be a great interference? It would be a great interference, and it would be a great source of risk, owing to the crossing and re-crossing of the railway line where trains were constantly running.
1791. It would be very dangerous to horses? Very dangerous to horses and men, too.
1792. I think that you have given evidence that in your opinion the proposed wharfage at Darling Island is not required at present? Not required for coal at present, nor for years to come.
1793. You hold, then, that the jetties existing at Pyrmont are sufficient for the present? I think so, and for a long time to come.
1794. And you have a large knowledge of the coal-trade? Yes, I have been in the coal-trade since I came to the Colony, about thirty years ago.
1795. Then you are well acquainted with the various qualities of coal? Yes.
1796. And the various markets for coal outside the Colony? I am not practically acquainted with foreign markets.
1797. But you know at least the qualities of coal shipped to the different markets of the world? Yes, I know the qualities of all coal in New South Wales pretty well.
1798. Are you of opinion that a coal traffic would be advantageously conducted along with mixed traffic, mixed goods, merchandise? That is a question I could not answer. I am not sufficiently acquainted with railway management.
1799. *Mr. Suttor.*] Is the reserved road open for traffic now? No, it has never been opened; it exists only on paper.
1800. Then you do not use it now at all? Yes, we use it. It has been used by all the property-owners. It has never been formed even as a street.

Hon. Ebenezer Vickery, M.L.C., sworn, and examined:—

Hon. E. Vickery, M.L.C.

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1801. *Chairman.*] You are a Member of the Legislative Council? Yes.
1802. I believe you are largely interested in coal-mines in the southern district? Yes; I am the largest coal proprietor in the south.
1803. You are very familiar with the trade of that district? Yes; and other districts, too.
1804. *Mr. Humphery.*] Are you familiar with the proposal now before the Committee, to provide further wharfage accommodation in connection with the railway at Darling Island? I understand the proposal is to build an additional number of wharfs.
1805. Do you think it is necessary to provide more wharfage accommodation than at present exists in connection with the coal-trade of the south coast? Certainly not.
1806. Why do you think not? I have prepared a short statement, as requested by the Secretary of the Committee, and perhaps it would be as well that I should read it. It is as follows:—"I have been requested to attend on the Public Works Committee to answer questions as to the advisability or otherwise of extensive wharf improvements at Darling Island. I consider that public money should not be expended on the proposed wharf improvements unless it can be clearly shown that the result will be a largely increased export trade; and that such improvements ought not to be effected with public funds when the result will be simply to transfer existing trade from one port or centre to another. I am of opinion that public money should not be disbursed in providing increased shipping accommodation when the effect of such will be to injure or ruin persons or companies, who, as pioneers, have expended their capital and enterprise in founding and developing a large export trade, founding centres of population, and providing employment for hundreds of people in each centre—unless it can be proved that these said improvements will certainly increase the total exports, and not simply transfer the shipments outward from one place to another. To illustrate my meaning. There has been a large trade in southern coal developed during late years by the opening of the following mines, and building jetties there, viz., Mount Kembla, Mount Keira, Mount Pleasant, Corrimal, South Bulli, Bellambi, Bulli, North Illawarra, and Coal Cliff. Over £1,000,000 has been expended in opening up and equipping these southern mines. The towns and villages of Kembla, Keira, Corrimal, Bellambi, Woonoona, Bulli, and Clifton, have been built and peopled, and Wollongong has trebled its population, by this outlay. My view is, that it is not right for the Government to take public money, acquire land, erect wharfs and cranes at Pyrmont, and ship coal there, at an unremunerative price, and where the effect is not to bring an increased export of coal to the Colony, but only to draw the trade from the afore-mentioned mines, and to depopulate the aforesaid villages and towns, when the general export cannot thereby be augmented. The acquirement of land at Pyrmont, at enormous outlay, and the erection of expensive wharfs and steam-cranes, in my opinion, have not increased the total export of coal by one ton. Although the place of shipment has been diverted, to some extent, by the unremunerative charge made for shipping coal at Pyrmont, I do not believe that further wharfs and shipping appliances for coal at Darling Island are required, or will be for many years to come. I am of opinion that no more expenditure of public money on Sydney wharfs should be permitted until a Sydney Harbour Trust be created, to take a comprehensive and masterful view of the whole subject of wharf accommodation. Many of the existing wharfs around Sydney Harbour are frequently vacant, and there is not sufficient trade and shipping to keep them fully occupied. Where is, then, the wisdom or justice

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of appropriating citzens' money in erecting wharfs not required, and causing unwholesome competition thereby. The effect of increased appliances at Darling Island will not be to increase the export of coal, but simply to divert it from other shipping places, and cause congestion of traffic and shipment there. This I deem to be unwise policy, and I consider congestion of traffic about Sydney should be discountenanced, and trade at the outports should be rather stimulated and encouraged than discouraged and ruined by offering plant and appliances to new people, at prices with which private and pioneer disbursements cannot compete, and must therefore go to the wall.

1807. Is your objection to the proposal before the Committee chiefly based on the possibility of the railway competing for the traffic against the colliers? No. My first objection is, that it will not increase the trade. Every other consideration, in my opinion, should give way to that—whether the erection of cranes and wharfs at Darling Island would add to the export of the country. I am firmly convinced it would not.

1808. You appear to be apprehensive that the Railway Commissioners would carry the coal for mines that have no shipping facilities at less cost than coal can be sent by the colliers from those mines having shipping facilities. I gather that from your statement? They are doing that now. Recently they issued a by-law to this effect, that for the first 26 miles they would charge 2s. a ton for hauling coal and shipping it at Darling Harbour. That is, about 7d. or 9d. a ton less than they would charge for hauling the coal to Darling Harbour, St. Peters, or other places, without shipment. I know that the cost of shipping coal is something like 6d. or 8d. a ton. If the interest on money at 4 per cent. on the cost of land and jetties were taken into account, as also the labour and machinery required for shipping coal, it cannot be shipped under 6d. a ton, and I think 8d. is only a fair charge.

1809. Then do you think the Railway Commissioners at the present time are carrying and shipping coal at a loss to the country? I consider they are shipping coal for less than nothing, They will haul coal for shipment at Darling Harbour for less than they will charge for coal sent to Sydney, or St. Peters, or any place along the line not for shipment.

1810. Assuming that facilities were afforded to you in connection with your collieries to send coal by railway instead of by water as at present, do you think it probable that you would use the railway in preference to sending the coal by water? Of course, if the Commissioners would bring the coal cheaper than it could be brought by steamer, I should use the railway.

1811. Would it suit the traffic in connection with your mines to have the coal delivered at Darling Harbour or at the jetties, rather than be delivered by your colliers alongside the ships? I am so circumstanced that it will suit me, individually, either way. Any advantage that is offered at Darling Harbour I shall profit by, because I am interested in a mine which is as near as any others to Sydney, and I am also interested in mines further away.

1812. Then, being interested in further provision being made, if it were necessary for the export of southern coal from Sydney, the evidence you are now giving is unbiassed by the fact that you have shipping facilities further south? Quite so.

1813. And are you of opinion that the wharfage accommodation proposed is wholly unnecessary? I think it is wholly unnecessary.

1814. Do you know anything about the present appliances for the shipment of coal? Yes.

1815. Have you formed any opinion as to the extent of trade that could be fairly met by those appliances? I doubt very much whether more than 200,000 tons per annum could be shipped with the existing appliances. I do not mean to say they could not have more cranes, and increase the appliances.

1816. Have you formed any opinion as to the probable increase in the near future in the shipment of coal from Darling Harbour? No; I cannot say I have.

1817. Do you think there will be a considerable increase, assuming that the present rates continue? If the present rates continue, I think there will be. If the Commissioners continue to ship coal for nothing, I think the shipment will continue to increase.

1818. The Railway Commissioners are not shipping coal at the present time for nothing? I contend that they are.

1819. You know the scale? Yes. They charge 2s. 9d. a ton for bringing coal to Sydney from the Metropolitan Mine; but if they bring it a little further and ship it at the jetty, the charge, shipping included, is 2s. Their idea seems to be to develop trade.

1820. Is it at all probable, do you think, that it will increase the output of any of the mines you are connected with, and that you will send the coal by rail instead of by colliers? I think it is quite likely if the present absurd charge is continued.

1821. Have you any doubt about the existing accommodation at Pyrmont being ample, so far as you are concerned? I think it is quite ample for present trade.

1822. And that it is unnecessary to make further provision? Yes.

1823. *Mr. Davies.*] The reason you have assigned, in answer to Mr. Humphery, for a probable increase in the coal trade is, that the Commissioners would carry the coal at the present rates from the near collieries on the southern line? They would get an increased trade, but the country would not get an increased trade. It would not add to the export.

1824. You are of opinion that if the Commissioners continue to carry coal, as you say for next to nothing, a larger trade would be developed at these wharfs? Yes, the effect would be to bring more coal to Pyrmont, but not to increase the export of coal.

1825. And thus to increase the general exports of the country? No; I feel confident it will not.

1826. And you think the present wharf accommodation will be ample for many years to come? Yes; I think so.

1827. Do you know the estimated cost of the proposed work at Darling Island? No, I have no idea.

1828. Would you be surprised to hear that, according to the first proposal, the cost would be about £500,000? I should think it would be very impolitic to spend that amount of money for such a purpose.

1829. You think the expenditure would be altogether unwarranted? I do.

1830. And that there is no necessity for this large expenditure even in the near future? I think not.

1831. *Mr. Neild.*] Did I understand you to say that the railway charge on coal is less to the ships at Pyrmont than to Darling Harbour? Yes; it is less if you ship the coal than if you do not.

1832. What is the difference? I think it is 7d. or 9d. a ton.

1833. Then that amounts to a bonus in favour of exportation? Yes. The present policy of the Railway Department subsidises two collieries nearest to Sydney as against all the other collieries that are more distant. It amounts to that precisely.

1834. The coal from these subsidised colleries is carried more cheaply to the jetties for export than to Darling Harbour for local consumption—is that so? Quite so. Our own manufacturers have to pay more for coal than have foreign vessels. Hon. E. Vickery, M.L.C.

1835. *Mr. Ewing.*] You told us that the southern coal was brought to Pyrmont cheaper than it is brought to St. Peters, for instance? Yes. 25 May, 1892.

1836. About 7d. a ton cheaper, I think you said? Yes.

1837. And that when they get the coal down to the Pyrmont jetties they do 8d. more work? 6d. or 8d. more work.

1838. Therefore it is carried too cheaply, you think, by 1s. 3d.? Yes, as compared with the carriage to other places.

1839. What do you believe is the best way of dealing with the coal on the south coast? An immense amount of money has been spent at Wollongong in the erection of wharfs, breakwater, and jetties, and if the facilities at Darling Harbour are increased the effect will be to injure the port of Wollongong very much. At the same time I do not think that Wollongong is the right place for the shipment of southern coal. Had the subject been looked upon in an unprejudiced light by competent persons, I am confident that Port Kembla would have been selected. By an expenditure of from £50,000 to £100,000, a harbour might be made there for the shipment of southern coal quite equal to that of Newcastle, and quite as safe as Port Jackson; and it would not only be a harbour for the shipment of coal, but also a harbour of refuge in stormy weather. Port Kembla is the place where vessels often run for shelter in severe weather.

1840. *Mr. O'Sullivan.*] You said just now that you were interested in a coal-mine near to Sydney;—is that the Metropolitan Mine? No; a mine which comes up alongside the Metropolitan. It comes nearer to Sydney than the present workings of the Metropolitan.

1841. Do you know the country about the Metropolitan Mine well? I have not travelled over it much on foot or on horseback. I have gone through it in the train often enough.

1842. Do you think it likely that they will develop any other mines there, or about the National Park? I doubt it, because of the great depth of the coal.

1843. But, if the Metropolitan coal pays, will it not pay other people to sink and work coal there? If they come nearer to Sydney they will have to go deeper, as the coal dips towards Sydney.

1844. If they should open up other mines towards Sydney, would they not require more wharfs for the shipment of coal? Yes. I have no doubt that if more mines are opened, and the coal is to be shipped to Sydney, they will require additional accommodation, but it would not increase the export. That is my point.

1845. It must increase the export if they develop other mines, and these proprietors ship away to foreign countries? That does not follow. You may take the trade and ruin the other mines, and keep up the export without increasing it.

1846. But you suppose that the export of coal from New South Wales is only going to be kept at the one quantity? No; I do not. But at the present time it is as much as it apparently can be made—that is, as regards southern coal.

1847. Is there any possibility of a large market for coal being opened in India? There is a possibility, of course.

1848. Do you send any coal to India now? No. There is some coal going to Bombay, but not southern coal.

1849. Are the markets of South America and California fully supplied? Yes.

1850. They are developing coal-mines now in Chili, are they not? Yes.

1851. And in British Columbia? Yes.

1852. Are these interfering at all with the trade of New South Wales? The recent strike, no doubt, led to the development of mines in other countries—America and Japan, for instance—and this has checked our trade very much, and although the coal trade of this Colony has not fallen off, it has not been expanding. As far as I can tell, there does not seem to be much prospect of expansion at present, in consequence of the competition of other countries.

1853. Where does the coal come from that is supplied to the large steamers that trade to India, and call at Singapore and China? A great deal of our coal goes to Singapore, Hong Kong, and Shanghai.

1854. That is a market which is likely to expand, is it not? No; I do not think so, because Japan has come into competition with us.

1855. The Japanese are developing their mines now? Yes.

1856. So that you do not see much room for expansion there, and only a slight prospect of getting a market in India? Very slight.

1857. You think it is not likely that other mines will be developed about Sydney, like the Metropolitan? There is no encouragement for them to be developed, so far as the remuneration is concerned.

1858. But the Metropolitan Mine is considered a success, is it not? I do not think it is a success to the shareholders. I think there are scarcely any southern mines which are successful as regards the shareholders.

1859. You mentioned, just now, some very peculiar arrangement made by the Railway Commissioners with regard to the carriage of coal;—why are those differential rates imposed? I cannot tell you, unless it be with the idea of encouraging export, and, if so, I think it is a mistaken idea, because the effect will not be to open up the coal trade, but simply to take the trade from Bellambi, Bulli, Coal Cliff, Mount Kembla, and Wollongong.

1860. But if it encourages export it must open up trade? But it will not encourage export. It will encourage export from Sydney instead of from these other places.

1861. It will only change the port of exportation? It will change it from one place to another. You might as well try to bring all the coal to Sydney as try to bring all the coal to Darling Harbour. If that had been done in the first instance we should not have had Newcastle built up, and the trade would have been congested in Sydney more than it is, without the country being in any way benefited.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

1862. *Mr. Hoskins.*] Are we to understand that the Railway Commissioners are in favour of extending the railway from Pyrmont to Darling Island? Yes. H. McLachlan, Esq.

1863. Have the Commissioners expressed to you an opinion that the railway ought to be extended there? Yes.

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1864. For what reason? In the first place, because Darling Harbour is becoming too small for the traffic that has to be accommodated there. The trade of Sydney is growing very largely, and we have a small area of land at Darling Harbour. This matter was under consideration the year before last, when we found a good deal of trouble and inconvenience in working the traffic. It was at that time that the Commissioners first recommended that the land at Darling Island should be bought. Seeing that something was urgently required to be done, the Commissioners first of all took in hand the construction of shunting sidings at Clyde, which enable us to marshal the trains in and out, and relieve Darling Harbour to a great extent. They then put up a large wool-shed at Darling Harbour, with the view of centralising the wool traffic there. The Commissioners then arranged for certain traffic to be conducted at Redfern, and so systematised our goods traffic in the new sheds at Darling Harbour that, with better organisation, they were able to conduct the traffic of last year more efficiently than was done before; but the traffic is growing to such an extent, and new classes of traffic are coming into existence, that the Commissioners consider that we shall very soon want greater accommodation than we now possess at Darling Harbour. We can conduct the traffic of this year without inconvenience, owing to the more systematic arrangements we have made; but the Commissioners think that within a very short time it will be absolutely necessary to have additional accommodation. I think they are looking to this—that, sooner or later, there will be an export trade in dead meat, and we shall, no doubt, also have some export in grain, in fruit, and other country produce. Then again, the country merchants have more than once expressed the idea that if we had better facilities, such people as Webb, of Bathurst, Rogers of Goulburn, and others would be able to get goods direct from the ship's side and have them taken straight into the country. Our experience has shown us that the growth of traffic has been continuous and very large. For instance, in 1881 the total tonnage of outward goods from Redfern and Darling Harbour was 155,598. Last year the traffic had grown to 267,523 tons. The inward tonnage in 1881 was 182,939, and in 1891 it was 332,491. With regard to coal, we are now commencing to get a fair traffic from the Illawarra collieries. The quantity of coal received at Darling Harbour in 1881 was 9,057 tons, while last year it was 60,914.

1865. The coal received in 1881 would be only from the western collieries? Yes. Last year the coal received at Darling Harbour was principally from the Metropolitan Mine, but lately we have been receiving coal from South Clifton. Of other minerals we carried last year 95,585 tons. That was principally shale. With regard to wool, which will always form a large part of our traffic, at Darling Harbour, in 1881, we received 155,165 bales, and last year the traffic had grown to 432,991 bales. As another illustration of the rapid growth of traffic, I may quote the case of Newcastle. In 1881, with eighteen or twenty collieries working, the quantity of coal exported was 889,369 tons, while last year the quantity had about doubled, reaching 1,746,457 tons, the coal being sent from forty-four different collieries. I simply quote these figures relating to Newcastle as an instance of the growth of the trade of the Colony. To show the limited extent of land available at Darling Harbour, as compared with the coal trade we are working up north, I may mention that we have 8 miles of sidings at Darling Harbour, while we have 13 miles at Bullock Island alone. As another illustration of the small area available for working our traffic, I may briefly refer to some particulars of the accommodation in the different parts of Melbourne. The Redfern yards comprise a total area of 28½ acres; at Spencer-street, in Melbourne, they have 147 acres, and they have a further subsidiary area of land which they can use, but which would require some filling in, of 353 acres. In addition to that, there are 15 acres in Flinders-street, and 62 acres at Princes' Bridge. So that they have at their metropolitan station in Melbourne a total area of about 577 acres. At Darling Harbour we have 31 acres, which, added to the area at Redfern, makes a total of about 60 acres, as against the immense area just quoted in Melbourne. Eveleigh, where our workshops are, we may leave out of the question, though I may say that we have 72 acres at Eveleigh, while at the Melbourne workshops they have 183 acres. The Melbourne people have, therefore, been looking a little further ahead than we have, and the figures I have quoted will show the accommodation thought necessary to meet the future growth of traffic, and the necessity of looking ahead where you see a reasonable prospect of getting land. The reason why the idea was first started was that the Commissioners were looking round, and the land was understood to be under offer to the Government at a price which, after inquiry, they considered to be reasonable, and they therefore recommended the Government to make the purchase, in view of the absolute necessity for additional accommodation before very long.

1866. Have not the Commissioners, by excavating and widening the line, and by other means, acquired a largely increased area of land for railway accommodation at Pyrmont during the last year and a half? Yes.

1867. How much land? Altogether we have 31 acres.

1868. How much additional land have you acquired during the last year and a half? I have not got the exact figures. It is owing to this additional land, and to the better organisation, that we were not cramped last year in working our traffic, and that we worked the traffic better than we had done for some years previously, when there was much inconvenience.

1869. As a matter of fact, the Commissioners have acquired possession of an increased area of land for railway purposes during the last year and a half? Yes; we have acquired, of course, the additional land the Committee saw on the northern side of the bridge. But there is a new traffic being worked from there, to a large extent. I allude to the coal traffic. In addition to this, large quantities of railway material for new lines are landed there. For instance, locomotives are landed there which were formerly discharged at Circular Quay, and taken through the streets of Sydney. Other material that was formerly landed at different wharfs, and carted through the streets of Sydney, has been accommodated at Darling Harbour.

1870. You have acquired a considerably extended area of land south of the bridge, have you not, by excavation? At the back we have. We have acquired a little additional land,—I have not the exact area.

1871. You have extended the accommodation at Pyrmont and Darling Harbour, exclusive of the land abutting upon the jetties? Yes; we have taken a little extra land.

1872. In fact you have erected a large goods shed there? Yes; that goods shed was started before the Commissioners came into office, for another purpose. It was intended as a produce shed, but we thought it better to do our hay and straw traffic at Redfern.

1873. In point of fact, you have made the shed much larger than was originally intended? Yes; we accommodate the outward goods there, which formerly was done at Redfern,

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1874. You say that the Commissioners require a larger extent of land for railway purposes at Darling Harbour, in consequence of the increased trade on the railways? Yes.
1875. Did the Commissioners not have a large shed erected to facilitate the receipt and despatch of wool from Darling Harbour? Yes.
1876. Has that been fully utilised during the wool season, or is it not larger than the present wool traffic requires? No; I do not think it is larger. That was done particularly to enable wool to be brought in and unloaded at any time. Previously the wool had to be loaded into carts and drays in bad weather. In previous years we sometimes had a block of wool, but the existence of this shed has enabled us to carry out our operations continuously, and we were able last year, during the heavy wool traffic, to almost clear our sheds each day as the wool came in.
1877. As a matter of fact, that shed has been found to be larger than the existing requirements of the wool trade necessitate, and it was built chiefly in view of the extension of the wool trade in the future? Certainly, to some extent it was; of course, we did not make it to meet only the requirements of to-day.
1878. Therefore, if it is considered necessary by the Commissioners to have increased accommodation at Darling Harbour for an expected increase in the wool traffic, you have already provided that accommodation by the erection of the wool-shed? That would only meet one point. That is in regard to the export of wool from Sydney. We have also to consider a direct wool export trade from Darling Island. Wool could be sent direct from the stations inland, and put into the ships direct, without being carted through the streets of Sydney.
1879. As far as a receiving-shed for wool is concerned the shed already erected at Darling Harbour will suffice for a considerable expansion of the wool trade? Yes; I think it will.
1880. In regard to the anticipations of the Commissioners as to the shipment of wool direct from Darling Island, did the Commissioners place themselves in communication with persons in Sydney engaged in the wool trade, with the view of ascertaining whether those persons were of opinion that wool could be shipped direct, either from Darling Island or any other part of Darling Harbour, to Europe? No; I do not think they placed themselves in communications with such persons directly. I have no knowledge of the fact.
1881. Was their opinion, in regard to the shipment of wool from Darling Harbour direct, based simply upon their own estimation of the trade, without any data from persons engaged in the wool trade? Naturally they have a very good knowledge of what is likely to arise, and some of the officers in the Department were consulted on the subject. They spoke to the Goods Superintendent, and obtained his views, and I may say that our station-master at Darling Harbour, a few days ago, wrote to say that he understood the wool merchants looked with favour upon the idea of having direct railway shipment from Darling Island.
1882. Have the Commissioners ascertained the quantity of wool that comes down by rail to be shipped direct without any further handling? At present there is no facility for direct shipment. No ship can go alongside at present. There are no stores. If we erected stores on Darling Harbour, and leased them to wool-brokers and others, there would only be one handling of the wool, which would be taken from the trucks direct into the stores, and from the stores into the vessels.
1883. I suppose you know that the bulk of the wool trade, and the largest number of wool warehouses, are concentrated within a short distance of Circular Quay? That has been the case, but they are now scattering a good deal. Goldsbrough, Mort, & Co. have stores on one side, and Geddes Brothers on the other side, and these are two of the biggest firms. Messrs. Goldsbrough, Mort, & Co. have built a big store close to Darling Harbour.
1884. Is there much wool stored there at any time? They had some stored there last year. In fact, we had to lend our meat market to one or two people for the temporary storage of wool.
1885. Did you lend it to Goldsbrough, Mort, & Co.? No.
1886. Is it not a fact that the large store of Messrs. Goldsbrough, Mort, & Co. is not used for storage during nine months of the year? The wool traffic is, of course, principally limited to about three months of the year.
1887. Do you not know, as a matter of fact, that that store is not utilised either for the storage or sale of wool except for a few weeks during the height of the season? I think the use of the store would only be confined to a limited period of the year.
1888. Do you not know that another store has been built there, intended for wool storage, and that it has not been utilised? No; I am not aware of it.
1889. The view of the Commissioners as to the use of Darling Island as a place for loading and shipping wool direct is not obtained from any data from persons engaged in the wool trade in Sydney? I do not know that the Commissioners consulted them personally.
1890. Do you not know that a large wool warehouse, with all the modern appliances, has been built across the water, and that vessels do not load there, but that the wool that is pressed and sold there is sent by lighters to ships lying at Darling Harbour and Circular Quay? That warehouse is a new one, and I think this is the first season it has been used. Their idea was, I believe, to load vessels there. I do not know to what extent it has been used for that purpose.
1891. If it has been given in evidence before the Committee by persons engaged exclusively in the wool trade that they do not think that the wool trade can be shifted from its present centre, do you think that is a statement upon which reliance can be placed? If those persons have large wool stores in the city they naturally would not care about direct shipment.
1892. You know that vessels loading wool have to take what is called stiffening—copper, for instance—as ballast? Probably the copper would come by rail, and at Darling Island they would have a better opportunity of loading. The trade would follow the convenient port of handling. The country is growing, and the industries of the country are growing, and it is necessary that we should have means of direct shipment. In Melbourne they have three different places where goods can be landed direct from and to the country. We, on the other hand, practically have not one such place, except at Newcastle, for the shipment of coal.
1893. The Commissioners say in the memorandum:—"In our opinion, the additional facilities which will be afforded by the extension will be advantageous in dealing with the existing traffic, and will provide accommodation for any future increase of it";—according to your own showing, the accommodation now provided will suffice for the existing traffic? Certainly, for a year or so, but, as the figures I have quoted show, the traffic has doubled within the last ten years, and more than doubled in the case of wool.
1894. The Commissioners go on to say:—"It will also provide suitable provision for the meat trade";—

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do you know that all the carcases of mutton shipped from Sydney are brought from the Fresh Food and Ice Company's depôt to the vessel? I know this, that they have started meat works at Aberdeen, and we have had three shipments at Newcastle of 50,000 carcases of mutton direct from the works.

1895. But in respect to shipments of carcase mutton from Sydney, are they not sent from the Fresh Food and Ice Company's depôt? So far, I believe, the shipments have all been sent from the Fresh Food and Ice Company.

1896. Then the Commissioners are of opinion that if provision is made for extending the railway to Darling Island a trade will spring up in the shipment of dead meat from Darling Island for vessels lying at the wharfs? They believe that the dead meat trade is likely to be a large trade in the future. It has assumed large dimensions in New Zealand, and already in the north a company has commenced direct shipments. Sooner or later we must have direct shipments from Narrandera, Wagga Wagga, Bourke, Dubbo, and other places.

1897. Then I gather from what you say that the principal reason why the Commissioners recommend the purchase of Darling Island, and the extension of the railway from Darling Harbour to that Island, is in order to provide room for an expected increase of traffic? Certainly.

1898. And also to provide facilities for expected direct shipments from Darling Island? Yes. It is a work which they consider to be necessary, sooner or later. They think the time will soon come when the accommodation at Darling Harbour will not be sufficient for the traffic. At present it offers no facilities for direct shipment and direct importation, and already a large coal trade is starting there. For the last few months we have been shipping 6,000 or 7,000 tons a month, and we are told by the Metropolitan Coal Company that they are likely to secure very big contracts.

1899. Do you know that there has been a large extension of wharf accommodation south of Pyrmont Bridge towards Darling Harbour, and that it has been given in evidence that six or seven large vessels could lie there if there was a sufficient depth of water? Yes.

1900. Would not that afford facilities for shipping direct from Darling Harbour to Europe? Certainly, to the extent of the new trade that has grown up. I refer to the provision for the new trade that has grown up, as an illustration of the necessity for provision for future requirements. It proves that the traffic at Darling Harbour is out-growing present facilities, and that further accommodation will be absolutely necessary before many years are past.

1901. If there has been an extension of the wharf accommodation south of Pyrmont Bridge, towards Darling Harbour, which will provide for seven or eight large vessels, does not that show that the Government have anticipated a large increase in the traffic by providing this additional accommodation? They have, to a certain extent.

1902. Do you not think that this additional accommodation would provide for a large increase in the export trade? Yes, it has given additional facilities. I do not think we should have been able to deal with our trade comfortably without those additional facilities—the new coal trade, for instance.

1903. I am not talking of the jetties north of Pyrmont Bridge, but of the new wharfs built to the south of Pyrmont Bridge? We could not work our export trade there at all, because it would interefere too much with the shunting operations for local traffic at Darling Harbour.

1904. Then what is the use of the wharf. What has the wharf been built for? It is principally useful to us for the unloading of sleepers and other railway material. I do not think a big ship could lie there comfortably.

1905. Are you not aware that large ships do go up Darling Harbour to private wharfs? I mean a big foreign-going vessel, big ships like those lying on the other side.

1906. Why not? I do not think there is a sufficient depth of water.

1907. Could the bottom not be dredged? You might just as well start to do the thing in a proper way by giving additional facilities.

1908. We have it in evidence from Captain Jackson, the officer in charge of wharfs, that in his opinion there is sufficient accommodation provided by the new wharfs south of Pyrmont Bridge for six or seven large vessels—would not that suffice for the expected increase of trade? No.

1909. Why? In the first place, you could not conveniently work an export trade there, because it would come right on top of our existing marshalling and shunting space, and the local trade, and you cannot work two or three separate traffics comfortably in a railway yard.

1910. Were not those wharfs built at the request of the Railway Commissioners? I do not think so.

1911. The principal reason why the Railway Commissioners are anxious to have Darling Island utilised is with a view to meet the anticipated increase in trade? Yes.

1912. Have the Commissioners given any consideration to the difficulties and the expense involved in extending the railway to Darling Island? Yes.

1913. Have they made themselves acquainted with the different routes to be adopted, and the estimated cost of each route? Yes.

1914. And they favour what would be, in reality, the cheapest route—that is, extending the railway along the reserved road indicated? No; they favour that which would be the most expensive route.

1915. How much would it cost? About £500,000 altogether, I think.

1916. Do you think that in the present state of trade, and with the anticipated increase in railway traffic, the Colony would be justified in expending £500,000 for utilising Darling Island? I think the view of the Commissioners is this: That owing to the better organisation which they have established at Darling Harbour, and the additional facilities given to them by the erection of the wharfs to which you have referred, particularly on the north side, and the desirableness of having a complete scheme, if we carry one out at all, and having in view the circumstances of the Colony at the present time, they would be quite willing to let the matter stand, say, for a couple of years. They do not think it is a matter which they would press to be done, say, to-morrow. It is a work which they think would be a wise one for them to undertake, and one which will be absolutely necessary, sooner or later, because of the increased traffic. But in view of the circumstances of the Colony, they would be prepared to say that it might stand, say, for a couple of years. But they would like to see a more extensive scheme carried out when the work is undertaken, because it would give them additional room and additional facilities.

1917. Is there room for a good many sidings to be laid down on the approaches to the jetties north of the Pyrmont Bridge Road—in fact, where they have been excavating? Yes. But by carrying out the original scheme we should be able to make a very complete yard, which would utilise to a greater extent

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the sidings on the north side. The Commissioners would lay out a very complete system of sidings, and would be able to work to much better advantage the local trade. We shall have, to some extent, to limit those sidings to the local trade, such as the lime and fire-wood, and coal trade. H. McLachlan, Esq. 25 May, 1892.

1918. I am speaking of the north of the road? Yes. You always want a fairly good yard for a trade like that, because there are so many vehicles moving about, and you must have fair yard room.

1919. Would not that be an admirable place for putting empty trucks, so that they could be shunted to and fro, so as to prevent a block in the coal traffic? Naturally we should have to do that. It would, at the present time, give us more siding room for that purpose. The idea of the Commissioners in asking for the original scheme was, that it would give them additional land where they could lay down sidings to accommodate what we might call the local wood and coal, and lime trade, where there are many carts continually passing to and fro, and where you want fairly good yard room.

1920. I suppose I can summarise your evidence by saying that the Commissioners are in favour of the most expensive scheme, but they would see no great objection to deferring the work for two years? Yes.

THURSDAY, 26 *MAY*, 1892.

Present:—

JACOB GARRARD, Esq. (Chairman).

The Hon. William Henry Suttor.	William Chandos Wall, Esq.
The Hon. James Hoskins.	William McCourt, Esq.
The Hon. Frederick Thomas Humphery.	John Cash Neild, Esq.
The Hon. John Davies, C.M.G.	Edward William O'Sullivan, Esq.
Thomas Thomson Ewing, Esq.	Charles Collins, Esq.

Henry Dawson, Esq.

The Committee further considered the proposed Improvements at Darling Island.

Cecil West Darley, Esq., Engineer-in-Chief, Department of Harbours and Rivers, sworn, and further examined:—

1921. *Chairman.*] During the course of the inquiry doubt has arisen in the minds of some members of the Committee as to the head-room for trains passing under your proposed new bridge—will you kindly tell the Committee the height of the bridge above the rail line at Union-street. You have adopted a design, I understand, for that new bridge? It is not finally adopted yet. C. W. Darley, Esq. 26 May, 1892.

1922. You have decided as to the height, at all events? Yes.

1923. Will there be ample room between the rail head and the underneath portion of the new bridge for trains to pass without any difficulty? There will be ample room for the line nearest to the wharf, but not for the lines on the level, on each side of the large store.

1924. Then, do I understand that where the blue line on the map touches Union-street the train could not go under there? Not without putting the line down to the same level as the line nearest the wharf.

1925. That means levelling off further back? Or sinking that portion of the line in a cutting—sinking the rails in a cutting.

1925½. So far as the line nearest the water frontage is concerned there is plenty of room? Yes; but the lines to the west of that line, on each side of the goods shed, are on a different level—4 ft. 6 in. or 5 ft. higher.

1926. That would mean either cutting down to the same level as the wharf level, or running a cutting through to take the line? Yes.

1927. But I suppose the whole of that ground will be cut down, with the view of utilising every inch of it for shunting purposes? I could not say. That is a matter for the Railway Commissioners.

1928. *Mr. Neild.*] When you were last examined you said you would be able to give the Committee the cost per crane at the coal wharfs at Newcastle. I asked you the question because I desired to compare the cost per crane at Newcastle with the cost per crane at Darling Island? I am collecting that information. It is not quite ready yet. I hope to have it in a day or two. There is one matter to which I should like to refer. When the whole scheme was submitted to me, so that I might show a way of getting to the Island, at that time, or shortly previously, I was Chairman of a Board appointed to report on the proposed construction of the new bridge across to Pyrmont, and a great difficulty arose at that time about getting access to the railway yards, if the bridge were put on a higher level. At present access to the railway yard is gained from Union-street, by turning off down a very short incline parallel with the wharf, between the large goods shed and the wharf, but if the bridge is raised, as it probably will be, 18 or 20 feet, to put a gradient at the same place—an incline from the bridge at the same place—it would mean that the road would not run out. It would take 600 or 700 feet down into the yard before you would be on a level with the yard, so that you would cut the yard in two. The Commissioners protested against that, and said, "We must either abandon our goods yard or you must abandon the bridge, but that plan will not do." Of course, I saw it was objectionable and one I could not recommend. I devised two or three other schemes for getting an approach, all, to some extent, objectionable. One was to go down Murray-street and turn round by an incline on the land behind the jetty. That I saw was open to a certain amount of objection, because it would intersect the lines approaching the jetties. Of course, we had at the same time to bear in mind the question of access to Darling Island. I saw a difficulty all through about cutting down and maintaining the traffic to Darling Island, because Murray-street will have to be cut down to get down to the Island. It then occurred to me to get rid of the line to Darling Island, by passing it through a tunnel, and forming an access to the yard, by making an incline off the bridge, parallel with Murray-street, with a grade of about 1 in 35, and looping short back on itself—turning short round on itself towards Union-street, and going down on a level about 100 feet from Union-street, and so into the goods shed. That was submitted to the Commissioners, and they said it was quite unobjectionable—that coupled with the tunnel—and the scheme is shown on the tracing that I now hand in to the Committee. That is the only way in which

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access can be given to the railway yard. It is not open to any objection. The Commissioners admit that. It is incompatible to carry that out and construct a line, as proposed, on a low level.
1929. Then you would have to reconsider the matter again, if this new bridge were carried out? Yes; it will be necessary to devise some other scheme giving access to the goods shed from the new bridge.
1930. *Mr. Davies.*] Then to carry out the original proposal it would be necessary to connect Darling Island with the railway by means of a tunnel? That is my original proposal.
1931. And that would not interfere in any way with your proposal to raise the bridge still higher? No; it was done with that object—to enable the bridge to carry the traffic on a higher level.
1932. Any departure from that would, of course, upset your arrangements with reference to the Pyrmont Bridge? It would upset the communication between the bridge and the railway yard.
1933. The whole thing would have to be re-cast? Yes, re-designed.
1934. *Chairman.*] Is there any reason why the new line, instead of striking Union-street so far west, should not strike it further down, and so get out of the way of your roadway—decrease the curves? That is a matter for the Railway Department. The objection to that would be that all the through traffic would have to cross the local traffic. It is necessary to keep the through traffic on the west side clear of everything. The tunnel gets rid of that difficulty completely. If you bring the line east of the goods shed, you intersect the lines of local traffic. The proposal would be open to very serious objection; in fact, it would not be possible to carry it out.
1935. Would it not be possible to continue your road alongside Murray-street, further south—in fact, right up to the boundary of the school—going then at right angles, instead of doubling back. You go about half-way, and then double back? It goes down to within 100 feet or so of the school, and then there is 100 feet level, so as to give plenty of room for carts to turn, and pass up and down. I have made a liberal allowance for carts turning round, and going back.
1936. One reason why you double your road back is to bring them down to the point where they want to enter the yard? Yes.
1937. Then if the Committee pass this proposal as placed before it, it will have to leave the Department to thresh out afterwards the question of how access is to be given? We shall have to design some plan giving access from the bridge to the goods shed. There are various ways in which it can be done, but none, I think, so convenient as that I have now suggested.
1938. *Mr. Neild.*] With reference to the wharf which has just been finished to the south of the bridge, do you know under what circumstance it was constructed; who desired that it should be built; was any application made by the Railway Commissioners for that wharf? No; I think that was undertaken before the Commissioners were apppointed, or about the same time, and before they considered the matter. I am almost quite sure they did not apply for it. The Department was instructed to carry out the wharf and the jetties in one contract. Just before tenders were called I was completing the borings in the harbour, and I saw there was a very large patch of rock about the middle of the wharf, and that it would be necessary to remove that rock before we constructed the wharf; or else, in blasting it away, we should shake the wharf down, because there are only 3 or 4 feet of water above the rock at the front of the wharf. We then eliminated that portion of the work from the contract. The tenders were called, and the jetties and the wharf on the north of the bridge were proceeded with, and, in my own mind, I did not think it was likely that that wharf would ever be carried out. When I was in England, three years ago, the late Mr. John Sutherland, the then Minister for Works, ordered the wharf to be constructed. He gave peremptory orders, and I do not think any further opinion was asked for. He simply issued the order, and the work was accordingly carried out, but it was not undertaken on the recommendation of the engineers of the Department.
1939. Is there a reasonable depth of water in front of that wharf? There is now. The contract for the wharf having been let, we saw nothing for it but to construct an extension of the wharf covering the rock, and that is what has been done. For about 250 feet the wharf comes out 25 feet in front, covering the worst of the rock. There is very little of the rock to be removed now in front of the wharf.
1940. What is the average depth of water at the wharf for berthing purposes? Not more than 18 feet.
1941. Without dredging? Yes.
1942. Would there be much difference in the depth by dredging? To get more than 18 feet we should have to remove the rock. It drops away pretty quickly, and there would not be much to remove.
1943. Assuming that it was removed, about what would be the average depth along the whole of the wharf if it were dredged? If the rock were removed we could get any depth we thought fit. I think about 22 feet would be sufficient in there.
1944. *Mr. Suttor.*] You were asked to give an estimate in regard to the dredging of Darling Island—has that been done? It is in preparation. I had to get a few more soundings taken.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and further examined:—

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1945. *Mr. Davies.*] The purchase of Darling Island was made by the Government on the recommendation of the Railway Commissioners, I understand? Yes; the Commissioners recommended the purchase of the Island.
1946. Did they make their recommendation in writing? Yes.
1947. Have you a copy of that recommendation? I think it was handed into the Committee by the Under Secretary for Public Works.
1948. The Commissioners, I understand, were strongly impressed with the necessity of additional accommodation for shunting and other railway purposes? Yes; and the desirability of procuring this land, as, sooner or later, it would be required.
1949. Are you aware that the property was in the hands of a syndicate prior to its purchase by the Government? I do not know who owned it. I am not quite sure as to that. It was offered to us by different people. It may have been owned by a syndicate, but I am not sure.
1950. Was any application made to the Railway Commissioners for a permit to connect the Island with the existing railway line? I believe the application was made before the Commissioners came into power. I know some communication took place. I think an application was made by Messrs. Batt, Rodd, and Purves, or by Mr. Purves. They made an application for access to the Island, as I understand, on the ground that they proposed to erect stores, and wished to get an extension of the railway to the Island.

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1951. Do you know what was the fate of that application? It was practically declined—it was not granted.
1952. Have the Commissioners had an estimate made of the cost of the resumption of land, and of the works proposed? The total cost of land and works, according to the scheme originally recommended, was a little over £500,000.
1953. How do the Commissioners propose to get interest upon that large outlay? The growth of traffic will necessitate the work being done, and Darling Harbour is becoming too small for the work we have to do. The Sydney goods depôt, and the Darling Harbour Station have come into existence practically by a process of evolution. First of all, the whole of the business was done at Sydney. We were crushed out of that, and we commenced to take land at Darling Harbour, and a second resumption had to take place—all of which, when we were forced to it, were costly. In the same way the Commissioners think it necessary to provide additional facilities at Darling Harbour, and to provide for the traffic coming in on the railways.
1954. And how are you to provide for interest as well as the principal? I do not know that any provision is proposed to be made by charging any additional sum for the traffic; but in a few years we shall not be able to conduct our traffic, unless we have these additional facilities, and new traffic is coming in every day. The coal trade is practically a new trade at Darling Harbour.
1955. But there has been a coal trade at the existing jetties there for eighteen months? It is growing every month. For the last two or three months we have been getting at the rate of 6,000 or 7,000 tons of coal per month. That is by far the largest trade we have been doing there in coal.
1956. What coal trade do you expect would pay anything like the interest on the outlay? As I have said, I believe, we do not propose to charge an additional sum on the traffic. The object is to provide additional facilities to meet the growth of trade. We shall have millions of tons coming from all parts of the country into Darling Harbour.
1957. All your goods do not come to Darling Harbour? I stated yesterday, that we have over 500,000 bales of wool, over 300,000 tons of general goods, nearly 100,000 tons of shale and other minerals, and last year 60,000 or 70,000 tons of coal. It is necessary that facilities should be provided to meet this increasing traffic.
1958. The figures you have mentioned in regard to the reception of goods are the largest you have had for years? Certainly, the trade is a growing one.
1959. And you have ample room to deal with the trade? Certainly. I pointed out yesterday that the traffic has doubled in ten years, and we naturally expect it may double in ten years to come. The country is growing, the country is being opened up, and naturally there must be an increase in trade.
1960. Was any inconvenience experienced during last year in dealing with this large increase of traffic? No, we were able to transact our traffic with facility.
1961. And you have no data by which the Commissioners, in recommending this work, consider that it will pay for the interest on the outlay? No, no hard and fast rule. I think the Commissioners mentioned in their report that they could not lay down a basis of revenue.
1962. But is it not usual, where a new line or an extension of a line is proposed, to say what will be the additional income? Not in a case like this; in fact, in the case of one or two schemes which were submitted to the Commissioners, they said it would be difficult to give any definite basis as to revenue or receipts.
1963. Then this large sum of £500,000 would simply be a charge against all the traffic of the country? Certainly.
1964. *Mr. McCourt.*] With regard to the new railway by-law, fixing the carriage of coal for a distance of 26 miles at 2s. per ton, including the wharf rates, is there any profit to the Commissioners on that transaction? We consider we are not losing money by it.
1965. But is there any profit? Certainly. It is lower in proportion than what we are getting on the northern line, for hauling coal in owners' waggons.
1966. Does the charge apply to coal taken to Wollongong? Certainly. It is a general rate—26 miles and over from the starting point. On the northern line the coal is hauled for shorter distances in owners trucks. The charge referred to was practically intended for the Illawarra line.
1967. The Commissioners are in favour of No. 1 scheme? Yes.
1968. The Commissioners say that the acquisition of the land enclosed within the red lines is necessary in order that the existing properties at Darling Harbour and Darling Island may be used to the maximum extent? Yes, we should transfer some of our traffic. For instance, a lot of auctioneers' traffic—wood and lime, and so on—which is done in Darling Harbour could be worked more conveniently on separate sidings, and if we had this land secured that traffic could be worked on the other side of the road. I think that is what the Commissioners meant in the reference quoted.
1969. Is more land required to work the traffic at Darling Harbour? We worked the traffic last year better than we did the year before, because we had more systematic arrangements; but the matter has been looked at in the light of future developments of the trade.
1970. Not for the present? Not for the immediate present.
1971. Therefore, if this scheme were not carried out you would not ask for the land to be resumed? No, we would not ask for the land to be resumed unless the scheme were carried out.
1972. *Mr. Wall.*] Has the increased traffic on the railways exceeded the expectations of the Commissioners since they recommended this purchase? I do not know that I could say that. I have never heard them express any opinion to that effect; ever since the Commissioners came into office we have had a fair increase of traffic.
1973. You quoted some figures yesterday in regard to the increase of traffic on the railways during the last ten years? I showed that the traffic had pretty well doubled in ten years.
1974. And since January, 1891, has the traffic, to your knowledge, exceeded the expectations of the Commissioners? The whole of 1891 was a very good year. We had a very substantial increase throughout 1891.
1975. I notice that the Commissioners treat this as a very urgent matter, and recommend that the resumption should take place, and that the accommodation should be available by the 1st August next. It appears now that they are prepared to allow the matter to stand over for two years? At the time the recommendation to which you refer was made there had been a great block at Darling Harbour. Our officers reported to us that additional facilities were necessary, and the Commissioners thought at the time that it would be wise to make a development of trade in the direction of Darling Island. Very

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shortly afterwards they found that the scheme could not be carried out in time for the wool season, and they immediately reorganised the working of the traffic and placed it on a different system. They established shunting and marshalling yards at Clyde, which are now working, and also a new siding at Alexandria, which has been a relief to us. We have new good sheds. We have shifted part of the Darling Harbour trade to Redfern, and we now do the whole of our goods traffic, in and out, in the one place at Darling Harbour, instead of the traffic being divided as before. This was a great advantage during the past year.

1976. If I understand rightly, but for the point raised by the Attorney-General, this extension of the railway to Darling Island would have been carried out by the Commissioners? I am not quite sure of that. I think the proposal was made; but I do not think that anything definite was ever done. The question, I think, was submitted by the Department of Public Works.

1977. The Acting Crown Solicitor expressed an opinion that the work could not be carried out as suggested, and that it would have to be referred to this Committee? The Public Works Department were considering the question as to the body which should carry out the work, and I think they asked the Crown Solicitor whether the work should be referred to the Public Works Committee, or whether it could be undertaken by the Railway Commissioners.

1978. You said yesterday, in your evidence, that there was some difficulty in connection with shunting room at Darling Harbour, and drew a comparison between the shunting room in Sydney and the shunting room in Melbourne? Yes.

1979. If I understand this scheme correctly, it only gives you an additional eight acres? Yes.

1980. And your shunting would terminate where it does at the present time—that is, you would get no more shunting room? No. The reason why we recommended the No. 1 scheme is, because it will give us a new yard. The scheme now under consideration would not give us so much; in fact, it is not the scheme we asked for.

1981. This scheme then, would give you no further shunting room than you already possess at Darling Harbour? It would give us a little more, but not the extent we asked for.

1982. According to this scheme, there would be no extension of the present shunting room until you got to Darling Island? Not a great deal. That is the reason we recommended the first scheme. It would give us a new yard, practically.

1983. When the Commissioners recommended the scheme, they made some comparison with Longnose Point—did they enter fully into the cost of this scheme? I think so. The Longnose Point scheme was a very expensive one, and would have the disadvantage of being distinct and separate from our existing facilities.

1984. Before submitting the scheme did the Commissioners enter fully into the question of the probable cost. For instance, the depth of water for about 300 feet round Darling Island is from 15 to 18 feet. Have they considered that dredging would be necessary to accommodate ocean-going steamers? Yes, I think they have some idea of the cost of wharfage, and other accommodation, which would include the cost of dredging.

1985. Could you give us any idea of what that cost was? I do not know whether we had the exact figures before us at the time, but I understood that about £70,000 was put down for wharfage, dredging, &c.

1986. We have no information yet in regard to the cost of taking the additional land on Darling Island? I understand that was given by Mr. Darley.

1987. I want to know whether the Commissioners, in submitting their scheme, took that into consideration, or merely estimated the cost of the railway to Darling Island? I would not be certain.

1988. However, the Commissioners regarded this at one time as a very urgent work? They regarded it as a very desirable work.

1989. And now, in consequence of alterations made ————? And the circumstances of the Colony.

1990. I do not think that is matter which concerns the Commissioners very much. But in consequence of the alterations made, I understand the Commissioners are now willing to allow this important scheme to stand over for an indefinite time? Yes, they think it might stand over for a couple of years.

1991. Do you know by whom this property was offered to the Commissioners, or to the Government? The first offer I recollect seeing was from Mr. Purves.

1992. Had Mr. Robert Smith any communication with the Commissioners with reference to this property? Not to my knowledge. The Public Works Department afterwards negotiated the resumption, I think.

1993. There was some correspondence with Mr. Smith during the time he was Acting Crown Solicitor? So far as I recollect, that was with the Public Works Department.

1994. It has been given in evidence that it is not desirable to have coal and ordinary merchandise shipped at the same wharf. If the coal-trade were to increase do you think it would materially affect the shipment of other produce at Darling Island? I do not think so. We could set apart a separate berth for each if necessary. For instance, at Newcastle, before we had Bullock Island, general goods and coal used to be shipped very close together.

1995. *Mr. Neild.*] You gave, yesterday, the figures relating to the quantity of coal received by your Department at Darling Harbour last year. Do you remember about the quantity? I think it was about 60,000 tons.

1996. Do you know what quantity of that was coal for shipment? Most of it, I think, was coal for shipment, because there is not a great deal of local coal.

1997. You are not aware, then, that according to figures given by Captain Jackson, the Manager of Wharfs, the coal exported amounted to 21,000 tons, which is one-third of the total quantity. Consequently, only one-third of the coal received at Darling Harbour appears to have been shipped? I am not quite sure of the figures. The coal from the Metropolitan Mine alone, during the last two months, amounted to nearly 12,000 tons, and I think most of that was for shipment.

1998. If only one-third of the coal received at Darling Harbour was shipped, and there was a great congestion of traffic at the Darling Harbour yard, how would the construction of increased shipping facilities ease your Darling Harbour traffic, which is a local traffic. If only one-third of the coal that arrives at Darling Harbour is shipped, how would an increase of the shipping facilities relieve the congestion of the local traffic? I have already said that last year we worked the traffic with facility, in consequence of the additional conveniences we provided. But I think I mentioned clearly that, according

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to the scheme of the Commissioners, which is called the No. 1 scheme, we would practically have a new yard on the north side of Pyrmont Bridge Road. And then, of course, the Commissioners are anticipating and looking into the future, when there will be a dead meat export trade, and a grain trade, as well as a coal trade.

1999. Did you intend to deal with local coal traffic in this new yard? Yes; that is, if they carried out the scheme we recommended in the first instance.

2000. If your scheme is carried out, you propose to deal with the coal traffic in the new yard? Yes.

2001. You referred in your evidence to the shipment of wool; do you know whether any wool has ever been shipped from the western side of Darling Harbour? No, I do not think it has.

2002. All the wool that has gone from the wharf has been merely into lighters? Yes. I think Geddes take the whole of the wool there.

2003. What ground had you for supposing that there was to be a large export of wool, if not one single bale had ever gone that way? Well, at the present time they have no facilities for doing it. At Newcastle the whole of the wool comes on to the wharf. The wool stores are on the wharf there, on our property. At Newcastle not a bale of the wool is carried into the town. It is all brought by the trucks into the stores on the wharf, where it is put into the steamers. It is not passed through the streets at all.

2004. It is dumped at the wharf? Yes.

2005. You said yesterday, that the Commissioners proposed to erect a wool store in the centre of Darling Island, and dump the wool there? I daresay the Commissioners had an idea that that would happen—that we would either lease, as we have done at Newcastle, sites for stores, or else erect stores and charge rental, somewhat after the plan the Government have pursued at the Circular Quay, where they have erected stores for the steamship companies.

2006. But those are only sheds? They have stores at Newcastle on our land which are let to Dalgetty and Co., and another firm.

2007. Then if you used Darling Island for the erection of stores you would get no shunting ground out of it worth mentioning? I do not say we are going to use it a great deal for shunting ground—not the Island itself, but the land we are going to resume under the No. 1 scheme, betwen Darling Island and the road.

2008. Then if you did not propose to use it for railway yard purposes, why draw a comparison, such as you did, between the area of the shunting ground of the Sydney railways and that of the Melbourne railways? I did not say the shunting ground, I said the total area. I gave the total area we had for accommodation.

2009. As a matter of fact, the Darling Island scheme would not give you any shunting ground? Certainly. It would give us additional yard room.

2010. Not if you erect wool stores on it? According to No. 1 scheme, there is a considerable area of land to be resumed between the Island and the road. We would be able to lay down 8 lines of rails for some distance, and that would enable us to store a very great number of waggons, and it would relieve the other side of the station to a great extent.

2011. With reference to the scheme before the Committee, have the Railway Commissioners ever approved of it? I do not think they have ever been very strong in support of it. It will give access to the Island, but they would certainly rather see the scheme they recommended carried out, which would give them the full benefit of the Island.

2012. If the present scheme were carried out it would give you really no additional shunting ground worth speaking of? No, it would not give us a great deal of additional shunting ground, but it would give us facilities for direct shipment.

2013. It would not give you any additional yard room for your local trains? Not to a very great extent.

2014. You allege a congestion of the local trade? Yes; we would like to have more room for the local trade.

2015. But you do not allege any existing or past congestion of the export trade? No.

2016. Therefore, what you really require is additional accommodation for the local trade. That is more urgently required than shipping facilities? At the present moment.

2017. Then what you really require is evidently additional yard accommodation, and not additional wharf accommodation? No. At this immediate moment there is very little direct export trade, but the Commissioners say that it is a trade that is growing, and will continue to grow if facilities are given, and they think it is a wise and proper policy to look forward to the future. If we do not do that we shall just continue to sleep as we are doing at present. Other countries have a direct export trade. Every railway so situated has the facilities for doing it. They are commencing to do it at Newcastle.

2018. What you most pressingly require at the present time is additional yard accommodation for the local trade? Yes, that would be our more immediate requirement.

2019. And the additional wharfage accommodation is something for the future? Certainly.

2020. Did you prepare the estimates of railway revenue that were laid before Parliament during the late session? Yes, the Commissioners did.

2021. In those estimates, I think you will remember, there was an expected increase in the railway returns for the present year of only £4,000 over the actual returns for the past year? Yes.

2022. If you only anticipated £4,000 additional revenue, where was all this large increase of trade to come from? Our original estimate for 1891 was nearly £300,000 less than what we realised. We never like to make too sanguine an estimate.

2023. But did not the Commissioners, in their minute with regard to this work, make almost extravagant expectations of revenue. Just listen to these words: "The Railway Commissioners are most anxious that the Government should come to an immediate decision on the question, as there is not a moment to lose in putting the works in hand, so as to ensure some part of the accommodation being available by the 1st August next." That was a pressing evidence of an expected large increase in traffic? Well, we had the increase in traffic; but we met it in a different way. We provided marshalling yards at Clyde, and additional sidings at Alexandria, which dealt with a considerable traffic previously dealt with at Darling Harbour, and the new wool store, and the new goods shed, also assisted us greatly in conducting the traffic last year, which was done better than was the case previously, although there was such a large increase.

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2024. Did the traffic dealt with at Clyde and Alexandria consist of goods for shipment? No; that was local trade.
2025. That goes to bear out the question I asked just now, as to whether your most pressing necessity was not for the purpose of dealing with local traffic rather than export traffic? Yes; and I said, "Certainly, for the present."
2026. Then can you explain why it was that the Railway Commissioners so strongly urged the construction of wharfs, which you allege are required for the future, rather than the providing of yard accommodation that would be instantly required? The whole scheme was incorporated together. The one scheme embodied the other. It was all part of the one general scheme they recommended.
2027. That is hardly borne out by the pressing recommendations for the construction of jetties for the shipment of the wool that was to be sent abroad from Pyrmont? You will see that the Commissioners say in their minute, "The block of land tinted red, immediately between the existing property and the proposed new line, giving access to Darling Island, would be brought into use as a yard for local coal, wood, and other traffic for the city of Sydney, immediately access could be obtained to it, and would form one of the most important means of giving relief to the existing yard at Darling Harbour."
2028. Do you think it was a desirable thing to propose so large an expenditure as about £750,000 in all, to provide shipping facilities for the future—the distant future—and some yard accommodation for the present? Well, it is a thing that will have to be done. It is like the city railway. That could have been done thirty years ago for £100,000; it could not be done now for £1,000,000, or nearly £1,000,000, owing to the increased value of the land. The Commissioners think it will be wise to look a little ahead.
2029. *Mr. Dawson.*] With reference to the coal traffic on the south coast, you say that in going to Wollongong, they are only charged with 26 miles from Wollongong? I say that the by-law would apply to the whole of the Illawarra line. It is not limited to Darling Harbour.
2030. *Mr. Suttor.*] With reference to the report the Commissioners sent to the Public Works Department, they abandoned scheme No. 2 virtually? That was the Public Works Department. The Commissioners did not abandon it. That was not our minute; that was the action of the Government.
2031. Are the Commissioners prepared to accept the scheme recommended by the Cabinet—the No. 3 scheme? They would prefer to have their original scheme, and I said yesterday, in reply to Mr. Hoskins, that they would be quite prepared that the matter should remain in abeyance for some little time, having in view all the circumstances.
2032. *Mr. Collins.*] Do you receive much wool from the north by railway? No; not in Sydney.
2033. Have any arrangements been made with any companies—Geddes and Co., or Dangar and Co.—with regard to bringing a quantity of wool from the north down to the North Shore? No; I do not think we have made any arrangements, so far—no special arrangement; not to my knowledge.
2034. But they are trying to make some arrangement? I believe they are trying to get a line made from our terminus at Milson's Point to their jetties at Kirribilli Point.
2035. What quantity of wool do they guarantee? I think it is a matter which will have to be dealt with by the Government. I do not think we could give them power to make a railway.
2036. But do they not say that they could guarantee a certain quantity of wool if you could bring it down? No; I do not recollect anything to that effect.
2037. You said that several country merchants stated they would import quantities of goods if they had greater facilities at Darling Harbour? I said I believed that country merchants, such as Webb, and Rogers, of Goulburn, and those people, if they had greater facilities, would import direct.
2038. Are they not importers now? Yes; but I think that most of their goods have to be carted. Some of them, perhaps, have stores in the city, like Dalton Brothers.
2039. The ships would be consigned to different agents here, and they would go to their own wharfs? But country storekeepers have not wharfs of their own.
2040. Storekeepers would not get shipments of goods? They would get sufficient, perhaps, to take a ship alongside a wharf. I have heard Rogers, of Goulburn, say, speaking about the city railway, that it would be a great assistance to country storekeepers if they could have means of direct shipment.
2041. It would lessen the cost of carting? Certainly.
2042. And take the traffic off the Sydney streets? Yes.
2043. *Mr. O'Sullivan.*] Is there any friction between the Railway Commissioners and the Public Works Department in this matter? No; I think not—they are acting quite in harmony.
2044. Then it is not in the hope of getting the first proposal that the Commissioners prefer to wait for two years? No; I think the Public Works Department quite support the Commissioners. So far as the traffic is concerned, it is a matter for the Commissioners to decide or recommend.
2045. You said just now that the Commissioners were wise in looking ahead a little. If that is so, why do they not prefer to have this work carried out at once, instead of waiting two years? As I have already mentioned, we have made other arrangements which enable us to conduct our traffic for a couple of years—unless there is an abnormal growth—with the existing appliances; and I do not know whether it is a matter for us to consider, but we are told that at the present time the Government do not wish to spend money on new works which can stand over.
2046. Would not the resumption of land be more expensive two years hence than at the present time? Yes; as a rule, the value of property increases every year.
2047. Therefore, if the work be postponed for two years, the cost will be materially increased? As a general rule, city property increases in value.
2048. Do you not think, as representing the Commissioners, that if we have to carry out this work at all we should do it at once? Well, I have given my reasons why the Commissioners are quite willing, if they are considered in the matter, to let it stand for a couple of years.
2049. *Mr. Humphery.*] Are we to understand that the Commissioners do not consider the proposal now before the Committee as the best scheme for utilising Darling Island? Yes.
2050. And you think that in two or three years' time a proposal that will better meet the requirements of the railway traffic can be devised? Yes; the Commissioners think so.
2051. *Mr. Wall.*] In the event of the city railway being extended to Circular Quay, would not that materially assist the Commissioners in dealing with the railway traffic? Not in the slightest degree. One is only for passenger, and the other for goods traffic. You could never carry goods traffic on the city railway—not with any facility or convenience.

2052.

H. McLachlan, Esq.

26 May, 1892.

2052. Is the extension of the city railway intended to be solely a passenger line? Purely a passenger line.

2053. *Chairman.*] How is it that the Railway Commissioners carry coal from the southern field for shipment at a cheaper rate than they carry it for local consumption? It is a big trade, and the object is to encourage a trade.

2054. For the purpose of enticing trade to your Pyrmont jetties? It is for the purpose of encouraging a trade for export.

2055. Is not that rather a handicap on our local consumers? Well, it is a thing which is done everywhere. A big trade always gets facilities.

2056. It is the largeness of the trade that justifies a step of that kind? Sometimes at home they will carry goods for export, or stuff that has been imported, at half the rates for which they carry local articles.

2057. Was not the Longnose Point railway scheme before the House at the time Darling Island was purchased, and was it not recommended by the Commissioners? I do not think it was recommended by the Commissioners. I recollect that it was under consideration about the same time.

2058. You are not aware that a motion was tabled in the House by the Government in favour of the work? I am not certain that it was recommended by the Commissioners. I think they recommended the Darling Island scheme in preference.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Improvements at Darling Island.

APPENDIX.

[To Evidence of J. Barling, Esq.]

A.

PRÉCIS OF PAPERS RELATING TO THE PURCHASE OF DARLING ISLAND AND PROPOSED EXTENSION OF THE RAILWAY FROM DARLING HARBOUR TO THE ISLAND.

Department of Public Works, Sydney, 21 April, 1892.

IN the early part of 1889, at the instance of the Railway Commissioners, negotiations were entered into for the purchase of Darling Island, and in April of that year the transaction was completed, the purchase money being £135,000, to which must be added £1930 13s. 8d., paid for interest. The purchase was immediately approved by the House, by forty-eight votes to fourteen (2 May, 1889). The object of the Commissioners in desiring to acquire the property was to extend the railway from Darling Harbour to the Island, and to make the latter a depôt for traffic, thereby relieving the congestion at Darling Harbour.

The Minister (Mr. Bruce Smith), understanding that it was a matter of urgent importance that the Commissioners should be enabled to utilise Darling Island as early as possible for the large coal traffic they anticipated from the Illawarra Line, directed that action should be taken at once, and that Messrs. Darley, Deane, and Angus should form a Board to decide as to the steps to be adopted.

The Board met in due course, and came to the conclusion that "nothing could be done to enable Darling Island to be brought into use for this" (the proposed) "purpose within eighteen months or two years at the least"; but with a view to meet the Railway Commissioners' requirements, they recommended that temporary arrangements should be made at the recently completed jetties at Pyrmont. The Commissioners concurred as to the expediency of this course, the Minister approved, and the necessary appliances (cranes, &c.) were ordered from England by cable. It should be stated that the acquiescence of the Commissioners was contained in a minute, dated 23/12/89, to the effect that if the Minister agreed as to the expediency of the proposal no time should be lost in giving effect to it.

Under date of 14/1/91, Mr. Darley submitted a plan of the permanent works proposed in connection with the Island. His proposal involved the resumption of 10½ acres of land, and he estimated the cost of his portion of the work (wharfage, &c)., at £98,900. Mr. Deane also furnished an estimate of the cost of the railway construction part of the scheme, amounting to £77,195.

The Land Valuer submitted an estimate of the value of properties proposed to be resumed which, with £10,000, the value of a property afterwards included, amounted to £165,194. This estimate did not include anything for "forced sale or loss of trade."

23/1/91.—The Railway Commissioners intimated their full approval of Mr. Darley's proposals, and expressed a desire for the immediate resumption of a portion, at least, of the properties. They understood, they said, that the wharfage on the east side of the Island could be carried out for £20,000, and they wished this to be put in hand and completed before the next wool season.

29/1/91.—A few days after, the Commissioners again wrote with reference to the Land Valuer's estimate of cost of resumption, stating that, notwithstanding the high value placed upon the properties to be resumed, they were most anxious that the Government should come to an immediate decision on the question, as there was not a moment to lose in putting the works in hand, so as to ensure some part of the accommodation being available by the 1st August, prox.

11/2/91.—The matter was submitted to the Cabinet, with the result that the Minister (Mr. Bruce Smith) wrote "Approved by Cabinet. Prepare notification for resumption. Mr. Darley can prepare specification of his part of the work."

In June following, the Acting Crown Solicitor, Mr. Robert Smith, wrote a confidential minute to the Under Secretary, pointing out that the proposed resumptions could not be effected under the Lands for Public Purposes Acquisition Act, and that before taking action the advice of the Attorney-General, and the concurrence of the Premier and the Treasurer, should be obtained, and recommending, in view of the enormous sum of money involved, and the state of the money market, that the matter should be reconsidered from a commercial as well as from a legal and political point of view.

By direction of Mr. Secretary Bruce Smith, the Railway Commissioners were informed that the matter must be delayed, and the papers were returned to the Acting Crown Solicitor, with a statement of the existing position of the matter.

7/8/91.—The Minister (Mr. Bruce Smith) and the Chief Commissioner had a conference, at which the expediency of taking only so much land as would be necessary for the tunnel, so as to obtain access to Darling Island, was discussed, and Mr. Deane was instructed to prepare plans in this point of view.

26/8/91.—The Acting Crown Solicitor again addressed the Under Secretary—on this occasion officially—stating that he had been unable to consult counsel, but he was firmly convinced the proposed resumptions could not be legally made. The powers of the Railway Commissioners under their Act were confined to existing lines, *i.e.*, to providing additional station-yards, wharfs, and buildings for the accommodation of passengers and goods on lines already constructed; but the proposed extension was not an existing line, and must be treated as a new line, over which, under the Public Works Act, the Commissioners had no power, except to advise as to cost and probable revenue; and no public work of any kind, if the cost was in excess of £20,000, could be commenced unless sanctioned by a Parliamentary Committee and authorised by a separate Act of Parliament. Departmentally, the cost of resuming land for an authorised work had not been taken into account in estimating the cost of such work; but he did not in anywise accept such a view, and in this he was clearly supported by the opinion of Sir Julian Salomons. He believed that £500,000 would be within the cost of this work, and he was sure neither the Minister nor the Executive would be parties to a straining of the Public Works Act. From his knowledge of the value of property in this locality, he believed the cost of the resumptions, with the damage to property and the disturbance of business, would be over £500,000, and that altogether apart from the great cost of constructing the line, diverting the streets, erecting wharfs, and making further reclamations of land.

20/1/92.—A deputation in the interest of the "unemployed" waited on the Minister (Mr. Lyne) to urge immediate action in regard to the works at Darling Island, in order that employment might be created.

The Minister informed the deputation that his predecessor had been under the impression that the Railway Commissioners could carry out this work under the powers conferred upon them by the Railway Act, but the Crown Solicitor was emphatically of opinion that they could not do so, and that the work must be treated as a new work. That being so, and the estimated cost being £500,000, it would have to go before the Public Works Committee. It would be submitted to the Cabinet in that view, and he had very little doubt that it would be carried. We had spent a large sum of money on the land, and something must be done to give us a return upon the outlay.

The matter was submitted to the Cabinet accordingly, and it was decided that the project should be submitted to Parliament with a view to its being referred to the Public Works Committee.

23/2/92.—The Railway Commissioners were thereupon asked to report upon the proposed work in manner prescribed by sec. 13 of the Public Works Act of 1888, but they replied that they had nothing to add to their reports of 28 Dec., 1889, 23 Jan., 1891, and 29 Jan., 1891.

26/2/92.—The Under Secretary addressed a minute to the Land Valuer, stating that the Minister had determined to bring this matter before Parliament with a view to its being referred to the Public Works Committee, and that, as the Land Valuer had so far only furnished an approximate estimate of the value of the properties to be resumed, a full estimate would now be required, to be included in the estimate of the cost of the work.

3/3/92.—In compliance with the above a report was furnished by the Assistant Land Valuer, stating that for the first 13 chains of the proposed tunnel the surface would not be interfered with. Nevertheless, the law compelled resumption, and about 640 feet with the buildings thereon would have to be resumed, but most of this would be saleable again at nearly cost price. A number of water frontages would be required, and here the claims for the "disruption" of business would be heavy, but it was difficult to give an accurate estimate of cost under this head. In three cases of water frontage the owners had reclaimed out to deep water, but without obtaining any legal right to the reclaimed land, and it had been decided in the Courts that through such default an owner forfeited his water frontage. Thus 300 feet of good wharfage would probably revert to Government free of charge. He (the Assistant Land Valuer) understood that two schemes would be submitted, viz., No. 1, which included the entire block, bounded by Edward-street, Union-street, Murray-street, and the water, and No. 2, which included only the land coloured blue on the plans herewith. Two estimates, as under, had therefore been prepared :—

For No. 1.—Land buildings and disturbance of trade	£259,490
For No. 2.—Land buildings and disturbance of trade	158,000

In regard to No. 2 estimate, £15,000 might be expected from the re-sale of the properties over the tunnel ; and in the case of No. 1, besides this £15,000, a further sum of £25,000 would probably be saved on the point referring to reclamation rights.

Under date of 23/3/92, the Under Secretary further minuted that Mr. Deane had just seen Mr. Eddy, and that the latter was of opinion that by adopting sharp curves, and running at a low speed, the line could, as a tramway, be kept to the road, as was done at the London Docks. The cost of the works would then be,—

Railway	£25,000
Wharfage	93,500
Total	£118,500

and the cost of the land a mere trifle. The completion of the scheme by the construction of the tunnel could then be relegated to the future, but the increased value of the land (in the future) must not be lost sight of.

Hereon the Cabinet passed the following minute :—"Cabinet approve of route herein suggested—the more economical one."

The Under Secretary instructed the Land Valuer in regard to the valuation of the land required for the diminished scheme, and on the 29th March the latter lodged his report, estimating the value of the properties, including £2,500 for loss by destruction of business, at £29,475. The Land Valuer states that the item "loss by destruction of business" cannot be calculated with any degree of certainty without an examination of the books of the persons whose businesses are affected.

On the same day Mr. Deane submitted a description of the altered scheme, and an estimate of cost of £150,000, which included both works and land.

The Under Secretary submitted the amended proposal to Mr. Secretary Lyne, who marked it "approved," and under date of 29/3/92, the Legislative Assembly, on the motion of the Minister, authorised a reference of the work to the Public Works Committee for their consideration and report.

In compliance with instructions from the Under Secretary, the Assistant Land Valuer (under date of 16/4/92) submitted a further report, which contains modifications with regard to the estimated cost of the resumptions. He forwards plans of three schemes, which he describes as No. 1 (red), No. 2 (blue), No. 3 (yellow). He states, with regard to No. 1, that the tunnel involves the taking of properties valued at £13,450, which would be available for resale ; that a sum of £50,000 might be saved if Government refuses to recognise the illegal possession of the water frontages occupied by Messrs. Hudson Brothers and Warburton ; and that the estimate of £259,000 would thus be reduced to £195,550, of which £25,000 would be compensation for trade disturbance. For like reasons, No. 2 estimate of £158,000 might be reduced by £13,450, *i.e.*, to £144,550, of which £25,000 would be for disturbance of trade. No. 3, the last plan proposed and the cheapest, utilises the reserved road (shown on plan), and involves resumptions valued at £26,975. Disturbance of business should not exceed £15,000. In each case the item "disturbance of business" has been roughly estimated, the absence of the necessary data precluding absolute accuracy. Mr. Sievers adds that he has ascertained from the Lands Department that there need be no difficulty about opening the reserved road referred to, but that, as a matter of courtesy, notice should be served on the owners and tenants.

After the above report was submitted it was found necessary to include, for resumption, another plot of land with 66 feet frontage to John-street, which Mr. Sievers values at £525, making the total of the proposed resumptions, including "disturbance of trade," £42,500.

Messrs. Deane and Darley having sent in amended estimates for the proposed works the matter of estimated cost will now stand as under :—

Railway estimate	£25,000	0	0
Wharfage do	74,100	0	0
Resumption do	42,500	0	0
	£141,600	0	0

C.A.B., 21/4/92. J. BARLING.

A 1.

REVENUE FROM DARLING HARBOUR AND PYRMONT WHARFS FOR 1891.

Sir, Public Wharfs Office, 22 April, 1892.

Re the above, I have the honor to inform you that the revenue collected during the year 1891 was—Darling Harbour, £4,386 ; Pyrmont Wharfs, £4,319 ; total, £8,705 ; and beg to state that by authority of the late Colonial Treasurer, Mr. M'Millan, the wharfage on wool and coal was reduced to one-half, wool only paying 2d. per bale, and coal 1½d. per ton.

I have, &c.,

The Under Secretary for Public Works. JOHN JACKSON, Manager.

A 2.

RETURN OF VESSELS DISCHARGED AT DARLING HARBOUR WHARF DURING THE YEAR 1891—TONNAGE AND CARGOES.

Name.	Rate.	Tons.	Cargo.	Name.	Rate.	Tons.	Cargo.
JANUARY.				Wellington	s-s.	182	Coal.
Jonathan	k.	42	Timber.	Launch	s.	26	Stone.
Alice May	sch.	69	,,	Sea Foam	sch.	66	Timber.
Wellington	s-s.	182	,,	Minora	br.	249	Coal.
Alpha	s-s.	50	Ore.	Index	k.	84	Timber.
Launch	s.	26	Stone.	Ruby	sch.	70	,,
Saxonia	s-s.	367	Coal.	Anne	k.	43	,,
Candidate	k.	85	Timber.	Saxonia	s-s.	357	Coal.
Forest Queen	sch.	50	,,	Punt	.....	35	Timber.
Queen	sch.	71	,,	Jonathan	k.	42	,,
Emma Pyers	s-s.	75	,,	Bound to Win	k.	32	,,
Scout	s-s.	52	,,	Louisa Messell	sch.	102	,,
Mayflower	k.	52	,,	Scout	s-s.	52	,,
Sea Nymph	k.	93	,,	Trident	s-s.	98	Sleepers.
Joker	k.	28	,,	Guiding Star	k.	37	,,
Augusta	s-s.	204	,,	Joker	k.	28	Timber.

RETURN OF VESSELS DISCHARGED AT DARLING HARBOUR WHARF, &c.—*continued.*

Name	Rate	Tons	Cargo	Name	Rate	Tons.	Cargo
Platypus	s s.	270	Blue metal.	Bessie Maud	sch.	63	Timber.
Launch	s	26	Stone	Budgaree	k	87	,,
Mayflower	k.	52	Timber	Louisa Messell	sch.	102	,,
Glanworth	s s.	880	53 tons iron	Fernmount	s s.	269	,,
Maggie Gollan	k.	58	Sleepers.	Scout	s s	52	,,
Amy Moir	k	71	Timber	Maggie Gollan	k.	58	,,
Wellington	s s.	182	Sleepers.	Julia	k	56	,,
Burrawong	s s	391	,,	Gudwang	bq.	1,157	Shale
Lena and Lillian	k.	37	,,	Ruby	sch.	84	Piles
Siskin	k	41	Timber	Killarney	s s	54	Cement.
Lalla Rookh	br.	147	Coal	May Howard	sch.	64	Timber
Prince Alfred	sch.	56	Timber.	Lena and Lillian	k	37	,,
Ettie	k.	44	,,	Sea Foam	k	66	,,
Sir Henry	sch.	95	,,	Saxonia	s s	357	Coal
Alpha	s s	50	Machinery.	Wellington	s s	182	Sleepers.
Professor Johnson	bq	1,108		Sir Henry	k	95	Timber.
Bound to Win	k	42	Timber	Scout	s s.	52	,,
Trident	s s	98	Sleepers	Saxonia	s s	357	Coal
Amphitrite	sch.	129	Timber	Raft			Timber.
Rubia	bq	1,018		Forest Queen	sch	50	,,
Lalla Rookh	br	147	Coal	Platypus	s s	270	Blue metal.
Octavia	s s	56	Timber	Escort	sch.	130	Coal
Index	k.	43	Sleepers.	Joker	k	28	Timber
Emma Pyers	s s.	75	Timber	Day Dawn	k	21	,,
Candidate	k	85	,,	Kangaroo	k.	17	Palings
Anne	k	70	,,	Trident	s s	95	Sleepers.
Jane	sch.	37	,,	Garfield	sch	86	Timber.
Tay	light	52	Railway material.	Grace Lynn	sch	93	,,
		8,309		Venus	sch.	71	,,
				Barranjoey	sch	83	,,
FEBRUARY				Fernmount	s s	269	Sleepers.
Saxonia	s s.	357	Coal	Wellington	s s	182	,,
Trident	s s	98	Girders	Julia	k	55	Palings
Scout	s s.	52	Sleepers.	A Fenning	k	74	Timber
Wellington	s s.	182	,,	Mayflower	k	52	,,
Mary Jane	light.	60	Shale.	25 lighters		2,459	Railway material
Budgaree	k.	87	Timber.			7,963	
Jonathan	k	42	,,				
Pearl	k	53	,,	APRIL			
Enterprise	sch.	58	Logs.	Tuggerah	k	62	Girders
Mabel White	sch.	84	Timber	Ability	k	48	Timber.
Louisa Messell	sch.	102	Girders	Index	k	43	,,
Scout	s s.	52	Sleepers.	Octavia	s s.	45	Logs
Forest Queen	sch.	50	Timber	J C Keordio	k	92	Timber.
Sea Foam	k	66	,,	Harold	sch.	30	,,
Ruby	sch.	84	Sleepers.	Louisa Messell	sch.	102	Girders
Bound to Win	k	32	Timber	Saxonia	s s	357	Coal.
Venus	sch.	83	,,	Forest Queen	light	50	Timber
Lalla Rookh	br.	147	Coal	Mary Jane	light.	56	Machinery.
Saxonia	s s	357	,,	Resolute	light	65	Shale
Alice May	sch	69	Timber.	Trident	s s	95	Sleepers
Oscar Robinson	sch	99	,,	Platypus	s s	270	Blue metal
Minora	br	249	Coal.	Sir Henry	k	37	Timber.
Mayflower	k.	52	Timber.	Lena and Lillian	sch	84	,,
Maggie Gollan	k	58	,,	Ruby	sch	56	,,
Punt		30	Cement.	Mary Laurie	k.	180	,,
Garfield	sch.	86	Sleepers.	Garian	sch.	27	Coal
Punt		20	Rails	Jess	k	70	Timber.
Punt		20	Coke.	Annie	k	74	,,
Wellington	s s	182	Sleepers.	A Fenning	k	95	,,
Queen	sch.	71	Timber.	Platypus	s s.	270	Blue metal.
M. L. Weston	s s.	56	,,	Punt		20	Logs
A Fenning	k	74	,,	Punt		25	Coke.
Day Dawn	k	21	Sleepers	Jumbo	light	80	Shale
Fern	sch	175	Coal.	Maggie Gollan	k.	58	Timber.
Saxonia	s s	357	,,	Wellington	s s	182	,,
Free Trade	k.	28	Timber.	Oscar Robinson	sch	61	,,
Punt		30	,,	Bound To Win	k.	32	,,
Flora Bell	k.	42	,,	Louisa Messell	sch.	102	,,
Annie	k	70	,,	Candidate	k	85	,,
Allenton	bq.	309	Wheat	Lena and Lillian	k.	37	,,
Sir Henry	k	95	Girders	Mary Davis	k	39	,,
Trident	s s.	98	Sleepers.	Sambo	light	40	Shale
Platypus	s s	270	Blue metal	Wellington	s s	182	Sleepers.
Trident	s s.	95	Sleepers.	Tuggerah	s.	62	Timber.
Scout	s s.	52	,,	Mary Laurie	k.	56	,,
Barranjoey	k.	71	Timber.	Bell Bird	k.	57	Palings
Candidate	k	85	,,	Sambo	light	40	Shale.
Lena and Lillian	k.	37	,,	Saxonia	s s.	357	Coal
28 lighters		2,647	Railway material	A Fenning	k	74	Timber
		7,594		Garfield	sch.	86	Sleepers
				Platypus	s s.	270	Blue metal.
MARCH.				Harold	k	30	Timber
Scout	s-s	52	Sleepers.	Sambo	light.	40	Shale
A Fenning	k	74	Girders.	Forest Queen	sch.	50	Timber.
Mayflower	k.	52	Timber	Wellington	s s	182	Sleepers.
Mary Laurie	k.	56	,,	M. L. Weston	s s	56	,,
Bellinger	sch.	99	,,	Enterprise	light	159	Railway material.
Saxonia	s s.	357	Coal	43 lighters		2,056	,,
Caledonia	k.	46	Timber.			6,726	

RETURN OF VESSELS DISCHARGED AT DARLING HARBOUR WHARF, &c.—*continued.*

Name.	Rate.	Tons.	Cargo.
MAY.			
Aldinga	s-s.	447	Sleepers.
Sambo	light.	40	Shale.
Platypus	s-s.	270	Blue metal.
Sambo	light.	40	Shale.
May Howard	k.	64	Timber.
Azela	s.	70	Shale.
Mary Wadley	sch.	159	,,
Mary Laurie	k.	56	Timber.
M. L. Weston	s-s.	56	Sleepers.
Sir Henry	k.	95	Girders.
Saxonia	s-s.	375	Coal.
Sambo	light.	40	Shale.
Mayflower	k.	52	Timber.
L. Messell	sch.	102	,,
Mystery	k.	32	,,
Sambo	light.	40	Shale.
Nellie	sch.	194	Coal.
Venus	sch.	83	Timber.
Jumbo	light.	54	Shale.
Maggie Gollan	k.	58	Timber.
Trident	s-s.	98	,,
Tuggerah	s.	62	,,
Sarah Beattie	sch.	46	,,
Bessie Maud	sch.	63	,,
Sambo	light.	40	Shale.
Jumbo	light.	54	,,
Sambo	light.	40	,,
Three Cheers	sch.	100	Timber.
Bellinger	k.	99	,,
Candidate	k.	85	,,
Hilda	s-s.	222	Coal.
Annie	k.	70	Timber.
Minora	br.	249	Coal.
Mabel White	sch.	84	Timber.
Jumbo	light.	54	Shale.
Sambo	light.	40	,,
Platypus	s-s.	270	Blue metal.
Sambo	light.	40	Shale.
Saxonia	s-s.	375	Coal.
Advance	sch.	55	Sleepers.
Jumbo	light.	54	Shale.
Wellington	s-s.	182	Sleepers.
Mary Jane	light.	49	Cement.
Mayflower	k.	53	Timber.
Forest Queen	sch.	50	Shafts, &c.
Lena and Lillian	k.	37	Timber.
A. Fenning	k.	74	,,
Annie	k.	70	,,
Alice May	sch.	70	,,
Wellington	s-s.	55	Sleepers.
Octavia	s-s.	45	Timber.
Bessie Maud	k.	63	Palings.
Louisa Messell	sch.	102	Timber.
7 lighters	.....	663	Railway material.
		6,040	
JUNE.			
Wyoming	s-s.	175	Timber.
Ruby	sch.	84	Piles.
Budgaree	k.	87	Timber.
Bellinger	k.	89	Sleepers.
Saxonia	s-s.	375	Coal.
Moses Fletcher	k.	42	Timber.
Lighter	light.	45	Logs.
Alice	s-s.	182	Coal.
Wellington	s-s.	182	Sleepers.
Lighter	light.	225	Machinery.
Jumbo	light.	45	Timber.
Annie	k.	70	,,
A. Fenning	k.	74	Sleepers.
M. L. Weston	s-s.	56	,,
Jumbo	light.	54	Machinery.
Favorite	k.	50	Timber.
S. A. Hayward	k.	63	Timber palings.
Karaweera	s-s.	1,477	Girders.
Sir Henry	sch.	95	Timber.
Mayflower	k.	52	,,
Maggie Gollan	k.	58	,,
Lena and Lillian	sch.	37	,,
Margaret Jane	k.	68	Girders.
Candidate	k.	85	Sleepers.
Eclipse	sch.	78	Shale.
Wellington	s-s.	182	Sleepers.
Lighter	light.	27	Coke.
Saxonia	s-s.	375	Coal.
Escort	sch.	130	,,
M. L. Weston	s-s.	56	Sleepers.
A. Fenning	k.	74	Timber.
Annie	k.	70	,,
Gabo	s-s.	2,060	Wheat.
Shellburn	s-s.	61	Sleepers.
Lighter	light.	50	Timber.
Octavia	s-s.	46	,,
Wellington	s-s.	182	Sleepers.
Louisa Messell	sch.	102	Timber.
Forest Queen	sch.	50	,,
Fiado	s-s.	985	Wheat.
14 Lighters	.....	546	Railway material.
		8,844	
JULY.			
Tuggerah	s.	52	Girders.
Alice May	s-s.	70	Timber.
J. Chester	light.	25	Cement.
Platypus	s-s.	270	Blue metal.
Ruby	sch.	84	Girders.
Echo	k.	55	,,
Amy Moir	k.	71	Timber.
Index	k.	42	,,
Favorite	k.	50	,,
Chester	light.	25	Cement.
Bellinger	sch.	99	Sleepers.
Bertha	sch.	87	Palings.
Chester	light.	25	Cement.
Sir Henry	k.	95	Timber.
Candidate	k.	85	,,
Malcolm	sch.	188	Coal.
Killarney	s-s.	39	Cement.
A. Fenning	k.	74	Timber.
Annie	k.	70	,,
Mayflower	k.	52	,,
Mabel White	sch.	54	,,
Lighter	light.	45	Cement.
Lighter	light.	38	,,
S. A. Hayward	sch.	63	Timber.
Garfield	sch.	86	Sleepers.
Killarney	light.	39	Cement.
Platypus	s-s.	270	Blue metal.
Azela	light.	45	Cement.
Punt	light.	15	Timber.
Platypus	s-s.	270	Blue metal.
Mary Crossland	k.	28	Posts and rails.
Annie	k.	70	Timber.
A. Fenning	k.	74	,,
Jessie	light.	28	Tiles.
Candidate	k.	85	Sleepers.
Maggie Gollan	k.	58	,,
George Davies	sch.	61	Timber.
Margaret Jane	sch.	70	,,
Alice May	sch.	70	Palings.
Lighter	light.	15	Timber.
Mayflower	sch.	52	Palings.
Julia	sch.	55	Timber.
Lighter	light.	46	,,
25 lighters	.....	2,413	Railway material.
		5,608	
AUGUST.			
Wellington	s-s.	182	Sleepers.
M. L. Weston	s-s.	56	,,
Burrawong	s-s.	91	,,
Nellie	sch.	194	Coal.
Ruby	sch.	84	Girders.
Louisa Messel	sch.	102	,,
Forest Queen	sch.	50	Felloes, &c.
Flora	sch.	40	Shale.
Platypus	s-s.	270	Blue metal.
Kenilworth	sch.	113	Shale.
Sir Henry	sch.	95	Girders.
Shellburn	s-s.	61	Timber.
Jessie	light.	28	Tiles.
Lena and Lilian	k.	37	Timber.
Lighter	light.	22	,,
Flora	light.	40	Shale.
Amy Moir	k.	71	Timber.
Margaret Jane	sch.	68	,,
Mayflower	k.	84	,,
A. Fenning	k.	74	,,
Flora	light.	40	Shale.
Sea Foam	k.	66	Sleepers.
Flora	light.	40	Shale.
Maggie Gollan	k.	58	Sleepers.
Fanny Dent	sch.	68	Timber.
Azela	light.	60	Cement.
Killarney	light.	52	,,
Perseverance	light.	41	,,
Bell Bird	k.	57	Timber
Flora	light.	40	Shale.
Electra	s-s.	395	Sleepers.

RETURN OF VESSELS DISCHARGED AT DARLING HARBOUR WHARF, &c.—*continued.*

Name.	Rate.	Tons.	Cargo.
Vesta	light.	40	Shale.
Rebecca	k.	54	Timber.
Mabel White	sch.	83	,,
S. Beattie	sch.	46	Sleepers.
A. Fenning	k.	74	Girders.
Flora	light.	40	Shale.
Platypus	s-s.	270	Blue metal.
Isabella	sch.	129	Coal.
Young Charlie	light.	102	Cement.
Sir Henry	k.	95	Sleepers.
Forest Queen	sch.	50	Timber.
Flora	light.	40	Shale.
Flora	light.	40	,,
Garfield	sch.	86	Sleepers.
Lark	sch.	197	Coal.
Wm. Brooks	k.	53	,,
Margaret Jane	sch.	68	Timber.
Ruby	sch.	84	Girders.
Mayflower	k.	84	Palings.
Vesta	light.	46	Shale.
Punt	light.	34	Machinery.
Flora	light.	40	Shale.
Mystery	k.	32	Timber.
Candidate	k.	85	Girders.
Vesta	light.	46	Shale.
Ocean Wave	light.	52	Cement.
Bessie Maud	k.	63	Timber.
13 lighters	.....	1,664	Railway material.
		6,368	
SEPTEMBER.			
Marina	k.	51	Timber.
Sea Foam	sch.	66	,,
Fanny Dent	light.	68	,,
Flora	k.	40	Shale.
Ethel	sch.	44	Timber.
Alpha	sch.	82	Girders.
Sarah Beattie	sch.	46	Sleepers.
Coomonderry	s-s.	147	Machinery.
Flora	light.	40	Shale.
Louisa Messel	sch.	102	Timber.
Favourite	k.	50	,,
S. A. Hayward	sch.	63	,,
O. Robinson	sch.	60	,,
Annie	k.	70	,,
A. Fenning	k.	74	,,
Vesta	light.	46	,,
Forest Queen	sch.	50	Felloes.
S. Beattie	sch.	46	Sleepers.
M. L. Weston	s-s.	56	Stone.
Punt	light.	36	Coke.
Sir Henry	k.	95	Girders.
Wellington	s-s.	182	Sleepers.
Amy Moir	k.	71	Palings.
Vesta	light.	46	Shale.
Mayflower	k.	84	Palings.
Vesta	light.	46	Shale.
Trident	s-s.	95	Machinery.
Bessie Maud	sch.	66	Timber.
Garfield	sch.	86	,,
Candidate	k.	85	,,
Vesta	light.	46	Shale.
Sea Nymph	k.	93	Girders.
Scout	s-s.	52	Sleepers.
Wellington	s-s.	182	Girders.
Vesta	light.	46	Shale.
Ruby	sch.	84	Timber.
A. Fenning	k.	74	,,
Lena and Lillian	k.	37	Sleepers.
Vesta	light.	46	Shale.
Bell Bird	k.	57	Timber.
Marina	k.	51	Sleepers.
O. Robinson	sch.	60	,,
Lansdown	sch.	80	Timber.
Rock Lily	k.	55	,,
Ruby	sch.	84	,,
Bessie Maud	k.	66	,,
Louisa Messell	sch.	102	Girders.
21 lighters	.....	2,314	Railway material.
		5,622	
OCTOBER.			
Helen Nicoll	s-s.	384	Timber.
Amy Moir	k.	71	,,
Minora	br.	249	Coal.
Punt	light.	46	Door sashes.
Trident	s-s.	98	Sleepers.
Wellington	s-s.	182	,,
M. L. Weston	s-s.	56	,,
O. Robinsno	sch.	60	,,
Mystery	k.	32	Timber.
Julia	sch.	56	Palings.
S. Beattie	sch.	46	Sleepers.
Caledonia	k.	46	Timber.
Sea Foam	k.	56	Sleepers.
Sir Henry	sch.	95	Girders.
Mt. Kembla	s-s.	716	Sleepers.
Trident	s-s.	95	,,
Forest Queen	sch.	50	Shafts, &c.
Guiding Star	k.	36	Timber.
Sea Nymph	k.	93	Sleepers.
A. Fenning	k.	74	Timber.
Bessie Maud	k.	66	,,
Candidate	k.	85	Sleepers.
Platypus	s-s.	270	Blue metal.
Rebecca	k.	54	Palings, &c.
Bellinger	k.	99	Sleepers.
S. Beattie	sch.	46	,,
Trident	s-s.	95	Timber.
Advance	sch.	55	,,
O. Robinson	sch.	60	,,
Platypus	s-s.	270	Blue metal.
Julia	sch.	56	Timber.
Margaret Jane	sch.	68	,,
Ruby	sch.	84	Girders.
A. Fenning	k.	74	Sleepers.
Wellington	s-s.	182	Timber.
Garfield	sch.	76	Sleepers.
Sea Foam	k.	66	,,
Harold	k.	30	,,
Champion	k.	57	Timber.
Bell Bird	k.	57	,,
Trident	s-s.	97	,,
27 Lighters	.....	2,666	
		7,154	
NOVEMBER.			
S. Beattie	sch.	46	Sleepers.
Candidate	k.	85	,,
O. Robinson	sch.	60	,,
Bellinger	k.	99	,,
Alice May	sch.	70	Timber.
A. Fenning	k.	74	,,
Mary Warren	sch.	64	Sleepers.
Forest Queen	sch.	50	Timber.
Rosedale	s-s.	274	Sleepers.
Maggie Gollan	k.	58	,,
Mayflower	k.	84	Palings.
Stanley	sch.	83	Timber.
Bessie Maud	k.	63	Sleepers.
Sir Henry	sch.	95	,,
Sea Foam	k.	66	,,
Advance	sch.	55	,,
Favourite	k.	50	Timber.
Platypus	s-s.	270	Blue metal.
Mystery	k.	32	Timber.
Margaret Jane	sch.	68	,,
Guiding Star	k.	37	,,
Wellington	s-s.	182	Sleepers.
Trident	s-s.	97	,,
Harold	k.	30	,,
S. Beattie	sch.	46	Timber.
Scout	s-s.	52	,,
Julia	sch.	56	,,
A. Fenning	k.	74	,,
Mayflower	k.	84	Palings.
Petrel	sch.	60	Timber.
Bellinger	k.	99	Sleepers.
O. Robinson	sch.	60	,,
Mary Warner	sch.	64	,,
Endeavour	s-s.	115	Timber.
Platypus	s-s.	270	Blue metal.
Candidate	k.	85	Sleepers.
Annie	k.	70	Timber.
Trident	s-s.	97	,,
Scout	s-s.	52	Sleepers.
Ellerton	sch.	86	Timber.
Favourite	k.	50	,,
Advance	sch.	55	Sleepers.
Maggie Gollan	k.	58	,,
Wellington	s-s.	182	,,
Mabel White	sch.	84	Timber.
Rosedale	s-s.	274	Sleepers.
Coraki	s-s.	326	,,
Forest Queen	sch.	50	Timber.
Trident	s-s.	97	,,
Pearl	sch.	79	Sleepers.
14 lighters	.....	810	Railway material.
		5,527	

RETURN OF VESSELS DISCHARGED AT DARLING HARBOUR WHARF, &c.—*continued.*

Name.	Rate.	Tons.	Cargo.	Name.	Rate.	Tons.	Cargo.
DECEMBER.				Hilda	s.	64	Sleepers.
Julia	sch.	66	Timber.	Sea Foam	k.	66	,,
Wellington	s-s.	182	Sleepers.	Shellburn	k.	61	Palings.
Lena and Lillian	k.	37	Timber.	O. Robinson	sch.	60	Sleepers.
Bessie Maud	k.	66	,,	Trident	s-s.	97	,,
Scout	sch.	52	Sleepers.	Forest Queen	sch.	50	Felloes, &c.
S. Beattie	sch.	46	,,	Ettie	k.	44	Timber.
Mary Warner	k.	64	,,	Bell Bird	k.	57	,,
Harold	k.	30	,,	Flora Bell	k.	42	Sleepers.
Sea Nymph	k.	93	,,	Harold	k.	30	Sleepers.
Sea Foam	k.	66	Timber.	S. Beattie	sch.	46	,,
Joker	k.	28	,,	Mary Warren	sch.	64	,,
Mayflower	k.	84	,,	A. Fenning	k.	74	Girders.
Petrel	k.	60	Sleepers.	Wellington	s-s.	182	Sleepers.
Louisa Messell	sch.	102	Palings.	Bell Bird	k.	57	Timber.
A. Fenning	k.	74	Timber, &c.	Annie	k.	70	,,
Sir Henry	sch.	95	Girders.	Sir Henry	sch.	95	Sleepers.
Wellington	s-s.	182	Sleepers.	Sea Nymph	k.	93	,,
Margaret Jane	sch.	68	Girders.	Just in Time	sch.	102	,,
Ettie	k.	44	Machinery.	Scout	s-s.	52	,,
Mystery	k.	22	Timber.	Trident	s-s.	97	,,
Trident	s-s.	97	Sleepers.	Rebecca	k.	54	,,
Rock Lily	k.	50	,,	White Cloud	k.	34	,,
Dolly Walmsley	k.	39	Timber.	Maggie Gollan	k.	58	,,
S. Beattie	sch.	46	Sleepers.	Garfield	s-s.	86	,,
Platypus	s-s.	270	Blue metal.	Louisa Messell	sch.	102	Girders.
Pearl	k.	53	Sleepers.	Lighter	light.	30	Shale.
Advance	sch.	55	,,	Lighter	light.	24	,,
Ruby	sch.	84	Timber.	Ocean Wave	light.	52	Cement.
Scout	s-s.	52	Girders.	Killarney	light.	50	,,
O. Robinson	sch.	60	Sleepers.	Rosedale	s-s.	274	Sleepers.
Trident	s-s.	97	,,	Rock Lily	k.	50	Girders.
Rebecca	k.	54	Timber.	35 lighters	.....	2,023	
Maria	sch.	107	,,			6,936	
Eliza Davis	k.	61	Sleepers.				

SUMMARY.

January	59	vessels	8,309	tons.
February	76	,,	7,594	,,
March	67	,,	7,963	,,
April	92	,,	6,726	,,
May	60	,,	6,040	,,
June	54	,,	8,844	,,
July	68	,,	5,608	,,
August	71	,,	6,368	,,
September	68	,,	5,622	,,
October	68	,,	7,154	,,
November	72	,,	5,527	,,
December	101	,,	6,936	,,
	856	,,	82,691	,,

Circular Quay, 26/4/92. JOHN JACKSON.

A3.

RATE FOR THE CARRIAGE OF COAL FOR SHIPMENT BY SEA.

New South Wales Government Railways,
Secretary's Office, Sydney, 16th February, 1892.

MONTHLY LIST No. 1-92.

ALTERATIONS and Amendments made in the Merchandise Rates.

By order of the Commissioners,
H. M'LACHLAN, Secretary.

[*Published in Government Gazette No. 119, 19th February, 1892.*]

New South Wales Government Railways.

By-law No. 68.

THE Railway Commissioners of New South Wales, in pursuance of the powers conferred by the Government Railways Act of 1888, do hereby make the following By-law; and all previous rates and regulations conflicting therewith are hereby repealed:—

RATE FOR THE CARRIAGE OF COAL FOR SHIPMENT BY SEA.

Coal carried in Commissioners' trucks for distances of 26 miles and over, for shipment by sea, to be charged the following rates:—

Twenty-six miles, 2s. per ton, and 1d. per ton per mile thereafter, or Miscellaneous Class Rates if cheaper; to include crane and other terminal charges.

E. M. G. EDDY, Chief Commissioner.
(L.S.) W. M. FEHON, Commissioner.
CHARLES OLIVER, Commissioner.

The common seal of the Railway Commissioners of New South Wales was hereunto affixed this 9th day of February, in the year of our Lord, 1892, in the presence of,—

H. McLACHLAN.

Approved by the Governor in Council on the 16th day of February, 1892.—ALEX. C. BUDGE, Clerk of the Council.]

1147]

A 4.

STATISTICS OF COAL RAISED IN THE SOUTHERN, SOUTH-WESTERN, AND WESTERN DISTRICTS DURING 1891.

Approximate distance from Sydney.	Company.	Locality.	Men employed.			Quantity.	Value.	Cost of haulage per ton to Darling Harbour.
			Above ground.	Under ground.	Total			
			Southern District.					
Miles.						Tons cwt. qr.	£ s. d.	s. d.
28	Metropolitan	Helensburg ...	51	138	189	76,511 0 0	28,116 0 0	2 11
36	Coal Cliff	Clifton	19	51	70	19,746 0 0	9,009 0 0	3 8
39	North Illawarra	North Bulli ...	16	68	84	24,207 0 0	13,500 0 0	3 11
42	Bulli	Bulli	50	140	190	76,741 0 0	22,039 0 0	4 2
44	Bellambi	,,	35	146	181	98,000 0 0	49,000 0 0	4 4
44	South Bulli	South Bulli ...	50	185	235	132,140 0 0	35,430 10 0	4 4
45	Corrimal	Wollongong ..	15	90	105	60,845 0 0	18,253 10 0	4 5
48	Mount Pleasant	,, ...	.....	5	5	184 0 0	73 12 0	4 8
48	,, New Pit	,, ..	70	171	241	68,199 0 0	27,279 12 0	4 8
48	Osborne Wallsend	,, ..	60	200	260	87,136 0 0	24,317 18 0	4 8
51	Mount Kembla	,, ...	35	240	275	165,081 0 0	78,161 10 0	4 11
36	South Clifton	,, ..	50	100	150	20,143 0 0	4,841 0 0	3 8
			451	1,534	1,985	828,933 0 0	310,421 12 0	
			South-Western District.					
86	Great Southern	Moss Vale ...	2	4	6	2,238 0 0	994 10 0	7 2
77	Box Vale	Mittagong ...	2	2	4	640 0 0	215 0 0	6 5
77	Australian Kerosene Company...	Joadja Creek..	2	10	12	6,062 0 0	3,031 0 0	6 5
			6	16	22	8,940 0 0	4,240 10 0	
			Western District.					
158	Rawdon	Rylstone	2	10	12	5,472 0 0	1,580 10 0	13 0
105	Cullen Bullen	Wallerawang..	5	15	20	3,741 0 0	850 0 0	8 9
96	Lithgow Valley	Lithgow	5	66	71	61,266 10 0	12,427 3 6	8 0
96	Hermitage	,, ...	4	50	54	45,032 10 0	8,957 9 1	8 0
95	Eskbank	,, ...	8	46	54	50,442 0 0	9,947 0 0	7 11
95	Eskbank Old Tunnel	,, ...	1	7	8	5,812 0 0	1,307 4 0	7 11
94	Vale of Clwydd	,, ...	6	40	46	28,067 8 0	60,880 0 0	7 10
93	Vale	,, ...	12	90	102	62,230 0 0	11,880 6 0	7 9
92	Zig Zag	,, ...	3	30	33	19,447 5 0	4,770 0 0	7 8
96	Oakey Park	,, ...	4	38	42	33,000 0 0	7,425 0 0	8 0
96	Cooerwull	,, ...	... ..	1	1	128 0 0	32 0 0	8 0
66	Australian Kerosene Company...	Katoomba ...	18	30	48	27,034 0 0	7,278 9 3	5 6
81	New South Wales Shale Company	Hartley	.....	13	13	5,132 0 0	769 16 0	6 9
			68	436	504	346,804 13 0	74,104 17 10	
		SHALE.						
81	New South Wales Shale and Oil Company.	Hartley.....	23	102	125	15,098 0 0	33,970 0 0	6 9
66	Australian Kerosene Oil and Mineral Company.	Katoomba ...	5	28	33	4,493 0 0	7,864 0 0	5 6
77	Australian Kerosene Oil and Mineral Company.	Joadja Creek..	16	86	102	20,758 0 0	36,326 0 0	6 5
			44	216	260	40,349 0 0	78,160 0 0	

The number of men employed in and about the Coal and Shale mines (in New South Wales) in 1891 was 11,080.

From the above tables it will be seen that there are twelve coal-mines in the Southern District; three in the South-Western District; and thirteen in the Western District (twenty-eight in all); from which the total output in 1891 was 1,184,677 tons 13 cwt., representing in value (at the pit mouth) £388,766 19s. 10d. The shale mines in the same districts are three in number. The output in 1891 was 40,349 tons (valued at £78,160). The number of men employed in the above coal-mines was 2,511; and 260 in the shale-mines.

N.B.—The figures showing the approximate distance of the mines from Sydney, and the cost of haulage per ton to Darling Harbour, were furnished from the office of the Railway Commissioners. The statistics relating to the mines in the S., S.W., and W. districts are extracted from an advance copy of the "Annual Report of the Department of Mines for 1891."

A.W.

The following table shows the various countries to which the coal raised in this Colony was exported in 1891 (2,514,368 tons, valued at £1,306,630) :—

COAL.

Articles and Countries to which exported.	Quantities.			Value.		
	Domestic Produce or Manufacture.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Domestic Produce or Manufacture.	British, Foreign, and other Colonial Produce and Manufacture.	Total.
				£	£	£
United Kingdom	3,930 tons	.....	.....	1,598	.....	
Victoria	954,277 ,,	.....	.....	474,054	.....	
Queensland	14,246 ,,	.....	.....	7,291	.....	
South Australia	264,125 ,,	.....	.....	129,648	.....	
Western Australia	35,919 ,,	.....	.....	18,096	.....	
Tasmania	73,488 ,,	.....	.....	35,758	.....	
New Zealand	168,921 ,,	.....	.....	90,662	.....	
Fiji	16,864 ,,	.....	.....	8,033	.....	
Hong Kong	59,227 ,,	.....	.....	31,761	.....	
India	21,690 ,,	.....	.....	12,149	.....	
Mauritius	19,760 ,,	.....	.....	10,813	.....	
New Guinea	6,561 ,,	.....	.....	3,361	.....	
Singapore	89,183 ,,	.....	.....	49,989	.....	
Celebes	2,048 ,,	.....	.....	1,126	.....	
Chili	196,186 ,,	.....	.....	108,942	.....	
China	17,900 ,,	.....	.....	11,309	.....	
Ecuador	679 ,,	.....	.....	373	.....	
Guam	5,526 ,,	.....	.....	3,040	.....	
Java	43,689 ,,	.....	.....	23,532	.....	
Kaiser Wilhelm's Land	574 ,,	.....	.....	310	.....	
Marshall Islands	879 ,,	.....	.....	482	.....	
Mexico	12,402 ,,	.....	.....	6,258	.....	
New Britain	830 ,,	.....	.....	465	.....	
New Caledonia	23,032 ,,	.....	.....	12,479	.....	
Peru	24,835 ,,	.....	.....	13,821	.....	
Phillipine Islands	53,909 ,,	.....	.....	29,563	.....	
Sandwich Islands	34,789 ,,	.....	.....	19,128	.....	
South Sea Islands	1,569 ,,	.....	.....	856	.....	
Sumatra	1,330 ,,	.....	.....	731	.....	
Tahiti	377 ,,	.....	.....	151	.....	
United States	365,623 ,,	.....	.....	200,851	.....	
	2,514,368 tons	.....	2,514,368 tons	1,306,630	.....	1,306,630

The above statistics on this sheet are extracted from the *Statistical Register* for 1891—Part 2 (Commerce).

T. A. COGHLAN.

A5.

GOODS LANDED AND SHIPPED AT PYRMONT WHARF.

RETURN of Goods Outwards for the year ending 31st December, 1891, at the Pyrmont Wharf New Jetties, in use two years :—

		£	s.	d.
Wool	9,028 bales	180,560	0	0
Shale	19,033 tons	76,000	0	0
Blood manure	791 ,,	3,955	0	0
Bridge work	137 ,,	1,644	0	0
Bricks	7,000 bricks	14,000	0	0
Fruit	261 cases	80	0	0
Tallow	174 casks	1,230	0	0
Railway iron	970 tons	9,700	0	0
		£273,183	0	0

RETURN of Goods Inwards for the year ending 31st December, 1891, at the Pyrmont Wharf :—

		£	s.	d.
Lime	1,430 tons	4,290	0	0
Ballast	3,000 ,,	300	0	0
Hardwood	282,439 feet	987	0	0
Sugar	25 tons	500	0	0
Flour	5 ,,	50	0	0
Sleepers (Railway)	4,273	750	0	0
Palings	1,000	4	0	0
Bark	30 bags	6	0	0
Bones	16 ,,	3	0	0
Hides	6 ,,	50	0	0
Wheat (Adelaide)	21,097 bushels	4,700	0	0
Wire	2 tons	20	0	0
Locomotives	64	208,000	0	0
Machinery	316 tons	23,000	0	0
Pig iron	15 ,,	100	0	0
Bridge work	567 ,,	6,804	0	0
Metal for ballasting	137 ,,	68	0	0
General cargo, 9,991 packages, equal to	3,000 ,,	2,400	0	0
Railway iron	5,552 ,,	55,520	0	0
		£307,542	0	0

RETURN

RETURN of Coal for the year ending 31st December, 1891, at the Pyrmont Wharf :—

Inwards.

From Newcastle	2,863 tons, value £2,004.

Outwards.

From South Clifton Mine	6,514 tons,	value £2,605
From Metropolitan Mine	14,486 ,,	,, 7,967
Goods inwards		,, 307,542
Goods outward		,, 273,183
Total value of goods landed and shipped at Pyrmont Wharf		£591,297

Public Wharfs Offices,
April 21st, 1892.

JOHN JACKSON,
Manager.

A6.

RETURN OF MERCHANDISE PASSING OVER DARLING HARBOUR WHARF DURING THE YEAR 1891.

	£
Timber, sup. feet (2,386,818)	18,000
,, cube feet (447,767)	44,776
Palings (145,370)	886
Posts and rails (762)	8
Naves (146)	38
Felloes (5,271)	53
Yokes (1,272)	250
Shafts (338 pairs)	50
Spokes (500)	5
Laths (55,000)	110
Staves (6,860)	69
Tiles (34 tons)	700
Coal (3,320 tons)	2,000
Coke 65 tons)	130
Shale (10,028 tons)	40,000
Blue metal (2,926 tons)	2,050
Stone, building (129 tons)	400
Pyrites (175 tons)	800
Galvanised iron (53 tons)	1,800
Machinery (544 tons)	40,000
Cement (8,410 casks)	6,000
	£158,125
Rails and railway material (23,044 tons)	
Pig iron (51 tons)	
(Railway Commissioners only can give estimate.)	
Wheat, (57,243 bushels)	11,500
Maize (90 bushels)	9
Bark (29 bags	6
Bone-dust (110 tons)	660
Hides (32 tons)	25
Sheep, prize (163)	4,000
£	16,200
Brought forward, exclusive of railway material	158,125
Total	£174,325

Public Wharfs Offices,
21st April, 1892.

JOHN JACKSON,
Manager, Public Wharfs.

A7.

NAMES, TONNAGE, AND CARGO OF VESSELS BERTHED AT PYRMONT GOVERNMENT WHARF DURING THE YEAR 1891.

Date.	Vessel.	Tons.	Cargo.	Date.	Vessel.	Tons.	Cargo.
1891.							
Jan. 1	Aldinga	446	Coal.		Resolute	122	Metal
,, 2	Durham	1,997	Ballast.		Flora Bell	42	Flour.
,, 3	Annie C. Lynn	54	Produce.		Oaklands	398	Rails.
	Resolute	122	Metal.	Feb. 4	May Howard	56	Sleepers.
,, 5	Annie Bow	250	Coal.	,, 5	Resolute	122	Metal.
,, 10	Glide	68	,,	,, 6	Jubilee	1,650	Passengers and mails.
,, 6	Coraki	326	Timber.	,, 7	Henriette	1,380	Shale.
,, 8	Golden Fleece	500	Fertiliser.	,, 8	Resolute	122	Metal.
	Resolute	122	Metal.		Countess of Errol	220	Coal.
,, 10	,,	122	,,		Scout	52	Timber.
,, 13	,,	122	,,	,, 10	Resolute	122	Metal.
,, 14	Comadre	772	Shale.	,, 11	Wyoming	175	Rails.
,, 15	Jubilee	1,650	Passengers and mails.		Crest of the Wave	112	Coal.
,, 16	Resolute	122	Metal.	,, 12	Garfield	86	Timber.
,, 19	,,	122	,,		St. Kilda	189	Wheat.
	Scout	52	Timber	,, 17	Resolute	122	Metal.
	Index	84	,,		Burrumbeet	2,420	Wheat.
,, 21	Tectuan	1,652	Lime.	,, 18	Resolute	122	Metal.
,, 22	Resolute	122	Metal.	,, 23	,,	122	,,
	Lena and Lilian	37	Timber.		Burrawang	130	Timber.
,, 23	Guiding Star	37	,,	,, 24	Scout	52	,,
,, 27	Resolute	122	Metal.		Wairarapa	1,786	Lime.
,, 29	,,	122	,,		Wyoming	175	Rails.
,, 31	,,	122	,,	,, 25	Resolute	122	Metal.
Feb. 2	Glide	98	Coal.	,, 26	Enoch Talbot	1,195	Ballast.
,, 3	Mararoa	2,466	Lime.	,, 27	Herga	134	

Date.	Vessel.	Tons.	Cargo
Feb. 28	Resolute	122	Metal.
Mar. 4	Jubilee	1,650	Passenger and mails.
,, 3	Resolute	122	Metal.
,, 4	,,	122	,,
	Australian	363	Timber.
,, 7	Resolute	122	Metal.
	Annie Bow	250	Coal.
,, 9	Merksworth	270	Nil.
,, 10	Resolute	122	Metal.
	Annie C. Lynn	56	Timber.
,, 11	Lena and Lilian	37	,,
,, 13	Rubia	1,018	Shale.
,, 16	Resolute	122	Metal.
,, 19	Glide	98	Coal.
,, 21	Elise	1,347	Shale.
,, 24	Garron	181	Coal.
,, 25	Resolute	122	Metal.
,, 26	Jubilee	1,650	Passengers and mails.
	Resolute	122	Metal.
,, 31	Resolute	122	,,
,, 28	,,	122	,,
,, 31	Rotomahana	1,727	Lime.
Apl. 1	M.L. Weston	56	Limestone.
,, 2	Resolute	122	Metal.
,, 4	Gudwang	1,157	Shale.
	Resolute	122	Metal.
,, 6	Burrawang	130	Timber.
	Kurrara	386	,,
	Resolute	122	Metal.
	Scout	50	Railway plant.
	Glide	98	Coal.
,, 7	Columbus	1,731	Shale.
	Countess of Errol	220	Coal.
,, 8	Resolute	122	Metal.
,, 11	Trulpué	1,315	Locomotives.
,, 9	Garron	181	Coal.
,, 10	Resolute	122	Metal.
,, 11	Aberdeen	3,616	Fertiliser.
	Resolute	122	Metal.
	Glide	98	Coal.
,, 15	Resolute	122	Metal.
,, 17	,,	122	,,
,, 18	,,	122	,,
	Jubilee	1,650	Passengers and mails.
,, 20	Tarawera		Lime.
,, 22	Resolute	122	Metal.
,, 24	,,	122	,,
,, 27	Wilhelm Anton	999	Nil.
	Garron	181	Coal.
	Kanahooka	386	Nil.
,, 28	City of Grafton	207	Timber.
,, 29	Resolute	122	Metal.
May 4	Lighter	70	Bridge work.
	City of Grafton	825	Timber.
,, 5	Resolute	122	Metal.
,, 6	Birnam Wood	1,263	Shale.
,, 7	Resolute	122	Metal.
	Lena and Lilian	37	Timber.
,, 9	Resolute	122	Metal.
,, 11	City of Grafton	825	Timber.
,, 12	Cuthona	204	Coal.
,, 13	Resolute	122	Metal.
	Countess of Errol	220	Coal.
,, 14	Jubilee	1,650	Passengers and mails.
	Resolute	122	Metal.
,, 16	,,	122	,,
	Lighter		Bridge work.
,, 18	Advance	70	Timber.
,, 20	Prosperity	120	Coal.
,, 19	Resolute	122	Metal.
,, 21	Isabella	129	Coal.
	Trident	95	Timber.
,, 22	Brunette	375	Coal.
	Elise	984	Shale.
	Resolute	122	Metal.
,, 26	Shellburn	40	Timber.
	Amy	220	Coal.
	Petrel	60	Timber.
,, 28	Alice Muir	480	Coal.
	Resolute	122	Metal.
,, 30	Fernmount	260	Timber.
	Resolute	122	Metal.
June 1	Lighter	80	Bridge iron.
	City of Grafton	207	Timber.
	Silver Cloud	291	Coal.
,, 1	Amy	220	,,
	Coquette	214	,,
,, 2	Resolute	122	,,
,, 4	Australian		Timber.
,, 5	Garron	181	Coal.
,, 6	Lighter	60	Timber.
June 8	Barrabool	1,500	Coal.
,, 9	Countess of Errol	220	,,
	Lighter	70	Rails.
,, 13	Resolute	122	Metal.
,, 15	Lighter	70	Bridge work.
	Countess of Errol	220	Coal.
,, 16	Rotomahana	1,727	Lime.
,, 18	Resolute	122	Metal.
,, 22	Lighter	70	Timber.
	Koonowarra	1,273	Coal.
,, 24	Lighter	80	Ironwork.
	Garron	181	Coal.
,, 25	Australian	363	Timber.
	Henley	2,243	General.
,, 26	Warora	3,920	Coal.
	Resolute	122	Metal.
,, 30	Skjold	1,200	Locomotives.
July 1	Resolute	122	Metal.
,, 3	Killarney	400	Coal.
,, 4	Resolute	122	Metal.
	Lighter	70	Timber.
,, 9	Resolute	122	Coal.
,, 10	W. F. Witzman	450	,,
	Lighter	70	General.
,, 13	Burrawang	130	Timber.
,, 14	Resolute	122	Metal.
	Alabama	50	Railway wheels.
,, 15	Lighter	70	Limestone.
,, 18	Baroda	1,353	Locomotives.
,, 20	Lighter	70	Timber.
	Macleay	397	Ironwork.
,, 21	Jubilee	1,650	Passengers and mails.
,, 22	Countess of Errol	220	Coal.
,, 23	Lighter	70	Timber.
	Resolute	122	Metal.
,, 25	Enterprise	118	
	Resolute	122	Metal.
,, 27	,,	122	,,
,, 28	Talune	1,992	Lime.
,, 30	Pactole	386	Coal.
,, 31	Lighter	70	Timber.
Aug. 4	Garron	181	Coal.
,, 7	Wm. Renton	425	,,
	Kallatina	646	Timber.
,, 10	Augusta	55	Coal.
	Garron	181	,,
	Lighter	109	Bridge work.
	Quaraing	1,166	Ironwork.
,, 11	Resolute	122	Metal.
,, 12	Peerless	281	Coal.
,, 15	Resolute	122	Metal.
,, 17	Jubilee	1,650	Passengers and mails.
,, 19	Resolute	122	Metal.
,, 20	Helen Nicoll	384	Timber.
	Strathdon	2,643	General.
,, 24	Countess of Errol	220	Coal.
	Lighter	70	Timber.
	Wairarapa	1,786	Lime.
,, 26	Edith May	213	Coal.
	Gulf of Venice	3,022	,,
,, 27	Resolute	122	Metal.
,, 28	Ascalon	945	Shale.
,, 29	Lighter	80	Bridge work.
,, 29	Monarch	132	Rails.
,, 31	Resolute	122	Metal.
	Lighter	80	Bridge work.
	Lady Mabel	215	Coal.
	Annie Bow	250	,,
Sep. 2	Resolute	124	Metal.
,, 3	Helen Nicoll	384	Timber.
,, 4	Lighter	80	,,
,, 5	Resolute	122	Metal.
,, 7	,,	122	,,
,, 8	Lighter	70	Timber.
,, 9	Ovalan	767	Lime.
,, 10	Cuthona	204	Coal.
,, 14	Pactole	386	,,
	Annie Bow	250	,,
,, 15	Resolute	122	Metal.
	Jubilee	1,650	Passengers and mails.
	Fairy Rock	192	Coal.
,, 17	Everest	1,680	Shale.
,, 18	Resolute	122	Metal.
,, 19	Lighter	70	Machinery.
	,,	70	Wheels and axles.
	Helen Nicoll		Timber.
	Annie Bow	250	Coal.
,, 20	Tarawera	2,003	Lime.
,, 22	Lighter	70	Timber.
,, 23	Pactole	386	Coal.
,, 24	Three Cheers	100	,,

Date	Vessel	Tons	Cargo	Date	Vessel	Tons	Cargo
Sept 24	Trident	95	Coal		Lighter	70	Coals
	Lighter	70	Machinery		Oaklands	398	Rails
	Countess of Errol	220	Coal.		Wyoming	175	,,
,, 28	Resolute	122	,,		Landsdowne	83	Coal
,, 29	Lighter	70	Timber	,, 16	Vale	49	,,
Oct 1	Bardowie	2,010	Machinery	,, 13	Lighter	70	Wool
	Garron	181	Coal	,, 14	,,	70	,,
	Lighter	70	Timber	,, 16	,,	70	,,
,, 2	Loy	70	Lighter.	,, 17	Trident	95	Coal
	Lighter	70	Coal		Lighter	70	,,
,, 6	,,	70	Timber		,,	70	Wool
	Garfield	86	Coal	,, 19	Sea Flower	90	Coal
,, 8	Lighter	70	Wool		Grace Lynn	130	,,
,, 9	Jubilee	1,650	Passengers and mails		Liffey	101	,,
,, 10	Lighter	70	Wool	,, 18	Lighter	70	Wool
	Coraki	326	Coal	,, 19	,,	70	,,
,, 12	Annie Bow	250	,,	,, 20	,,	70	,,
,, 13	Eliza Allen	104	,,	,, 21	Daphne	98	Coal
,, 12	Lighter	70	Wool		Lighter	170	,,
,, 16	,,	70	,,		,,	70	Wool
,, 14	Salvator	444	Coal.	,, 23	Taglio Ferro	1,598	Machinery
	Daphne	98	,,		Monarch	132	Coal
	Lighter	70	Limestone		Lighter	70	Wool
	,,	200	Coal		Eliza Allen	104	Coal
	,,	70	Logs		Advance	70	Hides
,, 15	Lalla	1,099	Shale	,, 24	Lighter	70	Wool
,, 16	Enterprise	83	Coal	,, 25	,,	70	,,
	Monarch	132	,,	,, 26	,,	70	,,
	Lighter	70	Wool		,,	100	Coal
,, 17	,,	70	,,		Alpha	46	,,
,, 19	,,	70	Machinery	,, 27	Garron	181	,,
	Coraki	326	Coal	,, 28	Hero	985	,,
	Lighter	70	Logs	,, 27	Lighter	70	Wool
	,,	70	Bricks	,, 30	Enterprise	83	Coal
,, 17	,,	70	Wool.		Erlsbad	396	Fertiliser
,, 19	,,	70	,,	,, 30	Lighter	70	Wool
,, 20	Vale	49	Coal	Dec 1	Fiona	817	Coal
	Vermont	978	Shale		Garron	181	,,
	Lighter	70	Wool	,, 2	Lighter	70	,,
	,,	70	Machinery	,, 3	Vale	49	,,
,, 21	Liffey	63	Coal		Lighter	70	Wool
,, 22	Eliza Davis	90	,,	,, 4	,,	100	Coal
	Sea Flower	95	,,		Nellie	30	,,
	Victory	150	,,	,, 5	Liffey	63	,,
	Ellerton	80	,,	,, 4	Lighter	70	Wool
	Lighter	70	Wool	,, 7	Daphne	98	Coal
,, 23	,,	70	,,	,, 5	Lighter	70	Wool
,, 24	,,	70	,,	,, 8	,,	70	,,
,, 26	Seringa	1,658	Shale	,, 9	,,	70	,,
	Darra	899	Coal	,, 10	,,	70	,,
	Lighter	70	Wool	,, 11	,,	70	,,
,, 27	Macleay	198	Stone.	,, 12	,,	100	Coal
	Lighter	70	Engines, &c	,, 14	Allerton	2,027	Locomotives
	,,	70	Wool		Altear	1,283	Shale
,, 29	,,	70	,,	,, 15	Lighter	70	Wool
	Rubie	130	Coal		Eliza Allen	104	Coal
	Echo	50	,,	,, 16	Lighter	70	Wool
	Coraki	326	,,		Western Star	70	Coal
,, 30	Lighter	70	,,		Albatross	100	,,
,, 31	Kallatina	646	Timber		Lighter	70	Wool
	Lighter	70	Coal		Firth of Clyde		Locomotives
Nov. 2	Daphne	98	,,		Lighter	70	Wool
	Lighter	70	Wool	,, 18	,,	70	,,
	,,	170	Coal	,, 19	,,	70	,,
,, 3	Jubilee	1,650	Passengers and mails	,, 21	,,	70	,,
,, 2	Lighter	70	Wool		Rodondo	1,119	Rails
,, 3	,,	70	Bridge work		Trident	95	Coal
,, 4	Australian	363	Coal.	,, 22	Lighter	70	Wool
	Eliza Allen	104	,,	,, 24	,,	70	Shale
	Lighter	70	Wool.		Admiral	60	Coal
,, 5	Alpha	46	Coal	,, 29	Lighter	70	Shale
,, 6	Wyrallah	305	,,		Vale	49	Coal
	California	2,999	Locomotives		W L Weston	56	,,
	Anthons	130	Coal		Trident	95	,,
,, 10	Enterprise	83	,,	,, 30	Saga	1,298	Shale
7, 11, 12	Lighters	210	Wool	,, 31	Lighter	70	,,
,, 12	Garfield	86	Coal		,,	70	Wool
	Lighter	70	,,				
,, 13	Fiona	817	,,				

SUMMARY OF TONNAGE

1892 —January	9,145	tons
February	13,914	,,
March	9,745	,,
April	13,025	,,
May	9,147	,,
June	14,878	,,
July	8,420	,,
August	15,344	,,
September	9,799	,,
October	14,461	,,
November	13,445	,,
December	9,194	,,
	140,517	,,

Circular Quay, 26/4/92 JOHN JACKSON

A 8.

METROPOLITAN COAL COMPANY AND THE SHIPMENT OF COAL AT DARLING HARBOUR.

Metropolitan Coal Company of Sydney (Limited), Office—Exchange Corner,
Sir, 63, Pitt-street, Sydney, 23 April, 1892.

Referring to our interview yesterday, I beg now to submit as concisely as possible the information which I understand you require respecting the cranes at Pyrmont, as far as they are concerned with this Company and its business with them.

The first crane was not ready for use until about the middle of May, 1891, the second following it, and the third is not yet opened for general work.

Consequent on the delay in connection with the first crane, it was a slow process to convince coal exporters of its power, capabilities, and ability to supply their requirements. The fact had to be made known to the numerous shipping centres of the world, and hence this Company's export of coal, so far as the one element in question is concerned, did not, between June and end of December, 1891, exceed 14,000 tons. For the expired period of 1892, the export by this Company amounts to over 16,000 tons, with every prospect of an increasing demand in the future, mainly, however, dependent on the facilities afforded for quick despatch.

This Company, having no sea-board, must rely entirely on the crane accommodation for its export and sale to steamers and sailers; and I would also point out that, in addition to the traction charged by Railway Commissioners, the Government receives a royalty of 6d. per ton on all large coal raised. The extension of trade thus becomes one of mutual benefit.

The wharfs are said to be 460 feet in length, with depth at low water of 20 to 26 feet. The cranes are about 100 feet from outer end of wharf, and are stationary. Ocean-going steamers are mostly over 350 feet long, so that to coal each hold they are compelled, when the hold which the crane reaches be full, to haul backwards or forwards, thus incurring a delay which should be avoided if possible.

If I might offer a suggestion, it would be that travelling cranes would remedy this; and from the blasting of rock going on by divers, it would seem as if foundations were not difficult to obtain for the purpose.

Having a contract to supply H.M. ships, and the "Orlando" having been loaded at the cranes, it would seem not improbable that others of the fleet will follow from time to time, but they must be sure of the same (or quicker) despatch as they obtain from colliers in Farm Cove.

I have, &c.,
THOS. BRENTNALL,
Manager.

The Under Secretary for Public Works, Sydney.

A 9.

SOUTH CLIFTON COAL-MINING COMPANY AND THE SHIPMENT OF COAL AT DARLING HARBOUR.

Sir, 6, Park-street, Sydney, 26 April, 1892.

With reference to our conversation on Friday last, the 22nd inst., in connection with shipping coal at Darling Harbour, I should like to point out a few obstacles at present in the way of carrying out the work, and at the same time suggest remedies for improvement, which, I think, if adopted, would give entire satisfaction to the parties interested in the shipping business, besides being more beneficial to the Railway Department than the existing state of affairs.

Firstly.—The cranes that are now used on Pyrmont Wharf are perfectly inadequate to cope with the work of loading large vessels, as too much time is lost in lifting the truck from and to the wharf; in fact, an average of 10 minutes per truck is a very common occurrence, whereas the same work should be accomplished in three minutes at the outside. This loss of time can only be avoided in one way, that is, there must be an improvement in the cranes, and to this end I would suggest that the wharfs at Pyrmont be supplied with the "movable hydraulic crane," similar as recommended by the late Sir John Coode for Wollongong Harbour, and which is capable of lifting an enormous weight sufficiently high enough to load the largest vessel afloat, the time of each lift not exceeding two-and-a-half to three minutes, or one-fourth of the time now occupied by the cranes at present in use. Should these cranes be erected, and a proper system of working them introduced, I am of the opinion that this in itself would be a great inducement for the shipping companies to send their large vessels alongside the wharf to coal; besides, it would mean a saving to them of about eighteenpence per ton, as against the expense they are now under in procuring coal from Wollongong oversea, and loading at Circular Quay or in the stream.

Another drawback to the present mode of shipping is the high rates of carriage charged by the Railway Department. The coal companies who ship at Darling Harbour are charged one penny per ton per mile for coal in "Commissioners' trucks," whereas the companies who send their coal to Wollongong Harbour are allowed to use "owners' trucks," and a charge of one half-penny per ton per mile is made; this difference, as a matter of fact, completely blocks the Sydney companies in competing against the Wollongong trade, and I am convinced if the same concessions were made to Darling Harbour shippers the Department would reap the benefit. A further grievance is the indiscriminate way in which demurrage is charged, and if not modified in some way, means a speedy termination to the coal-shipping industry.

From time to time a vessel may be delayed by stress of weather, or some other unforseen circumstance, for a few days, it seems unreasonable, therefore, and I may say unjust, that we should pay demurrage in a case like this. Moreover, it might happen that when the vessel does arrive the crane is occupied by the Government, unloading machinery, timber, &c., consequently another delay occurs, and no coal is available until the berth is clear.

As an illustration of the obstacles in question, last week I sent in a tender to the "German-Australian Steamship Company" for supply of about thirty-five thousand (35,000) tons best screened coal at nine shillings (9s.) per ton, F.O.B., Pyrmont wharf, and gave a guarantee to load any vessel of 3,000 or 4,000 tons within six days, of course, reckoning the time on the basis of the present system, but although the price was far and away the lowest, and the coal acknowledged to be quite up to the standard in quality, I am afraid I shall lose it, simply on account of the time that would be required to execute the order, but, on the other hand, could I have given a guarantee of three days, I should have been fortunate enough in procuring the contract. This is only one of the many instances that happen daily, and as the coal-shipping enterprise is yet in its infancy, it only rests with the Commissioners to make certain improvements and concessions, besides giving all the encouragement they possibly can to the coal companies, who I am sure would reciprocate by doing all in their power to make it an everlasting success.

I have, &c.,
THOMAS SAYWELL.

P.S.—Since writing the above, I have now sufficient proof to substantiate what I have already written in the following account of loading the ship "Z. B. Bischoff." Yesterday morning the vessel was berthed under the crane, and the coal on the wharf, but still no work could be done; on account of high tide the crane proved utterly useless, the consequence being, men, ship, and coal had to wait for three or four hours until the tide went down, and it took exactly twenty-three minutes to put the first truck on board. The day's work ended with thirty-four waggons, or a little over 300 tons.

Joseph Barling, Esq., Under Secretary, Public Works Department, Sydney.

B.

RAILWAY COMMISSIONERS' REPORT.

Public Works Department, Sydney, 13 April, 1892.

Railway Extension to Darling Island.

WITH reference to the proposal for the extension of the railway to Darling Island, I fear some exception may be taken to the absence of the Commissioners' report, in the exact terms laid down by the Public Works Act (see section 37, sub-section 1), and in order to prevent any question on this point, I shall be glad if the Secretary will be so good as to ask the Commissioners whether they will kindly furnish a report in the terms required by the Act. I hardly think a mere reference to their minutes on the subject will meet the case, and may be objected to.

J. BARLING,
Under Secretary.

Secretary for Railways.—Report herewith.—H. McLachlan, Secretary, p. J.A.S., 12/5/92. Under Secretary, Department of Works.—Submitted.—J.B., 12/5/92. Forward to Works Committee.—W.J.L., 12/5/92. Sent to the Committee.—J.B., 12/5/92.

Office

Office of the Railway Commissioners of New South Wales, Sydney, 11 May, 1892.

Proposed Extension of the Darling Harbour Branch Railway to Darling Island.

In accordance with the 13 section of the Public Works Act of 1888, we beg to report as under :—

Cost of construction—

The Engineer-in-Chief estimates the cost of the work (inclusive of land and compensation) at £142,000.

Annual cost—

Capital expenditure at 3½ per cent., £4,970.

The working expenses in connection with the proposed extension cannot be stated, nor can the probable increased traffic be estimated.

In our opinion the additional facilities which will be afforded by the extension will be advantageous in dealing with the existing traffic, and will provide accommodation for any future increase of it. Wool for direct shipment could be handled with greater facility and despatch, and suitable provision made for the dead meat trade, which may be looked upon as likely to assume large proportions in the near future.

Generally, it may be mentioned that direct railway communication, with ample wharf and shipping accommodation, must prove advantageous in handling all descriptions of traffic.

The Common Seal of the Railway Commissioners of New South Wales was hereunto affixed this 12th day of May, 1892, in the presence of,—

M. A. O'BRIEN.

E. M. G. EDDY (L.S.), Chief Commissioner.
W. M. FEHON (L.S.), Commissioner.
CHARLES OLIVER (L.S.), Commissioner.

C.

[To Evidence of Frederick McKern, Esq.]

COPY OF DEED OF GRANT FOR RECLAMATIONS AT PYRMONT BAY.

No. 9. New South Wales. [Land Grant.]

Register Book, Vol. Fol.

Grant upon Purchase of Reclaimed Crown Lands.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and so forth.

To All to whom these presents shall come, Greeting :—

WHEREAS in conformity with the Regulations now in force for the Sale of Reclaimed Crown Lands in our Colony of New South Wales, of h become the purchaser of the allotment or parcel of land hereinafter described for the sum of sterling, being the price of the same as determined by appraisement as by law required : Now know ye, That for and in consideration of the said sum for and on our behalf well and truly paid into the Colonial Treasury of our said Colony, before these presents are issued, we, with the advice of our Executive Council of New South Wales, have granted, and for us, our heirs and successors, do hereby grant unto the said h heirs and assigns, subject to the several and respective reservations hereinafter mentioned, all that allotment or parcel of land in our said Colony, containing by admeasurement be the same more or less, situated in the county of parish of Commencing

As per plan in the margin hereof : with all the rights and appurtenances whatsoever thereto belonging : To hold unto the said h heirs and assigns for ever : Provided, nevertheless, and we do hereby reserve unto us, our heirs, and successors, all mines of coal : And we do also reserve unto us, our heirs and successors, and to the Governor for the time being of our said Colony, by such person or persons as shall be by them or him authorised in that behalf, full power to make and conduct through the said land, all common or public drains and sewers which may be deemed expedient : In testimony whereof, we have caused this our Grant to be sealed with the Seal of our said Colony.

Witness our right trusty and right well-beloved cousin and councillor VICTOR ALBERT GEORGE, EARL OF JERSEY, Knight Grand Cross of our Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this day of in the fifty- year of our reign, and in the year of our Lord one thousand eight hundred and ninety-

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D.

[To Evidence of T. F. Knox, Esq.]

RETURN SHOWING QUANTITY OF SHALE EXPORTED DURING THE YEARS 1890 AND 1891.

Date.	A. K. O. M. Co.	N. S. W. S. & O. Co.	Total.
1890	16,547 tons.	21,916 tons.	38,463 tons.
1891	16,201 ,,	18,451 ,,	34,652 ,,
			73,115 ,,

Sydney, 23rd May, 1892.

D 1.

RETURN SHOWING QUANTITY OF WOOL PASSED ACROSS THE UNDERMENTIONED WHARFS FOR EXPORTATION, FROM JULY, 1891, TO MAY, 1892.

Circular Quay	190,000 Bales.
Cowper Wharf	60,000 ,,
Central Wharf	100,000 ,,
Moore's Wharf	113,000 ,,
Dalgetty's Wharf	64,000 ,,
The Pastoral Finance Association's Wharf (J. H. Geddes & Co.)	30,000 ,,
Total	557,000 Bales.

The following are the Wool-dumping and Stevedoring Companies in connection with the above-named Wharfs:—
Circular Quay—Flood & Co.; Talbot & Co.
Cowper Wharf—Brown & Co.
Central Wharf—Central Wharf Co.
Dalgetty's Wharf—Dalgetty & Co. (Limited).
Moore's Wharf—The Sydney Stevedoring and Wool-dumping Co. (Limited).
The Pastoral Finance Association's Wharf—North Sydney Wool-dumping Co.

Wool offered at Auction	360,000 Bales.
Wool sold at Auction	275,000 ,,
Wool sent to store for shipment, exclusive of quantity offered at auction	212,000 ,,

Sydney, 23rd May, 1892.

E.

[To Evidence of Captain John Jackson.]

RETURNS RELATING TO PUBLIC WHARFS FOR THE YEARS 1882 TO 1891.

Sir, Public Wharfs Office, 23 May, 1892.

I have the honor to inclose herewith Return from the Public Wharfs for the years 1882 to 1891 inclusive, and to state that the expenditure in connection with same does not include repairs.

I have, &c.,
JOHN JACKSON,
Manager.

The Secretary, Parliamentary Standing Committee on Public Works.

Summary of Cost, Revenue, and Expenditure, Public Wharfs, from the year 1882 to 1891 inclusive.

Cost of Wharfs	Revenue	Expenditure other than Repairs.
£ s. d.	£ s. d.	£ s. d.
499,100 3 6	310,887 2 8	21,326 0 0

Public Wharfs Office,
Circular Quay, 23rd May, 1892.

JOHN JACKSON,
Manager.

Return from Circular Quay for the years 1882 to 1891 inclusive.

Year.	Cost of Wharf	Revenue.	Maintenance other than Repairs.	Remarks
	£ s. d.	£ s. d.	£ s. d.	
1882	109,679 0 0	9,201 18 11	905 0 0	
1883		10,665 6 9	905 0 0	
1884		12,399 2 1	955 0 0	
1885		13,512 12 1	955 0 0	
1886		18,392 4 9	1,038 0 0	
1887		20,151 2 8	1,365 0 0	
1888	275,000 0 0	35,287 16 11	1,371 0 0	Purchase of the A. S. N. Co. Wharf.
1889		36,190 14 6	1,635 0 0	
1890		30,596 6 0	1,791 0 0	
1891		40,569 0 9	2,014 0 0	
	£384,679 0 0	£226,966 4 5	£12,934 0 0	

Return from Darling Harbour Wharfs for the years 1882 to 1891 inclusive.

Year.	Cost of Wharf.	Maintenance.	Revenue.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	
1882	57,000 0 0	258 0 0	4,879 17 9	
1883		258 0 0	3,239 10 1	
1884		258 0 0	5,825 14 3	
1885		278 0 0	5,598 14 0	
1886		298 0 0	4,439 4 10	
1887		298 0 0	4,838 4 5	
1888		298 0 0	4,527 8 1	
1889		298 0 0	4,665 0 1	
1890		298 0 0	4,962 0 1	Pyrmont Wharf opened.
1891		298 0 0	4,957 0 1	
	£57,000 0 0	£2,840 0 0	£47,932 13 8	

Return from Cowper Wharf for the years 1882 to 1891 inclusive.

Year.	Cost of Wharf.	Maintenance.	Revenue.
	£ s. d.	£ s. d.	£ s. d.
1882	18,313 3 6	200 0 0	1,880 10 10
1883	.....	200 0 0	1,682 12 6
1884	.....	350 0 0	2,240 14 8
1885	.....	350 0 0	3,827 11 8
1886	.....	350 0 0	4,027 7 4
1887	.....	350 0 0	2,829 2 4
1888	.....	612 0 0	2,673 8 2
1889	.....	612 0 0	3,208 19 0
1890	.....	612 0 0	2,443 6 1
1891	.....	741 0 0	3,636 18 3
	£18,313 3 6	£4,377 0 0	£28,450 10 10

Return from Blackwattle Bay Wharf, from 1888 to 1891 inclusive.

Year.	Cost of Wharf.	Maintenance.	Revenue.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	
1888	6,108 0 0	75 0 0	290 14 2	
1889	.....	200 0 0	481 16 10	
1890	.....	200 0 0	481 5 1	
1891	.....	200 0 0	483 9 4	No repairs.
		£675 0 0	£1,737 5 5	

Return from Pyrmont Wharfs, from the 1st June, 1890, to the 31st December, 1891.

Year.	Cost of Wharf.	Maintenance.	Revenue.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	
1890	32,000 0 0	100 0 0	1,410 8 4	
1891	.....	450 0 0	4,390 0 0	No repairs.
		£550 0 0	£5,800 8 4	

F.

[To Evidence of C. W. Darley, Esq.]

RETURN RELATING TO NEWCASTLE WHARFAGE AND TO DREDGING DARLING HARBOUR.

Department of Public Works, Harbours and Rivers Branch, Sydney, 31 May, 1892.

The Engineer-in-Chief for Harbours and Rivers to The Secretary, Public Works Committee.

THE length of wharf in Newcastle occupied by 15 cranes, both hydraulic and steam, is 5,550 feet. This wharf cost £55,685, exclusive of filling and reclamation behind the wharf; therefore the cost per crane amounts to £3,712 6s. 8d.

This wharf is, however, only 24½ feet wide, and has but a depth of from 24 to 25 feet in front.

The cranes are also very much closer together along one half the wharf than it is proposed to place them at Darling Island.

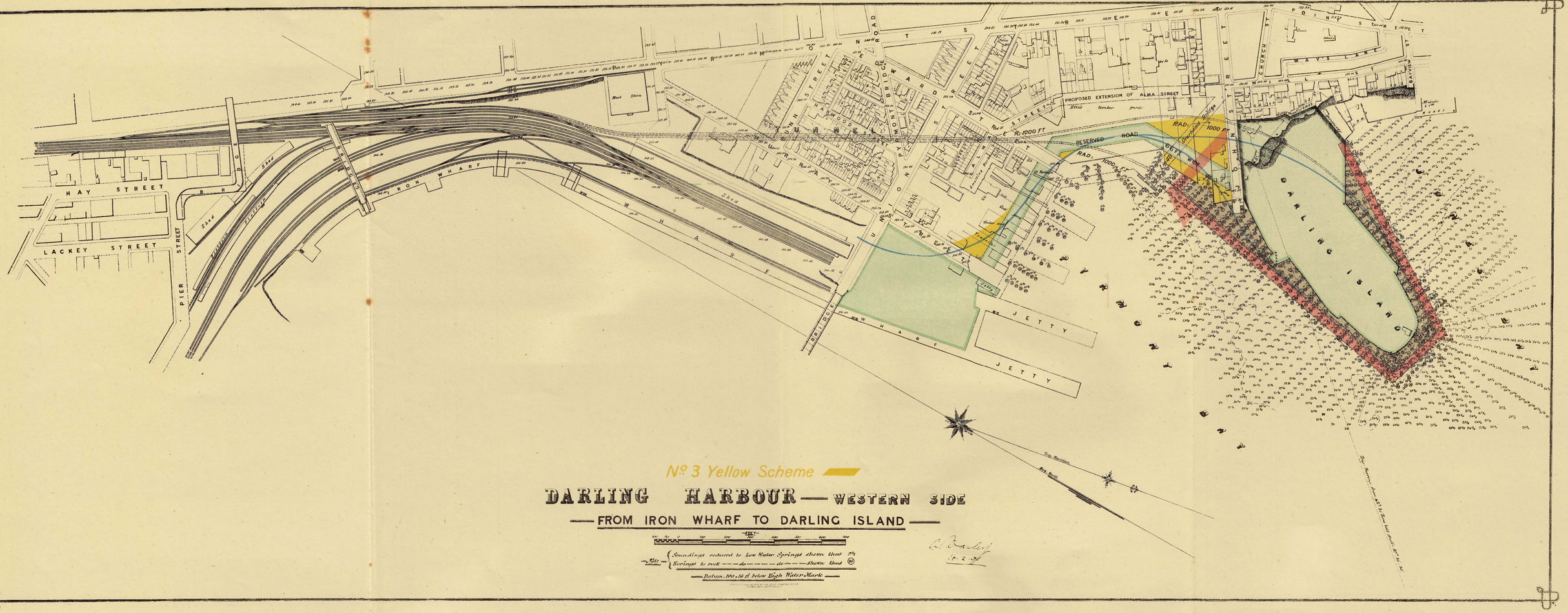
For the sake of comparison, the cost of the proposed wharf round Darling Island, omitting the backing, as before, would cost about £30,000, and accommodate 5 cranes with long berths, making the cost per crane £6,000, but the wharf is nearly half as wide again and would carry a depth of 28 feet in front.

Respecting the dredging, I find that 158,900 cubic yards of silt, and 1,500 cubic yards of rock, must be removed to obtain a depth of from 26 to 28 feet right out from the wharf to deep water. This work will cost the Dredging Service about £5,100, but this would become a charge on the Annual Revenue Vote for Dredging.

C. W. DARLEY.

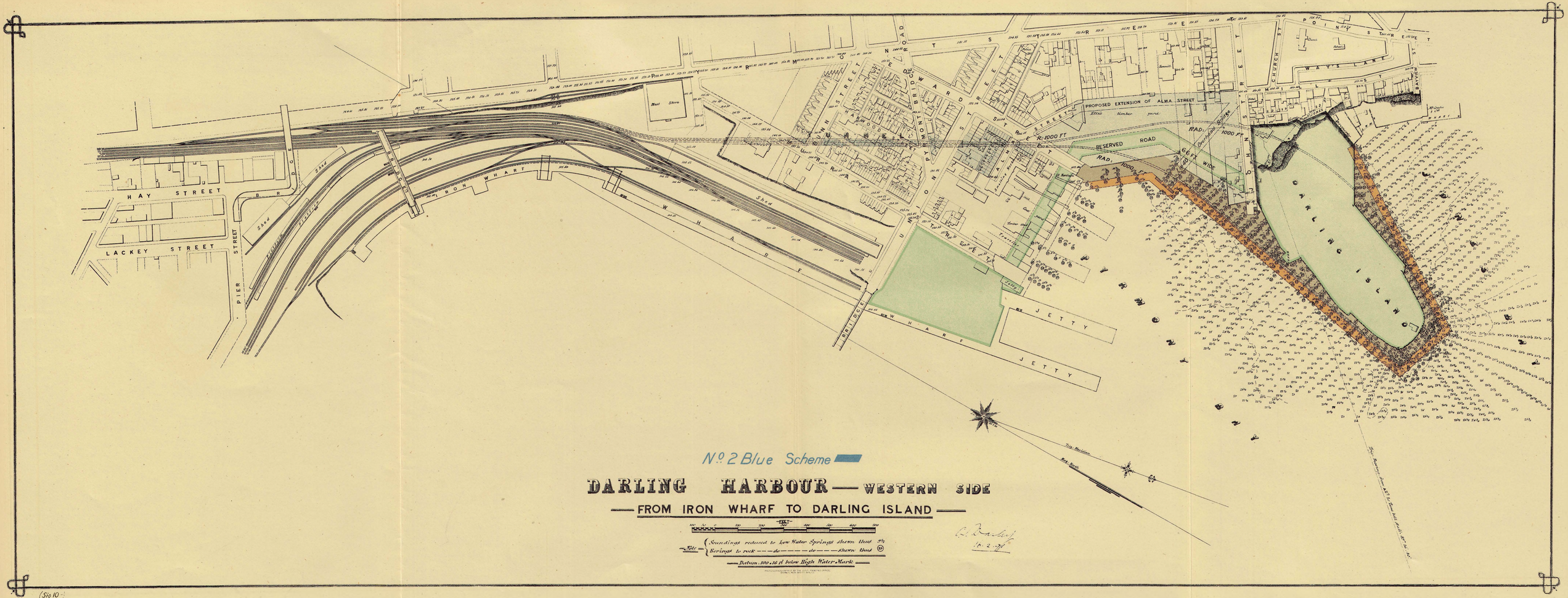
[3 plans.]

Sydney: Charles Potter, Government Printer.—1892.



HAY STREET
LACKEY STREET
PIER STREET
BRIDGE
IRON WHARF
WHARF
Shed
PYRMONT BRIDGE ROAD
PYRMONT BRIDGE
PROPOSED EXTENSION OF ALMA STREET
RESERVED ROAD
R: 1000 FT
RAD: 1000 FT
JETTY
DARLING ISLAND
PYRMONT BAY
Nº 3 Yellow Scheme
DARLING HARBOUR — WESTERN SIDE
— FROM IRON WHARF TO DARLING ISLAND —
FEET
Note — Soundings reduced to Low Water Springs shewn thus
Borings to rock — do — do — shewn thus
Datum 100 ft below High Water Mark

(Sig 10-)



No. 2 Blue Scheme

DARLING HARBOUR — WESTERN SIDE

— FROM IRON WHARF TO DARLING ISLAND —

FEET

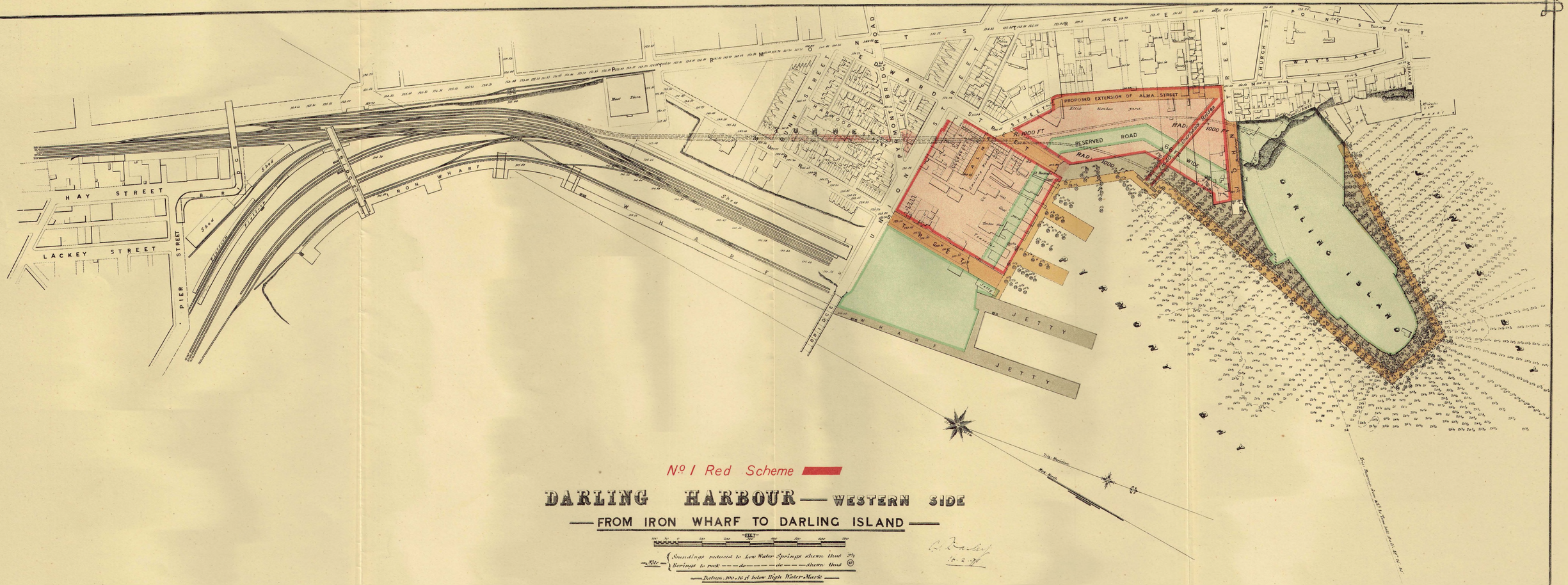
Note — Soundings reduced to Low Water Springs shown thus 9½
Borings to rock — do — do — shown thus (12)

Datum 100.16 ft below High Water Mark

PHOTO-LITHOGRAPHED BY THE GOVT. PRINTING OFFICE
DEPARTMENT OF PUBLIC WORKS, SYDNEY

C. Darley
16.2.76

(Sig 10)


HAY STREET
LACKEY STREET
PIER STREET
IRON WHARF
WHARF
SHED
SHED
SHED

1892.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC WORKS ACT FURTHER AMENDMENT BILL.

(MESSAGE No. 6.)

Ordered by the Legislative Assembly to be printed, 11 *October*, 1892.

JERSEY, *Message No.* 6.

Governor.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to amend the Public Works Act of 1888 in certain particulars, and to establish and give effect to the betterment principle with regard to public works; to repeal certain portions of such Act; and for other purposes in furtherance of or consequent on the aforesaid objects.

Government House,

Sydney, 11*th October*, 1892.

[9d.] 800—

1892-3.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(REGULATIONS UNDER.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37, sec. 17.

Colonial Secretary's Office,
Sydney, 6th June, 1893.

REGULATIONS UNDER THE "PUBLIC WORKS ACT OF 1888."

THE following Regulations, framed by His Excellency the Governor, with the advice of the Executive Council, on the recommendation of the Parliamentary Standing Committee on Public Works, for giving effect to the "Public Works Act of 1888," are published in accordance with the requirements thereof.

GEORGE R. DIBBS.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

REGULATIONS.

[*Under Section 17 of the Public Works Act of* 1888, 51 *Vic. No. 37.*]

Days and hours of meeting.

1. The Committee, when engaged in their inquiries, shall meet on Tuesday, Wednesday, and Thursday, each week, at 2 o'clock p.m., unless otherwise ordered: Provided that the Chairman may convene a meeting of the Committee at any time.

How the Committee shall be summoned.

2. All Meetings of the Committee shall be summoned by circular: Provided that in a case of emergency the circular may be dispensed with.

Adjournment from want of a quorum.

3. The Chairman shall take the chair at the hour appointed, and, if at the expiration of 15 minutes there be not a quorum (consisting of five members, representing both the Legislative Council and the Legislative Assembly) present, shall adjourn the Committee until the next sitting day.

Definition of attendance.

4. Attendance at a meeting shall be deemed to mean being present within 30 minutes of the time appointed for the meeting and until the Committee rise, except leave to retire be obtained from the Chairman.

Notices of motions.

5. Notice shall be given of all motions, for consideration at a subsequent meeting: Provided that any matter of urgency may be taken without notice at any meeting at which a majority of two-thirds of those present shall consider it desirable that such matter of urgency should be dealt with.

Order of business.

6. The arrangement of the order of business for each meeting shall rest with the Chairman, and the business shall be taken in the order in which it appears upon the paper: Provided that the Committee may, at any meeting, change the order of business for such meeting.

Notice of motion to close an inquiry.

7. Notice of motion to close an inquiry shall be given in the following form:—

"That the Committee proceed to consider the evidence on the proposed with a view to reporting on the subject to the Legislative Assembly."

When motion to decide work shall not be considered.

8. No motion for the Committee to decide respecting a proposed work shall be considered before the inquiry has been closed.

Motions to be seconded.

9. All motions shall be seconded before being discussed.

Petitions and documents received as evidence.

10. No petition or other document respecting any proposed work shall be received as evidence unless sworn to by a witness under examination.

Quorum of Sectional Committee.

11. The quorum of a Sectional Committee shall be three.

Hospitality to Sectional Committees.

12. Each Sectional Committee shall make their own arrangements, through their Chairman, to visit or inspect such works as may be delegated to them. They shall accept no public hospitality, and generally shall carry out their duties according to the provisions of the Act.

Minority Reports.

13. No member or members constituting the minority in any decision by the Committee or a Sectional Committee shall be allowed to submit a minority report.

Members interested in a proposed work not to be appointed on Sectional Committee.

14. In cases where a member of the Committee may reasonably be regarded as interested directly or indirectly in a proposed work, he shall not be appointed a member of a Sectional Committee to inspect, take evidence, and report with reference to such proposed work.

Sectional Committee may consider more than one work.

15. Two or more proposed works may be inquired into by one Sectional Committee, where such a course is authorised by resolution of the Committee.

Inquiries to be advertised.

16. Inquiries to be carried out by the Committee or by a Sectional Committee shall be notified by advertisement in the daily newspapers of Sydney, and in any country newspaper published in the district affected by the proposed work, as may be considered necessary.

Fees and travelling expenses.

17. In the payment of fees and travelling expenses to members of the Committee or of a Sectional Committee, under sections 4 and 5 of the Public Works (Committees' Remuneration) Act of 1889, a day shall be considered to be from 6 a.m. to 6 a.m.: Provided that travelling expenses only be paid for Sundays, and that in no case shall two sitting fees be paid for one day.

J. GARRARD,
Chairman.

25th April, 1893.

[3*d*.] 1002—

1892–3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EXTENSION OF SHEA'S CREEK CANAL.

(REPORT BY MR. STANLEY ALEXANDER, EXAMINER OF PUBLIC WORKS PROPOSALS.)

Ordered by the Legislative Assembly to be printed, 12 *June*, 1893.

Sydney, May 5, 1892.

DESCRIPTION OF THE PROPOSED WORKS.

1. The General Cross Section of the Cutting.

The total width of land to be resumed	750 feet.
„ „ cutting from edge to edge	726 „
Proposed width of canal proper from edge to edge of berm	250 „
„ width of surface at high water...	242 „
„ depth of canal at low water	10 „
„ „ „ high „	14 „
„ depth of canal below level of berms	18 „
„ space to be provided on each side for building purposes ...	66 „

2. The Longitudinal Section along the Canal centre line, commencing from Ricketty-street.

Total length from Ricketty-street to Buckland-street ... ... 9,794 feet, or $1\frac{3}{4}$ mile and 554 feet.

In the first half-mile the natural surface of the land on the centre line rises about 3 feet above the ground level at Ricketty-street.

At 1 mile the surface is about 12 feet higher than at Ricketty-street.

From 1 mile to $1\frac{1}{4}$ mile the surface is generally 1 or 2 feet lower than at the mile point.

At $1\frac{1}{2}$ mile the surface is 16 feet above the surface level at Ricketty-street.

At $1\frac{3}{4}$ mile the surface is from 36 to 39 above the same level.

At Buckland-street the surface is 39 feet higher than at Ricketty-street.

The surface at Raglan-street, on a direct continuation of the canal centre line, is 44 feet above that at Ricketty-street, and at the Eveleigh workshops the surface has risen to 65 feet.

As at Ricketty-street there is a difference in level between the surface of the ground and high water of about a foot only. The heights given above may be taken for comparison as measured above the high water in the canal.

3. The Estimated Cost of the Works.

Estimated cost of canal with berms 10 feet wide only	£226,000
„ „ widening berm to make space for buildings ...	101,599
„ „ canal with the full width of berm	327,599

General Remarks on the Works.

4. Between points on the centre line 6,500 and 7,700 feet from Ricketty-street the centre line crosses the existing channel of Shea's Creek three times, and then turns boldly to the north towards Buckland-street, while Shea's Creek bends north-east towards the Botany road.

5. At the last crossing over Shea's Creek, 7,700 feet from Ricketty-street, the natural surface is but 15 feet or so above high water. This is close on $1\frac{1}{2}$ mile (220 feet less) out of the full length proposed for the canal, viz., $1\frac{3}{4}$ mile plus 554 feet. At the $1\frac{1}{2}$ mile point, as given before, the surface is but 16 feet above high water. This point is $\frac{1}{4}$ mile plus 554 feet (just over 28 chains) from Buckland-street, at which point the surface is 39 feet above high water.

6. By the estimate it is seen that the extra cost of widening the cutting above the level of the berms of the canal to make space for building is £101,599, and it appears from the above that by far the major part of the cutting represented by this sum would be situated on the last 28 chains of the canal, viz., between the $1\frac{1}{2}$ mile point and Buckland-street.

7.

7. Even of the amount of the first estimate for a canal with berms 10 feet wide only, a large part must be for work on the same length.

8. The cost of constructing a canal extending 1½ mile only from Ricketty-street, and thus avoiding the deep ground where the cutting would be most extensive is not given in the papers. This curtailed work would perhaps be regarded by the promoters as an incomplete and inefficient substitute for the whole scheme.

9. It would, however, be found that the extremity of the canal at Buckland-street would be inaccessible except to pedestrians, and all loads would have to be taken by road outside the limits to some point on the canal where the cutting would be shallow enough to admit of approach roads being cut down to the level of the berm; and there or thereabouts, practically, all loading of vessels would be carried out, and not in the deep cutting nearer to or adjoining Buckland-street, to reach which point the loads would have to be carted along the canal berm an additional distance.

10. The 1½ mile point is moreover in a position fairly accessible from Bourke Road or Botany-street on the east and from the Euston Road on the west.

11. For purposes of drainage, as a receptacle for the surplus water brought down by Shea's Creek from the north-east, this length of the proposed canal would be the working portion, whether the full length to Buckland-street be formed or not.

12. With regard to this matter of drainage, however, the desire to urge the construction of the canal has induced its promoters to anticipate benefits that cannot be obtained from it as a vehicle for discharging refuse into the sea. Construction of this canal will undoubtedly bring about the reclamation, raising of land, and consolidation of the adjoining boggy surface which is now a nuisance, but the drainage of this and disposal of refuse from it will be a separate charge, not included in the estimates yet framed, and, though resulting as a consequence from the construction of the canal, not dependent upon it in any way.

13. The district surrounding the locality of the proposed canal is divided into five municipalities, viz., Alexandria, Waterloo, St. Peters, Macdonaldtown, and Redfern. The whole of the extension of the canal is, however, within the limits of the municipality of Alexandria alone. The total present population affected amounts to 47,653 persons, of whom Alexandria contains 7,499 and Redfern 21,363. Further details are given in the Appendix. Notable features in these statistics are the large extent and worth of the unimproved land in the district, as shown by the figures of the estimated capital value. This land it is expected will speedily be turned to account for manufacturing and other industrial purposes by the proposed facilities for communication by sea being afforded. Its value will be increased enormously, and the revenue of the municipalities will thereby be enhanced, enabling them to carry out improvements in perfecting communications and in sanitary works which, under existing conditions, cannot be contemplated. The indirect benefit to this large suburban area will, therefore, be of very great value.

14. All that has been urged in support of this work being undertaken may practically be considered under two heads—the advantage of draining the basin comprised by the watershed of Shea's Creek, from which an improvement in the healthfulness of the locality is expected and the conversion of a boggy tract into useful building land—the advantage of a reduction in the cost of transport to and from the district, enabling manufacturing operations to be extended and new industries to be initiated, and supplies of all kinds to be carried to the district at a reduced cost for transport. These objects are all essentially of local importance, but of a character to fully justify the strongest agitation towards their attainment by those interested; but the larger view of the subject—as to its being a work of national importance—must be determined by the urgency of the need for creation of a new area in close vicinity to the metropolis in which manufactures and industries may be prosecuted. This necessity must depend in the first instance upon whether a large number of new industries are likely to be undertaken in the near future, and, secondly, on the lack of suitable localities for their installation. If the first point be conceded the second will probably be admitted also. For a site to be suitable for manufacturing purposes the essentials are cheap land and cheap transport, both of which will be available if this canal be constructed.

15. The direct saving anticipated in cost of transport of supplies and of manufactured goods is variously given at from 2s. to 4s. per ton, but indirectly the benefit will also be very great. The tonnage quoted in the evidence as even now actually carried by carts to and fro is very great, and employs a large number of drays upon the roads, entailing considerable delay and trouble in various other ways. The despatch and reception of much of this tonnage at wharfs, to and from vessels direct, will be an immense relief to operations of all kinds.

16. The formation and maintenance of roads, on the condition of which the prosperity of a district so much depends, in localities such as Alexandria and Botany, where the natural surface is either sandy or boggy, and to which materials of all kinds have to be brought from outside, has very properly been brought forward by mayors and aldermen of municipalities as affording grounds in support of the proposed canal works.

17. In a large suburban area of this kind, ordinary building operations may be expected to be ceaseless for many generations, entailing importation into it of vast quantities of timber and other materials which cannot and never will be carried by rail direct from the areas on which they are produced. The coasts of the Colony provide all the timber required—blue-stone metal for the roads and coal for manufactures and for household purposes. As pointed out by Messrs. Godfrey and Gentles, industrial works located at great distances along the coast will derive benefit from and confer benefit on other works at Shea's Creek by water-communication being provided. The sulphur and ores for the chemical and reduction works procurable from distant mining districts, bones and hides from meat-freezing, butchering, or curing establishments along the coast, manures that may be distributed will be some of the supplies and products that will be exchangeable with an ease, certainty, and economy for transport that are unattainable except by way of the sea.

18. The extent of land actually resumed already along the shores of Cook's River amounts to 42 acres, and the cost to about £8,700 for compensation.

19.

19. By a return, dated September 11, 1890, it is seen that the expenditure to that date on reclamation and dredging works in Cook's River had been £74,000, and on Shea's Creek Canal Works £6,300, making a total of £80,300; so that at that stage the reclaimed land had cost over £2,000 per acre. The extension of the canal and bridging since carried out have probably raised the total expenditure up to £100,000.

20. The probable cost of extending the canal to some point short of the full length to Buckland-street, whereby the greatest advantage can be derived from it, and needless expenditure avoided, cannot be conjectured nearer than between £150,000 and £200,000. This will provide the bare waterway. The necessary expenditure on wharfs, which, in the long run, must be continuous on both sides of the canal, will be additional, probably in the form of an annual addition to the capital cost of the works for a very long time. To repay this, and to provide the interest, reliance is placed on the reclaimed land on Cook's River, and the 66 feet width of berm on each side of the intended canal. The dues and charges leviable on the water will probably be more than absorbed by current expenses of maintenance and management.

21. The district is very well served by the existing railway lines. The Illawarra railway passes parallel with Shea's Creek at a distance from it of from half to three-quarters of a mile, having the stations Eveleigh, St. Peters, Marrickville, and Tempe all within easy reach. Benefits from this service have till lately been almost confined to the area on the west of Shea's Creek, except from Eveleigh Station. A bridge over the canal at Ricketty-street having now been built, the stations St. Peters and Marrickville are placed within touch of the areas lying to the east of the canal. The wharf on Cook's River at the main road crossing at Tempe is also, by means of the Ricketty-street bridge, made accessible from the same areas east of the canal.

22. The facilities for use of the seaway afforded by this wharf have not hitherto exercised any marked influence on the districts now dealt with, though the use made of it has been considerable. There is a marked saving in cost of transport by use of it in preference to the railway or Darling Harbour; but the full extent of such a benefit is evidently not sufficient to foster the growth or initiation of industries along Shea's Creek, and in the immediate neighbourhood of the wharf there are no present signs of any such activity. The actual value of the land that has been reclaimed along the course of Cook's River up to this wharf has not yet been tested in the market.

23. In view of the great cost of the proposed extension of Shea's Creek Canal, and the facts that the necessities of the district do not call for the work—that the population and activity which alone can justify such an expenditure are not as yet in existence—that the immediate benefits derivable from it will be divisible among the local holders of land, and a portion only of the local residents and business people, and that the general prosperity of the colony will not be proportionately advanced, it seems that every step taken in the future in its prosecution should be a tentative one only, and that the development of the whole work should proceed gradually and very cautiously from Ricketty-street. The bare cutting of the canal, admitting the waters of the sea, is but a portion of the work, and not a very large portion to be got through before any of the advantages predicted can be reaped by existing industries, and before the inducement can be strong enough to attract much capital. This is not a case, as of a railway line, of rendering a tract of country accessible for settlement by a rural population of farmers, representing an invested capital of one to three thousand pounds to the square mile. The justification for this work lies in the anticipations that each acre of land in the immediate neighbourhood of the canal will, in the near future, carry thousands of pounds of capital.

STANLEY ALEXANDER, M.Inst.C.E.

The Under Secretary for Public Works.

MEMO. ON SOME OF THE PRINCIPAL INDUSTRIAL WORKS IN OPERATION IN THE NEIGHBOURHOOD OF THE PROPOSED CANAL.

The St. Peter's Brick Factory.

Situated in the borough of Alexandria. Works have been in existence for 30 years. Total value of plant and works, about £20,000; out-turning 1½ million of bricks annually, of value about £3,000; employing 30 men and 20 horses constantly; consuming about 2,000 tons of Wollongong coal and about 500 tons of Lithgow coal annually. This has now to be brought by rail to the nearest station. The Wollongong coal would all be delivered by the canal if extended, at a reduced cost. The output is now carted away to consumers, or shipped at Miller's Point. All intended for coast ports would be loaded in the canal, at great saving in cartage. The works have derived no benefit hitherto from the canal as far as constructed. Would be enabled to extend the trade to the coast ports, which are now barred by the cost of carriage.

The Alexandria Saw Mills.

Situated in the borough of Alexandria. Value of plant, £3,000; value of annual out-turn, £21,000; employing 20 men and 6 horses constantly; consuming 7,500 tons of raw material annually, of which about 6,000 tons would be carried by the canal. The chief articles brought are logs, girders, and piles by rail, at a cost of 10s. 6d. per ton for carriage. This would be reduced to about 3s. 6d. per ton, if the timber could be delivered from the vessels in the canal. These boats would take return loads for the coast districts.

The Sydney Smelting and Phosphor-bronze Foundry.

Situated in the borough of Alexandria. Value of plant, £1,000; value of annual out-turn, £20,000; employing 12 men and 4 horses constantly; consuming 3,000 tons of raw material annually, of which 2,000 tons would be carried by the proposed canal. The chief of these articles are coal, ores, and limestone.

limestone. The saving in carriage of this from the canal would be 4s. per ton. Of the out-turn from the works, 1,000 tons of silver bullion and antimony is yearly sent to London, the cartage of which to the wharf costs 5s. per ton. This would become 1s. per ton to the canal. Thus the advantage to the works would be the saving of 4s. per ton on both raw material and out-turn. The works would be extended. No advantage has so far been derived from the canal.

The Quatre Bras Tannery and Fellmongery.

Situated in the borough of Alexandria. Value of plant and works, about £5,000; annual out-turn, 73,000 dozen basils; employing about 50 men and 6 horses; consuming about 800 tons of raw material annually, of which about 300 tons might be carried by the canal. The chief articles carried to the works are coal and bark, now carted from Darling Harbour, which might be brought by water from southern ports. The works would probably be extended, as they would derive great advantage. They have received none hitherto from the canal.

The Warren Brick Factory.

Situated in the borough of Alexandria. Value of plant and works, £20,000; value of annual out-turn, £10,000; employing 100 men and 60 horses constantly; consuming 10,000 tons of raw material. This is all coal, and is now brought by rail, whereas it might come from ports by water, saving a great deal in carriage. The output might also go by water to ports, and open a trade, which is now prohibited by cost of carriage. Probably, 4,000 tons of output would thus be carried by the canal annually. The works might be extended; they have been increased largely since first instituted. No benefit has been derived from the canal so far.

The Bedford Brick-works.

Situated in the borough of Alexandria. Employing 50 men and 23 horses constantly; consuming 2,500 tons of coal, which might all be brought by the canal. This is now brought by rail. The output could also be so treated at a saving for carriage.

The Sydney Soap and Candle Co. (Ltd.)

Situated in the borough of Alexandria, on land having a frontage to proposed extension of the canal. The value of the plant and works is about £60,000, and the value of the annual out-turn, about £10,000; employing 250 men and 50 horses; consuming about 7,000 tons of raw material. This is now carted from Botany wharf, at a cost of 2s. per ton, or from Darling Harbour at 5s. per ton. Coal, about 4,000 tons, from southern collieries, and bones, 2,000 tons from northern ports, would all come by the canal. The out-turn now comprises 2,000 tons of bone-dust manure; soap and candles, 500 tons of each to Mauritius, and large quantities of soap to New Zealand. The saving in carriage for the greater part of both supplies and out-turn would be 2s. per ton in favour of lightering by the canal to the harbour for shipment, against carting to Botany wharf and lightering thence. During the last three years the works have been extended fully 30 per cent., but no benefit has been derived from the canal past the Botany wharf. Very large extension of the works are intended, amounting in value to £50,000 worth, when the canal is extended. The company own 15 acres of land at this place. The out-turn and consumption and the labour employed would probably be doubled by the proposed additional works, but erection of these is dependent on the canal being extended, so that all transport may be done by water.

The Co-operative Acid and Chemical Manufacturing Co. (Ltd.)

Situated in the borough of Alexandria. The old kerosene works have been leased, and new works are being erected, costing probably from £7,000 to £10,000; the total weight to be handled will probably amount to 3,500 tons annually, of which about 2,000 tons might be brought by the canal. One of the large items of import would be coal, which would all be brought by sea.

The Beulah Brick and Pottery Works.

Situated in the boroughs of Macdonaldtown and Alexandria. The value of plant and works is about £30,000; value of annual out-turn about £30,000; employing about 120 men and 50 horses; the material consumed is coal and wood, about 7,800 tons per annum. These are now procured from the interior of the Colony, but it might prove economical to bring all from ports by sea. The output destined for ports would certainly be shipped by sea. Consignments are being made to the Clarence. The manufacture of art-ware is now being entered upon, and for this a market will be found in other colonies, for which transport by the canal will be very serviceable. So far no benefit has been derived from the existing canal works.

PROPOSED EXTENSION OF SHEA'S CREEK CANAL.

LIST OF WITNESSES EXAMINED.

1. Mr. Edwin Godfrey, manager, Sydney Soap and Candle Company, Alexandria.
2. Mr. W. G. Judd, Chairman of Directors, Brick Company in St. Peters.
3. Mr. W. Stephens, partner in Wool-scouring Works in Botany.
4. Mr. W. Gentles, manager, Co-operative Acid and Chemical Manufacturing Company, (Ltd.) Alexandria.
5. Mr N. Dawes, manager, Beulah Brick and Pottery Works, in Macdonaldtown and Alexandria.
6. Mr. A. Harber, St. Peters Brick-works.
7. Mr. J. Ralph, Mayor of the Borough of Alexandria.
8. Mr. M. Smith, Waterloo.

Alexandria, 26th August, 1891.

Mr. Edwin Godfrey, manager of the Sydney Soap and Candle Works, situated on the line of the proposed canal, between Bourke Road and the creek. One of the benefits to be derived from the canal would be in bringing coal; he now uses some 4,000 tons per annum; brought by rail in part, and some

some part carted from the Botany wharf; it is all Wollongong coal that is being used; their manager has returned from England with fresh plant; it is proposed to erect this here, dependent on the canal being constructed; if this is not done, the plant will not be erected here; the consumption of coal for the extended works would be about 10,000 tons per annum; at the present time the cost of carriage of coal from the rail to the works is 1s. per ton, but from the Botany wharf 2s. per ton; the ultimate cost of the coal is, however, about the same; the canal would enable them to dispense with the whole of the cartage of 2s. per ton; there would also be brought bones from the northern ports to the extent of 1,500 or 2,000 tons per annum; hitherto has not brought any regularly; would get a regular supply from the meat preserving works at Townsville and Rockhampton, provided that they had water carriage; these bones are for manufacture of manure; their existing works include a factory for manures; they ship at the present time to New Zealand and other ports 2,000 tons per annum of bone-dust manure, costing for cartage 4s. 6d. to 5s. per ton to the wharfs in Sydney; if a craft could be brought to the works by a canal, this bone-dust could be put from the factory into the boat at 6d. per ton; the vessels in use carry about 200 tons at the present time; these could come up the canal; these boats bring timber and grain from New Zealand, and load back these manures among other things; the works ship large quantities of soap to the Mauritius—very large quantities, in 50 to 100 tons parcels—amounting annually to about 500 tons; instead of carting this they would lighter it round to the steamers at a cost of 2s. per ton—costing at present time 5s. per ton for cartage; resin and caustic soda, now being used to extent of about 750 tons per annum, imported from other countries, would also be lightered round to the works if a canal were constructed; this cost would be 2s. per ton by lighter, being now 5s. per ton by carts; the works would grow and develop by these facilities; in three years the output has increased 30 per cent. already; the number of men in employ on the works is about 250 and 50 horses; the value of existing plant is £60,000, and they would put down fully another £50,000 worth to provide for the extensions brought about by the canal; the present total output from the works is of soap, 3,000 tons; of candles, 1,800 to 2,000 tons (stearine candles); this might be increased indefinitely, providing the facilities for carriage by water were provided; the new works would employ double the number of hands, viz., 500 men; in addition to the cost of getting the coal to the works, the saving in the carriage of all other raw material used and in carriage of manufactured goods sent away, would be very considerable; the boats that bring this raw material would take away the goods in some cases direct to destination, and in others to be transhipped into the larger craft; in matter of drainage to be effected by the canal the whole of the low lying portions of Alexandria would be cleared of storm waters; the surface waters from Alexandria, Waterloo, Redfern, Macdonaldtown, Newtown, and a portion of St. Peters and Surry Hills from Darlinghurst (Shea's Creek rises at Arthur-street in Surry Hills) concentrate into the swamps along Shea's Creek and have no other outlet whatever to the sea; from a sanitary point of view the benefit derivable from the canal cannot be over estimated; the accumulation of the refuse of all these areas amount to many feet in depth in the swamps; there have been wool-washing establishments in work here during the last 40 years which have been accumulating filth during all that time; there is no means possible now for abating this nuisance; the canal will have the effect of draining all this and converting the locality into healthy from unsanitary conditions.

E. GODFREY.

Alexandria, 26 August, 1891.

Mr. William George Judd, Chairman of a brick company situated in the borough of Alexandria at St. Peters; the amount of coal received at seven or eight of the large brick factories in the neighbourhood is about 1,800 tons weekly; if the canal be constructed, water carriage being cheap and the coal being nearly all southern coal, it would be more convenient and cheaper for these works to bring the coal by water; oftentimes he has to refuse a contract for bricks for the southern ports on account of the railway freight being so heavy; but the class of craft that would come up the canal would take away the bricks at a nominal rate; the supplies for ports are sent now by train to Darling Harbour, where they are shipped in vessels to go by sea to the port; were the canal in existence the vessels would come up close to the works; the industry is likely to be extended very greatly; there are hundreds of thousands of pounds worth of buildings and plant within reach of the canal now; there is plenty of shale available both on the surface and by sinking deeper; the material in this borough is particularly adapted for brick making; a very great expansion may be anticipated; the route in use now for carriage of coal from the south is by rail to a siding on the Illawarra line at Marrickville, and then by drays to the works in Alexandria; as yet the canal as far as Ricketty-street is not ready and does not offer the necessary facilities for discharging coal, but it will be used when dredging and wharf building enable the discharge to be done at Ricketty-street and then the canal will certainly be used by vessels direct from Wollongong; offers have been made of from £500 to £1,100 per acre for the freehold of some of the reclaimed land near the river; independently of its paying prospects or its necessity for facilitating traffic and expansion of industries, the canal from a sanitary point of view is a necessity to the surrounding districts; the firewood used for the brick-works is now brought by rail, but this must all come by sea; blue metal also from the Kiama quarries would also be largely brought by sea; there are five large boroughs which would become directly interested in this matter; at present blue metal is brought by railway, but the carriage is so heavy that the material cannot be used to any great extent now.

W. G. JUDD.

Alexandria, 26 August, 1891.

Mr. William Stephen, a part owner of a wool-scouring establishment in Botany, has been a resident for thirty-six years in this district, and has represented it in Parliament for five years, would ask that the question be looked at from a standpoint of the facilities that may be afforded to the general public in these districts by the canal being carried out; coal for instance is in use in every household, and in the aggregate probably a larger quantity is so used than in all the manufacturing establishments, and it is certain that large depôts for distribution and sale of coal would be established in the neighbourhood; firewood also is another item of universal consumption which would all be brought by water; would also mention that the coasting steamers carrying dairy and farm produce would avail themselves largely of the canal and depôts, and business establishments would be erected in proximity to the canal for the distribution

distribution of this produce; the canal would be largely used for the transport of the product of factories; he would be inclined to consider that the canal, from a sanitary point of view, would in the main confer greater benefits on the community than from the mercantile; it is an essential to the drainage and purifying of the locality and for the health of the resident population; he can corroborate what Mr. Godfrey has said as to the condition of the swamps through which the canal is to be taken, which have been accumulating filth for a long series of years, and from personal observation he knows this to be true; there is no other means of purifying this than by direct drainage such as would be afforded by a canal, as the bottom of the main sewer to Botany is near Cook's River; and for a considerable distance, 6 or 7 feet above the level of the surface of the swamps near the drainage of the surrounding suburbs for storm waters, extending from St. Peters, Macdonaldtown, Eveleigh, portion of Redfern, Waterloo, Alexandria, and North Botany would also be effected; when we take into consideration the great increase in the population of the surrounding districts within the last few years, it cannot now be less than 70,000 or 80,000, we may reasonably expect that, at no distant date, it will be doubled; this also is the most suitable—indeed the only manufacturing district within a reasonable distance of the city; looked at from sanitary and commercial points of view, it will be at once seen that it is not only desirable but absolutely necessary that this canal should be finished as speedily as circumstances will permit.

W. STEPHEN.

Alexandria, 26 August, 1891.

Mr. Will. Gentles, representing the Co-operative Acid and Chemical Manufacturing Co., the old kerosene works at Alexandria; a lease has been taken of them, and new works are being erected; it is anticipated to expend from £7,000 to £10,000 at present; the works would probably handle about 3,500 tons annually, in the aggregate of which about 2,000 tons would be brought by sea if the canal be made; this now has to be brought by road; one of the items of import is coal, which will all be brought by sea; another is sulphur which is now imported from other countries, as it is more cheaply procured now from Japan than from this Colony; but in the form of pyrites there is any quantity available in this Colony itself; he considers that this is essentially a manufacturing district, to which facilities for getting raw material cheaply will have the effect of enormously developing its resources.

Appends a memorandum in extension of this evidence. W. GENTLES.

MEMORANDUM.—THE CANAL, SHEA'S CREEK, BOTANY.

In this memorandum it is just possible to partially indicate the great advantages and benefits which will accrue to the whole district, and to the important industries already located on the line of the canal, and purposed extension, which are anxiously awaiting its completion. The district through which the canal does (so far) and will pass is pre-eminently suitable for manufacturing purposes and the establishment of factories in which raw materials will be worked up. The canal would supply the factories already in existence whose prosperity so much depends upon the facility or cheapness with which they are enabled to handle the large quantities of materials which they use and despatch. The district maintains a large population, engaged directly or indirectly, in the working and using of raw materials of which taking only one item—coal—the quantity used is very heavy. The saving alone in cost of cartage would be about 66 per cent., besides taking a heavy traffic from the roads, which it is not fair to put on them. This is of serious import to the user of coal in quantity. The completion of the canal would give a great impetus to the employment of coasting craft, in the bringing of supplies from the coast of coal, lime, and timber. The cost of transport per rail is too expensive, consequently the existing industries are seriously hampered, and there is little inducement for the installation of fresh industries—so much wanted—until the canal is finished. The raw materials are in the Commonwealth in abundance, but before they can be profitably handled for the commonweal in the production of articles in daily consumption they must be brought to one centre, where the products and bye-products can be utilised or disposed of to advantage. The canal would be of much benefit to the Co-operative Acid and Chemical Manufacturing Co., who are now erecting works primarily for the manufacture of sulphuric acid, the cheap production of which depends so much upon the initial price of sulphur, and which this Company has at present to import, although we have in this country unlimited supplies in the form of pyrites, the transport cost of which at present prevents it being used. Sulphuric acid is the basis of immense industries, and on the cheap production of which the prosperity of the following to a large extent depends.

1. Superphosphates, fertilisers, or dissolved bones.
2. Sulphate of ammonia, for enriching above in combinations with nitrogenous organic matters.
3. Cheap deodorants or disinfectants, for the tub and pail system so much required and so beneficial.
4. Decomposition of salt and production of sulphate of soda, largely used in the manufacture of glass and of hydrochloric acid, for production of chlorine (and chloride of lime), so effectually and extensively used in the extraction of gold. The profitable working of several developed and developing gold-fields almost entirely depends upon the prime cost of chlorine. This is of serious import to the country. The establishment of chlorination works alongside and one common centre for extraction will give a much required impetus to the mining industry of the colony in the form of cheap chlorine for the extraction of gold.
5. The manufacture of soap (requiring caustic soda), stearine candles (sulphuric acid), paper (caustic soda and chlorine), glycerine (requiring acid). These are all inter-dependent upon the cheap production of sulphuric acid and the decomposition of salt, of which a suitable quality can be had from South Australia.
6. Dynamite, the manufacture of—depends upon sulphuric acid for production of nitric acid, combined with glycerine, the production of which from soap leys depends upon an acid for its liberation. There will be every inducement for the installation of a factory in this colony, and establishing of a very profitable industry.
7. The ærated-water manufacture requires large and yearly increasing quantities of sulphuric acid, the cost of which is of vital importance to this industry. The galvanising iron business also uses a considerable quantity.

Limestone, lime, bones, animal refuse, manganese, sulphur (pyrites), coal, caustic soda, raw tallow, salt, and nitrate of soda.

These all enter very largely into the production of the above manufactures. The important point is cost, and especially transit cost by sea and canal, then delivery can be assured at a price which will warrant the erection of a plant for manufacturing purposes in which they would be extensively used, as the banks of the canal would afford ample facility and inducement for profitable production. It is quite possible that the canal district may become the Lancashire of the colonies, as the prominence of Lancashire, in the manufacture of our raw material, is mainly due to the great facilities it affords in cheap transport and handling by means of its canal and water-carriage system. The establishment of any of the industries indicated, and extension of those already in existence, will afford ample means of employment to the trades in general, and also to the engagement of unskilled labour, and to the general benefit of the community and district. The banks of the canal with the abundant supply of fresh water, so easily found all through the district will afford capital sites for certain industries at present located in the city, which it would be advantageous to transplant to that district in due time and which would add materially to the revenue derivable from the completion of the canal system and heavy traffic.

W. GENTLES,
The Co-operative and Chemical Manufacturing Co.
Alexandria,

Alexandria, 2 September, 1891.

Mr. N. Dawes, Manager for Bakewell Bros., of the Beulah Brickand Pottery works, in the boroughs of Macdonaldtown and Alexandria. The total value of the plant and works is about £30,000; the value of the annual out-turn about £30,000; the number of men employed is about 120, and of horses about 50; the raw material brought to the works consists of coal and wood—annually, about 7,200 tons of coal and about 600 tons of wood are brought; the coal is from the metropolitan mine and from the Zig-zag it is brought to Newtown and Marrickville railway stations; if water-carriage proved to be the cheapest, he would use the great northern coal from Port Macquarie; the wood could certainly be brought by sea; the output of the works being bricks and pottery, all sales on the coast would be dispatched by the canal direct; is now shipping bricks at Pyrmont for the Sugar Company on the Clarence; there would be an advantage to both the buyer and to their works in shipping these in the canal into the vessels that would carry them to their destination direct; if they had to be transhipped again from the lighters into other vessels, he does not think there would be any advantage over cartage to Pyrmont; the proprietors have been extending their works since they were first established six-and-a-half years ago, and the extension is still going on; commencement has been made in the manufacture of Terra cotta ware, for which kilns are now being erected, and most probably future extension will be in the direction of such art-ware which will find a market chiefly in the metropolis; some portion of the out-turn would also be dispatched to the capitals of other colonies, and for this trade he anticipates that the canal would be a very decided advantage; the works have not derived any advantage from the canal works, as far as they have yet progressed; he does not consider that the completion of the canal and approaches to it, as far as Ricketty-street, will be of any advantage to their works.

NAAPON DAWES,
Manager for Bakewell Bros.

Alexandria, 2 September, 1891.

Mr. A. Harber owns a brick factory in the Borough of Alexandria, off the Bowen Park Road. Has been engaged in brick-making here for over thirty years; the factory is named the St. Peters brick-works; the value of the works and plant is about £20,000; the value of the annual out-turn of bricks at one-and-a-half million bricks, would be about £3,000; employs about thirty men and twenty horses; brings to his works about 2,000 tons of coal per annum; the coal mostly is from Wollongong and a little from Lithgow; none from Newcastle; this is brought by train to Newtown and St. Peters and then by cart to his works; the whole of this coal from Wollongong, say about three quarters of his full supply, would be brought by the canal if extended; as far as the canal has gone, viz., up to Ricketty-street, he has not made any use of it; there is a large contract in Kiama for an hotel for which the cartage of bricks alone to Pyrmont (to Miller's Point) would amount to £200, whereas this could have been done by the canal if it had been in existence for less than £50; he could have got a contract last Monday for 50,000 bricks for Kiama, which he might have taken, but he could not get carts, as the journey to Miller's Point entails only two trips daily, whereas to the canal the carts would make six or eight trips daily; even when the canal and roads are finished up to Ricketty-street he will not be able to make much use of it owing to the distance from his works; the carriage of coal by sea would be done at considerable saving in cost over that by rail and road to his works; all contracts for bricks for the coast ports would all be sent direct by sea by the canal; all this has, even now, to be sent by sea from Miller's, which entails cartage to the Point; cartage of coal from Miller's Point would be far too costly and is never attempted; is an alderman of St. Peter's municipality; for purposes of road maintenance and construction use is made at present mostly of white metal, a very hard sand-stone, but blue metal from Kiama and Wollongong is most suitable; have used some of this, but not much, because of its cost; it is brought direct to St. Peters by rail, but the cost of carriage is too heavy, being 10s. 6d. per ton of 24 cubic feet, including the price of the stone; a considerable increased use of blue metal would be made if the facilities in the use of the canal were available; very great complaints are made by his workmen of the bad smells emanating from the swamps, which would all be drained and reclaimed by construction of the canal.

A. HARBER.

Alexandria, 2 September, 1891.

Mr. James Ralph, Mayor of the Borough of Alexandria. Is proprietor of a butchering establishment; wishes to state, regarding the interests of the borough, that he is of opinion that the drainage of the swamps in the borough would entirely convert the district into a very healthy one from its present condition; it is now the receptacle of the surface discharges from Waterloo, Redfern, portion of Surry Hills, Newtown, Macdonaldtown, and St. Peters; the drainage of the greater portion of this area is concentrated in this particular locality, and during the warm weather the effluvia arising from the swamps are almost unbearable; the construction of the canal would obviate all this nuisance; at present this borough uses fully 2,000 tons of blue metal annually from Wollongong and Kiama; no white metal is used; the blue metal is brought by rail to the Alexandria siding, costing 10s. 6d. per ton delivered; feels sure that a saving of 2s. 6d. per ton would be made by water carriage throughout, thus enabling the borough to import 25 per cent. more metal, so the total import may be taken at 2,500 tons per annum if the canal is constructed; the construction of the canal would increase very largely the ratable value of property in the borough, enabling great expansion being made in improvements, one of which would be in metalling of new roads, still further expanding the import of blue metal by the canal; again, a new plan of wood blocking has been adopted—in use for about seven years—in the borough of Waterloo, which the borough of Alexandria would feel disposed to follow very largely if the blocks could be obtained more cheaply than at present; this cheapness would result from water carriage; this system consists in the use of rough split blocks of billet wood, cut to uniform lengths of 14 or 15 inches, laid on the sandy bed which is especially adapted for them; it is grouted with tar and sand; these blocks are procurable anywhere in the bush, and could be altogether supplied from the coast; at present this borough cannot undertake the expense of this work, but the reduction in the cost of carriage of blocks by water would probably enable it to do so.

JAS. RALPH,
Mayor of Alexandria.

Waterloo,

Waterloo, 25 August, 1891.

Mr. M. Smith: The present Shea's Creek is, and has been many years past, a source of great annoyance and inconvenience to the inhabitants of Waterloo; the noxious smells arising from it being most offensive; being an open sewer, and running through a large portion of the borough, many dairy cattle find their way to it, and drink its unwholesome waters; the council of Waterloo have repeatedly been urged by the Board of Health—in the interests of the public—to prevent cattle having access to it; and, it is the council's earnest desire to do so; but prevention is extremely difficult, as the creek runs through private property; when heavy rains set in, the creek becomes swollen to immense proportions, flooding the lower portion of Elizabeth-street, M'Evoy-street, &c., besides causing the utmost inconvenience to some of the industries situate near its course; it is evident, therefore, that nothing short of a thorough storm-water sewer will meet the requirements of the borough; the drain, which runs from Botany-street and thence across the Botany Road, is another source of danger and annoyance to the inhabitants, particularly the poorer class; this drain is the only outlet for large bodies of filth and water, which rushes down from the heights of Redfern and Waterloo, whilst a portion of the sewage from the City of Sydney and suburbs, indirectly finds its way to this drain; it is needless to say that, owing to the small size of this drain, the entire neighbourhood of Botany-street and Botany Road becomes submerged immediately after heavy rains, and the greatest danger and hardship are thus entailed upon the poor people, who, in many instances, have been compelled to leave their cottages, owing to their being flooded; the borough council has done its utmost to cope with this last difficulty, and have spent large sums of money in endeavouring to effect a remedy, but their means would not permit of their embarking in an expenditure such as this would involve, to afford the desired protection from the ravages of floods; as has been repeatedly pointed out, this borough, owing to its peculiar position, has become the receptacle for the waste waters and filth from the neighbouring boroughs, and nothing short of the construction of a storm-water sewer, embracing Shea's Creek and the Botany-street drain, will ever meet the requirements of the people.

M. SMITH.

THE PROPOSED SHEA'S CREEK CANAL.

There are sixteen industries in Waterloo, which would be more or less benefited by the construction of this canal, notably:—The Australian Wool Company, Mr. Geo. Anderson's Wool Washing Works, Forsyth's Rope Works, and others, by a water connection being afforded with their establishments and Botany Bay and the shipping; the borough, as a whole, would derive material benefit, in fact, from this additional outlet for traffic; this borough deals largely in blue metal ballast and wood blocks for the streets, and the proposed facility of water conveyance would tend greatly to cheapen the cost of carrying on works of improvement; this outlet, coupled with the contemplated storm-water sewer, which it is proposed shall join the canal, would prove of great advantage and general benefit to the entire community.

M. SMITH.

Waterloo, 25 August, 1891.

NOTES respecting Shea's Creek, and the proposed construction of a storm-water sewer in lieu of same.

Estimated population of Waterloo:—8,000.
Estimated capital value of all ratable property in the borough:—£1,442,840 (one million four-hundred and forty-two thousand, eight hundred and forty pounds).
Amount of rates:—£4,045 15s.
Number of dwellings:—1,850.
Number of industries located in the borough:—16.
Total expenditure of the borough last year:—£6,214 5s.
Amount of outstanding loans:—£15,000.
Interest on same:—6 per cent.
Total extent of roads and streets made:—15 miles.
Total extent of roads and streets unmade:—9½ miles.
Length of underground sewerage:—10 miles.

EXTENSION OF SHEA'S CREEK CANAL.

DETAILS OF MUNICIPALITIES.

	Alexandria.	Waterloo.	St. Peter's.	Macdonald-town.	Redfern.
Area	1,024	806	896	167	435
Number of dwellings	1,705	1,875	1,021	1,181	4,251
Population, April, 1891	7,499	8,615	4,890	5,286	21,363
Total capital value of all ratable property in the Municipality	£950,000	£1,442,800	£530,000	£457,477	£2,250,000
Capital value of unimproved lands	£486,000	£255,076	.....	£36,890	£34,400

[One Map.]

Sydney: Charles Potter, Government Printer.—1893.

[9d.]

MAP

accompanying report on

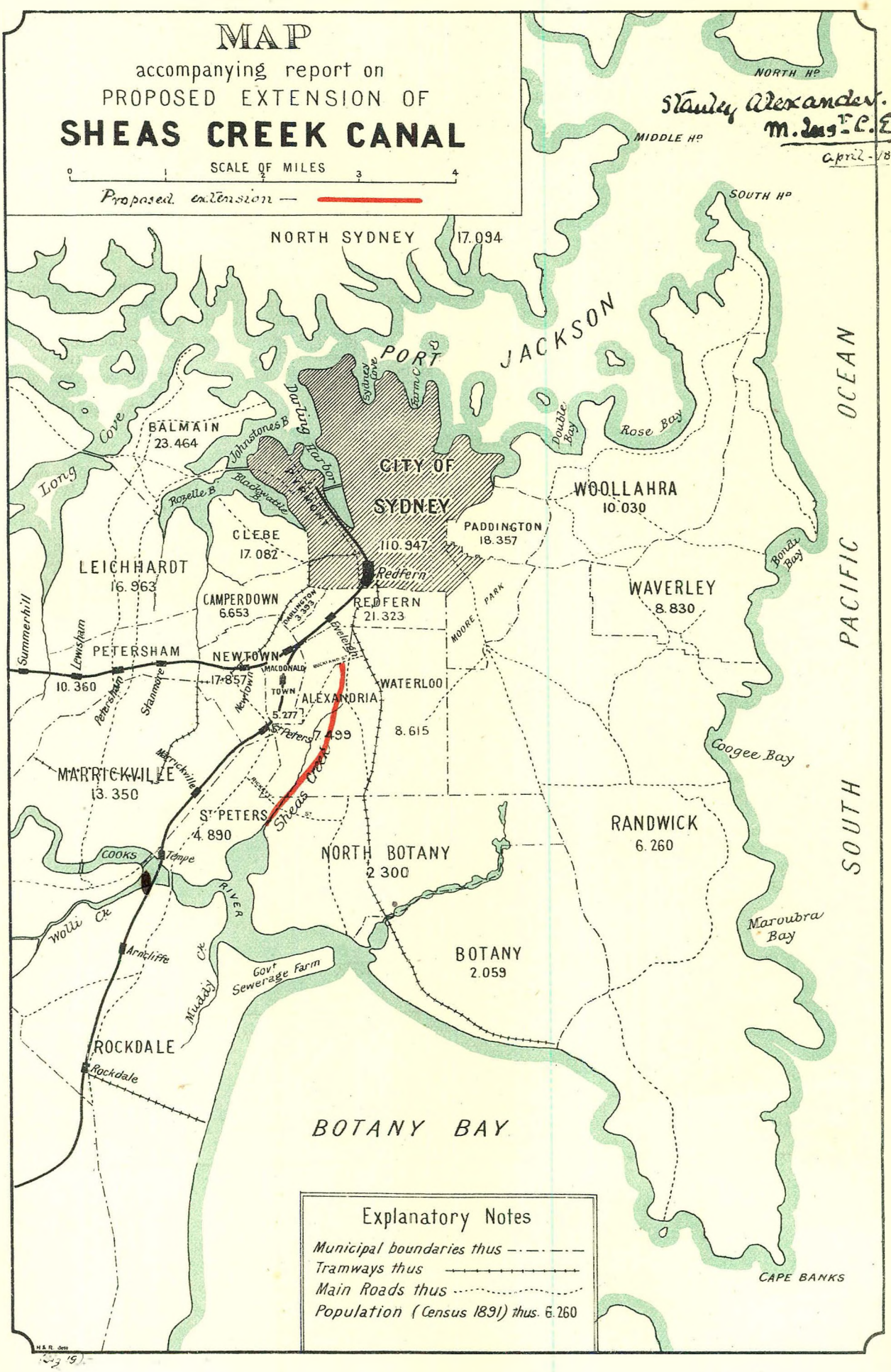
PROPOSED EXTENSION OF

SHEAS CREEK CANAL

SCALE OF MILES 0 1 2 3 4

Proposed extension —

Stanley Alexander. M. Inst C.E. April - 1892.



Explanatory Notes

Municipal boundaries thus — · — · —

Tramways thus ——+——+——

Main Roads thus ·····

Population (Census 1891) thus. 6.260

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